



Minutes

Date: November 19, 2014 at 4:00p.m.

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

Chair: Lorrie McKee, Director, Stakeholder Relations and & Communications

Member attendees: Brad Green, Brampton Resident
Charles Gonsalves, Brampton Resident
Gordon Stewart, Mississauga Resident
Johan Van T’ Hof, Toronto Resident
Sheldon Rokin, Toronto Resident

Absent : Maja Prentice, Mississauga Resident
Tina Rizzuto-Willan, Mississauga Resident
Chris Fonseca, Mississauga Councillor
Vincent Crisanti, Toronto Councillor
Brian Maltby, Brampton Resident

Technical Members: **GTAA:** R. Connelly, D. Dolezal, F. Donaldson, D. Gray, R. McGill, K. Bochan, L. Hindocha, C. Woods, **NAV Canada:** Sam Ghobrial, **Transport Canada:**, **City of Mississauga:** Karen Crouse

Secretariat: K. Stefanazzi

Also Present – Residents

S. Brikis, Toronto	G. Collins, Brampton
K. Burford, Toronto	Councillor B. Inglis, Georgetown
R. Jacoby, Toronto	D. Inch, Oakville
C. Delgado, Whitby	Councillor J. Knoll, Oakville
	R. Slatter, Oakville

Attachments: CENAC Information Update – November 19, 2014

Next meeting: Wednesday February 25, 2015 at 4:00 p.m.

Item	Details
1.0	Preliminary Items
1.1	<i>Welcome and Roll Call conducted by K. Bochan.</i>
1.2	<i>Review and approval of Agenda: B. Green moved and S. Rokin seconded.</i>
1.3	<i>Review, approval of September 17, 2014 Minutes C. Gonsalves moved and B. Green seconded.</i>

Item	Details
1.4.0	Matters Arising from previous meeting of September 17, 2014. <ul style="list-style-type: none">Action Items arising from previous meetings were reviewed and can be found here.
2.0	REGULAR ITEMS
2.1	CENAC Committee Information Update (handout was received for info.)
2.2	CENAC Stats on Runway Movements and Noise Complaints <ul style="list-style-type: none">K. Bochan gave a presentation on runway movements and noise complaints by runway operations. The full presentation can be found here.<ul style="list-style-type: none">Resident K. Burford requested the format include complaints and callers by federal riding in a chart format.
2.3	Community Outreach – Update <ul style="list-style-type: none">R. Connelly advised the committee that the GTAA, with Nav Canada, met with Mayor Rick Bonnette and elected officials of Halton Hills and MP Michael Chong to review operations impacting their community. In addition, in the spring of 2015 CENAC will be hosting a community meeting in Halton Hills.
2.4	Air Traffic Management Working Group – Update <ul style="list-style-type: none">D. Dolezal noted the objective of the Air Traffic Management Working Group is to focus on improving airport performance. This is being accomplished by optimizing runway utilization, and balancing the arrivals and departures.Optimization will be enhanced by connecting taxiways, “Mike” and “Foxtrot”. This will provide a continuous taxiway adjacent to Runway 33L/15R. Both design and construction is anticipated to be complete by December 2014.<ul style="list-style-type: none">R. Jacoby inquired if there would be an increase of arrivals and departures on Runway 33L and 15R, or is this only for deicing and groundwork.The primary benefit of connecting taxiways, “Mike” and “Foxtrot” would better facilitate the movement of aircraft on the ground during deicing and not increase the usage of Runway 33L or 15R.
3.	DISCUSSION ITEMS
3.1	2014 Night Flight Budget Update <ul style="list-style-type: none">D. Dolezal gave a presentation on the 2014 Night Flight Budget, reporting on the final numbers for the 2014 Night Flight Budget (November 1, 2013 – October 31, 2014).<ul style="list-style-type: none">Night Flight Operations for 2014 was 14,010 movements which accounted for 94% of the Night Flight Budget.The movements did not reach 95% of the budget and therefore a 10 percent bump up will not be applied to the 2015 budget.The projected 2015 Night Flight Budget increase is based on passenger growth in 2014 over 2013, which is estimated to be approximately 6 percent.The full presentation can be found here.Oakville resident D. Inch, inquired if there were any operational procedures put in place for night flights that would reduce the amount of noise aircraft generated.<ul style="list-style-type: none">D. Dolezal responded that Toronto Pearson has several measures in place to mitigate the noise at night, including a night time standard instrument

Item	Details
------	---------

- departure (SID) procedure that dictates aircraft fly to 5,000 feet ASL before turning enroute to their final destination as opposed to 3,600 feet ASL during the day.
- Additionally, there is a preferential runway system that was designed to minimize the impact on residential communities. Use of the preferential system is weather dependent.
- D. Inch inquired about procedures for night time arrivals.
 - D. Dolezal responded that Toronto Pearson makes the effort to use continuous descent at night between 0030-0630L.
 - D. Inch responded that he would like to see continuous descent procedures used more at Toronto Pearson in the evening hours. Currently, aircraft are flying over Oakville at 3,000 feet, 20 miles from the airport, and feels that aircraft could be at a higher altitude.
- S. Rokin inquired if David Inch was aware of any other major airport in Canada that uses continuous descent procedures.
 - D. Inch stated that Vancouver Airport has such procedures.
- L. McKee suggested including continuous descent and other noise abatement procedures at a future CENAC meeting so that a more comprehensive discussion can be held.

3.2 Air Quality Study – Overview and Update

- 3.2
- D. Gray noted the objective of the study is to update the emissions inventory dispersion modeling and the Human Health Risk Assessment to better quantify and assess the current projected future of air quality (2022 and 2032) associated with and around Toronto Pearson.
 - The full presentation can be found [here](#).
 - L. McKee inquired how a 7.5 kilometre radius was chosen.
 - D. Gray responded the 7.5 kilometre radius was selected to mirror the original study in 1991. The radius was selected because outside this radius, aircraft altitude is too high, and the dispersion of molecules would be too far, and too weak to model.
 - R. Jacoby inquired if the Human Health Risk Assessment is being done through a sub-committee.
 - D. Gray responded the scope of work is being conducted by an external consultant on the Human Health Risk Assessment, and that a sub-committee of CENAC is providing input in to this work.
 - R. Jacoby noted in the Chief Medical Officer's letter sent to the GTAA, the medical officer was concerned about the Air Quality Study and as part of this human health study he requested an impact of noise on human health be also completed. She inquired if there is commitment from the GTAA, and what are the timelines.
 - L. McKee responded that given the different expertise that are required to complete the type of research it would not be practical to expand the scope to the current Air Quality Study to include the health impact of noise, instead the GTAA will undertake to investigate what would be required to conduct a noise study.
-

Item	Details
------	---------

The Toronto Board of Health letter can be found [here](#).

The GTAA Response letter to the Toronto Board of Health can be found [here](#).

3.3 CENAC Terms of Reference Review

- 3.3**
- This fall, the committee participated in sessions to develop recommendations for enhancement of the committee as per the Five Year Noise Management Action Plan, which were presented at the November 19th CENAC meeting.
 - The presentation can be found [here](#).
 - Oakville Councillor, J. Knoll's inquired about the justification of only one representative for Halton Region.
 - L. McKee responded that it is about getting the right balance; the numbers in the past have been based on how the airport is operated and where the impacts have been. In recognition that Toronto Pearson is growing, the membership has been extended to the Regions. This was also one of the reasons the 10 nautical mile rule changed.
 - J. Knoll's stated he is concerned with equity on the committee, and believes it would be more effective if it has one councillor and one resident member representing Halton Region.
 - L. McKee inquired if there was any discussion or debate on the recommendations. With no further debate, L. McKee asked for the committee to adopt the recommendations.
 - B. Green moved and J. Van T' Hof seconded.

3.4 K. Burford requested CENAC Explore Methods of Registering Chronic Aircraft Noise

- K. Burford requested CENAC explore additional methods of registering chronic aircraft noise complaints. K. Burford's letter can be found [here](#).
- L. McKee indicated that individual complaints are critical to understanding trends. The Noise Management Program and associated published procedures in place today are in part the result of noise complaints, impacts and trends over the years. Every complaint is analyzed, registered, and responded to upon request. Complaints help us understand what impacts airport operations are having on the community.
- K. Burford stated that Toronto Pearson could retain the current complaint process, but augment it to reflect chronic complaints.
 - L. McKee stated there was a conversation about the process at the CENAC meeting in June, and there was a resolution by the Committee to keep the complaint process as is.
 - J. Van T' Hof recommended this item be discussed at the CENAC working group to examine a policy debate rather than chronic complaints.
 - To understand how other airports manage complaints, R. Connelly recommended checking with other airports e.g. Minneapolis/St. Paul, Dallas/Fort Worth to see how they register complaints. D. Dolezal recommended reaching out to the company that provides the GTAA's noise

Item	Details
------	---------

database software, as they serve many airports globally.

- Oakville resident D. Inch inquired about noise violations at Toronto Pearson.
 - D. Dolezal noted that over the course of the past three months, potential noise violation investigations that were reviewed were related to weather avoidance. As a result, the investigations were closed.
- D. Inch inquired if there were any compliance issues about flights being too low.
 - D. Dolezal responded there were not.

3.5 Public Comments

- R. Jacoby stated there is no federal noise bylaw that protects residents from aircraft noise. There are noise monitors that measure noise levels, but there is no threshold of a decibel level that requires any punishment against a pilot or aircraft.
 - The committee was reminded that the goal of noise monitoring is to obtain objective data and assess aircraft noise levels at certain locations in the community. A noise event is what is captured when a sound level and duration exceeds a predefined threshold. The sound thresholds at Noise Monitoring Terminals (NMT) are set according to the ambient background noise level at each location. The Noise Office team uses NMT data to assist in analyzing complaints by correlating the noise event to the most dominant aircraft noise.
 - R. Jacoby inquired if they could get some commitment from Nav Canada in discussing possible changes to Windsor-Toronto-Montreal Airspace Review (WTM).
 - L. McKee noted there may be opportunities to make changes where we all have interests that intersect, and where improvements can be made. That is the mandate of the committee and CENAC has advocated for things in the past and had positive impacts.
 - D. Inch noted he is a pilot and has spoken to current and past Air Traffic Control (ATC) Liaisons for major carriers in Canada, and the current STARS are inconsistent with fuel savings and noise abatement procedures.
 - S. Ghobrial noted that pilot representatives participated on committee that did the technical work for Nav Canada, and advised Nav Canada where the downwind should be.
 - S. Rokin inquired if pilots prefer a higher altitude at the downwind leg point.
 - D. Inch responded in the positive and noted the lowest an aircraft needs to be on a downwind leg in Toronto is 4,500 feet.
 - G. Stewart inquired where the 4,500 point should be located.
 - D. Inch responded it could be located two miles short of the Area Navigation (RNAV) aviation waypoint MURAD.
 - L. McKee noted Toronto Pearson has multiple runways, operates arrivals and departures, and must manage a large number of different aircraft types and that safety will always be paramount.
 - R. Jacoby inquired about an update on the status of the preferential runways.
-

Item	Details
	<ul style="list-style-type: none"><li data-bbox="383 275 1344 426">○ L. McKee noted as part of the 5-year Noise Management Action Plan the GTAA has developed a preferential runway working group that will be reviewing the preferential runways and provide the CENAC committee with any updates.
4.0	Adjournment - Meeting is adjourned.
5.0	The next CENAC meeting is scheduled for Wednesday February 25, 2015. For additional information, please contact Kim Stefanazzi at (416) 776-3941.