

Follow-ups

November Pearson Public Meeting

The next Pearson Public Meeting (part of our Noise Management Forums) will be held on November 6th. More information and a link to register will be made available on the [Noise Management Forums page](#).

Lease reference to “fulfill demand”

Page 137 of the Ground Lease

8.02.03 Without limiting the generality of Subsection 8.02.01, the Tenant shall, at its cost, in particular: (a) provide all capital improvements to the Airport in order to ensure that the Airport has the **ability and the facilities required to accommodate the capacity demands** at the Airport;

Night Flight budget

More information on the Night Flight Restriction Program can be found on the [Toronto Pearson webpage](#) and the [InsightFull portal](#). Reporting on Night Flight budget use can be found on the [Annual Noise Management Statistics](#).

Air Quality

Community members can learn more about Toronto Pearson’s Environmental Programs [here](#). There is also air quality monitoring on airport property with results made available [here](#).

A320 Retrofit Program

The Airbus A320 family aircraft produce a high-pitch whining sound on approach caused by Toronto Pearson monitors the usage of the A320 family operations based on retrofit status information provided by airlines.

Reports can be viewed [here](#).

Fleet Transition and projections

In 2024, 21.7% of flights by chapter 14 aircraft, up from 17.6% by chapter 14 in 2023. Chapter 4 is remaining stable at 52% year over year.

Toronto Pearson’s hub carriers continue to transition to newer, quieter and more efficient aircraft.

Transcript

September 4, 2025, 6:31PM

- started transcription

Introductions

(Steven) Sorry folks, I'm sorry to interrupt your conversation, but it is just past 6:30, so we would like to just convene the meeting. I'm Steve Thomas.

We are looking to do a round of introductions today just to introduce any new faces to the group. There's a lot of people that are familiar with others, but there may be some that are not, so we'll do a little bit of an introduction. But I'm Steve Thomas. I'm the Director of Government Relations and Aviation Policy for the Greater Toronto Airports Authority.

You know, we've helped convene this meeting today on behalf of MP Sgro, who has reached out based on community feedback and advocated on your behalf to have this meeting today. I can say very candidly that MP Sgro is a great advocate for you and your community.

On this matter, the GTAA and has helped convene this meeting today. We have brought a couple different organizations to the table today to talk to the community, not only the GTAA. So we'll do some introductions on our side, on the industry side to begin.

And then we will move into introductions for the community members. If you would like to introduce yourself to the group, we have had a request from one of the community members today to record the meeting and so we can look to do that. But we do need consent from the group that it's OK to record the meeting on their behalf.

We are recording this because we are going to make minutes of the meeting and we're going to be sending over. Yes, I think that's a great idea. That's correct. We can always follow up on it, right? Absolutely. And so we're open to doing that and we're going to begin the recording.

I'm just going to do a quick around the room for anybody who's not comfortable with recording the meeting. If you could just raise your hand and in absence of that, that's how we'll proceed to monitor the meeting and then a few minutes subsequently. So at this point we'll do some industry introductions and afterwards

we'll do community introductions and then obviously we'll allow the MP and our team to introduce themselves as well. So I've already introduced myself, but once again Steve Thomas, Director of Relations and Aviation Policy for the GTAA and I'm joined today by my colleagues.

(Gijs) Yes, Gijs Van Laethem, Senior Noise Management Officer. I might have spoken to a lot of you on the phone, e-mail in the past as well.

(Andrew) Good evening. I'm Andrew Larsen. I'm the Associate Director of Airport and Aviation Policy with the GTAA. I've been here all of a month, so still learning. Most of my career has been in aviation safety.

Thank you so much. And our partners from NAV CAN.

(Jonathan) Sure. Jonathan Bagg community and industry relations at NAV Canada, includes our work around community Engagement around the airspace and related files and working closely with the team at GTAA. Pass it over to Ian.

(Ian) Yep, here also doing the same thing with Jonathan in Ottawa and for the rest of the country as well.

(Steven) And MP Scro has kindly invited some of the partners and colleagues from the federal and provincial government. And maybe I'll just ask you to introduce yourself then.

(Duwayne) Yeah, sure. Hey, everyone, I'm Duwayne, I'm the Regional Director General at Transport Canada.

(Ovais) I'm Ovais, I'm the technical team lead for specialties.

(Amy) Uh, I'm Judy. Amy, uh, constituency office manager for Judy.

(Somnath) I'm Somnath. I'm from Councillor Anthony Perruzza office.

(Rita) I'm Rita Pascolino. I live in Humber Summit.

(Sylvia) Sylvia Kapalachi and I've been living on La Villa Blvd. Since 1984.

(Teresa) I'm Teresa Fiorda and I live on Summit on Riverside Drive.

(Carla) Carla Pascalito Humber Summit on Whitley.

(Sergio) Sergio Fiorda Humber Summit off of Riverside.

(Daryl) My name is Daryl Henderson and I live on Jodhpur Ave.

(Steven) Thank you so much and in the back if you'd like to introduce yourself.

(Gary) Gary I'm a resident of Humber Summit.

(Barb) Barb Kidd Humber Summit resident as well.

(Steven) OK. And that concludes the round of introduction. So thank you all so much for taking the time to join us today. As I mentioned, we are joined by our colleagues and I do see some new faces in the room. So I thought it would be a good idea for

the industry partners here today to just give a very high level brief summary of roles and responsibilities and sort of what we do. Sorry to interrupt. No, absolutely.

We're actually just finishing introductions. If you'd like to introduce yourself, if not, (Counc Perruzza's staffer) I'm with the City Council Officer Perruzza.

(Steven) Thank you so much for joining. Thank you. And so sorry before I was interrupted, just to restart that little bit, we're just going to do a brief overview of sort of the overall roles and responsibilities.

Role and responsibilities

Of the different organizations in the room today to provide some clarity for anybody in the room that isn't familiar with the different organizations. So the Greater Toronto Airports Authority is a private, not-for-profit organization that is in place to operate, maintain and develop Toronto Pearson International Airport.

And ensure that capacity and demand are aligned. And you know, we're joined by Jonathan and Ian, our NAV partners. We do the same thing. Yeah, yeah, so.

So NAV Canada, obviously we're the air navigation service, the most known service within that kind of responsibility is air traffic control. So our people are in the tower control tower at the airport. We also have an area control centre nearby which manages airspace around the airport. So once an aircraft takes off, they're pretty quickly handed off to area control center controller. So they manage traffic day in, day out, giving them instructions, climb, descend, head towards this way point, use this procedure so they direct traffic. First goal obviously is to keep what we would say aircraft separated.

Which is obviously maintaining a safe distance. So that's what they do like very tactically and practically speaking. When we talk about aircraft, aircraft and airspace operations, we do work very closely with the airport on things like airspace design. So we publish the procedures that are used at the airport.

They get put into aeronautical information products that pilots use in the cockpit to navigate. So even though the sky, you know, obviously there's invisible flight paths, as you all know, because you're exposed to some of many, some of them.

And so we published the routes and have the procedures to ensure that we have operational safety first and foremost, also meet capacity of the demand. So we have a mandate to ensure we can keep a throughput at the airport. And then when we look at things like airspace design, Ian's team will work with our airspace designers and look at things like community impact, how can we mitigate noise? Understand that a place like Toronto Pearson is a challenging place to mitigate noise because it's

surrounded by population, but it is something that Ian's team does very actively working with our designers when we have airspace projects.

We don't currently have an airspace project underway, but that is a practice that that we undertake and he'll work with the GTAA in terms of some of our when we do Engagement sessions and things like that. And that's why we're here today because it's ultimately our team...

(Fabio) Who finances your organization? So you have clients?

(Jonathan) Yeah, we have customers. Absolutely. So similarly, we're a private, not-for-profit.

(Fabio) You must make money. Yeah, someone pays you.

(Steven) So can we just finish doing introductions and then we can get into the questions?

(Fabio) On scope of what you guys do, I want to understand who finances you.

(Steven) Absolutely fine. We can look to answer those questions. Yeah. If you just hold those questions until we're done with introductions, then we're happy to answer your question.

(Jonathan) Yeah, I'm happy to say. Sure. Yeah. But just cuz I was there. Like I literally got 3 words left. But we're a private, not-for-profit organization, non-capital corporations, so not traded on the market, we're not looking to pay dividends. We do charge airline operators and other aircraft operators. They pay for the system in Canada. So air traffic control in Canada is the users. It's you've heard of it made as a user pay system.

And it's similar with the airport. So people use the airport, pay airport fees. That's how it's paid. It's not taxpayer funded in Canada.

(Daryl and Fabio) So the more planes that you get in, the more money you make, right? They work for the airlines.

(Jonathan) So we're not-for-profit, just to mention, right? But we do have a mandate to serve the demand.

(Jonathan) But we don't set the demand.

(Fabio) Who gave you that mandate?

(Jonathan) The government of federal government.

(Steven) Fabio, we are getting a little derailed from the introductions and I we're happy to answer questions, right. But can we get through the introductions first? Fabio, let's get through the introduction, Fabio.

(Fabio) I'm being polite, but if someone lies, he's not being polite.

(MP Sgro) Listen, please be polite. Let the gentlemen explain their roles. Make sure everybody understands everything.

(Daryl) Basically, everyone don't see each other's roles and we're here basically. We're here. We're here to talk about the noise, Judy. We're not. We're not here to listen to how the person...

(Steven) There are some new faces in the room today, and I'd just like to get through the introductions. It'll only take another 2 minutes. That's all we're understand.

(Daryl) We're not here to listen about how business economic growth. We're here about the noise.

(Steven) We haven't. We haven't started that conversation, Darryl, until we'd just like to get through introductions before we get to questions. The rest of them.

(Daryl) We're we're here about the noise. That's what we're here about.

(Dwane) I'll, I'll be brief. So we're from Transport Canada. We prefer with our role. So we regulate aviation and all military transportation in the country.

(Fabio) The Minister of Transport, Pablo Rodriguez contradicts what you just said. He said you guys have nothing to do with noise.

(MP Sgro) Can we can we, let's complete this so that we can have something to say about that. I'll hand it back over.

(Steven) Yeah. So Fabio, the rest of the session is dedicated to answering Q&A from the community, we would ask that one question at a time and we would like to give all the residents equal opportunity to ask any questions they have. And so we're happy to answer any questions you have.

(Fabio) There is a disconnect to what you guys are telling us...

Q&A

(Sergio) Can I ask a question? So I understand he's been here for. He's been here at other meetings. This is my first meeting. My only question right now is how long has this been going on for and what and what resolutions have come? That's all because then I know where I can stand.

Because right now, I'll tell you right now, he's *****. He's *****. And I bet you everybody else of the residents here are ***** and nobody's doing anything. I had a guy from your office tell me we've spoken to the government to reduce your taxes. I told him, are you OK?

(Albert) That's not what I said. I'm not. I'll get the e-mail. I'll get the e-mail. You could get the e-mail, but I'm sorry. Like if we're gonna. No, no, you gotta. You can show the e-mail. And that's not what it says there. That's not what it says. You got the e-mail.

You're the one that says. I don't have anything. I'm just saying it's.

(Sergio) Remember one thing? You guys, you guys don't live. You guys hold on.

(Sergio and Albert talking over each other)

We're here. We're folks. Let's understand. We want to get defensive with me.

Don't you, you don't like this. And you stole me a ***** liar. That's nerve. I dare call me a liar. Let's all take a record. You you have nerve buster. You've got nerve to even have the point of the meeting.

Everyone has you. You wouldn't put it. Thank you. Can you completely identify this fellow?

Yeah, we we say that the I think many times, Fabio. I spoke to you many times, so we wanted to.

...

(Steven) Excuse me, can we quiet down for a moment, please?

Fabio.

(Segio) But you're being mature, but when people make better connections, how dare, how dare they? OK, I just a simple question and then he stood up. So remember, if he's if he is part of her office, we do have to be professionals.

(MP Sgro's staff) Everyone to be professional just so we can get here, everyone. If not, it's we're not going to conclude with anything. So please, one at a time.

(Sergio) Yeah, but this thing has been going on for a long time. Nothing's been resolved as of yet.

(MP Sgro) We're going to check it that we won't get something going on for at least 35 years that I'm fully aware of.

(Sergio) You know what? You know what? I apologize. But when when somebody calls me a liar, I don't like it.

(MP Sgro) And you're right not to like it. Absolutely no one wants to be called a liar. And nobody should. I turn the floor back to you. We have questions from each one of these individuals.

(Steven) If they would like to speak and have a question or if you'd just like to listen, that is also fine. We're asking prepared to listen. So let's move past that question, OK, and we can move on to any other questions that other residents or yourself may have. Just wait one second, Fabio, and then we'll get to you.

(Daryl) OK, but just we'll give you guys 4 minutes just to introduce yourselves.

(Steven) I think we're done the introduction here. We don't need any more time. We're into the Q&A. But what we are asking for is a level of decorum and

professionalism. If there is threats of violence or if there is anything of that nature, then.

You know the safety of the staff is foremost and this meeting cannot continue, so I would ask that everyone take a breath.

We understand this is a contentious issue and we're here to talk to you about it, but we have to be respectful. All parties have to be respectful on the topic. Fabio let me finish, please. Fabio, you need to let me finish speaking so I can let you finish speaking up, please.

Fabio, if you would like to let me finish, yourself and all the other residents will have a chance to speak, ask questions and receive answers from us. That's why we're here today. If you keep interjecting, we cannot facilitate that. OK, we're here today to talk to you and answer questions, but you have to let us talk.

And you have to be willing to listen to the answers and then we can listen to your questions and provide those answers. So everyone take a breath, let's reset and we will open the floor to all the residents. And if you'd like to ask a question, please just raise your hand and we will respectfully answer them one at a time.

And we are going to move from resident to resident. If you have multiple questions, that's fine, we can come back to you. But we will give opportunity to all the residents today to ask questions and answer them. OK, OK.

(Rita) No, no, I'm, I'm OK. I I'm listening. I I just want to be aware with everybody's all this because I've spoken to people, I filled up the petition like most people have in this area. They only speak to my area.

And I just wasn't sure who I spoke to but I'm just telling you the response that I got was basically it's got to do with flight paths and wind speed, whether it's coming from the East or the West and basically they're not going to do anything about it.

And that's what I was told. And I the the person that responded to me was from the GTAA. I don't remember his name. I just know that basically too bad.

It's not gonna. Nothing is gonna change. What do you feel about that?

(Steven) Well, I have not seen the individual e-mail that you're talking about. And first, thank you for your attention to that or phone call? OK, perfect.

(Rita) It was a phone call. Absolutely. And so maybe I have any paper trail of that because I did put in a complaint.

Because one night it was unbearable. I, you know, I have small children in my house, my grandchildren. Nobody sleeps at night when they're flying over my head early in the morning. Sometimes it's 6:00 AM and they're flying. I mean, come on.

People, like you said, are tired because we just went through a summer stretch. I couldn't even sit out on my veranda or in my backyard because the planes are going through like every few seconds. Like it was it's. Like before I came here, I was speaking to neighbors and they said good luck. And I said, well, if you don't do anything, you agree with what's happening, right? So I just we're here because I want to know what you guys are going planning to do about this. There's got to be more than the the planes are flying from the east. The winds where it's coming from the East or the West. That can't be possible. It's never been this bad. I don't know. I don't remember it being as bad as it is now.

(Daryl) It hasn't been.

(Steven) So Darrell, give us an opportunity to respond and you're welcome to voice your thoughts during your time.

So thank you very much for attending today. So maybe I'll just do a little bit of a deeper dive as you're looking for answers as to who does what. So the noise office that the GTAA operates is part of our ground lease obligations to have a noise management plan and we have a noise office, both Andrew and Gijs are part of that office. And so Gijs, I'm not 100% sure, but may have been the one that have been could have not that spoken.

(Rita) Because when I was talking to the individual, we had to stop several times because the planes were flying over my head. So we I couldn't hear you. You couldn't hear me, right?

(Steven) Absolutely. So the answer To your question is a complicated one in that our runways are located in a certain locations at Toronto Pearson Airport and obviously aircraft land and take off on those runways and. Not to paraphrase the answer that was given to you, but they do that based on based on wind direction in most cases, the main driver, yeah. And so maybe Jonathan and Ian can talk a little bit about the the drivers of runway use.

(Jonathan) Yeah, so I mean what I was going to say. So you know, I mean obviously again also having a conversation with what Steven was saying is accurate. So the main driver of runway selection is wind direction. So we take off and land into the wind, so opposite direction.

The operations that you tend To see are operations all off of runway 05. That's the one that generates for the communities here, the people, the different neighborhoods that were mentioned. It's departures off runway 5. That's usually when winds are coming out of the east towards the West, so we'll take off.

And so runway 05 is really the busiest runway in Canada for commercial operations, one of the busiest. One of its advantages for our operation is that it's a long runway, it can handle large aircraft.

We can have a good amount of like throughput as you know in terms of the meeting capacity and demand. So it sees a lot of use of utilization as a result of that. And so when you know hear things about like you know and I just want to acknowledge to just to everybody like. We definitely are aware that there's a lot of overflight in these communities. Like we're not going to sit here and say you don't have a lot of overflight. Of course, the next question is, well, what, what can you do about it? We acknowledging that, right? And I think that's the question that most community members have here today. So when we look at things like departures and mitigation. Our goal is to mitigate where we can, when we can. The airport is a very fluid operation. There's a there's a lot of the biggest piece of infrastructure from our perspective that the airport delivers to us is the pavement that we launch aircraft off and land aircraft on and so those are pointed in certain directions. Obviously can't be pointed in different directions and at any time we want to use that that infrastructure optimally for capacity in the...

So that that's the main driver. When when we look at mitigation concepts, we are looking at you know where can we deliver mitigation and how. And so sometimes when we've had some consultations in the past that go, we're able to change a procedure here, procedure there, small adjustments, the challenge that I know.

Many of some of you that we've spoken to before and which would be a great cause of frustration for you and makes it sound like, you know, we can't do anything is it's a very challenging area to deliver mitigation to because at this point they're flying off the runway and they have to climb to a certain altitude before they turn. Go ahead. (Gijs) Might be arrivals on 24. Oh, arrival on 24 because the ones going that way, not the ones going that way, right Rita?. Yeah, yeah, arrivals on 24.

(Jonathan) Well, same concepts, same concept arrivals that are taking off.

(Sergio) The ones that are usually making the most noise. And literally you were talking to a few people when we got here earlier this evening. It gets to the point that you can, you can feel as though you can touch the plane. There's the and we've seen arrivals as well. Not really on the arrivals, all on the.

More on the departure. OK, yeah. And so do the mix. Yeah.

(Gijs) So there's some folks here that are just South and some folks that are Humber Summit, which is just north.

(Jonathan) Thank you, Gijs.

(Segio) Because I'll say this. And again, I apologize for the interruption. The one thing is, like my sister said, it gets to the point that if you're on the veranda.

And the summer's been gorgeous. You're on the veranda talking with people. Can't have a conversation. Yeah, you're in the house. You can't have a conversation. No. As Fabio, I got your name. I apologize if I'm very bad with names, but I remember your name.

It's so loud that it doesn't allow you to sleep. I've done. I've done a fair amount of traveling for business in my career. And I remember at one point you stopped flying at midnight. You didn't start flying until 6:30 now.

It's been a it's been a few times, 1:00, 2:00, 3:00, 4:00, 6:00. It's like 24/7. And when you know we're human beings and this basically it's our quality of life has been thrown out the window. I'm sorry, yeah.

(Jonathan) Yeah, and we can talk a bit about how the nighttime system works, but I just want to clarify on that just to correct because I was talking about the partial of 05. You're experiencing arrivals when the winds are actually kind of the West. Just to clarify, no, I'm not. Departure. I'm sorry. Both groups are here.

Yeah, she's in the north part, OK, so she's affected by the north runway.

(Steven) So folks, maybe just to prevent this confusion from happening again, because there are constituents here from both ends of the airport. Yeah, maybe just to be accurate in our responses, if you could just identify which. Which section.

(Fabio) we have people from the south.

(Jonathan) Yes, of course, which makes total sense. And and I was assuming departures, which is correct in this case. That's right. Yeah. Yeah.

(Rita) When they're starting to take off and they're low and you can actually see the people.

That's right. That's how low they are. Yeah. I'm not joking that they are because they're climbing. Yeah. So, you know, they're climbing, but they're standing. Yeah. And my concern, I also part of another part of my question is.

What is that doing to our air quality? Because they're so low, I'm concerned for my the health of our children because they're so low and they're like, just coming over us. And I'm thinking we're breathing that air, how bad is it? OK, no, I'm just.

(Fabio) I wrote to her [Minister of environment] several times and they refused to reply. They said talk to GTAA, talk to Transport Canada.

(Rita) Yeah, no, that's my question as well. All those chem trails that are coming with these planes, I understand people have to travel.

I understand. But do they have to do it all over us? You know, there's got to be a better way.

(Fabio) I'm sure runways can run in a more, you know, even base. Basically the South, north-south runways are not being utilized.

At all. And the wind factor is basically a lie because I downloaded entire years of data from the Transport channel, from the weather station at Pearson Airport and there are entire months.

But wind is on the factor planes.

Are able to land and take off the old planes with winds up to 33 knots. That's 65 kilometres an hour. We hardly ever had 65 kilometre an hour winds in this aerial.

So entire months where wind is not a factor at all. So like he just said a few minutes ago and you know he in Alberta deal.

(Jonathan) My name's John.

(Fabio) John, sorry, John said a minute ago.

Is the main driver is operational efficiencies because who pays them? The airlines. So they work for the airlines.

(Daryl) He's in the middle of peaking here and you guys interrupt them. It's like you guys are allowed to talk and finish. You're completely. Let's say one one talk first moment.

(Grant) There was a talk about runways and arrivals right. So what we've perhaps to be. First of all, I'm also on Humber Summit Riverside and it's so we affected by the 05, all of the departures. Yes, it's not all the time because sometimes they go, they actually take up To the West, right? Yes, and.

I did. Those on Humberlea to our S they definitely there's no question they have it worse because you get you get the arrivals. As I understand from one of your previous meetings that 95% of all traffic is east-west out of the airport. Only 5%. So first of all, I'll let him answer me. Perhaps the...

(Jonathan) So absolutely we have, we have to get the aircraft in and out, right. So when you say operational efficiency, it could be expressed in a lot of different ways.

For us it's, you know, meeting demand because

(Daryl) we've just said the more planes you get in and out, the more money you make.

(Jonathan) I never said that, but.

(Fabio) But you do,

(Steven) Fabio, you need to give us the opportunity to respond to the other answered question conversation, right? No. But the gentleman had a question for us for the industry side of the table. Fabio, and during your speaking time, you're welcome to bring up whatever you like, but please give the other residents a chance to have their questions answered. Yeah.

So, but he's he's not asking you. He's asking the industry side of the table. If he'd like to ask you a question, that's fine as well, but he's asking us right now.

(Jonathan) Yeah, and I'm happy to address a whole bunch of things. Obviously, you know, with rapid fire kind of comebacks, we can't keep up with the responses because we have to explain, right? So and that actually often leads to a lot of misinformation, such as quick, you know, accusation and I don't get a chance to address it and then you're like, oh, it's on record, but he didn't refute it.

I'm fine with it. We can do that all night. If you guys want to like have that type of conversation, I'm OK. I'm here to listen to you and hear you out. And I know it's a it's a it's a tough topic for people, so I'm OK with it. I just want to let you know, but I I do want to be able to give people their answer that they ask as well. So you know, let's try to find a balance there.

So the question on East West, you are correct. We do have more East West, way more East West operations at the GTA. One of the reasons is the infrastructure layout. So back to the same concept of how we move that traffic when we go to a north-south, one of the reasons there's three parallel runways.

And in an east-west configuration, whether we're taking off towards the east or taking off towards the West, there's three runways, right? We can use the runway in each direction. NS we have two runways and whenever we go to a NS operation, there is Canadian system wide delays in the aviation system and we get backlogs and it has days and days of impact and so our requirements try to move that traffic and so that's why we're east-west more than north-south and so that is an accurate statement that 95 plus percent of the time we are east-west.

(Daryl) So basically it's not exactly the winds, it's more efficient. No, they wait, no, they when you're using the three runways. So they're they're you just said, you just said that, yeah, so yeah.

(Jonathan) And so first predominant winds in Canada, yeah, are east or West.

So OK, predominant winds are east or west, which would be a big percentage.

There's there's limits to crosswinds. What speed of crosswind will force you To a north-south we.

We'll go north and South when we have To and that cross wind limit gets hit. So in terms of winds,

(Fabio)what's the limit, the the wind limit.

(Jonathan)So first of all, we land into the wind. It doesn't have to be a strong wind. We land into the wind, the wind.

Wind is not just what's measured on the ground. There's also winds aloft.

(Fabio and Jonathan) Do you publish that? We do not publish that data. It's it's it's a secret. No, it's it's provided to us from the airlines, from data from the airlines. So it's we don't have a a manner of publishing.

(Fabio)Oh, you do. If if it gets provided to you, you have it, you can. So I would like To see that data published on webtrak. That would be good if you publish the the wings on on the ground.

Because you can publish the winds on the on the air, at different altitude.

(Jonathan) I have no way to validate your wind data.

(Fabio) This is not mine. This is the weather station that belongs to environment.

(Jonathan) You're expressing a relationship to runway utilization and I have no way To validate your statement.

(Daryl) That's basically what you've said To us right now. Yeah, OK, you get paid by the planes that land and take off

(Jonathan) as a not-for-profit.

(Fabio) Yeah, the three nonprofit doesn't mean that that you guys don't make money. You need to make money.

(Daryl) The three, the three EW frontways are more efficient.

To get more planes in and out. If you use the North and South runways, then you have delays. It's not in your best interest to use the north and south runways.

(Jonathan) Correct.

(Daryl) And this is what Gijs from the day I talked to him, the first day he was telling me, no, it's because of wind direction.

(Jonathan) It's still the main drivers, though. Yeah, it's under one. It's east or west in Canada. It makes sense. So that, wait, wait, Fabio, you need to wait.

(Gijs) So to give you an example, today, most of the day we were on the North S, so wind from the north as well as wet runways from the rain this morning. So like it does

happen and runway surface for instance is another factor that brings down that tolerance for that wind as well surface conditions.

(Fabio) So what is GTAA's response to this?

Is to increase the traffic so the sacrificial people on the ground become a larger group. So instead of reducing the traffic to accommodate the use of all runways so the harm can be spread evenly instead of, you know, East and West To East, West, north-south GTAA has the mandate from God To expand, you know...

(Steven) So that's not an accurate statement, Fabio.

That's not an accurate statement. No, it's not an accurate statement. If Fabio would like to give me an opportunity to speak, I'd be happy to respond to him. (Fabio) Steven.

On your website it says that you are have a plan To expand airport operations To move from 48 millions in 2019 To 85 million in 2037 I think.

Correct me if I'm wrong, it's on the website. That's what we've been talking meetings. You know what I mean? The recordings of other meetings where Cynthia Woods and Robin Conley, they said it. If you look at the old recordings of public meetings.

They said, yeah, we are going to increase the traffic. This is what it's going to get worse and this is the way it's going To go. So if the traffic gets worse.

Then the north-south runways today are utilized at 1% per month.

(Steven) So Fabio, yeah, Fabio, you need to give me an opportunity to respond to you. You asked me a question, Fabio. Would you like an answer to your question and then you can continue.

(Fabio) No, because this is this continues to be part of my question.

So please allow me To talk to you know what I mean?

(Steven) Absolutely. But if you're asking, we're asking you to ask one question at a time. OK, so if you want me to if you would like To ask one question so we can answer that question adequately,

(Fabio) GTAA has a mandate to meet demand.

Or not?

(Steven) Yes. So that part is on the Transport Canada. So allow me to get on that. Where? Allow me To answer the question.

(Fabio) What is the document? You need to give me.

(Steven) Yes, it is in the lease.

(Fabio) No, it's not on the lease.

(Steven) Will you give me the opportunity to answer your question or not? (Fabio)

Can you tell me which page?

(Steven) I can tell you the section and I can look it up during the meeting.

(Lots of people talking over each other)

(Steven) Fabio, If you would like this meeting to proceed and you would like us to answer questions, that's what we're here to do, right? We're here at the residence request. You need to stop. Stop talking for a moment and let me respond, please.

(Sergio) Before you talk, I just want to say one thing, one thing that I have.

Notice people have been here more than one time. Absolutely. And for sure, the problem is they've been here longer and I think the frustration level is hitting the roof. To me, my frustration is already at the roof and this is my first meeting because it doesn't seem as though. And I'm and I'm sorry what I'm about to say. It looks like this meeting has been going on for however long and no resolution still. And my hope is and I hope and I pray we're in the church that this will get resolved because the because remember we've got a very short. We've got a very small community here. I can, I can guarantee you dollars to donuts. I would go knock on every door on Riverside and Whitfield and I would get 99.9% people to attend and you would hear the same frustration from them. So my point to you guys. Enough, enough with the dilly dally, because this has been going on for a while. Please tell us what your prayer, what helps. I knew how to know how to speak. What is the preparation and what is going to be done? Because this guy, Fabio, looks like he knows his stuff. He's done. He's done a hell of a lot, but I can. I can just imagine how many meetings he's been to and he hasn't seen zero resolution.

(Fabio) 2017 Honorable Judy Sgro, headed in Parliament.

A whole thing about do you want to tell us about it?

(MP Sgro) It hasn't resolved the issue, so why bother? We're talking about the solution.

(Fabio) It hasn't resolved the issue. This went through Parliament. I have not resolved the issue. We have Minister of Transport. Who tells us that they are not responsible for the noise. So basically they are telling they abuse people, the people that have been raped to go to the rape.

(Steven) Fabio, Fabio, Fabio, we talked about this at the start of the meeting.

(Fabio) A fair deal from the raper.

(Steven) Fabio. Fabio. We are here today.

(Fabio) Understand it clearly. You are harming us. You are taking. I'm talking, Grant. I'm talking. Grant.

(Steven) Fabio, you need to give everyone the opportunity. You have had your opportunity to speak. Absolutely.

(Fabio) You are taking a life away. You are taking the chance for our kids. To achieve their full, you know. Academical potential. You're not allowing us to sleep. You are not allowing us to be productive members of this society. You're making us sick, contaminating our air. With noise. Does that make you proud?

(Daryl) It's all about money.

(Fabio) Yeah, it is about money, but let him answer. Does that make you proud?

(Steven) So first of all, Fabio.

The gentleman had a question and he would like to answer the question and you are when you are

(Fabio) when you are basically killing me slowly.

(Jonathan) Let him get it out. Let him get it out. Don't try to answer it.

(Fabio) And you want me to be respectful? The the person that is respectful here is all of you guys, all of you. You know what I mean? We are the sacrificial lambs here. You understand that? Now you can answer. Do you understand me?

(Steven) But I have heard your commentary, Fabio, for sure.

(Fabio) I am asking if you understand and not if you heard that

(Mp Sgro) Fabio, there are other.

(Fabio) There is a difference between understanding and hearing something. Do you understand it? Do you understand?

(Steven) I I understand. That's your perspective, Fabio. I I heard you.

(Fabio) You do not. You do not agree because you agree with me now, you know what I mean?

(Daryl) He's very smart. He's very well educated. Of course he does. He's a position where he's living a paycheck and he has show a level of respect.

(Fabio) Show respect for us. Show respect for our life. Show respect for our life,

(Daryl) Judy. We've been asking for this meeting since December. I asked Robin Connelly. No, no, listen, listen to me. I I can I can I just talk? I asked for this meeting in December. I spoke with Robin Connelly. Who used to be in charge of this. She was getting ready for Christmas. She got mad at me. She told me, Darrell, in a bully way, the planes are going to get busier. They're going to get louder. And that's just the way it's going to be. That's what she told me. You know what? She never spoke to

me. After that, I asked her and I asked you. I asked you and I asked you about a meeting since December. Stephanie put me on hold for 54 minutes. I guess it's a joke. Amy never responded to me. She she called me. We had a nice conversation. And it went well, she said she caught, she contacted. She was trying. You [MP Sgro] go away for the summer, so you don't come back until September. That's when the meetings are usually for the airplanes. So we we try to contact you before the summer To have a meeting. We don't get the meeting until September.

October. We've done this for about three or four years now, so you don't want to deal with airplane issue in the summertime. So I had a nice conversation with Amy and we talked and she said that she's arranging the meeting. When I called back to Stephanie, I asked, did Amy get my message? Just. Or what the meeting is. Oh yeah, yeah, yeah, yeah. Amy got the message. Amy didn't replied to me. So for three or four weeks I I'm calling and then I had a friend call your office and asked about the progress of the petition that you presented in the House of Commons.

So in 5 minutes she answered his question. She said that the petition never went anywhere because there was only four people, 40 people that signed it. You guys, when we're doing the Marion shrine, we contacted your office. We asked Judy, could we do maybe a petition that you could. And you said, yeah, you never, you never told us about this. We asked you. Albert took it. He said to Daryl, we're going to go around. We're going to knock on doors. We're going to collect the petition, the signatures. I talked to him and he said, Darrell, yeah, the planes are really loud in your neighborhood. We talked. So I thought he was collecting out, collecting the signatures. So yeah, so a few weeks later I I called your office. I was told that one of his in-laws passed away and that OK, so out of respect, I'm not going to bother Albert. Then when I called Albert back, I was told that we're not doing the the collecting, we're not allowed to. So then a month's passed and then we Albert sent us instructions on how to do the petition.

So we already knew how to do the petition out of the Marion Shrine. So we we were lucky to get 4 new signatures that you could present it in To the House of Commons. So when she was talking to my friend she and I I've been asking for a whole year now how the progress of that petition went. That Stephanie never replied to me, Amy never replied to me, or you never replied to me. So in 5 minutes, Stephanie answered him and she said that the petition never went anywhere. Why couldn't Stephanie, when I called her to ask her about the progress of the petition, why couldn't she give

me the answer?

(Mp Sgro) Should have.

(Daryl) She should have. And every time I phoned your office, I talked to Stephanie. She told me that she used to live by Dixon and she said that you know what? The plane noise never bothered her. And why is it bothering me? Now she lives at Weston and Shepherd and the plane noise doesn't bother her.

(People talking over each other)

(Daryl) OK, well, so I'm just trying to say we we've been in the first meeting that we had with you, Judy, you remember, remember this. No, can I can I just say this? This can I can I just say this?

You you started the meeting. You said that you lived here many years ago, so around 20 years ago.

(MP Sgro) No, I'm here. I'm from here in 12 years ago.

(Daryl) OK. You said you many years ago you lived here and you put up with the plane noise. Can I finish? OK, Fabio heard. No, can I just so everyone in the room hears this? So you basically told us that you learned to live with the plane noise and you expected us to. Yes, you did. Fabio, did she say that?

(Fabio) Yeah.

(MP Sgro) And then get used to it because you have no freaking choice they come over your head every minute.

(Daryl) But this is OK. You're supposed to be our MP. No, because this is about the noise. Absolutely. And I phoned you one night. I phoned you one night. I phoned you one night during the night. How many times? No, no, this.

This is one time. Can I just finish? Amy, can I finish? So one time I phoned by mistake. I was trying to get your office. Judy answered at 1:00 in the morning. She said. Why are you calling? Why are you? Why are you calling? And I said, you know what happened? No, no.

(People talking over each other)

(Daryl) So, I wish I could hang up the phone. I wish I could hang up the planes, but I can't. You know, I have. And then we have Gijs. We have Gijs here from the airport who we were asking questions at the start about the rehabilitation and he told me, Daryl, we're not going to reply to any of your questions anymore.

(Gijs) I said once previously answered

(Daryl) I I I said no, I I contacted you with different questions and you and Cynthia Woods did not reply to me. So I would call when planes were flying over my house and you never responded to me for months on end.

(Steven) So Darrell, we're here today to answer any questions you may have.

That's the opportunity to answer. Absolutely.

(Sergio) But again, my question to you is this seems to have been going on since 2017. It is now 2025, eight years later.

(Fabio) Yeah, the OK, so if not an e-mail. We sent To Judith. OK, so let's go. So we have.

(Steven) So folks, folks, can we take a breath here just for a moment and we'll come back to your question. I'll give you absolutely time to speak.

(MP Sgro's staff) So our the first time two years ago, our team actually went out door to door in the area. We actually said to collect the signature. Can you can you finish first? It was there when he actually did not say that, but let's not have the conversation 'cause we won't. So the first time we went two years ago, we actually gave an update, physical update.

Instead of sending it through a householder, letting people know about current things going through legislatively through federal, I mean literally went to the house to try to get people momentum like if you have a complaint, if you have anything that you want to tell us, we literally want physically door to door. We even have documented evidence, videos, pictures that we want door to door to all these houses To get them to come out and tell us about what's going on.

And then after that, because again, we can as an office ask for a petition, the only the only thing we can do is give people the resources to actually know how to submit a defect for and then for her to support it. We said it multiple times. We even had a virtual call with you, which again, you turn a little bit too aggressive during that virtual call and it was with our writing for Vaughan.

We had to and we had to cancel it midway because again, people were not listening. But we were very specific. We send it in the e-mail, we send it to the house, we send it physically and we explained it so many times. We can only support it. The thing is that that's the only thing in how we have to work in an office. We were very clear. We will present the petition, which she did. She supported it.

We cannot basically collect the data. We give everyone the resources to do something and that's what we want to get to. No, no, I'll that to me.

(Fabio) Send the petition means means the bureau presented in Parliament. We're never notified of the answer. Yeah, you guys will see that comes from the appropriate.

Department director. No, I'm asking the question over here.

(MP Sgro) These gentlemen are here with the knowledge.

(Daryl) So you just push it off. That's the public director. Judy, you're pushing it off to them and it's terrible. It's disgusting. You know what I made you at the polling station.

(MP Sgro) It is these people came here To listen To the community. We have some of the Transport Canada right here and and it's relevant. Yeah, are there any people should, you know what I mean?

(Fabio) The Minister of the Minister of Transport. Responded to the petition presented by and basically he said that they were not responsible for. This is a public record.

(Duwayne) Well, as a GTS said, there is a noise management plan.

(Fabio) No, no, no, no, no. Let me finish. He said that there is no they are not responsible for any noise related to airplane. Now I have sent out a department about it and I'm not sure if you received it or not. I sent it to the ministers. I sent it to Judy Sgro. Where basically in your website it says that the Ministry of Transport is responsible for the noise. The lease agreement in several sections, it says that you as the leaser of of the of the airport are responsible for enforcing a series of clauses within the list within those clauses.

There are several regarding noise. There are several regarding the environment. Right. So you need to understand that the ministerial record presented to the House and presented to entirety of the Canadian people. Is false and someone needs to. Fix it. I have asked the current Minister of Transport. Miss Freeland.

The right to go to the house to please correct that because that's wrong and I presented all the information why he's, you know, it's wrong. She has not even taken the time to write back to me. Miss Sgro has not taken the time to write back to me about it. You know what I mean? I asked me. I have asked Miss Sgro. I said, what are you going to do about this? Do you want to go and tell the house? You know what the minister told us? It's a lie.

She did not respond.

So.

That's what will be very important. You know, people don't share the names and e-mail addresses because I want to forward this e-mail to you.

(Duwayne) Yeah, I listen, I'll have no problem by talking to my e-mail here for anyone to use it.

(Fabio) Yeah, but I think, you know, as a because you have to see this.

In order to speak with some type of knowledge, it seems like someone just threw your gear.

(Steven) Well, Fabio, we do have industry partners from across the aviation world here to answer questions for you today, but you have to give us the opportunity to answer.

Are those questions and and right now

(Fabio) I have the right to speak to.

(Steven) no one is trying to take that way that right away from you, Fabio.

(Daryl) So basically where your what is your plan to decrease the airplane noise?

That's that's all we want to know. That's why we came.

And no one seems to have an answer. John is saying that we're we're going to increase and Robin already told me that, you know what, the planes are going to increase. There's nothing I can go about and that's just the way it's going to be.

(Jonathan) I just want then the thing to grow like we have to enable it. We have a mandate to respond to it. But we're agnostic to it. We don't drive growt. We don't have a mission to increase traffic in the sky.

(Steven) So folks, we are trying to respond to your question here.

You're not giving us an opportunity. If you would like to just keep talking, we can facilitate that

(Fabio) you never responded is. You guys.

(Steven) We're about 10 questions behind right now, to be honest, because the conversation just continues without giving any of the industry partners an opportunity to respond To you. And we're Daryl, just let me finish. Let me finish. Thank you. OK. We are trying to give you an opportunity.

You To ask questions and we are also willing to be here To just listen to your opinions and thoughts. That's fine also, but we have convened this table today at the behest of MP Sgro to provide experts for you to ask questions of.

And we are more.

(Fabio) He doesn't want to talk.

(Steven) Fabio, You've interrupted everybody here at least three times. OK. And so I'm going to reiterate this one more time. Daryl, you need to let me finish, please.

(Fabio talking over)

(Fabio) That's inappropriate.

(MP Sgro) Let the professional people share their information.

(Daryl) Can you just tell us what you're doing about the noise? That's the only reason I can't.

(Jonathan)OK, you wanna stop for a second? Nobody answered. That question's been asked five times. I'm answering now.

You say anything. OK. OK. Thank you. So that's five times and we're cutting each other off. So let me try to take a stab at that. So and I'm going to be honest with you as I was last time for the people that were here before, right?

There is not a magic bullet on aircraft noise. There is progress being made over time. ICAO is about to publish new engine certification requirements that have noise requirements for a new generation acquired aircraft. It's doesn't mean no noise. But they are. Those are steps that they're taking. You promised. Let me answer the question that was asked like 7 times. I'm going to be honest with you, right? You came here. You want information. You want solutions. I want to be honest with you guys.

And so when we look at at at the airport, the things, the the way we manage traffic today, the way international standards are set to manage traffic, we're following those. Transport Canada regulates those they you know, they make sure that we follow those international standards that come from the International Civil Aviation Organization that are passed on to the state that have to be enacted in Canada. In terms of the levers to reduce noise, they're tough because the the location of this, the your community in relation to the runway is very close.

It's very close and we have to climb them to a certain altitude before we turn them. So from that perspective, I don't want to pretend that I have a quick fix.

(Phone goes off)

So look, I want to be honest, we do care about mitigation, but it's not like we have an endless toolkit that we can apply. And our philosophy is where we can, when we can, we seek opportunities for mitigation. We do have something called the Industry Noise Management Board, which brings together technical expertise, airlines, Transport Canada, NAV Canada, airport that is following the emerging trends, emerging technology and looks for opportunities and assesses them for applicability

in Canada. And this is a GTA focused activity. It gets reported back. The work that happens at the INMB gets reported back to the neighborhood table, to the public forums. So we come back with that information. It is something we care about. And we do know you're impacted. Like you don't have to convince me. I can pull the tracks and see the aircraft over your neighborhoods and they're climbing and they're noisy. Some operations are at night and we want to we want to have be good neighbors, but we don't have a way to make the planes go away.

(Fabio) So are you aware that? You aren't allowing us to sleep.

(Jonathan) Yes, you've made that statement.

(Daryl) If I don't sleep for hours, yeah, I could be in serious trouble. Yeah, it's serious. Yeah. So. It's Judy. I told Judy. I told you. So no one really. Yeah. Do I move? Will you guys give me a couple \$100,000

(Gary) so I can I say something? I haven't heard any solutions. No, no. If I may just see something. Perhaps this is an oversimplification, just like soundproofing everyone's house. That's like the house is burned down, the fire department comes and then you put the fire on so. Great Lakes. Are they not federal waters?

The question Are they federal waters? There's an airport already in federal waters off the City of Toronto. Here's a solution. Perhaps you're going to think it's oversimplification. Toronto Islands are spits. They were constructed. They are man made. Put the airport there. What's going to happen here? Like 621 1970 Air Canada crashed into a field if it were to crash into that field today.

There's a subdivision there. So what we're waiting for here is a catastrophic disaster to happen. And we're talking about airplanes flying at all. What's more important? People are more important. Put the airport. Out in the lake, like what Hong Kong did. We've got all kinds of construction projects going up. Landfill it. Make it huge. Go ahead, build it, build it right to Rochester, for crying out loud.

Make it safe for everybody. The planes are over water. There's no collateral damage if the plane were to go down, except for the people that are on board. Unfortunately that may happen. So oversimplification, right? That airport has grown. So is the city. That airport is on A1A farmland. The other thing is, I'm just wondering, maybe we should let the indigenous people come here. Perhaps there's some Indian burial ground there. They'd like their land back, give it back to them.

Build houses there, put crops there, put the airport out in the middle of the lake.

That's a solution. Perhaps it oversimplified, but so soundproofing everybody's house. The other oversimplification. John, buy our houses.

Turn the whole city into an airport. Put the airport out in the lake. Period. Federal land. I'm sorry, federal waters. They control it. There it is. Start building.

By the way, Mr. Ford, I think, wants to put a tunnel under the 401. Maybe we can get him somebody's there.

(Jonathan) That little island next To the Montreal Lavon, where they have an amusement park, was built out of a subway, a subway system. Just interesting fact there, not as deep as the Great Lakes, mind you.

(Gary) The river in Lake Ontario is a fishbowl. Anyway, I mean, you know, it's there are been, I agree the the kind of thinking like I do.

(Sergio) No, that's that's a great, that's a great thought because it goes back to the question I had. OK, it's my first meeting and this has been going on for however long.

What solutions have been presented up until now? And it seems as though, and this is me talking, doesn't seem as it seems as though we're going, we're we're going around and around in circles and you know what at least.

share some possible options. You came up with certain things, which you know what I I commend you for it because you're not. You're not playing us for a fool. Please just be very frank. All of you people from different industries, don't play us for fool because what's gonna happen is we come again.

And it's going to be the same, the same speech. Fabio, I commend him. Why? He's done. He's done more than enough research, Daryl. He's done a lot of research and these guys care. And just imagine if there were this guy. I think this is your first meeting. No, I didn't.

Sorry, I apologize. It's been my first time. Yeah, but I commend him for it because you know what? We're we're simple people. And I apologize if I offend you guys. We're simple people. We want solutions. We don't want rhetoric.

We don't want BS. Please be be upfront with us and then at least we know what our options are. Don't tell us, oh, we're going to have a meeting next time and then next time it's the same BS again.

(Fabio) They've been thinking about it since 1996.

(Sylvia) Hold on. In addition to that, Jonathan said something tonight, he said.

That one of their solutions is to make the aircraft the aircraft quieter. The same thing was said on October 18th. The new generation of aircraft will be quieter. And Judy said the same thing at Julius Caesar Banquet Hall in 2009, that the new generation of aircraft will be quieter.

And the question is, they're not. They're not. They're not. They're not. They're the same one.

(Fabio) Which one is the two?

The A220, the Boeing 8320 family has an issue that they make an extremely annoying.

(Jonathan) A320 and that at least largely been retrofitted.

(Fabio) I'm speaking. Let me finish.

Yeah, the 320s. They they made this annoying, really, really loud noise. Whistle. Yeah, whistle. 25 years ago I think it was Lufthansa was the first one in applied retrofit. It's about this retrofit retrofit. It takes a couple of hours to install. It gives a couple of \$1000 To buy. Can you believe I've been asking these guys to ban every 320 who doesn't have the retrofit in place? And this was 25 years ago.

You know what I mean? Today, these guys are doing nothing about it because they they care about the money that this coming. I don't think it's their responsibility. It is. It's it is.

(Steven) We can answer this question if we're giving an opportunity

(Fabio) But they can mandate the airline. Yes, the airline. Exactly. That's what happened. You put you put the it's 2000 bucks, a couple of hours of work, 25 years after the bills have been available. We still have been coming here, but don't. So why? Because we don't pay them, we don't pay the airlines pay them and these guys, you know, our representatives, the members of institutions like the ministries and stuff like that. They keep silent, you know what I mean? They like the revenue coming in. They like the perks that they get, you know what I mean here and there.

(Steven) So, Fabio, we do have answers to these questions if you're interested in hearing them afterwards.

(Fabio) So nobody's doing nothing and the ones affected are...

(Sergio) So let me go and I apologize for putting my two cents worth.

(MP Sgro) Thank you so much. Very much appreciate it. Let me just say.

You know, we all know how bad it is, and I'm being 100% honest with you. I don't know that there's going to be a solution. We're not going to move the airport. That's inpractical. Yeah, it's been built in the 1st place, but it didn't. It's here.

OK. And there I I do not see a solution to the noise issue. Yeah, eventually, you know, they've gone from track two to three and it's a little bit quieter. It's still too noisy then four.

I don't see any changes coming.

(Daryl) Judy, have you spoke to Tom Racovic?

(MP Sgro) Would you wait a minute, please? Because there's no sense going on with this. If if there is anything constructive coming out of it every time you have one. As Mr. Erich said, it's the same thing. There's nothing comes out of it because there are not a whole lot of things.

It's To be done, as Jonathan indicated, right? It's still. So I don't know. It's still being. I just ask these different folks to come.

Make sure they continue to know how important this issue is and how bad it is and so they can report back to their supervisor shows and possibly provide some information To some of the members that have.

(Daryl) We want answers. We don't like information.

Have you, have you spoken to Tom? There is no solution. Judy, Judy, as it is today. Can I just? I see no. Can you mention about what Tom did recently? We know what he did. OK, so he asked the GTAA to do something similar to Chicago, the O'Hare airport.

So they provide money to residents that live around the airport, they soundproof their homes and stuff like that. Robin Connolly at a meeting, she said there's no nowhere in Canada has that ever happened and it will never, the GTAA will never ever do that.

That's that's what she told us. And like what Tom. But no, I So what Tom told me is, you know something? If Judy doesn't get behind me, he goes, that will not go anywhere. That's we had a meeting. Yeah, we did. He said the federal. He said the federal government.

He said the federal government. (MP Sgro trying to interject)

(Daryl) So Judy's federal government. I'm not. I'm a member of. No, your federal government. Your federal government.

(Mp Sgro) I would do anything humanly.

To help with this issue, because I understand

(Daryl) when I call your office and I call you and you don't reply me, can we get off this and we have this is what we're talking about.

(Sylvia)When you, when you, when you, Darryl, Darryl, hold on, you were at the last meeting. Was sitting right next To Judy, yes, and he suggested.

Financial compensation for acoustic install insulation and triple pane windows. And you said to all of us you were going to take that into advisement. Here we are 11 months later. What have you done?

(MP Sgro) Have I asked? Ministry about it. I asked the minister. Have we talked about those issues? We have. Have you seen any? You think anything gets resolved like that anyway? Quickly. It's a great idea. Will they do it? I doubt it. I'm being honest. I'm not going to tell you.

(Daryl) But if you don't do anything To speak up, Charles O'Hara, you wrote a. A letter To Charles Ahair, the Minister of Transport. It was great. We we even thanked you. He never responded to you. He ignored the letter completely.

(Mp Sgro) I think it's impractical. I guess that's what they do. Can't we have the gentleman respond to you?

(Daryl) No, no, this is you. You're you're on the spotlight now.

So we've had problems with your office. Like I said, I've been, I've been trying to phone you for nine months.

(MP Sgro) No, you call me.

(Daryl) I want To interrupt. I don't have you, but I have to. I mean, listen To Jason. No, I know it is ridiculous for me to have you as my MP.

(Grant) You and I. I believe the same medical issue is very same medical issue that you wrote about once. We have the same one. Whether or not it relates to the year of living under a flight path, I don't know, but in any event.

I think, I think we can be a little bit realistic here in terms of first of all having an understanding of jurisdiction when we've talked about MPP, Tom Racovic, he's taken the initiative on. It was very important thing. Yes, but but but regardless, let's forget the personal things. I I actually went today and looked over some of your e-mail and I've e-mail it since you all. So are you going to say I want to tell you? No, no, I'm not going to offend anybody.

But if you want, it's funny because wait a second, I'm talking not you, OK?

Yeah, shut up. OK.

(Daryl) Don't tell me to shut up, please.

(Sergio) If we're To do another meeting like this, I'm just sure we have minutes because we haven't done diddly squat tonight. I'm sorry. Exactly.

(Grant) OK. I'm sorry. I apologize for saying.

But it's a big issue and it's a a huge issue, much beyond a local MP, our our local MP and much beyond our local MPP. There's it's a huge issue.

You know this, so you have a new a new Prime Minister. His major mandate is to create have major projects to reinvent Canada. Maybe here's an opportunity, maybe here's an opportunity to do something better, but it's not going to be just.

Decreases the more planes up on our airport. If it's that bad, maybe as reluctant as we might want to be, maybe we, you know, individually we we we have to maybe we have to.

Maybe the idea is to have a new airport, as Gary mentioned, have a have a creative idea, have it out in the lake. But regardless, it's not an issue that we can even discuss. It's a waste of time discussing it the most. We all know that the big noise problem, but we also know. It's worse now than it was. I've lived on a Riverside Dr for 33 years. I think Gary's a little bit longer than us and we know it's a problem and we know that it is worse, but I think you have to look at.

What are the solutions or what are the paths? No, these gentlemen are all employees. They're just like you are an employee somewhere else, right? They're employees. They don't make decisions.

(Daryl) Yes, they do. Deborah Flint, the GTAA makes decisions.

(Grant) Great emails over the past year is that Deborah has been hired because she makes so much money coming from Los Angeles and so so she/her mandate may be to increase the number the volume of planes. From from the airport, maybe that's not a good thing. Maybe that's to me that in itself is a problem, but I think the issue is, is. Wrapping on by having more planes and coming out of YYZ, but having to to look at another another airport somewhere else. But you realize what's going to happen. You put another airport somewhere else, somebody else get a plane. Well, that's what you do with.

(Fabio) You do it using, you know, like thinking about it. So there is very solution which is and I think it has many, many positives. I have proposed a solution.

Years ago, where the airport is built in Pickering, somewhere far away, somewhere, no, no Pickering, some even farther away. And we connected the the airport with major city centers with high-speed trains.

You know what I mean? Are we a third world country that cannot afford, you know, high-speed trains? Japan has it. You know what I mean? China even has it. When are we? Let me finish. OK, so the next solution. There is no political will.

You know what I mean? And when you talk about jurisdiction, I was surprised to find that the the lease agreement is a very interesting weapon we can use against all of them. Was written by and that in there it says that the GTAA has to comply to every. federal, provincial, municipal environmental regulation.

It's very. So in terms of jurisdiction, they have been also been lying to us and saying, hey, there's nothing we can do. Why do they please say?

That they have to comply. So and as and as the environmental loss, it it goes even further and it says that the environmental loss is right.

(Grant) I mean in that I mean Canada was built upon a railway going from east To West. You got to you have to take the big picture. So we need to think the big picture. We cannot deal with this. You know what I mean? Yeah. You know, personal attacks on anybody here, the employees of the NAV Can, employees of GTAA, they need to.

(Fabio) They need To feel the heat. We need, we need To make them.

These guys, you know, you know what? You know what?

(Sylvia) Some people, you know what I mean with with the with the acoustic installation in the triple pane windows

(MP Sgro) To the Minister of Transport asking that question, making that recommendation.

(Fabio) Did she get back to you?

(MP Sgro) So in a little bit much new, we have had a few changes. We have another new minister.

When I get an answer, when I get, when I get an answer, I'll be glad to share it. I followed up with what we've had a change in the minister now. So the election was not too long ago.

April, do you think that people become those positions and are going to turn around with those answers? When I get an answer to that suggestion, I'll be happy to share it. I want To turn the last 9 minutes if you have anything that you would like To add.

(Fabio) I need to get something two minutes. If you want to no, no, no, no, no, no.

After, after. After which one? After me.

(MP Sgro) It's your time. Steve. Any of you folks have anything else? I'm talking about the transition of the A three.

(Gijs) Yeah, yeah, the A 320 retrofit Program is something that has been in place for a couple of years. It's something that we report on as well publicly.

(Steven) You need to give us the opportunity to respond, Fabio, if you want an answer to your question. So Fabio, if you you need to let us respond in a respectful manner, Fabio, we're trying To give you an answer to your question.

And you need to give us the opportunity to do that if you want the answer. Are you willing to give us that opportunity? Pardon me. OK. So thank you. Let us have the opportunity to respond. Have the floor for the remaining

(Gijs) and the reporting and the progress of that reporting is available on our web pages as well. The last numbers that I've seen, we were anywhere I think in the low 90% of a 320 movements that happened at Pearson that have been retrofitted Airbus 320 aircraft family which have that particular issue with the fueling hole under the wing where a vortex generator, it's it's a fancy word for an air flow diverter that can fix that particular whistle.

(Jonathan) There's been a lot of progress. Air Canada, one of the main fleets that had this issue, invested significantly when they do annual retrofit, annual check safety checks. As you're taking the aircraft and where this gets installed, it's not just you don't go up to Home Depot To put this on, even though it's a it's a simple piece of metal, it's a specialized process to put this on.

Uh, and they actually invested significantly almost their whole fleet is now.

(Daryl) Can I just ask a question I asked you right at the beginning, but you said you know, going into the why was Robin Conley and uh, Cynthia Woods, uh, let go?

(MP Sgro makes a remark)

So just be quiet. I I asked him questions. Oh, Judy, I've been asking for eight months for this meeting, so please be quiet. And he said he would answer me. He said he would answer me before you came. OK, you haven't answered. Oh, thank you. Did you hear what?

She just said, can I have an apology, please? No, she said. That's why we don't talk to you. I didn't say that. No, I want an apology. Well, you know what? Another person from your office said I have to kiss your feet if I want anything from you.

And and you know what I see. No, you're not. He would give me an answer before the meeting. I would like to know.

We're gonna speak again. I did. I asked him the question.

(Fabio) Yeah. Let me get this in. OK. OK, guys.

(MP Sgro) Sorry about that. So why didn't you just ask the question?

(Steven) I I have not looked at the document yet. If you'd like me to if you'd like me to look at that instead of answering questions, I can do that.

(MP Sgro) Gentlemen, government relations, are you prepared to offer compensation to residents?

(Steven) So at this point in time, there is no plan for compensation to residents from the GTAA.

(Sergio) What options or what solutions outside of what? John? John, thank you. I apologize. Outside of what John had mentioned earlier, because again, it goes back

to what I said earlier. Yeah, it seems as though this meeting's been ongoing. Unfortunately, there's not been an agenda which basically throws everything up out the wall, out the window. So if we are to do another meeting, I would, I would, I would hope that somebody would put an agenda so that we can get to the crux of it. And I think all the people that have spoken or the residents that have been invited. I'll tell you this, as I said earlier, I can go just down Riverside and I get 99% of the people here. Now the question is what, what solutions or what potential solutions have been presented or what is GTAA, Transport Canada and whoever else looking to do outside of that piece, that metal piece, whatever, to make our lives a little bit more bearable because I as and I'm sorry, I didn't get your name.

Grant, as Grant said, he's lived on Riverside 33 years. We've been there 30 years and when we first moved there, beautiful neighborhood, beautiful park and all of a sudden now the last six months, maybe I maybe I wasn't home enough, but it's it's been really bad.

Like I said earlier, that Emirates that flies over. And again, I don't want to give you BS, I'm just saying agenda needs to be addressed and what has been spoken internally and what are possible solutions going forward outside of that metal piece, whatever it's called.

OK.

(Steven) Happy to answer that question if we're given the opportunity to speak. If we are interrupted again, though, I can't guarantee you get an answer to your questions. OK, by the other community members. We've tried to answer this question. I don't know how many times now, OK, but we continue to get interruptions.

(Sergio) I just want to make sure I get satisfaction at least that for my first meeting.

(Steven) So just because I know this is your first meeting, I'm not sure if you're aware, but there are other forums throughout the course of the year where we talk about noise as part of our noise management program and you're welcome to attend.

The public sessions of those, there are sessions that are for elected officials and there are sessions that are for neighborhood table members and the such, but you're always welcome to attend those meetings in the future if you would like to come.

OK, OK. And so in a number of those meetings, we have discussed the progress against a number of the different transitions of fleet.

And other things that we have tried to work with our industry partners on to reduce noise from aviation impacting communities and the same answer as Jonathan gave transparently with you, honestly with you, we recognize that there are impacts from

aviation on communities around us.

And we are working with our aviation industry partners and government partners to understand where there are opportunities to mitigate noise in certain areas. So one of the things we can talk about is the transition of fleet. I know it was mentioned earlier that they're not getting quieter, but they are getting quieter.

And so aircraft are certified per noise perspective, from a noise perspective by chapter and as the chapters sort of progress in the certification of aircraft, they get progressively quieter, but that's.

Fast. Still jets, right? They're still jets. It's like they're not silent. jets, but we're not. I mean, they're silent. We're cutting each other off.

(Jonathan) Yeah, but you know, if you look over 40 years, like literally like having of noise. Measurable noise. Now noise is perceived differently by different people. It affects people differently. And you know, some people will live under a flight path and they're like, oh, that bugs you, you know, and other people are impacted more and and that's individual and the experience is yours, right?

And but definitely on the noise front, the the next generation is going to be in quiet. But again, not a silver bullet because it's generation. How long is a plane in a fleet? It's in a fleet for 20 years, 15 years and then and then the next the new planes come on. The new planes that are coming up with the line today are quieter than the previous one.

That's for sure. The A220 in comparison, the 737 Max, they're quieter than the 737200, measurably, empirically quieter, you know? But it doesn't mean you won't be a proper, sorry for that anymore.

(Steven) What we can do is we can share based on the group here today for anyone that was not able to attend one of our last meetings. We did provide some data which I don't have in front of me right now on the percentage of the fleet that has transitioned and some of the projections.

For continued fleet transition to quieter aircraft in the future. So that's one of the things that we look at. It was also referenced earlier and I'm sorry, I can't remember exactly by who. It may have been by you. There's been a lot of commentary tonight about night flight operations. Yeah, that was, that was, yeah, of course. And so we can talk about night flights and the use of night flight budget and the associated night flight curfew hours, if that's a question you would like. But there is a program in place that defines sort of reduced operational hours in the nighttime hours in response to the effect.

(Sergio) Yeah, because I know at one point when I travel for business, wouldn't you'd have to be, you'd have to land in YYZ by midnight and take off by 6:30. Why do I know I catch my first flight from Toronto to New York at 6:30 in the morning if I was taking a red eye home from the West Coast, I'd be home at 7:30 because they couldn't leave the airport, let's say from Vegas or California from at about 11:00.

(Gijs) And so just to give you a little bit of like colour around that, so the the airport has been 24/7. For decades, yes. So there's always been scheduled night flights. Whether or not you can book that nighttime flight with an air carrier will depend on whether or not they got a slot, so a spot within that night flight budget. So that cap number that we can operate on a yearly basis between those night times.

(Fabio) Now let me interrupt you. In 1996, how many night flights did we have?

(Gijs) So that's publicly available information on our web pages as well, but we can definitely follow up with that. We report on the night flight budget stats every year on on the reporting and statistics page. OK, I can I can follow up with that.

(Steven) Would you like us to follow up with those statistics? We don't have those statistics in front of us right now.

(Fabio) What has been the increase? The increment?

(Gijs) Don't know off the top of my head.

(Fabio) OK, the increase, the increase from 1996 to today has been over 1000% there were 1800 flights.

In. During the night hours that was, uh, 12 for 6:30. In 1996, today they are getting close to 20 thousand.

(Sylvia) But with respect To the night flight perfuse, and to answer your question that it's wrong, I brought this up at the last meeting. You've got Sunwing coming in at 123 o'clock in the morning. Go book a flight with Sunwing coming back from the Caribbean. And guess what? You can fly into Toronto.

At 123 o'clock in the morning.

(Steven) Absolutely.

(Sylvia) So why are you letting that happen?

(Gijs) Because we are a 24/7 airport. There are scheduled night flights as well.

(Sylvia) So there are no curfews.

(Gijs) There is no curfew hours. There are restricted hours.

(Sergio) Oh, so there's that's there's a difference between. Yeah, right. Not like, no like flights. Oh, you know, because I remember like when I was traveling as much as I

was, whenever I would book my flight, they say, OK, you got to be in Toronto by this time.

(Jonathan) It's because all the flights would have slots that would have been taken overall. Yeah, it's not that there was none. It's just that they were all.

(Steven) So we do have one other, yeah, resident question.

(Rita) When did Humber Summit become a flight path? Because when I bought in 1988, Humber Summit was not in flight path. That's my question. I didn't buy in a flight path, so. When did it become a flight path? So can somebody answer?

(Jonathan) Yeah, I can definitely answer. I mean, so planes were the part of that runway since that runway was built. I don't know when it was built.

(Gijs) One of the older ones.

(Jonathan) Yeah, I think it predates me. That runway. So now what's happened is obviously traffic has grown over time. All things are using it might be periods of the year or weather wise or wind direction wise that we're we're using it more and makes it more noticeable. Summer very noticeable. Obviously you're outside on your your deck, you won't have your windows open, which by the way, noise insulation doesn't help with. Just side note, once your windows are open, that that reduction factor is out the window. That wasn't intended, but. And so it's been there for a long time, but definitely there's been growth over time, more usage of of that runway and that's what's being observed. One other thing I was just mentioned because it's just more informative, which is like a bit of a double whammy in summer is that. Air density as the air is warmer is lower, so planes climb. I was trying to get to your question. So in summer they're kind of groaning their way into the sky because the air density is so low because of that warm temperature and those hotter the day, the more it's groaning in the sky. So then we've had some hot days, right? So when you're looking at that plane, it's like, hey, that feels low. It's it's it's pointing to climb.

Climb it the same way, same thrust, same setting, same heading.

(Fabio) How come you haven't updated the NEF forecast in the last 20 years? I think you are responsible for it, right? Or is it? No, no. GTAA is responsible. It it says in the lease too. Yeah, you guys are responsible for updating the noise exposure forecast, noise exposure forecast and you haven't done so, why?

(Steven) Well, the current noise exposure forecast is still valid.

(Fabio) Oh, it's not. It's not in 20 years, things have changed.

(Jonathan) Actually, if it's taking the noise exposure forecast, it just said the way they're calculated and TC can speak to it as well, I'm sure. But noise exposure

forecasts are intended as a planning tool, not as a lived experience tool.

So they're intended to say to municipalities in a non regulated manner like there's no law that you have to build according to noise exposure forecast in Canada. It's To inform municipalities that the the I'm gonna finish the things that you have

(Fabio) You have to do it periodically.

(Jonathan) So the noise exposure forecast, it's more it's an information tool for municipalities to support zoning.

(Fabio) How come they do so when they have a document at least 20 years old?

(Jonathan) Let me tell you. I got I got insight for you, Fabio. If you wanna give me a second, we're gonna be wrapping up in a SEC. But what you should know is that the way it's calculated is a cumulative noise metric, and cumulative noise metrics don't depend just on number of incidents of noise.

It's a level of noise and and you can't just average noise the way as a calculation.

Noise isn't something you can just average. You can't say one plane was 60 decibels, another plane was 70 decibels. So the average noise is 65 bucks.

(Fabio)That's why they do in every report. These guys do in every report. That's what they do to trick the people.

(Jonathan) So, but what I was going to say is, but my last thing I'm going to say, we're going to wrap this up is that most noise forecasts that are redone shrink.

They're they're not going to get there. There's nothing in a noise exposure forecast for you the one that they use in Australia and New Zealand.

They shrink.

(Dawayne) So if I get this quickly, it's different than the one that way you see it. But you explained this pretty consistent globally. Like, yeah, every single airport where they run the process. Yeah. And some sometimes it's even lagging indicator as well, but it's predominantly for developers. Yeah. Yeah. So it's honest, the developer.

(Fabio) How someone, a member of society who wants to purchase a home, and I want to purchase a home where there is no traffic. So I look at the nose exposure forcast. It doesn't say anywhere that has been made 20 years ago. And I said, OK, I'll go and buy a house here. And I go purchase a home. Well, they have hundreds of planes every day. How can a planner? A city planner done do his job, her job properly. When they don't, he's like trying to you know, you're you're you're driving a plane without instruments. Where the sky is full of clouds. Crash. So basically you guys are making the system crash because you're not updating what you're supposed to be updating, it says in the lease. GTAA is responsible for periodically

update in the and you guys haven't done so. We have been asking why haven't you done so? Oh, we have been done in one of the meetings and the recording is online actually.

The Transport Canada.

Align.

Do you guys have a response? This this is GTAA who's responsible. So I want an answer from you.

(MP Sgro) The meeting wants to end at 8:00. We want to answer.

(Daryl) We want to answer that schedule another meeting then.

In a couple of weeks, maybe two months.

(MP Sgro) Not unless there's something construct that's going to come out of it.

(Daryl) We're we're not finished yet. We we we haven't even addressed that. Let's let's quickly finish this one. I think we'll deal with Judy. We don't really need you here. If you want you can leave.

(MP Sgro) Thank you very much. I asked the gentleman. Anything else you want to add or any of the gentleman at the table? Well, I think.

(Daryl and MP Sgro) Judy, if you want to go, you can go. We're still so we're all but it's your personal. Come on. Do you want to argue with me? No, I'm not arguing with you. I asked you eight months ago for this meeting and you know what? You never even responded to me so. And then she's she's saying and that the people came here to talk about friggin noise and get some answers and some of the solutions. I've watched that. They're all they're all I'll keep for it. Please please. Have you anything more to offer anybody if not so.

(MP Sgro) Thank you all very much for coming. I'm sorry I I I need to give this To you. Won't talk about compensation. These aren't the proof that we talk about compensation to be given. That's a different. Let me peddle a fish. You won't talk about compensation. It's a different group of people. .

(Fabio) Who do we need with about that?

(MP Sgro) So Steve, can you call this meeting? So I would like to thank all the residents for coming today.

(Jonathan) Yeah, the next meeting, excuse me, the next meeting is the noise forum, which is accessible to everybody here, multiple meetings a year. And I I would recommend you attend that as the next meeting. I think that it actually has. How do we get this information? I know it's on, it's on a website, I I asked.

(Steven) So we can circulate the information with all the members that or the

community member. Stop. Let me finish, please. All the community members that signed in today with their information for circulating that information. We will happily share that with you. That's OK. OK. And we will schedule another meeting. We will provide the information about the scheduling of that meeting coming up.

(Fabio) Can you answer the question about the council?

(Steven) Fabio, we already answered your question.

● **Van Laethem, Gijs** stopped transcription