



CENAC Minutes

Date: April 19, 2017 at 6:00 p.m.

Location: GTAA Administration Building, 3111 Convaire Drive, Pearson Rooms A & B

Chair: Robyn Connelly, Director, Community Relations

Committee Member Attendees: Vincent Crisanti, Toronto Councillor
Chris Fonseca, Mississauga Councillor
Michael Ford, Toronto Councillor
Colleen Goodchild, Region of Durham
Brad Green, Brampton Resident
Tina Rizzuto-Willan, Mississauga Resident
Craig Van Spall, Mississauga Resident
Johan Van T'Hof, Toronto Resident

Regrets: David Bishop, Mississauga Resident
John Davidson, Halton Region Representative (alternate)
Jeff Knoll, Halton Region Town Councillor
Pat Fortini, Brampton Councillor

Technical Members Attendees: Adam Biffin, Transport Canada
Chris Stevens, NAV CANADA
Leslie Calhoun, NAV CANADA
Michelle Bishop, NAV CANADA

GTAA Staff: K. Bochan
C. Woods
D. Gray
M. Belanger
N. Mohan
S. Kassam

Public: Approximately 160 attended

Secretariat: I. Pringle

Attachments: CENAC Information Update

Next meeting: Wednesday, June 21, 2017 at 6:00 pm.

TRANSCRIPT OF MEETING

Disclaimer:

Comments expressed by any member of the public during the period of public comment may not reflect proper airport operating procedures.

Jim Faught

My name is Jim Faught from LURA Consulting. I'm going to be the facilitator tonight but I'm going to turn it over to the Chair to run the CENAC part of the meeting and then we'll have lots of opportunity for questions. We'll stay here as long as we need to, answer your questions and get your feedback. We'll have a set of ground rules for that but just hold your questions until we're finished the CENAC portion of the meeting.

I'll turn it over to you Robyn.

Robyn Connelly

Good evening everyone. My name is Robyn Connelly. I'm the Director of Community Relations at the GTAA as well as the Chair of the Community Environment Noise Advisory Committee (CENAC).

We have a number of new faces out here today and I just wanted to go over some background about what the CENAC meeting is and what you can expect from this evening.

This is a meeting of the Community Environment Noise Advisory Committee which is a discussion forum between the community and the GTAA about matters relating to the mitigation of aircraft noise in the community and the operation of the airport in an environmentally responsible manner.

The committee is made up of elected officials and residents from Mississauga, Brampton, Toronto and the regions of Halton, Durham and York. In a second we will do a roll call of the committee members and you can see who they are.

The committee also includes technical members representing Transport Canada, NAV CANADA, an airline representative, the GTAA, [inaudible], all who provide advice and [inaudible] to the committee.

The GTAA works closely with the Canadian Technical members through educational tutorials, workshopping sessions and technical briefings on airport operations and programs to ensure the community voice is infused in our work.

What you are at this evening is one of our five annual CENAC committee meetings which is our opportunity to provide updates on what we've been working on for the wider public. For those of you who are attending for the first time here, some of the general rules on what to expect from a CENAC meeting.

We'll start with roll call and an introduction of the committee members. After introductions, the committee will work through the standing items on the Agenda and then move into formal presentation. Members of the public are welcome to ask questions pertaining to the presentation after the presentation and we just ask that any member of the public who has a question that you come to the mic and state your name and which neighbourhood you are from.

Following that, we will open the floor for the public comments at 7 p.m. That's it. That's generally how this rolls and just as a heads-up the main item on tonight's Agenda is of course an update on the construction that is going on at the airport.

Let's start with general roll call.

Kathy Bochan

Hi everyone, welcome. If I can just ask all the committee members to raise their hand or stand up so I can call you out.

We have Tina who is our Mississauga resident representative. She's got her hand up there. We have Colleen Goodchild and Councillor Michael Ford in the doorway. We also have Councillor Fonseca from Mississauga, Craig Van Spall, Councillor Crisanti from Toronto, and Johan van 't Hof, your Toronto representative.

At the head table, as Robyn mentioned, we have representatives from NAV CANADA, Adam Biffin from Transport Canada, Robyn Connelly, our Chair, Hillary Marshall, our VP of Stakeholder Relations and Michael Belanger, Director of Aviation Services. Welcome.

I just want to also go over some safety measures. We have a full house so in case of emergency I would just ask that everybody exit that back door where it says 'Exit'. There's a second door right outside.

Thank you and let's begin the meeting.

Robyn Connelly

If you'll just indulge us while we go through some of our regular pieces and then we'll get to the main event this evening.

May I ask the committee members for approval of this evening's Agenda. May I get a mover and seconder? Tina, thanks for moving. A seconder? Councillor Fonseca, thank you very much.

May I get an approval for the Minutes from our February meeting? Can I get a mover and seconder? Tina, thank you for moving and Councillor Crisanti. Thank you.

We had some matters arising from our previous meeting and I think that was handed out to everybody in terms of the action items and follow-up and I'm now moving on to the regular items on our Agenda. In fact, we are just presenting our main presentation this evening which is an update on construction.

Before we turn to that, I'd like to turn the floor over to Hillary Marshall who is our Vice President of Stakeholder Relations and Communications here at the airport.

Hillary Marshall

Thanks Robyn.

Hello everyone. Hello neighbours. My name is Hillary Marshall, as you heard Robyn say, and I'm the Vice President of Communications and Stakeholder Relations here at the Greater Toronto Airports Authority.

Thank you so much for joining us this evening. This is our second CENAC meeting of the year. Our numbers have significantly risen tonight likely due to the runway rehabilitation project. There has been a lot of talk lately about this project and we understand you're concerned about it.

I wanted to start the meeting by apologizing to the local community and elected officials for the fact that we didn't do more to communicate about this project and its impact.

Despite our best efforts to plan for this construction in a way that would result in the least amount of impact to local communities, passengers and users, we and our partners have had to revise our original operating plan.

Recognizing these changes have meant more impact for some communities. We started rounds of advertising in newspapers, in social media and through mail drops which are going out to nearly 200,000 households in the area.

We understand the need to communicate differently and to that end we are developing a new communication protocol for all construction projects.

We have been in touch with the City of Toronto and the head of engineering and construction there to understand how they communicate about their construction projects, and we will use these learnings going forward. We think the community wants that and has explained that to us.

Now, let me turn and address some of the more frequent questions we've been hearing from you and other community members about the rehabilitation project.

First off, I'd like to assure you that the work on Runway 05/23, which is Canada's busiest runway, is restorative in nature; it is a rehabilitation project and not an expansion project. Just like summer repair season on the Gardiner or the 401, think of it as necessary maintenance.

The runway has not required this type of work in more than a decade, and it's important to keep it in good shape for the regular operation of the airport and most importantly for safety reasons.

The runway is not being expanded and no new infrastructure is being built.

Some of you are also concerned that the increased usage of the North/South runway is a permanent change. This is construction. There are no new flight paths. Due to limited access on the 05/23, we are simply using this runway configuration which is normally used less frequently.

The GTAA, NAV CANADA and the airlines, all of whom worked together to plan construction, you're going to hear more about construction in just a moment, are committed to respecting and following the principles of the *Airspace Change Communication and Consultation Protocol*.

That means if there are any long-term changes to runways, it would be accompanied by a comprehensive communication and consultation program. This includes any new procedures or changes that might come as a result of different noise mitigation studies that are underway, such as the NAV CANADA, Toronto Area Airspace Review, which is being undertaken by a firm called Helios or the GTAA and NAV CANADA's joint study of six noise mitigation initiatives.

Some of you have also been asking if we are allowed to utilize runway 15R/33L as much as we are.

The north-south runways are not like our other runways. To give you a bit of history on these runways, prior to their opening in 1996, airport management, which was at that time under Transport Canada, clarified that these runways could be used when weather mandated or in other exceptional circumstances, such as when runways are unavailable for use, as is the case right now.

In 1996, it was predicted that the usage of the north/south runways would be 5% of the time for arrivals from the south and 1% of the time for arrivals from the north and since that time these runways have been periodically used but the annual usage remains low.

As I mentioned, Mike Belanger, who is our Director of Aviation Programs and Compliance, is going to provide us with a presentation on the construction and get into some details of how that is affecting runway usage.

You've also asked about night flights during restricted hours and whether there's been an increase. In terms of the process related to night flights, nothing has changed. All flights must be approved to operate between 12:30 am and 6:30 am.

As many of you know, we have an annual cap for flights between these hours. We will not exceed our annual 2017 cap.

Some of you have also mentioned that it seems that the GTAA, NAV CANADA and our partners are able to implement changes or alter operations when it suits us. This is not the case. As mentioned, these changes are temporary and any permanent change is subject to the guidelines of the protocol. We are committed to following this protocol and the established rules and guidelines and will continue to do so.

We'd like to thank you for your attention and I'm going to turn it over to Mike.

Michael Belanger

Thank you Hillary. Good evening, my name is Michael Belanger. I'm the Director of Aviation Programs and Compliance. I'm also acting, at present time, on behalf of Craig Bradbrook who is our Vice President of Aviation Services. I'd like to take the opportunity to welcome everybody tonight. I certainly wish it was under different circumstances but I'd like to opportunity to just walk everyone through the level of work required for Runway 05/23 rehabilitation activities that are ongoing at present time and our temporary. There is an end in sight. We will focus on that as well.

Thank you Hillary for your opening comments and I would like to reiterate on Hillary's apology to the community that lead us to this situation tonight. I would ask if I could go through the presentation and then we will defer the questions until the end of the presentation. Thank you.

Just a brief overview of what is not happening. I think Hillary summarized it quite nicely. I'll go through it again.

Why is the work being done? I think it's important to understand why the work that we're doing is being done; introduce the community. I know there are many folks in the room tonight that are familiar with our airport and the ins and outs of how it operates but there are a number of new folks here tonight so just an opportunity to introduce everybody to Runway 05/23 and why it is so important.

Some of the planning assumptions that went into organizing all this work is quite substantial. What is our actual experience today? We're about three weeks into the construction program, or rehabilitation

program, and we have about four weeks left to go before May 16 arrives. That's our target end date at present and we're doing everything within our might to reach that.

What is not happening? As Hillary mentioned, the runway is not being lengthened or widened. It is strictly being rehabilitated. We are not using new flight paths. All of the operations that are currently transpiring are on existing flight routes into and out of the airport. This is not a permanent change in how our runway usage is applied on a day-to-day basis. This is not funded by taxpayer money. This is GTAA money that is being used to rehabilitate this runway. It's an approximately \$30 million project. This is not part of the Toronto Noise Mitigation Initiatives or Toronto Airspace Noise Review that many of you are familiar with that's currently underway by HELIOS.

So why is the work being done? Of primary importance to everybody at the airport, everybody travelling at the airport, all 47 million passengers that use this facility on an annual basis, is safety. We need to do this work to continue our safe operations. We like to say in Operations that we're in the 100% business. I need to be able to sit in front of everybody here and provide an operating environment that has a 100% level of comfort that when you come to our airport you're able to get on to your airplane and get to where you need to go. This is why we're doing the work.

The major work that's requiring such attention to detail this year is the sub-surface. This runway was constructed back in the 1930s, one of our original runways, with an extension that was completed in the late 1960s. This extension piece on the west end of the airport is the area that we need to go in do some sub-surface work to. It's in critical condition. I describe it in layman's term as open heart surgery on this end of the runway. I haven't come up with a better description for it but it's certainly major and it certainly needs to be done. The last rehabilitation works we did on this runway was back in 2005 and 2006. If I reflect for a moment on what this airport was like back in 2005 and 2006 it was quite a different airport. We're much busier at present time. I think the impact has resonated that much more with when we're not operating with this runway.

An introduction to Runway 05/23. This is an overview of the City of Toronto and some of the surrounding communities. The green dots outline where Toronto Pearson exists and that environment. The area highlighted in red is Runway 05/23. The numbers on the runways are basically the orientation on a compass on which direction the airplanes will fly when they use those runways. We have five runway surfaces that are outlined on this map here that we can use in either direction; so we have ten operational runway services that we have available for us to use.

Runway 05/23 is on the north side of the airport and runs in an east/west direction. It is Canada's busiest runway.

I describe it akin to the highway system in and around the City of Toronto. If we picture the highway system on the diagram here, Highway 427 that runs north and south is similar to our Runway 33L or 15R. It runs north/south. Same on the east side of the city. We have the Don Valley Parkway which would be equivalent to our Runway 33R and 15L that we showed in the previous slide.

Gardiner Expressway on the south side of the city, that's equivalent to one of our runways on the south side of the airport but we happen to have two of them there. If we take one of them out of service there's really no impact on how the airport operates.

But when it comes to Runway 05/23 it's akin to doing construction on Highway 401. When we talk about construction on Highway 401 we're not simply talking about a lane or two or even three. This runway is almost as wide as the entire 401. This is inclusive of the collector lanes and the express lanes for about a

3.5 kilometer length. I show here a comparative representation between Keele and the Allen Expressway. It's quite a significant piece of pavement if I could use that term so when we take that out of service it has an impact that for this room would be kind of akin to taking this section of highway out of service.

Although when we talk about the 401, the impact is certainly – I'll use the word localized. When we take Runway 05/23 out of our operation it impacts national air traffic. It impacts everything from Halifax to Vancouver, from Toronto down to Florida. This is the importance of this runway to our operation.

Just to get more context when we talk about Toronto Pearson. There's about 453,000 airplanes that come and go from this airport on an annual basis. Runway 05/23 accommodates just over 200,000 which is about 45%. When you look at numbers for Calgary that's the entire airport; that's how many movements they do. When we talk about Montreal Trudeau Airport that's how many movements they do and similar for Ottawa. This runway on its own is almost as busy as many of these other airports in their entirety. It's not an insignificant piece of payment.

Under the planning activities, this isn't a singular activity. There is a group that reports to me. I'm responsible for the planning of this runway construction in collaboration with our stakeholders here at the airport inclusive of our Internal Department of Aviation Services. That's fancy for Operations. Airport Planning and Technical Services, that's our engineering group. These are the folks that come to Mike and say, 'Mike, we need to do some work on this runway and this is how we need to do it.'

Our role is to try and put the pieces together to have the least possible impact on the travelling public and the surrounding communities.

NAV CANADA, our partner, our navigation service provider, air traffic control; they are part of the planning process as are our major airline partners.

PaveAI and Gazzola, these are the companies that are out there doing the work, doing the paving activities and a lot of the sub-structural work.

Some of the planning assumptions. We are doing this work differently than we have ever done it before. We are starting earlier than we have ever done work before. Traditionally at the airport we start our construction at the end of April. When we recognized the length of time required do the work that's required on this runway that was going to put us right into the middle of the peak summer travel season and the disruption would be far beyond what we are experiencing right now; not to say that what we are experiencing now is not insignificant. Looking at the phasing of the works to minimize impact, simply closing it outright for a period of ten weeks is, where I recall we started this whole thing, was not in the best interest of the travelling public. We said how can we phase the works to enable some shortened runway operations to allow many of the aircraft that operate in and out of this airport now to continue operations on that runway with the least possible impact.

We had to apply temporary restrictions on our commercial airline partners on how many arrival flights they could schedule into the airport during certain periods. We had to apply temporary restrictions to the general and business aviation aircraft operators in and out of this airport throughout the duration of this construction work.

We had to allow for sufficient recovery time in case we found something substantially significant to resolve. If we opened that runway up and do the open heart surgery and something happens we need that recovery time early in the year to make those necessary repairs as opposed to doing it in the fall

when traffic is about equivalent to the spring. We don't have the recovery time to make that repair in the winter so we'd go all winter without this runway. This is why we put the runway work earlier than we normally would.

We made every effort with our partners at NAV CANADA to explore every alternate runway configuration we could possibly use to mitigate not having this runway in service and obviously keeping them aligned with our current operating parameters. What I mean by that is using the runways in a traditional manner that we normally use them. East/west is our predominant usage of our runways. This is why we have more of them east/west than we do north/south. Weather is what drives that and this is what we wanted to keep within our operating parameters.

Throughout this construction work, it's about 46 days if you go from March 28 to May 16. In that period, approximately 6,000,000 passengers will use our airport. That's about 130,000 passengers per day and to limit the amount of impact on those individuals and we need to do it safely.

Our commercial airlines schedule, as I mentioned, were reduced during the full closure period which is upcoming on April 24 through May 16. Our general and business aviation flights have also had restrictions applied to them throughout the entire construction period. This was prioritizing the interest of the travelling public during this period.

What is happening? We made all of these planning assumptions. The planning assumption is that we were still going to be able to use our east/west runways for the vast majority of the time. I understand the slide is busy with numbers. On the top part of the screen you'll see our 2016 runway operations which is information that is available on one of the boards. Outside, it's also available on our CENAC operational statistics that's available on our public website.

It basically outlines all ten of our operational runway ends, the number of departures, the number of arrivals on each one of those runways, the total number of movements that are experienced on those runways and the percentage of overall usage.

If you look at the runways that primarily impact the communities to the north side of the airport and the south side of the airport those are predominately impacted by Runways 15L – 15 Left, 15 R – 15 Right, 33L – 33 Left or 33 Right. Those are oriented north/south. When you do the math at the bottom there it works out to about 6.9%, about 7% of our operations traditionally are north/south.

The bottom chart outlines our experience from the day we took the runway out of normal operations into restricted capacity through to April 17; that's about a three-week period if I count the days correctly. What you will see is the traditional 6.9% usage, or 7% usage, on our north/south runways has spiked to approximately 65%. This is what we've experienced. This is why I recognize many of you are in this room today.

This usage has far exceeded our planning assumptions – far exceeded any of our planning assumptions that we had in play. Like I said, 65% of the movements experienced to date since the closure have transpired in our north/south runways.

When you look at the total annual movements that happened on those north/south runways in 2016, in the last three weeks we've gone through about 56% of that usage so half of the annual usage has transpired in the last three weeks. It's very concentrated, very sustained usage is perhaps how I would characterize the experience for many of those in the room here.

One of the primary reasons, the primary drivers behind this, is the analysis that we conducted on the weather. The weather in the last three weeks has presented substantial operational challenges to configure those alternative runway configurations we planned. It's been very windy. There's been low ceilings. There's been precipitation, rain. There's been snow. There's been a lot of things that have transpired which are driving which are driving more operations on the north/south runways.

Again, this is what has happened. This is something that I think that it would be fair to say is we're going to make every effort to operate on the other runways but I think that for this room I think for the next three weeks we have left on this construction, what we've experienced to date will continue.

The operational impact that's been experienced at the airport. Our own time performance, the number of passengers that are experiencing flight delays, whether it's a delay leaving the airport trying to come to Toronto or trying to get out of Toronto, have been significant. Fifty-four percent of our arrival on time performance; that means flights that are coming within their scheduled time of arrival within 15 minutes of that time, 54% were able to accommodate that. The rest are not. Our typical performance is around 76%.

On the departure side, 67% with our normal performance around 78%. A lot of passengers are experiencing delays, connecting passengers aren't making connections, flights are getting cancelled. There's been substantial disruption to the operation of the airport. There's been substantial disruption with this runway usage to the surrounding communities. We recognize that and we apologize for that.

Some of the work that's happening to give an understanding for the room of the scope of the activities that happening. These are just some of the statistics of the work that's being done. They're doing about 200,000m² of asphalt resurfacing; 23,000m³ of concrete excavation and replacement; 420km of line painting; 5,000 sub-surface stabilization incisions, basically there's a machine going down the runway and cutting 5,000 holes into it and reinforcing the sub-surface to keep the runway operational and safe; 1,000 inset lights. These are navigational aids that help the flight crews arrive and depart from the runway safely. We are refurbishing those as well while we're in there.

What is 200,000m²? It's 130 hockey rinks if you stack them end on end. That's a comparative for comparison.

We have some pictures of incisions into the runway. Like I said, there's 5,000 of those going on, 23,000m³ of concrete excavation is about nine Olympic swimming pools and 420 km of line painting done by hand is about here to Ottawa, Parliament Hill. It's about the equivalent. There is substantial works that we're undertaking in seven weeks and we are making every effort we can possibly put at this. The construction workers are working 24 hours a day, seven days a week to get out of there as soon as possible to return this runway to active, safe operations and more traditional operations that the community and members in the room here would have traditionally experienced prior to the runway coming out of service.

That is the end of the briefing that I have. Perhaps I can turn it over to Jim now and the members of the public in the room for any questions.

Robyn Connelly

If I may interrupt before you start questions. I just wanted to let all residents here know that we do post all the materials from our meetings on the website and they will be available tomorrow. We can have copies for you as well. Jim.

Jim Faught

Time for questions. Just a couple of ground rules. One conversation at a time please. There's a microphone. Please come up to the microphone and pose your question. I'd ask that you allow opportunity for response. Please don't interrupt a response. This is being recorded for the minutes as you've heard. I'm asking for a safe zone for decorum and respect here so that we can hear from everybody.

GTAA does want to hear from you. We'll stay as long as we need to to hear all your questions, comments, feedback and it's all going to form part of the meeting record. If you wouldn't mind, please introduce yourself and what neighbourhood you're from and we can start.

Mark Hlibchuk

My name is Mark Hlibchuk. Your statement that the weather has been unusual since the [inaudible] has started, that is totally inaccurate. I track what's going on with the winds and you can't tell me that you have to use those north/south runways. There might have been one or two days of very strong winds, otherwise, that is total BS.

You also did a presentation in December which outlined all the various runway possibilities that happened during this rehabilitation. That was a total lie.

Would you like to explain yourself as to why those configurations weren't used and why you have to land them on the north/south runways all of a sudden? Does it have something to do with the fact that the GTAA upgraded the north/south runways so they could accommodate more traffic? Runways were never supposed to be used as primary ground base [?].

Michael Belanger

The way I can address that question is when it comes to our runways, we provide to our navigation service provider which runways are open for use and which runways are closed for use. The decisions on how they are operated on a day-to-day basis based on the weather, NAV CANADA undertakes that responsibility.

Mark Hlibchuk

Okay then can NAV CANADA tell me why these wind conditions are so unusual? I have access to the NAV CANADA website. I can check minute by minute what the wind conditions are. They have not been that usual.

Chris Stevens

Good evening. My name is Chris Stevens. I am the manager of the control tower and the terminal control unit as well as the traffic management unit for NAV CANADA.

As Michael said, we've spent a lot of time looking at different things in advance of the project coming into the construction. A lot of the planning that went into it when we actually got into the operations we look at a number of different things on a regular basis when we are planning. Some of the throughput that we anticipated to get on the westerly configuration, so that's using the portion of 23 – the north

runway – that is open and available, we didn't see the throughput. You saw through the numbers there obviously we weren't seeing what we anticipated as being the throughput for the traffic.

That's leading us to making other operational decisions in terms of what other options we have and of course that leads us into the north/south in many more instances.

Weather is one factor that we consider when we are planning the operation out. Winds that normally would drive us into that operation is another factor there but we're also looking at the throughput and the capacity to minimize any delays to the flying public.

Mark Hlibchuk

So are you ahead of timing by using these north/south runways? If you're saying weather isn't a factor, you're saying throughput is a factor, and you would have known this months ago and not provided false runway configurations in the December presentation.

Chris Stevens

I don't think there was any false...

Mark Hlibchuk

Yes there were. [Crosstalk] In the December presentation, the north/south runways were not used at all.

Jim Faught

Thank you for your comments. We have them recorded. Next person please.

Unidentified Female

[Inaudible]

Jim Faught

What's throughput? The question is what is throughput.

Unidentified Female

I want to know just for the layman.

Chris Stevens

When I'm referring to throughput I'm talking about the demand and the capacity; so how many airplanes can actually take off and land.

Dave Street

My name is Dave Street. I live in Rockwood Village. I am the fifth last house that these planes either depart or arrive on. Needless to say, your problem has created a major problem, not just for me, not just for the community, but for everybody here.

Now Michael, I listened to you quite readily for about 20 minutes. I did not hear every much about your concern for the public. It was all about the GTAA and planes arriving and everybody getting into this airport. I didn't hear hardly anything about us.

Now, I would like to ask the lady next to you, let's go back to 1996. Every survey that was done... I've lived in Rockwood for 40 years in this house so I go back a fair way. All the surveys that were done was 33L should never, never have been built, period, as far as I am aware. The agreement was, as you said, with the federal government, that you would use the runway for 5%. You forgot one part – that there'd be no departures off that runway. Only arrivals, small planes and prop planes.

I would like to know from you, who took the prerogative to change this agreement to what it is today because right now you show no respect for the people of this community or the other people that are here. You have changed the parameters like no tomorrow.

Michael Belanger

I think certainly when it comes to the parameters described, I believe it was 1996.

Dave Street

I think that's correct.

Michael Belanger

I believe they were recommendations. The way we operate our runways is defined within certain Transport Canada publications that dictates how we are able to operate those runways and those parameters are not described in there so we operate our runways in accordance with what is published, in publicly available material...

Dave Street

But you run them in accordance to what you want, not what was originally agreed. Is that correct? Is that what you're telling me?

Michael Belanger

I don't think it was agreed to.

Dave Street

I would question that because that was, as you said, it was only supposed to be 5%. I don't know the last time 33L was used 5% and I don't know... it should never have been used for departures, only small plane arrivals.

I'd like to also ask you under your construction. I heard you say it's from 6:30 a.m. to 12:30 in the morning. Is that correct?

Hillary Marshall

Those are restricted operating hours.

Dave Street

Is that what you're using that runway for? Are those the timeframes? Because at 6:30 in the morning, my neighbour tells me she's got a two year old daughter... don't shake your head because as I said, I'm the fifth last house. I can tell you when they take off [crosstalk].

Unidentified Male

[crosstalk] when we were talking about with the recently...

Dave Street

[crosstalk] and my neighbour has a two year old daughter and what she tells me is every morning at 6:30 she knows when these plans start, because her daughter wakes up crying and is scared with the noise. I think that's an insult to everybody in that village.

I'd also like to look at your figures there Michael when you said you've used over 50% of your time this year compared to last year on L33. Does that mean if you're only supposed to use it for 5%, you're not going to use it for the rest of the year? What does that mean? It means to me that we are in trouble. I think the bottom line here, for me and many of the people in Rockwood, is we have lost complete trust with the GTAA. You do not seem to care about us. Everything is about the airport, the people, all the money you can derive from that and you are inconveniencing us by no tomorrow and I think that's an insult to everybody. I'm going to tell you right now, officially, I'm going to ask Councillor Fonseca, I don't know whether you can do this, but is it possible for the City of Mississauga, that represents all these people, to put an injunction against these people for what they're doing because it seems to be completely out of line for most people here. I don't know whether it's possible but they have no respect as far as I'm concerned for the people in this room. Thank you.

Paul Zamperin

Paul Zamperin. I live in Long Branch. As a former flight attendant for a major carrier I think those numbers that you were saying about using the runways are highly underestimated. From personal experience being so much at the airport I can guarantee you it's been more than 6 or 7% historically.

Aside from that, I'm not sure if the airport, being federally regulated, has any jurisdiction regarding having... or has any need to follow NPC-300, the provincial noise guidelines. However irrelevant, the provincial noise guidelines state that there can be no adverse noise higher than 55 decibels that can be produced from point of reception. I just did an historic thing from November 20th and this was in the span of a half hour or maybe longer, 45 minutes, but it's constantly 72 decibels, 80 decibels. At one point, I was actually looking at my computer and I wish I could have done a screenshot of it, 95 decibels. That's crazy – 95 decibels. The house shook. The windows shook. Of course I filed a complaint about it. The communication was great. I got a phone call back two days later that said that was due to an A321 landing. Not for anything, I don't give a care what kind of aircraft it is. Like nobody cares. It's the noise that people care about. I don't care if it's a RJ, a Triple 7, 787, whatever. It's the noise. Ninety-five decibels. I wish I could yell that loud right now and amplify it because then you would realize what 95 decibels is, okay?

And then the other part about it was occasional use. Like how do you quantify that? How is the term 'occasional use' quantified because that could mean seven days a week? We occasionally use it seven days a week every two weeks. So that wouldn't be occasional. How do you quantify occasional?

Those are my comments and my questions. I am curious is the airport restricted by NPC-300 guidelines because I don't know the answer to that but, again, whether it's restricted by it or not is irrelevant – 95 decibels. Really? Thanks.

Robyn Connelly

Just to respond to the question. There are no noise bylaws federally, municipally or provincially that the airport has to adhere to.

Unidentified Male

Where do you live? Somewhere nice and quiet, eh?

Robyn Connelly

Nope. I'm under the east/west flight path.

Just to respond to how do we quantify occasional use. Michael, I'll toss that over to you.

Michael Belanger

Occasional use, like I said, our predominate operation as we said is east/west. What requires the north/south operation is traditionally described as wind-driven. We have winds that exceed the operational parameters of the aircraft we configure the north/south runways for safety reasons.

In the wintertime, when the runways are contaminated with snow and also when runways are wet with rain, if it exceeds the operational parameters of the aircraft, that's when we traditionally use the north/south runways.

Or, in this case, exceptional circumstances when we don't have 05/23.

Jim Faught

Before we get to you, I want to go over the ground rules again. Decorum and respect, please. Let's on have personal attacks on staff or other neighbours. Let's make this a safe zone so you can have your comments made, your questions answered and let's carry on.

Gregory Wowchuk

My name is Gregory Wowchuk. I'm a professional engineer. I live in East Alderwood. I'm glad to see a couple of Toronto councillors on this committee. I guess we can tongue-in-cheek suggest that we put bike lanes on the north/south runways to discourage traffic.

To get a little more serious here, what we have to do here is we have to look at capacity. This airport has exceeded its reasonable capacity. This is the reason why we have these problems. You shouldn't have to divert so much traffic to 05/33 just simply because you've closed one of the five runways.

At the beginning of this presentation we were told that there is no plan to expand 05/23. I would suggest maybe the effort that's going into rehabilitating this existing runway should go into twinning it so that capacity would be there.

The other issue, I also see the federal members are Wrzesnewskyj and Maloney are here. I think it's time to start looking at capacity by firing up Pickering again. This airport is overloaded. You're making a lot of money here and it would be good if Pickering were started up and took at least a third of the traffic from us.

Ruthmary James

My name is Ruthmary James. I'm from Alderwood on the south side right near the CNR trains. Last night was it strong winds, was there a low ceiling or was there rain or snow because an airplane came over top, scared the living daylights out of me, and I'm fed up. I've lived in Alderwood all my life and the planes are coming more often over. I spoke to Robyn yesterday about a plane. I was at Sherway Gardens I believe it was Saturday and this plane was having a time climbing up to where it was going to. I thought something was going to happen. I am royally fed up. We have more planes going over. I have them coming from the east with Billy Bishop and I know Billy Bishop has nothing to do with you. I had one go over today. I am fed up. I am fed up with Mark, Councillor Mark Grimes. He doesn't even have the common courtesy to come up to the meeting tonight. He's having one at Alderwood [inaudible]. Nobody knows about it. It was not put in the newspaper. That's your fault. Nobody knew about it. It was by word of mouth. I didn't get a telephone call. I mean what is the matter with you people? You're paid enough and you're just sitting there and all you did was shake your head.

I've lived here in Alderwood and I know the planes are getting worse. I'd like you to explain which plane went off last night? I want that answer tonight.

Robyn Connelly

Absolutely. We actually out at the atrium we have our team set up with the web truck which is an opportunity to go back and look at [crosstalk].

Ruthmary James

But why did they go [crosstalk]. They're not supposed to fly. No, I don't care what you say because when I came up to meet you yesterday... oh, I'm sorry I didn't put things in the newspaper. It's your job. Public Relations. You should be fired. You should be fired. I can do a better job than you.

And then you've got James Maloney here. I mean he's a Member of Parliament. It wasn't even in the local paper so I'm fed up.

Jim Faught

Are you interested in finding out the details of that plane?

Ruthmary James

Yes but why did it fly over?

Jim Faight

[inaudible] They can go through the details of that.

Ruthmary James

No. You give me the details. I'm not going to look.

Jim Faight

I don't have the details. [Crosstalk] You should go see the staff in the lobby. Thank you.

Ruthmary James

You people make me... And we need another... I came up and mentioned this to Robyn. Why the airport has cancelled... You're getting more traffic coming in a night. What kind of pollution comes out of the planes, please? I want to know the pollution. What's the pollution? I know they drop stuff. I can smell it. I can't even go outside my house.

Jim Faight

Wait, wait, wait. Hold on. One comment at a time. She has been here...

Ruthmary James

Where is James Maloney? I want my taxes decreased.

Jim Faight

We are recording your comments so thank you. Let's go to the next person. I understand there's a lot of [inaudible] but let's maintain some respect and decorum so we can hear your feedback. Thank you. Next.

Unidentified Male

The respect and decorum you give...

Jim Faight

Both ways. I'm just trying to make sure it's a good meeting so don't heckle. Thanks.

Borys Wrzesnewskyj

Borys Wrzesnewskyj, the Member of Parliament for Etobicoke Centre. Because there have been a few questions as to the presence or lack of presence of MPs, we in fact have James Maloney waiting to get to the mic as well and Peter Fonseca, two of the MPs whose neighbourhoods abut the GTAA.

Let me begin by saying that clearly the atmosphere in this room, and the size of this crowd, is a reflection that things have gone. I think you started the meeting well by offering an apology. The community deserves to have an apology but you also said that you will communicate better. I hope this isn't a one-off; that perhaps this will finally provide your board and the GTAA with a little bit of a wake-up that they're not conducting themselves the way a large appropriation that's a part of a community should.

I look at the name of CENAC and sometimes people use acronyms and they forget what it stands for. It says, "Community Environment and Noise Advisory Committee". That's your purpose. Clearly, you have not served the community in this case and in other cases and particular issue we're addressing tonight. And, you haven't advised the community and you've acknowledged that that's happened. But there is a deeper problem. Someone mentioned the lack of trust. As an elected representative [inaudible] before and come and reached out to the GTAA, I have a lack of trust towards how the board fulfills its mandate, as well as the GTAA.

I'll give you an example why there's a lack of trust. Construction began March 28. You would think elected representatives at least if you haven't informed the communities that elected representatives who have reached out, asked for meetings, would have been informed and provided with detail on issues that would have so gravely impacted their communities. Coincidence? When did the email arrive in my office, MPP Yvan Baker's office who is here as well? March 28, the day construction starts. That's not acceptable. That's not a way to build trust. And when did it arrive? At 3:10 p.m. What kind of community consultation could ever have taken place? That in fact makes us suspect that who knows what's actually going on and there's a track record to this.

But then in the email, the timing of this is highly suspect, in the email what does it say? "It means that we will be reducing the use of this runway", not closing it, "reducing the use of this runway and closing it at times." Clearly a misrepresentation. Further on it says, "This construction work means less use of this runway." It doesn't say zero use. I don't like people [?] getting spun and that's what happened with this communication – the timing of it, the way it's written, and it's absolutely unacceptable.

Why would it be my office that suggests when we reach out and try to communicate. That has to suggest well shouldn't you be taking advertising out in the local papers? Shouldn't there have been meetings ahead of time, meetings like this, for the community, out in the community? Why does the community have to, in anger, come out here to your offices? All of this speaks to the need for a cultural change.

I think that your board has actually been captured – and this happens with executives and institutions. They become captured and it's been captured by the GTAA Corporation so it's not actually serving the community as its title would suggest.

I think there a lot of work that needs to be done. This is a good start. I think that we need to have the elected representatives for a sit-down as well as community represented. There is a lot of trust that needs to be rebuilt and hopefully this provides an opportunity; this terrible situation provides for an opportunity to build a very different relationship. The airport is not going away. The communities aren't going away. The airport is going to get busier. We're going to have more density around the airport. We need this relationship to change. Hopefully that's the positive thing that comes out of this meeting tonight. Thank you.

Hillary Marshall

On behalf of the organization we absolutely respect what you just said and recognize the need to communicate differently and engage the community differently. In this case, and I'm not going to make any excuses, this case we planned with our partners to do this runway repair, rehabilitation in a different way and it was not held to.

We did not hold to this agreement and that's on us. We went into communications with our elected officials and our communities based on what we understood was the agreement between all the partners. We should have planned for a Scenario B in which there would be a significant impact on the communities – a different runway utilization. We have learned from that, absolutely.

How many more weeks? Three weeks?

Michael Belanger

Till May 16 whenever that is.

Hillary Marshall

Recognizing that we are not going to be able to hold to that operation, we did additional rounds of communications with our elected officials. Still not enough. Advertisements last week, this week, 200,000 letters being dropped in local communities, social media push, media push through CTV, CBC. It will never... I recognize it is not enough. We are an airport. We are surrounded by communities on all sides. We have to respect all of you and in turn help you to understand our operations and try to mitigate the impact of our operations. Again, on behalf of the organization I am truly sorry for what you are experiencing right now. This is not what we intended to have happen and we're going to go back and address this with all of our partners again.

In the meantime, we have to finish this runway construction. It will continue. I make apologies for it now but we are moving faster than we expected on the construction. You heard how significant this construction is. We'll get it done as quickly as we can so that we can go back to our normal operations. That is my commitment to you.

Unidentified Female

[Inaudible] and is it on budget?

Michael Belanger

Yes and yes.

Unidentified Male

[Inaudible] May 16th roughly?

Michael Belanger

May 16th.

Mark Hlibchuk

You never really answered why 06/24 is barely used and that was the original scenario.

Michael Belanger

I think that Hillary addressed that that was part of the original plan. It hasn't materialized.

Mark Hlibchuk

What do you mean it hasn't materialized? That's so vague. If you have a plan why not follow through on the plan? You don't say it hasn't materialized.

Michael Belanger

What I can say to your comment is it has been used, based on the numbers looking at my chart here, about 20% of the time on 24L and 24R.

Mark Hlibchuk

Every single day [crosstalk].

Michael Belanger

And when it comes to 6L and 6R which is the other end...

Mark Hlibchuk

Barely used it.

Michael Belanger

... it's about 14%. So that's...

Mark Hlibchuk

The original scenario was to use it...

Michael Belanger

Much more, yes.

Mark Hlibchuk

A lot.

Michael Belanger

Yes, much more. Agreed.

Mark Hlibchuk

And instead, like I said, you default to the north/south runways because you upgraded the capacity on them. Are you denying you upgraded the capacity on the north/south runways recently?

Michael Belanger

I don't know if I understand the essence of your question.

Mark Hlibchuk

You did something to the navigation system...

Michael Belanger

No.

Mark Hlibchuk

... and I read this before somewhere that now you can throughput more traffic on the north/south runways and in previous years you did not do that. I have departures on 15R, by the way, which was also promised you'd never use that runway for departures. You're using it exclusively now for departures.

Jim Faught

Let NAV CANADA respond to your questions.

Chris Stevens

I can provide a little background on the 6/24, the south runways. Because of the proximity to each other they don't operate independently. They are dependent of each other; so we land on one, we depart the other.

Mark Hlibchuk

That was [?] in the original scenario back in December when you had a presentation. You said you'd be using it. So don't tell me now that oh, you have restricted use of them.

Chris Steven

I can't speak to December. I wasn't there. But I can speak to you...

Mark Hlibchuk

No, there was a presentation. Anyone can look it up. They can see that the various runway configurations that were proposed for this rehabilitation is a total lie.

Jim Faught

You've heard Hillary respond to that; that the scenario changed and [crosstalk].

Mark Hlibchuk

What do you mean the scenario changed? Undefined means nothing. What change?

Unidentified Male

You have absolutely no credibility.

Mark Hlibchuk

The overall attitude with Transport Canada, the GTAA and NAV CAN, in one word it's just arrogance. We can do whatever we want. You know why? Because you're not... Normally you're accountable to Transport Canada but Transport Canada washes their hands of everything. I even wrote a letter to the Minister of Transport and basically he said tough luck, deal with the GTAA directly because I don't want to get involved. Here we have a cabinet minister who doesn't even want to get involved.

Jim Faught

Okay. They've answered your question as best they can. Next question.

Mark Hlibchuk

Also...

Jim Faught

[Crosstalk]

Mark Hlibchuk

I only had 70% of my complaint statistics registered in December and no one has ever explained that to me so I'd just like everyone to know do not trust the noise statistic complaints.

Jim Faught

Next person, introduce yourself please.

Joe Silva

I have several questions. My name is Joe Silva. I am the Rockwood Homeowners Association President. I am here, there's a lot of my neighbours here today. I'm speaking for a lot of other neighbours that could not show up. I've been inundated with emails, phone calls and whatever regarding the operations of the airport.

First thing I'd like to ask is Michael, can you bring up that slide again. I'd like to speak to that for a second. First of all I have a couple of questions for – sorry I forgot his name – from NAV Canada.

Chris Stevens

Chris Stevens.

Joe Silva

Chris. The control tower supervisor?

Chris Stevens

Correct.

Joe Silva

My first question is, how safe is it to fly planes distance apart in time in landings? Approximately?

Chris Stevens

Sorry, I didn't get the last part of the question.

Joe Silva

[inaudible] an aircraft, how far apart should they be in time for safe operation?

Chris Stevens

It varies depending on the conditions. We have a number of different conditions you can apply. Visual departures so where the aircraft...

Joe Silva

I'm talking arrivals. Two aircraft arriving behind each other approximately in time. I know various aircraft have different speeds and what not but we do have a number, like one minute, 90 seconds?

Chris Stevens

Again, it's variable because when we're in different conditions of the aircraft in front of... if the aircraft have each other's visual we don't measure by the time. There are certain...

Joe Silva

There's certain requirements, yeah.

Chris Stevens

There are certain parameters we will measure. We will measure by distance if they can't see each other but we don't really measure by time.

Joe Silva

Normally – I've been observing – I don't live in Rockwood. I live about .8 kilometers to the west of the 15R/23L runway alignment. Normally about a minute. I've been watching them. I am retired now. I used to have a job and just for the record I will not remain anonymous. I did work for the GTAA. I've been

working at this airport for 39 years, alright? Thirty point nine seconds arrivals, right in front of my house, watching it. I thought that was a bit too close. I'm wondering if that really met... if there is some kind of a violation with distance requirements of those particular two flights. That was on Monday, this Monday. I don't have the exact time but that was this Monday.

The other question I have is simultaneous landings on 33s. I mean side by side, parallel landings on 33s. Are those two runways really meet the requirements for parallel landings?

Chris Stevens

Again, in visual there's certain conditions, yes, we can run side by side approaches. It's dependent on a number of different conditions.

Joe Silva

The 24/6 runways do not meet that requirement [inaudible]. That I understand. I'm trying to think about safety. I know there's noise. [inaudible] about noise I understand it because I lived the environment what not. Another question for you is, on Tuesday at 14:33 hours, local, there was an overshoot on 15R, an aircraft that overshoot the runway on 15R. You know why that happened?

Chris Stevens

No. I don't have the specifics. I could certainly...

Joe Silva

[Inaudible] find out but I can give you the answer right now.

Chris Stevens

Okay.

Joe Silva

The overshoot was because there was another aircraft on 15 staged for departure. Therefore, the aircraft that was on arrivals did not arrive because there was another aircraft already on the runway, or very close to the runway, and he had to do an overshoot. And that happens, I've seen it, happens for the interest of safety. Now, let's get to safety [?]. 15/33, 15L/33R originally was designated to be mostly a landing runway. We need more runway surface for departures than we need for landings in most conditions, most aircraft so why is it that we're not using 15L/33R for departures and using 15R/33L for arrivals only?

Chris Stevens

Sir, I'm only thinking what you just said. 15R for?

Joe Silva

15R and 33L are the same piece of pavement, right?

Chris Stevens

Right.

Joe Silva

So why is that pavement not being used only for arrivals? It's a short pavement. Isn't it safer to operate that particular pavement for arrivals only whether it's the north or south as opposed to doing departures on it?

Chris Stevens

Not necessarily. I mean when we're looking at that typically our configuration has been departing 15R and every condition we kind of evaluate what we are going to do. Our typical configuration would be to depart 15R. The reason... and part of that it gets into it's a huge machine as you know having worked on the ground where we are taxiing aircraft once they arrive or depart, how we're getting them around the other runway and we're trying to avoid runway crossings wherever we can. There are reasons for why we pick and choose which runways we use.

Joe Silva

Yes but yet on that chart we're all looking at it, 15R shows for 2016, 486 departures. We've had, on 15R, from March 28 to April 17th, 1,162 departures. That is totally flipped from the 15L. You are now using 15R as mostly a departure runway when it should be the opposite. It should be a landing runway.

Chris Stevens

And again, the runway configuration will be... if you're looking at these statistics over the year different configurations – snow, when we are de-icing...

Joe Silva

I'm talking about this time here, March 28 till April 17th we've got 1,162 departures on runway 15R. On 15L we got 829, a longer runway which is better for departures. Why are those two numbers not flipped over? Our main complaint in Rockwood is departures off runway 15R when departures were supposed to be taken off 15L. You've completely reversed the operation, driving everybody nuts and originally when this runway was built it was supposed to be a landing runway. Now you're using it as a departure runway. Can we have this stopped tomorrow? Go back to normal operation? I know you're trying to get as much aircraft out as possible and I do understand because I used to work out there. I was [inaudible] and other things that I did but my issue is you've completely reversed the use of those two runways. When the longer runway now is being used as a landing runway as opposed to being used as a departure runway which is much safer because most aircraft, depending on their size, need a longer runway to depart. They need [inaudible]. There's a decision that's made. The pilot has to make a decision; do I pull up or do I have to stop. If he's going to decide to stop for whatever reason he needs that extra pavement to get stopped. Runway 15R does not give him that extra pavement if he's a heavy. The [inaudible]

Jim Faught

We have that comment...

Unidentified Female

Those numbers represent full [?] movement?

Joe Silva

No, no. That number I'm looking at is departures and there's a number for arrivals. I'm looking at March 28 till April 17th. Obviously to me 15R is now being used as the main departure runway when it should be an arrival runway and you reversed it.

Jim Fought

We have your comment and...

Michael Belanger

Can I address that briefly? A couple of things you've addressed in your statement are accurate. Typically, the configuration is arriving on the outer runway, departing on the inner runway. One of the primary reasons for that is, as you mentioned, is safety. We're not crossing departing aircraft under the arrival flight path. The 15 configurations, the southerly configuration, is the one that by historical use is the least used configuration so when we go into this situation we had some safety incidences that happened within the first three days of operation. What we do have on the south side of the field is alternative taxiways that can enable us to flip that operation to enable departures off 15R to ensure the continuity of safe operations. We also have runway 15R as part of this construction limited on the decision [inaudible] for the pilots to operate into that runway. So when the ceilings are too low we can't technically even land into that runway with certain low ceilings but it's certainly is safety-driven while that operation is flipped. I hope I have addressed that.

Joe Silva

I understand the safety issue. You're using runway 15R for arrivals and departures at the same time and you have to create an overshoot. An overshoot is done because of an unsafe situation. It's being not operated that safe.

Jim Fought

They heard you and I think they'll take it back under advisement and NAV Canada will look at this and take it under advisement.

Joe Silva

If we can get departures ceased or reduced greatly within the next two, three weeks off 15R we're going to have an awful lot of residents are going to be a lot happier than they are today.

Jim Fought

You make a good point, thank you. I think they've heard it and they're going to take it under advisement as see what they can do. So thank you for that.

Joe Silva

Thank you.

Sandra Best

Hi, I'm Sandra Best and I'm Co-chair of Toronto Aviation Noise Group and we are a bunch of communities right across Toronto. I personally live in High Park and I've been impacted by the north/south runways which is sort of adding insult to injury because on a regular basis we get about 140, 150 flights so I feel your pain. Believe me, I feel your pain. We woke up five years ago, more than five years ago now, to having very little noise to a highway in the sky right over our houses that cuts right across Toronto. We weren't consulted. There was no consultation process and we have spent the last five years trying to get some kind of noise mitigation.

There would not be a review had we not gone to our MPs and worked tirelessly to get one. There would not be a protocol, voluntary though it is, had the former co-chairs not gone to Ottawa, not worked with MPs, not met with Lisa Raitt, and got this particular voluntary which actually has no teeth to speak of. So why you say Hillary that you are... you apologized and you were so sorry about the consultation. This exact same thing happened five years ago, four years ago, three years ago, two years ago. Whoever handles your communications is hopeless. They wouldn't last in another organization. They should be fired. You haven't consulted. You follow the same pattern you always follow, which is putting stuff out where you pretty much know people won't find out about it and then you wait until the absolute horror story hits and then you play a backup game, I'm so sorry, oh well too bad it's done now, well, you know, let's see how we can maybe fix some of this, oh guess what, we can't fix it so you're stuck with it. As someone who has lived with a highway in the sky – I don't live near the airport – and whoever designed this horrible system in their wisdom, has criss-crossed flight paths north/south with the south downwind so imagine folks 140, 150 planes a day now compounded by a north/south highway coming over, departures from 33. It's a nightmare. We're over five years and not a single thing has been done.

We are working with our councillors. We are working with our mayor. We are working the MPPs and believe you me when I hear things like, 'We're acting in the best interest of the travelling public', right? And believe me that is the first and foremost concern that the GTAA and NAV Canada. They're heading towards a mega hub. Let's just think about that for a second. Plus, they're in expansion mode. Do you really think in the future that all runways won't be used? Do you really think that's going to happen? Because I'll tell you right now, I don't. As someone who has spent hours, hundreds and hundreds of hours, working with other people just to get the basic understanding and being patronized, it's a tad better now because we managed to get political action. Being patronized and being told over and over again safety. Well, safety means no. Let's be clear here. Safety is always used in place of no.

We've worked with the review group. We've worked with all kinds of groups. But let me tell you, CENAC has no teeth. It's only here because it's part of the ground lease [?]. Am I right? What we all should be doing is having that ground lease pulled, renegotiated and having the interests of the general public put in there because I will tell you we do not elect the board members of the GTAA. We do not elect the board members of NAV Canada yet you impact our lives every day. T

This is a social justice issue. It should be viewed as a social justice issue. People impact our lives who have one goal: to move people from place to place in the most efficient way possible and to make the most money humanly possible and unless you have the time and the where-with-all to hit up your local MPs on a regular basis and your MPPs and your councillors and your mayor, and you have the time to do that and you don't have anything else to do, and you're constantly writing emails and constantly dealing

with people who are phoning you saying... crying and saying, 'I can't sleep at night. My kids can't sleep. This is terrible.' And believe me, 140 to 150 flights each day, every day, non-stop, is not something you want to be under and we are. No consultation. Woke up one morning, didn't buy our houses close to the airport, nowhere near the airport and we wake up to a superhighway in the sky. For five years, more than, people who have spent way more time than me and eventually get tired and move on because they can't keep it up and this is the game. You know? Complain. Complaints do nothing. They give nice stats and even the stats are misleading because we all know they're nowhere near accurate but they're used to justify why it's only a few people. Oh, there are like 50, 60, 70,000 complaints whatever they are but it's only a hundred people, it's only 500 people. If that was an MP's office and you had 800 people complaining and putting in 50, 60, 70, 80,000 complaints, action would be taken.

Jim Faught

I want to [inaudible] people behind you. There's lots of people behind you.

Sandra Best

But other people did speak longer than me actually so I'm just going to finish off and say we have to keep at this. There has to be legislative change. There must be oversight for NAV Canada and there certainly must be oversight for the GTAA. The last person who left the head of NAV Canada got a shocking bonus, right, a shocking bonus. I'm not going to say it but it's shocking. It's public knowledge. Plus his regular salary in the millions. What for? While we live under this nonsense, right? This issue was debated in Parliament when the notion of privatizing and moving to NAV Canada was brought up. The Bloc Quebecois at the time of the NDP said this and this and this is going to happen and guess what folks this and this and this finally has happened. You can read it [inaudible]. Let's not be foolish here. Let's not think we're complaining tonight and we need to let it go, right. The future is looming. A mega hub is looming. These things are happening and we are not going to be consulted. We're going to be consulted after the fact or we're going to be given the dog and pony show, cookies and [inaudible] but really no true consultation is going to happen.

Peter Fonseca

Peter Fonseca, MP for Mississauga East-Cooksville. What I've been feeling and what I've been hearing and what I know is happening in this room, and what we're conveying is a lack of trust, a lack of transparency, a lack of accountability. It makes it very difficult for Borys and Yvanne and James and the counsellors and all of us to do our job – very difficult. When we do get a message on the 28th, the day the construction starts, I know Michael you brought up a number of analogies and metaphors on our congestion, on our highways and roads, etc., and many numbers have been spilled on on the screens. What's behind all those numbers are really those stories. I can tell you from my office, I've been elected for a year and a half as MP for Mississauga East- Cooksville and we've got a trickle of calls. Think of it as an ongoing lingering cold from the airport in terms of noise. But I'll tell you, two and a half weeks ago you make the analogy of open heart surgery. This was a heart attack. A heart attack was... because our phones started ringing off the hook. We have never experienced something like this. Right away, in Ottawa, I go to Minister Garneau; "Mr. Garneau, this is what's taking place in the community. This is what is happening." I met with James Maloney, with Borys, and he deferred this to "Go to NAV CAN". So I go to NAV CAN. I spoke with Hillary. I spoke with the GTAA. One on one you're all good people and you have great stories, etc. but I have to say one of the communications was just abysmal. It was horrific in terms of nothing was really done.

The stories got mixed messages in terms of what we are hearing. What happened in December at that meeting and what the strategy, the plan that was put together but that all unravelled or changed or NAV CAN came up with something else. Michael said this happened with the runway. We're getting all these mixed messages and then this brings us to this point.

We've penned a letter and we've already submitted this letter. It's gone out to the GTAA. It's gone out to NAV CAN. It's gone out to Minister Baines, which is the minister here where the airport is. It's about really the stories. It's about the woman with Alzheimer's who doesn't know what's happening and it's affecting her health. It's about the couple that is not able to work; the productivity level, they cannot go to work with their experience. It's about flights that are coming in 350 to 1,000 feet at alarming decibel levels from these homes. It's about this quality of life. People are calling about their residents concern whether this is going to be a precedent that you're going to set. That it's going to affect the resale value of their homes. It goes on and on.

I hear people like Mr. Silva and the others, the experience, the knowledge, having worked here at the GTAA. What we need is this accountability, this transparency. We need everybody. We need... Chris, we need to hear from NAV CAN because we're getting different messages. I spoke with Michelle Bishop. She's giving one message, I'm getting another one from the GTAA. Like I said, I have to communicate to my residents. I'm accountable to my residents. I have to be their voice. James has to be their voice. [Inaudible] has to be their voice in Parliament. You talk about coming back to Ottawa and we want to be able to provide them with a clear message. I do not want my residents coming back and saying, "Well Peter you told us but that didn't happen." That just creates a vicious circle that we can't stop.

I think this has to change. It has to change today in terms of how we go forward. That's what I want to put out there. We will be advocating strongly in Ottawa. We will be talking about NAV CAN and the GTAA and we do not want mixed messages coming from the room. Again, trust, transparency and accountability is what we're looking for.

Tina Rizzuto-Willan

Mr. Fonseca, can I ask a question please. My name is Tina Rizzuto-Willan [inaudible]. I'm a member of CENAC for the City of Mississauga. I've sat on this committee for 17 years. I started when I was 10.

For 17 years I've been asked by the public and Sandra and others will attest to that that I know very well, where are the MPs, why are they not here? Where are the MPPs, why are they not here? I know why you're here today. I know why Borys is here today. I know why Mr. Maloney is here today. Where have you been and what have you promised these people?

Peter Fonseca

[Crosstalk]

Tina Rizzuto-Willan

I am a volunteer. I have done this for 17 years to [inaudible] community is the community that the construction is going on so I get 45% of the traffic and I get all the night time flights – all of them. So really I'm telling you what they've been telling me as their representative of Mississauga North. Where have you been and what are you guys going to do to help forward their cause?

Peter Fonseca

James would like to speak to that.

James Maloney

How can we come to deal with you when we find out this is happening on March 30th at 3:30 in the afternoon? No, no that's an unfair proposition with all due respect. I'm here tonight along with many of my constituents from Alderwood and Long Branch and I'm here for the very same reason they are – because I just found out about this. I just found out about this project within the last two weeks when people started calling me so I came here tonight. [Crosstalk]

Tina Rizzuto-Willan

Okay, with all due respect, Mr. Fonseca's community has been suffering forever. Councillor Fonseca's predecessor fought tooth and nail [inaudible] for help with their neighbour and Joe Silva will attest to that.

Jim Faught

Let's have the responses.

James Maloney

Let me say what I came up here to say. First of all, thank you for putting on this meeting. But there's a number of issues. The first issue is the communications issue which we've heard time and time and time again and I'm not going to repeat what other people said. That leads to a stakeholder relation issue, a community relationship issue and ultimately leads to a bigger problem which is a trust issue which Peter referred to but the biggest problem you have now is a long term planning issue because this issue we're dealing right now we can't change what happened yesterday or the day before but we can change what's happening going forward.

To answer your challenge that you've thrown out, we are here to work with you. So my question is this. I'm going back to my community to the Alderwood Residents Association and what I'm going there to do is to report on this meeting and to answer all of their questions and I want to be able to tell them this: that I asked you a question, 'Are you prepared to consult with the three of us and everybody else well in advance before future events happen?' because Phase 3 of this project is happening in the fall which I learned this afternoon so are you prepared to commit to us and to everybody else long term planning, lots of advance notice so that we can deal with our community because I don't like going to my community when they ask me questions and I say, "I don't know. Let me find out." I would prefer to be proactive, not reactive.

The problem with this situation is you've put me in the situation, all of us in the situation, of being reactive. The answer I want is will you commit to future long term consultation before next steps?

Hillary Marshall

Yes, of course we recognize that this particular rehabilitation project was not communicated properly; not to our elected officials, not to our local communities. This is the reason why we're all here tonight. We think you deserve more information, different information and sooner...

Unidentified Male

Platitudes.

Hillary Marshall

No, it's quite sincere.

Unidentified Female

[Inaudible]

Hillary Marshall

You are right. You are right.

Unidentified Female

[Inaudible]

Hillary Marshall

You are absolutely right.

Jim Faught

Let's back to the questions.

Peter Fonseca

One of residents also, Stefano [inaudible] brought this to my attention. He got an email from NAV CANADA, CENAC meeting to discuss possible permanent runway use changes. I don't know if this was sent out. Is this... No?

Robyn Connelly

No. That's a poster that was created by a community resident. We have no association. We were not aware of those flyers.

Peter Fonseca

You are saying this is not your work? This is [crosstalk]

Robyn Connelly

We were certainly not aware that that flyer was present in the neighbourhood and was also being posted on Facebook which is very much also what made us understand what some of the concerns are and absolutely that is [inaudible] regular CENAC meeting. An item on the Agenda for this week was construction and the runway rehabilitation. There are no permanent flight path changes.

Unidentified

[Inaudible]

Robyn Connelly

This doesn't correlate to the HELIOS [inaudible].

Unidentified

[Inaudible]

Robyn Connelly

No not at all. Not at all.

Jim Faught

I'll ask you to come to the mic please.

Peter Fonseca

The residents have also asked if the Q&As will be captured in the Minutes and will those be sent to all the participants here tonight as well as residents. Will they post it? Probably. The Q&A? Is the Q&A being captured?

Robyn Connelly

Yes. We do do Minutes of the CENAC meetings and they are posted online, yes and if you signed up and gave your email address at the front which I think many of you did we're also happy to send a note to advise everybody when they are posted. It's generally one week before the next meeting which is in June.

Borys Wrzesnewskyj

I don't want to monopolize but there was a question put to me quite directly, named me, all three of us. Back in 2005 is when I first approached the GTAA about issues around noise and more particularly night flights. I will just relate a couple of incidents which create – and I didn't want to publicly air those – but I think it's important especially in the context of this meeting.

There was one meeting that took a while to set up where the CEO was present. Yvan Baker was my – who is now the MPP – was my assistant, the outreach assistant for Etobicoke Centre at that time. He's aware of a lot of these details. When I started raising issues of conflict of interest way at that time that a GTAA executive board was established, the relationships with Transport Canada and with NAV Canada, all of a sudden an important cell phone call came in and it was in this building. The people from the GTAA had to cancel the meeting that had taken weeks to set up, got up and left me sitting there.

There was another meeting that was set up, at that time it was a minority government and the Minister of Transport at the Metro Convention Centre. There was a set time. I arrived about an hour early. I

walked into the meeting room and there was already a meeting taking place without the Minister present. I confirmed later on when the Minister did arrive the meeting quickly ended. I don't know exactly what was going on but it was awfully peculiar that officials would be meeting with officials from the GTAA before the arrival of the Minister, without us being notified. When I asked the Minister at the time he wasn't aware of it.

This is the sort of thing that I've had to deal with for years. That's why there's such a lack of trust. Mr. Baker is going to raise... when you go through the Minutes, he's going to raise some other issues that have become apparent. The more you read these reports it becomes quite clear, and this to many of you may sound harsh, but your role isn't what your title suggests. Your role is to try and, I hope we can change this but till now, it appears that your role has been [inaudible] the communities, spin the local MPs, not provide information that's asked of. At some point this has to end and perhaps... I ended previously on an optimistic note by saying, 'Look, maybe this will finally be the point where there's a realization, there has to be a culture change.' It [?] has to deal and address the concerns of the neighborhoods. It has to be done in a transparent manner. When I made the suggestion of regular meetings with elected representatives and with community groups, Ms. Marshall, you did not take that up. I'd like to hear publicly tonight a commitment for regularly scheduled meetings with the elected representatives and neighbourhood representatives from our neighbourhood associations.

Hillary Marshall

I can't imagine why I wouldn't say yes to that. We have CENAC.

Borys Wrzesnewskyj

Thank you.

Hillary Marshall

We met regularly. We would be happy to meet with all of our elected officials. I can't speak to what this meeting was or what your experience has been in the past but my team, myself, our management team, seek to proactively engage with elected officials. So, yes, yes absolutely.

Jim Faught

Just before you proceed. To the gentleman who keeps yelling and heckling if you want to go the mic and make a comment, please do. I asked for decorum here. Don't heckle please. Next.

Stephen Holyday

Good evening. I'm Councillor Stephen Holyday. I represent Ward 3 Etobicoke Centre in Toronto. I'm the area just south of Eglinton. I was talking to Councillor Grimes today about this issue and I can acknowledge [inaudible] office is here. We're starting to feel like the community [inaudible]. There's been a marked change in the way things are. I think the reason I've really come tonight is not to repeat what some of my colleagues and other orders of government have said but to really tell you that this has become an everyday issue. I have a stack of email in here and this is statistically significant in my office. I'll acknowledge my constituents in Markland that I've been working with, Markland Wood, about some of the issues and working very well with them. In terms of complaints, I've had very few in the last couple of years until the last few days where I've had a flood. And that's important.

I want to acknowledge that there's a lot of misinformation out there and I go through this a lot. We just in Toronto closed a ramp off of the Gardiner and you can understand how people react to that and you alluded to some of the processes that we have to communicate that information. People want to know this and there's a gap. So I called back a number of these people and talked to them to know what's up. The answer I keep getting is that there is information circulating in the community that is not accurate.

Now I'm not here to defend the airport. I'm not here to do your work. But what I will do is convey information and I have some.

In the vast majority of calls that I took, once I went through the information, the person said, 'Well that's fine. It's over in a couple of weeks. I'm satisfied. But I didn't know that. I heard that there were permanent changes.' I think the message in there, and there's a question buried in here somewhere. The message I have for you is a) that as the old Nixon saying goes, 'There's a silent majority.' I'm here to represent that silent majority. Sometimes we lose that in [inaudible]. I know that. It happens at Toronto City Hall as well where a very noisy bunch makes a particular issue and the issue of the day but I can tell you down at No Frills down the street or parents at swimming lessons with their kids at the Olympium, are probably talking about the airplanes tonight because it's an everyday issue and I know that. I know that because I was just on a call with a constituent a couple of hours ago talking about talking about a fence and before the end of the call she said, 'By the way Stephen, what's going on with the planes?' To me, that's a good sampling to let me understand that people don't know and you couple that with some information that's on a poster that's circulating that has people really upset, I think you've got your work cut out for you and I think you need to answer two very key questions.

The first is, a promise to the community that you have done everything you can to minimize this construction; that you've analyzed all the options and that you're using the runways because you have to, because people do get construction is required.

The second thing is, and again thank you for the presentation tonight. It was important and answered some questions. Are you doing everything that you possibly can to get this over with as fast as possible? I'd like to hear things like 24/7 everyday. People out there don't know that. I'm not necessarily armed with that information. You've got your work cut out to answer those two questions. If you can do that I think you can satisfy the vast majority of the needs of people out there and I think you can restore some confidence that is currently lacking because some others have taken advantage of the information vacuum and they filled it with information that they wanted other people to hear. That is why I think we've got a core issue here tonight and I hope you have a chance to address that and I look forward to any ideas you've got.

Lastly, I'm here to offer help in any way that I can. I can help disseminate this information. Please use the resources I have and if I can work with the City of Toronto and some of my colleagues on Council to do that I'd be happy to do that as well.

Michael Belanger

We are putting all resources we can, 24/7, to get this runway back on schedule, on time, for May 16th. Just for clarity May 16th, 1800 local time, 6 o'clock in the evening, is the time we're looking to bring this runway back into operational service, understanding there are things beyond our control. If anything changes we can make that commitment to communicate that to everybody.

Jim Faught

The question was, what's [inaudible] on that date and they're fairly high. Next question. Introduce yourself, please.

Chris Fonseca

Good evening everyone. My name is Chris Fonseca and I'm the City Councillor in the City of Mississauga in Ward 3. It's just on the other side of Councillor Holyday. I do sit on CENAC and I first want to address Mr. Street's question. I did have a lot of residents in the Rockwood and Fleetwood areas ask me about the agreement which went before City Council, City of Mississauga, in 1999.

At that time, the GTAA took over, there was a transfer of the agreement and the land leased here with the GTAA and City Council completely opposed the building of the runway and they were quite disappointed that there was no community consultation at that time.

They also put forward a resolution with 12 considerations. I'm sure that Hillary you have this and NAV CANADA but I'm going to forward it to you. I asked Mary Ellen Bench, our City Solicitor, who is currently our City Solicitor, to provide you with this information. There is a memo from Joe Fudge who was the City Manager at the time and Hazel McCallion was the Mayor. My apprentice, to Tina's point, was the Councillor who sat on the Environmental Community Committee, it was called at that time, that is now CENAC.

At that time, there were 12 conditions. I think the 12 conditions that are in that letter are actually a lot of what is being raised this evening. I'm going to forward that to you and perhaps moving forward as has been suggested by a number of the people here today, those could be implemented in a more formal way in best practices moving forward, not only with regards to communication but as far as policy goes with future plans with the airport.

Unfortunately, in those 12 considerations, one included a makeup of the Environmental Community Committee and did include recommendations that MPs be on that committee and that was not supported by the GTAA at that time. That's what's in the memo.

At the time it was also made clear that the City of Mississauga has no jurisdiction over the airport to impose any sort of injunction on the airport but I did want to make that clear.

I also, at the risk of echoing what has already been said, I do want to read a letter that I sent to Hillary, to Robyn, to NAV CANADA and members sitting on the panel here tonight because I committed to the residents in my community that I would read this. You have addressed some of these points this evening but there is one that I'm going to ask you once I finish reading the letter.

"Good afternoon all." This was on April 12 and I did bring this up at Council and there was a resolution passed that Mayor Crombie will also be sending the letter to the GTAA and to NAV CANADA.

"As Councillor of Ward 3, Mississauga, and a member of the GTAA's Community Environment and Noise Advisory Committee, CENAC, I am writing on behalf of my residents, many of which reside along the flight path directly under 33L, 15L, 33R and 15R.

With respect to the runway, the construction of runways 05 and 23, I'd only received formal notification'... and I do sit on CENAC and I do want to thank the CENAC members, citizen members and

elected officials that sit on the committee because they really did push to have communication out on this construction. It didn't happen as it was supposed to in as timely as fashion but the committee did really push to have that done. "But I myself as a CENAC member only received formal notification of the construction on March 28th when construction had already commenced. This lack of communication did not afford me ample opportunity to provide my residents with due notice, nor did the GTAA or NAV CANADA directly communicate with the impacted communities."

To Councillor Holyday's point, I am happy as a member on this committee to communicate out to residents in every way, shape or form that I possibly can, but I need the help of the GTAA to do that as well. The accountability is to you. It is your airport and your construction and from a communications standpoint I can only send out what has been presented by you formally.

"The construction notice indicates airfield maintenance and construction that could lead to increased usage of certain runways. I have heard from numerous residents in the Rockwood, Fleetwood and East Markland neighbourhoods that are experienced flights every minute of every day, 24/7 that this is an unacceptable impact on these communities. In particular, from 11 p.m. to 3 a.m. with a short reprieve on some evenings until 5:30 a.m. and then again flights from 5:30 a.m. to 6:30 a.m., every 30 to 40 seconds. These neighbourhoods are inundated with flights at heights from 350 feet to 1,200 feet with decibels reaching 77, sometimes 95 decibels, every minute. This is not sustainable even during a construction period.

After meeting with representatives of the GTAA, I understand that they are now going to roll out a more comprehensive communications program. I respectfully request that this communication be mailed directly to impacted communities. With respect, I do not believe other operational considerations have been reviewed fully and I would that both the GTAA and NAV CANADA provide a full explanation of the current operations. I respectfully urge the GTAA and NAV CANADA to, at a minimum, implement an operation through the remainder of the construction period that considers the use of the north/south runway and night time operations so that residents have some reprieve. I would also like an assurance from the GTAA and NAV CANADA this is not a trial for further airport expansion. I encourage MPPs and in particular MP for Rockwood, Fleetwood, East Markland Woods area, Peter Fonseca and the Honourable MP Navdeep Bains who represents the Airport area to attend the CENAC meeting on Wednesday, April 19th. I respectfully request an apology to the community as well an amended construction plan to take the community's concerns into consideration."

I do thank you for apologizing publicly this evening and for having this meeting. I echo what's already been said. It's a little bit too late. But I want to focus in on, and I will make the request, is there an opportunity during the remainder of the construction period to provide these communities, on the north/south runways some sort of reprieve at least to a certain period of time through the night time operations. I understand that night time operations for the airport are different for communities. These communities have operations as you have seen in the numbers basically from 5 p.m. all the way through to 5:30 a.m. with some evenings have some sort of reprieve. I understand the actual restricted hours are 12:30 to 6:30 but when you are inundated with flights over and over and over at these decibel readings, at these low altitudes I am asking is there any possibility that a relook can happen at the construction plan in Phase 2 and Phase 3 for some sort of a reprieve at some point during that timeframe from even 9 p.m. to 6:30 in the morning. Thank you.

Hillary Marshall

Councillor Fonseca I think that you and your husband have done more to reach out to us quite significantly to reach out to us about the issues you're hearing in your constituency. We've really worked

hard to address the community's concerns to communicate differently. It's not enough. We recognize we have to do more. I appreciate the feedback you've given to us. We do have a relationship in which your input is very helpful to the team in terms of planning and understanding how we need to communicate differently.

In terms of the construction project and the rethink that we have to do with our partners we met again last week and took a look at the operation and have challenged ourselves to not use north/south during the restricted hours except for weather-related incidents but that is something that collectively we discussed and agreed to and we are going to work towards sticking to that based on your input so I'll say that.

As well, this is construction related. This is not permanent. I said it at the outset. I'll say it again. We will be doing consultations through the Fall on longer term noise mitigation issues. I want to make sure that we are completely open with you about what you are going to be hearing about with the HELIOS study this is being undertaken by NAV CANADA as well as the GTAA. That consultation will raise a number of ideas and initiatives around how to address some of the concerns we hear from the community, not only north/south impacted communities but east/west. TANG is represented here that have a lot of input into the studies and asking us to address some of the noise that they are experiencing on the east/west. I want to make sure that you folks who are here representing many communities on the north/south are aware of these studies and that you participate fully in these consultations. It's important to have a full debate because we are an airport that is surrounded by neighbourhoods. There will always be impacts. We want to make sure that when it comes time to have discussions about, as some people in the community desire, to share the noise or to have the discussion about runway utilization, that your communities are included in those discussions.

I want to put that on the table here because it's important that we are transparent with you. It's also important that you participate in these dialogues, okay?

Jim Faught

Thank you Hillary. Let's keep going. Again, keep your comments brief but we are certainly here to listen to you. Introduce yourself, please.

Marissa Anderson

Hi. My name is Marissa Anderson. I'm a homeowner in both Alderwood and Long Branch, have been a lifelong resident and plan to be. Didn't know anything about this until we saw the scary posters about it being a permanent situation. Heard a lot tonight from you some past challenges, hearing a lot about future commitments.

What I'm looking for is a little bit of an example of where we're going to see the accountability. When our elected officials make promises and then they break them we don't vote them back in. A really simple question to GTAA or NAV CAN is, who from this panel, you are representing your organization, is willing to say, 'I'm making a promise this is done May 16, give or take a few days if there's challenges.' But who is willing to say, 'I'm making this promise. This is what's happening and if we don't keep it I will remove myself from the organization of which I've made a promise to [inaudible].' I'm just looking for some teeth behind the future commitments. I'm wondering if anybody is prepared to do that.

Hillary Marshall

So I guess I would say to you that we've undertaken to complete the construction as quickly as possible. You saw the pictures from Mike. I want to be accountable to you. I think what you're asking, for somebody to step aside...

Marissa Anderson

In the event that you don't keep your promise.

Hillary Marshall

In the event that we...

Marissa Anderson

If you keep your promise we're all good. It's only if you don't actually keep the promises that you're making.

Hillary Marshall

I want to be accountable to you. I just think what you're asking is not within the realm of possibility. To ask any of these people to step aside from their roles it's not fair. It's not fair. I think there are other ways to ask us to be accountable. I want to be responsive to you but I just don't think that that's possible.

Marissa Anderson

So what would be another way to ask for that kind of accountability. Accountability with teeth; something a little bit beyond the promises because that's all we are hearing tonight is lots of promises.

Hillary Marshall

Yes, yes. So here's what I would propose to you that we take it away and discuss and if you'd like to give us your contact information perhaps we can talk again.

Jim Faught

I think you make a good point and they'll take it under advisement and if they certainly want to chat more, that's great. Introduce yourself please.

Yvan Baker

Thank you very much. My name is Yvan Baker. I'm the Member of Provincial Parliament for Etobicoke Centre.

I want to first of all start by saying that normally I don't get a lot of complaints about airport noise. Most of those are directed to my Federal colleagues. I do get some. Usually I hear about healthcare, education, transit, economy. You could all come up with a list of things you'd like to write to me about and I welcome that if you'd like to. But, this has become the dominant issue that I'm hearing about. I

think that's a reflection of the frustration of people in the community, for all the reasons that have been said before and I won't repeat them. But, I think that's a signal to me when I get contacted so many times on an issue that is not provincial jurisdiction, that I don't have any kind of direct control over. That to me is a sign that something has gone deeply wrong. I appreciate your apology Hillary at the outset about communication.

I'd like to treat this meeting as an opportunity to do better in the future. I want to start by saying that, and Borys alluded to this, one of my first meetings working for Borys in 2005 was the meeting he was talking about. I attended countless... I thought it was called the Noise Committee at the time. I think it's changed since then but I attended countless meetings with Borys and on behalf of Borys on this issue. I have to say that throughout by time and involvement in this it was incredibly frustrating. It was incredibly frustrating to be able to get any kind of results from the GTAA, to make movement on what was at the time an issue that was raised by the Markland Woods Homeowners Association around night flights. That was where we originally got engaged, at least locally in Etobicoke Centre.

The lack of movement on that was unacceptable and to me what's happened here is a magnified version of the same thing and it's also unacceptable. It's unacceptable to people who are being woken at night; it's unacceptable that people are being disturbed throughout the day; it's unacceptable that they weren't communicated with.

To me it goes beyond that. It's unacceptable that people were not consulted and that we weren't, as a community, brought in as partners.

Hillary, you spoke about partners; you talked about the airlines, you talked about other partners as you define partners, but to me the community is your partner and we need, and I'm not just pointing at you Hillary but to all of you, to NAV CAN, to Transport Canada we're all your partners.

Borys made a specific ask which you've agreed to Hillary, about those ongoing elected officials and that's great but I want to go beyond that. I want to ask that yes we do that but I want to ask that we not be required to call meetings to come out in droves, to require that that partnership be built or that there be accountability. That is something that the GTAA and NAV CAN, Transport Canada take seriously and values. That goes to communication. It goes to consultation in advance and it goes to working together and making sure we come up with an outcome that works for the community as well as for the other partners who you talk about.

I have to tell you, Hillary, that when we first met we met on an issue that wasn't related to noise. We met on transit because of a desire to have a hub built here. I think you may recall that when I told you at that meeting that noise, which was again in context of night flights in Markland Wood primarily for me, I didn't care if it was a provincial issue. It was a concern for my constituents. It was a concern for me and that I would be bringing that to the discussions around transit.

Now I know that you have that. That hub issue is an important one for the GTAA; it's important to the broader community. But I have to tell you something. If we're going to move forward on transit, from my vantage point, we need to work as partners. Partners on transit, partners on HELIOS whatever that is. I apologize I don't even know what that is. Partners on night flights. That means meetings but I hope that it also means a genuine effort on your part to treat all of these folks and all the people we represent as partners and work together. If we do that then not only will I think the GTAA make more effective decisions operationally to make sure that people aren't impacted the way they have been, but challenges like this one where communication breakdowns won't happen either.

I'm just here to tell you Hillary, I'm really asking you there are many examples of communication challenges that could be raised. Borys flagged something in the Minutes from the last CENAC meeting where a Toronto resident, S. Best, stated she's concerned there's no mention of noise mitigation in the reports or studies. I'm reading from the Minutes here. It said, 'E. Waechter agreed that there had been an oversight in communicating the mega hub vision to the surrounding communities but there is a concerted and committed effort to correct this going forward.' So another acknowledgement that communication needs to be better.

On another action item, 'Additional clarification requested to better understand the terms of Ground Lease and how rent is calculated.' Again, a communication issue.

My asking you is this: Yes, when you have those meetings but more importantly will you work with us, and I'm not just pointing to you Hillary, we've met before, I'm looking at the folks in your Operations group, I'm looking at NAV CANADA, I'm looking at Transport Canada, I'm looking at the other GTAA officials. Will you work with us in partnership not just by booking those meetings and saying, 'Here are the meetings', but by working together with us and treating us as a partner. That has to happen on this issue. It has to happen on night flights from our vantage point and it's got to happen on transit, otherwise I'm sorry, I won't be able to support it. Thank you.

Jim Faught

Thank you. Introduce yourself.

Thomas Kalka

My name is Thomas Kalka. I'm a Markland Woods resident. I apologize these first two questions that I have may have been answered. I was at another community social activist event last night in Windsor and there was a turnout of about 40 people so I thought I'd have lots of time showing up at 6 o'clock and clearly this issue resonates much stronger than the one I was at yesterday.

First of all, if we are all introducing ourselves if we take the mic I don't know if we know who you are sir.

Jim Faught

My name is Jim Faught and I'm a neutral facilitator here. I work for LURA Consulting and I've done other facilitation jobs for GTAA and many other people in the room have seen me at transit meetings and others. I facilitate a lot of public meetings.

Thomas Kalka

Okay. This is the first time that I've come out to one of these meetings. I tend to ramble a little bit. I know you're trying to move things along so I'll try to keep it short.

Is the Chair of the GTAA Board here this evening?

Hillary Marshall

No he is not.

Thomas Kalka

Previous commitment I guess of some sort?

Hillary Marshall

No, I can't say what he's doing tonight I'm sorry. I don't know.

Thomas Kalka

I've made a number of comments and questions/suggestions. I just wanted to go off of Councillor's Fonseca's comment for a moment. She indicated she's a member of CENAC. If I understand that correctly, she's a committee member that wasn't notified of what was happening within her own committee until the day that the construction started. She didn't get any advance notice and I think talk about a communication problem – if I understood that correctly.

Hillary Marshall

I don't believe you did. You possibly didn't hear the entire conversation at CENAC. The runway rehabilitation was presented more than once – twice.

Thomas Kalka

In terms of the start date or the construction my understanding was that...

Hillary Marshall

It may have not provided the councillors or other members with significant information though.

Chris Fonseca

I sit on CENAC we did have a discussion about the construction but the actual formal notification that was put out to the community and posted on the GTAA website... I'm a Councillor. I don't represent the GTAA so I can't post my own information. I only received the GTAA's information on March 28th. That true. That's when I received it.

Thomas Kalka

So it's illustrative of a communication problem.

Chris Fonseca

Yes.

Thomas Kalka

If committee members aren't being told what's happening within their own committee [crosstalk].

Hillary Marshall

Perhaps not the committee members but elected officials. I think that's fair.

Thomas Kalka

Fair enough. Moving on to my next point I'd like to thank you for doing the construction rehabilitation because I was able to use it as an education point with my oldest daughter. On Easter Sunday, a couple of days ago, all of a sudden the plane traffic was out of control. I took her inside and I had received an email from the [inaudible] that talked about HELIOS and a link to a complaint form and all this sort of stuff. So I gave her a lined piece of paper and I said, 'Count the planes. Every plane that goes over our house, count them.' So for the next hour and twenty minutes while she was playing with her little sister and doing stuff outside in the front lawn she'd always put it down and run to the piece of paper and wrote it down and I said, '[Inaudible], make note of which airline it is. Then I went to the form and I saw that the complaint form that comes from here asks you to indicate whether it's a prop plane or a jet plane and that sort of stuff so I was able to explain to her the difference between a prop plane and a jet plane because she didn't know. So thank you for that educational opportunity. She started making a prop plane, jet plane.

It worked out to be 45 planes in an hour and twenty minutes from 5:15 p.m. until 6:34 p.m. on Easter Sunday. I didn't have a decibel meter so I don't know how loud it got but there were a bunch. We couldn't talk because it was too loud and I know you've heard a bunch of those stories. But it leads into my next point that that complaint form, and again I don't know if I'm the only one that's experienced that in a very short period of time. If I wanted to register a noise complaint for all 45 planes I would have to fill out that form 45 times. There was a gentleman earlier this evening I don't know if he's still here. He mentioned about don't trust the stats. Who has time... and the form says very clearly that if it's not filled out the way it needs to be it won't be investigated. That may work for the one-off when FedEx runs through at 5 a.m. on the 17th of November, 2019 and you're like, 'Wait a minute, what was that?' But when you are inundated daily with multiple planes... we heard somebody from High Park that's dealing with 140 to 150 planes a day, they don't have the time to make those complaints. They have lives, they have jobs.

Otherwise, most folks in this room here tonight would have better things to do. There's a Leafs playoff game on. You could go to a bar and console yourself that the Jays are probably losing again. But the point is these folks are here and I'm here. I don't get involved in these things. I have a life. I complain by the water cooler. I came out tonight in part because that form is absolutely ridiculous.

You pretend to say you want informational feedback but you make it so onerous that you don't get it and they probably can't track it. MP Rizuski [?] made a comment about trust and accountability and transparency.

The reason I asked whether the Chair of the board was here was because this is the first time I'm in this building and I wasn't sure where to park so I pulled in off of Convair and I saw there was a parking lot to the right, there was the main entrance up the hill to the left and then you go back down the other side and there was the parking lot. There's a bunch of reserved parking spots at the front of the building; handicap, reserved for Chair of the Board, handicap, handicap, handicap. In terms of trust and accountability and community engagement, it's a simple little thing but it'd go a long way. Why does the Chair of the Board need to park closest to the front door of the building? He could park anywhere. It doesn't matter. It's just a small little example and it's a subconscious thing. But I was here for the first time and I picked up on it. I'm sure I'm not the only one. Something like that would go a long, long way.

Community activism which is what we are seeing here this evening. Why does it happen? People don't complain when things are good. People complain when those in power forget about the people that they're supposed to [inaudible]. And that's what happened.

We've heard from 2005 being stonewalled at meetings. We've heard about different information coming out in December. I understand the roles that you folks have to play and you have a corporate message that you have to deliver and we say whether the runway is available for use or not and NAV CANADA decides how to use it if it's available. We understand all that stuff. What we don't like and what we don't appreciate is if we're being spoken to like children where we beg forgiveness instead of asking permission. That's the proactive consultation portion to say, 'We are going to have to do this. There's a good business legitimate reason for it but we need to consult with our people ahead of time.'

Hillary, I don't know what your role is within the organization. You've fallen on your sword a few times today. That wouldn't be necessary if things are being done properly ahead of time. It wouldn't be needed.

We have James, Borys, Peter, Ivan, Stephen, Cris and a number of other elected officials in the room here this evening and as they've mentioned, I think it was Mr. Fonseca that mentioned, if he has a job to do and it's very, very difficult for him to do his job, as an elected official, when he doesn't have the information that he needs and I think it was followed up by James who said he doesn't like having questions put to him and his answer is 'I don't know'. They recognize that unlike the GTAA board and whomever else, they are accountable to people. You're accountable to people that put you there but the people that put you there aren't the people sitting in this line behind me hoping that I'm done soon so they can get their turn.

If you don't feel that you're accountable and you're hidden behind a wall, that's where the frustration comes in and activism will get louder and louder and louder and louder because people like me who don't have the time will find it. We will find it.

My last comment. Michael, you made reference to one of the reasons why the north/south runways got used more than the plan had anticipated and I say this a little bit glibly and touch-in-cheek and I apologize for it but presumably the fall of 2016 or spring/winter of 2017 were not the first time that Pearson Airport experienced weather and so presumably in planning for this knowing that the construction was going to start the end of March and run through until mid May, 2016, 2015, 2014, 2013, 2012, 2011, 2010, '09, '08 and I could keep going would all have provided data to tell you the prevailing wind patterns on those days, the prevailing weather situations and if it's raining on an east/west runway presumably it's raining on a north/south runway as well because they're big but they're not that far apart. If there's snow on one runway, there's probably snow on another. To say that we had to go to 56% usage on north/south instead of what we thought would be somewhat less than that because of snow, first of all, we didn't have that much snow. Yes, we did get a little bit but the priority could be the clearing of the runways that we had said in December we were going to use as our main runways, not setting up in a situation that we're using the north/south more. The skepticism and the cynicism will continue coupled with this HELIOS study that it really is all a facade to look at the feasibility of the north/south and until you're able to convince the community that that's not the case, you will continue to have a PR battle and a trust issue on your hands. So fix the trust around the permanent use and increased use. That will go a long way. If that means you need to engage our elected officials on a regular, proactive basis, do it.

Jim Fought

Thank you. Introduce yourself.

Andrew

Hi. My name is Andrew. I'm a resident of Alderwood community. I moved in about two and a half years ago. My wife and I we love it there and we had our daughter just recently. She's 16 months old and obviously we're really upset about all the noise from the construction. But, I don't think we've gotten straight answer about these posters that have been put up and about this study and I would like a straight answer.

I'm just going to read the poster because I still feel like it hasn't really been addressed.

"HELIOS Consulting has stated they may recommend alternate runways, spreading flights. This is terrible for Alderwood, Long Branch, Markland Woods. However, it is not just about construction. NAV CANADA is studying spreading airplane flights between all four runways on weekends and overnight periods. This initiative is called preferential alternate runways. It is being considered for weekends and overnight. We could receive the equivalent of non-stop air traffic two weekends each month as well as two overnights each month. NAV CANADA is monitoring our response to construction as a gauge to help decide whether to implement alternate runways or not."

My question is, this increased traffic on the north/south runways, that we still haven't gotten a straight answer about why it's happening exactly, it's not just about weather. Is there a study going on right now and are they testing us to see if we're going to put up with this kind of noise? Because I'll tell you right now we're not going to put up with it because that means 12 days a month. That's what the means – 12 days a month of noise like what we've been having, of 70 decibels or higher.

Jim Fought

Let them respond to your question. That's a clear question.

Hillary Marshall

No.

Andrew

So the answer is no, this will not be happening?

Hillary Marshall

As I said at the outset, no, the experience you're having right now with the runway and the rehabilitation and the impact on your community is related to the construction. It is not part of any study. It is not part of any study. I said it at the outset. I'll stand here and say it till tomorrow. I'll say it as long as you'd like.

Andrew

Is there a study that could bring 12 days of constant noise during those times that I said, the two overnight periods per week and the two weekends per month? Is that a possibility starting October/November as that poster has said to us? Yes or No?

Chris Stevens

Let me answer a couple of questions from the NAV CANADA point of view. There is a study underway. HELIOS has been contracted by use to look at noise mitigation. I can't speak and I'm going to ask my counterpart. She's right here. Michelle is there, Michelle Bishop to speak to where we're at. Michelle has the details. It's not something that's operational right now and I haven't been briefed on it. I will say that the current situation with us using the north/south is totally unrelated to anything that's being looked at in terms of the study. One has nothing to do with the other.

Andrew

I get that but I still have not had the answer to my question. Will we have... Is it possible that we'd be having 12 days a month of noise?

Chris Stevens

I'll let Michelle speak to the study.

Michelle Bishop

I'd be happy to do that. There a couple of things going on and I'm happy to speak to the HELIOS study. HELIOS, for those who are not familiar with the term, is simply the name of the consulting firm based in the UK that we retained a number of months ago. Communities, largely east and west of the airport but in other areas as well, had asked for an independent body to come in and look at the airspace designed around Toronto, to look at best practices at international airports around the world on what they are doing for noise mitigation for their communities, what we are doing here and to make some recommendations to us as to is there anything that can be done. Are there any recommendations that they would make for things that could be implemented at Toronto Pearson to improve the noise situation for the surrounding communities.

The study is being done completely independent of NAV CANADA. We are paying for it but they consulting with the communities. They have had three rounds of consultations. They have gone out in various communities to do those consultations. They have had newspaper ads to advertise those meetings. It has been advertised in many newspapers. I don't have the list of the papers that were on it but it has been advertised very broadly in the newspapers.

There is a website but that they maintain that is called torontoairspacereview.ca I believe where you can see all of the presentations that they have given, all the consultation dates that they have had in the past.

That study is still ongoing. When it makes conclusions, it will be a public report that HELIOS will deliver to the community at the same time as they deliver to us and the GTAA and they are recommendations. Any changes in flight paths, any changes in runway usage, anything that falls out of that would still be subject to broad community consultation. They are doing a study to make recommendations but that

does not waive any obligation we would have to do community consultation before actually implementing any changes that they may recommend.

Andrew

So the answer is yes it's possible. Correct? It's yes it's possible. Like you want us to conclude yes it's possible.

Michelle Bishop

[crosstalk] That's a complete hypothetical question.

Andrew

Okay so how do we become more involved in the consultation of that process because what's happened here with the construction we feel like we haven't been consulted at all. I'm putting it to you... the members here... put yourself in our shoes. I'm wondering do you guys live in these neighbourhoods? Because if you did you would be furious like we are. This is not okay.

Jim Faught

[Inaudible] Is there any way that the signup for tonight can be used for informing people about the HELIOS study?

Michelle Bishop

Absolutely.

Jim Faught

So if you signed up with your email tonight, you will be informed about the HELIOS study.

Michelle Bishop

Yeah. We will send out...

Andrew

Okay, so you will let us know the result of it but if we don't agree with this initiative...

Michelle Bishop

Then we have your email. If you signed in on the list tonight and email blasts go out to people all the time informing them of public consultation meetings, informing them of information that's on the web like public comment periods, all of that. If you provided your information we will add you to those lists and outreach to you about that process.

Andrew

So NAV CAN is a federal body?

Michelle Bishop

NAV CANADA is a private company that provides air traffic control services in Canada.

Andrew

But they operate under federal law?

Michelle Bishop

We operate under federal law. We are regulated..., yes.

Andrew

So we need to go the federal route if we want to stop something like this, correct?

Michelle Bishop

You can talk to me. You don't have to go to any federal route.

Andrew

Okay, thank you.

Unidentified Male

They are an arms length from the Ministry of Transportation. [inaudible] Minister of Transportation, NAV CANADA but [inaudible] main concern of what you just said. It's a study [inaudible] this up for what you want to do which we feel...

Michelle Bishop

No.

Unidentified Male

... there is no transparency. There's no accountability.

Michelle Bishop

I'm happy to provide you the list. There was a very specific demand for the community that NAV CANADA not do a study of the airspace but that a study be done of the airspace independent of NAV CANADA. So we bellied up, lots of the communities around that attend these meetings regularly.

Unidentified

[Inaudible]

Michelle Bishop

TANG, the Toronto Aviation Noise Group that is here tonight and already spoke was certainly...

Unidentified

[Inaudible]

Michelle Bishop

No, absolutely. They have had meetings in those communities and I'd be happy to send that information out but they have been undertaking consultation. Their final report is just recommendations to us. Due process and due consultation would follow.

Jim Faught

As you heard if you tell them your email... if you haven't signed up...

Michelle Bishop

NAV CANADA's money comes from charges we levy on airlines.

Jim Faught

If you heard that there is a signup list outside and you can still sign up if you haven't. The HELIOS study information will be sent out to everybody who signed up. Let's carry on with the next question.

Claire

My name is Claire. I am a resident of Markland Wood and could anybody on the respective panel tell me how many air flights land and take off at Pearson every year? What's our annual count?

Michael Belanger

456,400.

Claire

Okay. So on the GTAA website there is a master plan. It's under Publications and Corporate Documents. It says "Airport Master Plan 2008 to 2030". In this document it very clearly says that "We will reach a capacity of 610,000 aircraft movements by 2019." So if this isn't permanent, this is certainly a taste of what is to come. Again, if you want to know where that it is, it's on the GTAA website. It's the master plan. It's under Publications, Corporate Documents, Airport Master Plan, 2008 to 2030.

What I'd like to ask is our elected officials, thank you for being here, but the buck does stop with you. We can't implement public consultation which, from this meeting and the little that I've heard of it, sounds like a bad word, but really it doesn't mean much if the Airport Authority is looking to grow the use of the airport.

If you're looking at growing... you said we have 410... if we grow that by 100,000 aircraft, that's another 274 aircraft a day. Where is that going to happen?

Hillary Marshall

I think we should explain about flights.

Michael Belanger

Yeah. I think two things. Just to clarify, 456,000 was the annual movements we had this year.

Claire

Right. So you're going to grow to 610,000 by 2019 is your maximum capacity.

Michael Belanger

That was certainly a forecast in the Master Plan back in 2008 I believe you referenced. I think we have a new Master Plan due...

Hillary Marshall

Before the end of the year.

Michael Belanger

... before the end of this year.

Claire

And what's that aircraft number?

Unidentified

[Inaudible]

Jim Faught

Let him respond please.

Michael Belanger

We have to wait [inaudible] come out but it certainly... that number is not too far off. I think that the runway capacity that we have available right now can accommodate that level of usage.

Claire

And so you're telling me that the GTAA is not going to grow any more aircraft usage on those runways. We are at maximum capacity right now and that's where it's going to stay?

Michael Belanger

That's not what I said. I said our runway capacity right now has enough latent capacity left in the system to accommodate I believe there's approximately 600,000 movements.

Claire

Right. So if we're at 456,000 now if we grow by 100,000 to 576,000, that's another 100,000 aircraft a day which is another 274 aircraft movements a day so how is that going to happen?

Hillary Marshall

I guess we should perhaps Mike explain how aircraft are up-gaging so that people understand.

Michael Belanger

Certainly. Let's look at two things. First, the relationship between aircraft movements and passenger count. If we look at our movement counts at 456,000...

Claire

We're all here because of aircraft noise so we don't care about passenger counts. We care about aircraft.

Michael Belanger

Okay so the aircraft is relevant though because when we look at a comparable airport like Heathrow who has 80,000,000 people per year use that facility...

Claire

The population of Canada fits into the state of California, give me a break. Like what we're talking about is the Toronto area.

Jim Faight

He's trying to respond to you. Just let him finish.

Claire

Alright.

Michael Belanger

They have 80,000,000 passengers which use approximately the same number of aircraft movements that we have. We have approximately half of the passenger traffic with 44,000,000 last year, 47,000,000 is slated for this year with the same number of aircraft movements. They just have larger airplanes so what we're seeing is the size of airplanes grow. We're getting more, yes, but we're seeing them grow larger in size as well. That is one of the ways that the number of airplanes will grow but the number of passengers will exceed at a higher rate than the aircraft.

Claire

Again, what we are trying to say is that the passenger count doesn't matter to us, it's really the amount of aircrafts. If you're going to tell me that there's going to be more aircraft and we're going to get larger to me that means noisier.

Michael Belanger

We're definitely anticipating growing in aircraft numbers, aircraft movements and having larger airplanes, yes we are.

Claire

I guess my question to you is, is how do you anticipate doing that on five runways with set flight hours?

Michael Belanger

Like I said before we certainly have enough capacity in the system on the east/west runways to accommodate that number of aircraft.

Unidentified Male

[Inaudible]

Claire

What runways would you be using?

Michael Belanger

Predominately it's the east/west configuration.

Claire

So the additional... or another 100,000 aircraft or the 273 a day can fit on the existing runway system.

Michael Belanger

On the existing east/west, correct.

Claire

Without using Runway 5?

Michael Belanger

No, not without using 5. We need... Runway 5... on this map here, Runway 05/23, the red one and the two parallel green ones on the bottom, those are east/west runways. Using those runways, we can accommodate that number of aircraft.

Claire

Okay so that's what you're telling this group here and it can be minuted, that even though we grow our capacity far beyond 100,000 aircraft, you're not going to operate on any other runways other than what's existing right now?

Hillary Marshall

I think what we should take a step back and say is that the north/south runways are configured in a way that does not allow us to use them on a regular basis without an impact to the operation. Presently, we're on the north/south operation and there's been an impact to obviously first and foremost the communities around us, but also to users and the passengers. There have been flight delays, some cancellations, what have you, as a result of being on that operation.

If we go back to the east/west runways, we will be back to our normal operation and will not be experiencing, outside weather-related necessity, what you are experiencing today come the of May. Mike talked about the end of the construction period.

Jim Faught

Does that answer your question?

Claire

Okay. My next comment is for elected officials if you could please make yourself familiar with that study and really keep an eye on it because really when you're thinking about the numbers that they are projecting and then there's distrust in there, there isn't a lot of transparency which is why we are here. But that HELIOS study combined with a master plan that's on the website really they just don't add up.

Jim Faught

We are down to the last couple of comments/questions.

Mark Kuess

I'll do my best to keep it short. Mark Coulis. I'm with Fleetwood Village, constituent with Ms Fonseca, lived in the Etobicoke/Mississauga neighbourhood for almost 50 years and have been living with planes. I'm a frequent flyer, got more than a million miles so I use the airport quite a bit.

First of all, thank you for the apology to the three people on the board, Robyn, Hillary and Michael for making the apology. I'm not sure why NAV CANADA or Transport Canada didn't make an apology because you are part of the team and if you're part of the team you fall with the team. It'd be interesting to hear some comments on that.

Looking for some concise answers. First one. What's the plan to get back to 5% three weeks from now? Are you going to talk about it? Are you going to post something? The north/south runways, what I've heard here, 5% is the goal, the quota. Are you committed to getting there? Are you 45% committed to getting there? Are you 95% committed to get there? Will you make a public statement that you're going to target and go back to 5%?

Michael Belanger

What I can make a statement about is we're making every effort to return Runway 05/23 to operational status on May 16th at 1800 local.

Mark Kuess

Right. The best communications that I've heard is the Facebook page of Mark Grimes. I've looked on the internet, I've looked everywhere else to find information on this thing when it came, when the I would call the air show started three weeks ago in my backyard. I love airplanes but every 30 seconds it's tough. That was the best place for communication. Hillary, there's room for improvement. I'm not going to read you that.

The plans for north/south is 6:30 to 12:30. I can. 4:30, 5:30, 5:45; I mean not one plane, an emergency plane coming in or something else like that, but the traffic just starts every 30 seconds over Fleetwood Park, 5:30 a.m. I'm out letting my dog out to watch the planes. Robyn, you made a comment? You said there's no rules that you have to follow. I get it... I get it. You don't have to follow the federal rules; you don't have to follow the provincial...

Robyn Connelly [?]

Noise bylaws.

Mark Kuess

Noise bylaws. So I appreciate the candour. I appreciate the candour but as a member of the community, what's the GTAA going to do about trying to make it better or you're just going to do what you're doing. What I'm looking for is some regular communications. I'll give you a suggestion. GTAA is a pretty simple thing to find. Put something on your web page, this is the hot button for all the issues, how you communicate issues. I never heard about HELIOS until I got here. It scares me when you have a third party coming in from London, England. I travel to London quite a bit and they have issues too so they have no stake in the game. They can make a recommendation so how are you going to communicate that and then [inaudible] with our constituents to improve the situation.

So communication... Hillary, we just met tonight. Ninety percent of the problems in the world could be fixed with communications. Start talking. Good news or bad news. I mean Robyn, you saying that you don't have to follow the noise complaints. I appreciate that. I appreciate it. It's not good or bad. I appreciate the candor. We need to have the candour so that we can have the debate.

Robyn Connelly

Johan is a committee member.

Johan van 't Hof

I'd like to respond to his question about HELIOS. [inaudible 152:00 – 152:33]

Mark Kuess

The more we learn about it, the better.

Johan van 't Hof

[inaudible] That is exactly what is going on.

Mark Kuess

When did it start?

Johan van 't Hof

That started [inaudible] dozens of [inaudible]... loads of community meetings [inaudible] communications expert, I'm here to give [crosstalk]

Mark Kuess

My simple recommendation... Heather, you have an opportunity to gain some trust back in this room as the VP for Communications for GTAA, to gain it back. Do something on the front page of your website, make sure all the communications are there, good or bad. Then we can have the debate. As someone said here, if the Councillors are informed they have an opportunity to get involved. If we don't have that information we can't do anything.

The last thing I got on my list, Phase 2, Phase 3. I've heard about Phase 2. I just heard about Phase 3 right now. How do we learn? I don't need to learn right now in the next 30 seconds but it sounds like it could be another disaster in the works if we don't communicate it right. If we have the meetings posted four days before the meetings and you come up and get you get to say something but there's no input, no real way to dialogue. So communications, communications, communications, please. You have a chance to fix this.

Jim Faught

Thank you for your comments. Introduce yourself and thank you for coming.

Gord

My name is Gord. I live in Long Branch like my daddy did and my daddy before him. I'm sure you people on the panel are all wonderful people on your own right but when I see you together to me you're just part of a well-oiled propaganda machine that has a serious credibility problem and has for many years. I don't believe any of you, as a group, again I can't speak to you as individuals, I don't believe any of you care about my health or the health of my children.

I believe that you will eventually scare me out of the community where my family has lived for 100 years. I'll probably lose a lot of money trading out my real estate and that process. I also would like to submit that HELIOS, I suspect, is a very well, very clever plan to pit those who suffer beneath the east/west runway against us who suffer beneath the north/south runway. While we're fighting on who is going to take the noise that weekend, you guys will be building another runway over the creek. Then you will have the separation on your north/south.

You've proven you have no responsibility to your federal MPs. That's shameful. You tell them the same day. And he's a meeting downtown and he shows up an hour late. There's obviously skullduggery afoot. Big, big, big money – bigger than any of us in the room can even afford to imagine.

So, I don't want to hear any answers from you guys, again, because I don't believe a word any of you say.

To you sir and to you sir and to James I'm hoping he snuck out to another meeting. You guys we've given you a majority. Roll up... get off your soapbox, roll up your sleeves and build Pickering. That's the only answer.

Jim Faught

Thank you for your comments. Next. Introduce yourself.

Dorothy Lynne Garrelf

I'm Dorothy Lynne Garrelf. I've grown up in the area of New Toronto that is now Etobicoke and I now live in Alderwood. I have grandchildren who stay with me and the noise affects them and it's affecting my health and the health of my husband. And I'm not alone.

There are a lot of people who are not represented. You said a lot of people are here. Well, I suggest that communication gets better. I never got any of these pamphlets that were sent out, saw none of them, other than the one that you say is propaganda against you. I suggest that you better have a bigger room with some air conditioning by the way because the next meeting, if this is representative of the few of us who arrived here, could be much larger. I'm hoping that you'll show that you can be trustworthy. I like to think that I respect others and they respect me. I love my country. I love the area I live in. I don't want to have to move out. I don't want to see health issues of not just myself and my family but my neighbours and friends all around me. We're not into a fight about where the flight paths are. We're aware. I used to travel extensively. I like to travel. I can't now because of my situation with my health, with my body and I can't afford first class, but you know, I know you have your needs but really consider in the future the needs of the people who are around you and many who are not present here. Thank you.

Jim Faught

Thank you. Next. Introduce yourself.

Ryan Enright

Hi, good evening. My name is Ryan Enright and I'm the President of the Sherway Homeowners and Rec Association. We've been around for 40 years. We are roughly at the 427/Queensway area. I just want to let you know that I did hear a number of 200,000 homes being reached out to subsequent to construction starting. We did not fall into that group of 200,000.

Robyn Connelly

That's upcoming.

Ryan Enright

That's upcoming, okay. You haven't received anything yet, okay. So we're included. The elephant in the room here is the HELIOS study which I understand is an independent third party from overseas. Trust is at an all time low with this board. Optics are absolutely terrible and a part of the HELIOS study, from the last and the third communications session, one of the items brought up in addition to the continuous descent approach and the angle of approach and so on, the real problem here is the noise burden sharing which they are going to come back to you with and their recommendations. What they will say is up to them, who knows. But the elephant in the room is everybody here is going to be pitted against each other and I don't see how this is going to turn out any other way.

I just want to tell you that we are deeply concerned. I represent over 600 homes and like the woman before me said, book a bigger room next time this HELIOS report comes out because everybody is coming and no one's going to be happy.

Thank you for your time.

Jim Faught

Thank you. Our last speaker. Introduce yourself.

Sandra Best

Sandra Best. I just want to speak to the HELIOS issue. We did not ask for a review, all the communities across Toronto. We wanted something done about the highway in the sky that was visited upon us with no consultation, quiet neighbours overnight turned into highways, super highways. We eventually managed to get our MPs involved because the government changed so we got our Liberal MPs in the area involved, we got our City Council engaged once again and we said, 'Look, something is wrong here. There's just amorphous group called NAV CANADA that has no accountability anywhere. There's this GTAA that has no accountability anywhere. They're making decisions on our lives. You guys, Transport Canada, you have to do something. Transport Canada triggered the review. That's what happened here, right? And we have steadfastly said we will not work to pit community against community which is why we joined with communities from Oakville, Mississauga, Markland Wood. We have all said, all the time, we will not be pitted against each other. You can try and do it but it's not going to work.

When alternating runways on weekends came up as part of the HELIOS study, I can tell you what our official response was, 'Uh, no. We're not going to visit this on anybody else.' We would prefer holds over the lake which NAV CANADA doesn't like, which the GTAA doesn't like. There are lots of solutions that are employed in other places. Let's not fall into the trap of pitting ourselves against each other. We are not the enemy. You are not the enemy. The GTAA and NAV CANADA are the people who are responsible for these messes and frankly when I hear a statement like, 'We have the capacity on the east/west configuration to cover your expansion needs' I'm thinking well, guess what, people in the my neighbourhood couldn't go to sleep at night, would have no peace at any time during the day. Communities right across Oakville, everywhere, they're not going to be able to live where they are now and if that is your solution to the redesign or the movement that you did in 2012 that you never addressed properly, that's just simply not on. We're working with Carolyn Bennett. We're working with [inaudible]. We're working with Yasmin Ratansi. We're working with... gosh a whole bunch of people, not to mention our Mayor who said there should be a fair distribution – a balanced approach to this. You can't just wake up one day and decide oh, my God we've done our simulations. We can move way

many passengers. We're just going to go this route. We have 90 slots an hour and we're going to fill them... keep going, keep going.

We pay taxes. We elect officials. You should not be able to run our lives and decide who is going to live under these horrible situations. You are not elected. You are not elected. None of you are and it's outrageous to cast dispersions. I mean I know you guys don't know what the HELIOS thing is and... it is not a bunch of people across Toronto. This was NAV CANADA saying, 'Okay, we've seen there's a problem. We brought files on the non-existent consultation process... sorry it wasn't NAV CANADA; it was Transport Canada. They were appalled when they started looking about what had been visited upon us and how the consultation process went which was little tiny ads in the personal section of some papers.

I'll tell you. I live in High Park. People live in Leaside. People live at Castle Loma. Wouldn't occur to me it'd have any impact on me at all. It wouldn't occur to me even if I had seen it which I didn't. Our MPs weren't told. Our MPPs weren't told. Our Councillors weren't told. The same thing that's happened to you over the construction, already happened to us and it's five years and not a single solitary noise mitigation effort has happened.

There's this study now that nothing has been done. We just live with it and when we would phone the airport and complain they would say well no noise complaint... I think Michelle you went on record in the newspapers as saying, 'No noise complaint will ever change a route.' So when you hear those kinds of things, what do you do? Community activism and you say, 'Who are these people?' This is happening, folks, all over Canada. There's a class action suit in Montreal right now because the law is different there. Vancouver is not happy. Calgary is not happy. Nobody is happy. They feel exactly the same way as we do. We didn't elect these people yet they're running the airways across our country. They're selling it to the airlines. Fine we all like to travel. We all understand what it's about... I don't know 9% [inaudible]. Whatever that figure is. We all understand economics. But we've got to get up every day and go to work. I couldn't work today. I didn't get any sleep last night. Many people are losing productivity. Families are losing their backyard time. They cannot enjoy their own homes. In my home my house shakes when one of these planes goes overhead. Try that. My granddaughter was there for Easter and I'm not even living close to the airport. We had to bring her in from the backyard. She was scared because one of those Air Canada planes, which has not been retrofitted yet overseas it's mandated in airports that they are retrofitted, is the whine that sounds like a bomber plane. No, because it costs too much money and oh we're going to replace the fleet anyway. We've been hearing that for five years, right.

You've got to think. I pay taxes. I pay federal taxes. I pay provincial taxes. I vote in every election. I work in my community. I work to get people elected. Then I have this highway visited on me over my house constant non-stop and tonight I hear, 'Oh we can accommodate this on the existing east/west runway.' Well, let's think about this folks. Are we going to support each other? Are we going to say enough is enough? Because you know it will happen in your areas too – I don't care what they say. You cannot expand to the amount that they want to. It's not going to happen. We all have to stick together and not fall for this nonsense and not pit against each other, right. We can't do that.

Jim Fought

Thank you for that comment.

Sandra Best

We just can't do it. We have a big [inaudible]. We have hold patterns. If NAV CANADA doesn't like hold patterns, if the GTAA doesn't like it too bad. It's done in many other places.

Hillary Marshall

Is it fair, Sandra, to say that there needs to be a discussion amongst the community on what ways to manage the noise?

Sandra Best

Oh of course Hillary. We've always said that. We've said that from day one. The people who were chairing [inaudible] said that because we recognized right away. It's a big game to pit community against community. Nobody wins. There has to be a fair sharing. We all like to travel.

Hillary Marshall

Fair sharing of?

Sandra Best

Noise in different ways.

Hillary Marshall

So you're saying a fair sharing of noise?

Sandra Best

Yes.

Hillary Marshall

Okay.

Sandra Best

What I believe is, and what my group believes is across the GTA and certainly over other parts of Toronto, and I'm not saying close to the airport, because I would say is you get them as they're coming down to land. That's unbelievable noise. I can't imagine how you're living the last few weeks. But there are options.

There's a lake out there. There are hold patterns. There are all kinds of things. What the GTAA and NAV CAN wants to do is stick with the time old solutions, right. Oops, sorry safety no. Oops sorry safety no. Well nobody wants to see planes flying into each other in the air and crashing. That would just be silly.

Hillary Marshall

Is it fair, Sandra, to say there are communities between the lake and the airport?

Sandra Best

Yes but you could [crosstalk].

Hillary Marshall

The airplanes have to fly over some communities.

Sandra Best

Oh for sure and we're not saying... we've always said, 'We'll take our fair share, no problem.' Of course, I mean that's [crosstalk].

Hillary Marshall

So again, you're interested in sharing?

Sandra Best

Yes and I think [crosstalk].

Hillary Marshall

You're interested in sharing noise?

Sandra Best

Yes. I think if east/west is the preferred place to go and I think that if obviously the north/south runways would not be able to accommodate any of this then for heaven's sake fly more routes east/west. Share the pain. Fly some over the lake. Let's do something innovative here and let's not just say, 'Oh, well we're sorry, stuck now, five years later, terrible, too bad and by the way we're going to use the existing runways to in fact intensify and increase the numbers of planes flying as we reach our goals to move as many passengers as possible and make as much money as possible so that we can support ourselves.

Hillary Marshall

Okay. So again...

Jim Faught

This gentleman just wants to respond.

Peter Fonseca

MPP Fonseca. Did Borys leave?

Unidentified Male

No.

Peter Fonseca

This is directed to you gentlemen to see if you can help out. We have a pretty decent panel here. You're in charge of the operations. You're VP of Communications. You're the Communications. You've got the control tower. With all respect to Adam, you're a junior employee within Transport Canada. You're not a VP, you're not a Director. You do not have the ability to say yes or no.

We need a Director or VP level from Transport Canada to be at these things. With all respect to you Adam, you don't have the ability to make the decision. You have to go back. You have to communicate three levels up. You need a VP level here from Transport Canada. I'm sure Mr. Garneau would be happy to support that if you gentlemen make the request. Have decision-makers in the room.

Jim Faught

Next. Introduce yourself, please.

[Inaudible]

[Inaudible] I've been living for the last quarter of a century on Lake Promenade in Long Branch. I have two suggestions for the next meeting in June.

I'm sure if there's an audio of this evening's meeting that can be provided to HELIOS, if not, at least the Minutes would be helpful for them to start if they have not enough data to start to progress on this study.

Jim Faught

Good point.

[Inaudible]

For the next meeting is it possible to have the Chair of GTAA, the Chair of NAV CANADA, a representative of the Ministry of Transport, our MPs and MPPs, our city councillors to discuss what they would be willing to support as a permanent noise regulation, both provincial and federal.

I think there's a need to strike a balance between the needs of the industry and the quality of life for which we are deserving in the area.

Jim Faught

Okay. Introduce yourself please.

Andrea Jamieson

My name is Andrea Jamieson. I live in the Markland Woods area. I've actually never attended anything like this in my life. Until this I've never contacted a politician. I've never been involved in any sort of activism. Obviously, this has sort of pushed me further. I've been sitting at the back of the room all evening in the last row and when the room was completely full, it was packed in here, and you've seen everybody leaving over time. Sitting in the back row I hear them speaking. I've heard 'disgusting'. I've

heard 'they're not listening, they're not answering'. I hope you're taking all of that into account because it's shocking to hear.

I expected people to sit, listen and then everybody leave at the end but so many people are so upset they've been walking out. But what I haven't heard all night, and I'm wondering if anyone has this information, is actually health studies regarding this.

In Markland we are so close to the airport. We bought 20 years ago. We researched before we moved into the area. We walked our children maybe ten times to listen to see okay is it actually bad, is it okay. We got the stats... oh you have less than 6% of the traffic, it's okay.

To be honest, in 20 years, until two weeks ago, I've never submitted a noise complaint because I knew what's expected. When it's really busy in March, I knew that okay I'm going to be getting more traffic than usual. That's what it is. I can feel it. You just know when it's going to happen so it's reasonable to expect it.

Obviously this weekend was crazy and had all of us scared and all of us thinking about it and at 11 o'clock at night I couldn't sleep. I'm lying in bed because they're still constantly going over. I'm upset at that stage. Then it got me thinking about okay how is this affecting the health of my family. How is this affecting the health of the people... because I can read what's written on the bottom of the plane as it goes above my house – it's that close.

I started counting. I started counting the number of people in my neighbourhood that I know who have either died or are currently fighting cancer. I don't know a lot of people. I'm just an average neighbour like anyone else. I got to 14. Fourteen people in a ten block radius of my home who are dying or have died. This isn't smokers. This isn't high risk occupations. This is a 22 year old a block from my house. This is a 23 year old four blocks from my house. A 43 year old husband. This is young people. I'm not even talking about seniors. What I want to know, and I'm hoping somebody has that information, has there been any health studies done? Can we get access to them to see them? They're old.

Unidentified

[Inaudible]

[Inaudible – 174:37 – 176:10]

Andrea Jamieson

... I know and that's been obvious is there is a huge faith issue obviously. Nobody trusts anyone. It's obvious and I can see why with everything that's gone tonight. It is pretty upsetting.

Okay, if we are studying noise can we not study the health implications as well, not just noise. Can we study cancer rates? I have to admit I'm scared. Did my move my family into an area that I shouldn't have done thinking you know with 5% traffic it's okay. I actually just thought about the quality of life like the fact that you really can't go outside this past weekend but I hadn't thought about someone in my family getting cancer because I have planes constantly above my head. Could there not be a health study that goes along with the other studies that are going on?

Hillary Marshall

I don't think that's fair to speak on behalf of NAV CANADA like that. What I would say is that Health Canada has never found a correlation but that's not to say that there couldn't be a study that feeds into deeper thinking about it.

Andrea Jamieson

So then should I be contacting my... yeah, go ahead.

Unidentified

[Inaudible]

Michelle Bishop

Health Canada has looked at the available science on the matter. You can find information on their website about the issue. I'm not aware of correlation and any study internationally that has ever found a link with cancer. I'm not aware of that. There are studies about the impact of aircraft noise and health and you can find that information on their website.

Robyn Connelly

We can follow up to this after the meeting.

Andrea Jamieson

So then if we want a study done then who should we be contacting? Our neighbourhood organization and pay for it ourself? Is that what we should do if we're actually becoming... like when I lie in bed and I know 14 people in a ten block radius, well I don't know most people so the number could be drastically higher, right, so now I'm thinking maybe we should have a study.

Michelle Bishop

I mean it's worth... look at some of the studies that have been done. There have been some very large long range studies that have been done at major airports internationally.

Unidentified

[inaudible]

Michelle Bishop

That's not in respect to air traffic but air pollution generally.

Unidentified Female

... about [inaudible] in the air is 7.5 kilometers [no audio].

Hillary Marshall

So here's what I think we should do. We should pull reference material where we can find it and have it come to CENAC and post it on the website and find some way to share it with community members so you don't have to go out and search for it.

Andrea Jamieson

I'm just wondering if the information is out there so that I can see it as opposed to trying to do it myself.

Hillary Marshall

Good enough.

Unidentified Male

[no audio 179:48 – 180:05]

... I don't know how we would disseminate [inaudible] and then from there we could look to contact the Health Canada office.

Andrea Jamieson

Perfect, okay. Just as long as it's part of the discussion because in all honesty it's the most important part of the discussion, right. It's pretty serious. Okay, thank you very much.

Elena Marusenko

My name is Elena Marusenko. I have one quick question. Who is doing air pollution and how often? On a daily basis or every hour and where will we find this information? And if somebody is doing this if they are independent institution or from the airport?

Robyn Connelly

I can start to answer that question. The GTAA we do regularly do air quality and human health impact assessments of the airport operations including aircraft arriving and departing from Toronto Pearson. We finished and concluded our most recent one last year and all that information is available on their website but I don't know... you can speak to my colleague Derek Gray who can give you some high level overview of the outcomes of that and of course as part of the follow-up to this meeting and the materials we will make available we of course will send all the details on that health study which includes an executive summary that will give you an overview as well. That's on the air quality side.

On the human health impact on noise, we the GTAA have not undertaken a study but, like we said, we can direct you to some of the existing studies that we know some airports have done and some work that's going on as well so we can coordinate with MP Fonseca on what might be possible.

Elena Marusenko

Are there any independent institutions?

Robyn Connelly

Sure. So actually in... when we did our air quality study we of course contracted it to an air quality and human health impact assessment professional... their firm undertook the analysis and then the human health impact doctor did the analysis of the data.

We also struck a committee, a community advisory committee, to guide the work so they wrote [?] the terms of reference, how to input as consultants worked [inaudible] and understood the data and that included members; so the doctors, the Boards of Health from Peel, Halton and Toronto, representatives were from there, from the City, again from Halton, Toronto, Brampton, Mississauga. There were people there from the city's Public Health departments as well as we actually at that time had also put out a call to community members to come out and be part of that committee as well as the CENAC members as well. So that was sort of a multi-jurisdictional community advisory committee that guided the work of that study.

Elena Marusenko

Where we can find those...

Robyn Connelly

If you gave us your email when you signed up we will send a follow-up email first thing next week and that will include a link to that information. It's all available on our website.

Jim Faight

Thanks. Introduce yourself.

Ruthmary James

Ruth Mary James from the Alderwood area. I've lived there for 50 years plus. Sometimes you can smell the airplanes, okay? Now, I want to know the number of years that each of you have worked for the GTAA. Robyn, how long have you worked for the GTAA? And why have you messed up not telling us...

Jim Faight

I don't know see how that...

Ruthmary James

I'd like to know how many of you have worked for the GTAA? It's very important to know. Experience.

Jim Faight

I don't see how that's relevant. Do you have another question? They all work for the GTAA. They don't have to give you...

Ruthmary James

I'd like to know long they've been because why did she make such an error not telling anybody? She should be fired.

Jim Faught

Thank you. Next please.

Sandra

Hi, I'm Sandra from the Markland Woods area. I've never come to one of these meetings either. I've listened to this entire meeting from start to finish and the questions seem to be generating more questions. I guess when the gentleman or somebody here who talked about the elephant in the room, I guess I just want more clarity on this HELIOS and you're the person who is talking about it. This gentleman with being part of whatever committee and noise reduction. We're talking about noise reduction and noise sharing.

There's a good question. Is this report, when we're talking about noise reduction, is it equivalent to talking about noise sharing because I came here because of this propaganda report that was sent out about these possible permanent changes to every other weekend and two overnights per week – regular, permanent changes. That's the only reason I came. I didn't come for this construction. My husband did find out about it on the news because we couldn't understand why all these planes were going overhead. We knew that... We've been in this community for seven years and we knew about the north wind, I guess north and south winds, we would get air traffic over our home which was fine. You're talking about 5%; this is what I'm hearing. It hasn't been more than that. I lived a little bit further east seven years ago. We didn't get that 5%. But I really want to know, and I'm sure everybody here, and the reason why this room filled up, was this possible permanent change to air traffic in our area, okay? Alderwood, Long Branch and Markland Woods.

You say there's no permanent change but then it was an hour into the meeting before we found out about this HELIOS report which nobody knew about and then more and more information about it.

You talk about being part of the committee noise reduction. Isn't noise reduction noise sharing. Does the mean that we are going to get more air traffic? Are they going to try and share the noise? When I bought into this community seven years ago with 5% noise going over my home, is it going to increase? This lady from High Park who says she bought five years ago I don't know that all of a sudden that five years ago there was no air traffic over High Park. Which runway was created where now noise in High Park exists with 140 planes. Is this accurate? What runway are we talking about?

Five years ago I was living in my home currently. I don't live in High Park and...

Unidentified

[Inaudible]

Sandra

Okay so if this HELIOS report about noise sharing... that's what I want to know. When it comes out, is that what we're talking about?

[Crosstalk]

Jim Faight

Excuse me. If you want to make a comment you can come to the mic instead of shouting from the back of the room.

Sandra

That's my question. I'm passionate. I think that's why most of the people descended here tonight in a very small room with not a lot of ventilation.

Jim Faight

Okay so you've asked the question. Let Michelle answer.

Hillary Marshall

Why don't you go ahead and start Michelle and talk about what HELIOS is doing.

Sandra

Honestly, I'd like to be enlightened.

Jim Faight

Okay, let her respond.

Michelle Bishop

[crosstalk]... are available on their website. They were very broad. It was go look at best practices of what other airports are doing for noise mitigation for their communities, looking at what the airspace design is in Toronto and come back to us with recommendations.

They have undertaken some public consultation. They had three rounds of meetings in the community to help them do that study and they've asked for data on existing traffic patterns and existing flight paths from us but it's all being done independently. They come to us for data.

[Crosstalk]

Their terms of reference are very broad. The study is still ongoing. They have come back with no recommendations yet. Their recommendations are due some time this summer and it's just recommendations to us. As I said earlier, before any flight path changes are made, before anything is done there would be consultation.

Sandra

Let me speak to that. Like everybody has said in this room though that construction for a six week period there was no consultation and no communication and everybody's talking about trust.

So you're saying to me that when this HELIOS report comes... you haven't answered whether or not it's about noise sharing. You're telling me it's broad but I'm getting the idea that...

Michelle Bishop

[Crosstalk] Yeah. There are some airports around the world that are doing runway alternation for noise sharing. There are other airports around the world that have done steeper descents on arrival. They're looking at all of those things. What are other airports doing?

Sandra

Right. So it's possible because a gentleman 45 minutes ago asked. It is possible that this noise sharing could actually increase the air traffic that we are experiencing from now for the past three weeks.

Jim Faught

You've heard this...

Hillary Marshall

Without prejudging what the outcomes will be of the feedback from the community, yes, there could be sharing of noise. That is one of the recommendations. That's one of the things that was studied. Does it mean that it will go ahead? It depends on the consultation and how the feedback comes in.

I just want to go back. There is construction taking place – that is different. What you are experiencing is different right now. There are studies that have been underway for how long? More than a year? Years, in terms of how to mitigate noise, how to address some of the concerns from communities in the east/west flight configuration who are experiencing some of the noise from that operation. As part of the studies, we are coming back to the communities with a number of ideas that need to be discussed including runway alternations.

It is important, of course as part of consultation, which will take place in the Fall with the public that you participate, that you have a say. I think everybody understands and welcomes a discussion amongst all the residents, all the public in the GTA.

What Sandra has been talking about is a flight path change that took place in 2012 that ended up shifting the flight path slightly south and now new communities are being impacted by noise under the flight path. Prior to 2012, that flight path was somewhere else. Communities were impacted by the flight path.

So, the discussion will be, for all of us, which of the ideas could make sense to all of the communities and what are your views about those ideas. That's the discussion that will take place in the Fall.

Sandra

This honestly is the perfect experiment. This construction... that consultation with the community didn't have to happen obviously with the construction because it didn't happen but you're telling me the moment you decide to change flight paths or alternate them that consultation then has to come.

Hillary Marshall

It has to.

Sandra

Very clearly. You're telling me it's mandated?

Hillary Marshall

It is.

Sandra

Okay. So this construction that's been occurring the past three weeks is a beautiful experiment of the moment you now take away east/west runway, the largest air traffic we have... you're now using words like flight paths that are going right over my home.

So I guess we all did come here for the right reason. Because really, right, this has been an experiment of what happens when you now decide to share the flight air traffic. We are going to be getting air traffic over our communities more than 5%. You say it's not going to happen but...

Hillary Marshall

No, I'm not saying it won't happen. What I'm saying is that the idea is going to be put out for discussion given a number of factors. It's quite possible that we won't be able to do that kind of runway configuration. What I am saying is that the discussion has to take place. Consultation on these ideas was committed to. We will come to you as members of the community to have the discussion and we would invite you to participate, absolutely. But there is no pre-determined outcome.

Sandra

You said you wouldn't [crosstalk]. You've proven that it actually is possible to increase the air traffic...

Hillary Marshall

No, no, no we haven't.

Sandra

You have been doing it for the past three weeks.

Hillary Marshall

But there has been a significant impact to the operation – cancelled flights, delays to passengers.

[Inaudible]

Sandra

Okay.

Jim Faight

Did you sign up for that?

Sandra

I did, oh, I did. I did.

Jim Faight

You'll be contacted for the consultations going forward so we get your point.

Sandra

Thank you so much.

Jim Faight

This gentleman has the pleasure of being the last speaker. We're going to hear you out. We're here to listen so let's keep going.

Richard Boehnke

Good evening. My name is Rico Boehnke, Richard Boehnke in English. People, don't think that we have to do the health study. What we need is a distinct figure produced by Health Canada. It is a measurement of danger when it comes to noise. This is not the Industrial Revolution of the 1700's. We are talking the 21st century and we still haven't got a bloody level at which you can put up a measuring tool to determine whether a thing is a problem or not. If we keep playing with that... we hear talk about people, independent studies, trying to dig out information. That's not our job at all. It's the job of Health Canada and they won't do anything until the Minister of Transport goes over and asks his or her buddy to do it. That's what has to happen here. We have to establish a human health based standard for noise in industrial circumstances. Basically, noise is industrial waste. It's not much different than any other kind of dust. It just happens to be sonic. You can measure that and so stop the silly thing about complaints about it was really noisy. It wasn't noisy. They have a level. It was done scientifically and it's official.

So that's the end of my speech. Thank you.

Borys Wrzesnewskyj

I'd just like to touch on three points.

One is the health aspect that has been raised. There is, as far as I can tell, three sub-categories in that. The noise. We do need Health Canada to look into this and it's the level of noise and how it happens because I remember one of the things that jumped out at me at some of the noise studies that were done in years past, by the committee that was there to mitigate the noise, was they averaged out the

noise and the comparison was to downtown Toronto and how the noise level overall was lower than what you had in downtown Toronto. The problem was you go from silence, to boom and we would want a study that looks at the health impacts of that. But there's another component to it. There is a very different health impact during the day if it's regular but also at night when people are sleeping, especially in their deep sleep when they get woken up. How does it impact on the average person but how does it impact on infants, how does it impact on children. I'm convinced it has a health impact. You are impacting on the health of our residents. We need to be able to really understand that. As a good corporate citizen you should be interested in knowing that.

Then there's obviously air quality. That's easily measured as well.

Finally, I've walked through some of our neighbourhoods where I've had complaints. People basically could run their fingers on their car, the film, [inaudible] out of the airplanes as they fly overhead. It leaves a coating of film.

I've gone into the background of a constituent to take a look at the film on top of their pool with them worried – can I actually have my kids swimming in that pool? We have no idea what health impact does that have.

That's in regards to the health impact. We need to get a lot more information but I am convinced there are significant impacts and they are not being addressed.

The HELIOS study. Part of their mandate is to look at night flights? [no audio]

Okay, so the part that I'm worried about is that when I hear that there could be an additional 200,000 flights. Does that mean flights every 15 seconds or does it mean flights throughout the night? When you talk about all this extra capacity, how would you define that extra capacity? What happened to that blackout period?

Hillary Marshall

We still have the night restrictions.

Borys Wrzesnewskyj

We need to know that that's firm and not changeable and we've never had any sort of firm, hard commitment. In fact, my understanding is the GTAA is constantly working towards trying to expand what's allowed at night. That's my second point.

My last one. I'm very glad you've committed to having these regular meetings and I'd like to make a very specific request. Will you agree to have then next meeting on May 16; a community meeting, the day that is scheduled. It may not... you know you may need a day or two extra but a meeting on May 16. It's a Sunday. The MPs will be there at 6 o'clock in the evening.

Unidentified Male

[Inaudible]

Borys Wrzesnewskyj

Okay well you may not be there but I think a lot of people on a Sunday afternoon it would be...

Unidentified

[Inaudible]

Hillary Marshall

I think what we can commit to is having another meeting to discuss how the project is wrapped up, how it's been proceeding and we will commit to doing that. That's not a question to ask us to hold...

Borys Wrzesnewskyj

But we had commitments in the past and those commitments have not been adhered to.

Hillary Marshall

Okay.

Jim Fought

[Inaudible]

Borys Wrzesnewskyj

We would like... What I'm asking is a firm... if you're uncomfortable with the 16th, can it be the 23rd? It's a Sunday.

Hillary Marshall

Borys, I think what would be most productive is for us to take it offline and come to some agreement about what... you're asking us to commit and be accountable to having a public meeting and we're absolutely committed and accountable to doing that with you. Let's not try to plan that meeting from the microphone. Let's commit to everyone here that we're going to have another meeting, a public meeting, and we're happy to do that.

Borys Wrzesnewskyj

Okay. Will there be input from the community and from the elected officials as to what the Agenda will be? Would you agree to have that?

Hillary Marshall

Yes. What else?

Borys Wrzesnewskyj

And besides more senior officials from Transport or NAV CANADA, I think it would be quite helpful if the CEO attended that meeting and not have it here. Let's have it at a place like Silver Thorn Collegiate where you can actually get a community altogether and let's have the CEO there.

Hillary Marshall

Okay. I sit on the management team and I am a decision-maker here at the airport. I'm happy to be there at that meeting and to represent this organization and to commit to having that meeting with the team and all the resources available to me and to engage you as much as you want every day until that meeting takes place. I am happy to do that.

Borys Wrzesnewskyj

So is your answer no, the CEO will not attend?

Hillary Marshall

Borys, I think that what I can commit to is exactly what I've said and I think... I know what you're looking for.

Borys Wrzesnewskyj

No, no, I listen to people give those kinds of answers Monday to Friday on Ottawa. Are you saying no to the CEO coming to the next public meeting?

Jim Faught

She can't commit to the CEO so she's made her commitment.

Hillary Marshall

I have no idea what his calendar is. I'm happy to go back and explore it.

Borys Wrzesnewskyj

Work around the calendar.

Hillary Marshall

Well, Borys, how about we do this. We commit to having the meeting with you, to talking to you every day until that meeting takes place, to having it at Silver Thorn, to getting input on the Agenda and that's our commitment to you.

Borys Wrzesnewskyj

Okay so...

Jim Faight

That's not a no. She said she would...

Hillary Marshall

I said I'd look into his calendar.

Jim Faight

Thank you Borys.

Borys Wrzesnewskyj

Okay.

Jim Faight

It's getting late. [Inaudible]

Joe Silva

Joe Silva, Rockwood Homeowners Association again. First of all, I'd like to say thank you. You've been doing a lot tonight. This has been great. You've made some great commitments. I applaud you for that.

I am going to ask perhaps for a couple of commitments also. Can you commit to have a serious, I mean a really serious look at ceasing departures on Runway 15R for the balance of the construction. The second commitment I'd like to hear is can you commit to cease the early turns for the balance of the construction on the departures. Early turns are causing a huge issue. I know there's restrictions on early turns. They only happen certain time of the day for all day, [inaudible] 24/7, early turns for the balance of the construction because they create the real, real big problems with noise. I think the communities would be pleased that something different is now happening after today and everybody would be a bit happier.

Jim Faight

I think this question has been answered. You asked before and I think they said...

Joe Silva

No. The question is committing, stopping, departures on 15R and stopping early turns the balance of the construction.

Michael Belanger

Here's what I'll make a commitment to you for Joe; is we will certainly review the procedures on departures for 15R. If we can come up with an alternative procedure that can be done safely, and we have to emphasize safety here, we'll look into that. The early turn procedures that we currently do are not a new procedure. I will make the commitment to your first ask. The second one is a current operational procedure that we have.

Joe Silva

I know that they're not new but because of this great amount of new noise that sort of adds to it and if you can maybe do something with that respect. I understand why they're done. Like I said, I did work here for many years. I understand why they're done, the whole bit, and it makes sense for the airlines, for the entire industry, for the entire aviation, across the planet. I understand all that stuff. I'm not going to go into those details. But, I think we can begin...

Jim Faight

It's a good point and they're going to take it away.

Joe Silva

I really appreciate if something could be seriously looked at that.

Jim Faight

Yeah, they will.

Joe Silva

Thank you.

Jim Faight

Next please.

Erica Brehaut

Hi. My name is Erica Brehaut Alderwood resident. I just want to give a voice to people that may not have a voice and forgive me if this is the wrong forum but I've never attended anything like this. The noise is obviously what brought me here.

I just wanted to know... I live close to the Etobicoke Valley, Murray Curtis Park. It's spring, the birds are hopefully coming back. I just want to know if any environmental analysis was done. We've gone from 5% usage to [inaudible]% usage. I'm not an eco-warrior. I've never spoken to anything environmental like that but I'm concerned and I wanted to know if there's information available for me much the same way that the woman was asking about the health concerns.

Hillary Marshall

The manager of Environmental Services is here and we're looking for him. We'll make him available to you afterwards. Obviously, we have an active environmental services team and they studied the impact on the creek. They manage storm water. They have the beehives at the west end of the land. He can tell you all about it. But I think that's a worthwhile question.

Erica Brehaut

Thank you.

Jim Faught

Do we have a last question/comment of the night? Is there anybody else?

Walter

I'm not here to ask a question. My name is Walter. I'm from the Alderwood area. Before I became disabled I worked at Humber River Regional Hospital in the respiratory therapy department and I was a registered polysomnographic technologist which is a sleep technologist that studied sleep for many years.

Now it is not a mystery that lack of sleep, lack of prolonged sleep, causes increased excessive day time sleepiness which will result in increased motor vehicle accidents, reduced productivity. It also leads to things such as anxiety, increased anxiety, increased depression, increased immune deficiency disorders such as diabetes Type 2 as well as cardiac disorders, just to name a few. That's a little information for everyone about the lack of sleep that can be caused by airplanes flying over night after night after night. Thank you.

Ed Rypack

Hi, my name is Ed Rypack. I'm from Alderwood. There's quite a few from Alderwood here. I might be the last one up here today but as I was taking notes and listening to a number of people concerned. I'm a retired analyst myself and I take a lot of these things very seriously. I'm not here just speaking for Alderwood. I'm speaking for all the different communities that are affected by the noise.

I'm going to ask some very specific questions here. It might make you feel uneasy because you may not want to answer them but I'm going to ask these because we've been dancing around here asking questions but we haven't really... sometimes asking questions that are very pertinent to this information.

As an analyst I worked in a factory that had quite a bit of noise and at that time, I'm talking over 30 years ago, and they did have noise requirement there. If it was anything over 50 decibels you did have to wear earplugs or earphones so there was something that was already in the system to protect people from hearing loss. So why do they not have that kind of thing for airplanes as well. We're talking... I've heard some numbers here like 90 decibels and we're pretty close to airplanes too and I'm pretty sure that probably sometimes it probably exceeded 50 decibels. If you are subject to long term noise at that level, 50 decibels or more, you are going to be subject to hearing loss. So I thought I would put that out. Can anybody answer why they don't have that kind of... I mean let's talk about this. This is a business. This is all about money, okay? Airlines make money. Some of us might even be shareholders. I'm not. But it's all about money. Let's be truthful here. Can somebody answer why we don't have some legislation saying, okay we know the airplane is up here, they can give us 90 decibels or whatever depending on where you are, where you live. They do have that in place in factories so why do they not have that on airplanes as well from the Department of Transport or whatever authority it is. We shouldn't exceed a certain amount of decibels if possible.

The other question is can anybody answer that question. Why do they not have some kind of requirement for saying they shouldn't exceed and people that are exposed to this noise level shouldn't exceed 50 decibels.

Jim Fought

Adam from Transport Canada is going to answer.

Adam Biffin

Thanks for your question. Transport Canada has a publication called TP 1247. The point of that publication is to assist municipalities, essentially planners, in where residential, commercial, all the different types of developments should be in relation to an airport. I can definitely provide that documentation. It's available for everybody to read. It's online already but I'll make sure I provide the link.

That spells out in a certain way called a Noise Exposure Forecast. They have contours set up so that inside of a certain noise exposure forecast contour there isn't meant to be any residential development. That document spells all of that out and that's published for everybody to see. It's a publicly available document which will speak to exactly what it is you are asking.

Ed Rypack

Thanks Adam.

Just south Etobicoke [inaudible] Long Branch, they built about 500 condos in there. You probably know where they are. They're near the No Frills. A lot of those people have moved in there or bought in there recently are going to be in for a shock when the planes fly over their condo. A lot of people have moved into these areas not knowing what's going to happen. They're going to be in a real big surprise. As you know real estate is not cheap. Moving is. I'm probably sure that probably any of you on the board here do not live underneath an airplane flying over top of you. Perhaps if you did you would be a little bit more sympathetic.

I know that your hands are tied. This is politics. I don't know how much [inaudible] gotten but I know I've been a voter for over 50 years and I've seen all kinds of federal governments, all kinds of provincial governments, doesn't matter who is in power. I used to vote for who I would think would do the least harm because there's nobody you can trust.

We are here because we trust in you to work on our behalf. I don't know how much your hands are tied. I know the politics behind this organization. I'm just telling you like it is. Where I worked there was always protocols in place and they were there for a reason.

If you were elected by us you would be responsible to us because we elect you. But you're not. You do whatever your bosses tell you and your hands are tied only go a certain direction. I'm being honest with you.

I've lived in Alderwood for seven years and believe me two weeks ago when the airplanes started flying I was wondering what was going on myself, okay? And in the neighbourhood we probably have elderly people, we have young people with children, we have people working shift work and they are all

affected. I go to bed 11 o'clock at night and hear planes till 2 o'clock in the morning. Then they start up at 5:30 in the morning again.

This gentleman was just speaking a few minutes ago. They know you need eight hours of good sleep. If you don't, you're prone to all kinds of diseases, cancer and all these other things that can happen. I know your hands are tied. I know from what you are saying is if you're going to increase air traffic here to 600,000 a year and if you have to expand it to the mega-terminal thing which I understand it's going to be through consultation, whatever. You're going to do whatever you have to do but it's not going to impact you personally because you don't live in this area. It's going to impact everybody else that lives in this area, noise pollution... as far this I'm sure you can tell me this. Aviation fuel is carcinogenic. It causes cancer. I'm not making this up. You know that yourself. If they're dumping fuel over these communities as we heard found on swimming pools and cars and all that. That means there's fuel coming down, vapour coming down off these planes. I don't know if they ever get in a position where they have to dump fuel. Have they ever dumped fuel over communities? Answer me. Knowingly?

Michael Belanger

We can't give you a definitive answer.

Hillary Marshall

I think we'd have to ask the carriers.

Unidentified Female

[Inaudible]

Michelle Bishop

... procedures for how that happens and where this happens and what altitude that happens.

Chris Stevens

Yeah, I can speak to the Toronto example. It is over Lake Ontario at a specific altitude. Because if there was an impact, and understand that as Michelle said, there would only be in an emergent or dire situation that that would be happening, but it's over the lake.

Michelle Bishop

That is a rare, rare circumstance. Fuel is one of the biggest input costs of airlines. Nobody is dumping that on purpose. That is an emergency situation only and is a very rare circumstance.

Ed Rypack

Thanks for that answer. Just a way that I look at a snapshot of this whole situation. The airplanes are always going to be here unless beam me up Scotty happens and we don't need airplanes anymore. It is something that we need to try to adjust the best we can. If that means... just my opinion... sharing the noise level, try and do the best we can in hours where people need to have to sleep. A lot of things that have to be considered here as to what would work the best for everyone; not for one particular location being Mississauga, whatever. It's not going to go away. But it's up to you guys to make what's possible

and not be involved with the politics of the situation but care about the people here that we want to be able to trust. The governments are very hard to trust. Let's be honest here. They're not transparent. They talk about being transparent but in the papers everyday all kinds of things go on all the time.

You have to prove to the people here and the communities that we can trust you and that you're going to work for the people not just be puppets of some other government organization who is going to pull the strings and tell you what to do.

This is just how I feel. I hope everybody else feels the same way. I just put this in a nutshell from all the things I'm hearing from everybody else here. Now the ball is in your park. Let's see what you're going to do with that. Thank you.

Jim Faught

Thank you.

Unidentified Male

If I'm not mistaken, December 20th, there was a fuel dump, north of the city, north of the lake.

Chris Stevens

I don't have specifics of the incident.

Jim Faught

He can speak to you afterwards.

Unidentified Male

Okay. December 20th [inaudible].

Michelle Bishop

They're all recorded [?].

Unidentified Male

There was one also in 2012 over the lake.

Jim Faught

They're happy to talk to you afterwards.

Unidentified Male

This is all about noise. What you're having now with this construction is just a small sample of what you would get when the airport expands. Say no to the hub, say yes to Pickering and to downscale the GTA.

Jim Faught

Thank you. I'll turn it back over to the panel to wrap it up.

Robyn Connelly

Thank you everyone for staying for this long evening, for respecting the rules and for all of your feedback.

What you can expect from us in terms of next steps I actually have quite a long list here. I think one of the best next steps is for us to send out an email with what we think all the next steps or follow up action items are to everyone who attended tonight so you can get a sense of some of the things that we will be working on in the coming weeks. Some of these asks are quite straightforward and we can send that information around quite quickly. Some of these asks are quite large and so it might not be easy to quickly get that information out but we will commit to putting that list together and regularly sharing updates on the action items out of this meeting.

This is regular... five times a year we have CENAC meetings. What we will also do of course is send out the dates for the remaining meetings this year so you have that in your calendar. All of your names will also be added to our regular monthly e-newsletter. It's called Checking In. What for that. That is oftentimes where you will find information about projects that are going on or upcoming consultations. That's one way to stay... one of many ways but certainly one good way to stay in the loop.

Finally, of course, the presentation from tonight as well as Hillary's remarks will all be made available on our website, should be by Friday. Certainly no later than Monday so you can use them as reference documents. The Minutes to meeting are available a week before the next meeting.

I think that covers our immediate next steps and what you can expect from us as well as details on the meeting with Borys.

On that note, do I have any CENAC members here?

Unidentified Female

One more thing. You're saying that you're going to send out the memo for when the next meeting is to the people who are here. We're just a few of thousands who would like to know. Perhaps it could be relied by TV or The Guardian or something the other thousands would get in touch with.

Robyn Connelly

Absolutely and we do regularly promote our CENAC meetings and we will, yes.

Unidentified Male

If you give us enough time we can [inaudible].

Robyn Connelly

Sure yeah the meetings are all set so we can make sure you have that absolutely. Specifically, I'm speaking to the CENAC meetings.

Do I have any CENAC members here in order to adjourn this meeting? May I have a mover and a seconder to adjourn this evening's meeting?

Councillor Fonseca? Johan? Secunder. Thank you very much. We'll be in touch.