

**Date:** Wednesday, June 11, 2025 – 09:55 a.m. EDT

**To:**

- **Minister of Transport**
- **Minister of Health**
- **GTAA Leadership**
- **Office of the Prime Minister of Canada**

## **RE: GTAA 45 dB Restricted-Hours Standard vs Nighttime Noise at Acacia Park**

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Dear Minister Freeland, Minister Michel, and GTAA Leadership,

I am writing to bring your attention to a deeply concerning disconnect between the GTAA's own stated noise-mitigation standards and the conditions endured nightly by Toronto residents. The GTAA's Restricted Hours Operating Policy (v4.1) clearly states:

“To minimize noise, the GTAA works with NAV CANADA to implement and maintain flight procedures for arriving and departing aircraft that minimize the number of community residents that are overflowed at a decibel rating above 45 dB during the restricted hours.”

This policy acknowledges that 45 dB is the threshold beyond which aircraft noise is considered harmful and must be minimized for nearby communities. Yet in reality, residents in communities like Acacia Park are routinely exposed to nighttime noise levels between 75 and 80 dB — and sometimes even higher. On a logarithmic scale, 80 dB is perceived as more than ten times louder than 45 dB. That is not a marginal exceedance; it is a very large gap between the standard on paper and the sound levels people are actually living with while they try to sleep.

Exposure to this level of noise is not merely disruptive. It causes sleep deprivation, cognitive impairment, cardiovascular strain, mental health deterioration, and long-term health consequences that are well documented by the World Health Organization and other global health authorities. The GTAA's own threshold makes it clear: harm begins at 45 dB. The question is why residents are being allowed — and in practice required — to endure 70–80 dB in the restricted hours, night after night.

### **Formal Requests for Action**

I am calling on:

- **Transport Canada** to explain why such harmful nighttime noise exposures are permitted to occur and escalate in communities under Pearson's flight paths, despite the GTAA's 45 dB standard;

- **The GTAA** to explain how its current night operations and flight-path concentrations are consistent with its own commitment to “minimize the number of community residents that are overflowed at a decibel rating above 45 dB” during restricted hours;
- **Health Canada**, under Minister Michel, to formally recognize these exposures as a serious and preventable public-health issue, and to treat documented 70–80 dB night noise against **\*\*a\*\* 45 dB** policy threshold as a matter requiring urgent health-based intervention.

In support of this letter, I have provided sample data from the Acacia Park noise monitor showing repeated instances of nighttime noise exceeding 70 dB over multiple nights in 2025. These figures are not rare; they are routine in the current operating pattern.

If 45 dB is the acknowledged threshold at which harm must be minimized, then exposing residents to 70–80 dB during the restricted hours represents a serious and preventable public-health failure. I respectfully ask that your offices treat this as a matter of immediate concern and respond with concrete steps to align real-world operations with the GTAA’s own stated standard.

Sincerely,

**Fabio Ovettini**  
Toronto, Ontario