



PROTECTED B

October 8, 2025

Mr. [REDACTED]

Re: File No. PSIC-D-2025-0955

Dear Mr. [REDACTED]

This letter is in response to the submission of information concerning alleged wrongdoing in the federal public sector that you made to my Office on September 9, 2025, pursuant to subsection 33(1) of the *Public Servants Disclosure Protection Act* (the Act), and further to correspondence from my Office to you dated July 28, 2025, August 5, 2025, August 12, 2025, and September 2, 2025, regarding the same subject-matter. The purpose of this letter is to inform you of my decision not to proceed with an investigation into your allegations for the reasons outlined below.

Before I may commence an investigation based on information received from a person who is not a public servant, subsection 33(1) of the Act provides that I must have reason to believe that wrongdoing, as defined under section 8 of the Act, has been committed. I must also have reasonable grounds to believe that the public interest requires an investigation, taking into account sections 23 and 24 of the Act, which set out the restrictions and discretionary factors to be considered in deciding whether to commence an investigation.

I note that I have already issued multiple decisions on substantially the same subject-matter, namely, the administration and enforcement of the *Canadian Environmental Protection Act*, the *Aeronautics Act*, and associated regulations by Transport Canada in relation to Toronto Pearson International Airport (file nos. PSIC-D-2025-0577, PSIC-D-2025-0722, PSIC-D-2025-0779, PSIC-D-2025-0833, and PSIC-D-2025-0878). For example, your allegations that Transport Canada has refused to enforce the Greater Toronto Airports Authority's (GTAA) obligations to comply with laws under the terms of the ground lease and has tolerated the disabling of community noise monitors, the alteration of reports, the falsification of data, and inaction in the face of public disclosures, all of which you allege has created risks to public health and safety due to excessive aircraft noise, are substantially similar to your allegations in PSIC-D-2025-0878.

Although you claim that your most recent submission "introduces additional and material evidence not included in prior filings," more specifically, the GTAA's alleged failure to update the Noise Exposure Forecast, I am of the opinion that this is not, as you

suggest, "a distinct and ongoing form of gross mismanagement and a substantial danger to the health and safety of the public," but rather a continuation of the numerous submissions you have already made to my Office. Moreover, upon review of your latest submission, I note that you have not provided reasonable information to support your allegations regarding the actions of the GTAA, including any alleged legislative or regulatory breaches, that Transport Canada has not met its enforcement or oversight obligations in relation to any such actions, or that this has created a substantial and specific danger to the health and safety of the public or otherwise led to wrongdoing under section 8 of the Act.

As a result, given that I do not have reason to believe that wrongdoing as defined under the Act may have occurred, the requirements of subsection 33(1) of the Act are not met and an investigation will not be commenced into your allegations.

Please note that my decisions are final, and I will not consider subsequent submissions that raise substantially the same allegations.

Sincerely,

A handwritten signature in dark ink, appearing to read 'HS', with a long, thin vertical line extending downwards from the end of the signature.

Harriet Solloway
Commissioner