

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.

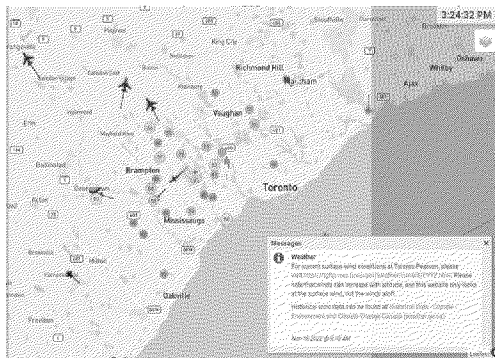


Daryl Henderson

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 9th and 10th 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

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Daryl Henderson

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

From: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>
Sent: July 10, 2024 7:19 AM
To: Daryl Henderson <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
151 Slater St., Ottawa, ON K1P 5H3
Toll Free/ Sans frais: 1-800-378-4693
www.navcanada.ca



If you do not wish to receive further electronic communications, please click [here](#).
Si vous ne désirez plus recevoir des communications électroniques, veuillez cliquer [ici](#).

From: Daryl Henderson <dhenderson37@live.com>
Sent: Monday, July 8, 2024 11:50 PM
To: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>
Cc: judy.sgro@parl.gc.ca; Fabio Ovettoni <fabio217@yahoo.com>; IRENE FORD <ireneford@rogers.com>
Subject: [EXT] Fw: Blackfriar Park Noise Monitor on Webtrack

From: Daryl Henderson <dhenderson37@live.com>
Sent: July 8, 2024 11:38 PM
To: patrick.hebert@navcanada.com <patrick.hebert@navcanada.com>
Cc: judy.sgro@parl.gc.ca <judy.sgro@parl.gc.ca>; Fabio Ovettoni <fabio217@yahoo.com>; IRENE FORD <ireneford@rogers.com>; Pat Taney <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

 Fabio Ovetini
To: Deborah, and 2 others; Co: 230 Community and CM ... · Fri, 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.

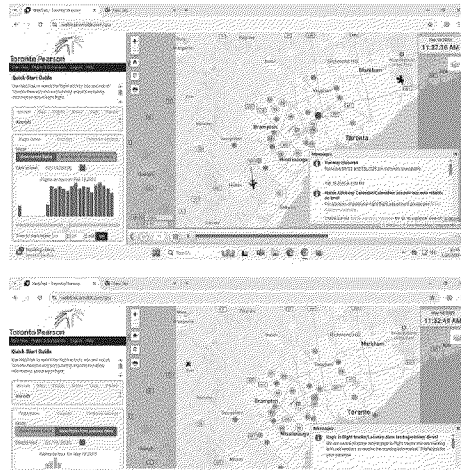
Noise Monitoring Terminal #59, located at Tobias Park, has been non-functional for over three months. There is no public acknowledgement of the outage. There is no notice, no explanation, and no timeline for repair. The community has been left completely in the dark.

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 Ovetini



May 19, 2025 – Oriole Park Noise Monitor Station

 Fabio Overini
To: Deborah, and 2 others, Co: ZIG-Community, and T44... Mon, May 19 at 11:44 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.

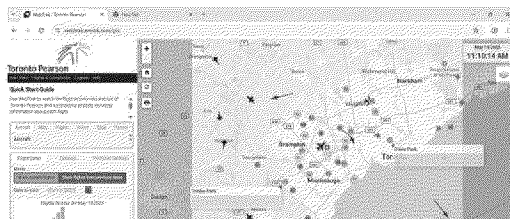
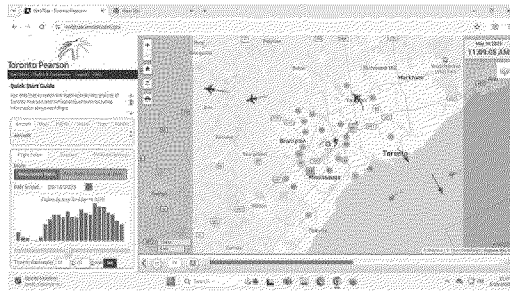
This is not an isolated incident. It's part of a larger pattern of neglect and mismanagement that continues to erode trust in the agencies and operators responsible for safeguarding public health and upholding federal infrastructure obligations.

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 Overini



June 30, 2025 – Oriole Park Noise Monitor Station



Fabio Orsini
To: Minister and 3 others, Co: orsini@toronto.ca - Mon, Jun 30 at 8:27 am.

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

Minister Freeland,
Ms. Filé,

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 fulfil 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.

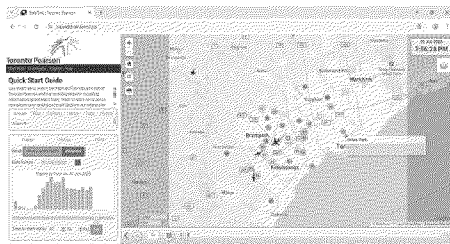
We demand:

- Immediate restoration of the Oriole Park NMT;
- A public explanation for the repeated outages;
- A formal audit of GTAA'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 GTAA's dumping ground.

Sincerely,
Fabio Orsini

P.S. In Japan, *harai* (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 1, 2025 10:04 AM EST

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

Mr. Flint 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.

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:

"To 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."

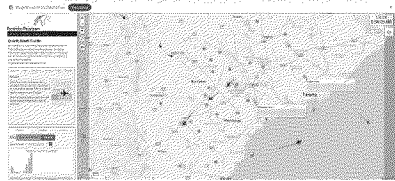
This is one of those moments.

Sincerely,
Fabio Overlini

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 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

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.

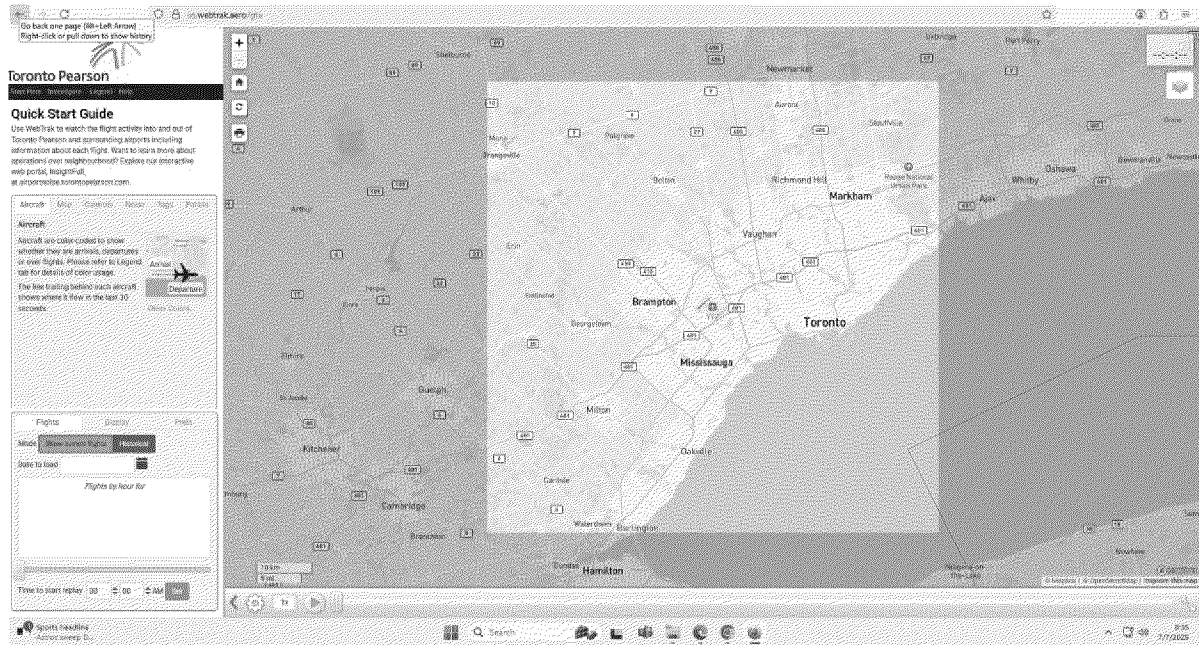
This silencing of residents — in the face of overwhelming noise exposure, sleep deprivation, and medical distress — is not only unethical, it may constitute a Charter violation.

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



Fabio Ovetini

To: communityengagement@lga.sask.ca and 7 others · Sun, Jul 27 at 10:27 pm

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?

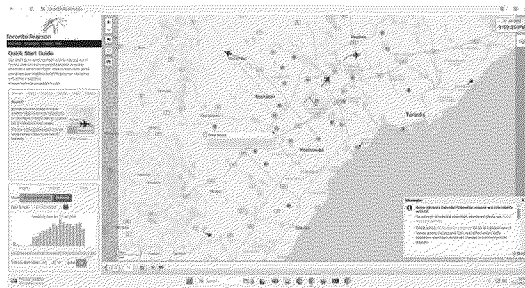
Nothing.

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 Ovetini



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

Recurring Failure of Noise Monitor Terminals @

Fabrizio Crestini
To: 3434987@ontario.ca; 3434987@ontario.ca; 3434987@ontario.ca; 3434987@ontario.ca

Subject: Recurring Failure of Noise Monitor Terminals

To: Mr. Phil, 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 *Access to Information Act*, GTAA is obligated to operate in accordance 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 transparent Canada and the public with accurate data.

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

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

Below are the print screens documenting the failures.

Sincerely,

Fabrizio Crestini

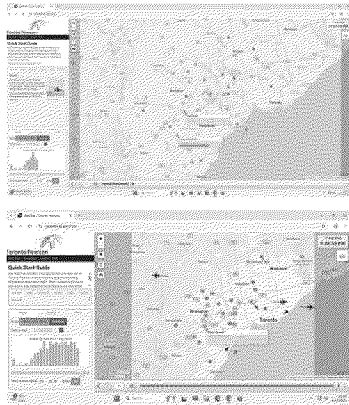


Exhibit C – Altered Noise Complaint Reports

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**:

Offence Type	Possible Maximum Prison Sentence
Forgery (Criminal Code §366)	Up to 10 years
Uttering a forged document	Up to 10 years
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

Phone (416) 247-7682

TorontoPearson.com

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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

Cc: councillor_perruzza@toronto.ca; petitions@oag-bvg.gc.ca; ida.lipreti@tcdsb.org;
matias.dedovitiis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; hcinfo.infosc@canada.ca;
complaint.plainte@chrc-ccdp.gc.ca; info@psic-ispc.gc.ca; mark.holland@parl.gc.ca;
yaara.saks@parl.gc.ca; eric.costen@hc-sc.gc.ca; greg.orensak@hc-sc.gc.ca;
jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca;
matias.dedovitiis@toronto.ca; trakocevic-co@ndp.on.ca; doug.fordco@pc.ola.org;
adeled@rogers.com; justinehayashi@hotmail.com;
valentinamontealegredelahoza@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@timothy.cs.com; piac.ward01@tdsb.on.ca; daniele.marra-scire@tcdsb.org;
cspc.ststephen@tcdsb.org; joseph.martino@tcdsb.org; elmlea@tdsb.on.ca;
sylvia.jones@ontario.ca; 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;
ggailsci@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; istvanmolnar608@gmail.com; rminichiello@verityintl.com;
tony.de.marchi031@gmail.com; kimmyhoang9@gmail.com; sgurpersaud@gmail.com;
sdverrel@yahoo.ca; gkit@rogers.com; doorperson@me.com;
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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;
pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
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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;
jahllivesini@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;
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; tonymoce@sympatico.ca;
lisaschauer0@gmail.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; 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.

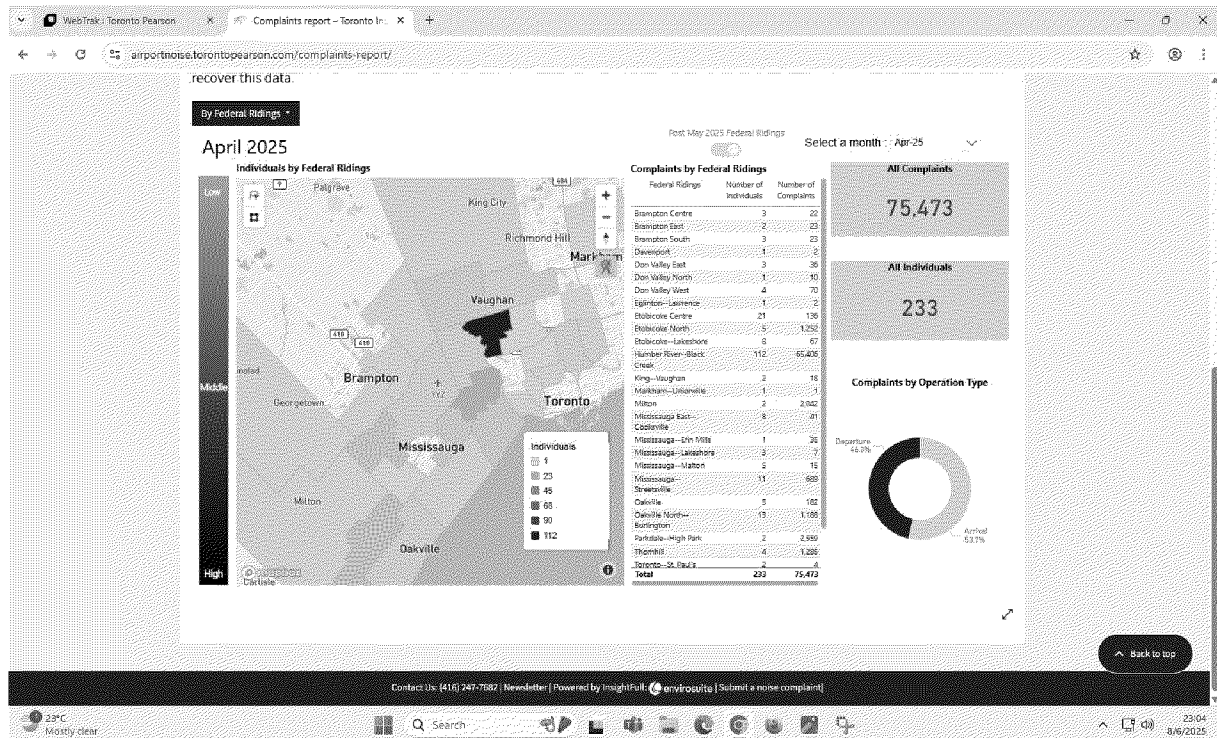
Now you get to wear it.

Sincerely,

Fabio Ovetтини

"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 Ovetтини <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?

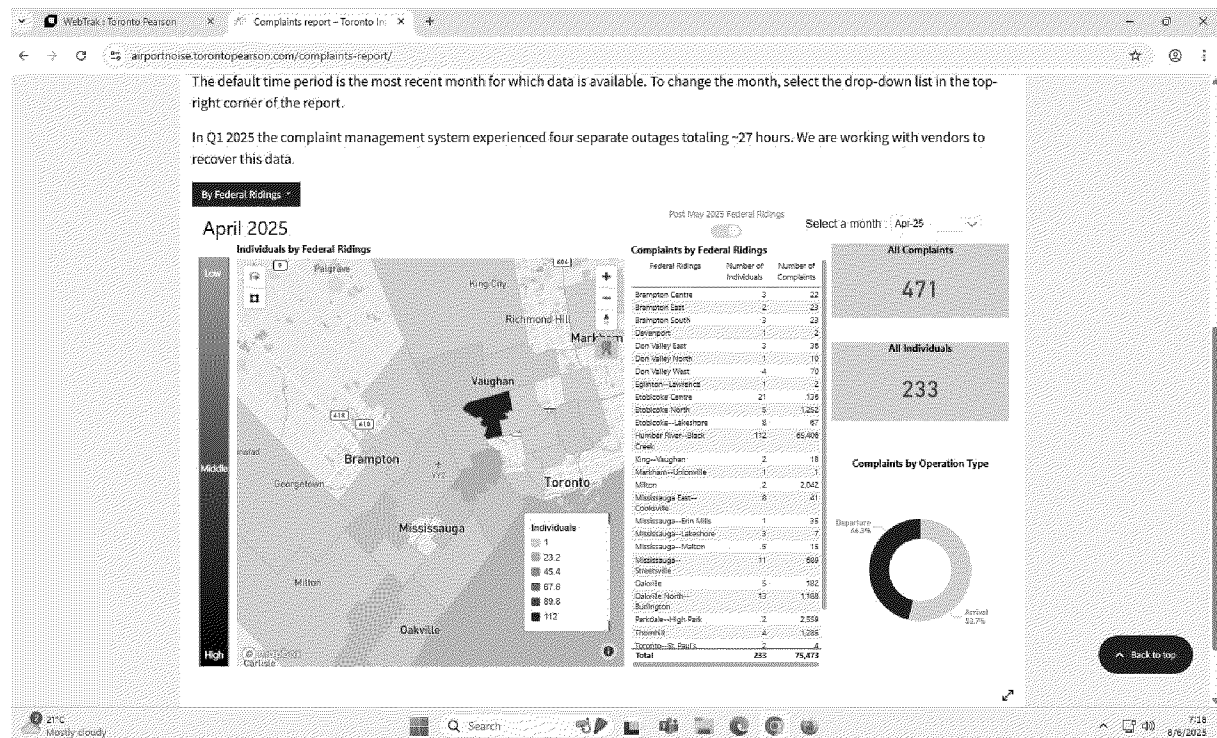
This is not a “misunderstanding” on my part. It is a technical failure, a transparency failure, and frankly, a professional failure on yours. Your dismissive tone — brushing off legitimate, evidence-backed concerns as “confusion” — only adds insult to injury.

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.

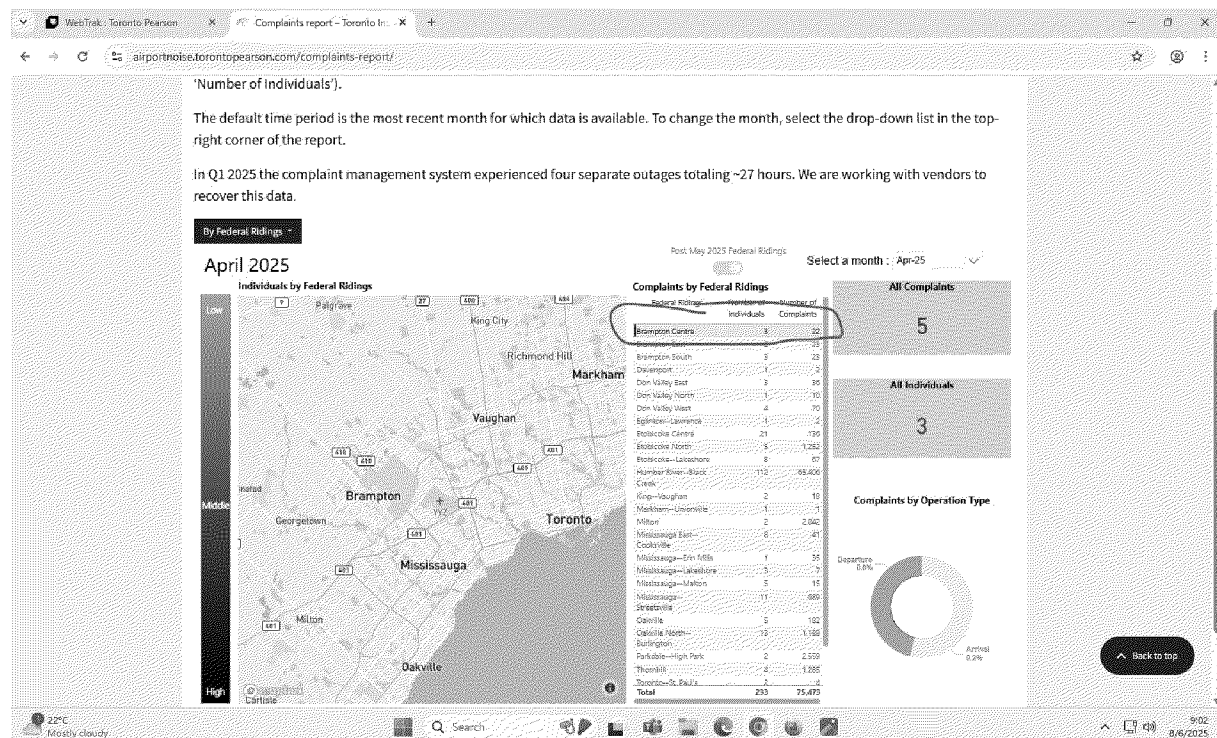
I expect a formal acknowledgment of the discrepancy shown in the attached screenshots, and an apology for the misleading and dismissive nature of your last message.

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> 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

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

Phone (416) 247-7682

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Although this e-mail and any attachments are believed to be free of any virus or other defects that might affect any computer or IT system into which they are received, no responsibility is accepted by the Greater Toronto Airports Authority for any loss or damage arising in any way from the receipt or use thereof.

From: Fabio Ovettoni <fabio217@yahoo.com>

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

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

Cc: ZYG-Community Engagement <communityengagement@gtaa.com>; councillor_perruzza@toronto.ca; judy.sgro@parl.gc.ca; petitions@oag-bvg.gc.ca; ida.lipreti@tcdsb.org; matias.dedovitiis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; pm@pm.gc.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcminfo.infosc@canada.ca; hcmminister.ministresc@hc-sc.gc.ca; complaint.plainte@chrc-ccdp.gc.ca; info@psic-isp.gc.ca; mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; eric.costen@hc-sc.gc.ca; hcmminister.ministresc@canada.ca; greg.orencsak@hc-sc.gc.ca; jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca; matias.dedovitiis@toronto.ca; trakocevic-co@ndp.on.ca; doug.fordco@pc.ola.org; adeled@rogers.com; justinehayashi@hotmail.com; valentinamontealegredeleahoz@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; piac.ward01@tdsb.on.ca; daniele.marra-scire@tcdsb.org; cspc.ststephen@tcdsb.org; joseph.martino@tcdsb.org; elmlea@tdsb.on.ca; sylvia.jones@ontario.ca; blair.hains@ontario.ca; nadurus@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; ggailsci@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; istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com; kimmyhoang9@gmail.com; sgurpersaud@gmail.com; sdverrel@yahoo.ca; gkit@rogers.com; doorperson@me.com; brigittecontento@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; pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;

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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; lqdisaba@gmail.com;
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;
lisaschauer0@gmail.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; robvjus@gmail.com;
publichealth@toronto.ca; 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."

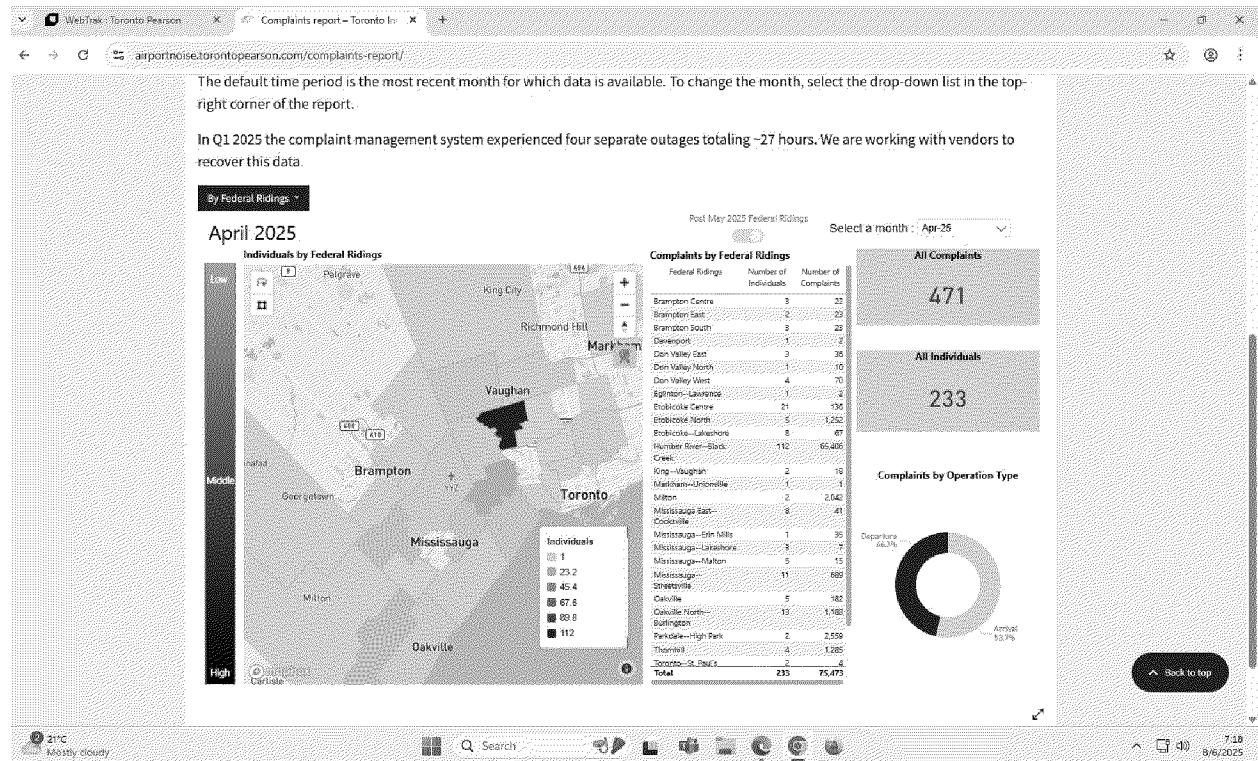
If there is any remaining shred of integrity left in your leadership, then Steven Thomas must be removed immediately.

Sincerely,

Fabio Ovettoni

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-isp.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-isp.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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councillor_malik@toronto.ca; councillor_saxe@toronto.ca; councillor_matlow@toronto.ca;
councillor_moise@toronto.ca; councillor_fletcher@toronto.ca;
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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;
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istvannemolnar226@gmail.com; laurahorvath167@gmail.com;
istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com;
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;
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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;
pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
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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;
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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

airport.mississauga.com/complaints-report/

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').

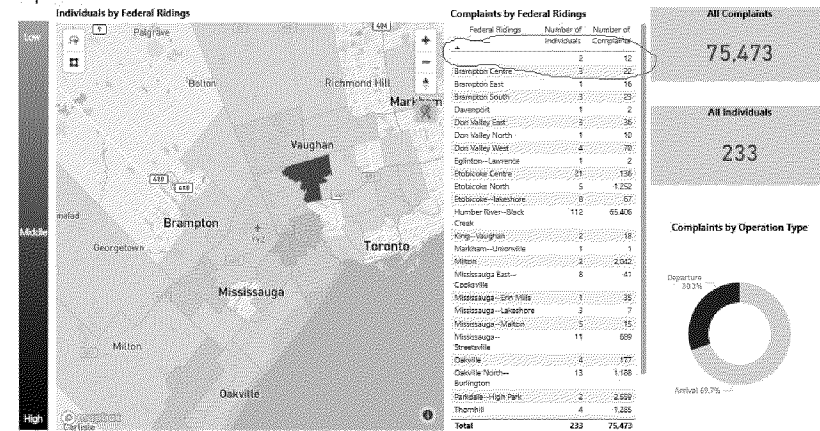
The default time period is the most recent month for which data is available. To change the month, select the drop-down list in the top-right corner of the report.

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



News for you
federal judge bl...

Search

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.”

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

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/>

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](#)

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/cmv-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/cmv-driver-hours-of-service>

5. Health Canada / Canadian Sleep Guidelines

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

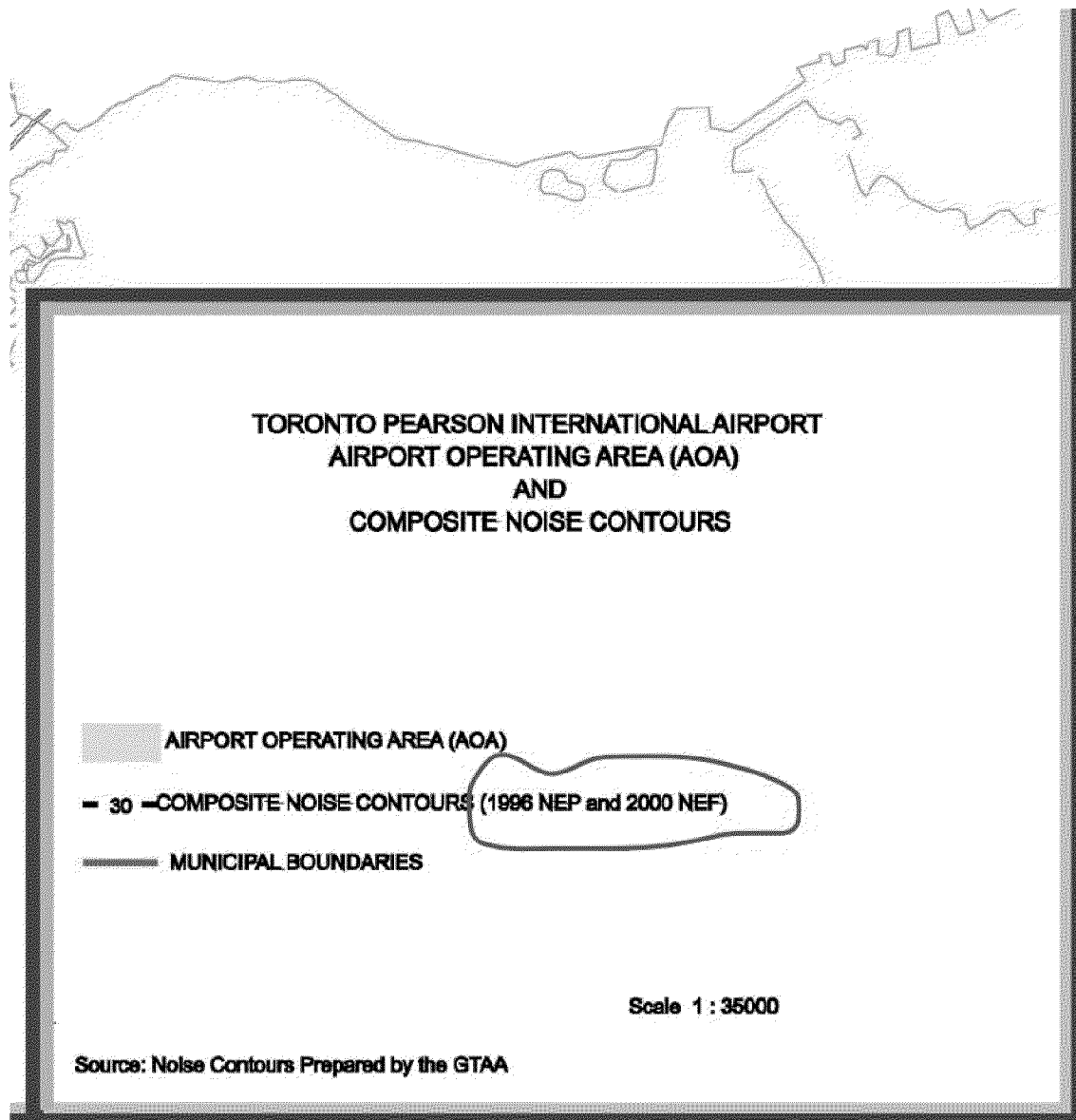
- **Adults (18–64 years): 7–9 hours of good-quality sleep per night**
- **Seniors (65+ years): 7–8 hours per night**, with a focus on consistency and sleep quality <https://www.statcan.gc.ca/o1/en/plus/581-world-sleep-day>

Exhibit E – Evidence of Outdated NEF

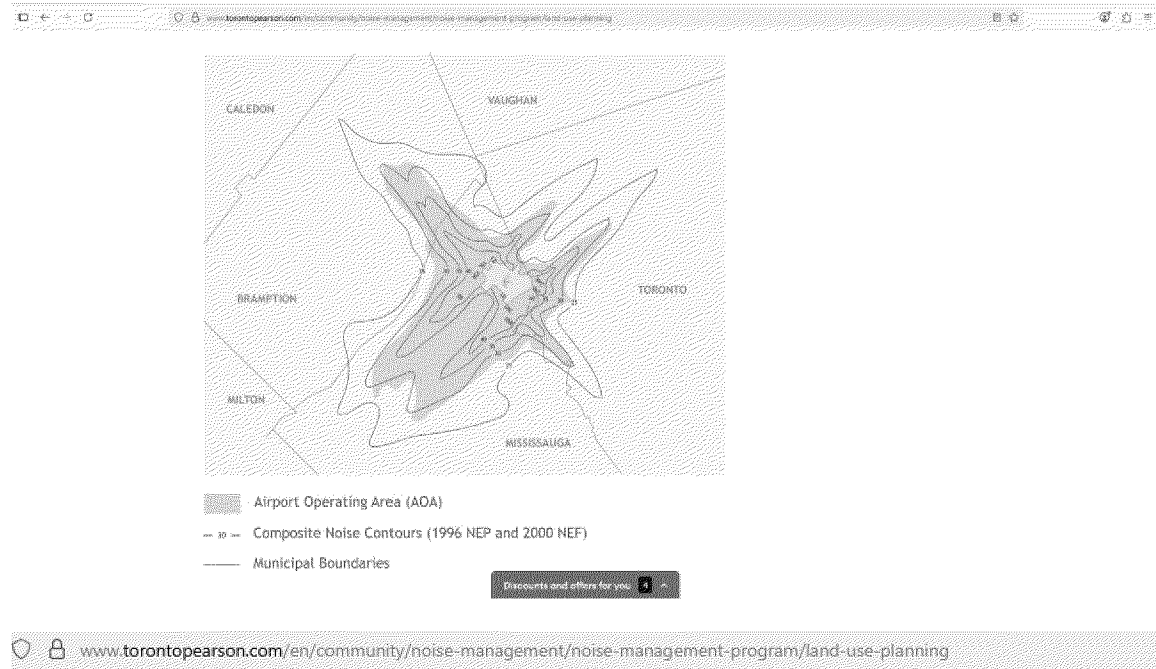
Note: See also Exhibit A, Section 5 (Noise Exposure Forecast / Noise Envelopes), which details the Tenant's lease obligations to prepare noise forecasts and noise management procedures. The outdated NEF represents a direct breach of these obligations.

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.

Friday, December 13, 2024

Request for Clarification on Noise Report Discrepancies

Dear [REDACTED]

“You can fool some of the people all of the time, and all of the people some of the time, but you can not fool all of the people all of the time.”

— Abraham Lincoln

I would like to address some continued discrepancies in the tailored noise complaint reports for July and August 2024. These discrepancies raise concerns about the accuracy and transparency of the data provided. As you know, the integrity of these reports is critical, as they form the basis for important decisions, including airport expansion approvals.

Here are the discrepancies that require clarification:

July 2024

- **Before last make-up session:**
 - Total Complaints: 128,377
 - Total Individuals: 236
- **After last make-up session:**
 - Total Complaints: 22,085
 - Total Individuals: 168
 - +
- **Combined Totals (Reported):**
 - Complaints: 169,903
 - Individuals: 233

July 2024 Select a month : Jul-24

The report includes complaints submitted by individuals using Toronto Pearson's complaint process. Additionally, according to our records, 147,818 complaints for 65 Humber River-Black Creek residents were submitted via automation. Since October 2024, auto-generated complaints are excluded from monthly reports. For more information, please see the GTAA noise complaint process.

The complaint and individual totals before and after the last make-up session do not reconcile with the combined totals reported.

August 2024

- **Before last make-up session:**
 - Total Complaints: 363,274
 - Total Individuals: 307
- **After last make-up session:**
 - Total Complaints: 24,785
 - Total Individuals: 206

- +
August 2024
Select a month : Report Month
- The report includes complaints submitted by individuals using Toronto Pearson's complaint process. Additionally, according to our records, 535,397 complaints for 99 Humber River-Black Creek residents were submitted via automation. Since October 2024, auto-generated complaints are excluded from monthly reports. For more information, please see the GTAA noise complaint process.
- **Combined Totals (Reported):**
 - Complaints: 560,182
 - Individuals: 305

Again, the combined totals appear inconsistent when compared to the sums of the before and after data.

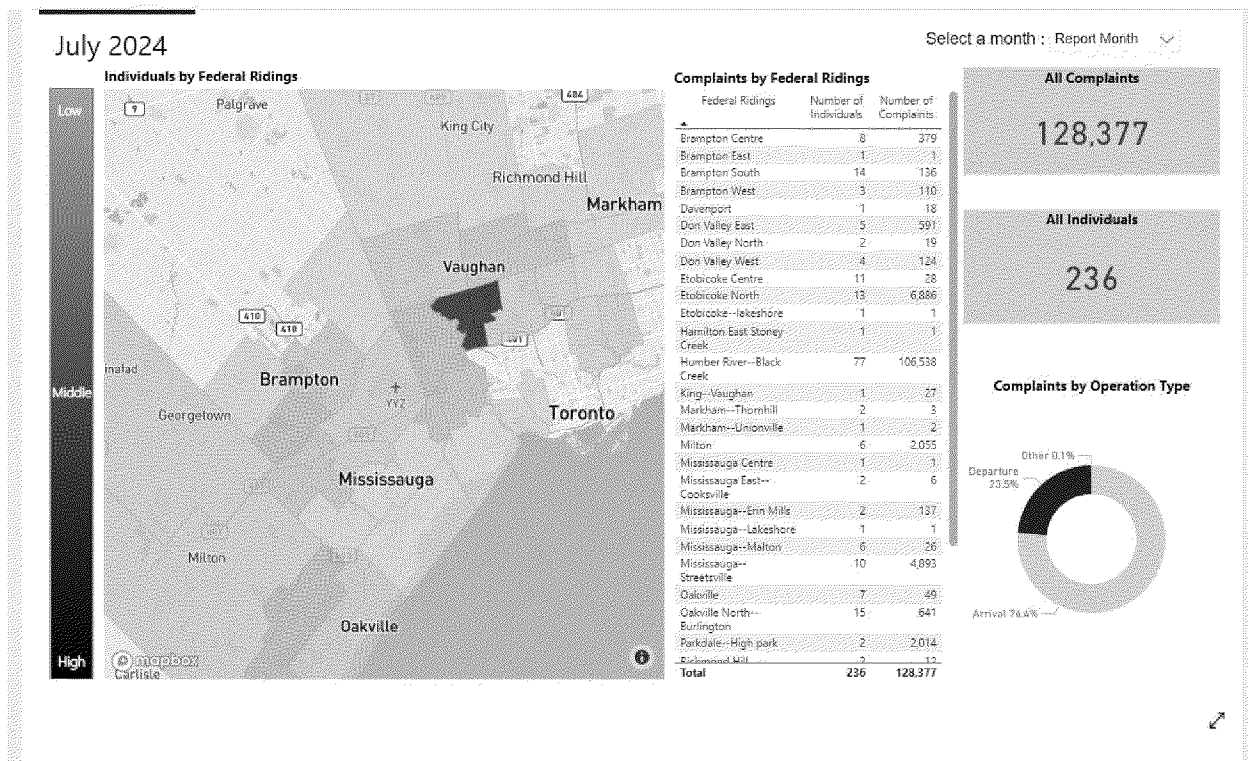
Could you please clarify how these figures were calculated? If any adjustments or methodologies have been applied that might explain these discrepancies, I would appreciate a detailed explanation. The repeated discrepancies suggest malice, incompetence—or, more likely, a combination of both.

Thank you for your attention to this matter. I look forward to your response.

Sincerely,

FO

se.torontopearson.com/complaints-report/



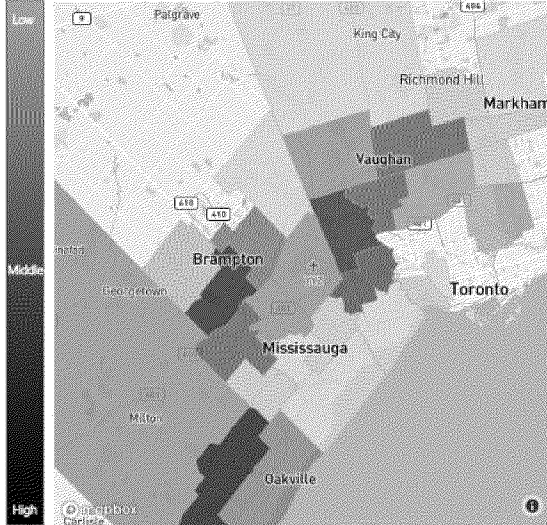
By Federal Ridings

July 2024

Select a month: Jul-24

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Individuals by Federal Ridings



Complaints by Federal Ridings

Federal Ridings	Number of Individuals	Number of Complaints
Brampton Centre	8	382
Brampton East	1	1
Brampton South	14	136
Brampton West	3	110
Davenport	1	18
Don Valley East	5	281
Don Valley North	2	16
Don Valley West	4	124
Etobicoke Centre	11	28
Etobicoke North	13	6,901
Etobicoke-Lakeshore	1	1
Hamilton East-Stoney Creek	1	1
Humber River-Black Creek	10	212
King-Vaughan	1	27
Markham-Thornhill	2	3
Markham-Unionville	1	2
Milton	6	2,053
Mississauga Centre	5	1
Mississauga East-Cooksville	2	6
Mississauga-Erin Mills	2	137
Mississauga-Lakeshore	1	1
Mississauga-Milton	6	26
Mississauga-Scarsville	10	4,902
Oakville	7	89
Oakville North	15	542
Total	168	22,085

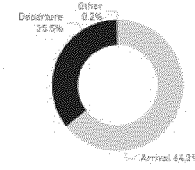
All Complaints

22,085

All Individuals

168

Complaints by Operation Type

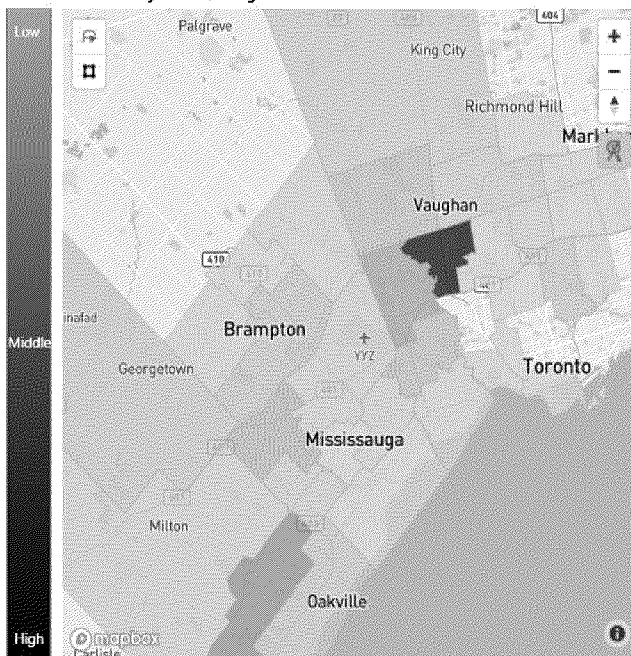


By Federal Ridings

August 2024

Select a month: Report Month

Individuals by Federal Ridings



Complaints by Federal Ridings

Federal Ridings	Number of Individuals	Number of Complaints
Bramalea-Gore-Milton	1	1
Brampton Centre	9	89
Brampton East	3	11
Brampton North	1	1
Brampton South	8	85
Brampton West	3	31
Davenport	1	19
Don Valley East	1	2
Don Valley North	1	60
Don Valley West	7	82
Eglinton-Lawrence	1	4
Etobicoke Centre	12	44
Etobicoke North	25	8,242
Etobicoke-Lakeshore	3	3
Humber River-Black Creek	106	336,637
King-Vaughan	6	47
Markham-Thornhill	2	9
Milton	4	2,551
Mississauga Centre	1	7
Mississauga East-Cooksville	4	9
Mississauga-Erin Mills	5	175
Mississauga-Lakeshore	1	1
Mississauga-Milton	4	19
Mississauga-Scarsville	16	6,680
Oakville	8	110
Oakville North	35	1,456
Total	307	363,274

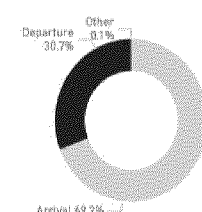
All Complaints

363,274

All Individuals

307

Complaints by Operation Type

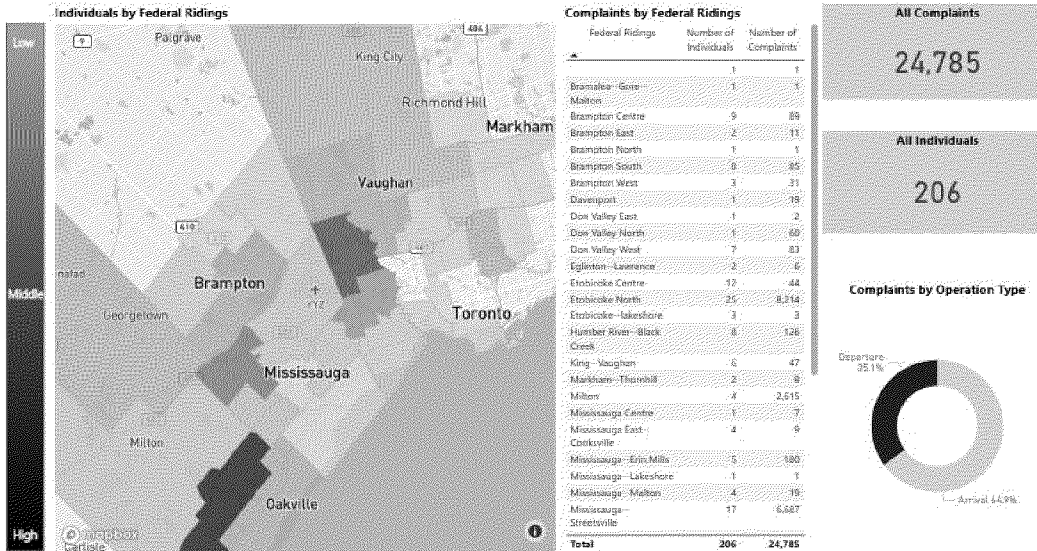


By Federal Ridings ▾

August 2024

Select a month Report Month ▾

The report includes complaints submitted by individuals using Toronto Pearson's complaint process. Additionally, according to our records, 535397 complaints for 99 Humber River-Black Creek residents were submitted via automation. Since October 2024, auto-generated complaints are excluded from monthly reports. For more information, please see the GTAA noise complaint process.



From: Fabio Ovettoni
To: Peter.Schlefer@parl.gc.ca; Dan.Albas@parl.gc.ca; Xavier.Barsalou-Duval@parl.gc.ca; Will.Greaves@parl.gc.ca; Mike.Kelloway@parl.gc.ca; Stephane.Lauzon@parl.gc.ca; Philip.Lawrence@parl.gc.ca; Leslyn.Lewis@parl.gc.ca; Dan.Muys@parl.gc.ca; Chi.Nouwen@parl.gc.ca; TRAN@parl.gc.ca
Cc: Speaker.President@parl.gc.ca; speaker.president@parl.gc.ca; francis.scarpaleggia@parl.gc.ca; Prime Minister | Premier Ministre; crystia.freeland@parl.gc.ca; Minister of Transport / Ministre des Transports (TC); hcmilster.ministres; Ministre / Minister (ECCC); Judy - M.P. Sgro
Subject: Request for Oversight – Lack of Transparency and Broken Commitments at Sept 4, 2025 Noise Meeting
Date: 2025-09-18 8:58:52 AM
Attachments: Rebuttal.pdf

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Subject: Request for Oversight – Lack of Transparency and Broken Commitments at Sept 4, 2025 Noise Meeting

- Dear Members of the Standing Committee on Transport, Infrastructure and Communities,

I am writing to request your urgent oversight regarding the **September 4, 2025 community noise meeting** in Toronto, attended by representatives of the Greater Toronto Airports Authority (GTAA), NAV CANADA, Transport Canada, and local residents.

At this meeting, several commitments were made to ensure transparency and accountability. To date, none of these have been honored:

- A **full list of attendees** (names and organizations) was promised but never shared.
- Mr. Steve Thomas (GTAA) committed to providing the **meeting minutes**, which have not been circulated.
- Mr. Thomas also claimed that the **GTAA lease requires the Authority to “fulfill demand.”** When challenged, he promised to provide the specific lease clause and page reference. No such reference has been provided.
- Mr. Chase (GTAA) promised to provide GTAA's **historical night traffic numbers**, but no data has been delivered.

Beyond these broken promises, there are deeper issues of accountability. I notified both the **Honourable Chrystia Freeland** and my own MP, **Honourable Judy Sgro**, that former Minister Pablo Rodriguez had made inaccurate statements in the House of Commons concerning Transport Canada's jurisdiction over aircraft noise. I also requested that the parliamentary record be rectified. **Neither Minister Freeland nor MP Sgro ever replied to this request, nor to repeated follow-up emails from the community.**

This silence reflects a broader strategy of ignoring the issues, hoping that residents will grow tired and stop pressing for accountability. Such avoidance undermines the credibility of Parliament and leaves communities unprotected from the serious health and environmental impacts of airport operations.

For reference, I have attached a rebuttal that documents the inaccuracies in Mr. Rodriguez's statements and explains why they require correction.

Accordingly, I respectfully request that the Committee:

1. **Review the conduct of Transport Canada and GTAA** in relation to the Sept 4 meeting, including their failure to honour commitments to the community.
2. **Request production of all records** related to the meeting — including pre-meeting planning, attendance lists, minutes, presentations, follow-up correspondence, and promised data.
3. **Schedule a public hearing** with GTAA and Transport Canada officials to explain the lack of transparency and produce the requested records on the record.
4. Request a response from Minister Freeland and MP Sgro as to why they ignored the request to rectify the parliamentary record and have consistently failed to respond to community concerns.

Our community has engaged in good faith. The continued failure by federal officials and their partners to provide even the most basic information undermines trust in Canada's transportation governance and in Parliament itself.

Thank you for your attention to this matter. I would appreciate confirmation of receipt and look forward to hearing how the Committee intends to proceed.

Sincerely,
Fabio Ovettoni
34 Jodphur Avenue
Toronto, Ontario, M9M 2J4

Attachment: Rebuttal to remarks by the Honourable Pablo Rodriguez (PDF)

Toronto, August 10, 2025

REBUTTAL TO FORMER MINISTER OF TRANSPORT PABLO RODRIGUEZ'S RESPONSE

(with Evidence Annex)

INTRODUCTION

Former Minister of Transport Pablo Rodriguez claimed:

<https://www.ourcommons.ca/petitions/en/Petition/Details?Petition=441-02385>

“Aircraft noise pollution and mitigation strategies fall beyond TC’s mandate and jurisdictional authority.”

This statement is **misleading, incomplete, and legally indefensible**. Transport Canada is *both* the regulatory authority and the contractual landlord of Toronto Pearson International Airport, with clear powers and obligations to address noise impacts.

1. TRANSPORT CANADA IS THE LANDLORD — AND THE LEASE IS A LEGAL WEAPON THEY REFUSE TO USE

- Transport Canada holds the **Ground Lease Agreement** with the Greater Toronto Airports Authority (GTAA).
- The lease requires the GTAA to:
 - Operate in compliance with all applicable laws.
 - Act in an environmentally responsible manner.
 - Maintain a meaningful process for community consultation.
- Violations of these obligations — such as failure to mitigate noise impacts, manipulating complaint data, or restricting public participation — are enforceable defaults.
- TC can issue default notices, impose corrective action, and, in extreme cases, terminate the lease.

Claiming “it’s not our mandate” while holding this contractual authority is **willful neglect of duty**.

2. ICAO ANNEX 16 IS UNDER THE AERONAUTICS ACT — WHICH IS 100% WITHIN TRANSPORT CANADA'S MANDATE

- **Annex 16** to the Convention on International Civil Aviation covers environmental protection, including **aircraft noise standards and mitigation**.
 - Canada implements Annex 16 under the **Aeronautics Act**, which is administered entirely by Transport Canada.
 - This means noise is not “beyond TC’s jurisdiction” — it is *explicitly within it*.
-

3. TRANSPORT CANADA CONTROLS NAV CANADA'S OPERATING FRAMEWORK

- NAV CANADA designs flight paths and assigns runways but must comply with regulations set and enforced by TC.
 - TC can enact stricter environmental protections or noise abatement requirements by regulation.
 - Pretending NAV CANADA operates independently is a **convenient fiction** that lets TC avoid accountability.
-

4. “TALK TO GTAA AND NAV CANADA” IS A STRATEGIC DODGE

- Residents have been “talking” to GTAA and NAV CANADA for years — the result has been more noise, more health damage, and no meaningful change.
 - The **only** body with legal leverage over both entities is Transport Canada.
 - Directing citizens back to the entities causing the harm is like telling a robbery victim to negotiate with the thief.
-

5. THIS IS NOT A KNOWLEDGE GAP — IT IS A DELIBERATE DERELICTION OF RESPONSIBILITY

- TC knows it holds contractual, regulatory, and international powers over noise management.
 - By denying jurisdiction, it shields GTAA and NAV CANADA from accountability — at the expense of public health.
-

Conclusion:

Transport Canada is not a powerless bystander. It is the regulator, the landlord, and the implementing authority for international environmental standards. The refusal to act on aircraft noise is **not a matter of jurisdiction** — it is a matter of political will.

EVIDENCE ANNEX

A. Ground Lease Agreement – Toronto Pearson International Airport

(Transport Canada → Greater Toronto Airports Authority)

Environmental Responsibility Clause

“The Lessee shall conduct its activities in a manner consistent with the principles of environmental responsibility, including compliance with all applicable environmental laws and regulations...”

Community Consultation Clause

“The Lessee shall establish and maintain a meaningful process for consultation with affected communities on environmental and operational matters...”

Default and Remedies Clause

“If the Lessee fails to remedy any default after written notice, the Minister may terminate this Lease and take possession of the Premises.”

B. Aeronautics Act (R.S.C., 1985, c. A-2)

Section 4.2(1) – Powers of the Minister

“The Minister is responsible for the development and regulation of aeronautics and the supervision of all matters connected with aeronautics...”

Section 4.9(1) – Regulation-making power

The Minister may make regulations:

- (n) “respecting the protection of the environment, including noise levels...”
- (o) “respecting noise abatement procedures...”

C. ICAO Annex 16 – Environmental Protection (Aircraft Noise)

- Requires noise certification standards.
- Requires operational noise abatement procedures.
- Requires monitoring and reporting on aircraft noise exposure.

- Canada implements Annex 16 under the Aeronautics Act — Transport Canada is the authority responsible for enforcement.

D. Transport Canada's Own Official Statement

From TC's public webpage on *Aircraft Noise*:

"Transport Canada is responsible for establishing regulations and standards to control aircraft noise and for ensuring Canada meets its international obligations under ICAO."

This directly contradicts the Minister's claim that noise is beyond TC's mandate.

E. NAV CANADA's Relationship to Transport Canada

- NAV CANADA operates under the **Civil Air Navigation Services Commercialization Act**.
- NAV CANADA is subject to TC's safety and environmental regulations and cannot operate flight procedures that violate noise abatement rules set by TC.

Final Note:

The Minister's statement that aircraft noise is beyond TC's jurisdiction ignores federal law, international obligations, contractual powers, and even TC's own public statements. This is not an oversight — it is a conscious choice to abdicate responsibility and leave communities without protection.

Sincerely,
Fabio Ovettoni
34 Jodphur Avenue,
Toronto, Ontario, M9M 2J4
Canada

ATIA - 19(1)

From: Fabio Ovettoni
To: judy.sgro@parl.gc.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcmminister.ministresc; hcmminister.ministresc@canada.ca; [REDACTED] pm@pm.gc.ca
Cc: communityengagement@qtaa.com; councillor.perruzza@toronto.ca; petitions@oag-bvg.gc.ca; idalipreti@tdsb.org; matias.dedovhis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; hcminfo.infosc@canada.ca; complaint.plainte@chrc-ccdp.gc.ca; info@pslc-cpsc.gc.ca; mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him I I, lu) (HC/SC); Orensal, Greg (he, him I I, lu) (HC/SC); jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca; [REDACTED] sous.fordco@nc.ola.org; adeled@rogers.com; justinehayashi@hotmail.com; [REDACTED] councillor.crisanti@toronto.ca; danielle.marra-scire@tdsb.org; cspc.ststephen@tdsb.org; councillor.holyday@toronto.ca; councillor.morley@toronto.ca; councillor.perks@toronto.ca; councillor.nunziata@toronto.ca; councillor.pasternak@toronto.ca; councillor.colle@toronto.ca; councillor.mallik@toronto.ca; councillor.saxe@toronto.ca; councillor.matlow@toronto.ca; councillor.moise@toronto.ca; councillor.fletcher@toronto.ca; councillor.chemoslin@toronto.ca; councillor.burnside@toronto.ca; councillor.carroll@toronto.ca; councillor.chen@toronto.ca; councillor.bradford@toronto.ca; councillor.kandavel@toronto.ca; councillor.thomson@toronto.ca; councillor.mantes@toronto.ca; councillor.myers@toronto.ca; councillor.ainslie@toronto.ca; [REDACTED]; [REDACTED]; [REDACTED] humbertlecommunitygroup@gmail.com; [REDACTED]; [REDACTED] ws@ctv.ca; [REDACTED]; [REDACTED] judy.sgro.a@parl.gc.ca; jmolaf1@yahoo.com; chrisals1999@gmail.com;

Subject: Request for Scheduled System Availability
Date: 2025-08-04 10:53:07 PM

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Subject: Request for Scheduled System Availability

Dear [REDACTED]

Given the persistent instability of your systems—whether it's WebTrak going dark without warning, noise monitors dropping offline, or complaint portals inexplicably malfunctioning—I would like to ask a simple question on behalf of the affected public:

Could you please provide a scheduled time slot when your systems will be operational and accurate, so community members can coordinate their efforts to either collect data, submit complaints, or both?

Additionally, I urge you to begin **publicly posting every single system outage—past, present, and future—including duration, cause, and corrective action—so there is a permanent and accessible record.** At present, outages are quietly corrected after being reported by the public, with no acknowledgement, no documentation, and no transparency. As if they never happened.

And while we are at it: **Would you like to be proactively transparent and report any outages that occurred over the past long weekend?** Or will this be yet another case where the public is left to detect the failures, report them, and watch them vanish without explanation?

A predictable window of functionality would be helpful, especially for those who are still attempting to engage in what you describe as "community consultation"—a process increasingly defined by missing data, censored reports, and vanished infrastructure.

If such a time slot cannot be offered, perhaps an acknowledgement that the current state of your operations is incompatible with accountability and public engagement would be the more honest path forward.

Looking forward to your proposed system up-time.

Sincerely,
Fabio Ovettoni

From: Fabio Ovettoni
To: ATIP-AIPRP@tc.gc.ca; Minister of Transport / Ministre des Transports (TC); Chrystia - M.P., Freeland; Prime Minister / Premier Ministre
Cc: informedia@oag-bvg.gc.ca; petitions@oag-bvg.gc.ca; ombudsman-communications@forces.gc.ca; OMB.Ombudsman-Intake-Accueil@forces.gc.ca; Cc: ZYG-Community-Engagement; anita.anand@parl.gc.ca;
 [REDACTED] aara.saks@parl.gc.ca;
 [REDACTED] mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him / il, lui) (HC/SC); Orensak, Greg (he, him / il, lui) (HC/SC); pierre.potievre@parl.gc.ca; Jagmeet - M.P.; Francesco Sorbara;
 [REDACTED] number33communications@gmail.com;
 Mayor Chow; Councillor Perruzzi; Matias de Dombasi; Tom Rakocvic;
 [REDACTED] 755 Viesner Hall;
 [REDACTED] newstips@thestar.ca;
 [REDACTED] doug.fordco@pc-ola.org;
 hcmminister.ministres;
 [REDACTED] judy.sgro.a1@parl.gc.ca; Meneses Albert (Sgro Judy A. - MP); Calderan Amy (Sgro Judy A. - MP); judy.sgro@parl.gc.ca; a_rossi1@sympatico.ca;
 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_colle@toronto.ca; councillor_mail@toronto.ca; councillor_saxe@toronto.ca; councillor_matlow@toronto.ca; councillor_moise@toronto.ca; councillor_fletcher@toronto.ca; councillor_chemosin@toronto.ca; councillor_burnside@toronto.ca; councillor_carroll@toronto.ca; councillor_cheng@toronto.ca; councillor_bradford@toronto.ca; councillor_kandavel@toronto.ca; councillor_thomson@toronto.ca; councillor_mantas@toronto.ca; councillor_myers@toronto.ca; councillor_mckelvie@toronto.ca; [REDACTED] MHA Minister / Ministre SMP (HC/SC)
Subject: Request under the Access to Information Act — Communications involving GTAA and Government Officials
Date: 2025-05-20 1:23:28 PM
Attachments: Access_to_Information_Request_GTAA_Final.pdf

Warning: This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments.
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Access to Information Request Letter

To:

Access to Information and Privacy (ATIP) Office
 Transport Canada
 Place de Ville, Tower C, XMSP
 330 Sparks Street
 Ottawa, Ontario K1A 0N5

Fax: 613-991-6594
 E-mail: ATIP-AIPRP@tc.gc.ca

From:

Fabio Ovettoni
 34 Jodphur Avenue,
 Toronto, Ontario M9M 2J4
 E-mail: fabio217@yahoo.com

Subject:

Request under the Access to Information Act

Dear Access to Information and Privacy Coordinator,

Under the Access to Information Act, I request access to all records from January 1, 2022, to present, including but not limited to emails, meeting agendas, briefing notes, memos, correspondence, and reports concerning:

- The Greater Toronto Airports Authority (GTAA) and any meetings, communications, or engagements it has had with any elected officials or government employees at the federal, provincial, or municipal level;
- This includes, but is not limited to, Members of Parliament, Senators, Ministers, Deputy Ministers, their staff, and municipal or provincial elected officials who have met, corresponded, or otherwise engaged with the GTAA;
- Records related to federal funding, contracts, infrastructure projects, airport operations, noise mitigation, governance, or regulatory matters involving the GTAA and government officials;
- Communications involving any contractors or consultants working for or with the GTAA.

I request electronic copies of all responsive records.

Request for Fee Waiver

I respectfully request a waiver of all applicable fees under Section 11(6) of the Access to Information Act. This request is made in the public interest to increase transparency and accountability regarding the operations of the GTAA, which directly impacts the public through its management of Canada's busiest airport. The information sought will be used to inform public debate and promote democratic oversight.

Please inform me of any portions that are exempt, and if necessary, propose narrowing the request before proceeding.

Thank you for your attention to this matter.

Sincerely,
 Fabio Ovettoni
 34 Jodphur Avenue,
 Toronto, Ontario M9M 2J4
 E-mail: fabio217@yahoo.com

Access to Information Request Letter

To:

Access to Information and Privacy (ATIP) Office
Transport Canada
Place de Ville, Tower C, XMSP
330 Sparks Street
Ottawa, Ontario K1A 0N5

Fax: 613-991-6594

E-mail: ATIP-AIPRP@tc.gc.ca

From:

Fabio Ovettoni
34 Jodphur Avenue,
Toronto, Ontario M9M 2J4
E-mail: fabio217@yahoo.com

Subject:

Request under the Access to Information Act

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- This includes, but is not limited to, Members of Parliament, Senators, Ministers, Deputy Ministers, their staff, and municipal or provincial elected officials who have met, corresponded, or otherwise engaged with the GTAA;
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Please inform me of any portions that are exempt, and if necessary, propose narrowing the request before proceeding.

Thank you for your attention to this matter.

Sincerely,
Fabio Ovettoni
34 Jodphur Avenue,
Toronto, Ontario M9M 2J4
E-mail: fabio217@yahoo.com

Subject: Response on Aircraft Noise Concerns
Date: 2025-03-20 9:51:58 PM

Page: 3,053 of/de 3,203
A2025001153

From: Fabio Ovestini
To: crystia.freeland@parl.gc.ca; hcmminister.ministresc; MHA Minister / Ministre SMD (HC/SC); Prime Minister / Premier Ministre; Minister of Transport / Ministre des Transports (TC)
Cc: mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him / il, lui) (HC/SC); Qrensak, Greg (he, him / il, lui) (HC/SC); pierre.poilievre@parl.gc.ca; Jagmeet - M.P.; Francesco Sorbara
humberleacommunitygroup@gmail.com
MayorChow@CouncilorPeruzzo; Tom.Rakocevic
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judy.soro@parl.gc.ca; judy.soro.a1@parl.gc.ca; councillor.crisanti@toronto.ca; councillor.holyday@toronto.ca; councillor.morley@toronto.ca; councillor.perks@toronto.ca; councillor.nunziata@toronto.ca; councillor.pasternake@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.chemoslin@toronto.ca; councillor.burnside@toronto.ca; councillor.cheng@toronto.ca; councillor.bradford@toronto.ca; councillor.kandavel@toronto.ca; councillor.thompssen@toronto.ca; councillor.mantas@toronto.ca; councillor.myers@toronto.ca; councillor.mckelvie@toronto.ca; matias.dedovitis@tdsb.on.ca; glz.dq69@gmail.com; councillor.ainslie@toronto.ca
Subject: Subject: Night Flights, Sleep Deprivation, and Public Safety — A Dangerous Contradiction
Date: 2025-06-08 5:52:06 PM
Attachments: [Noise-Events-Feb-2025-.pdf](#)
[Noise-Events-Jan-2025-.pdf](#)
[Noise-Events-March-2025.pdf](#)

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Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

To:
The Honourable Chrystia Freeland
Minister of Transport
House of Commons
Ottawa, ON K1A 0A6
chrystia.freeland@parl.gc.ca

Subject: Night Flights, Sleep Deprivation, and Public Safety — A Dangerous Contradiction

Dear Minister Freeland,

I am writing to express serious concern about a growing contradiction in Canada's public safety policies — one that your ministry is uniquely responsible for addressing.

Starting July 1, 2025, your government will implement stricter driving laws targeting impaired and distracted driving. These measures are being introduced in the name of **safety**, and on the **surface**, they are a **positive** step.

But they ring hollow for those of us **living under federally-approved night flight paths**, where aircraft fly over residential areas at **70 to 80+ decibels**, well into the night and early morning. This is not occasional noise. It is sustained and chronic. And it is sanctioned by **Transport Canada** — the very institution now warning us about the dangers of impairment on the roads.

I have attached data from the **Acacia Park noise monitor** that clearly shows repeated, high-decibel events during nighttime hours. This is not anecdotal — it's documented and persistent.

Here is the contradiction:

Chronic sleep deprivation causes impairment equivalent to intoxication. This is not speculation; it is a medical fact.

- Slowed reaction time
- Impaired judgment
- Microsleeps at the wheel
- Cognitive dysfunction and emotional distress
- Anxiety, depression, social withdrawal
- Increased risk of accidents at work and on the road

And yet, your Ministry continues to authorize night flights that **force these conditions onto thousands of people** every single night — and then expects us to function safely, productively, and legally by day.

This is more than a policy oversight — it is an ethical failure. You cannot impose harm and then punish citizens for experiencing its consequences.

So I ask:

- When will Transport Canada acknowledge that night flight noise is a public health and safety crisis?
- When will the Ministry stop enabling conditions that directly increase the risk of impaired driving?
- When will the Government of Canada compensate or protect those affected?
- And when will Canadians be able to sleep through the night in their own homes without being treated as collateral damage?

This contradiction is glaring. It is dangerous. And it is long past time for it to be addressed.

Sincerely,
Fabio Ovettoni
34 Jodphur Avenue
Toronto, ON, M9M 2J4

From: Fabio Ovettoni
To: Judy Sgro@parl.gc.ca; tc.minister@transport-ministredetransports.tc@tc.gc.ca; hcminister.ministresc; hcminister.ministresc@canada.ca; [REDACTED] pm@pm.gc.ca
Cc: councillor.perruzzi@toronto.ca; petitions@oag-bva.gc.ca; ida.lipre@fcdsb.org; [REDACTED] info.com@chrc-ccdp.gc.ca; hcinfo.infosc@canada.ca; complaint.plainte@chrc-ccdp.gc.ca; info@psic-spc.gc.ca; mark.holland@parl.gc.ca; yeera.saks@parl.gc.ca; Costen, Eric (he, him I il, lui) (HC/SC); Onencak, Greg (he, him I il, lui) (HC/SC); jaimeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca; [REDACTED] trakocetic-co@ndp.on.ca; doua.fordco@pc.qla.org;

[REDACTED]
[REDACTED]; councillor.crisanti@toronto.ca; councillor.holiday@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.chemosin@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;

Subject: Subject: Urgent Correction of False Ministerial Record – Transport Canada's Jurisdiction Over Aircraft Noise
Date: 2025-08-10 8:02:02 PM
Attachments: Refutal.pdf

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Subject: Urgent Correction of False Ministerial Record – Transport Canada's Jurisdiction Over Aircraft Noise

To:

- The Honourable Chrystia Freeland, Minister of Transport
- The Honourable Marjorie Michel, Minister of Health
- The Right Honourable Mark Carney, Prime Minister of Canada
- Judy Sgro, MP for Humber River—Black Creek

Minister Freeland, Minister Michel, Prime Minister Carney, and MP Sgro,

I am writing to bring to your immediate attention a serious misrepresentation made to my Member of Parliament by former Minister of Transport Pablo Rodriguez regarding Transport Canada's jurisdiction over aircraft noise.

Minister Rodriguez claimed that:

"Aircraft noise pollution and mitigation strategies fall beyond TC's mandate and jurisdictional authority."

This statement is demonstrably false — contradicted by the **Ground Lease Agreement** for Toronto Pearson, the **Aeronautics Act**, **ICAO Annex 16**, and Transport Canada's own public statements.

Summary of the Facts

- **Transport Canada is the landlord of Pearson Airport** through the Ground Lease with the GTAA, with explicit powers to enforce environmental and community consultation obligations.
- **The Aeronautics Act** gives the Minister authority to regulate environmental protection and noise abatement in civil aviation.
- **ICAO Annex 16**, which Canada implements through the Aeronautics Act, obligates Canada to set and enforce aircraft noise standards and abatement procedures.
- **Transport Canada's own website** confirms it is responsible for establishing aircraft noise regulations and meeting ICAO obligations.

For a Minister to tell Parliament and the public that noise is "outside TC's mandate" is not a minor error — it is a misleading statement that shields the GTAA and NAV CANADA from accountability while leaving communities to suffer the health and environmental impacts without federal protection.

Rebuttal and Evidence

Attached to this letter is a full rebuttal with an **Evidence Annex** that:

1. Shows the specific clauses in the Ground Lease giving TC enforcement authority over environmental and consultation failures.
2. Cites sections of the Aeronautics Act granting the Minister power to regulate noise.
3. Outlines ICAO Annex 16's requirements for noise abatement.
4. Documents TC's own public acknowledgement of responsibility for aircraft noise regulation.

This annex proves that Transport Canada's refusal to act on aircraft noise is not a matter of jurisdiction — it is a matter of political will.

Action Requested

Given the evidence provided, I request that:

1. **Minister Freeland** issue a written correction to the record, formally acknowledging that aircraft noise regulation is within Transport Canada's jurisdiction and that the Department holds enforcement powers through the Pearson Ground Lease.
2. **Minister Michel** recognize the public health implications of chronic aircraft noise exposure and commit to interdepartmental cooperation to address

these impacts.

3. **Prime Minister Carney** direct Transport Canada to begin enforcement of the Ground Lease's environmental and community consultation clauses.
4. **MP Sgro** ensure this matter is raised in the House of Commons so that Parliament is not misled by false claims of jurisdictional limits.

I am requesting a written response from each of your offices within **30 days** addressing these points directly.

Sincerely,
Fabio Ovettoni
34 Jodphur Avenue,
Toronto, Ontario. M9M 2J4

Attachment:

- *Rebuttal to Former Minister Rodriguez's Statement on Aircraft Noise Jurisdiction (with Evidence Annex)*

Toronto, August 10, 2025

REBUTTAL TO FORMER MINISTER OF TRANSPORT PABLO RODRIGUEZ'S RESPONSE

(with Evidence Annex)

INTRODUCTION

Former Minister of Transport Pablo Rodriguez claimed:

<https://www.ourcommons.ca/petitions/en/Petition/Details?Petition=441-02385>

“Aircraft noise pollution and mitigation strategies fall beyond TC’s mandate and jurisdictional authority.”

This statement is **misleading, incomplete, and legally indefensible**. Transport Canada is *both* the regulatory authority and the contractual landlord of Toronto Pearson International Airport, with clear powers and obligations to address noise impacts.

1. TRANSPORT CANADA IS THE LANDLORD — AND THE LEASE IS A LEGAL WEAPON THEY REFUSE TO USE

- Transport Canada holds the **Ground Lease Agreement** with the Greater Toronto Airports Authority (GTAA).
- The lease requires the GTAA to:
 - Operate in compliance with all applicable laws.
 - Act in an environmentally responsible manner.
 - Maintain a meaningful process for community consultation.
- Violations of these obligations — such as failure to mitigate noise impacts, manipulating complaint data, or restricting public participation — are enforceable defaults.
- TC can issue default notices, impose corrective action, and, in extreme cases, terminate the lease.

Claiming “it’s not our mandate” while holding this contractual authority is **willful neglect of duty**.

2. ICAO ANNEX 16 IS UNDER THE AERONAUTICS ACT — WHICH IS 100% WITHIN TRANSPORT CANADA'S MANDATE

- **Annex 16** to the Convention on International Civil Aviation covers environmental protection, including **aircraft noise standards and mitigation**.
 - Canada implements Annex 16 under the **Aeronautics Act**, which is administered entirely by Transport Canada.
 - This means noise is not “beyond TC’s jurisdiction” — it is *explicitly within it*.
-

3. TRANSPORT CANADA CONTROLS NAV CANADA'S OPERATING FRAMEWORK

- NAV CANADA designs flight paths and assigns runways but must comply with regulations set and enforced by TC.
 - TC can enact stricter environmental protections or noise abatement requirements by regulation.
 - Pretending NAV CANADA operates independently is a **convenient fiction** that lets TC avoid accountability.
-

4. “TALK TO GTAA AND NAV CANADA” IS A STRATEGIC DODGE

- Residents have been “talking” to GTAA and NAV CANADA for years — the result has been more noise, more health damage, and no meaningful change.
 - The **only** body with legal leverage over both entities is Transport Canada.
 - Directing citizens back to the entities causing the harm is like telling a robbery victim to negotiate with the thief.
-

5. THIS IS NOT A KNOWLEDGE GAP — IT IS A DELIBERATE DERELICTION OF RESPONSIBILITY

- TC knows it holds contractual, regulatory, and international powers over noise management.
 - By denying jurisdiction, it shields GTAA and NAV CANADA from accountability — at the expense of public health.
-

Conclusion:

Transport Canada is not a powerless bystander. It is the regulator, the landlord, and the implementing authority for international environmental standards. The refusal to act on aircraft noise is **not a matter of jurisdiction** — it is a matter of political will.

EVIDENCE ANNEX

A. Ground Lease Agreement – Toronto Pearson International Airport

(Transport Canada → Greater Toronto Airports Authority)

Environmental Responsibility Clause

“The Lessee shall conduct its activities in a manner consistent with the principles of environmental responsibility, including compliance with all applicable environmental laws and regulations...”

Community Consultation Clause

“The Lessee shall establish and maintain a meaningful process for consultation with affected communities on environmental and operational matters...”

Default and Remedies Clause

“If the Lessee fails to remedy any default after written notice, the Minister may terminate this Lease and take possession of the Premises.”

B. Aeronautics Act (R.S.C., 1985, c. A-2)

Section 4.2(1) – Powers of the Minister

“The Minister is responsible for the development and regulation of aeronautics and the supervision of all matters connected with aeronautics...”

Section 4.9(1) – Regulation-making power

The Minister may make regulations:

- (n) “respecting the protection of the environment, including noise levels...”
- (o) “respecting noise abatement procedures...”

C. ICAO Annex 16 – Environmental Protection (Aircraft Noise)

- Requires noise certification standards.
- Requires operational noise abatement procedures.
- Requires monitoring and reporting on aircraft noise exposure.

- Canada implements Annex 16 under the Aeronautics Act — Transport Canada is the authority responsible for enforcement.

D. Transport Canada's Own Official Statement

From TC's public webpage on *Aircraft Noise*:

"Transport Canada is responsible for establishing regulations and standards to control aircraft noise and for ensuring Canada meets its international obligations under ICAO."

This directly contradicts the Minister's claim that noise is beyond TC's mandate.

E. NAV CANADA's Relationship to Transport Canada

- NAV CANADA operates under the **Civil Air Navigation Services Commercialization Act**.
- NAV CANADA is subject to TC's safety and environmental regulations and cannot operate flight procedures that violate noise abatement rules set by TC.

Final Note:

The Minister's statement that aircraft noise is beyond TC's jurisdiction ignores federal law, international obligations, contractual powers, and even TC's own public statements. This is not an oversight — it is a conscious choice to abdicate responsibility and leave communities without protection.

Sincerely,
Fabio Ovettoni
34 Jodphur Avenue,
Toronto, Ontario, M9M 2J4
Canada

From: Fabio Ovettoni
To: Prime Minister / Premier Ministre; ministre-ministre@ec.gc.ca; speaker-president@parl.gc.ca; trcm@sen.parl.gc.ca; hcminister.ministres; tc.ministerttransport-ministredetransports.tc@tc.gc.ca; hcsa@parl.gc.ca; ETH@parl.gc.ca; TRAN@parl.gc.ca; csgos@parl.gc.ca; ernv@parl.gc.ca
Cc: judy.sgro@parl.gc.ca; Councilor.Perruzza; trakocevic-op@ndp.on.ca
Subject: Systemic Failures, Data Manipulation, and GTAA's Attempt to Weaken Federal Oversight
Date: 2025-10-26 10:23:28 PM

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Dear Speaker Scarpaleggia, Prime Minister Carney, Ministers, Parliamentary Committees, and Honourable Senators,

This correspondence concerns systemic misconduct within federally regulated entities operating under the authority of Transport Canada, including the GTAA and NAV CANADA. These failures undermine public confidence in Parliament and the enforcement of federal law.

Today, all Noise Monitoring Terminals (NMTs) at Toronto Pearson Airport were down for part of the day — and most were offline for the entire day. Some remain down even now. This is not a technical glitch. It is part of a long-standing pattern of systemic failure that erases the daily torture residents endure from constant aircraft noise.

When NMTs go down:

- The evidence of our suffering disappears.
- Residents lose the ability to file complaints.
- Complaint numbers drop artificially, creating the illusion of “progress.”
- People lose trust in the system and stop reporting altogether.

These failures have persisted for years. Instead of accountability, the GTAA has responded with more manipulation and retaliation — including directing heavier and more concentrated flight patterns over those who complain.

“In Q1 2025, the Complaint Management System experienced four separate outages totaling approximately 27 hours.” The GTAA claimed to be working with vendors to recover the data. We have asked for an update on this recovery effort, yet no response has been provided.

I will attach screenshots documenting both the NMT network being offline and the complaint management system outage message — evidence of a chronic, deliberate failure to maintain transparency and accountability.

Leadership changes were supposed to restore trust. Instead, under Steven Thomas, we have seen the opposite: deeper cover-ups, more censorship, and open disregard for residents and the law.

For instance, Mr. Thomas was expected to provide the minutes and attendee contact list from the September 4 meeting that was organized on behalf of MP Judy Sgro to address community concerns. Both Ms. Sgro's office and residents formally requested these records, yet Mr. Thomas refused to provide them and never replied. This deliberate withholding of basic public information demonstrates not only contempt for transparency but also for the parliamentary offices attempting to engage in good faith.

Meanwhile, we have learned that the GTAA is lobbying the federal government to change its Ground Lease — seeking to weaken or remove environmental and accountability clauses that currently bind them. This is an alarming move by a corporation that has long operated beyond meaningful oversight.

Even without those changes, the system is already built on a fundamental conflict of interest. Both GTAA and NAV CANADA directly profit from increased air traffic, yet they are also responsible for collecting and reporting community complaints and health impacts to Transport Canada, whose approvals depend on those same reports. The result is predictable: the more noise, the more profit — and the less truth that reaches decision-makers. In this structure, the community always comes last.

I urge you — Members of Parliament, Senators, and the Prime Minister — to:

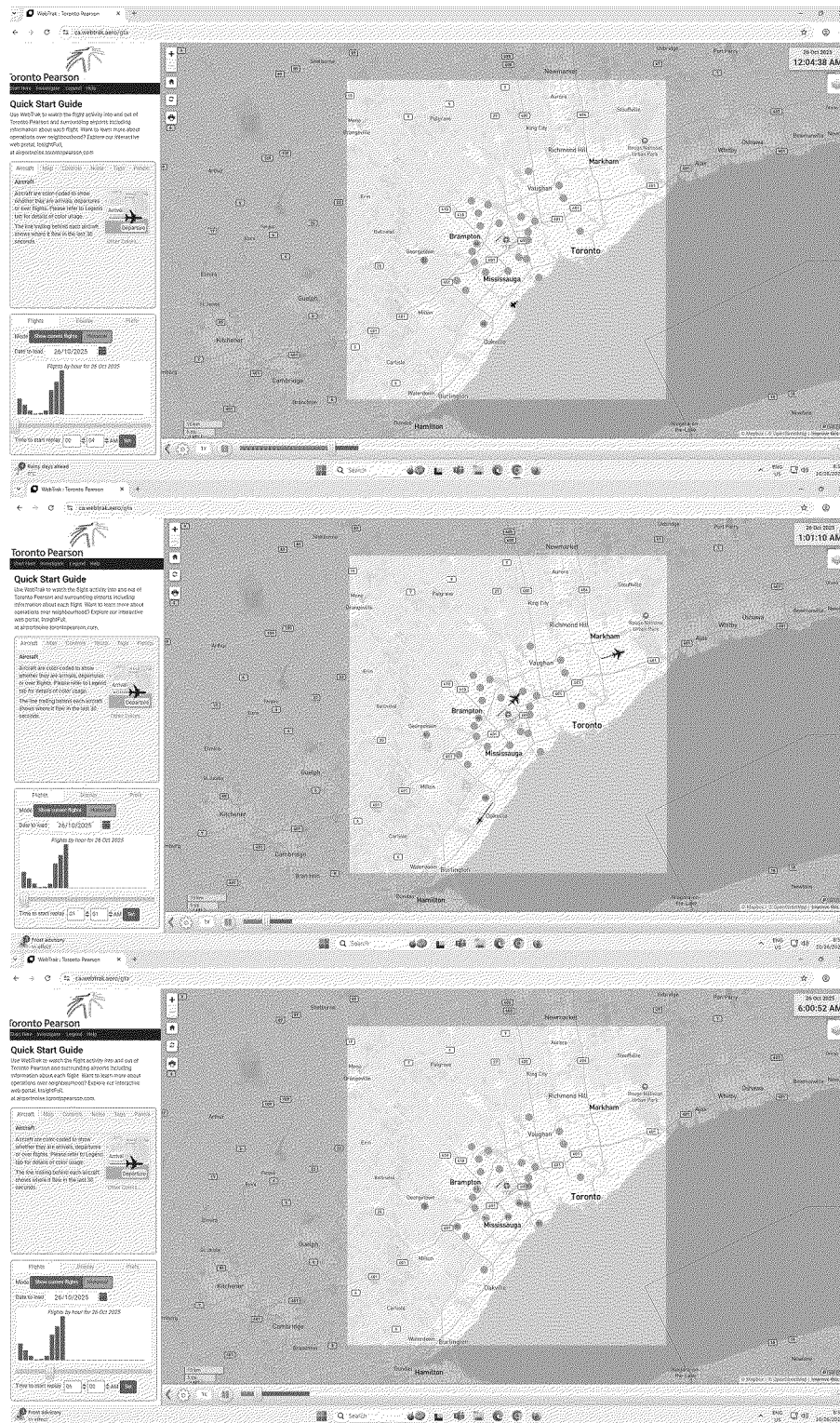
1. Reject any amendment to the GTAA Lease that reduces environmental or public accountability obligations.
2. Investigate the recurring outages in both the complaint and noise-monitoring systems.
3. Demand the immediate restoration of transparency and independent data verification.

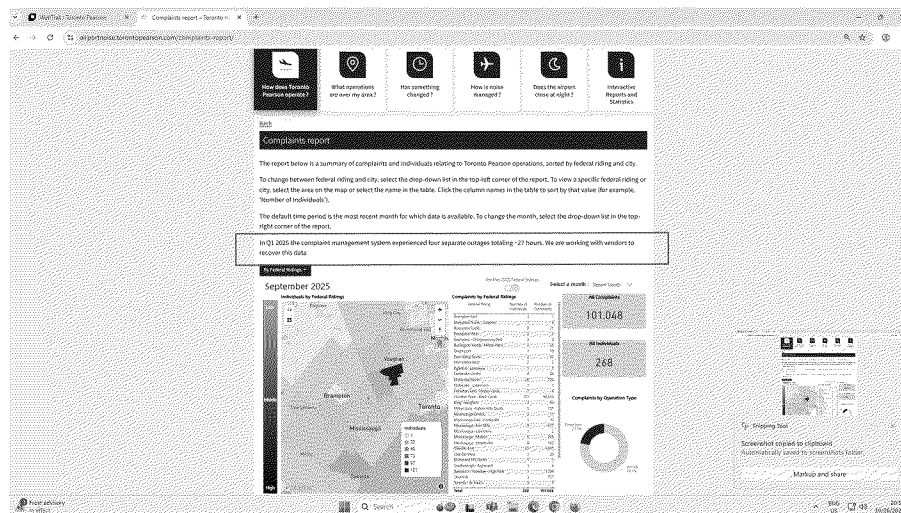
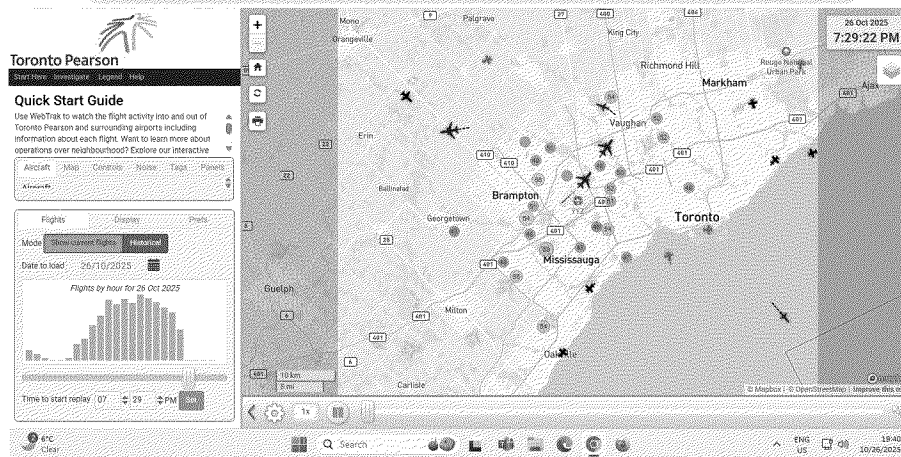
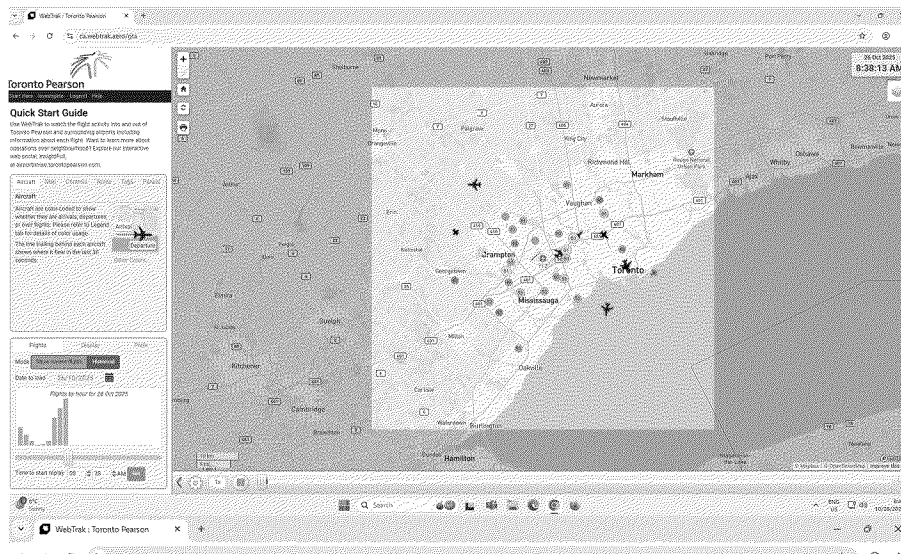
Canada's Parliament must not reward deception. The GTAA's record shows a pattern of denial, data tampering, and retaliation against affected communities. We expect our elected representatives to defend public health, integrity, and the rule of law — not corporate convenience.

Show strength. Show honesty. Show that Canada still stands for fairness, truth, and the protection of its people.

Fabio Ovettoni
34 Jodphur Avenue,
Toronto, Ontario. M9M 2J4
On behalf of affected residents and community members surrounding Toronto Pearson Airport

P.S. For the attention of Parliamentary and Committee Clerks — please circulate this correspondence and its attachments to all Members of the respective Committees for their review and consideration. Thank you for your assistance.





ATIA - 19(1)

From: Fabio Ovetтини
To: judy.sgro@parl.gc.ca
Cc: [REDACTED]
[REDACTED] aara.saks@parl.gc.ca
[REDACTED] mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him I il, lui) (HC/SC); Orensak, Greg (he, him I il, lui) (HC/SC);
[REDACTED] pierre.pollivtre@parl.gc.ca; Jagmeet - M.P.; Francesco Sorbara;
[REDACTED] humberleacommunitygroup@gmail.com; Mayor Chow; Councillor Perruzza;
[REDACTED] Tom Rakocvic;
[REDACTED] WS Viewer Mail;
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[REDACTED] ZZG-Community Engagement; doug.fordco@pc.ola.org;
[REDACTED] hcmminister.ministres; MHA Minister / Ministre SMD (HC/SC);
[REDACTED] [REDACTED]
[REDACTED] judy.sgro.a1@parl.gc.ca; Meneses Albert (Sgro Judy A. - MP); Calderan Amy (Sgro Judy A. - MP); [REDACTED] sylvia.jones@ontario.ca;
[REDACTED] [REDACTED] Anita Anand@parl.gc.ca;
Subject: The Case of the Midnight Reports: A Lesson in Transparency
Date: 2025-01-20 12:01:49 PM

Warning: This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments.
Attention: Ce message provient d'un EXPÉDITEUR EXTERNE - soyez PRUDENT, en particulier avec les liens et les pièces jointes.

The Case of the Midnight Reports: A Lesson in Transparency

"Once upon a time, in the shadowy hours between midnight and the rooster's crow, there lived a curious species known as the GTAA's *Report Whisperers*. These industrious creatures had a peculiar habit: while the world slept, they would creep into the digital ether, erase yesterday's truths, and replace them with shinier, slightly altered "truths."

What changed? Oh, just a minor *40% adjustment*. Nothing to see here, folks. A rounding error, really—if you round up a modest 30% discrepancy into a full-blown data overhaul. By the time dawn broke, the new reports gleamed with an air of authority, their predecessors vanished like a poorly managed file backup. Poof! No trace, no explanation.

Naturally, the GTAA's *Report Whisperers* assured everyone this was all part of their unwavering commitment to **transparency** and **accountability**. After all, who could doubt a company that says it's the most transparent? Surely, they wouldn't need to, oh, I don't know, leave the original reports intact for comparison or issue updates as separate documents with clear explanations. That would just be...too transparent, wouldn't it?

But when the people, those pesky citizens with their unreasonable requests for accountability, dared to suggest such a measure—"Hey, maybe leave the original reports and issue changes as addendums for clarity?"—they were met with the equivalent of a bureaucratic shrug.

"We will not be responding to correspondence on this matter," came the reply, dripping with the arrogance of someone who knows they're untouchable. It was as if to say, *"Your concerns are noted. Not addressed, but noted. Maybe. Probably not."*

And so, the people were left to marvel at this dazzling display of gaslighting, wondering how the word "minor" came to include shifts large enough to make tectonic plates blush. They watched as "accountability" became an incantation, muttered to ward off further questions, rather than a principle to live by.

Meanwhile, the *Report Whisperers* continued their midnight magic, confident in the belief that if they erased the old data quickly enough, no one would notice—or care. After all, what's a 40% adjustment between friends?

But perhaps the real magic trick wasn't the disappearing data. It was convincing the world that this was normal."

Sincerely,
Fabio Ovetтини

From: Fabio Ovettoni
To: Chrystia - M.P., Freeland; Minister of Transport / Ministre des Transports (TC); Prime Minister | Premier Ministre; infomedia@oag-byvg.gc.ca; petitions@oag-byvg.gc.ca; ombudsman-communications@forces.gc.ca; GMS.Ombudsman-Intake-Accueil@forces.gc.ca
Cc: ZYG.Community Engagement; anita.apand@parl.gc.ca; [REDACTED]
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Subject: The Pearson Scheme: How the Elite Created a "Nonprofit" to Enrich Themselves—And Shielded It with the Law
Date: 2025-05-19 12:23:15 PM

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Attention: Ce message provient d'un EXPÉDITEUR EXTERNE - soyez PRUDENT, en particulier avec les liens et les pièces jointes.

An open letter exposing the misuse of federal nonprofit status to protect political self-enrichment at the expense of public health.

To Whom It May Concern,

1. They created the organization.

A group of political and corporate elites established the Greater Toronto Airports Authority (GTAA)—a federally sanctioned nonprofit—with full control over one of Canada's most powerful infrastructure assets.

2. They built in protection.

By operating under the legal framework of a nonprofit, they insulated themselves from public financial scrutiny, political accountability, and even basic transparency. This protection has been exploited repeatedly. For example, noise complaint reports have been mysteriously altered—sometimes in the middle of the night—to show fewer complaints than the community actually submitted, deliberately downplaying the scale of the problem.

3. **And they got rich.**

Through contracts, influence, backdoor appointments, and strategic silence, those connected to this system have profited—while the communities beneath Pearson suffer sleepless nights, deteriorating health, and the continued ignoring of legitimate complaints.

This is **not** mere negligence or oversight. It is a systemic breakdown that looks more like illegal enrichment disguised as infrastructure management. Transport Canada turns a blind eye, and political leaders from all parties remain silent or complicit.

We demand transparency. We demand accountability.

Who exactly benefits from this setup, and at what cost to the public?

How many politicians and connected elites use this nonprofit “shield” to protect their interests while the rest of us bear the noise and pollution?

Call to Action:

We call on the federal government, Transport Canada, the Office of the Auditor General, and relevant oversight bodies to:

- Launch a full, independent investigation into the financial and political ties surrounding the GTAA and its management of Toronto Pearson Airport.
- Conduct forensic audits of noise complaint data, contract awards, and nonprofit governance practices to uncover any misconduct or illegal enrichment.
- Enforce transparency laws and require GTAA to comply fully with public disclosure obligations.
- Implement community-led oversight mechanisms to ensure residents' concerns are heard and addressed.

Until these actions are taken, the public has no confidence that the governance of Toronto Pearson serves anything but private interests.

Sincerely,
Fabio Ovettoni

From: Fabio Ovettoni
To: TRAN@parl.gc.ca; minister-ministre@fin.gc.ca; Prime Minister / Premier Ministre; Minister of Transport / Ministre des Transports (TC); Ministre / Minister (ECCC); hrcminister.ministres; Judy - M.P. Sgro; [REDACTED]
Subject: Transport Canada Oversight Failure – 25 Years Without Updated Noise Exposure Forecast
Date: 2025-09-23 1:47:49 PM
Attachments: PC-NEF_Submission_Annexes_And_Exhibits.pdf

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Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Dear Committee Members,

We are submitting the attached statement regarding the failure to update Toronto Pearson International Airport's Noise Exposure Forecast (NEF) for over 25 years.

This is fundamentally a matter of transport oversight:

- The Pearson Ground Lease requires compliance with environmental laws, yet GTAA and Transport Canada rely on obsolete data.
- NAV CANADA has redesigned flight paths without updated assessments.
- Night flight exemptions are granted routinely despite evidence of serious harm.

We respectfully urge TRAN to examine why Transport Canada has failed to enforce lease obligations.

Sincerely,
Fabio Ovettoni - Pelmo Park-Humberlea
34 Jodphur Avenue,
Toronto, Ontario, M9M 2J4

P.D. Copies provided for accountability to:

- The Right Honourable Mark Carney, Prime Minister of Canada
 - The Honourable Steven MacKinnon, Minister of Transport
 - The Honourable Marjorie Michel, Minister of Health
 - The Honourable Julie Dabrusin, Minister of Environment and Climate Change
 - The Honourable François-Philippe Champagne, Minister of Finance and National Revenue
 - Ms. Judy Sgro, Member of Parliament for Humber River—Black Creek
- [REDACTED]

Statement of Concern

Failure to Update the Noise Exposure Forecast (NEF) for Toronto Pearson Airport – 25
Years of Inaction

Submitted to:

- Standing Committee on Health (HESA)
- Standing Committee on Environment and Sustainable Development (ENVI)
- Standing Committee on Transport, Infrastructure and Communities (TRAN)
- Standing Committee on Justice and Human Rights (JUST)
- Standing Committee on Finance (FINA)

Submitted by: Fabio Ovettoni --- Pelmo Park-Humberlea

Date: September 23, 2025

Executive Summary

For over 25 years, the Noise Exposure Forecast (NEF) for Toronto Pearson International Airport has not been updated. This failure undermines public health protection, environmental oversight, transport regulation, justice and human rights protections, and fiscal responsibility. It has left millions of residents exposed to levels of aircraft noise that exceed international health guidelines while preventing insurers, municipalities, and policymakers from responding appropriately.

This neglect is not confined to one department. It is a systemic failure across Transport Canada, Health Canada, Environment and Climate Change Canada (ECCC), the Standing Committee on Justice and Human Rights, and the Standing Committee on Finance, each of which bears responsibility for ensuring compliance with law, protecting Canadians' health and rights, safeguarding the public interest, and protecting Canada from catastrophic liability.

The Core Issue

- **Outdated Noise Modelling:** The last major NEF update is more than two decades old, despite dramatic changes in aircraft fleets, flight volumes, and nighttime operations.
- **Ignored Health Evidence:** WHO (2018), RAND (2016), and AAA (2016) research establish clear links between noise, sleep deprivation, health risks, and crashes. Yet this has not informed federal policy.
- **Lease and Legal Obligations:** The Pearson Ground Lease requires compliance with applicable environmental and health laws. By relying on obsolete noise data, both the GTAA and Transport Canada are in breach of these obligations.
- **Costs Pushed Downstream:** Insurers and citizens now bear the burden of preventable health harms, property devaluation, increased crash risk, and lost productivity. Noise-induced sleep deprivation creates a dual burden: when workers are present but impaired (presenteeism), productivity collapses; when workers are absent, costs escalate across employers, insurers, and health systems. Recovery from illness is also slowed or disrupted, as weakened immune function and chronic sleep loss turn treatable conditions into prolonged or recurring ones. These delays generate *avoidable medical costs* that insurers and health systems are forced to absorb. Children suffer impaired academic achievement, undermining future career prospects.

Federal Responsibility

- Transport Canada: oversight of airport operations and lease enforcement.
- Health Canada: responsibility for assessing and addressing health risks from environmental exposures.
- Environment and Climate Change Canada (ECCC): enforcement of CEPA, including environmental health standards related to noise and air quality contaminants.
- Justice and Human Rights (JUST): oversight of Charter rights and systemic justice failures.
- Finance (FINA): oversight of fiscal policy and national liability. Failure to enforce NEF updates shifts billions in hidden costs onto insurers, municipalities, and residents, creating systemic fiscal risk.

Request for Action

1. Launch a joint or parallel study into the impacts of relying on a 25-year-old NEF at Canada's busiest airport.
2. Call the Ministers of Health, Environment, and Transport to explain why no update has been carried out and what corrective measures will be taken.
3. Mandate an independent NEF update aligned with WHO guidelines (Night 11 p.m.–7 a.m.) and reflective of current operations.
4. Examine cost externalization — specifically, how outdated NEF data shifts financial burdens onto insurers, health systems, and affected residents.
5. Investigate human rights and Charter violations arising from 25 years of neglect.
6. Examine systemic fiscal risk, including potential liability to insurers, municipalities, and residents.

Annex A – Health Impacts

Aircraft noise is not a nuisance — it is a recognized public health hazard. Chronic exposure, especially at night, leads to sleep disturbance, cardiovascular disease, impaired cognitive performance, and long-term health risks. The outdated NEF at Toronto Pearson International Airport conceals the scale of these harms, leaving millions of residents without protection.

1. Sleep Disturbance and Fatigue

- **WHO (2018):** Nighttime aircraft noise above 40–45 dB Lnight measurably disrupts sleep.
 - **Pearson Context:** Residents regularly experience nighttime events of 60–80 dB(A), far above safe thresholds.
 - **Health Implications:** Interrupted sleep is directly linked to hypertension, metabolic disorders, impaired immune function, and depression.
-

2. Cardiovascular and Metabolic Disease

- **Epidemiological Evidence:** Long-term exposure to transportation noise is associated with increased risk of heart attack, stroke, and diabetes.
 - **Mechanism:** Noise activates stress hormones (cortisol, adrenaline), elevates blood pressure, and accelerates vascular damage.
 - **Canadian Burden:** Cardiovascular disease already costs Canada billions annually; noise-induced disease compounds this load.
-

3. Cognitive and Developmental Impairment

- **Children:** Studies show children exposed to aircraft noise have reduced reading comprehension, impaired memory, and lower academic achievement.
 - **Adults:** Chronic fatigue reduces concentration, productivity, and workplace safety.
 - **Intergenerational Cost:** Learning deficits in children translate into reduced lifetime earnings and national productivity.
-

4. Mental Health Consequences

- **WHO & OECD Data:** Noise pollution is strongly linked to anxiety, depression, and chronic stress.
- **Community Impact:** Residents describe feelings of helplessness, irritability, and social withdrawal caused by constant overflight.

- **Suicidality:** Severe sleep deprivation is a known risk factor for suicidal ideation.
-

5. Safety and Accident Risk

- **AAA (2016):** Missing even 1–2 hours of sleep doubles crash risk; <4 hours is equivalent to driving drunk.
 - **Local Relevance:** Nighttime flights force early awakenings, contributing to drowsy driving, workplace accidents, and reduced vigilance in safety-sensitive jobs.
-

Conclusion:

Aircraft noise exposure at Pearson is a direct threat to public health. Chronic sleep disruption, cardiovascular disease, mental health impacts, and impaired learning are well-documented in scientific literature. By permitting operations on the basis of a 25-year-old NEF, federal regulators have ignored this evidence and allowed preventable harm to escalate.

Annex B – Environmental Impacts (Noise & Air Quality)

Toronto Pearson International Airport is Canada's largest source of aviation-related environmental exposure. Yet its **Noise Exposure Forecast (NEF) has not been updated in 25 years**, and no cumulative federal study of air quality impacts has ever been conducted. This failure undermines CEPA enforcement and leaves millions of residents facing unmonitored dual hazards: **noise and air pollution**.

1. Noise Pollution

- **Outdated Forecast:** The 2000 NEF no longer reflects current aircraft fleets, volumes, or nighttime operations.
 - **WHO Guidelines (2018):** Transportation noise above 40–45 dB Lnight causes measurable health harm. Pearson communities regularly endure 60–80 dB nighttime events.
 - **Monitoring Gaps:** Noise Monitor Terminals often fail or go offline, erasing records of extreme events and preventing accurate assessment.
 - **Policy Breach:** By continuing to rely on obsolete contours, Transport Canada and GTAA violate the Ground Lease requirement to maintain current forecasts and management procedures.
-

2. Air Pollution from Aviation

- **Primary Emissions:** Aircraft operations release nitrogen oxides (NOx), carbon monoxide (CO), volatile organic compounds (VOCs), particulate matter (PM2.5), and ultrafine particles (UFPs).
 - **Scientific Evidence:** Studies near Heathrow and LAX show ultrafine particles travel 10–15 km downwind, affecting entire metropolitan populations.
 - **Local Burden:** Toronto, Mississauga, Vaughan, and Brampton residents inhale pollutants daily without federal air quality monitoring stations dedicated to aviation.
 - **Health Impacts:** Airborne pollutants contribute to asthma, COPD, cardiovascular disease, diabetes, and premature death.
-

3. Nanoparticles / Ultrafine Particles (UFPs)

- **Definition:** Ultrafine particles (often referred to as nanoparticles) are toxic pollutants less than 100 nanometres in diameter.
- **Unique Risks:** Their small size allows them to penetrate deep into the lungs, cross into the bloodstream, and even enter the brain. They carry metals and hydrocarbons that drive inflammation, oxidative stress, and neurological harm.
- **Scientific Evidence:** Studies at LAX and Schiphol found aviation-related nanoparticles elevated up to 15 km downwind, affecting entire cities.

- **Regulatory Gap:** Unlike PM2.5, there are no CEPA standards or federal monitoring requirements for UFPs.
 - **Local Relevance:** Pearson communities are exposed daily to nanoparticle plumes from idling, taxiing, takeoffs, and landings, without measurement or mitigation.
 - **Health Impacts:** Chronic exposure is linked to asthma, COPD, cardiovascular disease, Alzheimer's, and premature death. Children and seniors are particularly vulnerable.
-

4. Combined Burden – Noise + Air Quality

- **CEPA Standard:** The Canadian Environmental Protection Act requires cumulative assessment of environmental exposures.
 - **Reality at Pearson:** Neither Transport Canada nor ECCC has ever conducted a comprehensive cumulative review of noise and air quality together.
 - **Hidden Synergy:** Residents exposed to both stressors simultaneously face greater health risks than from either exposure alone (sleep disturbance + cardiovascular disease + respiratory burden).
 - **Economic Impact:** These combined harms translate into billions in healthcare costs, lost productivity, and insurance claims.
-

Conclusion:

The outdated NEF and absent air quality monitoring at Pearson constitute a profound environmental failure. Communities are forced to absorb dual hazards without regulatory oversight, in breach of CEPA and the Ground Lease. Federal inaction has left Canada without the basic environmental data required to protect public health, enforce land-use compatibility, or plan responsibly for the future.

Annex C – Transport & Governance

Toronto Pearson International Airport operates under a federal lease arrangement between the Greater Toronto Airports Authority (GTAA) and Transport Canada. This governance framework is designed to ensure that airport operations comply with environmental law and protect the public interest. However, enforcement failures and unchecked operational changes have eroded accountability and placed residents at unacceptable risk.

1. Lease Obligations and Compliance Failures

- **Ground Lease Requirements:**
 - The Pearson Ground Lease requires the Tenant (GTAA) to comply with *all applicable federal and provincial environmental laws*.
 - It obliges the GTAA to prepare **updated Noise Exposure Forecasts (NEFs)** and adopt **noise management procedures** consistent with those forecasts.
 - **Breach of Terms:** Despite these obligations, the NEF has not been updated since 2000. All subsequent planning, zoning, and noise consultations have been based on obsolete data, in direct breach of lease requirements.
 - **Transport Canada's Role:** As both **landlord and regulator**, Transport Canada is responsible for enforcing lease provisions. By allowing GTAA to operate on outdated forecasts for a quarter-century, Transport Canada has abdicated its oversight role and engaged in **gross mismanagement**.
-

2. NAV CANADA and Flight Path Redesigns

- **Operational Changes:** NAV CANADA has repeatedly redesigned flight paths into and out of Pearson, concentrating routes into narrow corridors over communities that previously experienced dispersed traffic.
 - **Impact:** These changes have produced new **noise "hot spots"** in Toronto, Malton, Vaughan, Mississauga and parts of Oakville, while eliminating respite for previously affected areas.
 - **Night Operations:** Concentrated paths at night magnify sleep disturbance, especially during first-wave departures (5–6 a.m.).
 - **Lack of Oversight:** There is **no independent review** or health-based assessment of NAV CANADA's redesigns. Communities are neither consulted adequately nor provided with meaningful redress.
-

3. Night Flight Exemptions and "Formula" Mechanism

- **Quota Framework:** Pearson's **Night Flight Restriction Program** uses a seasonal quota ("budget") that **scales with passenger growth**. As traffic rises, the quota automatically increases, embedding growth rather than limiting it.

- **Carry-forward & Borrowing:** Unused slots can be carried forward to future seasons, and borrowing is permitted against future allocations. This accounting inflates the available number of flights beyond the published limits.
- **Automatic Exemptions:** Flights arriving late due to delays, weather, air traffic control, security, or medical emergencies do not count against the quota. In practice, thousands of night flights escape regulation each year.
- **Ad Hoc Approvals:** Transport Canada retains discretion to approve additional exemptions or program adjustments, bypassing even the flexible quota system.
- **No Health Basis:** The quota is tied to **airport demand**, not to environmental or health evidence. It ignores WHO guidelines (Night 23:00–07:00) and the well-documented risks of nighttime aircraft noise.
- **Foundational Flaw:** A quota system built on *demand growth* rather than *health protection* is structurally unsound. It guarantees that night flights expand in parallel with traffic, regardless of community harm. The foundation of such a system is wrong: it should be **based on protecting people, not on facilitating growth**.

Reform Recommendations:

1. Replace the demand-based formula with a **hard cap derived from health and environmental science**, aligned with WHO noise guidelines.
2. Adopt a **health-based curfew (23:00–07:00)** with limited MEDEVAC exceptions.
3. Eliminate carry-forward and borrowing provisions.
4. Count all post-curfew flights, including delays, against the cap.
5. Require **independent audits** and public reporting of night flight activity.

4. Accountability and Transparency Gaps

- **Suppressed Data:** Noise Monitor Terminals experience recurring outages, and complaint reports have been altered to understate impacts. These failures erode public trust.
- **Deflection of Responsibility:** Transport Canada frequently claims that “noise is not within its mandate.” This is misleading:
 - **ICAO Annex 16:** Canada, as a contracting state, is obligated to implement international standards for aircraft noise and emissions.
 - **Pearson Ground Lease:** Explicitly requires compliance with applicable environmental laws, including noise.
 - **CEPA:** Requires federal oversight of cumulative environmental hazards, including noise and air pollution.
 - **Transport Canada’s Own Website:** States that Canada regulates aircraft noise in accordance with ICAO Annex 16.
- **Governance Failure:** By denying its role, Transport Canada abdicates its international, legal, and contractual responsibilities, leaving residents without protection or recourse.

Conclusion:

Transport Canada’s failure to enforce the Pearson Ground Lease, NAV CANADA’s unchecked

redesign of flight paths, and the expansionary night flight formula together represent a collapse of federal governance. The result is an airport that operates without effective health-based regulation, exposing millions of residents to preventable harm. Parliament must act to restore accountability, mandate updated forecasts, impose hard curfews, and align Canada with its ICAO and CEPA obligations.

Annex D – Local Evidence

1. Noise Monitor Terminal data: Acacia Park.

September 22, 2025						
Events	Date and Time of Airplane Noise Event	Decibels as reported by Acacia's noise Monitor	max recommended dB, day 55dB, night 45dB	X Louder	% louder than recommended	Day or Night
1	2025-09-22 00:01:01	71	45dB	5.7	466%	Night
2	2025-09-22 00:02:34	71	45dB	5.7	466%	Night
3	2025-09-22 00:04:11	72	45dB	6.1	506%	Night
4	2025-09-22 00:05:36	70	45dB	5.3	428%	Night
5	2025-09-22 00:08:45	67	45dB	4.6	359%	Night
6	2025-09-22 00:10:24	74	45dB	7.5	646%	Night
7	2025-09-22 00:12:04	71	45dB	5.7	466%	Night
8	2025-09-22 00:14:01	74	45dB	7.5	646%	Night
9	2025-09-22 00:18:07	73	45dB	6.5	550%	Night
10	2025-09-22 00:22:05	73	45dB	7.0	596%	Night
11	2025-09-22 00:23:50	71	45dB	6.1	506%	Night
12	2025-09-22 00:25:47	68	45dB	4.9	392%	Night
13	2025-09-22 00:27:11	75	45dB	7.5	646%	Night
14	2025-09-22 00:28:39	70	45dB	5.7	466%	Night
15	2025-09-22 00:30:48	72	45dB	6.5	550%	Night
16	2025-09-22 00:32:26	71	45dB	5.7	466%	Night
17	2025-09-22 00:33:38	72	45dB	6.1	506%	Night
18	2025-09-22 00:35:09	72	45dB	6.1	506%	Night

19	2025-09-22 00:36:45	71	45dB	6.1	506%	Night
20	2025-09-22 00:38:12	67	45dB	4.6	359%	Night
21	2025-09-22 00:39:47	76	45dB	8.0	700%	Night
22	2025-09-22 00:41:56	73	45dB	6.5	550%	Night
23	2025-09-22 00:43:57	72	45dB	6.5	550%	Night
24	2025-09-22 00:45:12	68	45dB	4.9	392%	Night
25	2025-09-22 00:46:40	70	45dB	5.7	466%	Night
26	2025-09-22 00:48:25	74	45dB	7.0	596%	Night
27	2025-09-22 00:49:49	71	45dB	5.7	466%	Night
28	2025-09-22 00:51:22	70	45dB	5.7	466%	Night
29	2025-09-22 00:52:49	72	45dB	6.5	550%	Night
30	2025-09-22 00:55:11	76	45dB	8.0	700%	Night
31	2025-09-22 00:57:23	72	45dB	6.1	506%	Night
32	2025-09-22 00:58:47	74	45dB	7.0	596%	Night
33	2025-09-22 01:00:13	72	45dB	6.5	550%	Night
34	2025-09-22 01:01:48	70	45dB	5.3	428%	Night
35	2025-09-22 01:03:41	74	45dB	7.5	646%	Night
36	2025-09-22 01:06:58	71	45dB	5.7	466%	Night
37	2025-09-22 01:09:58	72	45dB	6.5	550%	Night
38	2025-09-22 01:12:06	76	45dB	8.0	700%	Night
39	2025-09-22 01:13:43	71	45dB	5.7	466%	Night
40	2025-09-22 01:15:06	73	45dB	7.0	596%	Night
41	2025-09-22 01:17:19	71	45dB	6.1	506%	Night
42	2025-09-22	71	45dB	5.7	466%	Night

	01:20:38					
43	2025-09-22 01:24:31	82	45dB	13.0	1200%	Night
44	2025-09-22 01:29:21	67	45dB	4.6	359%	Night
45	2025-09-22 01:30:57	74	45dB	7.5	646%	Night
46	2025-09-22 01:33:42	68	45dB	4.9	392%	Night
47	2025-09-22 01:35:09	74	45dB	7.0	596%	Night
48	2025-09-22 01:38:02	68	45dB	4.9	392%	Night
49	2025-09-22 01:53:16	67	45dB	4.6	359%	Night
50	2025-09-22 02:00:05	69	45dB	4.9	392%	Night
51	2025-09-22 02:13:41	68	45dB	4.9	392%	Night
52	2025-09-22 02:31:21	70	45dB	5.7	466%	Night
53	2025-09-22 02:45:30	68	45dB	4.9	392%	Night
54	2025-09-22 02:58:49	70	45dB	5.3	428%	Night
55	2025-09-22 03:15:48	72	45dB	6.5	550%	Night
56	2025-09-22 03:22:20	75	45dB	7.5	646%	Night
57	2025-09-22 04:48:30	74	45dB	7.5	646%	Night
58	2025-09-22 05:26:42	76	45dB	8.0	700%	Night
59	2025-09-22 05:29:30	68	45dB	4.9	392%	Night
60	2025-09-22 05:31:30	71	45dB	5.7	466%	Night
61	2025-09-22 05:33:22	69	45dB	4.9	392%	Night
62	2025-09-22 05:36:33	69	45dB	5.3	428%	Night
63	2025-09-22 05:51:31	73	45dB	6.5	550%	Night
64	2025-09-22 05:57:43	69	45dB	4.9	392%	Night
65	2025-09-22 05:59:20	71	45dB	5.7	466%	Night

66	2025-09-22 06:01:18	69	45dB	5.3	428%	Night
67	2025-09-22 06:02:57	73	45dB	7.0	596%	Night
68	2025-09-22 06:05:07	71	45dB	6.1	506%	Night
69	2025-09-22 06:08:20	72	45dB	6.1	506%	Night
70	2025-09-22 06:11:09		45dB	?	?	Night
71	2025-09-22 06:12:43	69	45dB	5.3	428%	Night
72	2025-09-22 06:21:34	73	45dB	7.0	596%	Night
73	2025-09-22 06:29:58	70	45dB	5.3	428%	Night
74	2025-09-22 06:32:02	69	45dB	4.9	392%	Night
75	2025-09-22 06:33:32	71	45dB	5.7	466%	Night
76	2025-09-22 06:34:57	71	45dB	5.7	466%	Night
77	2025-09-22 07:00:00	71		?	?	#VALUE!
78	2025-09-22 07:01:30	71	55dB	2.8	183%	Day
79	2025-09-22 07:03:21	71	55dB	3.0	203%	Day
80	2025-09-22 07:05:09	70	55dB	2.8	183%	Day
81	2025-09-22 07:06:50	70	55dB	2.6	164%	Day
82	2025-09-22 07:14:34	72	55dB	3.2	225%	Day
83	2025-09-22 07:17:06	73	55dB	3.5	248%	Day
84	2025-09-22 07:19:07	72	55dB	3.2	225%	Day
85	2025-09-22 07:24:05	73	55dB	3.2	225%	Day
86	2025-09-22 07:26:20	71	55dB	2.8	183%	Day
87	2025-09-22 07:27:45		55dB	?	?	Day
88	2025-09-22 07:29:54		55dB	?	?	Day
89	2025-09-22	71	55dB	2.8	183%	Day

	07:31:56					
90	2025-09-22 07:35:22	74	55dB	3.7	273%	Day
91	2025-09-22 07:40:36	70	55dB	2.8	183%	Day
92	2025-09-22 07:44:21	75	55dB	4.0	300%	Day
93	2025-09-22 07:48:41	84	55dB	7.0	596%	Day
94	2025-09-22 07:51:50	82	55dB	6.5	550%	Day
95	2025-09-22 07:53:46	78	55dB	4.6	359%	Day
96	2025-09-22 07:56:52	72	55dB	3.0	203%	Day
97	2025-09-22 08:03:16	73	55dB	3.2	225%	Day
98	2025-09-22 08:08:03	74	55dB	3.7	273%	Day
99	2025-09-22 08:12:17	72	55dB	3.0	203%	Day
100	2025-09-22 08:22:56	79	55dB	4.9	392%	Day
101	2025-09-22 08:24:40	79	55dB	4.9	392%	Day
102	2025-09-22 08:26:49	73	55dB	3.2	225%	Day
103	2025-09-22 08:33:46	76	55dB	4.3	329%	Day
104	2025-09-22 08:38:05	78	55dB	4.6	359%	Day
105	2025-09-22 08:40:06	72	55dB	3.2	225%	Day
106	2025-09-22 08:41:25	73	55dB	3.5	248%	Day
107	2025-09-22 08:42:54	72	55dB	3.0	203%	Day
108	2025-09-22 08:48:34	74	55dB	3.7	273%	Day
109	2025-09-22 08:53:07	72	55dB	3.0	203%	Day
110	2025-09-22 08:57:03	72	55dB	3.0	203%	Day
111	2025-09-22 08:59:56	71	55dB	3.0	203%	Day
112	2025-09-22 09:12:36	77	55dB	4.3	329%	Day

113	2025-09-22 09:14:43	74	55dB	3.5	248%	Day
114	2025-09-22 09:18:19	72	55dB	3.2	225%	Day
115	2025-09-22 09:21:34	68	55dB	2.3	130%	Day
116	2025-09-22 09:22:56	71	55dB	2.8	183%	Day
117	2025-09-22 09:24:22	72	55dB	3.2	225%	Day
118	2025-09-22 09:25:52	72	55dB	3.2	225%	Day
119	2025-09-22 09:27:11	74	55dB	3.5	248%	Day
120	2025-09-22 09:28:26	93	55dB	13.0	1200%	Day
121	2025-09-22 09:29:42	74	55dB	3.7	273%	Day
122	2025-09-22 09:31:56	73	55dB	3.5	248%	Day
123	2025-09-22 09:34:02	77	55dB	4.3	329%	Day
124	2025-09-22 09:49:41	76	55dB	4.3	329%	Day
125	2025-09-22 09:51:16	75	55dB	4.0	300%	Day
126	2025-09-22 09:53:05	78	55dB	4.9	392%	Day
127	2025-09-22 09:55:32	79	55dB	4.9	392%	Day
128	2025-09-22 09:57:48	77	55dB	4.6	359%	Day
129	2025-09-22 10:00:41	78	55dB	4.6	359%	Day
130	2025-09-22 10:02:00	75	55dB	4.0	300%	Day
131	2025-09-22 10:03:26	73	55dB	3.2	225%	Day
132	2025-09-22 10:05:23	75	55dB	4.0	300%	Day
133	2025-09-22 10:07:18	77	55dB	4.6	359%	Day
134	2025-09-22 10:09:25	73	55dB	3.5	248%	Day
135	2025-09-22 10:10:55	76	55dB	4.3	329%	Day
136	2025-09-22	78	55dB	4.6	359%	Day

	10:24:19					
137	2025-09-22 10:25:56	70	55dB	2.6	164%	Day
138	2025-09-22 10:29:57	74	55dB	3.5	248%	Day
139	2025-09-22 10:33:42	77	55dB	4.3	329%	Day
140	2025-09-22 10:36:30	74	55dB	3.7	273%	Day
141	2025-09-22 10:40:36	72	55dB	3.2	225%	Day
142	2025-09-22 10:42:19	74	55dB	3.5	248%	Day
143	2025-09-22 10:49:47	75	55dB	3.7	273%	Day
144	2025-09-22 10:51:41	78	55dB	4.6	359%	Day
145	2025-09-22 10:55:02	73	55dB	3.2	225%	Day
146	2025-09-22 10:56:30	75	55dB	4.0	300%	Day
147	2025-09-22 10:58:00	73	55dB	3.5	248%	Day
148	2025-09-22 11:02:15	72	55dB	3.2	225%	Day
149	2025-09-22 11:04:23	71	55dB	3.0	203%	Day
150	2025-09-22 11:05:59	76	55dB	4.0	300%	Day
151	2025-09-22 11:08:18	75	55dB	3.7	273%	Day
152	2025-09-22 11:09:49	74	55dB	3.5	248%	Day
153	2025-09-22 11:12:34	74	55dB	3.5	248%	Day
154	2025-09-22 11:16:09	77	55dB	4.3	329%	Day
155	2025-09-22 11:18:48	73	55dB	3.5	248%	Day
156	2025-09-22 11:20:22	84	55dB	7.0	596%	Day
157	2025-09-22 11:21:44	72	55dB	3.2	225%	Day
158	2025-09-22 11:23:14	76	55dB	4.0	300%	Day
159	2025-09-22 11:25:30	74	55dB	3.7	273%	Day

160	2025-09-22 11:26:48	71	55dB	2.8	183%	Day
161	2025-09-22 11:28:10	75	55dB	3.7	273%	Day
162	2025-09-22 11:29:54	72	55dB	3.0	203%	Day
163	2025-09-22 11:32:44	78	55dB	4.6	359%	Day
164	2025-09-22 11:37:18	72	55dB	3.2	225%	Day
165	2025-09-22 11:38:53	75	55dB	3.7	273%	Day
166	2025-09-22 11:40:16	74	55dB	3.7	273%	Day
167	2025-09-22 11:41:45	73	55dB	3.2	225%	Day
168	2025-09-22 11:43:01	72	55dB	3.0	203%	Day
169	2025-09-22 11:44:15	76	55dB	4.3	329%	Day
170	2025-09-22 11:45:36	73	55dB	3.2	225%	Day
171	2025-09-22 11:47:00	72	55dB	3.2	225%	Day
172	2025-09-22 11:48:22	75	55dB	3.7	273%	Day
173	2025-09-22 11:49:41	75	55dB	4.0	300%	Day
174	2025-09-22 11:51:05	74	55dB	3.7	273%	Day
175	2025-09-22 11:52:16	80	55dB	5.3	428%	Day
176	2025-09-22 11:53:38	73	55dB	3.2	225%	Day
177	2025-09-22 11:54:58	72	55dB	3.2	225%	Day
178	2025-09-22 11:56:10	70	55dB	2.8	183%	Day
179	2025-09-22 11:57:30	74	55dB	3.5	248%	Day
180	2025-09-22 11:58:37	72	55dB	3.2	225%	Day
181	2025-09-22 12:00:30	70	55dB	2.6	164%	Day
182	2025-09-22 12:03:32	71	55dB	3.0	203%	Day
183	2025-09-22	77	55dB	4.3	329%	Day

	12:08:23					
184	2025-09-22 12:11:11	71	55dB	3.0	203%	Day
185	2025-09-22 12:12:32		55dB	?	?	Day
186	2025-09-22 12:14:33	71	55dB	2.8	183%	Day
187	2025-09-22 12:15:55	74	55dB	3.5	248%	Day
188	2025-09-22 12:17:30	82	55dB	6.1	506%	Day
189	2025-09-22 12:19:09	72	55dB	3.2	225%	Day
190	2025-09-22 12:23:18	74	55dB	3.7	273%	Day
191	2025-09-22 12:29:39	78	55dB	4.6	359%	Day
192	2025-09-22 12:32:41	76	55dB	4.0	300%	Day
193	2025-09-22 12:34:05	72	55dB	3.0	203%	Day
194	2025-09-22 12:35:26	73	55dB	3.2	225%	Day
195	2025-09-22 12:36:46	72	55dB	3.0	203%	Day
196	2025-09-22 12:38:04	73	55dB	3.5	248%	Day
197	2025-09-22 12:39:37	71	55dB	3.0	203%	Day
198	2025-09-22 12:41:19	74	55dB	3.7	273%	Day
199	2025-09-22 12:43:16	67	55dB	2.3	130%	Day
200	2025-09-22 12:45:36	74	55dB	3.5	248%	Day
201	2025-09-22 12:48:56	75	55dB	3.7	273%	Day
202	2025-09-22 12:52:00	73	55dB	3.5	248%	Day
203	2025-09-22 12:53:54	76	55dB	4.0	300%	Day
204	2025-09-22 12:56:02	77	55dB	4.3	329%	Day
205	2025-09-22 12:57:50	73	55dB	3.2	225%	Day
206	2025-09-22 12:59:36	71	55dB	3.0	203%	Day

207	2025-09-22 13:02:26		55dB	?	?	Day
208	2025-09-22 13:05:32	74	55dB	3.5	248%	Day
209	2025-09-22 13:10:46	80	55dB	5.7	466%	Day
210	2025-09-22 13:12:57	72	55dB	3.2	225%	Day
211	2025-09-22 13:15:33	72	55dB	3.2	225%	Day
212	2025-09-22 13:16:42	73	55dB	3.5	248%	Day
213	2025-09-22 13:18:01	73	55dB	3.5	248%	Day
214	2025-09-22 13:19:27	75	55dB	3.7	273%	Day
215	2025-09-22 13:24:23	75	55dB	4.0	300%	Day
216	2025-09-22 13:25:45	71	55dB	3.0	203%	Day
217	2025-09-22 13:27:07	73	55dB	3.2	225%	Day
218	2025-09-22 13:28:30	74	55dB	3.7	273%	Day
219	2025-09-22 13:31:48	73	55dB	3.5	248%	Day
220	2025-09-22 13:34:12	74	55dB	3.7	273%	Day
221	2025-09-22 13:36:27	73	55dB	3.2	225%	Day
222	2025-09-22 13:37:50	76	55dB	4.3	329%	Day
223	2025-09-22 13:40:08	74	55dB	3.7	273%	Day
224	2025-09-22 13:41:54	73	55dB	3.2	225%	Day
225	2025-09-22 13:43:42	71	55dB	3.0	203%	Day
226	2025-09-22 13:44:54	75	55dB	3.7	273%	Day
227	2025-09-22 13:46:24	73	55dB	3.2	225%	Day
228	2025-09-22 13:50:02	73	55dB	3.5	248%	Day
229	2025-09-22 13:57:22	75	55dB	3.7	273%	Day
230	2025-09-22	76	55dB	4.0	300%	Day

	14:00:14					
231	2025-09-22 14:04:49	73	55dB	3.5	248%	Day
232	2025-09-22 14:07:16	72	55dB	3.2	225%	Day
233	2025-09-22 14:08:52	75	55dB	3.7	273%	Day
234	2025-09-22 14:14:16	73	55dB	3.5	248%	Day
235	2025-09-22 14:16:30	72	55dB	3.2	225%	Day
236	2025-09-22 14:17:40	72	55dB	3.0	203%	Day
237	2025-09-22 14:19:45	72	55dB	3.2	225%	Day
238	2025-09-22 14:21:12	71	55dB	2.8	183%	Day
239	2025-09-22 14:22:37	75	55dB	4.0	300%	Day
240	2025-09-22 14:24:41	76	55dB	4.3	329%	Day
241	2025-09-22 14:26:52	72	55dB	3.2	225%	Day
242	2025-09-22 14:28:15	76	55dB	4.0	300%	Day
243	2025-09-22 14:29:38	73	55dB	3.2	225%	Day
244	2025-09-22 14:30:51	74	55dB	3.5	248%	Day
245	2025-09-22 14:32:16	74	55dB	3.5	248%	Day
246	2025-09-22 14:33:32	75	55dB	3.7	273%	Day
247	2025-09-22 14:39:36	77	55dB	4.3	329%	Day
248	2025-09-22 14:42:28	73	55dB	3.5	248%	Day
249	2025-09-22 14:43:38	76	55dB	4.3	329%	Day
250	2025-09-22 14:45:25	75	55dB	3.7	273%	Day
251	2025-09-22 14:46:46	73	55dB	3.2	225%	Day
252	2025-09-22 14:48:04	77	55dB	4.6	359%	Day
253	2025-09-22 14:51:01	68	55dB	2.5	146%	Day

254	2025-09-22 14:52:33	75	55dB	4.0	300%	Day
255	2025-09-22 14:54:30	73	55dB	3.5	248%	Day
256	2025-09-22 14:55:42	75	55dB	4.0	300%	Day
257	2025-09-22 14:59:03	74	55dB	3.5	248%	Day
258	2025-09-22 15:01:26	72	55dB	3.2	225%	Day
259	2025-09-22 15:02:36	71	55dB	2.8	183%	Day
260	2025-09-22 15:03:46	74	55dB	3.5	248%	Day
261	2025-09-22 15:05:02	72	55dB	3.0	203%	Day
262	2025-09-22 15:06:14	73	55dB	3.2	225%	Day
263	2025-09-22 15:07:32	70	55dB	2.6	164%	Day
264	2025-09-22 15:08:57	77	55dB	4.6	359%	Day
265	2025-09-22 15:10:33	76	55dB	4.0	300%	Day
266	2025-09-22 15:11:42	73	55dB	3.5	248%	Day
267	2025-09-22 15:13:11	68	55dB	2.5	146%	Day
268	2025-09-22 15:14:34	75	55dB	3.7	273%	Day
269	2025-09-22 15:16:05	74	55dB	3.5	248%	Day
270	2025-09-22 15:20:24	72	55dB	3.0	203%	Day
271	2025-09-22 15:26:38	73	55dB	3.5	248%	Day
272	2025-09-22 15:28:06	78	55dB	4.9	392%	Day
273	2025-09-22 15:30:52	72	55dB	3.2	225%	Day
274	2025-09-22 15:32:07	73	55dB	3.5	248%	Day
275	2025-09-22 15:33:30	72	55dB	3.2	225%	Day
276	2025-09-22 15:34:45	81	55dB	6.1	506%	Day
277	2025-09-22	73	55dB	3.2	225%	Day

	15:35:57					
278	2025-09-22 15:37:31	74	55dB	3.5	248%	Day
279	2025-09-22 15:38:45	71	55dB	2.8	183%	Day
280	2025-09-22 15:40:07	73	55dB	3.5	248%	Day
281	2025-09-22 15:41:21	75	55dB	3.7	273%	Day
282	2025-09-22 15:42:31	74	55dB	3.7	273%	Day
283	2025-09-22 15:44:39	74	55dB	3.7	273%	Day
284	2025-09-22 15:46:11	79	55dB	5.3	428%	Day
285	2025-09-22 15:48:07	75	55dB	4.0	300%	Day
286	2025-09-22 15:49:16	78	55dB	4.9	392%	Day
287	2025-09-22 15:51:24	73	55dB	3.5	248%	Day
288	2025-09-22 15:54:01	74	55dB	3.7	273%	Day
289	2025-09-22 16:00:01	74	55dB	3.5	248%	Day
290	2025-09-22 16:02:54	73	55dB	3.2	225%	Day
291	2025-09-22 16:04:11	75	55dB	3.7	273%	Day
292	2025-09-22 16:05:16	73	55dB	3.2	225%	Day
293	2025-09-22 16:07:53	73	55dB	3.2	225%	Day
294	2025-09-22 16:09:22	72	55dB	3.2	225%	Day
295	2025-09-22 16:10:55	73	55dB	3.5	248%	Day
296	2025-09-22 16:14:26	72	55dB	3.2	225%	Day
297	2025-09-22 16:16:26	71	55dB	2.8	183%	Day
298	2025-09-22 16:18:17	75	55dB	4.0	300%	Day
299	2025-09-22 16:20:11	74	55dB	3.7	273%	Day
300	2025-09-22 16:21:27	71	55dB	2.8	183%	Day

301	2025-09-22 16:22:49	70	55dB	2.8	183%	Day
302	2025-09-22 16:25:17	74	55dB	3.5	248%	Day
303	2025-09-22 16:27:22		55dB	?	?	Day
304	2025-09-22 16:28:28		55dB	?	?	Day
305	2025-09-22 16:31:09		55dB	?	?	Day
306	2025-09-22 16:32:19	71	55dB	3.0	203%	Day
307	2025-09-22 16:33:34	67	55dB	2.1	114%	Day
308	2025-09-22 16:34:57	74	55dB	3.5	248%	Day
309	2025-09-22 16:36:08	70	55dB	2.6	164%	Day
310	2025-09-22 16:38:56	72	55dB	3.0	203%	Day
311	2025-09-22 16:42:01	73	55dB	3.5	248%	Day
312	2025-09-22 16:44:10	73	55dB	3.2	225%	Day
313	2025-09-22 16:45:30	67	55dB	2.3	130%	Day
314	2025-09-22 16:47:02		55dB	?	?	Day
315	2025-09-22 16:49:00		55dB	?	?	Day
316	2025-09-22 16:50:16	74	55dB	3.7	273%	Day
317	2025-09-22 16:51:39	73	55dB	3.2	225%	Day
318	2025-09-22 16:53:25	68	55dB	2.3	130%	Day
319	2025-09-22 16:54:43		55dB	?	?	Day
320	2025-09-22 16:55:56		55dB	?	?	Day
321	2025-09-22 16:58:33	73	55dB	3.5	248%	Day
322	2025-09-22 17:00:07		55dB	?	?	Day
323	2025-09-22 17:02:21	72	55dB	3.2	225%	Day
324	2025-09-22	72	55dB	3.2	225%	Day

	17:03:46					
325	2025-09-22 17:05:08	73	55dB	3.2	225%	Day
326	2025-09-22 17:06:20	73	55dB	3.2	225%	Day
327	2025-09-22 17:07:30	72	55dB	3.0	203%	Day
328	2025-09-22 17:08:49	72	55dB	3.0	203%	Day
329	2025-09-22 17:09:56	75	55dB	3.7	273%	Day
330	2025-09-22 17:12:10	77	55dB	4.6	359%	Day
331	2025-09-22 17:13:57	71	55dB	3.0	203%	Day
332	2025-09-22 17:15:26	70	55dB	2.6	164%	Day
333	2025-09-22 17:16:50	70	55dB	2.8	183%	Day
334	2025-09-22 17:18:42	69	55dB	2.6	164%	Day
335	2025-09-22 17:20:20	70	55dB	2.8	183%	Day
336	2025-09-22 17:22:13	71	55dB	3.0	203%	Day
337	2025-09-22 17:23:42	69	55dB	2.5	146%	Day
338	2025-09-22 17:25:07	73	55dB	3.5	248%	Day
339	2025-09-22 17:27:01	77	55dB	4.6	359%	Day
340	2025-09-22 17:28:19	73	55dB	3.2	225%	Day
341	2025-09-22 17:30:10	72	55dB	3.0	203%	Day
342	2025-09-22 17:32:27	72	55dB	3.0	203%	Day
343	2025-09-22 17:34:06	76	55dB	4.0	300%	Day
344	2025-09-22 17:35:23	72	55dB	3.0	203%	Day
345	2025-09-22 17:36:56	70	55dB	2.8	183%	Day
346	2025-09-22 17:38:34	71	55dB	3.0	203%	Day
347	2025-09-22 17:40:08	71	55dB	3.0	203%	Day

348	2025-09-22 17:41:38	74	55dB	3.5	248%	Day
349	2025-09-22 17:44:37	74	55dB	3.5	248%	Day
350	2025-09-22 17:47:47	69	55dB	2.5	146%	Day
351	2025-09-22 17:49:53	66	55dB	2.1	114%	Day
352	2025-09-22 17:54:49	79	55dB	5.3	428%	Day
353	2025-09-22 17:56:28	70	55dB	2.8	183%	Day
354	2025-09-22 17:59:12	75	55dB	3.7	273%	Day
355	2025-09-22 18:01:34	70	55dB	2.8	183%	Day
356	2025-09-22 18:03:18	69	55dB	2.5	146%	Day
357	2025-09-22 18:04:43	66	55dB	2.1	114%	Day
358	2025-09-22 18:06:40	70	55dB	2.6	164%	Day
359	2025-09-22 18:09:08	67	55dB	2.3	130%	Day
360	2025-09-22 18:10:56		55dB	?	?	Day
361	2025-09-22 18:13:25	70	55dB	2.6	164%	Day
362	2025-09-22 18:14:48	67	55dB	2.3	130%	Day
363	2025-09-22 18:17:15	69	55dB	2.6	164%	Day
364	2025-09-22 18:18:27	70	55dB	2.6	164%	Day
365	2025-09-22 18:23:00	74	55dB	3.5	248%	Day
366	2025-09-22 18:24:50	73	55dB	3.5	248%	Day
367	2025-09-22 18:26:12	69	55dB	2.6	164%	Day
368	2025-09-22 18:28:02	70	55dB	2.8	183%	Day
369	2025-09-22 18:28:26		55dB	?	?	Day
370	2025-09-22 18:29:24	74	55dB	3.5	248%	Day
371	2025-09-22	75	55dB	4.0	300%	Day

	18:32:41					
372	2025-09-22 18:35:49	69	55dB	2.6	164%	Day
373	2025-09-22 18:37:02	69	55dB	2.5	146%	Day
374	2025-09-22 18:38:08	70	55dB	2.8	183%	Day
375	2025-09-22 18:39:19	68	55dB	2.5	146%	Day
376	2025-09-22 18:40:26	70	55dB	2.6	164%	Day
377	2025-09-22 18:41:39	70	55dB	2.8	183%	Day
378	2025-09-22 18:42:58	71	55dB	3.0	203%	Day
379	2025-09-22 18:46:41	69	55dB	2.5	146%	Day
380	2025-09-22 18:48:14	70	55dB	2.6	164%	Day
381	2025-09-22 18:49:45	71	55dB	2.8	183%	Day
382	2025-09-22 18:54:10	70	55dB	2.6	164%	Day
383	2025-09-22 18:57:00	70	55dB	2.6	164%	Day
384	2025-09-22 18:58:30	73	55dB	3.2	225%	Day
385	2025-09-22 19:01:13	79	45dB	9.8	885%	Night
386	2025-09-22 19:03:25	71	45dB	6.1	506%	Night
387	2025-09-22 19:04:48	71	45dB	5.7	466%	Night
388	2025-09-22 19:06:43	71	45dB	6.1	506%	Night
389	2025-09-22 19:08:32	69	45dB	5.3	428%	Night
390	2025-09-22 19:10:35	69	45dB	5.3	428%	Night
391	2025-09-22 19:12:22	75	45dB	8.0	700%	Night
392	2025-09-22 19:13:54	78	45dB	9.8	885%	Night
393	2025-09-22 19:16:02		45dB	?	?	Night
394	2025-09-22 19:17:17	74	45dB	7.0	596%	Night

395	2025-09-22 19:18:57	69	45dB	4.9	392%	Night
396	2025-09-22 19:22:12	68	45dB	4.6	359%	Night
397	2025-09-22 19:23:54	73	45dB	6.5	550%	Night
398	2025-09-22 19:26:12	70	45dB	5.7	466%	Night
399	2025-09-22 19:29:04	75	45dB	8.0	700%	Night
400	2025-09-22 19:31:44	70	45dB	5.7	466%	Night
401	2025-09-22 19:34:25	69	45dB	4.9	392%	Night
402	2025-09-22 19:35:42	71	45dB	6.1	506%	Night
403	2025-09-22 19:37:56	70	45dB	5.3	428%	Night
404	2025-09-22 19:39:30	75	45dB	8.0	700%	Night
405	2025-09-22 19:41:36	76	45dB	8.6	757%	Night
406	2025-09-22 19:42:54	71	45dB	6.1	506%	Night
407	2025-09-22 19:44:25	76	45dB	8.6	757%	Night
408	2025-09-22 19:46:44	76	45dB	8.0	700%	Night
409	2025-09-22 19:47:56	71	45dB	5.7	466%	Night
410	2025-09-22 19:49:12	70	45dB	5.3	428%	Night
411	2025-09-22 19:50:41	70	45dB	5.7	466%	Night
412	2025-09-22 19:53:33	69	45dB	5.3	428%	Night
413	2025-09-22 19:55:05	68	45dB	4.9	392%	Night
414	2025-09-22 19:58:10	67	45dB	4.6	359%	Night
415	2025-09-22 20:00:15	70	45dB	5.7	466%	Night
416	2025-09-22 20:01:39	71	45dB	5.7	466%	Night
417	2025-09-22 20:04:45	72	45dB	6.1	506%	Night
418	2025-09-22	71	45dB	6.1	506%	Night

	20:06:26					
419	2025-09-22 20:08:02	71	45dB	6.1	506%	Night
420	2025-09-22 20:10:07	67	45dB	4.6	359%	Night
421	2025-09-22 20:11:36	74	45dB	7.5	646%	Night
422	2025-09-22 20:13:08	72	45dB	6.1	506%	Night
423	2025-09-22 20:18:46	70	45dB	5.7	466%	Night
424	2025-09-22 20:20:57	68	45dB	4.6	359%	Night
425	2025-09-22 20:22:23	70	45dB	5.7	466%	Night
426	2025-09-22 20:23:49	69	45dB	5.3	428%	Night
427	2025-09-22 20:25:26	71	45dB	6.1	506%	Night
428	2025-09-22 20:28:07	69	45dB	4.9	392%	Night
429	2025-09-22 20:31:01	72	45dB	6.1	506%	Night
430	2025-09-22 20:35:18	75	45dB	7.5	646%	Night
431	2025-09-22 20:37:33	73	45dB	6.5	550%	Night
432	2025-09-22 20:38:45		45dB	?	?	Night
433	2025-09-22 20:40:18	77	45dB	8.6	757%	Night
434	2025-09-22 20:44:00	68	45dB	4.6	359%	Night
435	2025-09-22 20:46:22	74	45dB	7.0	596%	Night
436	2025-09-22 20:48:28		45dB	?	?	Night
437	2025-09-22 20:54:53	69	45dB	5.3	428%	Night
438	2025-09-22 20:56:45	71	45dB	5.7	466%	Night
439	2025-09-22 20:58:21	68	45dB	4.6	359%	Night
440	2025-09-22 21:01:08	72	45dB	6.1	506%	Night
441	2025-09-22 21:04:15		45dB	?	?	Night

442	2025-09-22 21:07:37	71	45dB	5.7	466%	Night
443	2025-09-22 21:10:41	68	45dB	4.6	359%	Night
444	2025-09-22 21:15:10	69	45dB	4.9	392%	Night
445	2025-09-22 21:16:39	70	45dB	5.3	428%	Night
446	2025-09-22 21:18:07	70	45dB	5.7	466%	Night
447	2025-09-22 21:19:33	71	45dB	5.7	466%	Night
448	2025-09-22 21:22:34	68	45dB	4.6	359%	Night
449	2025-09-22 21:24:28	70	45dB	5.7	466%	Night
450	2025-09-22 21:25:52	73	45dB	6.5	550%	Night
451	2025-09-22 21:27:55	67	45dB	4.3	329%	Night
452	2025-09-22 21:29:20	70	45dB	5.3	428%	Night
453	2025-09-22 21:30:48	71	45dB	5.7	466%	Night
454	2025-09-22 21:33:10	71	45dB	5.7	466%	Night
455	2025-09-22 21:34:38	69	45dB	4.9	392%	Night
456	2025-09-22 21:36:51	72	45dB	6.1	506%	Night
457	2025-09-22 21:41:43		45dB	?	?	Night
458	2025-09-22 21:43:04	71	45dB	5.7	466%	Night
459	2025-09-22 21:44:32		45dB	?	?	Night
460	2025-09-22 21:47:11	73	45dB	6.5	550%	Night
461	2025-09-22 21:49:45	69	45dB	5.3	428%	Night
462	2025-09-22 21:51:14	69	45dB	4.9	392%	Night
463	2025-09-22 21:53:09	73	45dB	7.0	596%	Night
464	2025-09-22 21:55:55	71	45dB	5.7	466%	Night
465	2025-09-22	70	45dB	5.7	466%	Night

	21:57:30					
466	2025-09-22 22:01:14	78	45dB	9.8	885%	Night
467	2025-09-22 22:02:53	70	45dB	5.3	428%	Night
468	2025-09-22 22:04:11	71	45dB	5.7	466%	Night
469	2025-09-22 22:06:31	71	45dB	6.1	506%	Night
470	2025-09-22 22:08:55		45dB	?	?	Night
471	2025-09-22 22:11:45	72	45dB	6.5	550%	Night
472	2025-09-22 22:13:55	66	45dB	4.3	329%	Night
473	2025-09-22 22:15:30	69	45dB	5.3	428%	Night
474	2025-09-22 22:17:20		45dB	?	?	Night
475	2025-09-22 22:18:46	70	45dB	5.7	466%	Night
476	2025-09-22 22:20:30	69	45dB	5.3	428%	Night
477	2025-09-22 22:22:19		45dB	?	?	Night
478	2025-09-22 22:25:42	71	45dB	5.7	466%	Night
479	2025-09-22 22:27:44		45dB	?	?	Night
480	2025-09-22 22:30:13	72	45dB	6.1	506%	Night
481	2025-09-22 22:34:34		45dB	?	?	Night
482	2025-09-22 22:36:27	70	45dB	5.3	428%	Night
483	2025-09-22 22:37:47	72	45dB	6.5	550%	Night
484	2025-09-22 22:39:17		45dB	?	?	Night
485	2025-09-22 22:41:44		45dB	?	?	Night
486	2025-09-22 22:43:17	71	45dB	5.7	466%	Night
487	2025-09-22 22:44:36	72	45dB	6.5	550%	Night
488	2025-09-22 22:46:17	67	45dB	4.3	329%	Night

489	2025-09-22 22:51:13	72	45dB	6.5	550%	Night
490	2025-09-22 22:53:03	68	45dB	4.6	359%	Night
491	2025-09-22 22:55:13	70	45dB	5.3	428%	Night
492	2025-09-22 22:57:44	71	45dB	6.1	506%	Night
493	2025-09-22 22:59:02	72	45dB	6.1	506%	Night
494	2025-09-22 23:01:24		45dB	?	?	Night
495	2025-09-22 23:03:22	69	45dB	4.9	392%	Night
496	2025-09-22 23:05:18	68	45dB	4.9	392%	Night
497	2025-09-22 23:15:33	70	45dB	5.3	428%	Night
498	2025-09-22 23:17:01	73	45dB	7.0	596%	Night
499	2025-09-22 23:18:24	69	45dB	5.3	428%	Night
500	2025-09-22 23:22:30	72	45dB	6.1	506%	Night
501	2025-09-22 23:25:56	72	45dB	6.5	550%	Night
502	2025-09-22 23:27:32	69	45dB	4.9	392%	Night
503	2025-09-22 23:29:01	69	45dB	5.3	428%	Night
504	2025-09-22 23:31:33	69	45dB	5.3	428%	Night
505	2025-09-22 23:34:58		45dB	?	?	Night
506	2025-09-22 23:39:36	70	45dB	5.7	466%	Night
507	2025-09-22 23:42:12	71	45dB	6.1	506%	Night
508	2025-09-22 23:52:02	69	45dB	4.9	392%	Night
509	2025-09-22 23:54:45	71	45dB	6.1	506%	Night
510	2025-09-22 23:56:30	71	45dB	5.7	466%	Night
511	2025-09-22 23:59:24	71	45dB	5.7	466%	Night

2. Examples of complaint report alterations.

This section of the 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**:

Offence Type	Possible Maximum Prison Sentence
Forgery (Criminal Code §366)	Up to 10 years
Uttering a forged document	Up to 10 years
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 Ovetтини

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

Phone (416) 247-7682

TorontoPearson.com

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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
Cc: councillor_perruzza@toronto.ca; petitions@oag-bvg.gc.ca; ida.lipreti@tcdsb.org;
matias.dedovitiis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; hcinfo.infosc@canada.ca;
complaint.plainte@chrc-ccdp.gc.ca; info@psic-isp.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;
matias.dedovitiis@toronto.ca; trakocovic-co@ndp.on.ca; doug.fordco@pc.ola.org;
adeled@rogers.com; justinehayashi@hotmail.com;
valentinamontealegredeleahoz@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;
piac.ward01@tdsb.on.ca; danielle.marra-scire@tcdsb.org; cspc.ststephen@tcdsb.org;
joseph.martino@tcdsb.org; elmlea@tdsb.on.ca; sylvia.jones@ontario.ca;
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;
istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com;
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; humblerleacommunitygroup@gmail.com; ireneford@rogers.com;
rose_savage@rogers.com; skye.com@live.com; jbrunaccioni@rogers.com;

pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
monicaciardullo@yahoo.ca; lafleurstephen12@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;
virgmgreco@hotmail.com; tonymoce@sympatico.ca; lisaschauer0@gmail.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; 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.

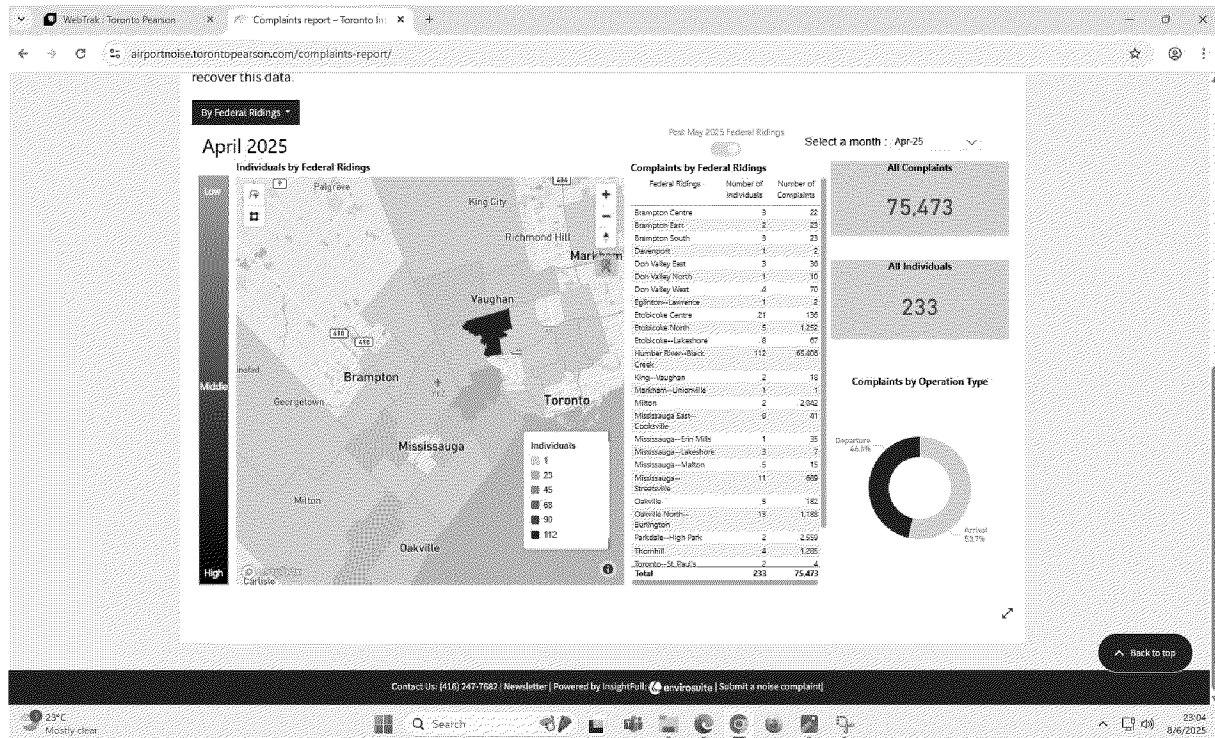
Now you get to wear it.

Sincerely,

Fabio Ovettoni

"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 Ovettoni <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?

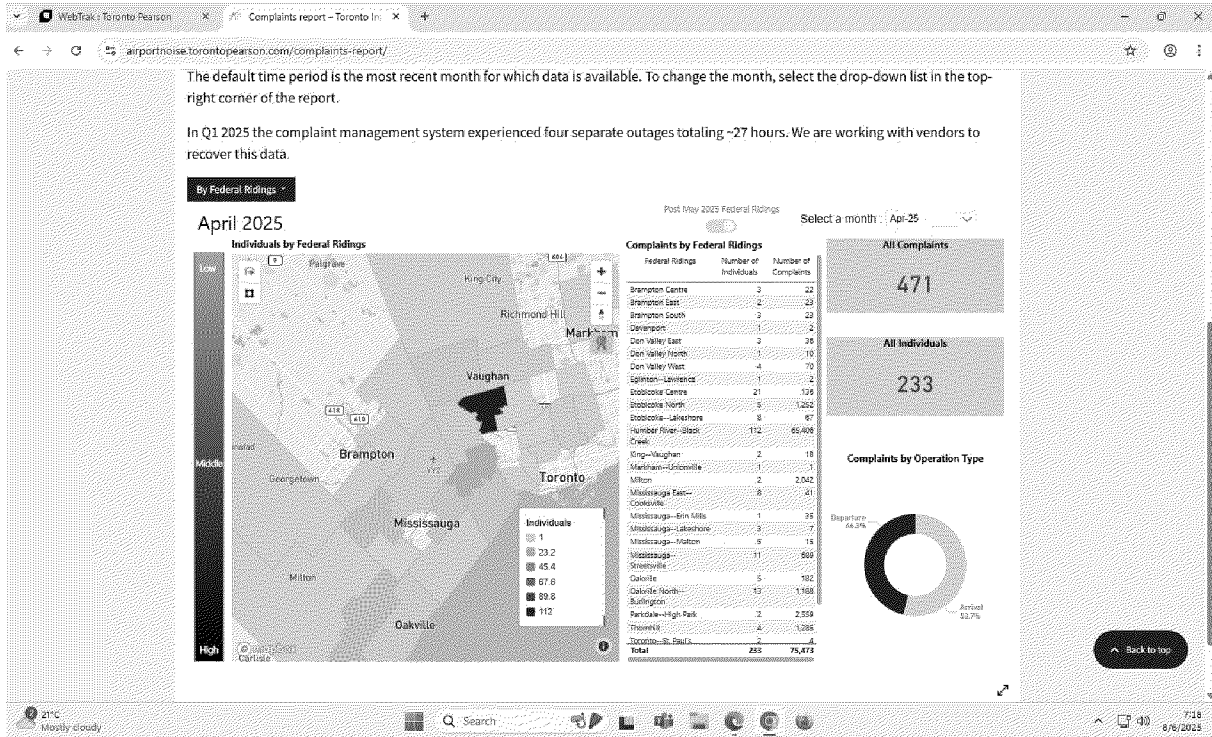
This is not a "misunderstanding" on my part. It is a technical failure, a transparency failure, and frankly, a professional failure on yours. Your dismissive tone — brushing off legitimate, evidence-backed concerns as "confusion" — only adds insult to injury.

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.

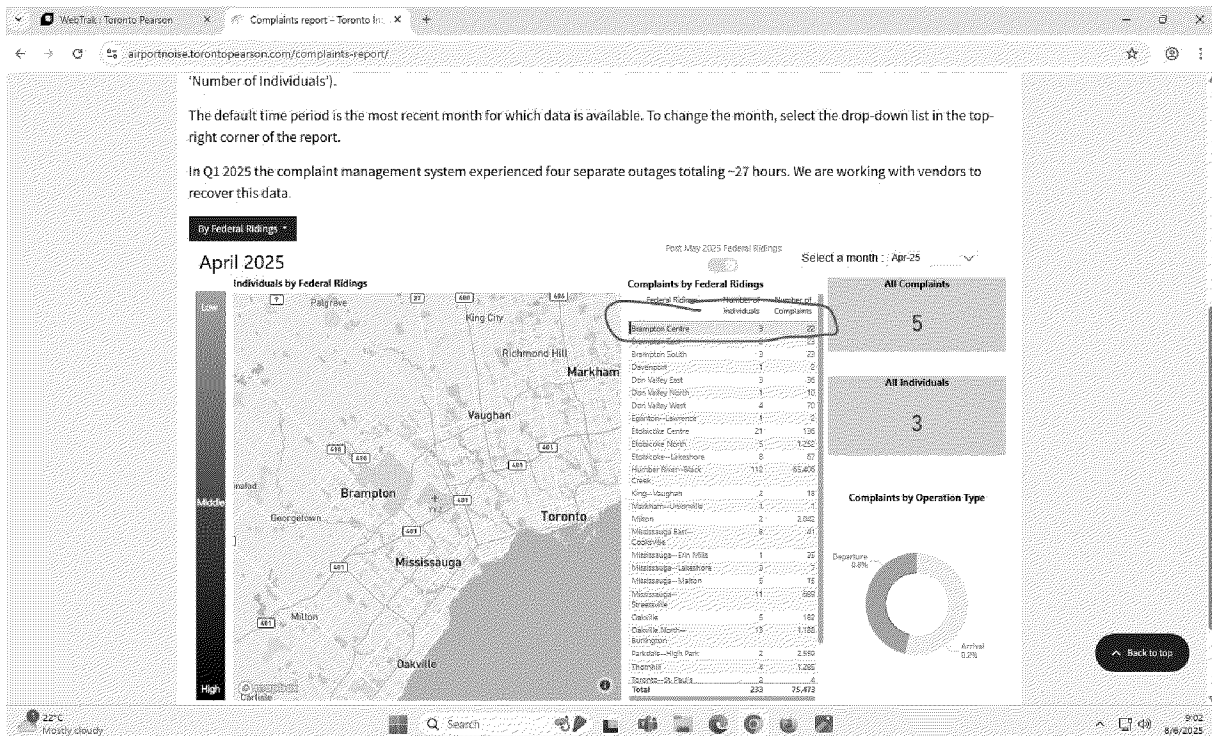
I expect a formal acknowledgment of the discrepancy shown in the attached screenshots, and an apology for the misleading and dismissive nature of your last message.

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> 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

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

Phone (416) 247-7682

TorontoPearson.com

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Although this e-mail and any attachments are believed to be free of any virus or other defects that might affect any computer or IT system into which they are received, no responsibility is accepted by the Greater Toronto Airports Authority for any loss or damage arising in any way from the receipt or use thereof.

From: Fabio Ovettoni <fabio217@yahoo.com>

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

To: judy.sgro@parl.gc.ca; tc.ministeroftransport-ministredestransports.tc@tc.gc.ca; hcmminister.ministresc@hc-sc.gc.ca; hcmminister.ministresc@canada.ca; Flint, Deborah <Deborah.Flint@gtaa.com>; Thomas, Steven <Steven.Thomas@gtaa.com>; pm@pm.gc.ca

Cc: ZZG-Community Engagement <communityengagement@gtaa.com>; councillor_perruzza@toronto.ca; judy.sgro@parl.gc.ca; petitions@oag-bvg.gc.ca; ida.lipreti@tcdsb.org; matias.dedovitiis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; pm@pm.gc.ca; tc.ministeroftransport-ministredestransports.tc@tc.gc.ca; hcinfo.infosc@canada.ca; hcmminister.ministresc@hc-sc.gc.ca; complaint.plainte@chrc-ccdp.gc.ca; info@psic-isp.gc.ca; mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; eric.costen@hc-sc.gc.ca; hcmminister.ministresc@canada.ca; greg.orencsak@hc-sc.gc.ca; jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca; matias.dedovitiis@toronto.ca; trakocevic-co@ndp.on.ca; doug.fordco@pc.ola.org; adeled@rogers.com; justinehayashi@hotmail.com; valentinamontealegredelaho@hotmai.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; piac.ward01@tdsb.on.ca; daniele.marra-scire@tcdsb.org; cspc.ststephen@tcdsb.org; joseph.martino@tcdsb.org; elmlea@tdsb.on.ca; sylvia.jones@ontario.ca; blair.hains@ontario.ca; nadurus@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; ggailsci@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; istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com; kimmyhoang9@gmail.com; sgurpersaud@gmail.com; sdverrel@yahoo.ca; gkit@rogers.com; doorperson@me.com; bridgettecontento@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;
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gregster63@rogers.com; humberleacommunitygroup@gmail.com; ireneford@rogers.com;
rose_savage@rogers.com; skye.com@live.com; jbrunaccioni@rogers.com;
pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
monicaciardullo@yahoo.ca; lafleurstephen12@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; 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; lisaschauer0@gmail.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; robvjus@gmail.com; publichealth@toronto.ca; 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."

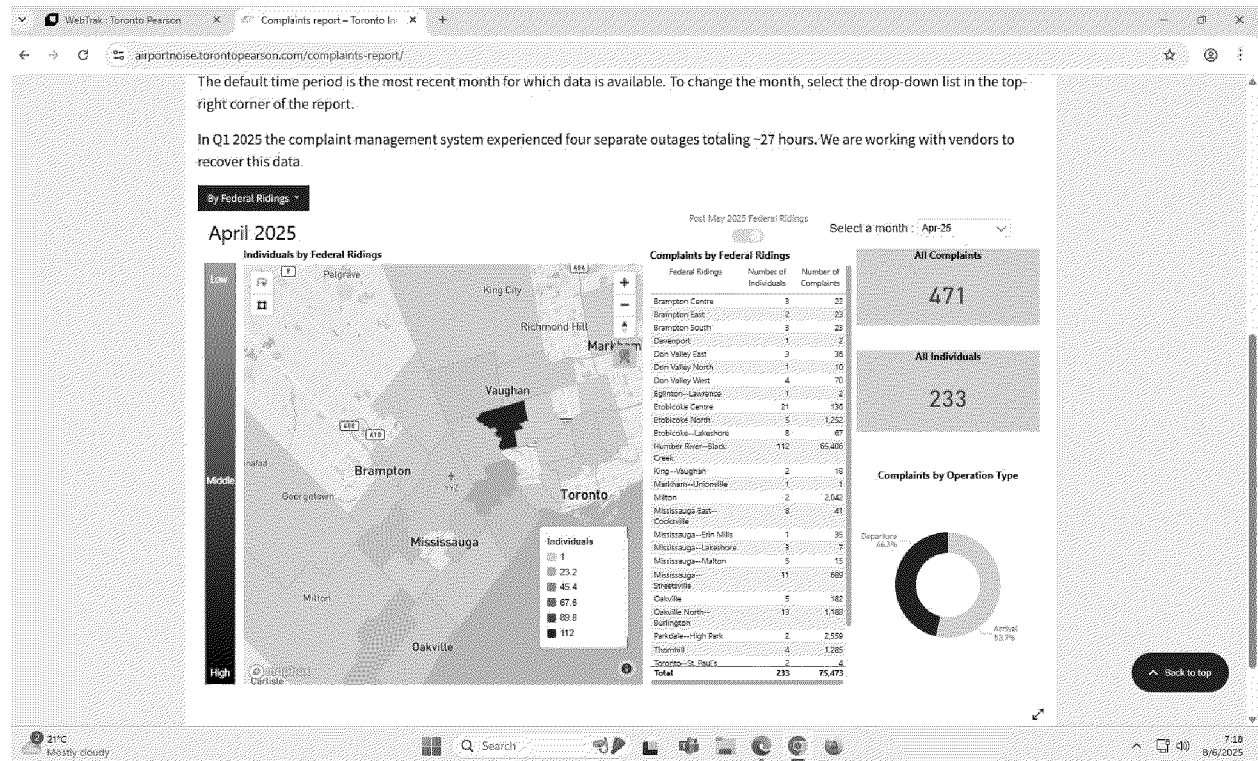
If there is any remaining shred of integrity left in your leadership, then Steven Thomas must be removed immediately.

Sincerely,

Fabio Ovettoni

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; trakocovic-co@ndp.on.ca; doug.fordco@pc.ola.org; adeled@rogers.com; justinehayashi@hotmail.com; valentinamontealegredeleahoz@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; piac.ward01@tdsb.on.ca; daniela.marra-scire@tcdsb.org; cspc.ststephen@tcdsb.org;

joseph.martino@tcdsb.org; elmlea@tdsb.on.ca; sylvia.jones@ontario.ca;
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; ggailsci@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;
istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com;
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;
pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
monicaciardullo@yahoo.ca; lafleursthen12@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;
virgmgreco@hotmail.com; tonymoce@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.

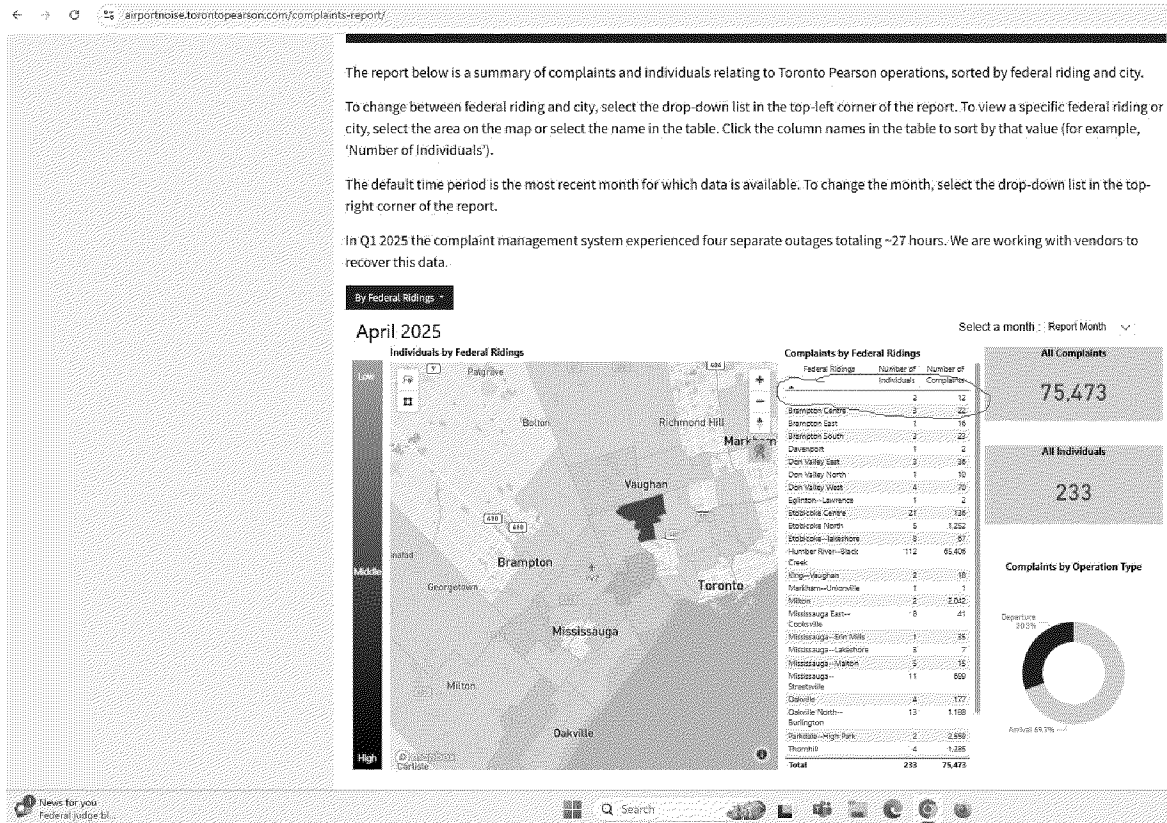
We are demanding full transparency, criminal investigation, and federal takeover if necessary.

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



3. Screenshots of monitor outages.

This section of the 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.

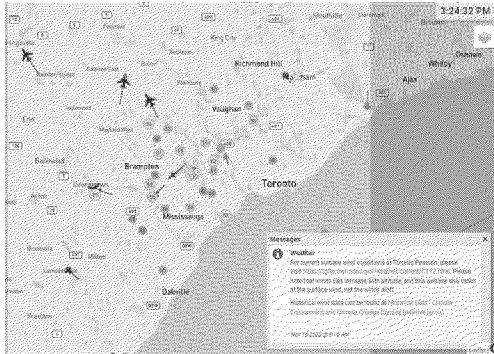


Daryl Henderson

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 9th and 10th 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

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Daryl Henderson

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

From: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>
Sent: July 10, 2024 7:19 AM
To: Daryl Henderson <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
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From: Daryl Henderson <dhenderson37@live.com>
Sent: Monday, July 8, 2024 11:50 PM
To: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>
Cc: judy.sgro@parl.gc.ca; Fabio Ovettoni <fabio217@yahoo.com>; IRENE FORD <ireneford@rogers.com>
Subject: [EXT] Fw: Blackfriar Park Noise Monitor on Webtrack

From: Daryl Henderson <dhenderson37@live.com>
Sent: July 8, 2024 11:38 PM
To: patrick.hebert@navcanada.com <patrick.hebert@navcanada.com>
Cc: judy.sgro@parl.gc.ca <judy.sgro@parl.gc.ca>; Fabio Ovettoni <fabio217@yahoo.com>; IRENE FORD <ireneford@rogers.com>; Pat Taney <Pat.Taney@rdi.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

 Fabio Ovetini
To: Deborah, and 2 others; Co: Z30 Community and CM ... · Fri, 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.

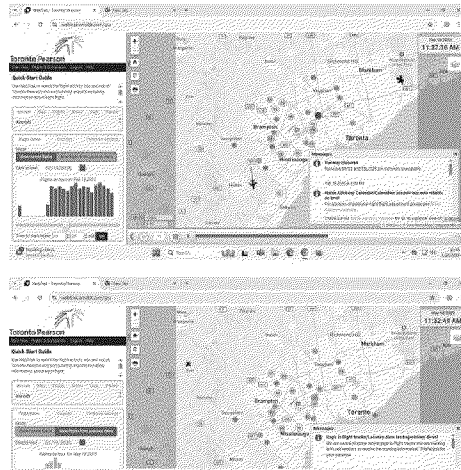
Noise Monitoring Terminal #59, located at Tobias Park, has been non-functional for over three months. There is no public acknowledgement of the outage. There is no notice, no explanation, and no timeline for repair. The community has been left completely in the dark.

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 Ovetini



May 19, 2025 – Oriole Park Noise Monitor Station

 Fabio Overini
To: Deborah, and 2 others, Co: ZIG Community, and T44... Mon, May 19 at 11:44 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.

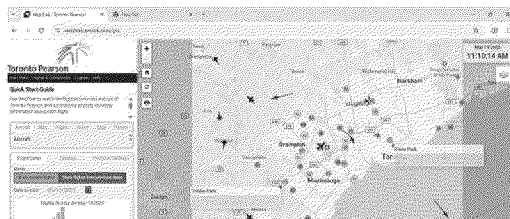
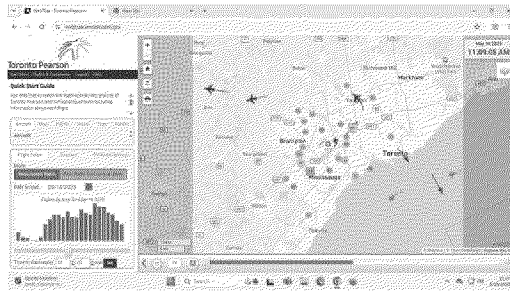
This is not an isolated incident. It's part of a larger pattern of neglect and mismanagement that continues to erode trust in the agencies and operators responsible for safeguarding public health and upholding federal infrastructure obligations.

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 Overini



June 30, 2025 – Oriole Park Noise Monitor Station



Fabio Crestini
To: Minister and 3 others, Co: creventionsaw@gtas.com... Mon, Jun 30 at 8:27 am.

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

Minister Freeland,
Ms. Filit

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 fulfil 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.

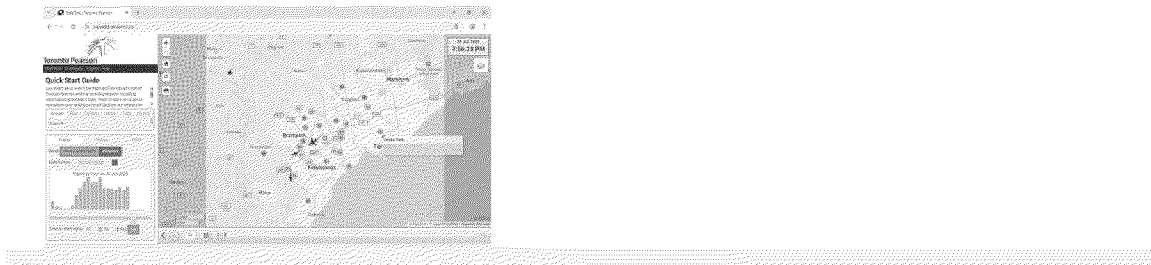
We demand:

- Immediate restoration of the Oriole Park NMT;
- A public explanation for the repeated outages;
- A formal audit of GTAA'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 GTAA's dumping ground.

Sincerely,
Fabio Crestini

P.S. In Japan, *harajiri* (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 1:08:41 pm EST
To : Mr. and Mrs. Freeland
From : Minister Freeland
Subject: Two Noise Monitors Down – Continued System Failures at GTAA

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

Mr. Flint 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.

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:

"To 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.

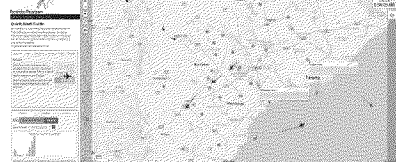
Sincerely,

Flint Overlin

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 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

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.

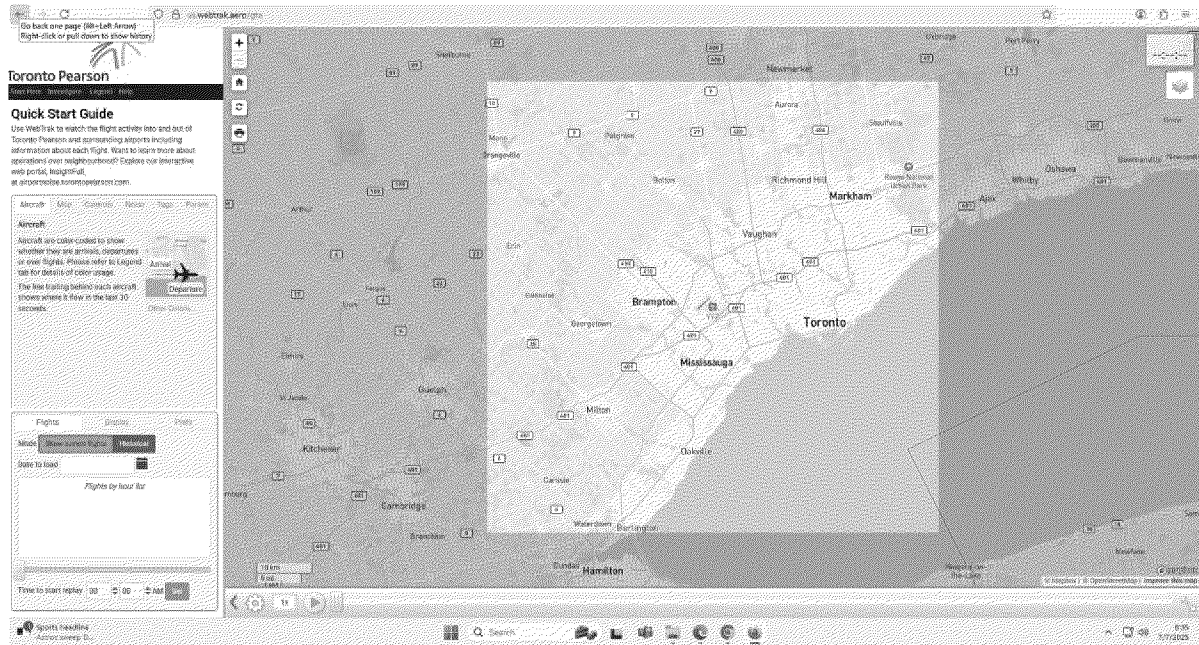
This silencing of residents — in the face of overwhelming noise exposure, sleep deprivation, and medical distress — is not only unethical, it may constitute a Charter violation.

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



Fabio Ovetini

To: communityengagement@lga.sask.ca and 7 others • Sun, Jul 27 at 10:27 pm

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?

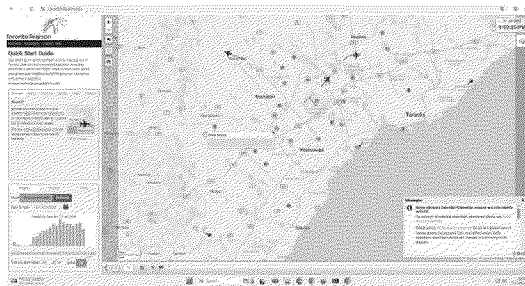
Nothing.

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 Ovetini



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

Recurring Failure of Noise Monitor Terminals @

Fabrizio Crestini
To: 3434987@parliament.ca; To: 3434987@parliament.ca; To: 3434987@parliament.ca

Subject: Recurring Failure of Noise Monitor Terminals

To: Mr. Elie, 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 Access to Information Act, GTAA is obligated to operate in accordance 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.

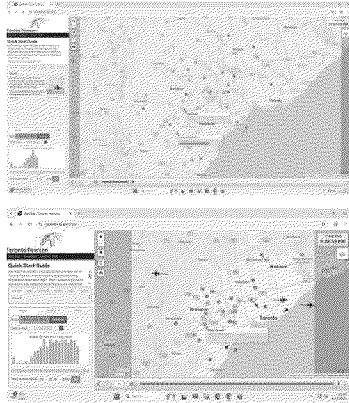
And let me be absolutely clear: this is not the only issue. There are additional problems — serious, documented, and glaring — that I am also forced to bring to your attention. I am also forced to bring to your attention the role of affected communities, to consistently catch your failures. You should be conducting your own testing and debugging before placing any system online. These

repeated failures will not disappear into the background. They will form part of the substantial record of your negligence and breach of duty.

Below are the print screens documenting the failures.

Sincerely,

Fabrizio Crestini



Annex E – Justice & Human Rights

Chronic exposure to aircraft noise and pollution is not only an environmental and health failure, it is also a **human rights violation** under the Canadian Charter of Rights and Freedoms. By permitting 25 years of reliance on an outdated Noise Exposure Forecast (NEF), the federal government has deprived millions of residents of fundamental rights guaranteed by law.

1. Section 7 – Life, Liberty, and Security of the Person

- **Sleep Deprivation and Health:** Section 7 protects individuals from state actions that deprive them of security of the person. Aircraft noise that disrupts sleep and causes cardiovascular, metabolic, and neurological harm constitutes a direct violation of this right.
 - **Government Knowledge:** WHO, RAND, and AAA research clearly document health harms. Federal departments have been repeatedly informed yet continue to rely on obsolete data, amounting to reckless disregard for public health.
 - **Loss of Liberty:** Families cannot freely enjoy their homes, communities, or public spaces when persistent nighttime aircraft noise deprives them of rest and well-being.
-

2. Section 15 – Equality Rights

- **Disproportionate Burdens:** Aircraft noise and pollution are not distributed equally. Communities under concentrated flight paths — including lower-income, racialized, and immigrant populations — bear the heaviest burdens.
 - **Systemic Inequality:** By allowing NAV CANADA to redesign routes without health-based review, the federal government has deepened inequities, placing vulnerable groups at disproportionate risk.
 - **Educational Impacts:** Children in overflowed schools experience impaired learning outcomes, compounding disadvantage and violating their equal right to educational opportunity.
-

3. International Human Rights Standards

- **UN Declaration of Human Rights:** Recognizes the right to rest, health, and an adequate standard of living.
- **International Covenant on Economic, Social and Cultural Rights:** Canada is bound to protect the right to health, which includes environmental conditions.
- Global health authorities and international regulatory frameworks recognize the dangers of chronic noise exposure, especially at night. The **World Health Organization's Environmental Noise Guidelines (2018)** establish evidence-

based limits, warning that aircraft noise above 40 dB at night causes measurable sleep disturbance, increased cardiovascular risk, and long-term cognitive harm to children. These guidelines are widely regarded as the international benchmark for noise and health policy

- The **European Union's Environmental Noise Directive (2002/49/EC)** goes further, requiring member states to systematically monitor, map, and reduce harmful noise exposure. The Directive frames noise not as a mere inconvenience but as a public-health issue that governments are legally obliged to address. By contrast, Canada has no comparable framework, leaving citizens without enforceable protections despite clear evidence of harm.

Taken together, these international standards show that modern governments are expected to treat noise as a matter of health and human rights. Canada's failure to adopt equivalent protections places it outside the norms of responsible governance and leaves residents vulnerable to avoidable harm.

4. Litigation Risk

- **Domestic:** Federal inaction leaves Canada vulnerable to Charter challenges under Sections 7 and 15, brought by affected residents and community organizations.
- **International:** Canada risks exposure to complaints before UN human rights bodies for failure to protect citizens against preventable environmental harms.
- **Financial Liability:** Human rights litigation, combined with class actions and insurance claims, could expose Canada to **trillions in damages**.

Conclusion:

By permitting Pearson to operate on an outdated NEF for 25 years, Transport Canada, Health Canada, and ECCC have collectively undermined Canadians' **Charter rights** to health, equality, and security. This represents not only a governance failure but a breach of Canada's human rights obligations domestically and internationally. Parliament must urgently investigate this systemic violation and restore residents' fundamental rights to health, dignity, and equality.

Annex F – Finance & Liability

The failure to update Pearson Airport's Noise Exposure Forecast (NEF) for 25 years has shifted massive costs onto insurers, municipalities, health systems, and residents. These financial burdens — which stem directly from federally permitted inaction — expose Canada to unprecedented liability.

1. Insurance Burden

- **Health Insurance:** Chronic sleep deprivation and cardiovascular disease increase claims for heart disease, diabetes, hypertension, and mental health. These are preventable harms, but the costs are borne by insurers rather than the polluter.
 - **Auto Insurance:** AAA (2016) confirms that insufficient sleep dramatically increases crash risk. Insurers absorb payouts for collisions linked to sleep deprivation caused by aircraft noise.
 - **Life & Disability Insurance:** Mortality risk from insufficient sleep (RAND, 2016) increases claims, while long-term disability claims rise for noise-induced stress, depression, and chronic illness.
 - **Implication:** Insurers may pursue recovery claims against the federal government and GTAA for failure to mitigate foreseeable harms.
-

2. Municipal Costs

- **Land-Use Planning:** Municipal zoning and development decisions remain tied to a 2000 NEF contour map, resulting in improper approvals and billions in long-term urban planning errors.
 - **Public Health Budgets:** Cities are forced to expand healthcare, education, and social service budgets to cope with preventable burdens — costs that stem from federal inaction.
 - **Infrastructure Impact:** Sleep-deprived populations increase demand on policing, emergency response, and transit systems, creating hidden costs to municipalities.
-

3. Federal Liability

- **Trillions in Lawsuits:** By failing to enforce lease obligations and CEPA standards, the federal government exposes itself to class actions by residents, recovery claims from insurers, and municipal compensation claims.
- **Precedent:** Climate liability cases worldwide demonstrate courts' willingness to hold governments financially responsible for regulatory inaction. Pearson's outdated NEF opens Canada to equivalent claims.
- **Hidden Fiscal Risk:** RAND estimates Canada loses ~1.35% of GDP annually due to insufficient sleep. Applied to the GTA alone, this represents billions in lost

productivity and reduced tax revenue each year — a systemic drain directly traceable to airport operations.

4. Intergenerational Economic Loss

- **Presenteeism and Absenteeism:** Workers impaired by chronic sleep deprivation underperform when present and drive unnecessary absentee costs when absent.
 - **Academic Impacts:** Children living under Pearson's flight paths lose restorative sleep and suffer impaired learning, reducing lifetime earning potential and weakening Canada's future tax base.
 - **Career Advancement:** Chronic fatigue reduces productivity, creativity, and upward mobility, compounding financial losses at both household and national levels.
-

Conclusion:

Neglect of the NEF update is not simply a public health failure; it is a profound fiscal hazard. By shifting preventable costs downstream, the federal government has created systemic liabilities that could trigger **trillions in lawsuits** from insurers, municipalities, and residents. Parliament must recognize this as a **financial risk on par with climate liability** and act immediately to prevent cascading economic harm.

Annex G – 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.”

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+1aasm.org
- 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

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/>

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](#)

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>

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>

Conclusion

The refusal to update the NEF for more than 25 years is a profound breach of public trust and federal responsibility. It has exposed millions of Canadians to preventable harm, distorted land-use planning, and driven up hidden costs in our health and insurance systems.

This is not simply technical neglect; it is gross mismanagement across multiple governments. By ignoring international health guidelines, suppressing data, and failing to enforce lease obligations, Canada has created the conditions for massive legal and financial exposure.

Mistakes made by previous representatives have placed our government at risk of trillions of dollars in lawsuits from insurers, municipalities, and residents. Without urgent corrective action, this liability will only grow. Parliament must recognize this as a matter of urgent national importance.

Exhibits

Exhibit A – Pearson Ground Lease Excerpts

Excerpts from the lease showing obligations: compliance with laws, environmental protection, public interest, records and reports, and noise management (NEFs).

1. Compliance with Laws

Section 8.06 – Observance of Law (p.141) and Section 37.08 – Compliance with Laws (p.238) 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.144) 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.149) and Section 9.04 – Community Consultative Committee (p.151) 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 – Disabled Noise Monitors

Screenshots of outages at multiple monitor terminals (Pond Street, Lisgar Green Park, etc.), undermining accountability.

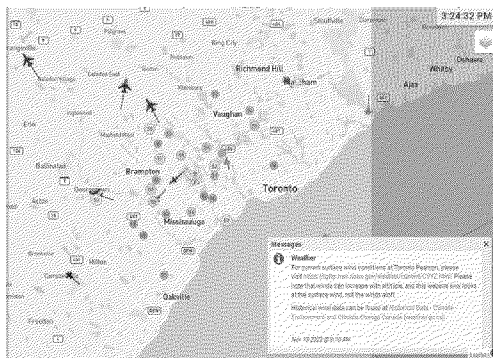
This exhibit provides screenshots showing community noise monitors (e.g., Acacia Park, Oriole Park, Tobias Park, Pond Street, Blackfriar Park) in a disabled or offline state.

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

DH Daryl Henderson
To: Hebert, Cc: me, and 8 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 9th and 10th 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. ▾

From: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>
Sent: July 10, 2024 7:19 AM
To: Daryl Henderson <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
151 Slater St., Ottawa, ON K1P 5H3
Toll Free/ Sans frais: 1-800-876-4693
www.navcanada.ca



If you do not wish to receive further electronic communications, please click [here](#).
Si vous ne désirez plus recevoir des communications électroniques, veuillez cliquer [ici](#).

From: Daryl Henderson <dhenderson37@live.com>
Sent: Monday, July 8, 2024 11:50 PM
To: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>
Cc: judy.sero@parl.gc.ca; Fabio Ovettoni <fabio217@yahoo.com>; IRENE FORD <ireneford@rogers.com>
Subject: [EXT] Fw: Blackfriar Park Noise Monitor on Webtrack

From: Daryl Henderson <dhenderson37@live.com>
Sent: July 8, 2024 11:38 PM
To: [Patrick Hebert@navcanada.com](mailto:Patrick.Hebert@navcanada.com) <Patrick.Hebert@navcanada.com>
Cc: judy.sero@parl.gc.ca <judy.sero@parl.gc.ca>; Fabio Ovettoni <fabio217@yahoo.com>; IRENE FORD <ireneford@rogers.com>; Pat Taney <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

Fabio D'Amico
To: Deborah, and 2 others, Co: ZOO Community and G4 ... Sun, May 18 at 10:07 p.m. ✓

Mr. Finé, Mr. Freedland,

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

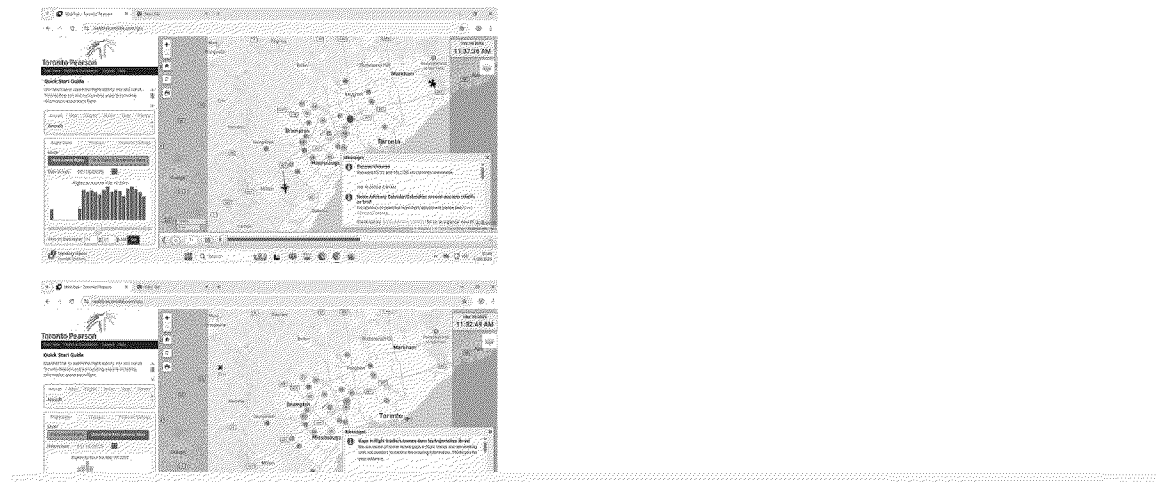
Noise Monitoring Terminal #59, located at Tobias Park, has been non-functional for over three months. There is no public acknowledgement of the outage. There is no notice, no explanation, and no timeline for repair. The community has been left completely in the dark.

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 dereliction 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 D'Amico



May 19, 2025 – Oriole Park Noise Monitor Station



Fabio Overtini

To: Deborah, and 2 others. Cc: 220 Community and 14 ... Mon, May 19 at 11:41 am

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.

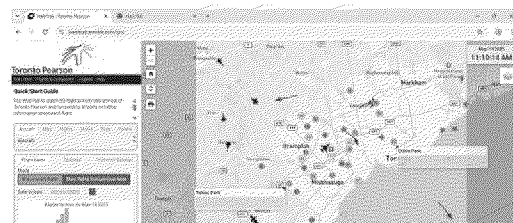
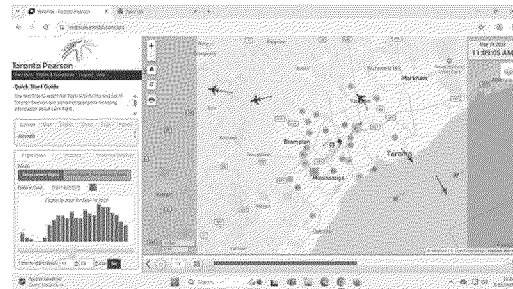
And yet, Transport Canada continues to look the other way—refusing to enforce the very standards and responsibilities it is mandated to uphold. The silence from all parties involved is deafening.

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 Overtini



June 30, 2025 – Oriole Park Noise Monitor Station



Fabio Ovetini
To: Minister, and 3 others. Cc: ireven.thomas@gaia.com... Mon, Jun 30 at 9:27 p.m.

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

Minister Freeland,
Mr. Flatt,

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.

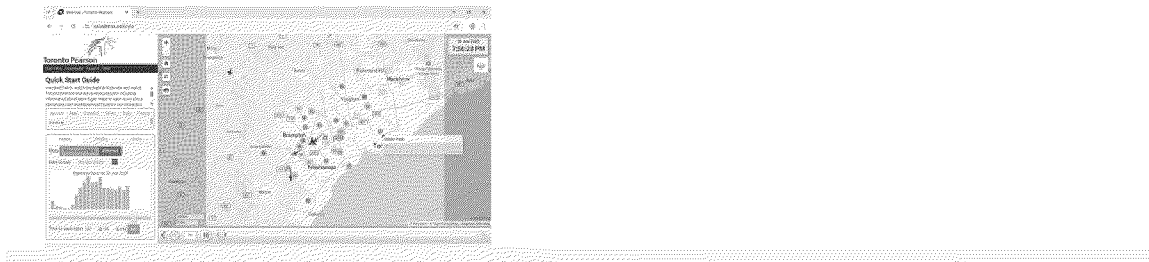
We demand:

- Immediate restoration of the Oriole Park NMT;
- A public explanation for the repeated outages;
- A formal audit of GTAA'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 GTAA's dumping ground.

Sincerely,
Fabio Ovetini

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: Monday, July 1, 2025 10:41 via B2X

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

Mr. Patel 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 asleep 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.

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:

"To 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.

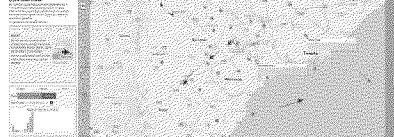
Sincerely,

Fabio Overliti

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

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.

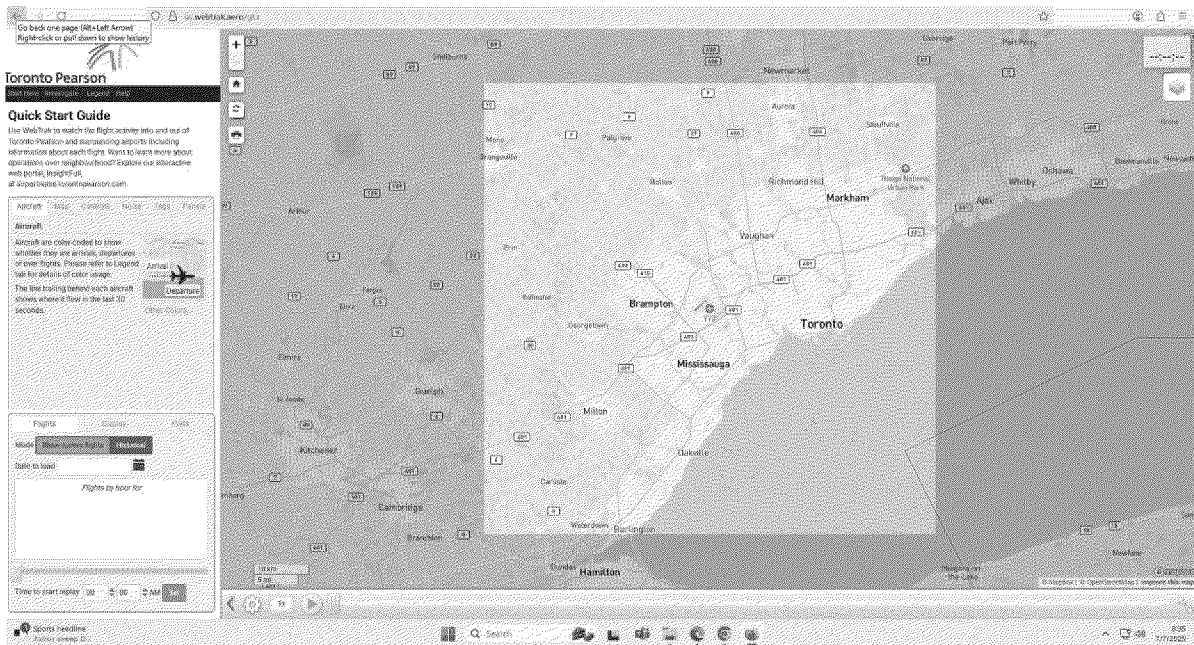
This silencing of residents — in the face of overwhelming noise exposure, sleep deprivation, and medical distress — is not only unethical, it may constitute a Charter violation.

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



Fabio Ovetini

To: communityengagement@cta.com and 7 others · Sun, Jul 27 at 10:27 pm · M

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.

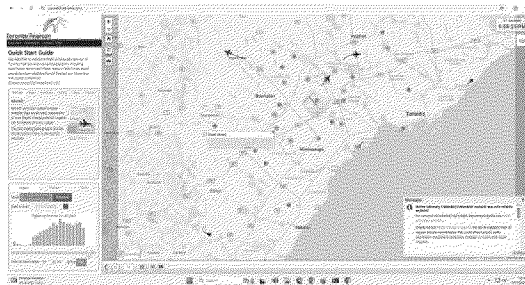
What exactly has changed?

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 Ovetini



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

Recurring Failure of Noise Monitor Terminals @



To: [LisgarGreenPark](#) and [PondStreet](#) from: [Fabio Cristini](#)

SUBJECT: Recurring Failure of Noise Monitor Terminals

To: Mr. Phil, 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 [Pension Act](#), 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 these 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, over the role of affected communities, to constantly catch your failures. You should be conducting your own testing and debugging before posting any system online. These matters will be disclosed in full during discovery, under oath, where evidence and evidence will carry consequences.

You should treat this as evidence of failure. 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 photoscreens documenting the failures.

Generally,

Fabio Cristini

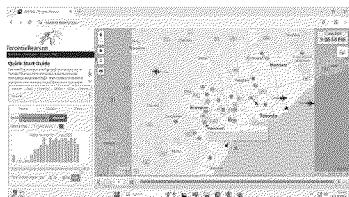


Exhibit C – Altered Noise Complaint Reports

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**:

Offence Type	Possible Maximum Prison Sentence
Forgery (Criminal Code §366)	Up to 10 years
Uttering a forged document	Up to 10 years
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 Ovetтини

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

Phone (416) 247-7682

TorontoPearson.com

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Although this e-mail and any attachments are believed to be free of any virus or other defects that might affect any computer or IT system into which they are received, no responsibility is accepted by the Greater Toronto Airports Authority for any loss or damage arising in any way from the receipt or use thereof.

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
Cc: councillor_perruzza@toronto.ca; petitions@oag-bvg.gc.ca; ida.lipreti@tcdsb.org;
matias.dedovitiis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; hcinfo.infosc@canada.ca;
complaint.plainte@chrc-ccdp.gc.ca; info@psic-isp.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;
matias.dedovitiis@toronto.ca; trakocovic-co@ndp.on.ca; doug.fordco@pc.ola.org;
adeled@rogers.com; justinehayashi@hotmail.com;
valentinamontealegredeleahoz@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;
piac.ward01@tdsb.on.ca; danielle.marra-scire@tcdsb.org; cspc.ststephen@tcdsb.org;
joseph.martino@tcdsb.org; elmlea@tdsb.on.ca; sylvia.jones@ontario.ca;
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; ggaisci@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;
istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com;
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;

pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
monicaciardullo@yahoo.ca; lafleurstephen12@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;
virgmgreco@hotmail.com; tonymoce@sympatico.ca; lisaschauer0@gmail.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; 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.

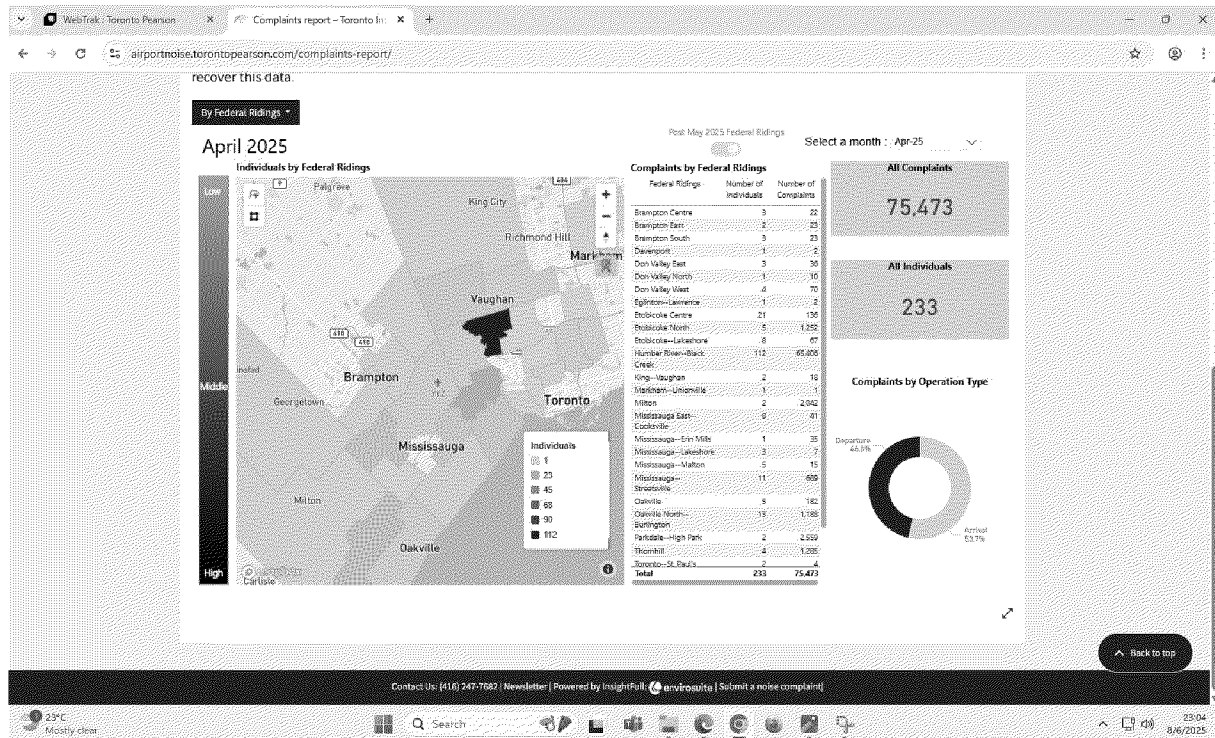
Now you get to wear it.

Sincerely,

Fabio Ovettoni

"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 Ovettoni <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?

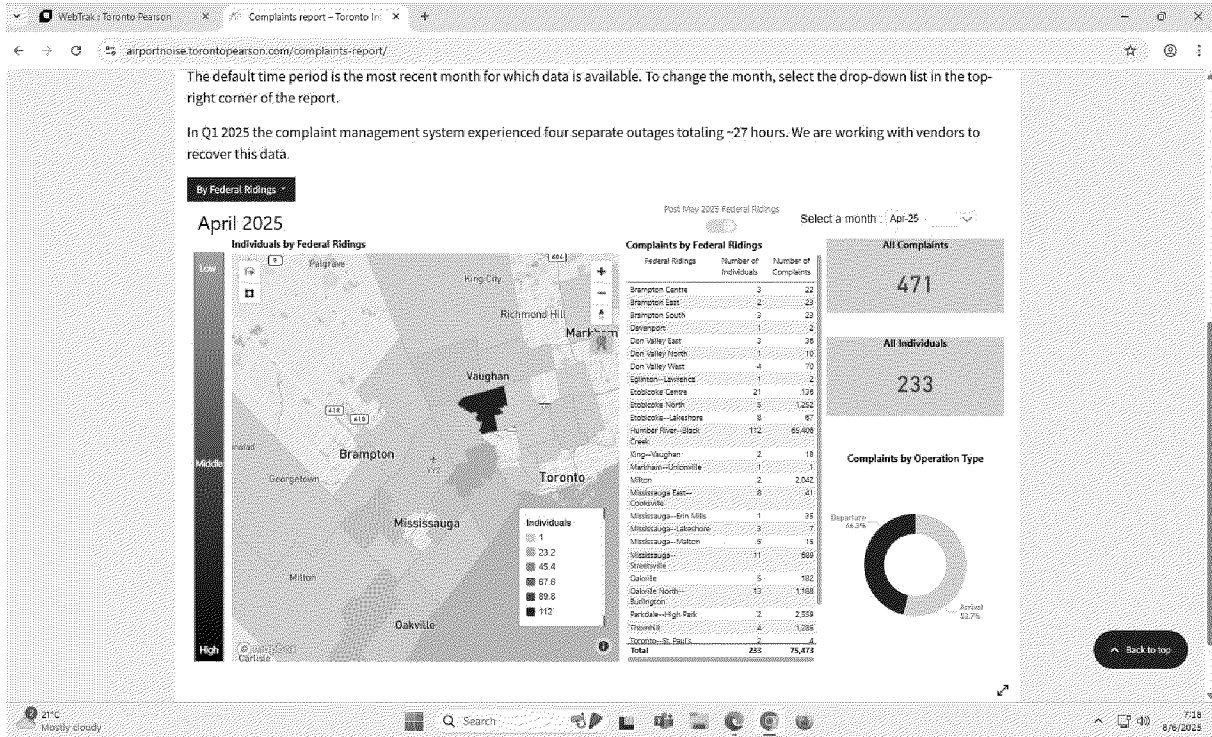
This is not a "misunderstanding" on my part. It is a technical failure, a transparency failure, and frankly, a professional failure on yours. Your dismissive tone — brushing off legitimate, evidence-backed concerns as "confusion" — only adds insult to injury.

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.

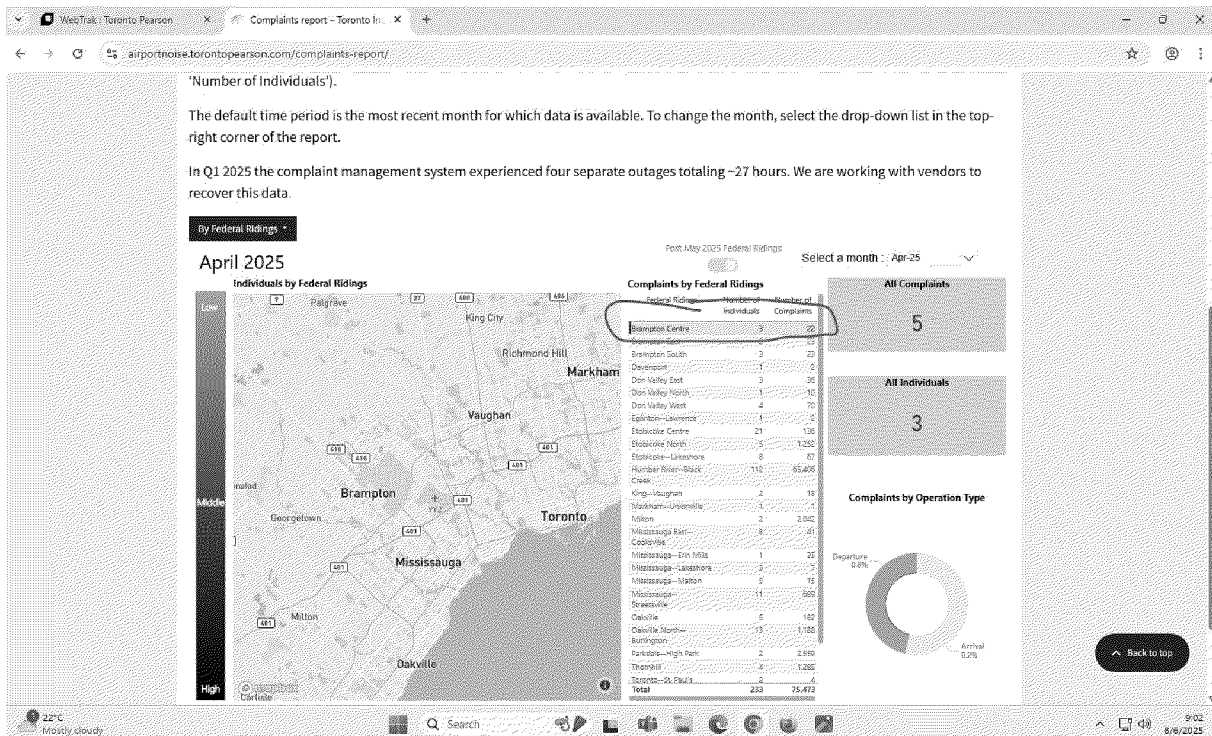
I expect a formal acknowledgment of the discrepancy shown in the attached screenshots, and an apology for the misleading and dismissive nature of your last message.

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> 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

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

Phone (416) 247-7682

TorontoPearson.com

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Although this e-mail and any attachments are believed to be free of any virus or other defects that might affect any computer or IT system into which they are received, no responsibility is accepted by the Greater Toronto Airports Authority for any loss or damage arising in any way from the receipt or use thereof.

From: Fabio Ovettoni <fabio217@yahoo.com>

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

To: judy.sgro@parl.gc.ca; tc.ministeroftransport-ministredestransports.tc@tc.gc.ca;
hcmminister.ministresc@hc-sc.gc.ca; hcmminister.ministresc@canada.ca; Flint, Deborah
<Deborah.Flint@gtaa.com>; Thomas, Steven <Steven.Thomas@gtaa.com>; pm@pm.gc.ca

Cc: ZZG-Community Engagement <communityengagement@gtaa.com>;
councillor_perruzza@toronto.ca; judy.sgro@parl.gc.ca; petitions@oag-bvg.gc.ca;
ida.lipreti@tcdsb.org; matias.dedovitiis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca;
pm@pm.gc.ca; tc.ministeroftransport-ministredestransports.tc@tc.gc.ca;
hcinfo.infosc@canada.ca; hcmminister.ministresc@hc-sc.gc.ca; complaint.plainte@chrc-ccdp.gc.ca;
info@psic-ispc.gc.ca; mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca;
eric.costen@hc-sc.gc.ca; hcmminister.ministresc@canada.ca; greg.orencsak@hc-sc.gc.ca;
jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca;
matias.dedovitiis@toronto.ca; trakocevic-co@ndp.on.ca; doug.fordco@pc.ola.org;
adeled@rogers.com; justinehayashi@hotmail.com;
valentinamontealegredelahoz@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;
piac.ward01@tdsb.on.ca; daniele.marra-scire@tcdsb.org; cspc.ststephen@tcdsb.org;
joseph.martino@tcdsb.org; elmlea@tdsb.on.ca; sylvia.jones@ontario.ca;
blair.hains@ontario.ca; nadurus@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; ggailsci@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;
istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com;
kimmyhoang9@gmail.com; sgurpersaud@gmail.com; sdverrel@yahoo.ca; gkit@rogers.com;
doorperson@me.com; bridgettecontento@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;
pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
monicaciardullo@yahoo.ca; lafleurstephen12@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; 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; lisaschauer0@gmail.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; robvjus@gmail.com; publichealth@toronto.ca; 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."

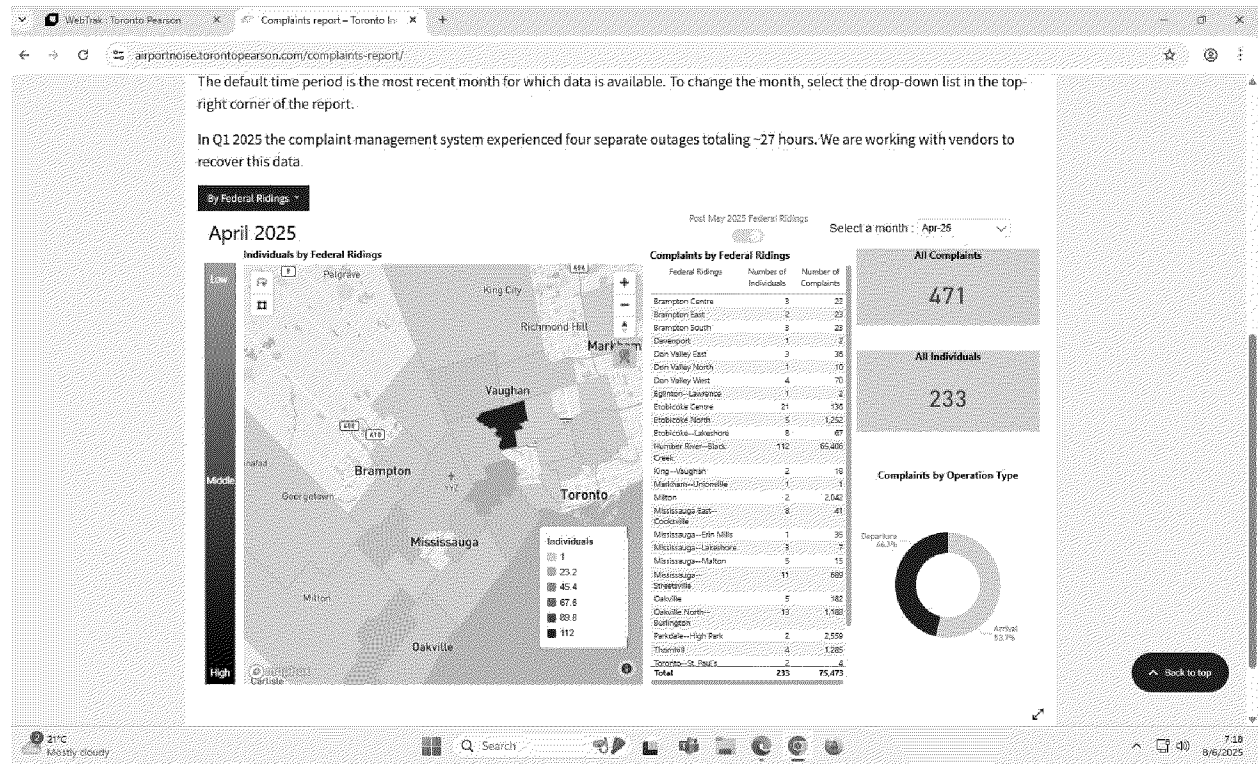
If there is any remaining shred of integrity left in your leadership, then Steven Thomas must be removed immediately.

Sincerely,

Fabio Ovettoni

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-ministredestransports.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-ministredestransports.tc@tc.gc.ca; hcminister.ministresc@hc-sc.gc.ca; matias.dedovitiis@toronto.ca; trakocovic-co@ndp.on.ca; doug.fordco@pc.ola.org; adeled@rogers.com; justinehayashi@hotmail.com; valentinamontealegredeleahoz@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; piac.ward01@tdsb.on.ca; danielle.marra-scire@tcdsb.org; cspc.ststephen@tcdsb.org;

joseph.martino@tcdsb.org; elmlea@tdsb.on.ca; sylvia.jones@ontario.ca;
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; ggailsci@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;
istvanmolnar608@gmail.com; rminichiello@verityintl.com; tony.de.marchi031@gmail.com;
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;
pat.taney@rci.rogers.com; sopmu@hotmail.com; andypimpinella@hotmail.com;
adtoffoli@rogers.com; adamccolella@gmail.com; elisarizzuto_93@hotmail.com;
aldosleafs@gmail.com; antozizi32@gmail.com; davidciardullo@yahoo.ca;
monicaciardullo@yahoo.ca; lafleursthen12@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;
virgmgreco@hotmail.com; tonymoce@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

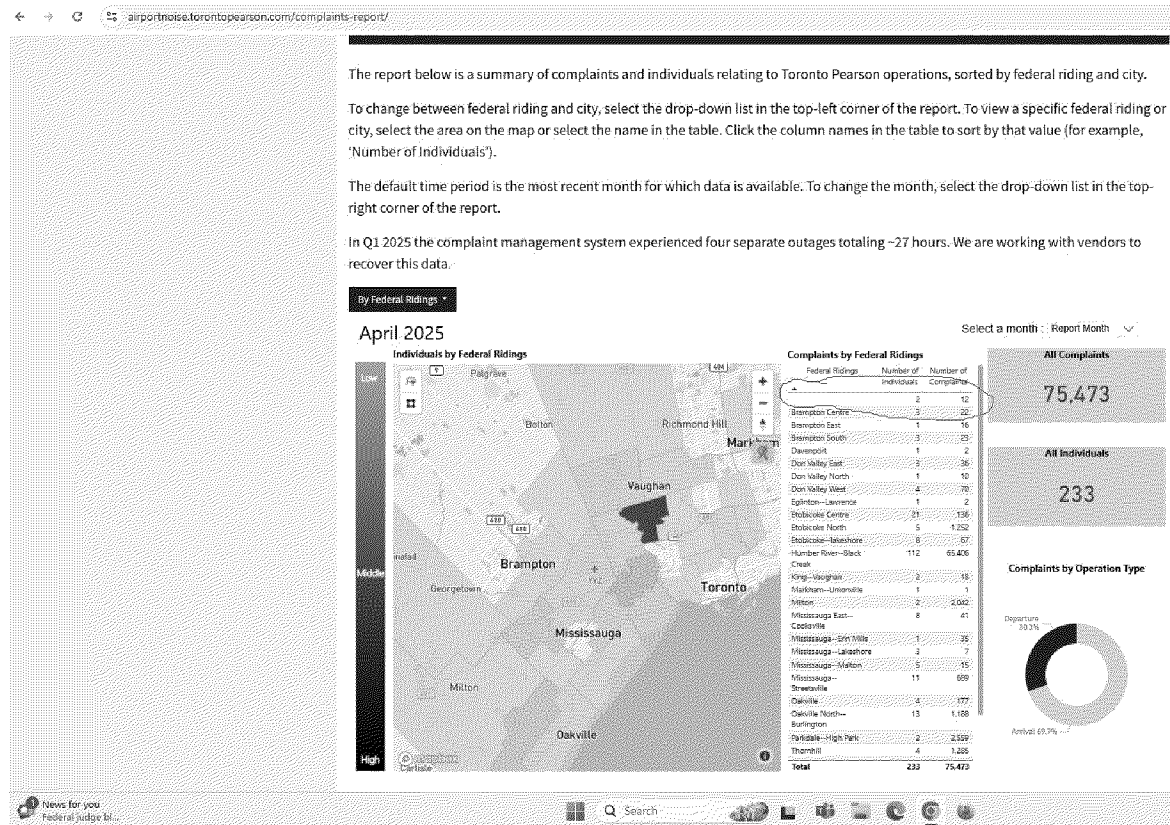


Exhibit D – Scientific References

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.”

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+1aasm.org
- 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

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/>

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 Newsroom](#)[AAA Foundation for Traffic Safety](#)

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/cmv-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/cmv-driver-hours-of-service>

5. Health Canada / Canadian Sleep Guidelines

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

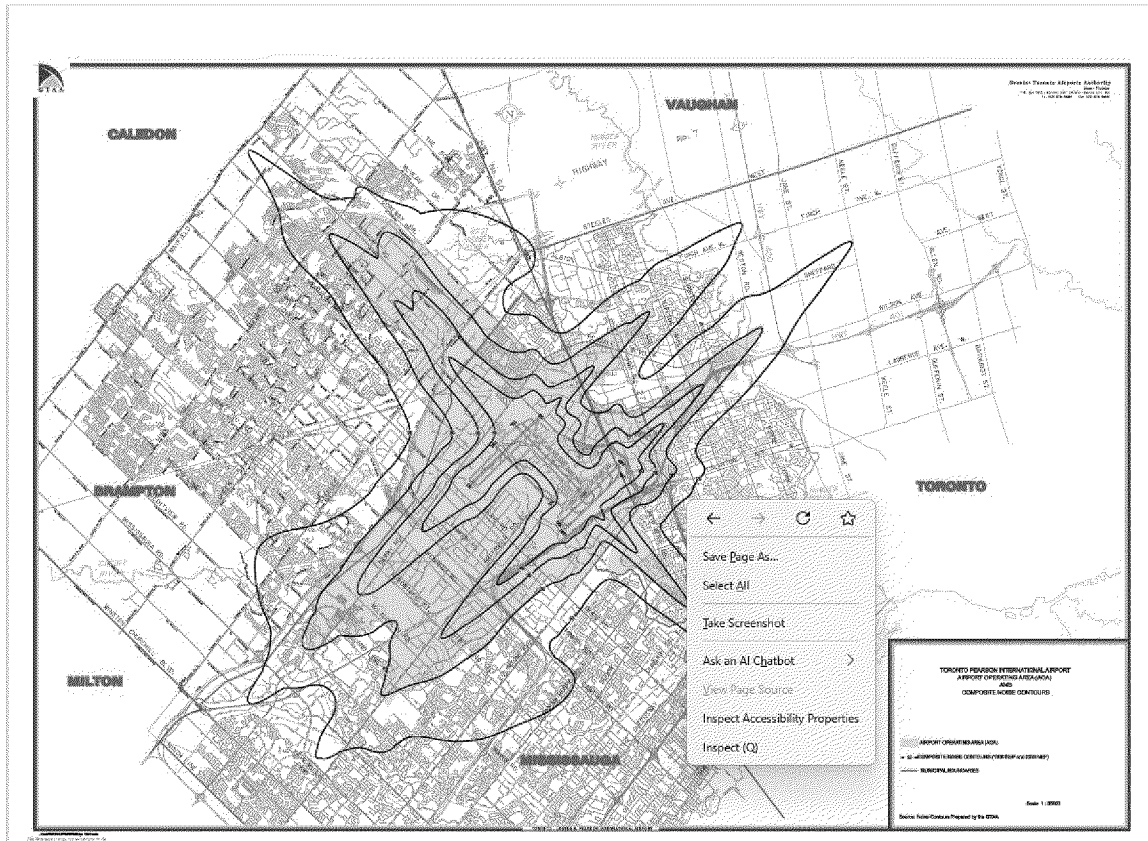
- **Adults (18–64 years): 7–9 hours of good-quality sleep per night**

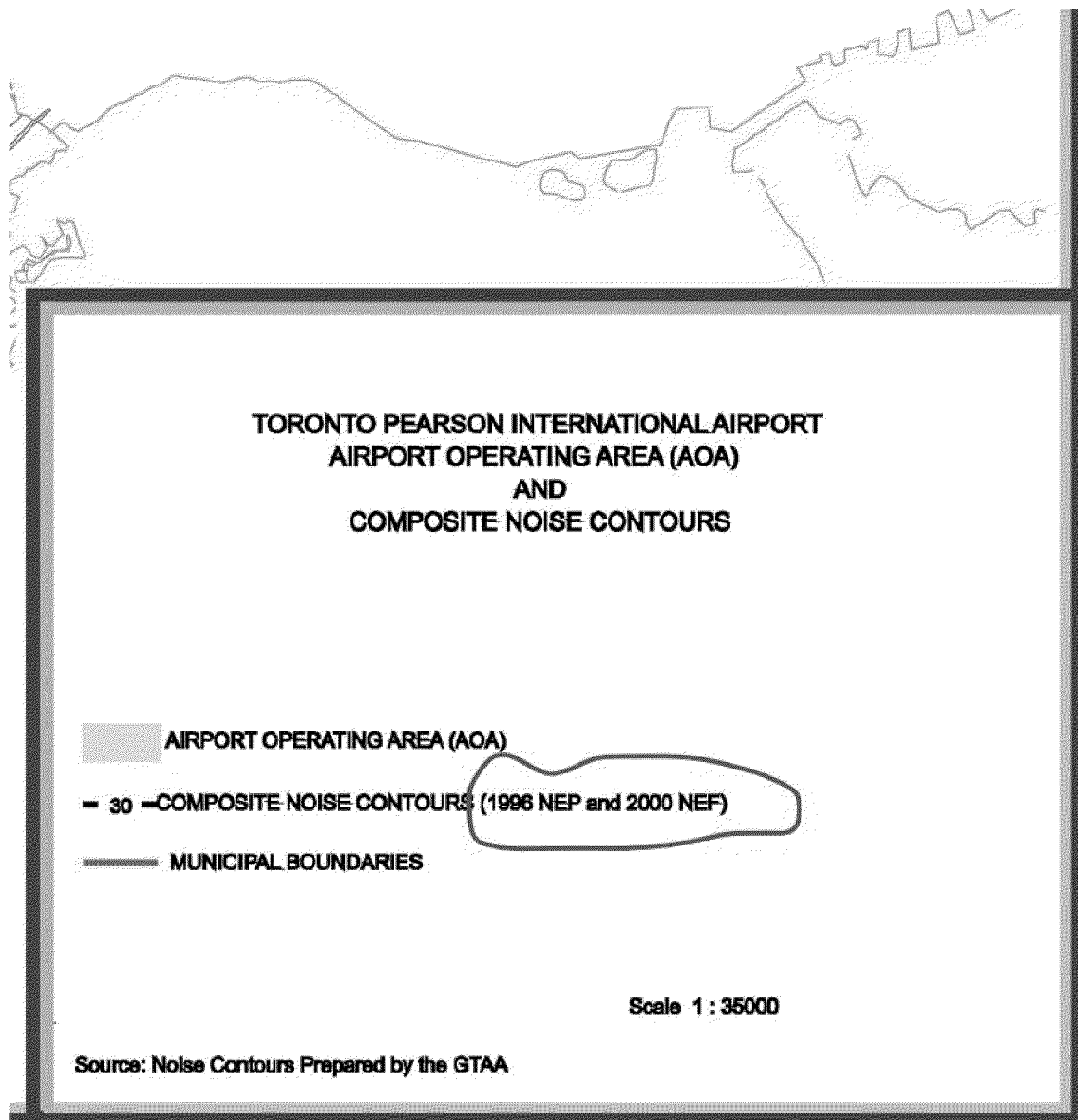
Seniors (65+ years): 7–8 hours per night, with a focus on consistency and sleep quality

<https://www.statcan.gc.ca/o1/en/plus/581-world-sleep-day>

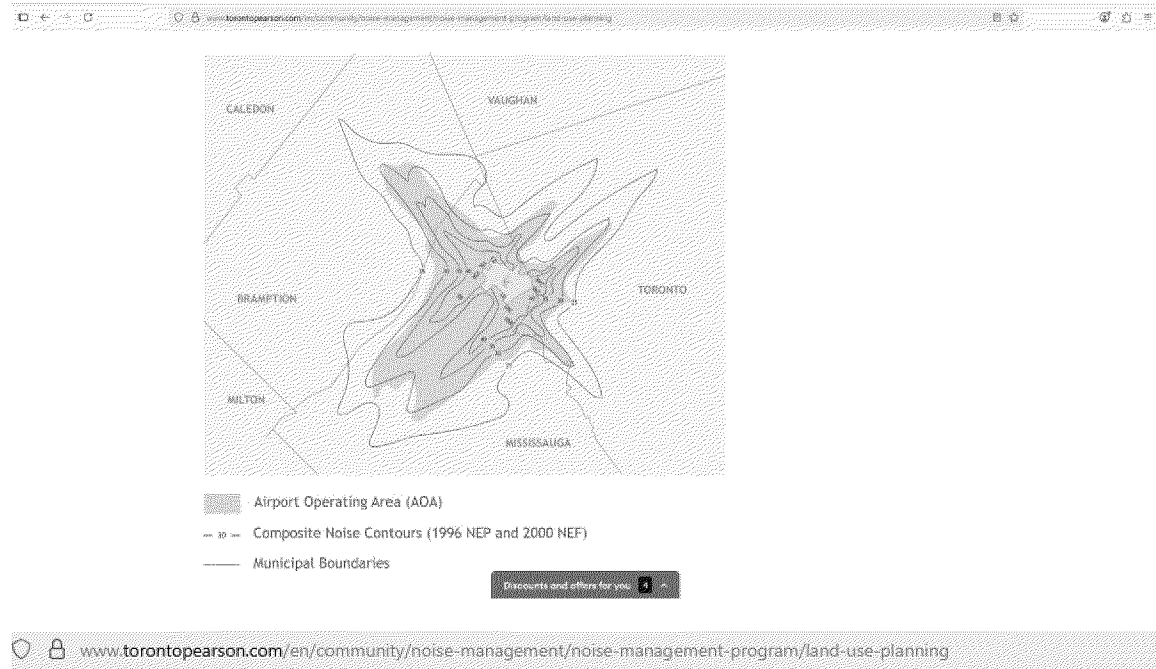
Exhibit E – Evidence of Outdated NEF

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.

From: Fabio Ovetini
To: anita.anand@parl.gc.ca; Minister of Transport / Ministre des Transports (TC); mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; edsc.min.feds-fcsd.min.edsc@hrsd-rhdc.gc.ca; jenna.sudds@parl.gc.ca; David.McGuinty@parl.gc.ca; ministre-ministre@ec.gc.ca; ministre-ministre@inf.gc.ca
Cc: Councillor Crisanti@toronto.ca; councillor_crisanti@toronto.ca; councillor_holvdav@toronto.ca; Councillor_Morley@toronto.ca; councillor_fordes@toronto.ca; councillor_perks@toronto.ca; councillor_nunziata@toronto.ca; councillor_pasternak@toronto.ca; councillor_perruza@toronto.ca; councillor_colle8@toronto.ca; Councillor_Malik@toronto.ca; councillor_malik@toronto.ca; Councillor_Saxe@toronto.ca; councillor_saxe@toronto.ca; councillor_matlow@toronto.ca; Councillor_Moise@toronto.ca; councillor_moise@toronto.ca; councillor_fletcher@toronto.ca; Councillor_Chernosin@toronto.ca; councillor_chernosin@toronto.ca; Councillor_Burnside@toronto.ca; councillor_burnside@toronto.ca; councillor_carroll@toronto.ca; Councillor_Chen@toronto.ca; councillor_chen@toronto.ca; councillor_bradford@toronto.ca; Councillor_Kandavel@toronto.ca; councillor_kandavel@toronto.ca; councillor_thompson@toronto.ca; Councillor_Mantas@toronto.ca; councillor_mantas@toronto.ca; Councillor_Myers@toronto.ca; councillor_myers@toronto.ca; councillor_ainslie@toronto.ca; councillor_mckelvie@toronto.ca; fabio.ovetini

mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him | il, lui) (HC/SC); Orensak, Greg (he, him | il, lui) (HC/SC); pierre.pollivre@parl.gc.ca;

hembence.comaonlinegroup@gmail.com

news@the5star.ca;

roughborders@pc.ca.org

Minister, Ministers; MHA Minister / Ministre SMO (HC/SC);

anita.Anand@parl.gc.ca; anita.anand@parl.gc.ca;

judy.sgro@parl.gc.ca; Jagmeet - M.P.; Francesco Sorbara;

W5 Viewer Mail; Mayor Chow; Matias de Doylitis; Tom Rakocvic; Aldo

Transport / Ministre des Transports (TC); Z2-Community Engagement; judy.sgro.a1@parl.gc.ca; Meneses Albert (Sgro Judy A. - MP); Calderan Amy (Sgro Judy A. - MP)

Subject: Urgent Action Required: Pearson Incident and Ongoing GTAA Failures
Date: 2025-02-17 6:02:05 PM

Warning: This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments.
Attention: Ce message provient d'un EXPÉDITEUR EXTERNE - soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Anita Anand, Minister of Transport,
Mark Holland, Minister of Health,
Ya'ara Saks Minister of Mental Health and Addictions and Associate Minister of Health,
Jenna Sudds, Minister of Families, Children and Social Development,
David J. McGuinty, Minister of Public Safety,
Steven Guilbeault, Minister of Environment and Climate Change,
Nate Erskine-Smith, Minister of Housing, Infrastructure and Communities,

Ministers,

Today's tragic incident at Pearson Airport is yet another stark warning—a warning that my community has repeatedly raised, only to be ignored. This accident, coupled with the blatant corruption in the complaint reporting process, should leave no doubt that urgent action is needed. The mismanagement at Pearson has reached an unacceptable level, and those responsible must be held accountable.

The GTAA is failing on multiple fronts: from the relentless noise pollution inflicted on surrounding communities to the erosion of transparency and accountability in the complaint process. These systemic failures are not just inconveniences—they are actively harming the well-being of thousands of people.

Ministers and Deputies of Transport Canada and Health:

The information the GTAA presents to you is carefully manipulated to serve their interests. If transparency existed, you would hear the anguish of residents begging for relief. The reality is far worse than they portray, and it is time to act on behalf of those suffering.

Minister of Transport:

The level of mismanagement I have witnessed in my interactions with the GTAA is deeply concerning and unprecedented. It is now time to seriously consider intervening in its operations. The ongoing harm to communities cannot be ignored any longer. Failing to act now will only lead to further disasters —do not wait until an aircraft ends up in someone's backyard.

This situation is not just about wasted time; it is about lives. One resident, so traumatized by the noise, now has recurring nightmares of plane debris crashing into her yard. That is the level of distress your inaction enables.

The abuse and negligence must stop. The people living near Pearson Airport deserve better. I urge you to take immediate steps to hold the GTAA accountable and restore fairness, safety, and transparency to airport operations.

Below is a copy of an email previously sent to you, which you chose to ignore, despite its clear warning about the high potential for disaster.

Sent: Thursday, October 3, 2024 at 09:20:13 p.m. EDT

Subject: Re: GTAA's New Changes: An Attempt to Silence Community Voices

Furthermore, the recent update to the noise complaint form is a clear example of how the GTAA is attempting to suppress the voices of those raising concerns about airplane noise. The new form now demands more personal information, including an email address, and requires users to refill all their information with each new submission—previously, this data was saved. Additionally, the inclusion of both visible and invisible CAPTCHAs seems designed to prevent individuals from automating the process, especially for those who would otherwise need to spend up to 14 hours a day filing complaints manually.

To make matters worse, after spending hours collecting complaint data from the previous month on WebTrak, I found out minutes ago that we lost the option to submit complaints for the previous month. Until this discriminatory change, we had five days after the end of the month to do so. These changes clearly aim to hinder effective participation from the community. Attached you will find a screen recording displaying the issue.

It appears that the GTAA is facing significant challenges in managing various aspects of airport operations. From the noise pollution that continuously affects surrounding communities to the recent changes in the complaint process, it seems that there are ongoing issues that are not being adequately addressed. These shortcomings are having a profound impact on the well-being of the people living near the airport, and it raises concerns about the GTAA's overall approach to balancing operational efficiency with the needs of affected communities.

Someone has to put an end to the abuse and torture that the GTAA is applying on all communities around Pearson Airport. These people are not just playing with our time—they are playing with our lives. It is madness, and it cannot continue.

Ministers and Deputies of Transport Canada, Ministers and Deputies of Health: the information the GTAA is presenting to you has been manipulated to benefit the GTAA. If they were truly transparent and playing fairly, you would be hearing the loud cries and moans of people begging for help. The reality of the situation is far more dire than the GTAA portrays, and it's time to act on behalf of those suffering.

Minister of Transport, I believe it may be time to seriously consider intervening in the operations of the GTAA. The level of mismanagement I have witnessed in the areas I've had to engage with is deeply concerning and unprecedented in my experience. The ongoing issues, particularly their harmful

impact on surrounding communities, suggest that external oversight may now be essential. I trust that you do not wish to inadvertently become complicit in their actions, which are causing significant harm to the well-being of those affected by their decisions.

Please do not wait until we face a dire situation, such as a plane landing in someone's backyard. I know of a lady who is so troubled by the noise that she is having dreams about plane parts falling into her yard. This reflects the severity of the situation and the urgent need for intervention.

Sincerely,
Fabio Ovettoni

From: Fabio Ovettoni
To: mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him | il, lui) (HC/SC); Orenszak, Greg (he, him | il, lui) (HC/SC)
Cc: judy.sgro@parl.gc.ca; pierre.pollivres@parl.gc.ca; Jagmeet - M.P.; Francesco Sorbara; humbertleaconmunitygroup@gmail.com; Mayor Chow; Councillor Perruzza; Tom Rakocevic; W5 Viewer Mail; Anna Zorzi-Silcock; Minister of Transport / Ministre des Transports (TC); newaunsa@hsestat.ca; doug.fordco@pc.ola.org; ZYG-Community Engagement; MHA Minister / Ministre SMD (HC/SC); hcmminister.ministress; Anita.Anand@parl.gc.ca; anita.anand@parl.gc.ca; fabio.ovettoni

Subject: Urgent Call for Action on Noise Pollution and Health Impacts in Communities around Pearson
Date: 2024-10-01 10:32:17 AM

Warning: This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments.
Attention: Ce message provient d'un EXPÉDITEUR EXTERNE - soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Minister Holland, Deputy Minister Orenszak, Minister Saks and Deputy Minister Eric Costen

I am writing to express my grave concerns regarding the ongoing physical and mental abuse that the Greater Toronto Airports Authority (GTAA) is inflicting on entire communities surrounding Pearson Airport. The constant exposure to excessive noise pollution is having a profound and detrimental effect on the health and well-being of countless individuals.

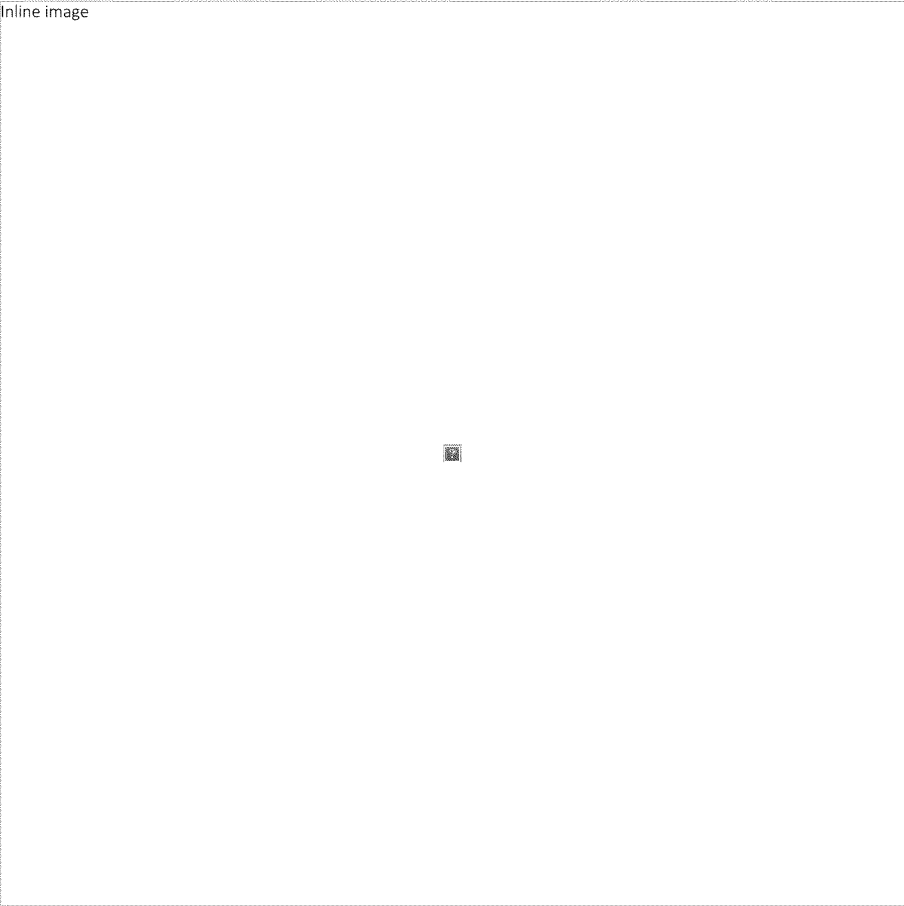
As representatives responsible for protecting public health, you have a positive duty to act. This is not just an issue of inconvenience; it is an urgent matter of public health. Research, including findings from the **World Health Organization** and **Health Canada**, clearly demonstrates the harmful effects of chronic noise exposure, including sleep deprivation, heightened stress levels, and long-term mental and physical health consequences.

I also want to draw your attention to the misleading picture the GTAA presents regarding the number of noise complaints. The current complaint system is intentionally designed to discourage residents from filing complaints. If a person wished to file a complaint for every plane that flies over their home daily, it would take over 14 hours of their time each day to do so. As a result, people simply do not submit complaints—not because they are unaffected, but because it is practically impossible under the existing system. The low number of complaints is not reflective of the true extent of the problem.

It is the responsibility of Health Canada and its ministers to protect the public from such harm. The GTAA's ongoing disregard for the well-being of these communities is inexcusable, and their lack of meaningful action compounds the suffering experienced by thousands.

I urge you to take immediate steps to address this crisis and hold the GTAA accountable for the damage they continue to cause. Failure to act only allows this abuse to persist unchecked, with severe consequences for the mental and physical health of those living in affected areas.

The picture below illustrates the situation:



I trust that you understand the seriousness of this issue and will move swiftly to protect the rights and health of all residents.

Sincerely,
Fabio Ovettoni

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

ATIA - 19(1)

From: Fabio Ovettoni
To: Judy - M.P. Sgro; Anita - M.P. Anand; Minister of Transport / Ministre des Transports (TC)
Cc: [REDACTED]
[REDACTED] aara.saks@parl.gc.ca; [REDACTED] Costen, Eric (he, him I II, lui) (HC/SC); Orenszak, Greg
(he, him I II, lui) (HC/SC); pierre.poulievre@parl.gc.ca; Jagmeet - M.P.; Francesco Sorbara;
[REDACTED] humberleacommunitygroup@gmail.com; Mayor
Chow; Councillor Perruzzi; [REDACTED] 95 Vicque Mail;
[REDACTED] Minister of Transport / Ministre des Transports (TC); newstips@thestar.ca;
[REDACTED] ZZG-Community Engagement; doug.fordco@pc.ola.org;
[REDACTED] heminister.ministres; MHA Minister / Ministre SMD (HC/SC); patrizia.demarco@tcdsb.org; csps.stsimon@tcdsb.org;
[REDACTED]
[REDACTED] Anita.Anand@parl.gc.ca; anita.anand@parl.gc.ca; judy.sgro.a1@parl.gc.ca; Meneses Albert (Soro Judy A. - MP); Calderan Amy (Soro Judy A. - MP);
[REDACTED] Councillor.Crisanti@toronto.ca; councillor.crisanti@toronto.ca; councillor.holyday@toronto.ca; Councillor.Morley@toronto.ca; councillor.morley@toronto.ca; councillor.perks@toronto.ca;
councillor.nunziata@toronto.ca; councillor.pasternak@toronto.ca; councillor.colle@toronto.ca; Councillor.Malik@toronto.ca; councillor.malik@toronto.ca; Councillor.Saxe@toronto.ca; councillor.saxe@toronto.ca;
councillor.matlow@toronto.ca; councillor.moise@toronto.ca; councillor.moise@toronto.ca; councillor.fletcher@toronto.ca; councillor.chernoslina@toronto.ca; councillor.chernoslina@toronto.ca;
councillor.burnside@toronto.ca; councillor.burnside@toronto.ca; councillor.carroll@toronto.ca; councillor.cheng@toronto.ca; councillor.cheng@toronto.ca; councillor.bradford@toronto.ca;
councillor.kandavel@toronto.ca; councillor.kandavel@toronto.ca; councillor.thompson@toronto.ca; councillor.mantas@toronto.ca; councillor.mantas@toronto.ca; councillor.myers@toronto.ca;
councillor.myers@toronto.ca; councillor.mckelvie@toronto.ca; councillor.ainslie@toronto.ca; [REDACTED]
Subject: Urgent Concerns About Pearson Operations
Date: 2025-03-06 7:40:51 PM

Warning: This message is from an EXTERNAL SENDER - be CAUTIOUS, particularly with links and attachments.
Attention: Ce message provient d'un EXPÉDITEUR EXTERNE - soyez PRUDENT, en particulier avec les liens et les pièces jointes.

I have a friend arriving from Atlanta who is currently delayed on the tarmac due to an oil spill at Pearson. However, there is no notification about this incident on Pearson's website.

It is increasingly clear that what is happening at Pearson is not a matter of bad luck but a systemic failure. I want to remind [REDACTED] that corruption and incompetence are not just administrative shortcomings—they have real consequences. Attempting to cover them up only perpetuates the cycle, leading to deeper failures.

The public deserves transparency and accountability. I expect a response.

May God save our country.

Sincerely,
Fabio Ovettoni

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Sincerely,
Fabio Ovettoni

From: Fabio Ovettoni
To: JUST@parl.gc.ca; minister-ministre@fin.gc.ca; pm@pm.gc.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; ministre-minister@ec.gc.ca; hcmminister.ministresc; judy.sgro@parl.gc.ca;
Subject: Urgent: Charter & Human Rights Breaches from Pearson Airport Noise Neglect
Date: 2025-09-23 1:57:40 PM
Attachments: PC-NEF_Submission_Annexes_And_Exhibits.pdf

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Dear Committee Members,

We are submitting the attached statement regarding the failure to update Toronto Pearson International Airport's Noise Exposure Forecast (NEF) for over 25 years.

This failure is a human rights violation:

- Section 7 of the Charter is breached when residents are deprived of sleep and exposed to preventable health harms.
- Section 15 is breached when certain communities bear disproportionate exposure.
- Canada risks lawsuits on a scale of trillions of dollars.

We respectfully urge JUST to investigate this as a matter of Charter compliance and human rights.

Sincerely,
Fabio Ovettoni - Pelmo Park-Humberlea
34 Jodphur Avenue,
Toronto, Ontario, M9M 2J4

P.D. Copies provided for accountability to:

- The Right Honourable Mark Carney, Prime Minister of Canada
- The Honourable Steven MacKinnon, Minister of Transport
- The Honourable Marjorie Michel, Minister of Health
- The Honourable Julie Dabrusin, Minister of Environment and Climate Change
- The Honourable François-Philippe Champagne, Minister of Finance and National Revenue
- Ms. Judy Sgro, Member of Parliament for Humber River—Black Creek

From: Fabio Ovettoni
To: RNVJ@parl.gc.ca; ministre-ministre@fin.gc.ca; pm@pm.gc.ca; tc.ministertoftransport-ministredetransports.tc@tc.gc.ca; ministre-minister@ec.gc.ca; hminister.ministresc; judy.sgro@parl.gc.ca; [REDACTED]
Subject: Urgent: Environmental Health Failures from 25-Year Outdated Pearson Airport NEF
Date: 2025-09-23 1:55:39 PM
Attachments: PC-NEF_Submission_Annexes_And_Exhibits.pdf

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Dear Committee Members,

We are submitting the attached statement regarding the failure to update Toronto Pearson International Airport's Noise Exposure Forecast (NEF) for over 25 years.

This failure violates CEPA and undermines environmental health protections:

- Noise pollution remains unregulated despite WHO recognition as a leading environmental hazard.
- Aviation emissions (NOx, PM2.5, ultrafine particles) are not properly monitored.
- The outdated NEF prevents sound land-use planning.

We respectfully urge ENVI to study this matter and direct ECCC to enforce CEPA obligations.

Sincerely,
Fabio Ovettoni - Pelmo Park-Humberlea
34 Jodphur Avenue,
Toronto, Ontario, M9M 2J4

P.D. Copies provided for accountability to:

- The Right Honourable Mark Carney, Prime Minister of Canada
 - The Honourable Steven MacKinnon, Minister of Transport
 - The Honourable Marjorie Michel, Minister of Health
 - The Honourable Julie Dabrusin, Minister of Environment and Climate Change
 - The Honourable François-Philippe Champagne, Minister of Finance and National Revenue
 - Ms. Judy Sgro, Member of Parliament for Humber River—Black Creek
- [REDACTED]

From: Fabio Ovettoni
To: FINA@parl.gc.ca; minister-ministre@fin.gc.ca; pm@pm.gc.ca; tc.ministerttransport-ministredetransports.tc@tc.gc.ca; ministre-minister@ec.gc.ca; hminister.ministresc; judy.sgro@parl.gc.ca;
Subject: Urgent: Federal Liability Risk from 25-Year Outdated Pearson Noise Forecast
Date: 2025-09-23 4:51:32 PM
Attachments: PC-NEF_Submission_Annexes_And_Exhibits.pdf

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Dear Committee Members,

We are submitting the attached statement regarding the failure to update Toronto Pearson International Airport's Noise Exposure Forecast (NEF) for over 25 years.

This neglect has created massive financial risk:

- Insurers are forced to absorb claims linked to noise-induced sleep deprivation.
- Municipalities face costs based on obsolete noise maps.
- Canada faces trillions in potential lawsuits from insurers, municipalities, and residents.

We respectfully urge FINA to examine this as a systemic financial liability.

Sincerely,
Fabio Ovettoni - Pelmo Park-Humberlea
34 Jodphur Avenue,
Toronto, Ontario, M9M 2J4

P.D. Copies provided for accountability to:

- The Right Honourable Mark Carney, Prime Minister of Canada
- The Honourable Steven MacKinnon, Minister of Transport
- The Honourable Marjorie Michel, Minister of Health
- The Honourable Julie Dabrusin, Minister of Environment and Climate Change
- The Honourable François-Philippe Champagne, Minister of Finance and National Revenue
- Ms. Judy Sgro, Member of Parliament for Humber River—Black Creek

From: Fabio Ovettoni
To: HESA@parl.gc.ca; pm@pm.gc.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; ministre-minister@ec.gc.ca; hcminister.ministresc; judy.sgro@parl.gc.ca; [REDACTED] minister-ministre@fin.gc.ca
Subject: Urgent: Public Health Crisis from 25-Year Outdated Pearson Airport Noise Forecast
Date: 2025-09-23 2:52:53 PM
Attachments: PC-NEF_Submission_Annexes_And_Exhibits.pdf

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Dear Committee Members,

We are submitting the attached statement regarding the failure to update Toronto Pearson International Airport's Noise Exposure Forecast (NEF) for over 25 years.

This neglect has created a public health emergency:

- WHO (2018) identifies transportation noise as a leading cause of cardiovascular disease, diabetes, and severe sleep disturbance.
- RAND (2016) and AAA (2016) show sleep deprivation leads to higher mortality and crash risk.
- Noise Monitor Terminals near Pearson document sustained exceedances of safe thresholds.

We respectfully urge HESA to investigate this matter and hold hearings into the health consequences of federal inaction.

Sincerely,
Fabio Ovettoni - Pelmo Park-Humberlea
34 Jodphur Avenue,
Toronto, Ontario, M9M 2J4

P.D. Copies provided for accountability to:

- The Right Honourable Mark Carney, Prime Minister of Canada
- The Honourable Steven MacKinnon, Minister of Transport
- The Honourable Marjorie Michel, Minister of Health
- The Honourable Julie Dabrusin, Minister of Environment and Climate Change
- The Honourable François-Philippe Champagne, Minister of Finance and National Revenue
- Ms. Judy Sgro, Member of Parliament for Humber River—Black Creek



From: Fabio Ovettoni
To: pm@pm.gc.ca; ministre-minister@ec.gc.ca; speaker.president@parl.gc.ca; trcm@sen.parl.gc.ca; hcmminister.ministres; tc.ministertoftransport-ministredetransports.tc@tc.gc.ca; hesa@parl.gc.ca; ETHF@parl.gc.ca; sth@parl.gc.ca; TRAN@parl.gc.ca; tran@parl.gc.ca; ougo@parl.gc.ca; emv@parl.gc.ca; Steven Thomas; service@navcanada.ca
Cc: judy.sarno@parl.gc.ca; councillor_perruzza@toronto.ca; trakocvic-op@ndp.on.ca
Subject: Urgent: Safety Risks, Runway Incursions, and Immediate Need to Reduce Operations at Toronto Pearson
Date: 2025-10-27 10:37:47 AM

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.

Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Dear Speaker Scarpaleggia, Prime Minister Carney, Ministers, Parliamentary Committees, Honourable Senators, GTAA and NAV CANADA,

The **Transportation Safety Board of Canada's 2025 Watchlist** reports that **runway incursions reached a 15-year high in 2024, with 639 recorded events nationwide**. This trend coincides with well-documented **staffing shortages among air-traffic controllers** and **growing operational pressure** at Canada's busiest airport.

At Toronto Pearson, our community has directly observed and recorded **two near-collision events** in which arriving aircraft were forced to execute go-arounds because the preceding aircraft had not yet vacated the runway. These are not isolated incidents; they are symptoms of a system operating well beyond safe limits.

Given these escalating risks, we respectfully request that your organizations **publicly disclose full, year-over-year data for:**

1. **Go-arounds / missed approaches** at CYYZ (1996–2025), and
2. **Runway incursions and other loss-of-separation events**, including causal breakdowns (e.g., late runway exit, miscommunication, controller workload, or procedural deviation).

Transparency on these statistics is essential for restoring public trust and ensuring accountability for both passengers and residents living under the flight paths.

In light of the above, we are urging **GTAA, NAV CANADA, and Transport Canada** to take immediate action to **reduce the number of daily flight operations at Toronto Pearson Airport** to a level that ensures:

- Safe runway occupancy times and approach spacing;
- Adequate separation between aircraft at all stages of operation; and
- Sustainable workload levels for controllers to prevent fatigue-related errors.

This **temporary reduction** should remain in effect **until an independent safety review confirms** that current staffing, equipment, and procedures meet acceptable safety thresholds.

The public has a right to expect that safety—not profit, scheduling convenience, or political pressure—governs operational capacity.

For your reference, I am providing a **Google Drive link** containing **two video recordings** that document recent near-collision events at Pearson:

https://drive.google.com/file/d/1YPCkAVLdgSb-NJ1bm9q2n2pQqVGBnq8/view?usp=drive_link

https://drive.google.com/file/d/1ww3ArpIkRtW_bPXGriCpJK4S8ij2vW1/view?usp=drive_link

These recordings illustrate the real and immediate danger faced by passengers in the air and by those living beneath these flight paths.

We respectfully request a **formal written response** to this letter, including your position on the data disclosure and capacity reduction proposals, by November 15, 2025.

Fabio Ovettoni
34 Jodphur Avenue,
Toronto, Ontario. M9M 2J4
On behalf of affected residents and community members surrounding Toronto Pearson Airport

P.S. For the attention of Parliamentary and Committee Clerks — please circulate this correspondence and its attachments to all Members of the respective Committees for their review and consideration. Thank you for your assistance.

ATIA - 19(1)

From: Fabio Ovettoni
To: Minister of Transport / Ministre des Transports (TC); hcmister.ministres;
Cc: judy.sgro@parl.gc.ca; PublicHealth@toronto.ca; publichealth@toronto.ca; councillor_perruza@toronto.ca; petitions@oag-bvg.gc.ca; ida.liretti@tdsb.org; matias.dedovitis@tdsb.on.ca; info.com@chrc-ccdp.gc.ca; complaint.plainte@chrc-ccdp.gc.ca; info@psc-isp.gc.ca; mark.tolland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him I I, lui) (HC/SC); Orensak, Greg (he, him I I, lui) (HC/SC); jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcmister.ministres; matias.dedovitis@toronto.ca; trakocivic-co@ndp.on.ca; doug.fordco@pc.ola.org; plac.ward04@tdsb.on.ca; princestimpolnycs.com; plac.ward01@tdsb.on.ca; 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_colles@toronto.ca; councillor_malk@toronto.ca; councillor_saxe@toronto.ca; councillor_matlow@toronto.ca; councillor_moise@toronto.ca; councillor_fletcher@toronto.ca; councillor_chernisin@toronto.ca; councillor_burnside@toronto.ca; councillor_carroll@toronto.ca; councillor_cheng@toronto.ca; councillor_bradford@toronto.ca; councillor_kandays@toronto.ca; councillor_thompson@toronto.ca; councillor_mantas@toronto.ca; councillor_myers@toronto.ca; councillor_ainslie@toronto.ca; humberleacommunitygroup@gmail.com; w58cdv.ca; judy.sgro.a1@parl.gc.ca;
Subject: Who's Feeding from the GTAA Trough? Daily Error Report
Date: 2025-07-01 8:10:19 AM
ZZC-Community Engagement

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.
Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Subject: Who's Feeding from the GTAA Trough?

Minister Freeland,

At what point do we start calling it what it is?

How many ghost companies—quietly tied to political insiders—are feeding from the tit of the GTAA? How many inflated contracts, fake consulting gigs, and "community engagement" charades exist solely to funnel public money into private hands, all under the guise of airport operations?

These entities don't exist to serve the public. They exist to drain it. They hire incompetent people because they're cheap, replaceable, and obedient. There's no need for skill, no incentive for integrity, and no fear of consequences. The result? Substandard work. Broken systems. Widespread harm to the public.

They become millionaires. We become sick and poor.

How many of them sit in meetings with affected residents, chewing gum, making faces, and rolling their eyes—like bored teenagers forced to witness the consequences of their own negligence? How many of them collect public money while treating public suffering as an inconvenience?

This isn't just mismanagement. It's rot. And it runs deep.

We demand:

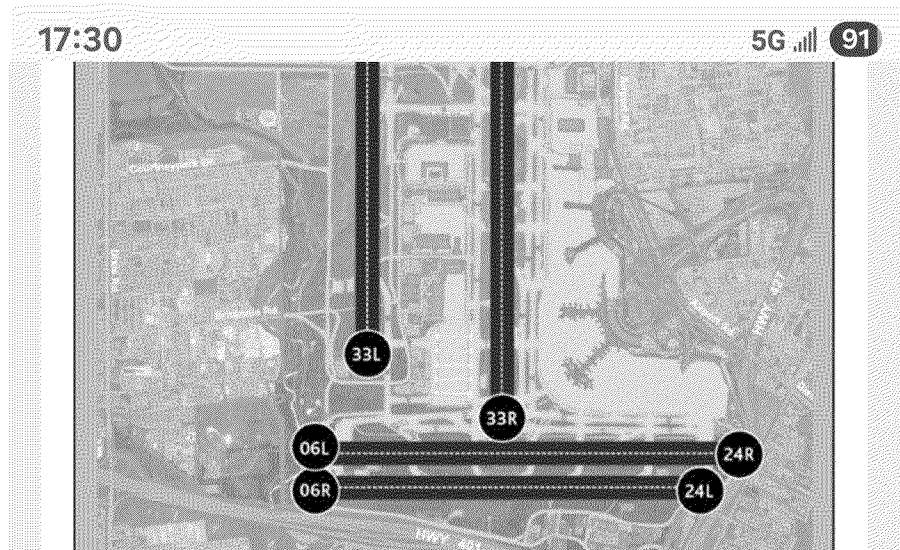
- A full public audit of all GTAA contracts, grants, consulting payments, and corporate relationships from 1996 to present;
- A forensic investigation into politically connected vendors and shell companies benefitting from GTAA operations;
- An independent public inquiry into the structural corruption that has allowed this to fester under federal oversight.

If you won't act, you are complicit.

P.S. Attached below is just today's error—another small symptom of the larger disease. When even the systems meant to report on public harm can't function, the corruption isn't isolated. It's systemic.

P.P.S. And a Happy Canada Day to all the public servants, consultants, and contractors who got rich while communities like mine were robbed of sleep, health, and dignity. You've built a legacy—of harm, denial, and silence. Wear it with pride. Or better yet: resign.

Sincerely,
Fabio Ovettoni



Google

400. That's an error.

The server cannot process the request
because it is malformed. It should not be
retried. That's all we know.

^ Back to top

Contact Us: (416) 247-7682 | Newsletter | Power

 **envirosuite** | Submit a noise complaint|4799



ATIA - 19(1)

From: Fabio Ovettoni
To: Orensak, Greg (he, him I, il, lui) (HC/SC); Costen, Eric (he, him I, il, lui) (HC/SC); Minister of Transport / Ministre des Transports (TC); Chrystia - M.P. Freeland; hcmminister.ministres; hcmminister.ministres; Prime Minister / Premier Ministre; maggie.chi@parl.gc.ca; judy - M.P. Sgro
Cc: judy.sgro@parl.gc.ca; PublicHealth@toronto.ca; councillor_pernuza@toronto.ca; petitions@oag-hyg.gc.ca; ida.lipeti@tdsb.org; matias.dedonitis@tdsb.on.ca; info.com@chrc-cddp.gc.ca; complaint.alaint@chrc-cddp.gc.ca; info@rsic-spc.gc.ca; mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; Costen, Eric (he, him I, il, lui) (HC/SC); Orensak, Greg (he, him I, il, lui) (HC/SC); jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca; mayor_chow@toronto.ca; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcmminister.ministres; doug.fordco@pc.ola.org; plac.ward04@tdsb.on.ca; office@timothyvcs.com; plac.ward01@tdsb.on.ca; councillor_crisanti@toronto.ca; councillor_hobday@toronto.ca; councillor_morley@toronto.ca; councillor_nerks@toronto.ca; councillor_nunziata@toronto.ca; councillor_pasternak@toronto.ca; councillor_colle@toronto.ca; councillor_malik@toronto.ca; councillor_saxs@toronto.ca; councillor_mattoy@toronto.ca; councillor_moise@toronto.ca; councillor_fletcher@toronto.ca; councillor_humside@toronto.ca; councillor_carroll@toronto.ca; councillor_cheng@toronto.ca; councillor_bradford@toronto.ca; councillor_kandavei@toronto.ca; councillor_thompson@toronto.ca; councillor_mantas@toronto.ca; councillor_myers@toronto.ca; councillor_ainslie@toronto.ca; humbertleascommunitygroup@gmail.com; w5@ctv.ca; judy.sgro.a1@parl.gc.ca; communityengagement@gtaa.com
Subject: Would You Feel Safe if the First Responder to Your Mother's 911 Call Lived Under This Noise?
Date: 2025-07-05 3:56:40 PM
Attachments: Chart.png
july-events-1-4.pdf

Warning: This message is from an EXTERNAL SENDER – be CAUTIOUS, particularly with links and attachments.

Attention : Ce message provient d'un EXPÉDITEUR EXTERNE – soyez PRUDENT, en particulier avec les liens et les pièces jointes.

Subject: Minister Freeland, Minister Marjorie Michel, Ms. Maggie Chi, Mr. Greg Orensak, Mr. Eric Costen, Ms. Judy Sgro, Mr. Carney

Attached is a snapshot of last few night's air traffic over our neighbourhood — flight after flight, roaring overhead, well into the night — alongside real-time decibel readings from the Acacia Park Noise Monitor.

But before you review the data, I ask you to imagine something far more immediate:

*** A 911 call. Your mother is in distress. The ambulance arrives. The first responder steps out.***

Or maybe it's your partner.
Your son.
Your daughter.
You.

In that moment — would you feel safe knowing the responder lives under this noise?

That they haven't had a full night of sleep in weeks — not because of personal hardship, but because of a sustained policy you authorized and allowed to continued

This isn't theoretical. It's happening every night.

We are not just the ones being harmed.
We are the ones you depend on.

After years of exposure, many of us are operating in a state of chronic sleep deprivation. Not the occasional rough night — but a slow, grinding neurological erosion brought on by your continued refusal to intervene.

So I ask you — sincerely and without sarcasm:

Would you feel safe letting a member of your family — your partner, your child — take a drive with someone from this neighborhood?
Someone who hasn't had a full night of uninterrupted sleep in months, even years?

*** Would you feel comfortable if it was your teenage daughter in the passenger seat?
*** Your son cycling home beside that car?
*** Your spouse on the road behind them?

Because that's where we are now.
This is no longer just about health. It's about public safety.

Sleep deprivation slows reaction times, clouds judgment, and increases the likelihood of accidents. You are knowingly creating these conditions. And you continue to do so — despite the data, despite the warnings, despite the evidence — as if the people impacted are disposable.

So again: if you would not feel safe putting your child in that car, why are you still comfortable putting us in that seat?

And if that doesn't give you pause, consider this:

- Would you feel safe if the firefighter pulling your child from a burning home came from our neighbourhood?
- Would you trust the nurse at your mother's bedside if they've spent the last five nights woken at 2:11 a.m., 3:38 a.m., and 4:42 a.m. by aircraft?
- Would you bet your future on the lawyer defending you in court — if they too lived under the descent path of a thousand sleepless nights?
- Would you feel confident leaving your child with a daycare worker who hasn't slept properly in weeks — someone expected to be patient, alert, and nurturing, while operating on the edge of collapse?
- And most viscerally: would you trust the mechanic working on your car's brakes — if they've been neurologically battered by years of jet noise, their hands shaking from exhaustion you authorized?
- And finally — would you trust the technician sent to maintain your noise monitoring system... if they live directly under the very flight path it's meant to measure?
How accurate do you think that system is now? How accurate can anything be when even the repair crew is sleep-deprived?

These are not hypotheticals. These are the risks you have manufactured — for us, for our families, and for yours.

The World Health Organization recommends night noise levels remain below 40 dB Lnight outdoors to protect public health. Health Canada sets indoor

maximum event levels at 45 dB. These are not aspirational figures — they are basic health protections, grounded in evidence and endorsed by your own government.

And yet, night after night, we are hit with peaks far beyond that.

This is not just a health crisis.

It is a public safety crisis.

It is a governance failure.

And it is a moral disgrace.

Would you look your children in the eye and tell them you love them —
but that your decisions have put nurses, bus drivers, firefighters, and mechanics at risk?
That you have endangered everyone — including them — and still chose silence?

That yes, you love them... just not as much as your paycheque?

Because that's the message your silence sends to ours.

Attached:

- Timestamped decibel data from Acacia Park
- Overnight aircraft events, percentage over recommended dB levels.
- WHO and Health Canada thresholds, with clearly documented violations

You are not being asked to invent a solution.

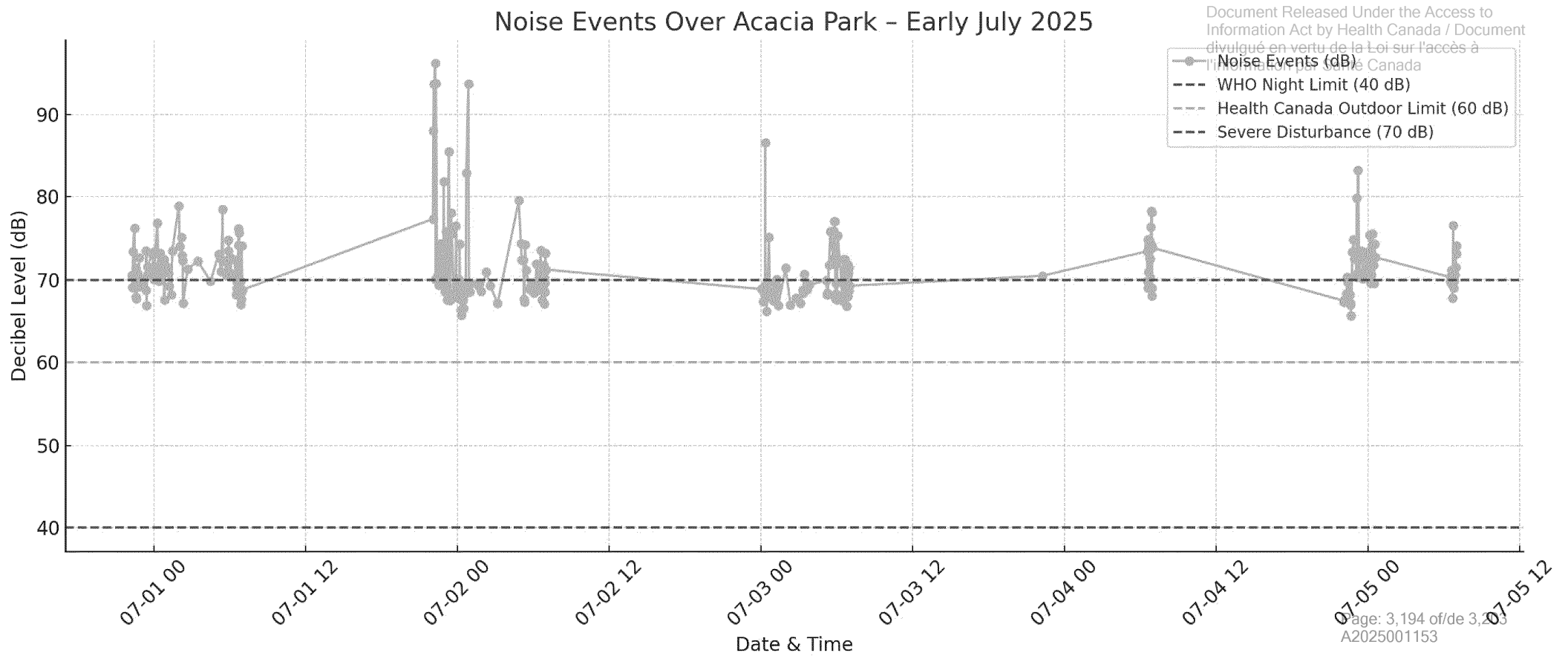
You are being asked to stop perpetuating harm.

You know what's happening.

And now — so do your children.

Sincerely,
Fabio Ovettoni

Noise Events Over Acacia Park - Early July 2025



# of events	Event Date & Time	dB	% Above Recommended
1	2025-06-30 22:08:26		?
2	2025-06-30 22:10:23		?
3	2025-06-30 22:14:34	71	466%
4	2025-06-30 22:18:18	69	428%
5	2025-06-30 22:20:45	73	596%
6	2025-06-30 22:27:17	76	757%
7	2025-06-30 22:30:24	71	466%
8	2025-06-30 22:33:04	68	359%
9	2025-06-30 22:34:43	71	506%
10	2025-06-30 22:36:10		?
11	2025-06-30 22:37:53	68	359%
12	2025-06-30 22:39:48		?
13	2025-06-30 22:41:43	71	466%
14	2025-06-30 22:43:17	70	428%
15	2025-06-30 22:46:06		?
16	2025-06-30 22:49:01	73	550%
17	2025-06-30 22:50:53	69	428%
18	2025-06-30 22:56:05	70	466%
19	2025-06-30 22:57:51	70	428%
20	2025-06-30 23:00:10		?
21	2025-06-30 23:03:17		?
22	2025-06-30 23:08:14		?
23	2025-06-30 23:16:41		?
24	2025-06-30 23:18:51		?
25	2025-06-30 23:20:53	69	392%
26	2025-06-30 23:23:12	73	596%
27	2025-06-30 23:25:07	67	329%
28	2025-06-30 23:26:46		?
29	2025-06-30 23:28:24	71	466%
30	2025-06-30 23:31:25	72	506%
31	2025-06-30 23:34:43		?
32	2025-06-30 23:41:10		?
33	2025-06-30 23:49:52	73	596%
34	2025-06-30 23:52:34	73	596%
35	2025-06-30 23:54:14	73	550%
36	2025-06-30 23:56:52		?
37	2025-06-30 23:59:21	70	466%
38	2025-07-01 00:01:07	72	506%
39	2025-07-01 00:03:23	71	466%
40	2025-07-01 00:06:07	73	596%
41	2025-07-01 00:15:38	77	757%
42	2025-07-01 00:23:11	70	428%
43	2025-07-01 00:26:02	71	466%
44	2025-07-01 00:27:56	73	596%
45	2025-07-01 00:30:47	70	466%
46	2025-07-01 00:33:05	72	550%

47	2025-07-01 00:35:23	72	506%
48	2025-07-01 00:38:11	72	550%
49	2025-07-01 00:41:26	72	506%
50	2025-07-01 00:46:28	72	550%
51	2025-07-01 00:49:17	68	359%
52	2025-07-01 00:53:10	71	506%
53	2025-07-01 00:58:54	72	506%
54	2025-07-01 01:10:22	71	466%
55	2025-07-01 01:12:44	69	428%
56	2025-07-01 01:22:15	68	392%
57	2025-07-01 01:27:12	73	596%
58	2025-07-01 01:58:16	79	885%
59	2025-07-01 02:01:33	74	596%
60	2025-07-01 02:10:40	75	700%
61	2025-07-01 02:12:43	73	550%
62	2025-07-01 02:15:49	72	550%
63	2025-07-01 02:17:58	67	359%
64	2025-07-01 02:39:43	71	506%
65	2025-07-01 03:28:47	72	550%
66	2025-07-01 04:28:21	70	428%
67	2025-07-01 05:07:02	73	596%
68	2025-07-01 05:18:11	71	466%
69	2025-07-01 05:20:51	72	550%
70	2025-07-01 05:25:25	78	885%
71	2025-07-01 05:27:53	72	550%
72	2025-07-01 05:36:03	72	550%
73	2025-07-01 05:45:51	71	466%
74	2025-07-01 05:51:49	73	596%
75	2025-07-01 05:53:32	75	646%
76	2025-07-01 05:55:50	73	550%
77	2025-07-01 05:57:21	71	466%
78	2025-07-01 06:04:13	71	466%
79	2025-07-01 06:05:55	73	550%
80	2025-07-01 06:23:48	72	550%
81	2025-07-01 06:29:05	70	466%
82	2025-07-01 06:30:24	68	392%
83	2025-07-01 06:31:43		?
84	2025-07-01 06:32:56	69	392%
85	2025-07-01 06:34:03	70	428%
86	2025-07-01 06:35:15	72	550%
87	2025-07-01 06:37:15		?
88	2025-07-01 06:38:33	72	506%
89	2025-07-01 06:40:32	74	646%
90	2025-07-01 06:41:41	76	757%
91	2025-07-01 06:42:50	70	428%
92	2025-07-01 06:44:09	76	700%
93	2025-07-01 06:45:17	70	428%
94	2025-07-01 06:46:38	69	428%
95	2025-07-01 06:48:03		?

96	2025-07-01 06:49:16	69	392%
97	2025-07-01 06:50:32	68	392%
98	2025-07-01 06:51:41	70	428%
99	2025-07-01 06:52:56	67	359%
100	2025-07-01 06:54:08	68	359%
101	2025-07-01 06:55:35	68	392%
102	2025-07-01 06:56:35	74	646%
103	2025-07-01 06:57:42		?
104	2025-07-01 06:59:04	69	392%
# of events	Event Date & Time	dB	% Above Recommended
1	2025-07-01 22:03:37	77	819%
2	2025-07-01 22:05:03	88	1738%
3	2025-07-01 22:07:49	94	2686%
4	2025-07-01 22:14:06	96	3330%
5	2025-07-01 22:15:39	70	466%
6	2025-07-01 22:17:49	94	2686%
7	2025-07-01 22:22:54	70	466%
8	2025-07-01 22:31:26	69	428%
9	2025-07-01 22:33:30	74	596%
10	2025-07-01 22:37:07	71	506%
11	2025-07-01 22:39:57	74	646%
12	2025-07-01 22:46:30	69	428%
13	2025-07-01 22:48:17		?
14	2025-07-01 22:51:03		?
15	2025-07-01 22:53:02	70	428%
16	2025-07-01 22:54:50	82	1113%
17	2025-07-01 22:56:48	72	506%
18	2025-07-01 22:59:40	69	392%
19	2025-07-01 23:01:40	69	392%
20	2025-07-01 23:06:17	76	700%
21	2025-07-01 23:10:40	68	359%
22	2025-07-01 23:12:23	69	428%
23	2025-07-01 23:14:34		?
24	2025-07-01 23:16:13		?
25	2025-07-01 23:18:37	86	1500%
26	2025-07-01 23:25:07	68	359%
27	2025-07-01 23:26:33		?
28	2025-07-01 23:29:24	78	885%
29	2025-07-01 23:32:54	76	700%
30	2025-07-01 23:34:43		?
31	2025-07-01 23:39:06		?
32	2025-07-01 23:41:45	68	392%
33	2025-07-01 23:49:33	68	392%
34	2025-07-01 23:51:01		?
35	2025-07-01 23:52:27	76	757%
36	2025-07-01 23:54:21	69	428%

37	2025-07-01 23:55:55	68	392%
38	2025-07-01 23:57:26	68	359%
39	2025-07-01 23:58:53	68	392%
40	2025-07-02 00:00:41	68	392%
41	2025-07-02 00:08:38	70	466%
42	2025-07-02 00:10:00	74	646%
43	2025-07-02 00:12:21	68	359%
44	2025-07-02 00:13:58	69	428%
45	2025-07-02 00:15:46	66	329%
46	2025-07-02 00:18:42	66	300%
47	2025-07-02 00:20:35	68	359%
48	2025-07-02 00:22:18	69	392%
49	2025-07-02 00:24:01	69	392%
50	2025-07-02 00:25:34	68	359%
51	2025-07-02 00:27:53	67	329%
52	2025-07-02 00:35:24	68	392%
53	2025-07-02 00:38:55	69	392%
54	2025-07-02 00:41:30	83	1200%
55	2025-07-02 00:51:46	94	2686%
56	2025-07-02 00:54:13	70	428%
57	2025-07-02 00:58:28	69	392%
58	2025-07-02 01:02:42	70	428%
59	2025-07-02 01:37:27	69	428%
60	2025-07-02 01:40:24	70	428%
61	2025-07-02 01:52:28	69	392%
62	2025-07-02 02:16:32	71	466%
63	2025-07-02 02:34:51	69	428%
64	2025-07-02 03:10:22	67	359%
65	2025-07-02 04:50:41	80	956%
66	2025-07-02 05:00:46	74	646%
67	2025-07-02 05:04:26	72	550%
68	2025-07-02 05:12:31	72	550%
69	2025-07-02 05:15:18	68	359%
70	2025-07-02 05:17:50	67	359%
71	2025-07-02 05:19:49	74	646%
72	2025-07-02 05:25:58	71	506%
73	2025-07-02 05:43:01	69	392%
74	2025-07-02 05:48:39	69	428%
75	2025-07-02 05:53:51	69	392%
76	2025-07-02 06:01:47	69	428%
77	2025-07-02 06:04:40	68	392%
78	2025-07-02 06:08:33	69	428%
79	2025-07-02 06:11:02	70	428%
80	2025-07-02 06:15:19	72	506%
81	2025-07-02 06:19:56		?
82	2025-07-02 06:28:51	69	392%
83	2025-07-02 06:30:05	69	428%
84	2025-07-02 06:31:23	69	392%
85	2025-07-02 06:33:20	71	466%

86	2025-07-02 06:34:46	74	596%
87	2025-07-02 06:36:18	69	428%
88	2025-07-02 06:37:28	70	428%
89	2025-07-02 06:38:55	70	466%
90	2025-07-02 06:40:10	68	359%
91	2025-07-02 06:41:26		?
92	2025-07-02 06:43:10	69	428%
93	2025-07-02 06:44:36	69	392%
94	2025-07-02 06:45:48	71	466%
95	2025-07-02 06:47:16	69	428%
96	2025-07-02 06:48:47	72	506%
97	2025-07-02 06:50:32	67	359%
98	2025-07-02 06:51:46	70	466%
99	2025-07-02 06:52:54		?
100	2025-07-02 06:54:11	70	428%
101	2025-07-02 06:55:31	69	392%
102	2025-07-02 06:57:02	73	596%
103	2025-07-02 06:58:52	71	506%
# of events	Event Date & Time	dB	% Above Recommended
1	2025-07-02 23:59:18		?
2	2025-07-03 00:03:12	69	392%
3	2025-07-03 00:09:43	67	359%
4	2025-07-03 00:12:55	69	392%
5	2025-07-03 00:14:51	69	428%
6	2025-07-03 00:16:41	68	392%
7	2025-07-03 00:18:22	69	428%
8	2025-07-03 00:19:56	87	1615%
9	2025-07-03 00:21:27	69	392%
10	2025-07-03 00:23:17	69	392%
11	2025-07-03 00:25:56	66	329%
12	2025-07-03 00:29:33	68	392%
13	2025-07-03 00:37:26	75	700%
14	2025-07-03 00:40:39	69	392%
15	2025-07-03 00:54:38	68	359%
16	2025-07-03 01:00:15	67	359%
17	2025-07-03 01:02:01	68	392%
18	2025-07-03 01:04:22	70	428%
19	2025-07-03 01:06:10	70	428%
20	2025-07-03 01:13:52	70	466%
21	2025-07-03 01:16:15	69	428%
22	2025-07-03 01:19:02	69	428%
23	2025-07-03 01:21:11	67	329%
24	2025-07-03 01:56:49	71	506%
25	2025-07-03 02:19:38	67	359%
26	2025-07-03 02:22:08		?
27	2025-07-03 02:45:36	68	359%

28	2025-07-03 03:07:47	67	359%
29	2025-07-03 03:16:48	69	392%
30	2025-07-03 03:19:08	68	392%
31	2025-07-03 03:24:56	71	466%
32	2025-07-03 03:39:40	69	392%
33	2025-07-03 03:49:06	69	428%
34	2025-07-03 05:11:01	70	428%
35	2025-07-03 05:12:26	68	392%
36	2025-07-03 05:13:56	68	392%
37	2025-07-03 05:16:05	68	392%
38	2025-07-03 05:22:19	72	506%
39	2025-07-03 05:28:49	76	700%
40	2025-07-03 05:41:38	73	550%
41	2025-07-03 05:43:55	76	700%
42	2025-07-03 05:47:46	77	819%
43	2025-07-03 05:49:10	77	819%
44	2025-07-03 05:50:41	74	596%
45	2025-07-03 05:52:18	72	506%
46	2025-07-03 05:53:35	68	359%
47	2025-07-03 05:54:55	68	392%
48	2025-07-03 05:56:23	70	428%
49	2025-07-03 06:00:13	68	359%
50	2025-07-03 06:03:52	75	700%
51	2025-07-03 06:28:43	67	359%
52	2025-07-03 06:29:49	68	392%
53	2025-07-03 06:31:16	72	550%
54	2025-07-03 06:33:22	71	506%
55	2025-07-03 06:34:32		?
56	2025-07-03 06:35:47	69	428%
57	2025-07-03 06:36:50	70	428%
58	2025-07-03 06:37:55	72	550%
59	2025-07-03 06:39:05	71	466%
60	2025-07-03 06:40:16	69	428%
61	2025-07-03 06:42:16	70	428%
62	2025-07-03 06:43:35	70	466%
63	2025-07-03 06:44:43		?
64	2025-07-03 06:46:00	70	466%
65	2025-07-03 06:47:16	67	329%
66	2025-07-03 06:49:10	71	466%
67	2025-07-03 06:50:12	70	466%
68	2025-07-03 06:51:23	68	392%
69	2025-07-03 06:52:21	72	506%
70	2025-07-03 06:53:44	71	466%
71	2025-07-03 06:55:11	71	466%
72	2025-07-03 06:56:46	69	392%
73	2025-07-03 06:57:43	72	506%
74	2025-07-03 06:58:56	69	428%

# of events	Event Date & Time	dB	% Above Recommended
1	2025-07-03 22:15:04	70	466%
2	2025-07-04 06:31:39	73	596%
3	2025-07-04 06:32:43	70	428%
4	2025-07-04 06:35:22	69	428%
5	2025-07-04 06:36:18	75	646%
6	2025-07-04 06:37:07	71	466%
7	2025-07-04 06:38:21	74	596%
8	2025-07-04 06:39:22	74	646%
9	2025-07-04 06:40:26	74	646%
10	2025-07-04 06:41:22	75	646%
11	2025-07-04 06:42:02	73	550%
12	2025-07-04 06:42:57	75	646%
13	2025-07-04 06:44:46	73	550%
14	2025-07-04 06:45:36	70	466%
15	2025-07-04 06:46:34	69	392%
16	2025-07-04 06:47:15	74	646%
17	2025-07-04 06:49:38	76	757%
18	2025-07-04 06:50:21	74	646%
19	2025-07-04 06:51:13		?
20	2025-07-04 06:52:14	78	885%
21	2025-07-04 06:53:01	78	885%
22	2025-07-04 06:54:09	68	392%
23	2025-07-04 06:54:56	69	428%
24	2025-07-04 06:55:49	74	596%
# of events	Event Date & Time	dB	% Above Recommended
1	2025-07-04 22:03:19	67	359%
2	2025-07-04 22:04:34	67	359%
3	2025-07-04 22:14:19	68	359%
4	2025-07-04 22:15:45		?
5	2025-07-04 22:18:32	68	392%
6	2025-07-04 22:20:17	70	466%
7	2025-07-04 22:21:49	70	428%
8	2025-07-04 22:22:56	68	359%
9	2025-07-04 22:26:18	68	392%
10	2025-07-04 22:28:26	70	466%
11	2025-07-04 22:33:55	68	392%
12	2025-07-04 22:35:41	67	359%
13	2025-07-04 22:36:53	67	359%
14	2025-07-04 22:38:24	66	300%
15	2025-07-04 22:45:27	73	596%
16	2025-07-04 22:50:28	75	646%
17	2025-07-04 22:52:30	73	596%
18	2025-07-04 22:55:48	73	550%

19	2025-07-04 23:01:01	72	550%
20	2025-07-04 23:04:35	70	466%
21	2025-07-04 23:06:18	80	956%
22	2025-07-04 23:07:46	71	466%
23	2025-07-04 23:12:10	83	1293%
24	2025-07-04 23:16:48	73	550%
25	2025-07-04 23:18:47	73	596%
26	2025-07-04 23:20:22	70	466%
27	2025-07-04 23:22:10	73	596%
28	2025-07-04 23:26:03	73	596%
29	2025-07-04 23:27:39	73	550%
30	2025-07-04 23:29:44	73	596%
31	2025-07-04 23:33:05	73	596%
32	2025-07-04 23:34:45	70	466%
33	2025-07-04 23:38:53	73	550%
34	2025-07-04 23:40:34	71	466%
35	2025-07-04 23:51:26	71	506%
36	2025-07-04 23:53:06	71	506%
37	2025-07-04 23:55:10	73	596%
38	2025-07-04 23:57:36	73	596%
39	2025-07-05 00:02:29	71	506%
40	2025-07-05 00:06:22	72	550%
41	2025-07-05 00:08:22	75	700%
42	2025-07-05 00:11:44	70	428%
43	2025-07-05 00:13:13	72	550%
44	2025-07-05 00:14:55	71	466%
45	2025-07-05 00:16:28	73	596%
46	2025-07-05 00:18:38	74	646%
47	2025-07-05 00:20:45	76	700%
48	2025-07-05 00:23:47	72	550%
49	2025-07-05 00:26:11	72	506%
50	2025-07-05 00:28:03	70	428%
51	2025-07-05 00:30:44	74	646%
52	2025-07-05 00:33:02	73	550%
53	2025-07-05 06:29:08	70	466%
54	2025-07-05 06:31:03	70	428%
55	2025-07-05 06:32:31	70	428%
56	2025-07-05 06:33:53	71	506%
57	2025-07-05 06:35:37	70	466%
58	2025-07-05 06:37:01	69	428%
59	2025-07-05 06:38:28	71	466%
60	2025-07-05 06:39:51	68	359%
61	2025-07-05 06:41:37	70	466%
62	2025-07-05 06:43:15	77	757%
63	2025-07-05 06:45:23	70	466%
64	2025-07-05 06:46:44	69	428%
65	2025-07-05 06:48:10	70	428%
66	2025-07-05 06:50:01	71	466%
67	2025-07-05 06:56:00	71	506%

68	2025-07-05 06:58:16	74	646%
69	2025-07-05 06:59:47	73	596%