

## Disclosure of Wrongdoing – Transport Canada

Filed under s.33(1), Public Servants Disclosure Protection Act

### Introductory Note

This disclosure is submitted pursuant to subsection 33(1) of the Public Servants Disclosure Protection Act. It follows previous submissions made to the Office of the Public Sector Integrity Commissioner concerning Transport Canada's handling of airport oversight and lease enforcement at Toronto Pearson International Airport.

This new submission introduces additional and material evidence not included in prior filings. In particular, it highlights the failure to update the Noise Exposure Forecast (NEF) for Toronto Pearson since the year 2000, despite explicit requirements under the Ground Lease and federal policy guidance. This omission represents a distinct and ongoing form of gross mismanagement and a substantial danger to the health and safety of the public.

This new evidence is central to the present disclosure and warrants consideration on its own merits, in addition to the allegations previously raised.

From:

[REDACTED]  
[REDACTED]  
[REDACTED]

Date: September 9, 2025

To:

Office of the Public Sector Integrity Commissioner of Canada  
Ottawa, ON K1P 5Y7

### 1. Jurisdictional Statement

This disclosure is made under subsection 33(1) of the Public Servants Disclosure Protection Act (PSDPA). It concerns senior public servants within Transport Canada, specifically:

- Deputy Minister of Transport Canada
- Assistant Deputy Minister, Programs (Airports Directorate)
- Assistant Deputy Minister, Safety and Security (Civil Aviation)

This disclosure does not target elected officials or parliamentarians. It targets career public

servants whose responsibilities fall directly within the PSDPA's scope.

Section 8 of the Act defines "wrongdoing" to include:

s.8(a): contravention of an Act or regulation;

s.8(b): misuse of public funds or assets;

s.8(c): gross mismanagement;

s.8(d): substantial and specific danger to the health or safety of the public or the environment;

s.8(e): serious breach of a code of conduct.

Each allegation below maps directly to one or more of these categories.

[Sections 2–4 follow as already drafted, including Allegations, Evidence, and Conclusion.]

## 2. Allegations of Wrongdoing

### **Allegation 1 – Contravention of Law (s.8(a))**

The Pearson International Airport Ground Lease (a binding federal instrument) requires GTAA to comply with all environmental laws (Article 6.1, Article 6.4).

GTAA has violated provisions of the Canadian Environmental Protection Act and the Aeronautics Act regarding excessive aircraft noise and air emissions.

Transport Canada, as lessor, has refused to enforce these obligations. This failure amounts to permitting ongoing contraventions of federal law.

### **Allegation 2 – Gross Mismanagement (s.8(c))**

Pearson International Airport is a multi-billion-dollar federal asset.

Transport Canada officials have consistently failed to enforce the lease despite documented breaches.

Disabling of monitoring systems, tolerance of altered reports, and refusal to act on public disclosures constitute mismanagement of federal property on a scale that meets the statutory threshold of "gross mismanagement."

### **Outdated Noise Exposure Forecast (NEF) – Evidence of Gross Mismanagement**

The Ground Lease between Transport Canada and the GTAA explicitly requires the Tenant to maintain and update Noise Exposure Forecasts (NEF) as part of its Noise Management obligations and land-use compatibility planning (Lease, Article 8, Sections 8.11–8.13). These forecasts are intended to guide municipalities, developers, and the public in making informed decisions about siting schools, homes, and healthcare facilities in relation to aircraft noise exposure.

Yet, the official NEF used for Toronto Pearson Airport has not been updated since the year 2000. For nearly 25 years, land-use planning has relied on obsolete data that does not reflect the massive growth in flight operations, the intensification of night flights, or the expansion of affected communities.

This failure to update the NEF has:

- Undermined municipal zoning and development decisions;
- Concealed the true scale of noise impacts on residents, schools, and health institutions;
- Breached the Ground Lease's requirement for current noise management and reporting;
- Constituted gross mismanagement by both Transport Canada and the GTAA, eroding public trust.

The continued reliance on a 25-year-old NEF violates both the intent of the Ground Lease and federal policy guidance (TP 1247 – Land Use in the Vicinity of Airports). It exemplifies a systematic neglect of duty that falls squarely within the definition of wrongdoing under the PSDPA (s.8).

#### **Allegation 3 – Substantial and Specific Danger to Public Health (s.8(d))**

WHO Guidelines (2018): Aircraft noise above 40 dB Lnight linked to cardiovascular disease and sleep disturbance.

RAND Study (2016): Insufficient sleep increases mortality risk by 13%, costing billions in lost productivity.

AAA Foundation (2016): Sleep deprivation impairs driving safety, equating to drunk driving risk.

Toronto and Mississauga residents are chronically exposed to levels far exceeding WHO limits, directly due to Transport Canada's refusal to enforce noise standards.

This constitutes a substantial and specific danger to the health and safety of the public.

#### **Allegation 4 – Serious Breach of the Values and Ethics Code (s.8(e))**

Noise complaint reports have been altered under GTAA's administration.

Community noise monitors (e.g., Acacia Park, Oriole Park, Tobias Park) have been repeatedly disabled without corrective action.

By tolerating falsified data and failing to safeguard integrity in reporting, Transport Canada officials have breached the Values and Ethics Code for the Public Sector (principles of honesty, transparency, stewardship, and respect for the public).

### 3. Evidence and Exhibits

Exhibit A – Pearson Ground Lease excerpts (Articles 6.1, 6.4, 7.3, 8.11–8.13, 9.1).

Exhibit B – Screenshots of disabled noise monitors.

Exhibit C – Altered complaint reports (before/after).

Exhibit D – Scientific references: WHO Noise Guidelines, RAND Sleep Study, AAA Crash Risk Report, Transport Canada / Hours-of-Service Guidance, Health Canada / Canadian Sleep Guidelines.

Exhibit E – Evidence of outdated NEF (showing last update from 2000).

### 4. Conclusion

Transport Canada’s senior officials are not failing in the abstract. They are actively permitting:

- systemic breaches of federal law,
- gross mismanagement of a critical federal asset,
- falsification of public reporting, and
- ongoing endangerment of public health.

These are not matters of policy disagreement. They are statutory wrongdoings as defined in section 8 of the PSDPA.

I therefore respectfully request that the Office commence a formal investigation pursuant to subsection 33(1) of the Act.

Sincerely,

██████████

## **Annex – Exhibits in Support of PSDPA Disclosure**

Submitted by: Fabio Ovettoni

This annex contains supporting exhibits referenced in the Disclosure of Wrongdoing – Transport Canada.

## **Exhibit A – Relevant Lease Provisions**

### **1. Compliance with Laws**

Section 8.06 – Observance of Law (p.143) and Section 37.08 – Compliance with Laws (p.239) require the Tenant, at its own cost, to observe and comply with all applicable laws, including federal and provincial environmental laws.

- The Tenant must also ensure that all Occupants and Transferees comply.
- The Lease makes clear that environmental obligations are binding covenants, enforceable by the Landlord (Transport Canada).

### **2. Environmental Protection**

Article 37 – Environment sets out comprehensive duties, including reporting non-compliance, permitting environmental audits, and implementing management plans.

- These provisions mean the Tenant cannot permit Airport operations to damage the environment.
- Noise Exposure Forecast (NEF): The Lease requires the Tenant to operate a Noise Management Program (s.8.11, p.146) and to maintain an Airport Master Plan (s.7.01, p.134). Both instruments depend on NEF contours, recognized by Transport Canada and ICAO Annex 16 as the national standard for assessing and controlling aircraft noise.
- The fact that Pearson’s NEF has not been updated since 2000 constitutes a breach of these environmental protection duties: it undermines lawful planning, prevents effective mitigation, and exposes communities to unmeasured harm.

### **3. Public Interest and Operation**

Section 7.01 – Airport Master Plan (p.134) obligates the Tenant to prepare and keep current a 20-year plan addressing long-term Airport development.

Section 8.11 – Noise Management (p.146) requires a comprehensive noise program with consultation among Transport Canada, NAV CANADA, carriers, and the Community Consultative Committee.

- Failure to update the NEF undermines both: without accurate contours, the Airport cannot credibly plan or operate “consistent with the public interest” as the Lease demands.
- Land-use compatibility (e.g., schools, housing, health facilities) is left to guesswork, directly harming surrounding communities.

### **4. Records and Reports**

#### **5. Noise Exposure Forecast / Noise Envelopes**

Section 7.01.01(ix) obligates the Tenant to include noise envelopes including forecasts in the Airport Master Plan, which is functionally equivalent to producing Noise Exposure Forecasts (NEFs).

- Article 8.11 and 8.12 require adoption of noise abatement and mitigation procedures, operation of a noise management committee, complaint handling, noise monitoring within ten (10) nautical miles, and reporting of violations.
- Article 8.13 obligates the Tenant to consult on land-use planning and bear the costs of ensuring compatible development in areas affected by aircraft noise.
- Taken together, these provisions establish a clear contractual responsibility for GTAA to create, update, and operationalize NEF contours. Failure to update since 2000 is therefore a breach.

Section 9.02 – Performance Review (p.151) and Section 9.04 – Community Consultative Committee (p.153) require the Tenant to provide information necessary for review and to maintain open consultation with communities.

- NEF updates are a form of record/report essential to performance review and community consultation.
- By failing to update for 25 years, the Tenant has denied both the Landlord and the public the data needed to measure compliance and protect residents.

## 5. Noise Exposure Forecast / Noise Envelopes

- Section 7.01.01(ix) of the Lease requires the Tenant’s Airport Master Plan to include a noise management plan describing 'noise envelopes including forecasts, and proposed solutions to noise impact problems.' This is functionally equivalent to the creation of Noise Exposure Forecasts (NEFs).
- Sections 8.11 and 8.12 further obligate the Tenant to adopt and implement procedures for noise abatement and mitigation, to participate in a Noise Management Committee, to manage community complaints, to monitor aircraft noise within a ten nautical mile radius of the Airport, and to report on violations of noise regulations.
- Section 8.13 requires the Tenant to consult with municipalities and other authorities on land-use planning in areas affected by aircraft noise, and to bear the costs associated with ensuring land-use compatibility.
- Together, these provisions establish a clear contractual responsibility for the GTAA to produce and maintain NEF contours and use them as the foundation for Airport planning, noise mitigation, and compatible land-use policies. The failure to update the Pearson NEF since 2000 constitutes a breach of these obligations.

## 6. NEF Software Provision

Article 8 – Noise Management specifies that the Minister of Transport shall provide to the Tenant, without charge, the software required to prepare the Noise Exposure Forecast (NEF) for the Airport. This clause demonstrates that Transport Canada itself recognized NEFs as a mandatory, standardized tool for airport planning and operations, and directly enabled the Tenant (GTAA) to fulfill its obligation to produce them. The provision ties to Section 7.01.01(ix) (noise envelopes including forecasts) and Sections 8.11–8.13 (noise procedures, monitoring, reporting, and land-use compatibility). Failure to update Pearson’s NEF since 2000 is a breach both of the Tenant’s duties and of the spirit of this federal support mechanism.

## Exhibit B – Screenshots of Disabled Noise Monitors

This exhibit provides screenshots showing community noise monitors (e.g., Acacia Park, Oriole Park, Tobias Park, Pond Street, Blackfriar Park) in a disabled or offline state.

August, 9, 2023 – Acacia Ave. Noise Monitor Terminal.

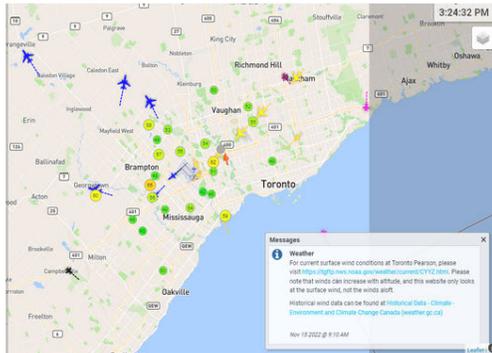


Daryl Henderson

To: Hebert,, Cc: me, and 9 others · Tue, Aug 15, 2023 at 10:32 a.m. ▾

Webtrak6 since August 9, 2023. Would you please check to see if it is a NAV related issue.

Note: Last year this terminal was not working for over three months and recently this summer it was not working for three weeks. Plane noise is not being record for my community.



I did notify Pearson Airport Noise Complaint Dept on the 9<sup>th</sup> and 10<sup>th</sup> about this terminal not working and asked if they could please give me an update on it. They have not replied to me.

Pearson Complaints Dept did inform me a couple of months ago that they would not be contacting me any further unless they felt it was necessary to do so and it was my responsibility to search for information of their website to find answers for myself. I am not sure if they will contact me now.

# July 8, 2024 – Blackfriar Park Noise Monitor Terminal

← Back



Daryl Henderson

To: me, and 46 others · Wed, Jul 10, 2024 at 10:03 a.m. ▾

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**From:** Customer Service Centre/ Service à la clientèle <[service@navcanada.ca](mailto:service@navcanada.ca)>  
**Sent:** July 10, 2024 7:19 AM  
**To:** Daryl Henderson <[dhenderson37@live.com](mailto:dhenderson37@live.com)>  
**Subject:** RE: CASE 55646 - FW: Blackfriar Park Noise Monitor on Webtrack

Hello Mr. Henderson,

Thank you for contacting NAV CANADA.

We lost visibility with the GTAA connection. We have informed the specialists and they will work on restoring visibility. No ETA has been provided.

Regards,

NAV CANADA

Customer and Stakeholder Services - Service à la clientèle et aux parties prenantes

[service@navcanada.ca](mailto:service@navcanada.ca)

151 Slater St., Ottawa, ON K1P 5H3

Toll Free/ Sans frais: 1-800-878-4693

[www.navcanada.ca](http://www.navcanada.ca)



If you do not wish to receive further electronic communications, please click [UNSUB](#).

Si vous ne désirez plus recevoir de communications électroniques, veuillez cliquer [UNSUB](#).

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**From:** Daryl Henderson <[dhenderson37@live.com](mailto:dhenderson37@live.com)>

**Sent:** Monday, July 8, 2024 11:50 PM

**To:** Customer Service Centre/ Service à la clientèle <[service@navcanada.ca](mailto:service@navcanada.ca)>

**Cc:** [judy.sgro@parl.gc.ca](mailto:judy.sgro@parl.gc.ca); Fabio Ovettoni <[fabio217@yahoo.com](mailto:fabio217@yahoo.com)>; IRENE FORD <[ireneford@rogers.com](mailto:ireneford@rogers.com)>

**Subject:** [EXT] Fw: Blackfriar Park Noise Monitor on Webtrack

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**From:** Daryl Henderson <[dhenderson37@live.com](mailto:dhenderson37@live.com)>

**Sent:** July 8, 2024 11:38 PM

**To:** [Patrick.Hebert@navcanada.com](mailto:Patrick.Hebert@navcanada.com) <[Patrick.Hebert@navcanada.com](mailto:Patrick.Hebert@navcanada.com)>

**Cc:** [judy.sgro@parl.gc.ca](mailto:judy.sgro@parl.gc.ca) <[judy.sgro@parl.gc.ca](mailto:judy.sgro@parl.gc.ca)>; Fabio Ovettoni <[fabio217@yahoo.com](mailto:fabio217@yahoo.com)>; IRENE FORD <[ireneford@rogers.com](mailto:ireneford@rogers.com)>; Pat Taney <[Pat.Taney@rci.rogers.com](mailto:Pat.Taney@rci.rogers.com)>

**Subject:** Blackfriar Park Noise Monitor on Webtrack

Hello Patrick,

The Blackfriar Park airplane noise monitor has not displayed decibel readings on WebTrack for a few weeks now. Do you know the reason why?

Take care,

Daryl Henderson

# May 18, 2025 – Tobias Park Noise Monitor Station

F0 Fabio Ovettoni  
To: Deborah, and 2 others, Co: Z20-Community, and 174 ... - Sun, May 18 at 12:01 p.m. ✓

Ms. Flint, Ms. Freeland,

The continued failure to operate Toronto Pearson as a major national infrastructure, in accordance with its federal lease obligations, is unacceptable.

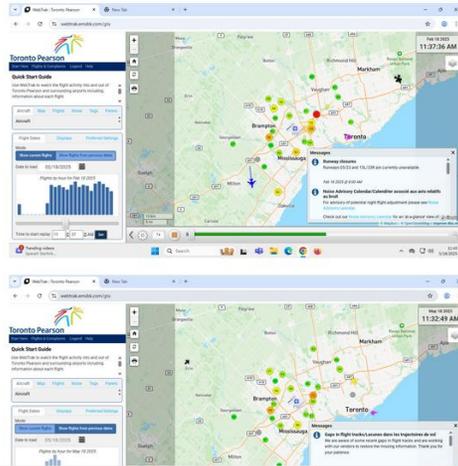
Noise Monitoring Terminal #39, located at Tobias Park, has been non-functional for over three months. There is no public acknowledgement of the outage. There is no notice, no explanation, and no timeline for repair. The community has been left completely in the dark.

There is no way for us to know if GTAA and Transport Canada are even aware of the problem. No way to know if there are any plans to address it. No transparency. No accountability.

This is a textbook example of institutional neglect—an active disservice to communities suffering under the weight of unchecked aircraft noise. The failures continue, and so does the silence. Meanwhile, Transport Canada appears content to look the other way.

This is not just technical dysfunction. It is a breakdown of public trust.

Sincerely,  
Fabio Ovettoni



# May 19, 2025 – Oriole Park Noise Monitor Station

**FO** Fabio Ovettoni  
To: Deborah, and 2 others, Co: Z20 Community, and 174 ... Mon, May 19 at 11:41 a.m. ✓

Ms. Flint, Ms. Freeland,

Yet another noise monitoring failure—this time at Oriole Park NMT #37, which has now been offline for over a week.

Once again, there is no notice, no explanation, and no timeline for repair. There has been no communication with the public. The community is left without any indication that this issue is even on your radar.

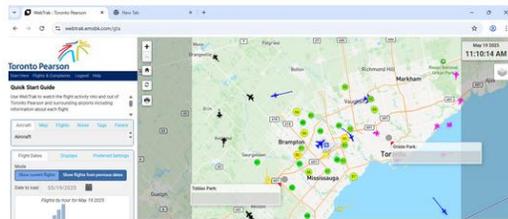
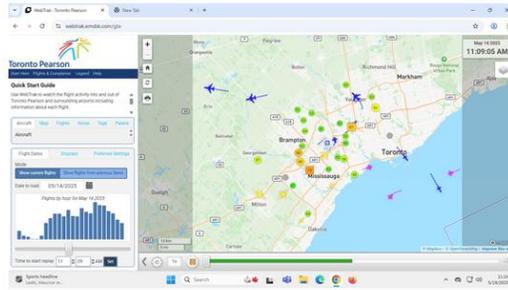
This is not an isolated incident. It's part of a larger pattern of neglect and mismanagement that continues to erode trust in the agencies and operators responsible for safeguarding public health and upholding federal infrastructure obligations.

And yet, Transport Canada continues to look the other way—refusing to enforce the very standards and responsibilities it is mandated to uphold. The silence from all parties involved is deafening.

How many monitoring terminals have to go dark before this is treated as the systemic failure it clearly is?

Toronto Pearson is being run as if accountability is optional.

Sincerely,  
Fabio Ovettoni



# June 30, 2025 – Oriole Park Noise Monitor Station



Fabio Ovetto

To: Minister, and 3 others; Co: steven.thomson@gtaa.com... | Mon, Jun 30 at 8:27 pm

Subject: Oriole Park Noise Monitor Down Again – A Shameful Disservice to the Community

Minister Freeland,  
Ms. Flint,

Once again, the Oriole Park noise monitor is down.

This repeated failure is not just a technical issue—it is a profound disservice to the community you claim to serve. For months, residents have endured relentless aircraft noise with no accountability, no data transparency, and no functioning system to validate or quantify our suffering.

To allow this to continue, again and again, without resolution or responsibility, is a shameful way to fulfill your positions. In Japan, such repeated public failures would be met with deep personal accountability—even ritual resignation. Here, we get silence, excuses, or cosmetic statements while the suffering continues unchecked.

This monitor is one of the few remaining mechanisms residents have to prove the extent of the harm. Its failure is not just technical—it is political.

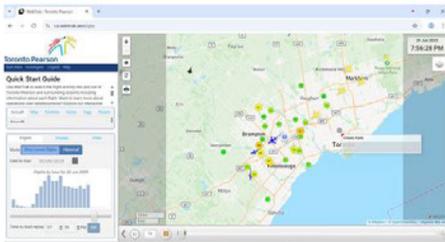
We demand:

- Immediate restoration of the Oriole Park NMT;
- A public explanation for the repeated outages;
- A formal audit of GATA's monitoring infrastructure;
- And a commitment to independent oversight of noise data collection going forward.

We are not your test subjects. Our homes are not GATA's dumping ground.

Sincerely,  
Fabio Ovetto

P.S.: In Japan, *hara-kiri* (also known as *seppuku*) is a form of ritual suicide historically practiced by samurai to restore personal or familial honour after a disgrace or public failure. While we are not calling for anything of the sort, it's worth noting that some Japanese CEOs have in fact taken their own lives or resigned in the wake of scandals—out of a sense of personal responsibility. The contrast is glaring: in Canada, repeated institutional failures are met with silence, deflection, or performative concern. Communities are left to suffer while those in charge continue comfortably in their roles.



# July 5, 2025 – Eriksdale Avenue and Oriole Park Noise Monitor Stations

Date: Tuesday, July 5, 2025 at 09:41 a.m. EDT

Subject: Two Noise Monitors Down – Continued System Failures at GTAA

Ms. First and Minister Freeland,

As of this morning, yet another noise monitor has gone down—this time the one located at Eriksdale Avenue. That makes two community monitors out of service simultaneously, including the already non-functioning unit at Oriole Park.

This is not a minor technical hiccup. These failures are emblematic of a broader pattern of rot and institutional decay at GTAA—one that continues to erode any remaining public trust in your ability to manage even the most basic aspects of airport accountability.

You are knowingly leaving communities unmonitored and unprotected in the face of constant low-altitude jet traffic and dangerous nighttime overflights. Without functioning monitors, data disappears—and with it, any pretense of transparency, oversight, or meaningful public reporting.

Your failure to promptly repair even one of these monitors speaks volumes.

In any country with basic accountability standards, this level of technical negligence, data suppression, and contempt for residents would be grounds for resignation. In Japan, the responsible leadership would bow. Here, the system just continues to rot.

We demand immediate answers:

- When will the Eriksdale and Oriole Park monitors be fixed?
- What caused these failures, and how long were you aware before acting?
- What contingency plans exist to ensure communities are not left in data darkness?

This cannot be brushed aside with another vague excuse. We are tracking every failure, and we will not stop documenting, escalating, and exposing them—locally, federally, and internationally.

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Minister Freeland,

Your Wikipedia page paints you as a leader—someone willing to take risks, do the right thing, and speak uncomfortable truths, even when it comes at a cost.

But here, in this fight, you have not yet left the comfort of the trenches.

You have not stood with the people.

You have not faced accountability.

You have not even responded.

Are you getting old and complacent? Or worse—are you now part of the machine you once swore to challenge?

As Churchill warned:

*"In each, there comes in their lifetime a special moment when they are figuratively tapped on the shoulder and offered the chance to do a very special thing. What a tragedy if that moment finds them unprepared or unworthy."*

This is one of those moments.

Sincerely,

Fabio Ovettis

P.S.

When we say, "In Japan, the responsible leadership would bow," we're referring to a cultural expectation of honour, humility, and public accountability. In cases of failure or scandal, executives and public officials in Japan often bow deeply—sometimes even resign—acknowledging their responsibility and expressing genuine remorse.

At GTAA and within Transport Canada, we see the opposite: denial, delay, silence, and spin. No one apologizes. No one steps aside. The system protects itself while the public pays the price.



## July 7, 2025 – All Noise Monitor Stations

Date: Monday, July 7, 2025 at 08:49 a.m. EDT

**Subject:** Sudden Removal of WebTrak Aircraft Data – Unacceptable Censorship of Public Oversight

**To:**

Chrystia Freeland, Minister of Transport

Marjorie Michel, Minister of Health

Ms. Deborah Flint, CEO, Greater Toronto Airports Authority

Ms Judy Sgro, MP

Mr. Mark Carney, Prime Minister

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Minister Freeland, Minister Michel, Ms. Flint, Ms Sgro and Mr. Carney,

As of this morning, July 7, 2025, all flight data has been removed from the WebTrak platform used to monitor Pearson Airport operations.

The interface loads — but no aircraft appear, no complaint integration is available, no historical data can be accessed, and no live operations are displayed. The app is hollowed out. The public has been cut off.

This is not a browser issue. I have attached screenshots from Firefox, Chrome, and Microsoft Edge to confirm this is a system-wide removal. It is not a glitch. It is a calculated act.

Let's be clear:

- WebTrak was the only real-time visibility tool the public had to verify Pearson's flight activity.
- It was used to file noise complaints, investigate illegal overflights, and demonstrate health harms from overnight operations.
- Residents relied on it to defend themselves — in the face of institutional gaslighting by GTAA and regulatory inaction by Transport Canada and Health Canada.

Now, it has been turned off. Quietly. Without public notice. Without justification.

This is censorship, plain and simple.  
It is an attack on public oversight.  
It is a deeply disturbing indicator of authoritarian decay.

Are we a democracy — or are we drifting toward North Korea?

Who authorized this?  
Where is the public notification?  
Under what regulatory authority was this done?  
How does this align with your government's stated commitments to transparency, public health, and environmental justice?

We demand an immediate explanation — and full restoration of all WebTrak functionality, including live flight data, complaint integration, and historical playback. The federal government is legally responsible for oversight of GTAA under the terms of its lease. The Minister of Health is constitutionally obligated to protect Canadians from harm.

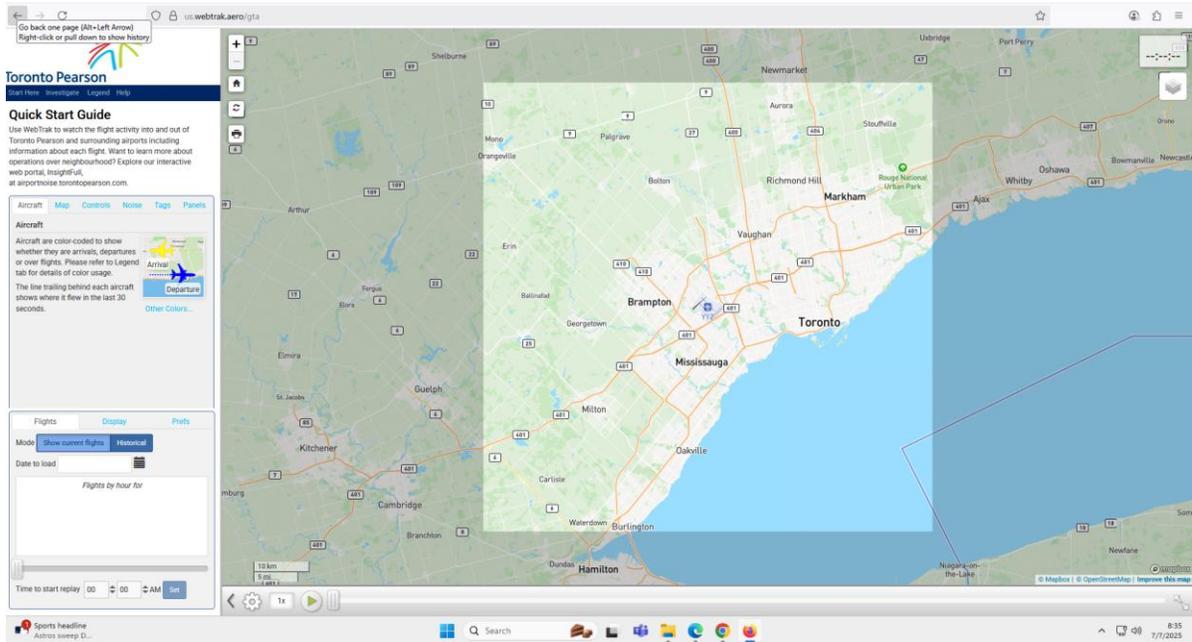
This silencing of residents — in the face of overwhelming noise exposure, sleep deprivation, and medical distress — is not only unethical, it may constitute a Charter violation.

We will not remain silent while our communities are deafened and digitally erased.

I await your reply.

Sincerely,

Fabio Ovettoni



# July 27, 2025 – Pond Street Noise Monitor Station

Fo Fabio Ovettoni  
To: communityengagement@gtaa.com, and 7 others - Sun, Jul 27 at 10:27 p.m. v

Subject: Pond Street Noise Monitor Down – Same Circus, Same Ringmaster

Another noise monitor is now down—Pond Street. Yes, the others were eventually fixed. But that doesn't change the pattern:

- Repeated outages.
- No proactive communication.
- Delayed fixes.
- Reports that continue to change in the middle of the night, as if no one would notice.

You fired Robyn Connelly. You fired Robyn Woods. But instead of addressing the rot, you replaced them with a chewing gum distraction artist who hasn't even completed his illusionist training. A professional placeholder. A prop. Another obedient, disposable employee installed to absorb the heat, take the blame, and vanish once his image is eroded.

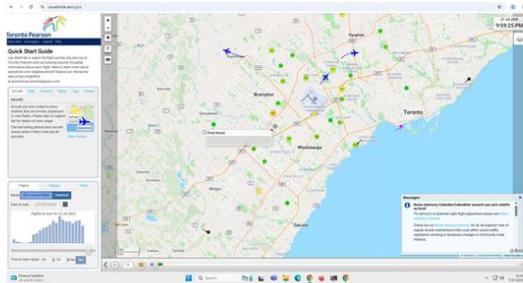
Meetings scheduled for three and a half hours end in forty-five minutes.  
Community members try to join—no message that the meeting is over.  
And now another monitor goes dark.

What exactly has changed?

**Nothing.**  
Because the core problem remains: Deborah Flint is still in charge.  
The biggest con artist of them all.

Fix the Pond Street monitor.  
Fix your failing systems.  
And stop insulting our intelligence.

Sincerely,  
Fabio Ovettoni



# August 17, 2025 – Pond Street and Lisgar Green Park Noise Monitor Stations

## Recurring Failure of Noise Monitor Terminals @

Fabio Ovetini  
To: jstn@atn.ca, jstn@atn.ca, and 7 others, CC: councillor, etc., Sun, Aug 17 at 10:55 pm, ✓

**Subject:** Recurring Failure of Noise Monitor Terminals

To Ms. Pitt, Mr. Thomas, and GTAA Noise Management,

The Pond Street and Lisgar Green Park noise monitor terminals have once again gone down. This is not an isolated occurrence but a recurring failure that has become emblematic of GTAA's disregard for accuracy, transparency, and accountability.

For communities forced to endure aircraft noise day and night, these outages are more than a technical malfunction. They are an insult — one more demonstration that the "noise management system" you promote is unreliable and unfit for purpose.

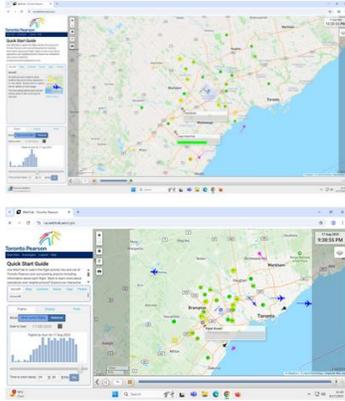
I remind you that under the Pearson lease, GTAA is obligated to operate in compliance with **all applicable environmental laws and regulations**. The consistent failure of noise monitoring infrastructure undermines your ability to comply with those obligations and to provide Transport Canada and the public with accurate data.

And let me be absolutely clear: this is not the only issue. There are additional matters — serious, documented, and damning — that I am intentionally withholding at this stage. I am also tired of being treated as your tester. It is not my role, nor the role of affected communities, to constantly catch your failures. You should be conducting your own testing and debugging before placing any system online. These matters will be disclosed in full during discovery, under oath, where evasions and excuses will carry consequences.

You should treat this as advance notice. These repeated failures will not disappear into the background. They will form part of the evidentiary record of your negligence and breach of duty.

Below are the print screens documenting the failures.

Sincerely,  
Fabio Ovetini



## Exhibit C – Altered Noise Complaint Reports

This exhibit compares versions of GTAA noise complaint reports before and after alterations. Thousands of complaints were removed or reduced.

**Note:** Only two examples of report tampering are displayed here due to length. However, we have a large number of additional examples that we would be happy to share upon request.

1- August 2025 – Report tampering - Email trail

Re: Noise Complaint Report Manipulation – Under Flint and Thomas, Corruption Becomes Grotesque

•

To: ZZG-Community, and 7 others, Cc: councillor\_perruzza@toronto.ca, and 166 others · Thu, Aug 7 at 9:59 p.m.

**Subject:** This Is Not Fixed. This Is Fraud.

Mr. Gijs,

Your reply is worse than insulting — it's an unintentional confession. And not just that the report was wrong. Not just that you changed it behind the scenes.

No — it's an **unintentional confession that you are a criminal working for a criminal organization.**

And you don't even realize it.

You said:

*"I apologize for the misunderstanding on my part. Thank you for bringing the issue with the callout boxes to our attention, we acted immediately and have had our vendor rectify the issue."*

As if this is a casual product bug.

As if rewriting a **public report** — quietly, without disclosure, without audit trail — is standard operating procedure.

**It is not.**

Let me make something absolutely clear for you, for Mr. Thomas, and for Ms. Flint:

**What happened here is not "an issue." It is tampering.**

And tampering with public records in Canada is **a crime.**

---

You didn't correct a typo. You didn't resolve a formatting glitch. You **rewrote evidence, erased reality**, and tried to pass it off like nothing happened — until someone caught you.

Let's spell this out:

- A federal-level public report was published with false data.
- That data was later *silently altered* after a private citizen raised the alarm.
- No changelog. No public statement. No version history. Just a quiet revision.
- And now, rather than owning up to what this is — **manipulation** — you act like your team deserves credit for "fixing it."

You didn't fix anything.  
You buried the truth. And then expected the public to thank you.

---

## **This is the standard now under Ms. Flint and Mr. Thomas?**

Let's talk about them.

**Deborah Flint** — the absentee CEO, permanently adrift in a fog of self-promotion and strategic buzzwords. She hides behind her staff, takes no public responsibility, and appears to believe that "engagement" means filtering the truth until it's safe for corporate optics.

**Steven Thomas** — a distraction artist who treats public data like a magician's deck: shuffle here, disappear there, and hope the audience is too tired to notice. Installed to "rebuild trust," he's instead become the face of precisely why **trust is dead**.

And you, Gijs — you had a chance to break from this culture of deceit. You could have spoken plainly, acknowledged what happened, and acted with integrity.

Instead, you've chosen to follow the same script: deny, deflect, edit, and pretend nothing ever happened.

---

## **So let me now ask what no one else will:**

- Should **Mr. Thomas** report *you* for falsifying public documentation under his supervision?

- Should **Ms. Flint** escalate this to federal legal counsel as a case of potential criminal exposure?
- Should **the Minister of Transport** and **the Minister of Health** be informed that they've been fed manipulated reports?
- Should **MP Judy Sgro** explain to Parliament why her name is attached to this charade?
- Should **Prime Minister Carney** allow a federally regulated airport to rewrite history with no accountability?

Because what happened here is not just unethical.  
It may very well be **illegal**.

---

☐ **Legal Implications of Public Report Tampering (Canada)**

If GTAA staff knowingly altered public reporting data — and did so to mislead government, media, or the public — it may fall under **Criminal Code offences related to forgery and fraud**:

<b>Offence Type</b>	<b>Possible Maximum Prison Sentence</b>
Forgery (Criminal Code §366)	Up to <b>10 years</b>
Uttering a forged document	Up to <b>10 years</b>
Summary conviction (minor cases)	Lesser sentence/fine (e.g. 6 months)

Tampering with a public record — especially one used in health and transportation policy — carries **serious legal consequences**.

You didn't "fix" a report.

You falsified federal-level data, attempted to erase the record of doing so, and expected a round of applause for it.

Now everyone copied on this email knows it.

Sincerely,  
Fabio Ovettoni

On Thursday, August 7, 2025 at 01:45:21 p.m. EDT, ZZG-Community Engagement <communityengagement@gtaa.com> wrote:

Good afternoon Fabio,

I apologize for the misunderstanding on my part. Thank you for bringing the issue with the callout boxes to our attention, we acted immediately and have had our vendor rectify the issue.

The callout boxes were displaying incorrect values, but you'll see the table values remain the same.

Again, we acknowledge there was an issue which has been rectified, and thank you for bringing it to our attention.

Kind regards,

Gijs

**Gijs Van Laethem**, Senior Officer Noise Management

**Greater Toronto Airports Authority** | Stakeholder Relations and Communications

P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2

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**From:** Fabio Ovettoni <fabio217@yahoo.com>

**Sent:** Wednesday, August 6, 2025 11:32 PM

**To:** ZZG-Community Engagement <communityengagement@gtaa.com>; judy.sgro@parl.gc.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcminister.ministresc@hc-sc.gc.ca; hcminister.ministresc@canada.ca; Flint, Deborah <Deborah.Flint@gtaa.com>; Thomas, Steven <Steven.Thomas@gtaa.com>; pm@pm.gc.ca

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williamrtavares1@gmail.com; dalnovel@hotmail.com; sjohnstoncontracting@gmail.com;  
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wisdome.60@gmail.com; pontem88@hotmail.com; vinceaugello@outlook.com;  
andrea\_colbourne@hotmail.com; teresa@idmechanical.com; joelandroz@hotmail.com;  
jonpanella@gmail.com; virgmgreco@hotmail.com; tonynoce@sympatico.ca;  
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a\_\_rossi1@sympatico.ca; giz.dg69@gmail.com; robvjus@gmail.com;  
publichealth@toronto.ca; boh@toronto.ca

**Subject:** Re: Noise Complaint Report Manipulation – Under Flint and Thomas,  
Corruption Becomes Grotesque

CAUTION: External Sender. Do not click on any links or open any attachments unless you trust the sender and know the content is safe.

**Subject:** No Apology. No Accountability. Just Another Cover-Up.

Mr. Gijs,

Let's recap what just happened — not that you'll admit it.

You dismissed a legitimate, evidence-based concern as a “misunderstanding.” You waved away factual discrepancies with condescension and corporate fluff about “Power BI interactivity,” as if that magically erases the manipulation in front of our eyes.

Then — like clockwork — the report was changed. Quietly. Silently. No correction notice. No public acknowledgement. No admission that anything was ever wrong. Just a quiet midnight rewrite, like it was a bad blog post and not a document of public record.

You didn't correct the data. **You tampered with the evidence.**

And what's worse — **this is now the standard under Ms. Flint and Mr. Thomas.**

Let's talk about *them* for a moment.

Deborah Flint — the absentee CEO, permanently lost in a fog of self-promotion and empty catchphrases. A leader so disconnected from the consequences of her decisions, she might as well be running GTAA from a marketing firm in L.A. Her greatest talent? Hiding behind the failures of others and pretending they're innovations.

Steven Thomas — the illusionist who hasn't even finished his act. A gum-chewing, eye-rolling distraction artist who treats data like a deck of cards — shuffle here, vanish there — hoping no one notices the sleight of hand. He was installed to "rebuild trust." Instead, he's become the living embodiment of **why the public no longer trusts a word GTAA says.**

And you, Gijs — you've chosen to stand beside them. You had an opportunity to show integrity, to admit a mistake, to speak truth. Instead, you chose to join the long list of institutional enablers — defenders of the lie.

So here's where we are now:

- Reports are being rewritten in real time to serve whatever narrative GTAA needs in the moment.
- The public is being treated like fools.
- Accountability is a word you people toss around like a brand slogan, while behind the scenes you're running a spin machine.

"You think you're saving the institution. But all you're doing is protecting a fraud."

That fraud wears three names: Flint. Thomas. And now — Gijs.

You have turned a public noise reporting system into a **propaganda tool**. You have disrespected every resident who loses sleep because of your failures. And you have insulted the intelligence of everyone who catches you in the act — by pretending it didn't happen.

But you know what? **It did happen.**

And I have the proof. Screenshots. Records. Archives. Statements like yours — written in arrogance and preserved for accountability.

I won't forget this. And I won't let others forget either.

This is going to follow you. Every report. Every meeting. Every decision you try to pass off as "transparent." This stunt — this tampering — will be there in the background, a reminder of how deep the rot goes.

You chose to bury the truth.

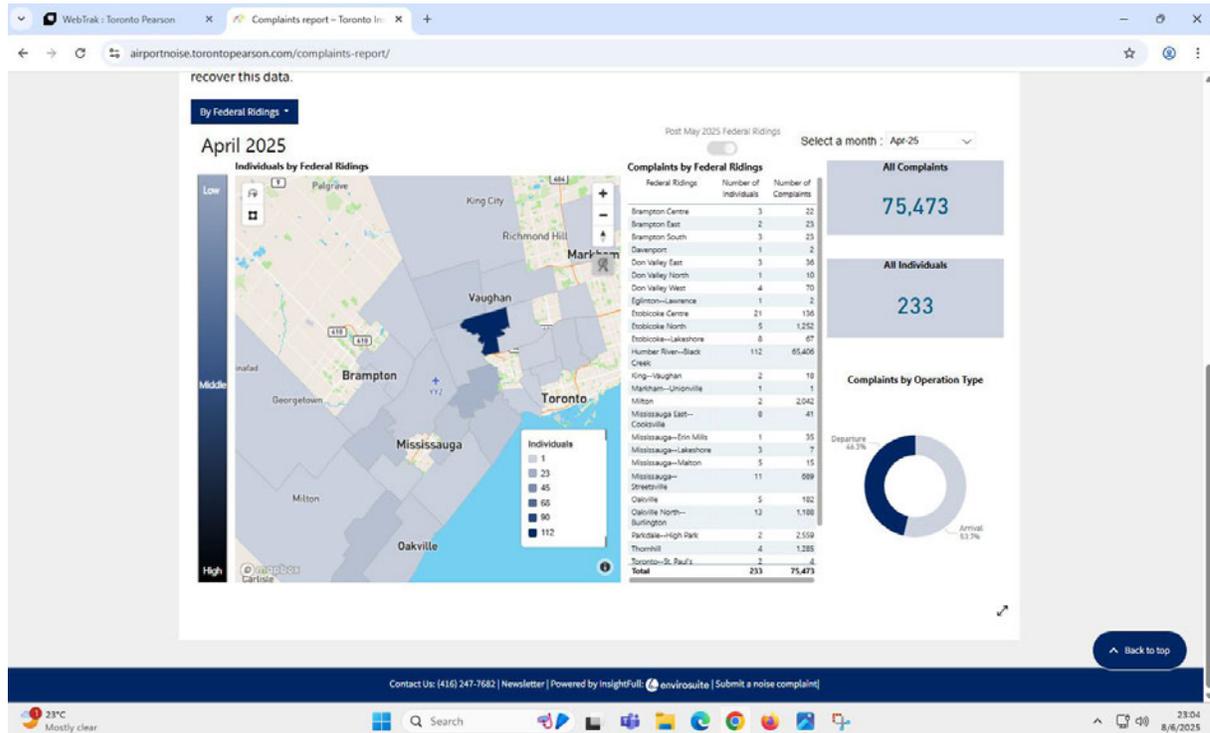
Now you get to wear it.

Sincerely,

Fabio Overtini

"And if I were the man I was five years ago, I'd take a flamethrower to this place!"

— Al Pacino, *Scent of a Woman*



On Wednesday, August 6, 2025 at 09:08:50 a.m. EDT, Fabio Overtini <[fabio217@yahoo.com](mailto:fabio217@yahoo.com)> wrote:

**Subject:** Misrepresentation of Complaint Data Functionality – Apology Expected

Gijs,

Your response is yet another example of the confusion, deflection, and incompetence that have come to define GTAA's noise management team under Deborah Flint and Steven Thomas.

You state that the callout boxes in Power BI "change based on the data selected." Yes, Gijs — that's how it's *supposed* to work. But that's not what is happening. The reality, as demonstrated in the two attached screenshots, is that the data changes *without any user interaction*. We are not talking about filters being applied. We are talking about total complaint numbers being silently rewritten, without any notification, versioning, or audit trail.

Worse yet, you reference a total of **471 complaints**. Where, exactly, does this number come from? There is no riding, row, or summary on the screen showing **471 complaints**. Are you now pulling numbers out of thin air to defend a broken report?

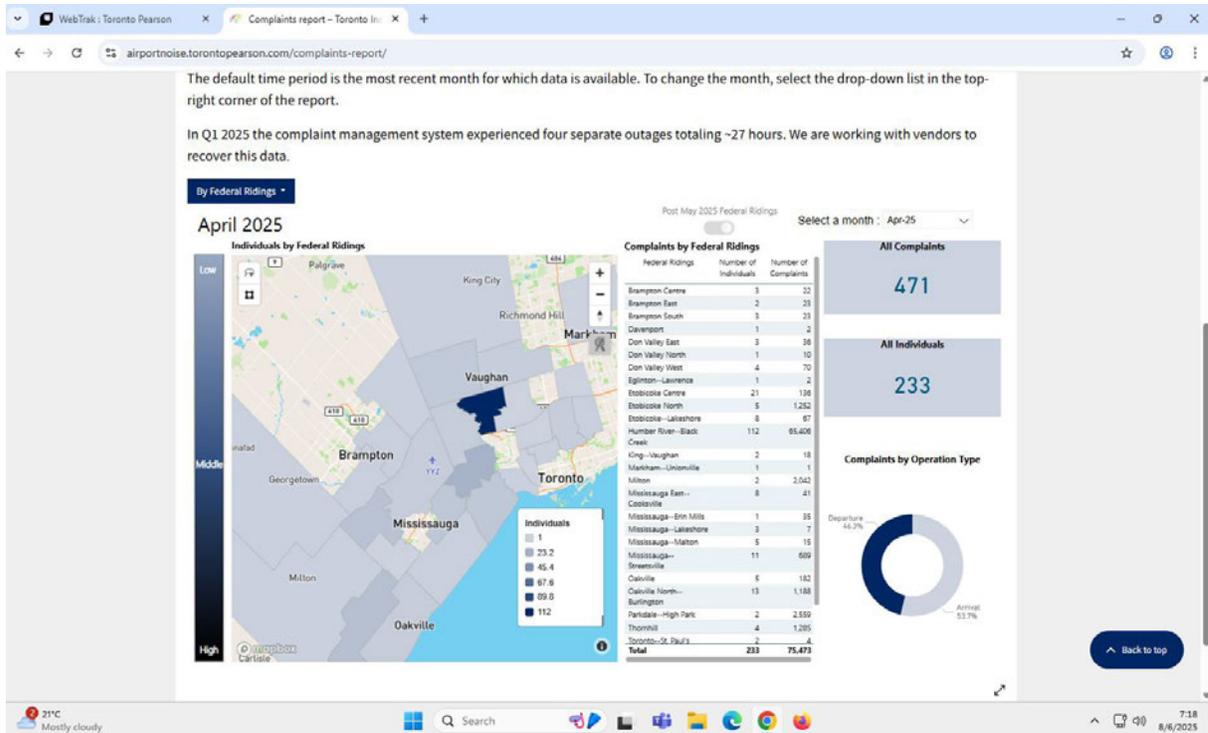
This is not a "misunderstanding" on my part. It is a technical failure, a transparency failure, and frankly, a professional failure on yours. Your dismissive tone — brushing off legitimate, evidence-backed concerns as "confusion" — only adds insult to injury.

Your job is not to gaslight the public. Your job is to provide accurate, consistent, and accountable reporting. If you are not capable of doing that — or of understanding the very system you're supposed to be managing — then you are as unfit for your role as those who appointed you.

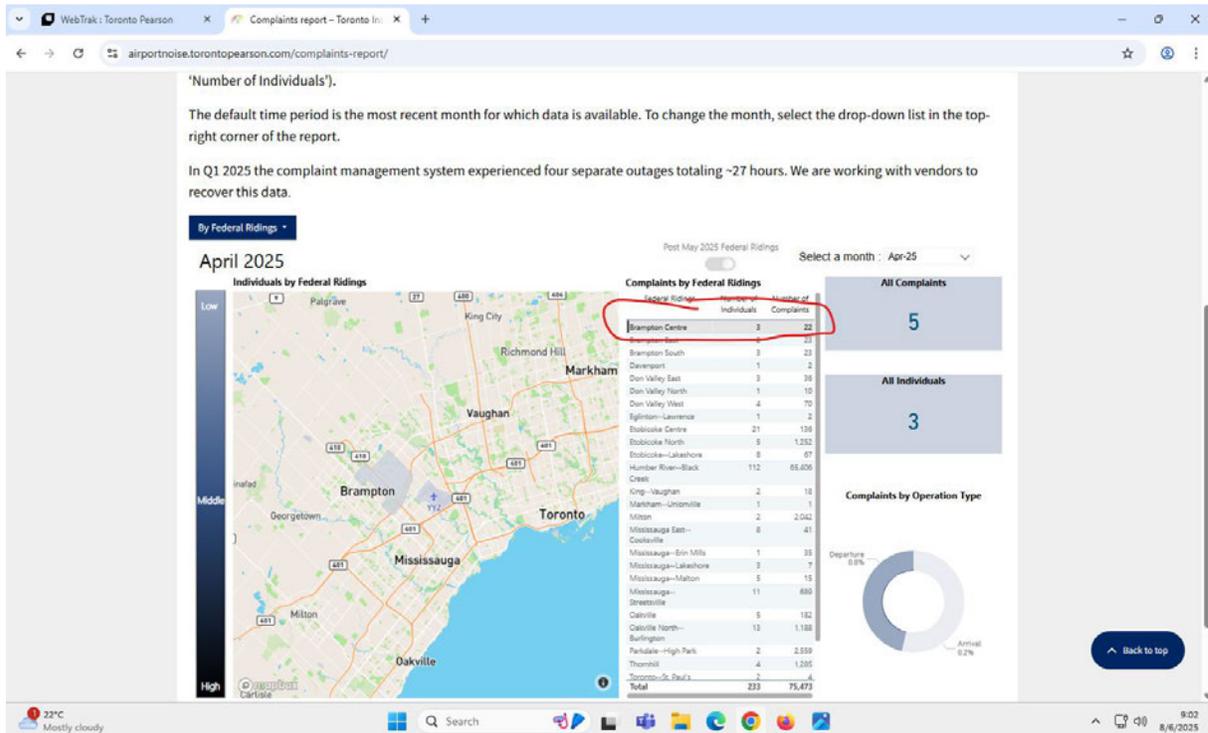
I expect a formal acknowledgment of the discrepancy shown in the attached screenshots, and an apology for the misleading and dismissive nature of your last message.

Sincerely,  
Fabio Ovettoni

Displaying Noise Complaints for the month of April 2025 **without** using a filter



Displaying Noise Complaints for the month of April 2025 using "Brampton Centre" as a filter



On Wednesday, August 6, 2025 at 08:21:13 a.m. EDT, ZZG-Community Engagement <[communityengagement@gtaa.com](mailto:communityengagement@gtaa.com)> wrote:

Good morning Fabio,

The reports are made in Power BI, the callout boxes on the right hand side will change based on the data selected by you.

You can clearly see the totals in the table in each set of months in your screen shots remain the same:

April 2025:

Total number of individuals: 233

Total number of complaints: 75,473

March 2025:

Total number of individuals: 252

Total number of complaints: 56,145

February 2025:

Total number of individuals: 173

Total number of complaints: 33,780

I hope that clears up your misunderstanding.

Kind regards,

Gijs

**Gijs Van Laethem**, Senior Officer Noise Management

**Greater Toronto Airports Authority** | Stakeholder Relations and Communications

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**From:** Fabio Ovettoni <[fabio217@yahoo.com](mailto:fabio217@yahoo.com)>

**Sent:** Wednesday, August 6, 2025 7:45 AM

**To:** [judy.sgro@parl.gc.ca](mailto:judy.sgro@parl.gc.ca); [tc.ministeroftransport-ministredetransports.tc@tc.gc.ca](mailto:tc.ministeroftransport-ministredetransports.tc@tc.gc.ca); [hcminister.ministresc@hc-sc.gc.ca](mailto:hcminister.ministresc@hc-sc.gc.ca); [hcminister.ministresc@canada.ca](mailto:hcminister.ministresc@canada.ca); Flint, Deborah <[Deborah.Flint@gtaa.com](mailto:Deborah.Flint@gtaa.com)>; Thomas, Steven <[Steven.Thomas@gtaa.com](mailto:Steven.Thomas@gtaa.com)>; [pm@pm.gc.ca](mailto:pm@pm.gc.ca)

**Cc:** ZZG-Community Engagement <[communityengagement@gtaa.com](mailto:communityengagement@gtaa.com)>; [councillor\\_perruzza@toronto.ca](mailto:councillor_perruzza@toronto.ca); [judy.sgro@parl.gc.ca](mailto:judy.sgro@parl.gc.ca); [petitions@oag-bvq.gc.ca](mailto:petitions@oag-bvq.gc.ca); [ida.lipreti@tcdsb.org](mailto:ida.lipreti@tcdsb.org); [matias.dedovitiis@tdsb.on.ca](mailto:matias.dedovitiis@tdsb.on.ca); [info.com@chrc-ccdp.gc.ca](mailto:info.com@chrc-ccdp.gc.ca); [pm@pm.gc.ca](mailto:pm@pm.gc.ca); [tc.ministeroftransport-ministredetransports.tc@tc.gc.ca](mailto:tc.ministeroftransport-ministredetransports.tc@tc.gc.ca); [hcinfo.infosc@canada.ca](mailto:hcinfo.infosc@canada.ca); [hcminister.ministresc@hc-sc.gc.ca](mailto:hcminister.ministresc@hc-sc.gc.ca); [complaint.plainte@chrc-ccdp.gc.ca](mailto:complaint.plainte@chrc-ccdp.gc.ca); [info@psic-isp.gc.ca](mailto:info@psic-isp.gc.ca); [mark.holland@parl.gc.ca](mailto:mark.holland@parl.gc.ca); [yaara.saks@parl.gc.ca](mailto:yaara.saks@parl.gc.ca); 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[cspc.standre@tcdsb.org](mailto:cspc.standre@tcdsb.org); [piac.ward04@tdsb.on.ca](mailto:piac.ward04@tdsb.on.ca); [chalkfarm@tdsb.on.ca](mailto:chalkfarm@tdsb.on.ca); [jessica.wlodarczyk@tcdsb.org](mailto:jessica.wlodarczyk@tcdsb.org); [cspc.stbasilthegreat@tcdsb.org](mailto:cspc.stbasilthegreat@tcdsb.org); [richard.walo@tcdsb.org](mailto:richard.walo@tcdsb.org); [braeburn@tdsb.on.ca](mailto:braeburn@tdsb.on.ca); [dennis.hastings@tdsb.on.ca](mailto:dennis.hastings@tdsb.on.ca); [office@timothyics.com](mailto:office@timothyics.com); [piac.ward01@tdsb.on.ca](mailto:piac.ward01@tdsb.on.ca); [daniele.marra-scire@tcdsb.org](mailto:daniele.marra-scire@tcdsb.org); [cspc.ststephen@tcdsb.org](mailto:cspc.ststephen@tcdsb.org); [joseph.martino@tcdsb.org](mailto:joseph.martino@tcdsb.org); [elmlea@tdsb.on.ca](mailto:elmlea@tdsb.on.ca); [sylvia.jones@ontario.ca](mailto:sylvia.jones@ontario.ca); [blair.hains@ontario.ca](mailto:blair.hains@ontario.ca); [nadorus@hotmail.com](mailto:nadorus@hotmail.com); [councillor\\_crisanti@toronto.ca](mailto:councillor_crisanti@toronto.ca); [councillor\\_holyday@toronto.ca](mailto:councillor_holyday@toronto.ca); [councillor\\_morley@toronto.ca](mailto:councillor_morley@toronto.ca); [councillor\\_perks@toronto.ca](mailto:councillor_perks@toronto.ca); [councillor\\_nunziata@toronto.ca](mailto:councillor_nunziata@toronto.ca); [councillor\\_pasternak@toronto.ca](mailto:councillor_pasternak@toronto.ca); [councillor\\_colle8@toronto.ca](mailto:councillor_colle8@toronto.ca); [councillor\\_malik@toronto.ca](mailto:councillor_malik@toronto.ca); [councillor\\_saxe@toronto.ca](mailto:councillor_saxe@toronto.ca); [councillor\\_matlow@toronto.ca](mailto:councillor_matlow@toronto.ca); [councillor\\_moise@toronto.ca](mailto:councillor_moise@toronto.ca); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [councillor\\_chernoslin@toronto.ca](mailto:councillor_chernoslin@toronto.ca); [councillor\\_burnside@toronto.ca](mailto:councillor_burnside@toronto.ca); 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[markvz89@hotmail.com](mailto:markvz89@hotmail.com); [vanzuulenstan@gmail.com](mailto:vanzuulenstan@gmail.com); [clmoro0325@rogers.com](mailto:clmoro0325@rogers.com); [vverblac@gmail.com](mailto:vverblac@gmail.com); [molnar.c2003@gmail.com](mailto:molnar.c2003@gmail.com); [istvannemolnar226@gmail.com](mailto:istvannemolnar226@gmail.com); [laurahorvath167@gmail.com](mailto:laurahorvath167@gmail.com); [istvanmolnar608@gmail.com](mailto:istvanmolnar608@gmail.com); [rminichiello@verityintl.com](mailto:rminichiello@verityintl.com); [tony.de.marchi031@gmail.com](mailto:tony.de.marchi031@gmail.com); [kimmyhoang9@gmail.com](mailto:kimmyhoang9@gmail.com); [sgurpersaud@gmail.com](mailto:sgurpersaud@gmail.com); [sdverrel@yahoo.ca](mailto:sdverrel@yahoo.ca); [gkit@rogers.com](mailto:gkit@rogers.com); [doorperson@me.com](mailto:doorperson@me.com); [brigittecontento@rogers.com](mailto:brigittecontento@rogers.com); [jfricker7@gmail.com](mailto:jfricker7@gmail.com); [manno\\_family@rogers.com](mailto:manno_family@rogers.com); [kcohanim@gmail.com](mailto:kcohanim@gmail.com); [enichilo@rogers.com](mailto:enichilo@rogers.com); [hanieh5@hotmail.com](mailto:hanieh5@hotmail.com); [billgodfrey@ymail.com](mailto:billgodfrey@ymail.com); [sergei.muratov@gmail.com](mailto:sergei.muratov@gmail.com); [dgilroy10@gmail.com](mailto:dgilroy10@gmail.com); [isabellaovettini@gmail.com](mailto:isabellaovettini@gmail.com); [an\\_drea7@hotmail.com](mailto:an_drea7@hotmail.com); [grantevers1913@gmail.com](mailto:grantevers1913@gmail.com); [gfazari@allstate.ca](mailto:gfazari@allstate.ca); [sylvia.cappellacci@sympatico.ca](mailto:sylvia.cappellacci@sympatico.ca); [barberiom@rogers.com](mailto:barberiom@rogers.com); [cjulierun@hotmail.com](mailto:cjulierun@hotmail.com); [fightback@zoomer.ca](mailto:fightback@zoomer.ca); [gregster63@rogers.com](mailto:gregster63@rogers.com); [humberleacomcommunitygroup@gmail.com](mailto:humberleacomcommunitygroup@gmail.com); [ireneford@rogers.com](mailto:ireneford@rogers.com); [rose\\_savage@rogers.com](mailto:rose_savage@rogers.com); [skye.com@live.com](mailto:skye.com@live.com); [jbrunaccioni@rogers.com](mailto:jbrunaccioni@rogers.com); [pat.taney@rci.rogers.com](mailto:pat.taney@rci.rogers.com); [sopmu@hotmail.com](mailto:sopmu@hotmail.com); [andypimpinella@hotmail.com](mailto:andypimpinella@hotmail.com);

[adtoffoli@rogers.com](mailto:adtoffoli@rogers.com); [adamccolella@gmail.com](mailto:adamccolella@gmail.com); [elisarizzuto\\_93@hotmail.com](mailto:elisarizzuto_93@hotmail.com);  
[aldosleafs@gmail.com](mailto:aldosleafs@gmail.com); [antozizi32@gmail.com](mailto:antozizi32@gmail.com); [davidciardullo@yahoo.ca](mailto:davidciardullo@yahoo.ca);  
[monicaciardullo@yahoo.ca](mailto:monicaciardullo@yahoo.ca); [lafleurstephen12@gmail.com](mailto:lafleurstephen12@gmail.com);  
[samcastiglione1@outlook.com](mailto:samcastiglione1@outlook.com); [w5@ctv.ca](mailto:w5@ctv.ca); [manini.andrew@gmail.com](mailto:manini.andrew@gmail.com);  
[williamrtavares1@gmail.com](mailto:williamrtavares1@gmail.com); [dalnovel@hotmail.com](mailto:dalnovel@hotmail.com); [sjohnstoncontracting@gmail.com](mailto:sjohnstoncontracting@gmail.com);  
[researcher1@sympatico.ca](mailto:researcher1@sympatico.ca); [silcock.john15@gmail.com](mailto:silcock.john15@gmail.com); [annasilcockdesign@gmail.com](mailto:annasilcockdesign@gmail.com);  
[jahlivesini@gmail.com](mailto:jahlivesini@gmail.com); [rpugliese99@gmail.com](mailto:rpugliese99@gmail.com); [trishadicaro@gmail.com](mailto:trishadicaro@gmail.com);  
[frankandrose@rogers.com](mailto:frankandrose@rogers.com); [gdiaz@total.net](mailto:gdiaz@total.net); [smicieli1111@rogers.com](mailto:smicieli1111@rogers.com);  
[vieramull@gmail.com](mailto:vieramull@gmail.com); [wfonseca3017@hotmail.com](mailto:wfonseca3017@hotmail.com); [lqdisaba@gmail.com](mailto:lqdisaba@gmail.com);  
[wisdome.60@gmail.com](mailto:wisdome.60@gmail.com); [pontem88@hotmail.com](mailto:pontem88@hotmail.com); [vinceaugello@outlook.com](mailto:vinceaugello@outlook.com);  
[andrea\\_colbourne@hotmail.com](mailto:andrea_colbourne@hotmail.com); [teresa@idmechanical.com](mailto:teresa@idmechanical.com); [joelandroz@hotmail.com](mailto:joelandroz@hotmail.com);  
[jonpanella@gmail.com](mailto:jonpanella@gmail.com); [virgmgreco@hotmail.com](mailto:virgmgreco@hotmail.com); [tonynoce@sympatico.ca](mailto:tonynoce@sympatico.ca);  
[lisaschauer0@gmail.com](mailto:lisaschauer0@gmail.com); [isciarra@hotmail.com](mailto:isciarra@hotmail.com); [john\\_bags@hotmail.com](mailto:john_bags@hotmail.com);  
[baglionenadia@gmail.com](mailto:baglionenadia@gmail.com); [luisaarena16@gmail.com](mailto:luisaarena16@gmail.com); [judy.sgro.a1@parl.gc.ca](mailto:judy.sgro.a1@parl.gc.ca);  
[imolaf1@yahoo.com](mailto:imolaf1@yahoo.com); [chrisals1999@gmail.com](mailto:chrisals1999@gmail.com); [mikeverrelli11@gmail.com](mailto:mikeverrelli11@gmail.com);  
[a\\_rossi1@sympatico.ca](mailto:a_rossi1@sympatico.ca); [giz.dg69@gmail.com](mailto:giz.dg69@gmail.com); [robvjus@gmail.com](mailto:robvjus@gmail.com);  
[publichealth@toronto.ca](mailto:publichealth@toronto.ca); [boh@toronto.ca](mailto:boh@toronto.ca)

**Subject:** Noise Complaint Report Manipulation – Under Flint and Thomas, Corruption Becomes Grotesque

CAUTION: External Sender. Do not click on any links or open any attachments unless you trust the sender and know the content is safe.

Subject: Noise Complaint Report Manipulation – Under Flint and Thomas, Corruption Becomes Grotesque

To whom it may concern,

The noise complaint reports have once again been altered — and not discreetly. Most now show thousands fewer complaints than previously recorded. Are we supposed to believe this is a routine update? A glitch? Or is this yet another deliberate manipulation to serve some obscure internal agenda?

Let's stop pretending: this is corruption.

Under the leadership of Ms. Deborah Flint and Mr. Steven Thomas, the corruption has taken on a grotesque, theatrical quality. There's no longer even an attempt to conceal it. The data has been twisted in broad daylight — and the proof is in the reports themselves.

You fired Robyn Connelly and Cynthia Woods for tampering with reports. So why is Mr. Thomas still in charge of complaints?

This man is not a professional — he is a chewing gum–popping, eye-rolling distraction performer who appears more qualified for a midway magic act than for public accountability. He hasn't even finished his illusionist training, and yet he's been entrusted with the very system designed to reflect public harm.

The result? A system that now exists to deceive, not inform.

And Ms. Flint? She installed him. She owns this. The erosion of trust, the manipulated numbers, the disappearing complaints — this is her legacy too.

I am attaching a series of reports that prove the tampering. The edits are not hypothetical. They are timestamped, archived, and undeniable.

This isn't modernization. This isn't streamlining. This is data laundering under the banner of "community engagement."

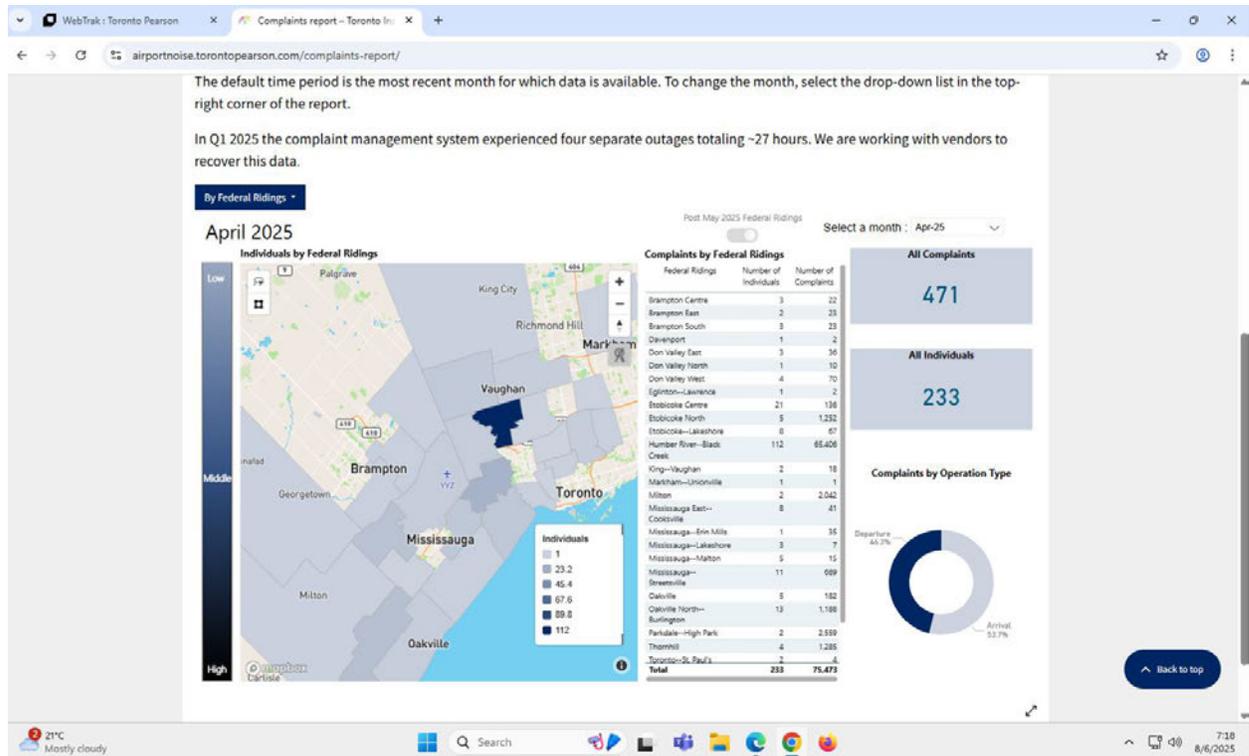
If there is any remaining shred of integrity left in your leadership, then Steven Thomas must be removed immediately.

Sincerely,

Fabio Ovetini

**P.S.**

I ask that this message — along with the screenshots documenting your repeated failures — be shared in full with the GTAA Board of Directors. They deserve to see the consequences of your leadership, and to understand the level of public outrage and institutional distrust you've cultivated.



## 2- July 2025 – Report tampering – Email trail

Ongoing Tampering of Complaint Reports – Systemic Deceit Requires Immediate Dismissals

From: Fabio Ovettoni (fabio217@yahoo.com)

To: tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcminister.ministresc@hc-sc.gc.ca; deborah.flint@gtaa.com; pm@pm.gc.ca; info@psic-ispcc.gc.ca; info.com@chrc-ccdp.gc.ca

Cc: steven.thomas@gtaa.com; judy.sgro@parl.gc.ca; PublicHealth@toronto.ca; publichealth@toronto.ca; councillor\_perruzza@toronto.ca; petitions@oag-bvg.gc.ca; ida.lipreti@tcdsb.org; matias.dedovitiis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; complaint.plainte@chrc-ccdp.gc.ca; info@psic-ispcc.gc.ca; mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; eric.costen@hc-sc.gc.ca; greg.orencsak@hc-sc.gc.ca; jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor\_chow@toronto.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcminister.ministresc@hc-sc.gc.ca; matias.dedovitiis@toronto.ca; trakocevic-co@ndp.on.ca; doug.fordco@pc.ola.org; adeled@rogers.com; justinehayashi@hotmail.com; valentinamontealegredelaho@hotmail.com; patrizia.demarco@tcdsb.org; cspc.stsimon@tcdsb.org; shawna.campbell@tcdsb.org; matthew.tonks@tcdsb.org; cspc.standre@tcdsb.org; piac.ward04@tdsb.on.ca; chalkfarm@tdsb.on.ca; jessica.wlodarczyk@tcdsb.org; cspc.stbasilthegreat@tcdsb.org; richard.walo@tcdsb.org; braeburn@tdsb.on.ca; dennis.hastings@tdsb.on.ca; office@timothyys.com;

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blair.hains@ontario.ca; nadorus@hotmail.com; councillor\_crisanti@toronto.ca;  
councillor\_holyday@toronto.ca; councillor\_morley@toronto.ca;  
councillor\_perks@toronto.ca; councillor\_nunziata@toronto.ca;  
councillor\_pasternak@toronto.ca; councillor\_colle8@toronto.ca;  
councillor\_malik@toronto.ca; councillor\_saxe@toronto.ca; councillor\_matlow@toronto.ca;  
councillor\_moise@toronto.ca; councillor\_fletcher@toronto.ca;  
councillor\_chernoslin@toronto.ca; councillor\_burnside@toronto.ca;  
councillor\_carroll@toronto.ca; councillor\_cheng@toronto.ca;  
councillor\_bradford@toronto.ca; councillor\_kandavel@toronto.ca;  
councillor\_thompson@toronto.ca; councillor\_mantas@toronto.ca;  
councillor\_myers@toronto.ca; councillor\_ainslie@toronto.ca; dhenderson37@live.com;  
fggemini@hotmail.com; ggailsai@gmail.com; cesar\_ponte@hotmail.com;  
timbrahimi2@gmail.com; yudithbu99@gmail.com; kathleenvanzuylen@gmail.com;  
connorfindlay@yahoo.ca; markvz89@hotmail.com; vanzuylenstan@gmail.com;  
clmoro0325@rogers.com; vverblac@gmail.com; molnar.c2003@gmail.com;  
istvannemolnar226@gmail.com; laurahorvath167@gmail.com;  
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kimmyhoang9@gmail.com; sgurpersaud@gmail.com; sdverrel@yahoo.ca; gkit@rogers.com;  
doorperson@me.com; brigettecontento@rogers.com; jfricker7@gmail.com;  
manno\_family@rogers.com; kcohanim@gmail.com; enichilo@rogers.com;  
hanieh5@hotmail.com; billgodfrey@ymail.com; sergei.muratov@gmail.com;  
dgilroy10@gmail.com; isabellaovettini@gmail.com; an\_drea7@hotmail.com;  
grantevers1913@gmail.com; gfazari@allstate.ca; sylvia.cappellacci@sympatico.ca;  
barberiom@rogers.com; cjulierun@hotmail.com; fightback@zoomer.ca;  
gregster63@rogers.com; humberleacommunitygroup@gmail.com; ireneford@rogers.com;  
rose\_savage@rogers.com; skye.com@live.com; jbrunaccioni@rogers.com;  
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adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto\_93@hotmail.com;  
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;  
monicaciardullo@yahoo.ca; lafleurststephen12@gmail.com; samcastiglione1@outlook.com;  
w5@ctv.ca; manini.andrew@gmail.com; williamrtavares1@gmail.com;  
dalnovel@hotmail.com; sjohnstoncontracting@gmail.com; researcher1@sympatico.ca;  
silcock.john15@gmail.com; annasilcockdesign@gmail.com; jahlivesini@gmail.com;  
rpugliese99@gmail.com; trishadicaro@gmail.com; frankandrose@rogers.com;  
gdiaz@total.net; smicieli1111@rogers.com; vieramull@gmail.com;  
wfonseca3017@hotmail.com; lgdisaba@gmail.com; wisdom.60@gmail.com;  
pontem88@hotmail.com; vinceaugello@outlook.com; andrea\_colbourne@hotmail.com;  
teresa@idmechanical.com; joelandroz@hotmail.com; jonpanella@gmail.com;  
virmgreco@hotmail.com; tonynoce@sympatico.ca; lisaschauer0@gmail.com;  
dwayne.milley@outlook.com; isciarra@hotmail.com; john\_bags@hotmail.com;  
baglionenadia@gmail.com; luisaarena16@gmail.com; judy.sgro.a1@parl.gc.ca;

imolaf1@yahoo.com; chrisals1999@gmail.com; mikeverrelli11@gmail.com;  
a\_\_rossi1@sympatico.ca; giz.dg69@gmail.com; communityengagement@gtaa.com

Bcc:asubdhan@globeandmail.com

Date:Wednesday, July 2, 2025 at 10:10 a.m. EDT

### Message Body

**Subject:** Ongoing Tampering of Complaint Reports – Systemic Deceit Requires Immediate Dismissals

Dear Minister Freeland,

I am writing once again to raise the alarm about what is now indisputable: the deliberate, systematic tampering of complaint data related to Pearson Airport operations.

Another report has surfaced containing falsified or corrupted data. This is not an isolated glitch. It is part of a longstanding pattern of manipulation—so carefully executed, and yet so recurrent, that it leaves one chilling conclusion:

They've been doing this for years, and they've been getting away with it.

There is no attempt to hide it. No attempt to correct it. No transparency. No accountability. Not even the courtesy of cleaning their own fingerprints from the crime scene. This isn't negligence—it's a corporate culture of deceit. And it permeates the GTAA's leadership.

Enough is enough.

Ms. Flint must resign or be dismissed immediately. The entire GTAA management team must be replaced.

The community has lost all confidence in their ability or willingness to act in good faith.

And to you, Minister Freeland—oversight is not optional. The GTAA falls under your federal jurisdiction. You have known of these failures. You have seen the reports. You have received the warnings. If you are not willing to act—if you cannot bring yourself to defend the public against institutional fraud and environmental assault—then you, too, must step aside.

Pearson Airport is not the private playground of executives who lie to get expansion approvals, erase community complaints, and bury public health evidence. It is a federally leased public facility. The rules must be enforced.

This is not just about noise. It is about governance, truth, and public harm.

And it is about justice long denied.

We are demanding full transparency, criminal investigation, and federal takeover if necessary.

Because this is not how a country like Canada should run its airports.

Attached below is a screenshot of the newly discovered data inconsistencies.

This is your opportunity to act—before even more evidence is destroyed.

Sincerely,

Fabio Ovettoni

The report below is a summary of complaints and individuals relating to Toronto Pearson operations, sorted by federal riding and city.

To change between federal riding and city, select the drop-down list in the top-left corner of the report. To view a specific federal riding or city, select the area on the map or select the name in the table. Click the column names in the table to sort by that value (for example, 'Number of Individuals').

The default time period is the most recent month for which data is available. To change the month, select the drop-down list in the top-right corner of the report.

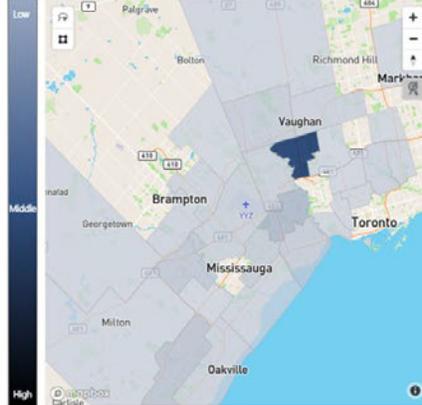
In Q1 2025 the complaint management system experienced four separate outages totaling ~27 hours. We are working with vendors to recover this data.

By Federal Ridings -

April 2025

Select a month: Report Month

Individuals by Federal Ridings



Complaints by Federal Ridings

Federal Ridings	Number of Individuals	Number of Complaints
...	2	12
Brampton Centre	3	23
Brampton East	1	16
Brampton South	3	23
Davenport	1	2
Don Valley East	3	38
Don Valley North	1	10
Don Valley West	4	70
Eglinton-Laurence	1	2
Eglinton Centre	21	136
Eglinton North	6	152
Eglinton-Lakeshore	3	67
Humber River-Black Creek	112	65,406
King-Vaughan	2	18
Markham-Uhnouille	1	1
Milton	2	2,042
Mississauga East-Cooksville	8	41
Mississauga-Eton Mills	1	35
Mississauga-Lakeshore	3	7
Mississauga-Milton	5	15
Mississauga-Streetville	11	69
Oakville	4	177
Oakville North-Burlington	13	1,188
Parkdale-High Park	2	2,339
Thornhill	4	1,289
Total	233	75,473

All Complaints

75,473

All Individuals

233

Complaints by Operation Type



## Exhibit D – Scientific References

This exhibit provides excerpts and references from authoritative health and safety studies:

- World Health Organization (2018) – Environmental Noise Guidelines
- RAND Corporation (2016) – Economic Costs of Insufficient Sleep
- AAA Foundation (2016) – Acute Sleep Deprivation and Crash Risk

### 1. World Health Organization (2018) – Environmental Noise Guidelines

These guidelines were developed by the WHO Regional Office for Europe and offer evidence-based recommendations for protecting public health from neighborhood noise caused by transportation, wind turbines, leisure, and more. They are widely regarded as a gold-standard reference for environmental noise policies.

<https://www.who.int/europe/publications/i/item/9789289053563>

#### Excerpt:

##### – WHO (2018), Environmental Noise Guidelines for the European Region

*“The main purpose of these guidelines is to provide recommendations for protecting human health from exposure to environmental noise originating from various sources, such as transportation, wind turbine noise, and leisure noise.”*

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### 2. RAND Corporation (2016) – Economic Costs of Insufficient Sleep

RAND’s comprehensive report quantifies the economic burden that inadequate sleep places on societies across five OECD countries. Key findings include massive GDP losses and reduced productivity.

#### Key findings:

- Estimated economic cost in the U.S. comes to about **\$411 billion annually**, or approximately **2.28% of GDP**. <https://www.rand.org/news/press/2016/11/30.html>  
[RAND Corporation+laasm.org](https://www.rand.org/news/press/2016/11/30.html)
- In other countries: **Japan loses 2.92% of GDP**, **Canada loses 1.35%**, and the **UK up to \$50 billion (1.56%)**.
- Productivity losses come from both absenteeism and presenteeism.  
[https://www.rand.org/content/dam/rand/pubs/research\\_briefs/RB9900/RB9962/RAND\\_RB9962.pdf](https://www.rand.org/content/dam/rand/pubs/research_briefs/RB9900/RB9962/RAND_RB9962.pdf)

**Excerpt:**

**– RAND Corporation (2016), *Why Sleep Matters – The Economic Costs of Insufficient Sleep***

*Insufficient sleep results in broad economic impacts—e.g., in the U.S., losses up to \$411 billion annually (2.28% of GDP), with Japan losing 2.92% and Canada 1.35%; these losses stem largely from reduced productivity due to absenteeism and presenteeism.*

<https://aasm.org/insufficient-sleep-causes-annual-economic-loss-of-up-to-411b-in-u-s/>

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**3. AAA Foundation (2016) – Acute Sleep Deprivation and Crash Risk**

This study from the AAA Foundation for Traffic Safety quantifies how sleep deprivation increases the risk of motor vehicle crashes.

**Notable findings:**

- Even missing just **1–2 hours of sleep doubles crash risk.**  
<https://newsroom.aaa.com/2016/12/missing-1-2-hours-sleep-doubles-crash-risk/>  
<https://aaafoundation.org/wp-content/uploads/2017/12/AcuteSleepDeprivationCrashRisk.pdf>
- A graded risk increase:
  - **6–7 hours** of sleep → 1.3× crash risk
  - **5–6 hours** → 1.9×
  - **4–5 hours** → 4.3×
  - **<4 hours** → 11.5× (risk comparable to drunk driving)  
<https://newsroom.aaa.com/2016/12/missing-1-2-hours-sleep-doubles-crash-risk>  
  
<https://aaafoundation.org/acute-sleep-deprivation-risk-motor-vehicle-crash-involvement/>

**Excerpt:**

**– AAA Foundation (2016), *Acute Sleep Deprivation and Risk of Motor Vehicle Crash Involvement***

*Drivers who slept less than five hours had crash risk comparable to those driving under the influence; specifically, 6–7 h → 1.3×; 5–6 h → 1.9×; 4–5 h → 4.3×; and <4 h → 11.5× crash risk.* [AAA NewsroomAAA Foundation for Traffic Safety](https://newsroom.aaa.com/2016/12/missing-1-2-hours-sleep-doubles-crash-risk)

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## 4. Transport Canada / Hours-of-Service Guidance

*While the lease doesn't directly prescribe sleep hours, Canada's Hours-of-Service regulations implicitly prioritize adequate rest for commercial drivers.*

- **Canadian rules for off-duty rest periods:** Drivers must take **at least 8 consecutive hours off-duty** before resuming driving after long shifts. After the 13-hour driving limit, a mandatory 8-hour rest is required <https://fatiguescience.com/blog/legal-requirements-for-shift-lengths-in-canadian-transportation>
- **Fatigue management guidance:** To ensure proper rest during off-duty periods, practitioners recommend aiming for **7–8 hours of quality sleep** — not merely rest time but actual restorative sleep. <https://hos247.com/canada/resources/eld-mandate/cm-v-driver-hours-of-service>
- **Official Hours-of-Service (HOS) Regulations — TC via Justice Canada**  
These are the **legal standards** for off-duty time for commercial drivers in Canada:
  - **A minimum of 8 consecutive hours off-duty** is required before resuming driving.
  - **At least 10 hours of off-duty time** must be logged each day, which may be split into blocks of 30+ minutes, including that core 8 hours.
  - **No driving** is allowed after:
    - ❖ 13 hours of driving time in a day,
    - ❖ 14 hours of on-duty time, or
    - ❖ 16 hours elapsed since the last 8-hour off-duty period.<https://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/fulltext.html>

### Excerpt:

#### – Transport Canada (Hours-of-Service Regulations and Guidance)

*Drivers must take at least 8 consecutive hours off duty after their driving limit; to optimize safety, aiming for 7–8 hours of quality sleep during these rest periods is strongly encouraged.*

<https://hos247.com/canada/resources/eld-mandate/cm-v-driver-hours-of-service>

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## 5. Health Canada / Canadian Sleep Guidelines

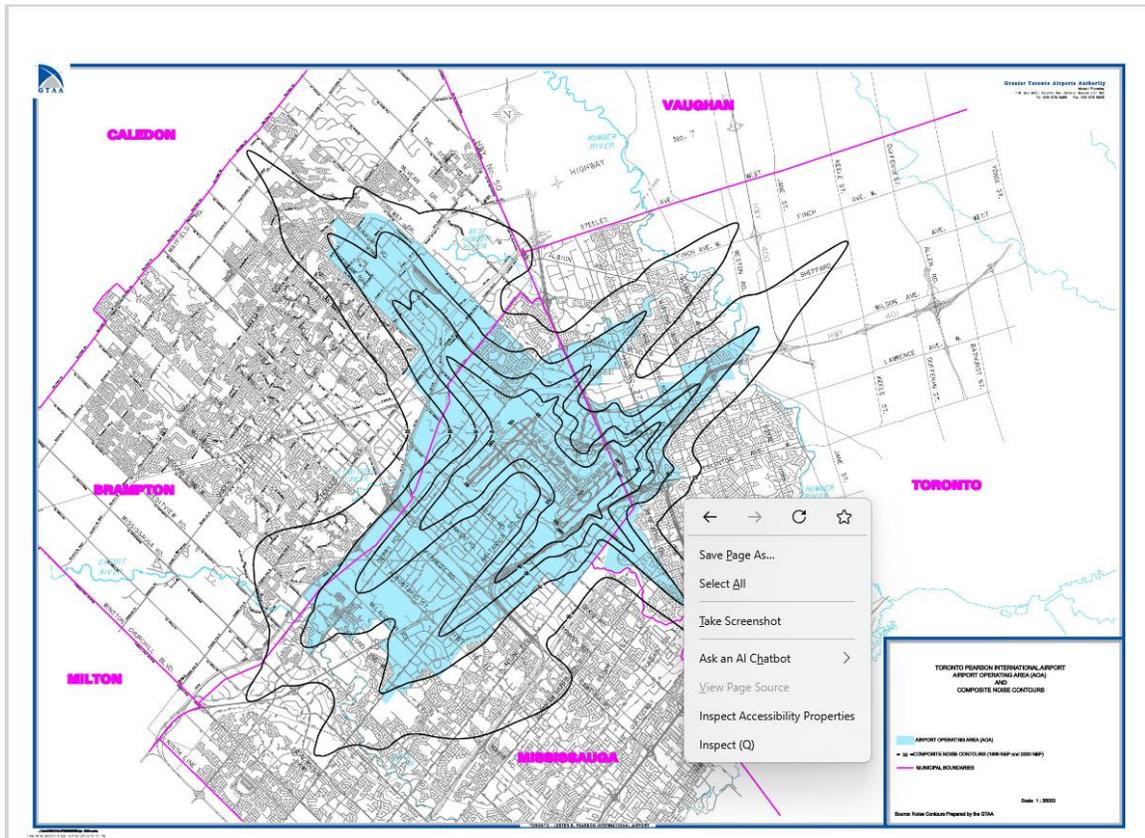
Health Canada supports the **Canadian 24-Hour Movement Guidelines**, offering clinically established sleep recommendations for adults.

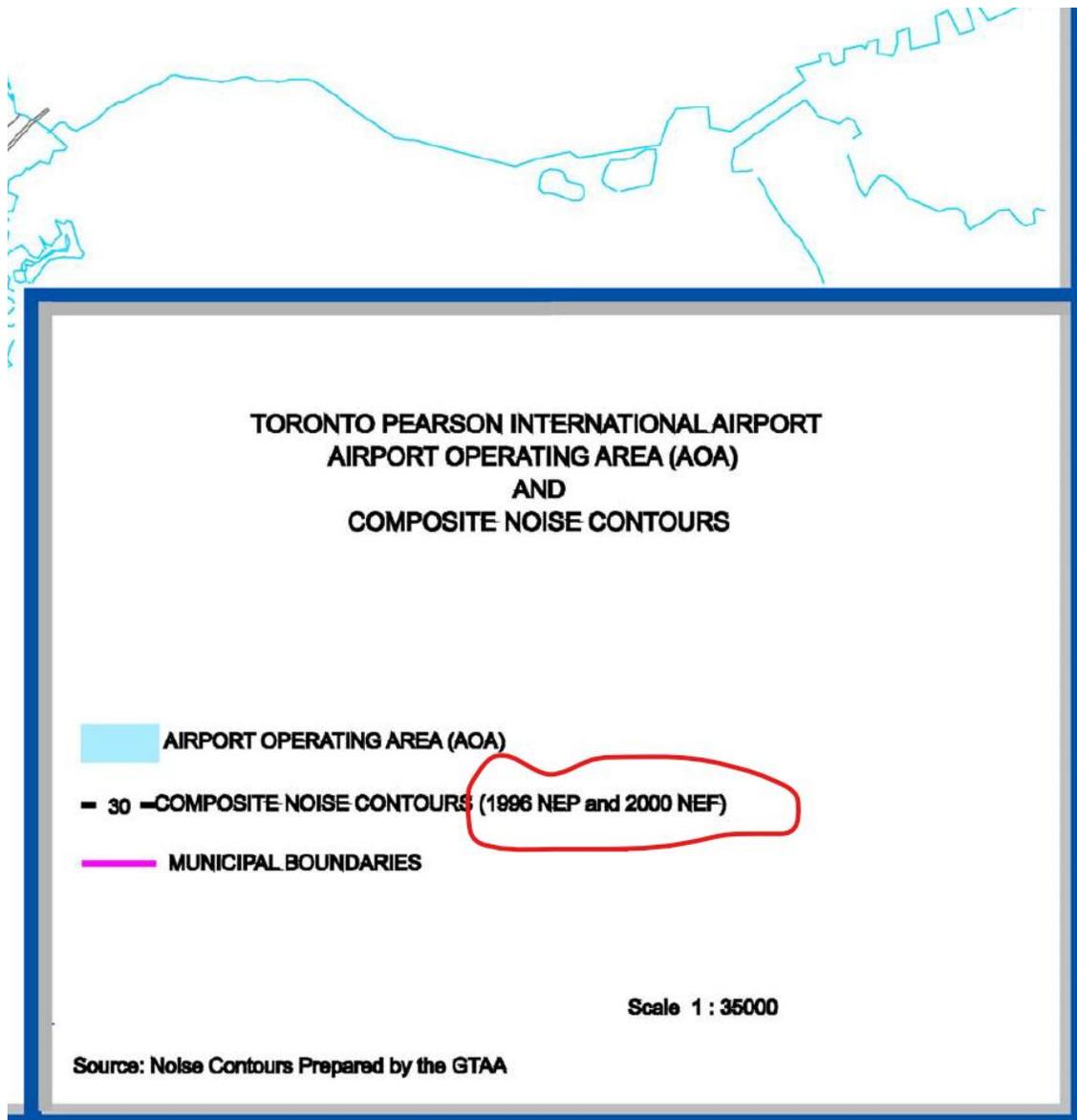
- **Adults (18–64 years): 7–9 hours of good-quality sleep per night**
- **Seniors (65+ years): 7–8 hours per night**, with a focus on consistency and sleep quality <https://www.statcan.gc.ca/o1/en/plus/581-world-sleep-day>

## Exhibit E – Evidence of Outdated NEF

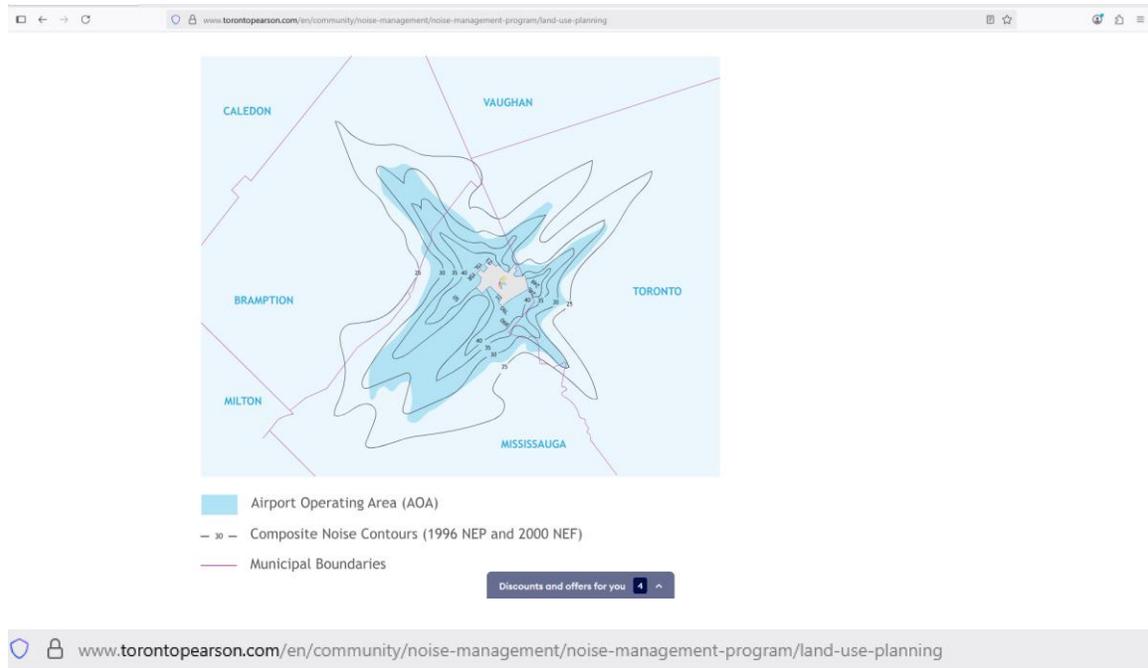
Note: See also Exhibit A, Section 5 (Noise Exposure Forecast / Noise Envelopes), which details the Tenant’s lease obligations to prepare noise forecasts and noise management procedures. The outdated NEF represents a direct breach of these obligations.

This exhibit documents that the Noise Exposure Forecast (NEF) for Toronto Pearson has not been updated since 2000, contrary to lease obligations and federal policy.





<https://cdn.torontopearson.com/-/media/project/pearson/content/community/noise-management/pdfs/aoa-composite-noise-contours.pdf?modified=20190227221209&rev=2dde7fa516364f40b0282f97f07dd21a&hash=FFAB3B0C1C882E0D779C43D17060AF09>



## Noise Exposure Forecast (NEF)

**To support land use planning in the vicinity of airports,** Transport Canada developed a Noise Exposure Forecast (NEF) model to calculate long-term aircraft noise exposure based on forecasted flights, and the assessed level of noise annoyance in those areas. The NEF contour doesn't measure decibel levels of individual flights. Instead, it's a cumulative noise value of overall forecasted flights and noise annoyance that factors in loudness, frequency, duration, and time of occurrence. It should be noted that individual response to noise exposure are subjective and varied.