



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

NAV CANADA's Role and Responsibilities

- Issue clearances in accordance with approved procedures.
- Provide data used by GTAA's flight tracking systems as part of the airport's noise management program.

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Roles and Responsibilities of Others

- The Province
 - Legislate restrictions to residential development and other sensitive land uses in the vicinity of airports.
- The Municipalities
 - Adopt measures outlined in *Land Use in the Vicinity of Airports*, developed by TC.
- The Public
 - Participate in venues for public consultations and noise management committees.
 - Voice concerns to community NMC representatives.

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GTAA Noise Management Committee

- Mandate set out in the Ground Lease
- Membership includes:
 - Chairperson from GTAA
 - From each Brampton and Toronto: 1 elected rep, 1 resident, 1 additional appointee at Council discretion (total 6)
 - From Mississauga: 3 elected reps, 2 residents (total 5)
 - Non-voting, technical experts from TC, NAV CANADA, ATAC, Province, City, etc.

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GTAA Noise Management Committee (cont'd)

- Public attendance is encouraged.
- Meeting notices are published in local media.
- Five meetings will be held by GTAA in year 2000.

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Additional GTAA Public Meetings

- Public Fora
 - Objective is to exchange information on airport operations as they relate to noise management programs.
 - held 3 times per year, 1 in Mississauga, 1 in Toronto, 1 in Brampton.
 - Panel discussions are held with experts from the GTAA, TC, NAV CANADA and ATAC.
- Educational Workshops
 - Objective is to educate the public on GTAA programs and initiatives, and receive input from participants.
 - 1 in 1997; 2 in 1998; 4 in 1999; and 1 to-date in 2000.

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Noise Legislation

- Canadian Aviation Regulations (CARs)
 - Noise Operating Criteria.
 - Noise - restricted Runways.
 - Certificate of Airworthiness.
 - Minimum Altitudes and Distances.
 - Transition to Chapter 3 Aeroplanes.
- Rule making Process
 - Canadian Aviation Regulation Advisory Council (CARAC - www.tc.gc.ca).
 - Invoking CARAC process.



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Noise Legislation (cont'd)

- Toronto/LBPIA
 - In accordance with the Ground Lease, GTAA must operate under same noise management regime as TC.
 - 24 hour/7 day operations with some restrictions.
 - Restricted hours budget.
 - GTAA Night Flight Restriction Program.

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Penalties for Violating Noise Related Regulations

- TC seeks voluntary compliance.
- Penalties are therefore progressively more severe.
- Fines levied may be valued at a maximum of \$5,000 for individuals and up to \$25,000 for corporations.

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The New North/South Runway (15 Right / 33 Left)

- Usage is within projections outlined in the Environmental Assessment Review.
 - Used 1% of time in southerly and 5% in northerly direction.
- Used primarily for arrivals and only for safety related reasons, such as weather conditions.
- Least preferential runway.

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The New North/South Runway (15 Right / 33 Left - cont'd)

Comparison of the 1999 and 1998 Movements

Total Aircraft Movements Increased 3,798 (0.9%)

Direction	Aircraft Movements - Arrival	Aircraft Movements - Departure
North Direction	Increased 1008 (14%)	Decreased 12,294 (49%)
South Direction	Decreased 1693 (39%)	Decreased 1009 (63%)

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Accomplishments of Consultations

- NMC and some local politicians agree: Improved understanding of aircraft noise management issues.
- Publishing names of corporate offenders
– (<http://www.tc.gc.ca/aviation/regserv/enforce/corpooff/index.htm>)
- In 1999, 81% of Chapter II aircraft phased out at Toronto LBPIA, versus target of 75% for Canada.
- Extended reservation system at night to capture aircraft weighing under 34,000 kg. (New fee structure in effect.)

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Accomplishments of Consultations (cont'd)

- New arrival and departure initiatives implemented during night restricted hours.
- Delayed departure turns off Runway 23 between 2300 and 0700 nightly.
- “Reverse flow” trial.
- “Simultaneous Parallel Independent Departures trial

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Accomplishments of Consultations (cont'd)

- New noise & flight track monitoring system, with increased noise microphones in the community.
- Despite a 1% air traffic increase in 1999, GTAA reports noise complaints dropped by 19%.
- GTAA to investigate restrictions based on single event noise level (dB)

¹⁶
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The following are some past briefing notes that may be relevant.

- The first note is quite old and dealt with the situation in 1997 when the GTAA had the first "blind" FedEx trial. , particularly the last one;
- The second note dealt with the change of the night time report period from Jan to Dec each year to Nov to Oct each year. This has been in place since 1998.
- The third note deals with some of the mitigation initiatives that were undertaken:
 - 5 degree divergent headings trial - ultimately not implemented due safety issues;
 - Runway 23 Pearson SID trial - implemented;
 - Reverse Flow Trial - TC provided the airport and NAV CANADA with the necessary exemption. Not implemented due conditions NAV CANADA needed to meet. Not much if any mention is made of this now;
 - Noise abatement initiatives - these have been adopted; and
 - RJ Trials - The GTAA is now following the TC process to have this procedure adopted in publications.

Hope this helps.

David Bayliss

Regional Manager/ Gestionnaire régional

Aerodrome Safety, Air Navigation Services and Airspace

Securité des aéroports, Services de la navigation aérienne et espace aérien

Tel/Tél: (416) 952-0248 Fax/Télécopieur: (416) 952-0050 TTY/ATS: (613) 990-4500

E-mail/Courriel: baylisd@tc.gc.ca Website/Site Web:

www.tc.gc.ca/ontarioregion/aviation.htm

Transport Canada | 4900 Yonge St, 4th Floor (PAD), Toronto, Ontario M2N 6A5

Transports Canada | 4900 rue Yonge, 4e étage (PAD), Toronto, Ontario M2N 6A5

Government of Canada | Gouvernement du Canada

June 28, 2007

5151-1-157 (PAD)

RDIMS 2433454

**To: London FIC 1-866-992-7433 Fax (519) 452-3347
Flight Service Station/Flight Information Centre**

**From: Transport Canada – Aerodromes and Air Navigation,
Ontario Region Fax (416) 952-0050**

Issuing Name:

☒ Dave Bayliss	Phone (416) 952-0248	Cell (416) 458-7750
☐ Karen Chorny	Phone (416) 952-0240	Cell (416) 524-7930
☐ Chris Chorny	Phone (416) 952-0242	Cell (416) 432-7652
☐ Greg Cross	Phone (905) 405-3306	Cell (416) 347-5527
☐ Clifford Frank	Phone (416) 952-0243	Cell (416) 526-1562
☐ Bob Kidd	Phone (905) 405-3301	Cell (416) 526-1564
☐ Ron King	Phone (905) 405-3116	Cell (416) 729-6852
☐ Doug Malette	Phone (416) 952-0244	Cell (416) 702-7058
☐ Keith Reilly	Phone (416) 952-7254	Cell (416) 347-5497
☐ Stephanie Ross	Phone (416) 952-1661	Cell (647) 221-2690
☒ Nancy Forsyth	Phone (416) 952-0335	
☐ RDO	Phone (416) 346-2178	
☐ RDCA or designate		

Please issue the following NOTAM

**TORONTO/LESTER B. PEARSON INTL AIRPORT CYYZ
TORONTO FIR**

PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, AIRSPACE WITHIN 1NM RADIUS CENTERED ON 433414N 793301W (7.5 NM SE OF CYYZ) IS RESTRICTED SFC TO 4000 FT MSL. EXCEPT FOR EMERGENCY MEDICAL RESCUE ACFT, NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH BY AUTHORIZING AGENCY AT 416-476-8161.

0706281300 TIL 0706281630

From: [Smullen, Simone](#)
To: [Brun, Natacha](#)
Subject: RE: Noise complaint about YYZ
Date: Wednesday, October 24, 2007 3:36:43 PM

Hi, Natacha.

Here's what I got for you:

As part of the December 1996 LBPIA transfer to the Greater Toronto Airports Authority (GTAA), a 60-year Ground Lease was signed, which includes the requirement to adopt noise mitigation procedures. A Letter of Agreement signed by TC and the GTAA in 1997 established a maximum annual number of flights during the restricted hours of operation. For more information on the noise abatement procedures and night-flight restrictions at LBPIA, see the briefing note in RDIMS 1242393.

Noise issues (such as curfews) are dealt with by the Noise Management Committee. TC must approve the proposed changes based on the submission from the airport operator. However, prior to any changes being published in the Canada Air Pilot, the GTAA must follow a formal process as detailed in Aerodrome Advisory Circular 2002-018 to ensure that equity and fairness are observed and that consultation with the affected parties is completed. LBPIA has a public Noise Management committee with representation from both city politicians and concerned citizens that meets on a regular basis. These meetings are advertised in the printed media and are open to the public. Transport Canada is a technical member of the Noise Management Committee as per the Terms of Reference.

We do not have any comparative data from like-sized airports. Local noise committees at each site set the hours for any night restrictions. The Vancouver airport's Noise Abatement Restrictions have similar restrictions to those at LBPIA. Tom Lowery in HQ can give input on airports such as Vancouver or Montreal.

Let me know if you need any more information.

Simone

-----Original Message-----

From: Brun, Natacha
Sent: October 24, 2007 12:49 PM
To: Smullen, Simone
Subject: RE: Noise complaint about YYZ

Any news? DMO is asking...

Thanks,
Natacha

-----Original Message-----

From: Brun, Natacha
Sent: October 22, 2007 9:46 AM
To: Smullen, Simone
Subject: FW: Noise complaint about YYZ
Importance: High

Can you look into this and send me some info that I can share with the Minister's Office?

Thanks,
Natacha

-----Original Message-----

From: Leduc, Linda
Sent: October 19, 2007 4:36 PM
To: Brun, Natacha
Cc: Cousineau, Cécile
Subject: FW: Noise complaint about YYZ
Importance: High

Bonjour Natacha,

Is this so? Can you provide input and a response to assist Andrew in replying to the MP.

Merci.

Linda

-----Original Message-----

From: Walasek, Andrew
Sent: October 17, 2007 2:53 PM
To: Leduc, Linda
Subject: Fw: Noise complaint about YYZ

Can we help?

----- Original Message -----

From: Chong, Michael - Assistant 2 <[19 (1)]@parl.gc.ca>
To: Walasek, Andrew
Sent: Wed Oct 17 14:50:26 2007
Subject: Noise complaint about YYZ

Andrew,

If some lives more than 10 nautical miles from YYZ and has a noise complaint I understand that it becomes your problem, TC that is. Our constituent, [19 (1)] has written to the Minister and wants the noise laws changed so that there is 8 hours of quiet rather than the current 6. Do you have anywhere a comparison with other comparably sized airports? Is there a usual air curfew time or is it decided by each airport?

Lori

From: Smullen, Simone
To: [REDACTED]
Cc: Services
Subject: RE: Airport Noise - Pearson Airport
Date: Friday, November 09, 2007 10:15:44 AM

Thank you for writing to Transport Canada.

Several factors, such as the aircraft type and altitude, the phase of flight, and the weather conditions, affect the noise level generated by aircraft in flight and the perception of aircraft noise at ground level. Therefore, Transport Canada is unable to provide you with a noise level estimate based on the information you provided in your email.

The Greater Toronto Airports Authority (GTAA), operator of Lester B. Pearson International Airport (LBPIA), has published a map of Noise Exposure Forecast contours over the airport's operating area, to give the public a general idea of the impact of aircraft noise in the vicinity of LBPIA. The Noise Exposure Forecast (NEF) system is a tool that enables municipal planners and residents of affected communities to be aware of noise sensitive land uses in the vicinity of an airport or airport site. The NEF system evaluates aircraft noise taking into account that reaction to noise is subjective and dependant on the daily distribution of noise signals and how many times they occur. The NEF contour map for LBPIA is available at <http://www.gtaa.com/local/files/en/AirportOperatingAreaCompositeNoiseContours.pdf>. For further information on the NEF contour map and noise in the vicinity of LBPIA, please contact the GTAA's Noise Management Office at 416-247-7682.

Once again, I would like to thank you for contacting Transport Canada.

Sincerely,
 Simone Smullen
 Acting Issues Manager
 Civil Aviation, Transport Canada
 4900 Yonge St., 4th Floor
 North York, Ontario M4T 1N6
 416-952-0342

-----Original Message-----

From: [REDACTED]
 Sent: Thursday, October 04, 2007 12:07 PM
 To: WEB Feedback
 Subject: Airport Noise - Pearson Airport

name: [REDACTED]
 email: [REDACTED]
 comments: Dear Sir

May I know if a house under aircraft regular path, lets say, the aircrafts

(e.g. the normal international size schedule flights) usually fly around 1800 ft height(from the ground) before landing to airport or just on board leaving the airport, what would be estimate the noise level? There are no tall buildings or hills around this area?

I have contacted Consumer and Clinical Radiation Protection Bureau but they suggested us to contact either the airport or Transport Canada
Are there any document for public regarding the Noise Contour or Noise level nearby Pearson Airport?

Regards.

19 (1)

province: none

From: 19 (1)
To: 19 (1) @gtaa.com; councillor_ford@toronto.ca; 19 (1)
 sue.mcfadden@mississauga.ca; 19 (1) @mississauga.ca;
 19 (1) @mississauga.ca; 19 (1) @city.brampton.on.ca;
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca;
 19 (1) @navcanada.ca; 19 (1) @atac.ca; 19 (1) @city.brampton.on.ca; Frank, Clifford;
 19 (1) @city.brampton.on.ca
Subject: CENAC Update: Toby And Richard On Rogers Cable 10 (Talk Local, April 14)
Date: Friday, April 18, 2008 11:38:20 AM

Hello Everyone:

As many of you know, Toby and Richard were on Mississauga's Rogers Cable 10 last Monday night (April 14), discussing various GTAA issues (including aircraft noise) on the call-in show "Talk Local". A recording of the discussion (audio only) is available online for those who wish to listen -- simply hyperlink to the website below (the file is streamed in wmv format and requires Windows Media Player):

<http://www.rogerstv.com/option.asp?rid=51&lid=16&tid=24114>

Congratulations to both Toby and Richard for helping to promote CENAC's role in the media (don't let it get to your head fellas).

19 (1)

Sign in today. When you sign in to Windows Live Messenger you could win \$1000 a day until May 12th.
[Learn more at SignInAndWIN.ca](#)

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1) sue.mcfadden@mississauga.ca;
 19 (1) @mississauga.ca; 19 (1) @mississauga.ca;
 19 (1) city.brampton.on.ca; 19 (1) @city.brampton.on.ca; Frank, Clifford; 19 (1) @city.brampton.on.ca;
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca; 19 @navcanada.ca; 19 (1) @atac.ca;
Subject: CENAC Information Update - April 2008
Date: Monday, April 07, 2008 5:01:32 PM
Attachments: CENAC Update 2008-04.pdf

Dear CENAC Committee Members,

Please disregard the earlier Committee Information Update I sent as an attachment with the CENAC Agenda.

The attached **CENAC Committee Information Update – April 2008** is the correct version.

I apologize for any inconvenience this may have caused.

Thank-you,

Kim Stefanazzi

Administrative Assistant
 Corporate Affairs & Communications
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2008 COMMUNITY ENVIRONMENT AND NOISE ADVISORY COMMITTEE - UPDATE

GREATER TORONTO AIRPORTS AUTHORITY

Passenger Traffic and Aircraft Movements

Passenger traffic in 2007 grew 1.7 per cent over 2006 totals to more than 31.5 million. Domestic passengers represented about 44 per cent of that traffic, while Transborder and International passengers represented 28 per cent each.

International traffic grew 3 per cent over 2006 totals, while Domestic traffic grew 2.4 per cent and Transborder traffic declined by 0.5 per cent.

Aircraft movements grew 1.8 per cent over 2006 totals to 425,500.

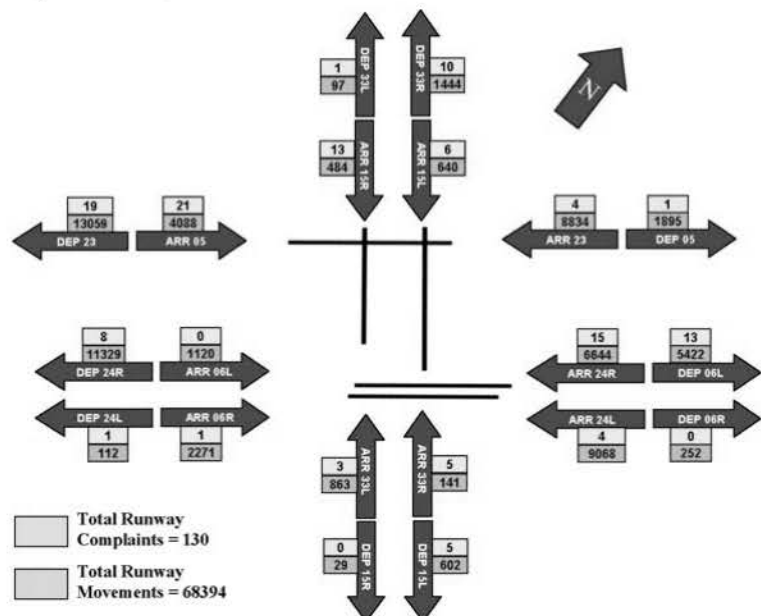
Since 2003, passenger traffic has grown 27.3 per cent, and aircraft movements have increased 14.7 per cent.

Noise Management Statistics

In January and February 2008, the Noise Management Office received a total of 130 noise complaints from 51 callers. In the first two months of 2007, a total of 244 complaints were received from 41 callers resulting in a decrease of 114 complaints and an increase of 10 callers compared to the previous year. The reduced number of noise complaints in 2008 is mostly attributed to a single caller who made 123 complaints in 2007 and no complaints in 2008. In January and February 2008, the three most frequent callers combined made 53 complaints compared to 168 in the first two months of 2007. One of the frequent callers in 2008 is a new caller from south Georgetown who registered 16 complaints. In addition, 17 individual complaints were received from residents of three neighbouring streets in West Mississauga.

Month	Complaints	Callers
January	63	27
February	67	31

Comparison of Noise Complaints by Runway Operations Jan.-Feb. 2008

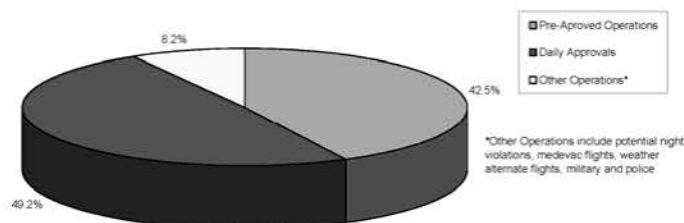


In the first two months of 2008, Runway 15R was used for 22 hours and handled 0.7% of Toronto Pearson's operations, which included 484 arrivals and 29 departures. Runway 33L was used for 11 hours as an arrival runway and handled 862 aircraft, which accounted for 1.3% of Toronto Pearson's operations.



GTAA Community Environment and Noise Advisory Committee Update

Total Flights Operated during 2008 Restricted Hours (Nov. 2007–Feb. 2008) (00:30 to 06:29 local)



Early Turn Trials

On March 3, 2008, the GTAA commenced early turn trials in an effort to improve runway use and reduce greenhouse gas emissions. Air Traffic Control assigns early turns only if there is an operational advantage based on destination or aircraft lineup in the departure queue. Noise complaints related to the trials are being tracked and recorded. As of March 31, there have been 1215 additional aircraft types eligible to make the early turns and 428 of these aircraft have conducted the Early Turn Procedure (ETP) on the East/West runways, resulting in two complaints registered from Brampton. On the North/South runways, the ETP has been used only one day (Runway 15L), with 14 of 21 eligible aircraft conducting the early turn. Extended hours for early turns by propeller aircraft are also being evaluated on a trial basis. From March 3 to 31, 46 of 49 props conducted early turns from 0600 to 0630 hours, while 35 of 53 props initiated early turns from 2300 to 2330 hours.

The ETP has proven to be successful in several ways: improving runway use, reducing emissions while airborne and on the ground in the departure queue, and having minimal noise impact on surrounding communities. The GTAA will continue to look for ways to manage the impact that airport and aircraft operations have upon the surrounding community.

Enforcement Activities

In the first two months of 2008, the Enforcement Office conducted 83 investigations regarding potential violations of the Noise Operating Restrictions and Noise Abatement Procedures. Investigations were conducted for 14 Arrival procedures, six Departure procedures and 63 investigations were related to the Night Flight Restriction Program (NFRP). Of 83 investigations, three were associated with noise complaints made by the public.

Over the same period in 2007, the Enforcement Office conducted 74 investigations. Of these, four investigations were of Arrival procedures, four of Departure procedures and 66 related to the NFRP.

Year (Jan–Feb)	Investigations	
2008	83	14 Arrival 6 Departure 63 NFRP
2007	74	4 Arrival 4 Departure 66 NFRP

Environment

The City of Mississauga recently closed the consulting services procurement process for the design, approvals and contract administration of the Etobicoke Creek Trail, which will be constructed on airport property. An evaluation team—which includes GTAA staff—will review contract submissions, and anticipates awarding the contract for trail construction in early May. Trail construction is targeted to begin in the fall of 2008, and the trail should be open to the public in late 2009. The Etobicoke Creek Trail is a partnership initiative between the GTAA and the Cities of Mississauga, Toronto and Brampton. The goal is to complete a multiuse trail more than 40 kilometres in length that will link into provincial and national trail networks.

GTAA Community Environment and Noise Advisory Committee Update

Aviation and Greenhouse Gases

The GTAA continues working with its partners on environmental stewardship initiatives. The GTAA has developed a short list of opportunities that could potentially reduce greenhouse gas emissions and will be reviewing these opportunities in greater detail over the coming months.

Corporate Social Responsibility and Sustainability

The GTAA recognizes that successful and sustainable corporations include Corporate Social Responsibility (CSR) as part of long-range strategic planning. To this end, the GTAA is developing its CSR program over the course of 2008.

As an early initiative, the GTAA has embarked on "Partners in Green," a project with the Toronto and Region Conservation Authority (TRCA) to develop an eco-industrial zone in and around Toronto Pearson. This zone will provide an opportunity for governments and the business community to build synergies and improve financial and environmental performance by reducing energy and water use, and waste.

The GTAA has recently joined Smart Commute Mississauga and has surveyed its employees' transportation habits. Smart Commute works with businesses to seek alternative modes of transport for their employees. The GTAA has launched a car pool zone for employees and hopes to expand this to the broader airport employee community over the coming months.

Runway Charity Run

On June 21, Toronto Pearson will host an event to raise money for the emergency room at William Osler Heath Centre, Etobicoke General Hospital. Events will include a 5 km run and 2 km family walk/run on Runway 06R-24L at the airport's South end.

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1) sue.mcfadden@mississauga.ca;
 19 (1) @mississauga.ca; 19 (1) @mississauga.ca;
 19 (1) @city.brampton.on.ca; 19 (1) @city.brampton.on.ca;
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca; 19 (1) @navcanada.ca; 19 (1) @atac.ca;
 19 (1) @city.brampton.on.ca; Frank, Clifford; 19 (1) @city.brampton.on.ca
Subject: CENAC Committee Agenda & Attachments
Date: Monday, April 07, 2008 4:40:07 PM
Attachments: CENAC Committee Agenda & Attachments - April 2008.pdf
 CENAC Committee Action Items and Correspondence Apr 2008.pdf

I am sending you the **CENAC Committee Agenda and Attachments** for our upcoming meeting on **Thursday April 10, 2008**.

Regards,

Kim Stefanazzi

Administrative Assistant
 Corporate Affairs & Communications
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 Toronto Pearson International Airport
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Community Environment and Noise Advisory Committee

Agenda

Date: Thurs. April 10, 2008 **Time:** 4:00 p.m.

Location: GTAA Administration Building, 3111 Convair Drive, Pearson Boardrooms A&B

Chair: Toby Lennox

Attachments: Committee Information Update, Night Flight Restriction Program, Correspondence

Item	Details	Action By
1.0	Preliminary items	
1.1	Welcome and Roll Call	19 (1)
1.2	Approval of Agenda	All Members
1.3	Review and Approval of February 5, 2008 Minutes	All Members
1.4	Matters Arising from Previous Meetings	Toby Lennox
2.0	Regular Items	
2.1	Committee Information Update	All Members
2.2	Night Flight Restriction Program	Diana Dolezal
3.0	Discussion Items	
3.1	Construction Update	Diana Dolezal
3.2	FedEx Additional Flights	Toby Lennox
3.3	Review Committee Mandate and Priorities	All Members
4.0	Correspondence Items	All Members
4.1	Letter to Councillors regarding Early Turn Trials	All Members
4.2	CENAC Committee E-mail	All Members

Consultative Committee on Taxicabs and Limousines Agenda
Thurs. April 10, 2008
Page 2 of 2

Item	Details	Action By
5.0	Update from Committee Members	All Members
6.0	Public Comments	General Public
7.0	Adjournment	Toby Lennox

For more information, please contact Kim Stefanazzi at (416) 776-3941.

2008

CONSULTATIVE COMMITTEE - UPDATE

GREATER TORONTO AIRPORTS AUTHORITY

Passenger and Aircraft Movements

November passenger traffic experienced the largest increase (5 per cent) for a single month in 2007, based on the same period in 2006.

Leading the way was the International traffic (10 per cent), followed by Domestic (4 per cent) and Transborder (2 per cent).

November aircraft terminal movements increased by 2 per cent in 2007 over 2006.

Noise Management Statistics

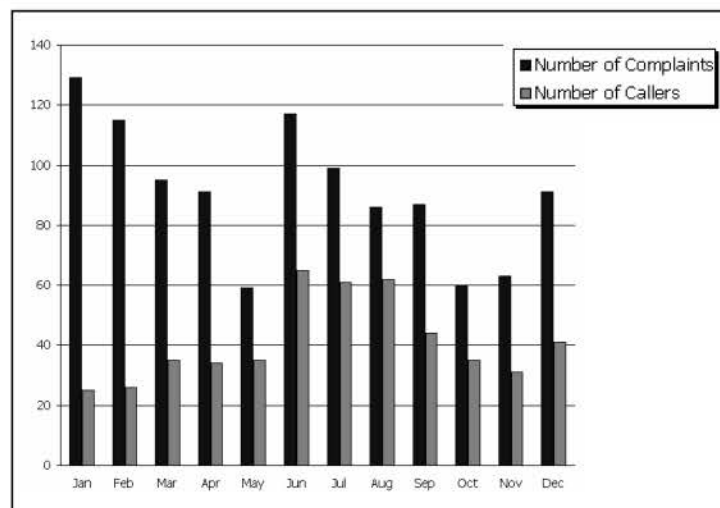
In 2007, the Noise Management Office received a total of 1092 complaints from 310 callers. In 2006, a total of 1920 complaints were received from 411 callers resulting in a decrease of 828 complaints and 101 callers.

The reduced number of noise complaints in 2007 is mostly attributed to fewer complaints from the top two callers. In 2007, the two most frequent callers made 170 and 142 complaints compared to 311 and 537 respectively in 2006.

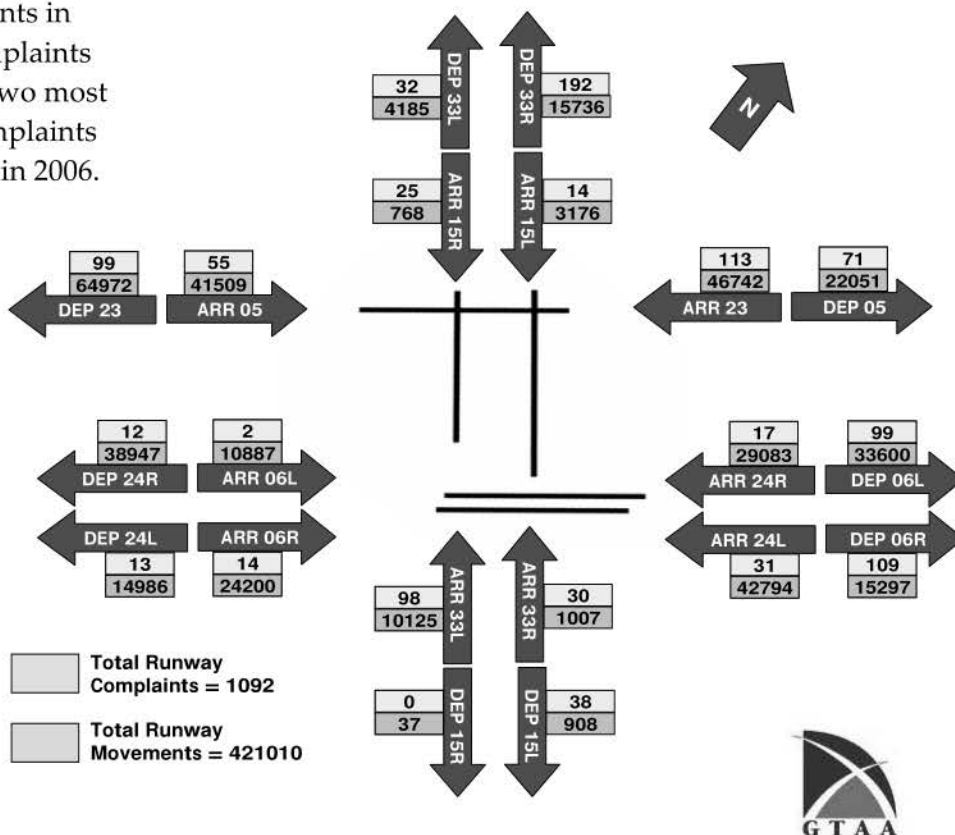
Year	Complaints	Callers
2006	1920	411
2007	1092	310

In addition, the extent of the Airside Construction Program closure of Runway 06L/24R had less impact on the surrounding communities compared to night and weekend closures of Runway 05/23 in 2006.

Monthly Comparison of Noise Complaints and Callers for 2007

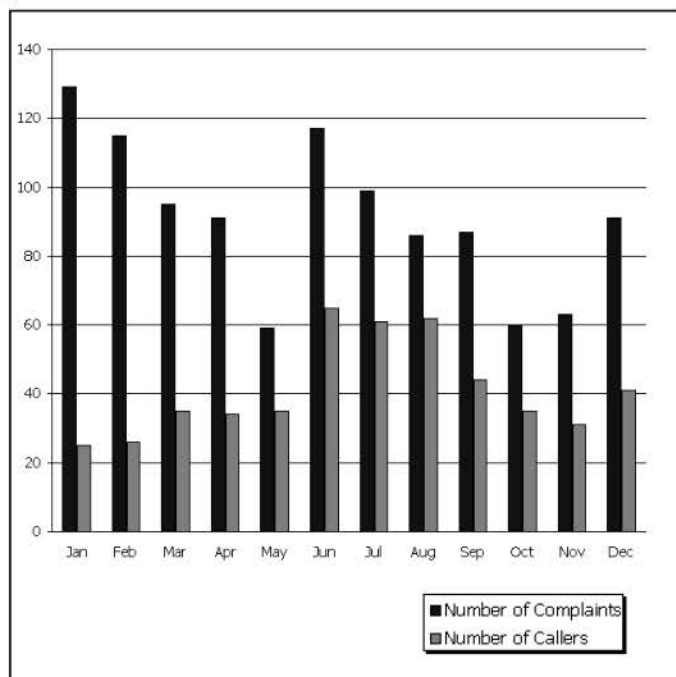


Comparison of Noise Complaints by Runway Operations



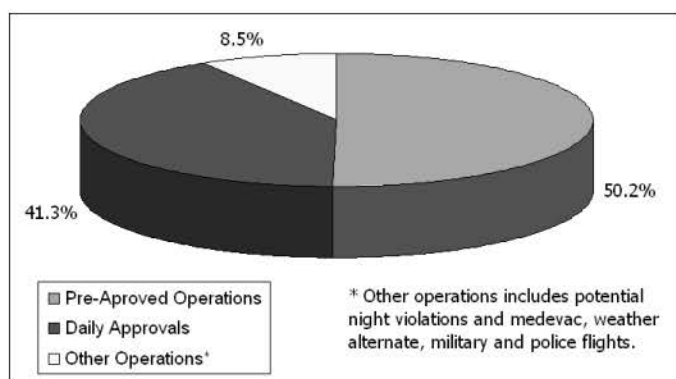
GTAA Consultative Committee Update

Monthly Comparison of Noise Complaints and Callers for 2007



In 2007, Runway 15R was used for 33 hours and handled 0.2 per cent of Toronto Pearson's operations, which included 768 arrivals and 37 departures. Runway 33L was used for 351 hours as an arrival runway and handled 10125 aircraft, which accounted for 2.5 per cent of Toronto Pearson's operations.

Total Flights Operated during 2007 Restricted Hours (Nov. 06-Oct. 2007) (00:30 to 06:29 local)



In 2007, the GTAA Enforcement Office conducted 470 investigations into deviations from the Noise Operating Restrictions and Noise Abatement

Procedures. Of these, 87 were for deviations from Arrival procedures, 52 from Departure procedures and 331 from the Night Flight Restriction Program (NFRP), with 86 of these investigations were associated with complaints from the public. Eight violations were referred to Transport Canada (TC) recommending financial penalty.

In 2006, there were 418 investigations: 17 Arrival deviations, 64 Departure deviations and 337 NFRP deviations, with 68 investigations related to complaints. Nine violations were referred to Transport Canada recommending financial penalty.

There was an 8 per cent increase in investigations in 2007 over 2006, due in part to the rise in deviations from the approach procedures caused by visual approaches.

Year	Investigations		Referred to TC
2006	418	17 Arrivals 64 Departures 337 NFRP	8
2007	470	87 Arrivals 52 Departures 331 NFRP	9

Environment

The GTAA is preparing for their ISO 14001 Environmental Management System recertification audit, which is to take place at the end of April 2008. A successful audit will allow the GTAA to maintain its certification to the internationally recognized standard for its ninth year. Striving to make continual improvements to airport operations, the GTAA manages the standard's environmental aspects and their associated impacts. In particular, the GTAA works toward minimizing overall consumption of energy, water and fuel resources, and has seen significant improvements in these areas:

- Energy Reduction – The GTAA has reduced energy through lighting initiatives, such as

GTAA Consultative Committee Update

daylight harvesting, reducing wattage, replacing incandescent lighting in favour of fluorescent and promoting employee awareness. In Terminal 1, Service Level, lighting energy was reduced by 50 per cent through removing one bulb from each lamp. We are also working to adjust heating and cooling during severe weather conditions in an effort to reduce energy use during peak times.

- **Water Reduction** – In 2007, GTAA-operated facilities used 160,930 cubic metres (160,930,000 litres) less water as compared to 2006. This reduction is largely due to the decommissioning of Terminal 2, installing “low flow” or “water saver” designated fixtures for all new and replacement equipment, and implementing an aggressive preventative maintenance program for water fixtures. In addition, several measures at the Central Utilities Plant (CUP) have reduced water use, such as shared use of the CoGeneration Plant’s air-cooled compressor instead of the CUP’s water-cooled unit, and piping modifications to re-use condensate.
- **Fuel Reduction** – The use of unleaded gasoline was decreased by 8 per cent in 2007, based on comparable usage in 2005. Diesel fuel consumption decreased by 29 per cent in 2007 from 2005. These reductions can be attributed to the decrease in airside bussing of passengers. In addition, fleet vehicles are more environmentally friendly with the inclusion of 21 new hybrid vehicles.

Among several new energy-reducing targets for 2008 is a program to develop a Green Tenant policy. The policy will specifically address energy consumption, water consumption and better waste management practices.

Ongoing environmental projects include a multi-purpose trail on the airport’s west side, which will connect to the Waterfront Trail (along Lake Ontario) to the south and the City of Brampton’s

trail to the north. The portion of the trail on airport property is on schedule and is planned to be open as early as mid-2009.

Aviation and Greenhouse Gases

The Air Transport Association of Canada (ATAC), Nav Canada and the GTAA have established a forum for discussion on initiatives that will work toward a reduction of greenhouse gas resulting from operations at Toronto Pearson. Numerous initiatives, such as live towing of aircraft rather than using engine power, will be discussed in greater detail over the next few months. Further information will be provided at the next meeting.

The GTAA Environment office will be developing an inventory of emissions for 1997 to use as the base for a comparative report with 2007 numbers. We will then analyze which reduction actions can be undertaken.

Corporate Social Responsibility and Sustainability

The GTAA recognizes that successful and sustainable corporations include Corporate Social Responsibility (CSR) as part of any long range strategic plan. To this end, the GTAA will be developing its CSR program over the course of 2008.

As an early initiative, the GTAA has embarked on “Partners in Project Green,” a project with the Toronto and Region Conservation Authority (TRCA). The objective of this project is to develop an eco-industrial zone in and around Toronto Pearson, which will provide an opportunity for governments and business community to realize improved financial and environmental performance by reducing energy, waste and water use through efficiencies and synergies between companies. Still in the initial stages, we will be conducting workshops with multiple stakeholders to build awareness in the initiative, seek out additional partners, gather information about local

GTAA Consultative Committee Update

industry and engage business in participating in the eco-industrial concept.

In addition, the GTAA has recently joined Smart Commute Mississauga and has completed a survey of our employees' transportation habits. Smart Commute works with businesses to seek alternative modes of transport for their employees. The GTAA has just launched a car pool zone for our own employees and we hope to expand this to the broader airport employee community over the coming months.



BULLETIN: # 08-04-001

April 1, 2008

GREATER TORONTO AIRPORTS AUTHORITY

OPERATIONS BULLETIN

To: T1/T3 AIRLINES, GROUND HANDLING AGENCIES, CARGO AREA, GENERAL AVIATION, GOVERNMENT AGENCIES, NAV CANADA, DUTY MANAGERS, AOCC, TRANSPORT CANADA, AIRPORT COORDINATION CANADA, GTAA MANAGEMENT

From: 19 (1) [redacted] Vice President, Operations and Customer Experience

Subject: TORONTO PEARSON INTERNATIONAL AIRPORT
NIGHT FLIGHT RESTRICTION PROGRAM
SUMMER 2008 (MARCH 30, 2008 – OCTOBER 25, 2008)
WINTER 2008 (OCTOBER 26, 2008 – MARCH 28, 2009)

The Greater Toronto Airports Authority (GTAA) is required to develop and maintain a comprehensive aircraft noise mitigation program and to manage the number of flights during the night restricted hours.

Effective **June 10, 2004**, the Toronto Pearson International Airport's Noise Operating Restrictions were amended and the night restrictions now apply to all aircraft. The Summer and Winter 2008 Night Flight Restriction Programs are outlined in the attached summary.

To ensure that the number of flights during the restricted hours remains proportionate to overall traffic levels, limits have been placed on the total number of flights which may occur between 0030 and 0630 L, in any year. The GTAA will not exceed the established limit and will carefully manage the number of flights within the restricted hours.

All aircraft **not** operating on a scheduled and repetitive basis are required to request and be granted permission to operate during the restricted hours by contacting the Airport Duty Manager on the day of operation at (416) 776-3030.

All aircraft operations are monitored for compliance with night flight restrictions, preferential runway use and noise abatement procedures (**published in the Canada Air Pilot**). Please contact the Noise Management office at (416) 776-4556 for any clarification of requirements.

19 (1)

Vice President, Operations and Customer Experience

TORONTO PEARSON INTERNATIONAL AIRPORT
NIGHT FLIGHT RESTRICTION PROGRAM – SUMMER & WINTER 2008
 (APPLICABLE TO ALL AIRCRAFT)

1. EFFECTIVE PERIOD **MARCH 30, 2008 – OCTOBER 25, 2008 (SUMMER)**
OCTOBER 26, 2008 – MARCH 28, 2009 (WINTER)

2. RESTRICTIONS (as published in the CANADA AIR PILOT & CANADA FLIGHT SUPPLEMENT)

a) Subject to paragraph 2b) or 2c), arrivals and departures of all aircraft are restricted as per the table below:

Aircraft	Restricted Hours – local time
<i>Noise certification or type</i>	<i>Arrivals & Departures</i>
All non-noise certificated jet aircraft	2000 - 0800
All ICAO annex 16, vol 1 Chapter 2 & equivalent aircraft	0000 - 0700
All ICAO annex 16, vol 1 Chapter 3 & equivalent aircraft	0030 - 0630
All other aircraft	0030 - 0630

- b) All aircraft operating on a scheduled and repetitive basis are required to obtain an exemption (Section 4) or an extension (Section 5) to operate during the restricted hours.
- c) All other operators are required to obtain permission to operate during the restricted hours by contacting the Airport Duty Manager on the day of operation at (416) 776-3030.
- d) Maintenance power run-ups are prohibited between 0000-0700 L unless authorized by the Airport Duty Manager at (416) 776-3030.
- e) Training flights are not permitted in the Toronto Control Zone except initial departure to or final arrival from other locations from 0000-0700 L.

As of April 1, 2002, all jet aircraft over 34,000-kg must be Chapter 3 compliant to operate in Canada. Transport Canada has granted exemptions to some northern operators of Chapter 2 jets for maintenance requirements at Toronto Pearson; however, they must operate only between 0700-2359 L.

3. SHOULDER PERIOD OPERATIONS (scheduled within restricted hours: 0030-0100 & 0600-0629 L)

In order to ensure that the number of flights within the restricted hours will remain within the established limit over the entire year, there will be strict control of shoulder period operations with preference given to those operators who qualify for historical precedence. Only quieter Chapter 3 aircraft will be permitted to be scheduled in the shoulder period. These aircraft will be granted slots so as not to exceed single arrival runway or single departure runway capacity.

4. EXEMPTION OPERATIONS

A limited number of exemptions for Chapter 3 or equivalent operations may be approved in advance conditional on the GTAA's ability to remain within the total number of flights agreed on with Transport Canada. Exemption requests should be addressed to the Senior Manager, Facility Allocation (Fax (416) 776-3483) and must be submitted 30 days in advance of the planned operation. Information regarding exemption criteria may be obtained from Facility Allocation at (416) 776-3548. An air carrier's history of compliance with exemption times and frequency of extension requests will be considered in evaluating exemption requests.

NOTES: a) Shoulder period and exemption operations are allocated by GTAA Facility Allocation. Submit slot requests to Airport Coordination Canada Limited (ACCL) at (905) 673-6380 (fax. (905) 673-9892) or Teletype YYZSCAC, YYZTMCR. ACCL will in turn remit the slot requests to the GTAA for consideration.

b) Operations delayed beyond approved slot times will require an operating extension.

5. OPERATING EXTENSIONS

All requests for extensions will require thorough justification and be subject to careful scrutiny. Extensions may be granted on the day of operation only for delays caused by weather, mechanical, security, or ATC problems. Contact the Airport Duty Manager at (416) 776-3030 (fax. (416) 776-5615) to request an approval to operate within the following periods:

0030-0200 L Departure delays of B747, DC10, L1011, MD80 aircraft and all aircraft hushkitted to Chapter 3 noise certification.

0030-0300 L Arrival delays of all Chapter 3 aircraft and departure delays of Chapter 3 aircraft other than B747, DC10, L1011, MD80 and hushkitted Chapter 3 types.

NOTE: Non-noise certificated, Chapter 2 and equivalent aircraft will not be granted operating extensions.

CENAC Committee -Action Items – Summary
April 10, 2008

CENAC Committee February 5, 2008 Action Items

#	Requested By	Item
1.	19 (1)	In relation to the violations and complaints process, GTAA to give a presentation about the procedure followed when monitoring flights to determine violations and GTAA follow-up procedures.
2.	Maja Prentice	Requested clarification regarding greenhouse gas initiatives such as towing aircraft and APUs, etc.
3.	19 (1)	Notify municipal councillors about Early Turn procedures by letter. Monitor procedures for noise and emissions impact and report back to committee.
4.	Sub-Committee	a) Update noise brochure to include information about committee. b) Distribute brochure in pdf format to councillors. c) GTAA to include in its media strategy outreach to community newspapers on noise and environmental issues.

CENAC Committee September 12, 2007 Action Items

#	Requested By	Item
1	19 (1)	Ensure all cities have representation

CENAC Committee -Action Items – Summary

CENAC Committee June 13, 2007 Action Items

#	Requested By	Item
1.	Toby Lennox	Suggested a second tour of the CDF and Moore Creek for new committee members in June.
2.	19 (1)	Suggested that the GTAA again invite MOE to participate on the CENAC Committee.



GREATER TORONTO AIRPORTS AUTHORITY

Corporate Affairs and Communications

Toby Lennox

Vice President

Tel: 19 (1)

Fax:

February 28, 2008

Mr. Borys Wrzesnewskyj, MP
 Etobicoke Centre
 140 Larose Ave., Unit 14
 Etobicoke, ON. M9P 3B2

Mr. Wrzesnewskyj:

The Greater Toronto Airports Authority (GTAA) would like to draw your attention to some changes in operational procedures at Toronto Pearson International Airport that may be of interest to you and your constituents. The GTAA, together with the Air Transport Association of Canada (ATAC) and Nav Canada are jointly exploring a number of initiatives aimed at reducing the amount of greenhouse gas (GHG) emissions from aircraft operations at Toronto Pearson. The operational procedures described in this letter are a product of this collaborative work between the GTAA, ATAC and Nav Canada.

Starting in 2000, the GTAA initiated an operational procedure known as an Early Turn Procedure (ETP). The ETP is a procedure whereby certain jet aircraft types may, while using certain runways, make an early turn shortly after take-off. This allows for aircraft to take a more direct route towards their destination and optimizes runway use. Since that time, we have conducted trials to determine its impact on surrounding communities. The ETP is now in use at Toronto Pearson.

The current ETP is limited to the east/west runways - 05/23, 06L/24R, and 06R/24L (a map of the airport is attached for your reference), is restricted to the hours of 7:00 a.m. to 11:00 p.m. and smaller regional and business jets; Bombardier CRJ1, CRJ2, CL60 and GLEX; Cessna C750; Embraer E135, E145 and E45X; Fairchild Dornier J328 and Gulfstream GLF4 and GLF5.

The ETP has proven to be successful in several ways; improving runway use, reducing emissions while airborne and on the ground in the departure queue, in addition to having a minimal noise impact on surrounding communities.

Commencing on March 3, 2008, the GTAA will be conducting trials which will involve the following modification to the current ETP:

- 1) An expansion of the ETP to include the two north/south runways (15L/33R and 15R/33L);
 and

Mr. Borys Wrzesnewskyj
 Etobicoke Centre
 February 28, 2008
 Page 2



- 2) An expansion of the types of jet aircraft on the east/west runways to include the Bombardier CRJ700, CRJ705/900 and Embraer E170 and E175.

Concurrent with the trials related to the ETP, an evaluation will be conducted on extended hours for early turns by propeller aircraft. Currently, propeller aircraft commence a turn assigned at take-off from 7:00 a.m. to 11:00 p.m. On a trial basis, this procedure will be expanded to the hours of 6:30 a.m. to 11:30 p.m.

It is anticipated that each of these initiatives will build upon the successes of the current ETP in terms of runway use, emission reductions and noise impact.

Air traffic control will assign early turns only if there is an operational advantage based on destination or aircraft line up in the departure queue. Noise complaints related to the trials will be tracked and recorded. In addition, portable noise monitoring will be conducted in the areas impacted by the trial procedures to quantify the noise impacts on surrounding communities.

These trials were discussed in detail with the GTAA's Community Environment Noise Advisory Committee earlier this winter.

The GTAA will continue to look for ways in which we can manage the impact airport and aircraft operations has upon the surrounding community. This is one initiative which we hope will assist the GTAA in reducing GHG emissions while minimizing additional noise impacts on our neighbours.

Please contact the Noise Management Office of the GTAA at (416) 776-4556 for information on what this operational procedure may mean to your constituents.

Yours truly,

GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Toby Lennox
 Vice President, Corporate Affairs and Communications

Enc. Toronto Pearson Map

CENAC Committee – E-mails

From: 19 (1) mailto:19 (1)
Sent: Sunday, March 16, 2008 7:20 PM
To: ZZG-Noise Committee
Subject: Noise Complaint

To whom it may concern:

On Sunday, March 16, 2008 a large jet (not a regional jet flew over my house- and other large, non regional jets) flew over my house which is at 19 (1)
 Why is this happening? This was not happening in the past. Normally the large jets fly over the 401 corridor where there are less housing residences. Why would you want to allow these large jets to fly over houses when they can fly along the 401 corridor? This is really ridiculous and I hope that this practice does not continue when winds are from the east and north. I also object to allowing any planes to fly over housing including the turbo props and the regional jets. These airplanes should also be using the 401 and the 427 corridor. Are you trying to infuriate all of your neighbours by doing this? Is it not enough that we have to put up with the unending noise at all hours of the day and night of airplanes taking off and landing. Can you not put at least some controls on your operations and have these airplanes use the large transportation corridors (401, 427) that are already available?

On Wed, Mar 19, 2008 at 5:46 PM, ZZG-Noise Committee
 <noise.committee@gtaa.com> wrote:

Mr. 19 (1)

Thank you for your e-mail. I would like to clarify that the intent of this e-mail address is to direct questions and comments to the Community Environmental and Noise Advisory Committee rather than register a specific noise complaint. The only recent operational change made is the expansion of the early turn procedure for regional jet and business aircraft on a trial basis. This procedure has been in place since 2000 on the east/west runways for specific aircraft types. The trials incorporate the introduction of this procedure to the north/south runways and the addition of few jet aircraft types on the east/west runways.

19 (1)
 General Manager, Corporate Social Responsibility and Cultural Affairs
 Corporate Affairs and Communications
 Greater Toronto Airports Authority
 Toronto Pearson International Airport
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From: 19 (1) [mailto:19 (1)]
Sent: Wednesday, March 19, 2008 8:54 PM
To: ZZG-Noise Committee
Subject: Re: Noise Complaint

Ms. 19 (1)

I would like to object having any more of these behemoths and extremely noisy jets flying directly over my house. This is just RIDICULOUS! You should be flying ALL of your aircraft-big or small over the 401 corridor, not over peoples houses. This is just wrong. You say that this is a trial. How do I object to the trial and request that the results of the trial are a failure from a noise perspective? You people at the GTAA are very poor neighbours and could not care less what your neighbours feel about how you run your business.

I hope that this comment on your so-called "trial" is read in one of your meetings to express how your neighbours feel about how you conduct business and blatantly disregard those who live in your vicinity.

Regards,

19 (1)

Wed 02/04/2008 3:06 PM

Dear Mr. 19 (1)

Thank you for your recent e-mail. The current trial that the GTAA is conducting has added the following jet aircraft types, CRJ7, CRJ9, E170, and E175's which are only slightly larger in size than the aircraft which have been conducting the early turn procedure since approximately 2001. These types are not classified as large jet aircraft.

The GTAA will raise your concerns at our next Community Environment and Noise Advisory Committee which is being held on Thursday April 10, 2008, at 4:00 p.m. at our office at 3111 Convair Drive. You are also welcome to attend this meeting.

We will also review the content of the noise page on the GTAA website in consideration of adding information regarding noise subject matter, including common questions and answers about aircraft noise.

Regards,

19 (1)

General Manager, Corporate Social Responsibility and Cultural Affairs
Corporate Affairs and Communications
Greater Toronto Airports Authority
Toronto Pearson International Airport
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Thu 03/04/2008 3:13 PM

19 (1)

Why do you call this a trial when you have probably already decided to follow through with adding more and more jets flying directly overhead residential areas? ALL JETS whether big or small (or even the turboprops) should NOT be flying over people's houses. You have the opportunity of flying these very noisy airplanes directly over the 401 corridor. You have to also remember that we also get to breathe in the emissions of these things as they fly directly over my house. I thought we were living in a more eco-conscious environment today?

Please register my vote AGAINST this so-called trial and I hope that you cease and desist from continuing to fly any aircraft over anybody's house. Please stop this trial. Remember we are your neighbours.

19 (1)

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1); sue.mcfadden@mississauga.ca;
 19 (1); @mississauga.ca; 19 (1); @mississauga.ca;
 19 (1); @city.brampton.on.ca; 19 (1);
 19 (1); @mississauga.ca; 19 (1); @aircanada.ca; @navcanada.ca; @atac.ca;
 @city.brampton.on.ca; apask@toronto.ca; Frank, Clifford; 19 (1); @city.brampton.on.ca
Subject: CENAC Committee Minutes & Early Turn Trials Presentation Attachment
Date: Friday, April 04, 2008 5:10:55 PM
Attachments: 2008 Feb 5 CENAC Minutes.pdf
 Early Turn Trial_5FEB08small.pdf

I am sending you a copy of the February 5, 2008 Minutes and Early Turn Trials Presentation attachment for you to review for the upcoming CENAC Committee meeting scheduled for **Thursday April 10, 2008**.

I will be e-mailing you a copy of the **CENAC Committee Agenda** and attachments on **Monday April 7, 2008**.

Could you please confirm your attendance by e-mail or by telephone by **Tuesday April 8, 2008** to ensure we have quorum for our meeting.

Thank-you,

Kim Stefanazzi

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 Corporate Affairs & Communications
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Community Environment and Noise Advisory Committee

Minutes

Date: February 5, 2008

Location: GTAA Administration Building, 3111 Convoir Drive, Pearson Rooms A & B

Chair: Toby Lennox, Vice President, Corporate Affairs

Attendees:

19 (1) [redacted] City of Toronto Resident	Maja Prentice, City of Mississauga Councillor
19 (1) [redacted] City of Mississauga Resident	Tina Rizzuto-Willan, City of Mississauga Resident
Brad Green, City of Brampton Resident	Gordon Stewart, City of Mississauga Resident

Regrets:

Sue McFadden, City of Mississauga, Councillor

Andrew Pask, for Rob Ford, City of Toronto Councillor

19 (1) [redacted] City of Brampton Resident

19 (1) [redacted] City of Brampton Councillor

Technical Members:

John Calvert, City of Mississauga

Clifford Frank, Transport Canada

19 (1) [redacted] City of Brampton
NAV Canada

19 (1) [redacted] ATAC

Also Present:

19 (1) [redacted] Morningstar Air Express	19 (1) [redacted] GTAA AA
Ron King, Transport Canada	19 (1) [redacted] GTAA
19 (1) [redacted] City of Brampton Toronto City Centre Airport	19 (1) [redacted] GTAA
Kathy Bochan, GTAA	Kim Stefanazzi, GTAA
Diana Dolezal, GTAA	19 (1) [redacted] GTAA
Derek Gray, GTAA	19 (1) [redacted] GTAA

Attachments: Early turns trials presentation

Next meeting: April 10, 2008

Item	Details
1.0	Preliminary Items
	T. Lennox noted that, at the start of the meeting, there was not quorum. However, with late arrivals, there was quorum. There was discussion as to how we can ensure quorum and T. Lennox advised the GTAA will follow up, noting that the GTAA will continue to proactively contact people to ensure quorum.
1.2	<i>Agenda was approved as presented</i>
1.3	<i>Review and approval of Dec. 12, 2007 meeting minutes</i>
	T. Lennox asked for approval of the meeting minutes from Dec. 12, 2007. G. Stewart moved and B. Green seconded.
1.4	<i>Matters arising from previous meetings</i>
1.4.1	T. Lennox reviewed action items list. There were no additional comments.
2.0	Regular Items
2.1	<i>The Committee Information Update was presented in its new format</i>
2.2	19 (1) <i>inquired how many charges have been made against the airlines.</i> D. Dolezal addressed this question with a presentation. 2004: 15 cases assessed monetary penalty by Transport Canada (TC); one case was associated with a complaint. 2005: 12 cases assessed monetary penalty by TC; no cases were associated with complaints. 2006: nine cases assessed monetary penalty by TC; two cases were associated with complaints. 2007: eight cases assessed monetary penalty by TC; two cases were associated with complaints. T. Lennox: the complaint process is only one way to deal with investigations. Most times, the GTAA finds departures that do not follow procedure or that violate procedure through regular monitoring. The complaints continue to play a vital role in the noise mitigation process as they indicate specific areas of concern. 19 (1) detailed the investigation process. The GTAA records all frequencies, listens to the tapes and based on this information, a determination is made as to

Item	Details
	whether there was a violation. If there is a violation, the GTAA sends the operator a letter of Information or forwards the case to Transport Canada. A letter of information is used to educate first time noise violators to comply properly and serves as a warning. The vast majority of these cases are nighttime violations. G. Stewart: Shouldn't NavCanada take some responsibility as they issue instructions to the pilots? T. Lennox: The whole complaint process is dependent upon a close working relationship and continued cooperation between Nav Canada and the airport authority. For example, if a flight arrives late and does not have permission to operate, it is the GTAA's responsibility to look at the issue and approve or deny arrival based on numerous factors. It is important to understand that complaints do not drive this process. The purpose of the complaint process is to: ▪ Catch violations ▪ Have the GTAA understand the communities' concerns ▪ Give the public the opportunity and a vehicle whereby they can register a complaint As there were additional questions relating to the role of the GTAA, the role of NavCanada, and communications with the public, T. Lennox suggested that the GTAA walk through the whole process at a future meeting.
2.5	<i>Greenhouse Gas Emissions</i>
	T. Lennox: With the name of the committee changed to CENAC, this committee's mandate will be more involved with the issue of greenhouse gases. We will update you on what the airport is doing regarding greenhouse gas emissions and discuss this committee's role. 19 (1) Can the GTAA ban certain airlines from flying into Pearson? T. Lennox noted that this is not an issue as the progress that's been made converting jets to Chapter 3 has been phenomenal. There are efficiencies and advantages for the airlines. In 2006, 99.7% of aircraft that flew into Pearson were Chapter 3 aircraft. 19 (1) The majority of taxicabs run on propane. T. Lennox advised that the GTAA has been looking at that issue, but the technology of hybrids does not satisfy our standards and requirements. For example, hybrids are not ideal as taxicabs because their trunk space and the supply is limited. G. Stewart: The cell phone parking lot is an excellent addition that the GTAA has made and is cutting down on pollution; however, the parking lot layout is awkward right

Item	Details
	now. 19 (1) explained that there is currently construction to the storm sewer line in the cell phone lot. Cell phone lot usage has skyrocketed recently and has had up to 250 vehicles at its peak point.
3.0	Discussion Items
3.2	<i>Trial Procedures</i>
	T. Lennox introduced initiatives by the GTAA, ATAC, and NAVCanada as part of joint efforts to review methods of reducing greenhouse gasses. In summary, the trial has three major aspects: ▪ Extend the existing early turn procedure to additional aircraft types on the East West runways. ▪ Extend the early turn procedure to the North South runways on a trial basis for one year. ▪ Expand the hours of prop turns by 30 minutes from 0630 to 0700 hours and 2300 to 2330 hours. The early morning is particularly busy, with extensive queuing of very large aircraft. By getting the smaller aircraft out, less fuel will be burned by all, and will allow for a better management method of queues. The benefits of building on existing procedures are that the GTAA is using controlled measures that have been effective in the past for determining benefits and downfalls. This is an opportunity and a measured response. D. Dolezal gave a presentation (see attachment) about the trial description and details. 19 (1) noted that there are other committees working on procedures and with initiatives that can reduce emissions. G. Stewart: Tracking is nothing new compared to past trials. We need to consider complaints and see whether there's an increase, as presently we don't get many complaints from those types of aircraft. M. Prentice: Why are there so few takeoffs on the south in the trials? T. Lennox advised that takeoffs are based on winds and preferential runway use. As the least preferential runway, there are fewer takeoffs to the south. B. Green and M. Prentice: Can we notify the councillors about the trials so they can respond to calls? T. Lennox noted that we will notify the councilors. The trials presentation is attached to the minutes. We can also make this presentation in other forums, upon request.

Item	Details
3.3	<i>Report from CENAC Sub-committee</i>
	T. Lennox thanked the committee for their efforts and reviewed recommendations.
3.3.1	Updating the Brochure
	T. Lennox indicated that the GTAA does not update the brochure after every meeting, but we will revise to include more information on the role of CENAC. We will also ensure correct information about CENAC appears on gtaa.com.
3.3.2	Electronic and paper copies of all pamphlets to councillors
	T. Lennox indicated that the GTAA is attempting to reduce paper usage but will ensure that brochures are made available in .pdf format. He reminded members that all GTAA publications are currently available at gtaa.com under "publications".
3.3.3	Community newspapers should be approached
	T. Lennox indicated that the GTAA is attempting a more proactive strategy toward the media, but cannot control what the media decides to print, as community papers' lifeblood is ads and they don't do much for free. We will continue our work to ensure that people understand issues about noise, environment, and community consultation.
3.3.4	CENAC Name
	There was discussion about CENAC's name and concern that it is not recognizable. T. Lennox noted that the mandate includes both noise and the environment, so the name should reflect that. He added that we're looking at ways to bring the GTAA out into the community. Environment day in the community, for example, is a good venue to talk about this committee's role. The GTAA will provide CENAC information at such community events.
3.3.5	Subcommittee Structure
	Some members expressed concern that establishing an ongoing subcommittee might take away from meetings of the entire committee. Subcommittees should only be dealing with a specific issue that comes back to the committee on the whole. If there's no issue, there is no need for a subcommittee.
	T. Lennox: At the next meeting, we will include an item to review the committee's priorities. Members are encouraged to bring forward ideas between now and the next meeting and we will develop a work plan for the committee for 2008/2009.
	G. Stewart: Councillors should have information to provide to members of their community when they complain about noise. This documentation shall include what

Item	Details
	the procedure is for filing a complaint. M. Prentice: Monitor the response of the early turn trial. Possibly have a workshop about that. If you do get a number of complaints, hold a workshop for the areas affected so the public can come in and get the full story. T. Lennox: Asked if the workshop is still a viable vehicle as attendance has been very low and we are planning to go into the community where people are already meeting to reach larger numbers; for example, at festivals and other venues.
4.0	Other Issues
	19 (1) Identified a problem with posting information on airports. Notices about the entries are not being issued automatically to users. I. Hawrylyshyn will investigate. 19 (1) A resident asked whether particulates are due to airborne pollution caused by an airplane and wondered if there are more recent studies than the one completed in 2003. T. Lennox advised that the 2003 study is the most recent study available. M. Prentice: Referred to a recent trip with baggage delays and scoopers and requested information regarding both matters. T. Lennox committed to have someone follow up with. M. Prentice directly.
5.0	Public Comments
	T. Lennox asked whether any member of the public has any issues they want to raise. No issues were raised.
6.0	Adjournment
	There was no further business and the meeting was adjourned.
	Minutes prepared by 19 (1) @GTAA.com. Any errors or omissions in these minutes should be forwarded to the author immediately. Minutes are posted on the GTAA website: http://www.gtaa.com/en/community_relations/noise_management/noise_management_com/ copies: All members and other attendees



Early Turn Trials

February 5, 2008

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Background

Background

- To improve runway utilization in ways that are safe, effective and environmentally acceptable
- To permit immediate departure turns similar to those used by propeller aircraft during non-restricted hours
- To apply to jet aircraft with noise certification levels similar to those of propeller aircraft, specifically the Dash-8
- To be used only if there is an operational advantage based on destination or aircraft line up in the departure queue



Background

- Restricted to the hours of 0700-2300 local
- Limited to:
 - East/west runways
 - Specified headings
 - Particular aircraft types (CRJ1,CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4 and GLF5)



Background

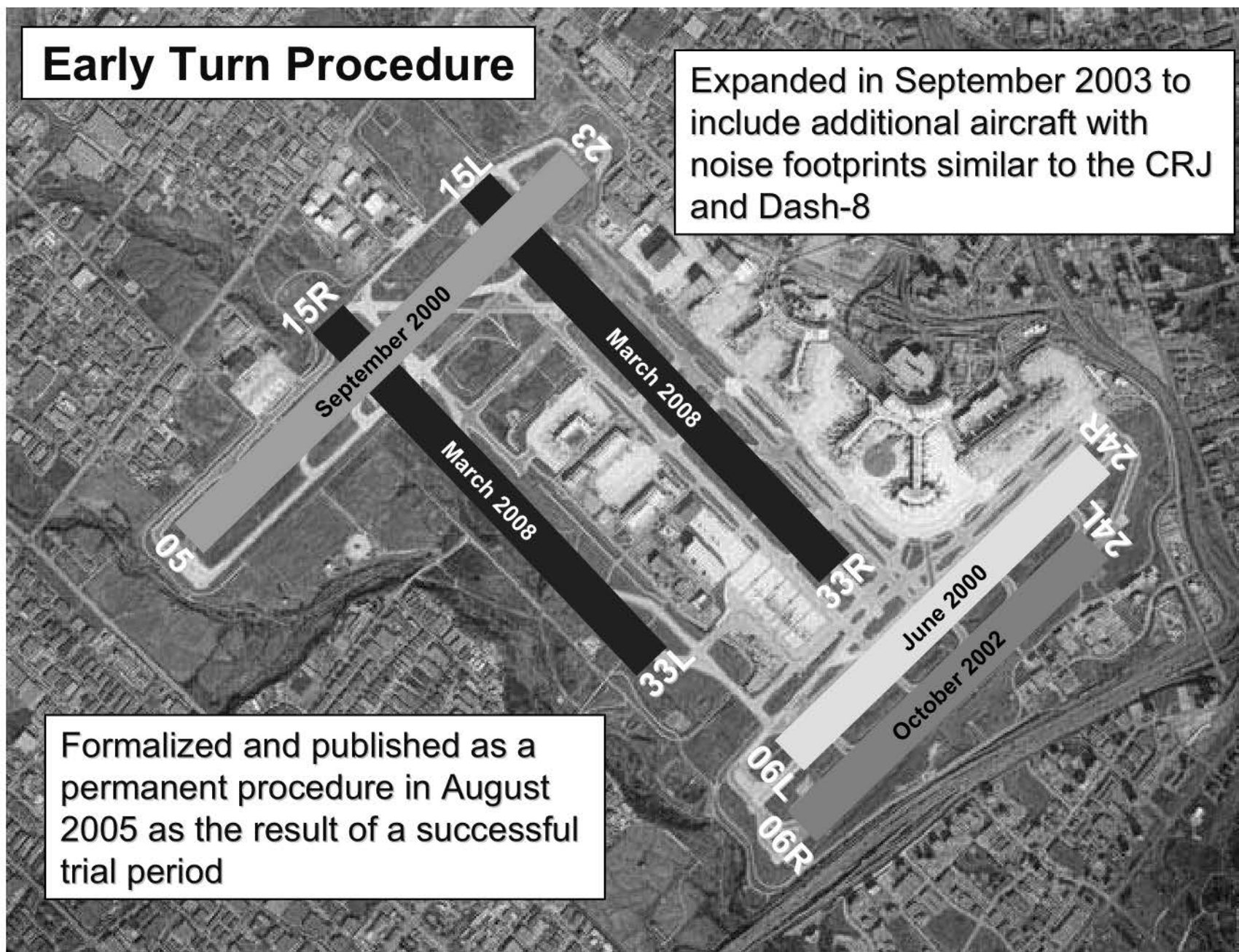
- Trial Findings:
 - Improved runway utilization
 - Reduced emissions while airborne and by aircraft on the ground in the departure queue
 - Minimal noise impact on surrounding communities



Early Turn Procedure

Expanded in September 2003 to include additional aircraft with noise footprints similar to the CRJ and Dash-8

Formalized and published as a permanent procedure in August 2005 as the result of a successful trial period



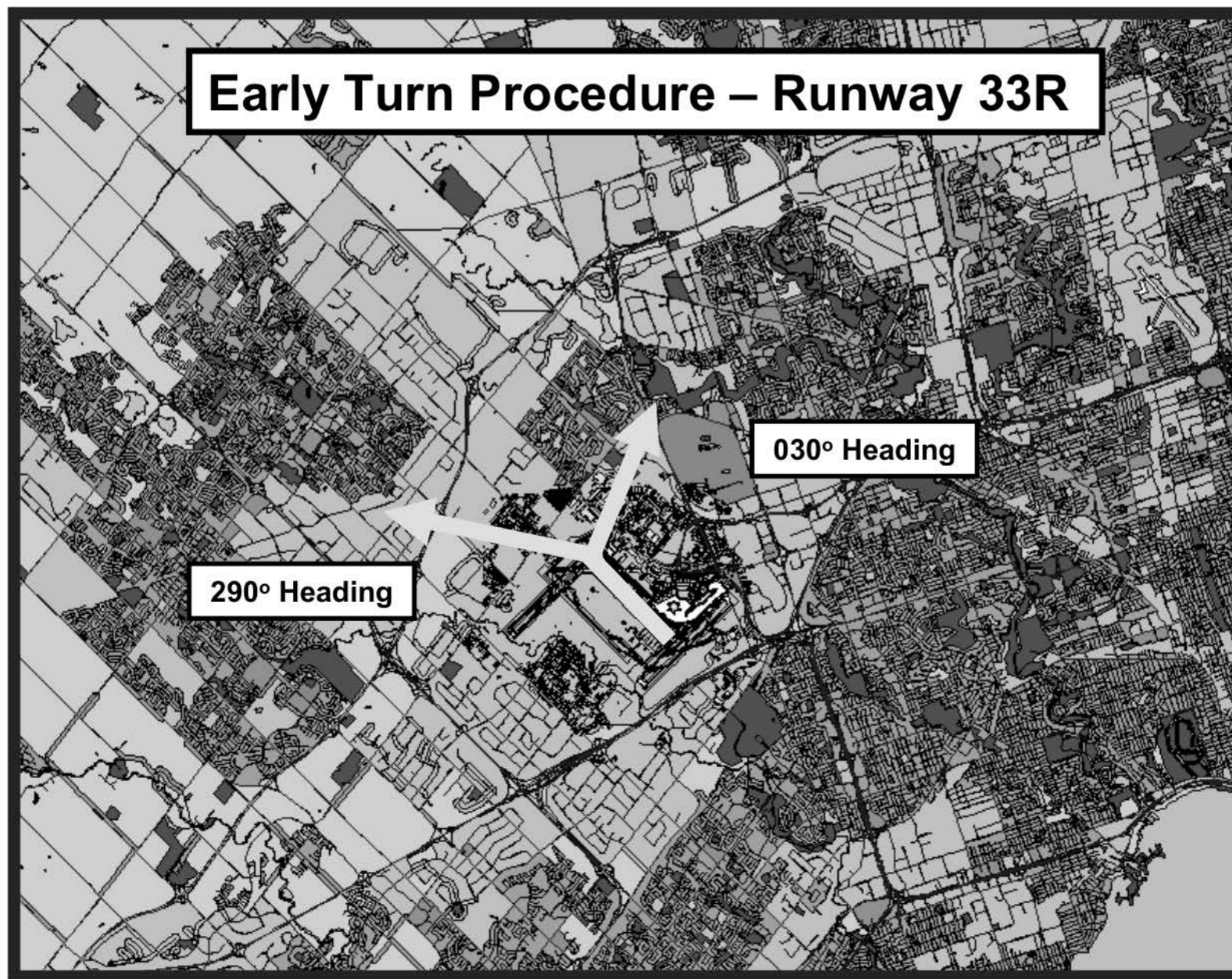


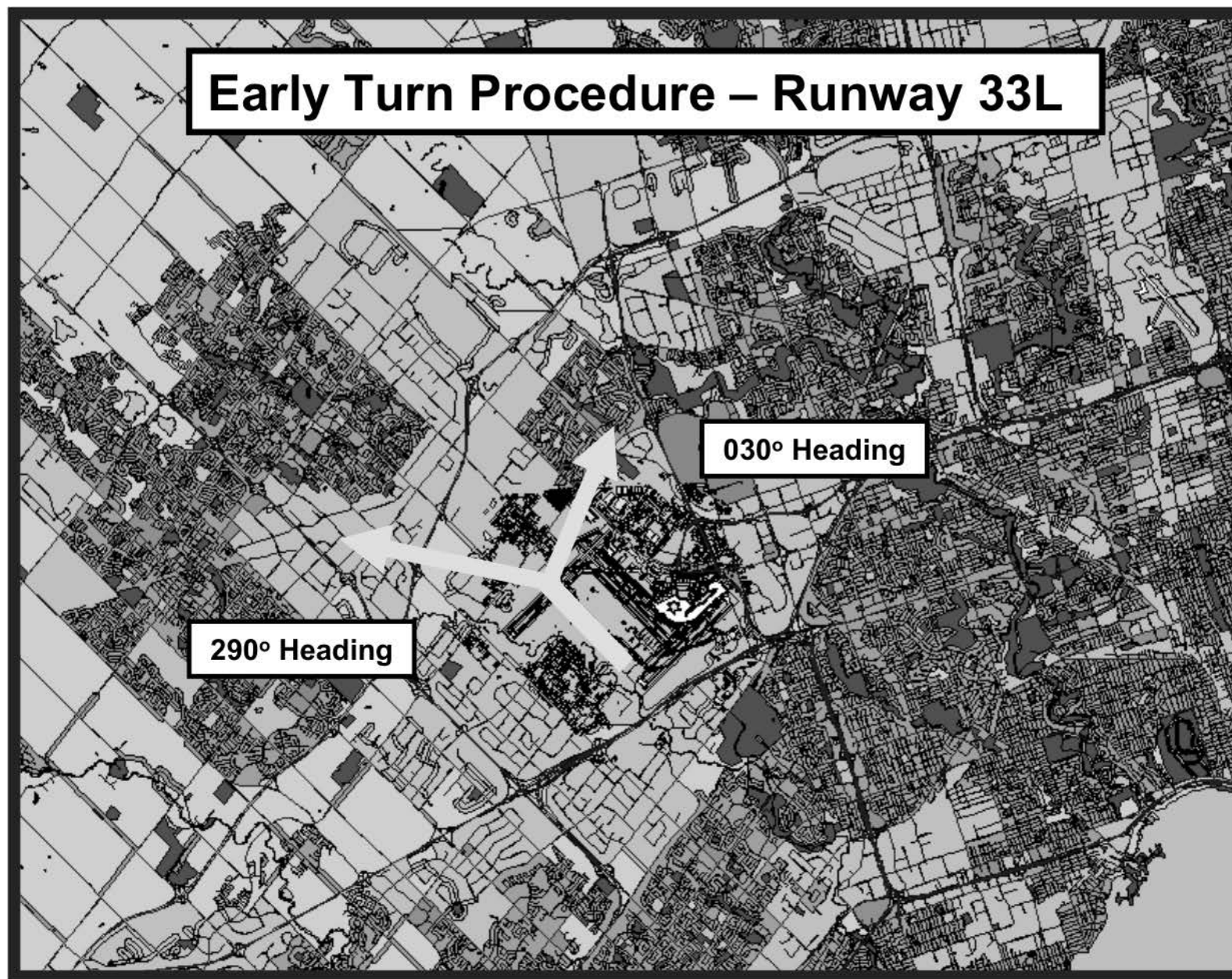
North/South Runways

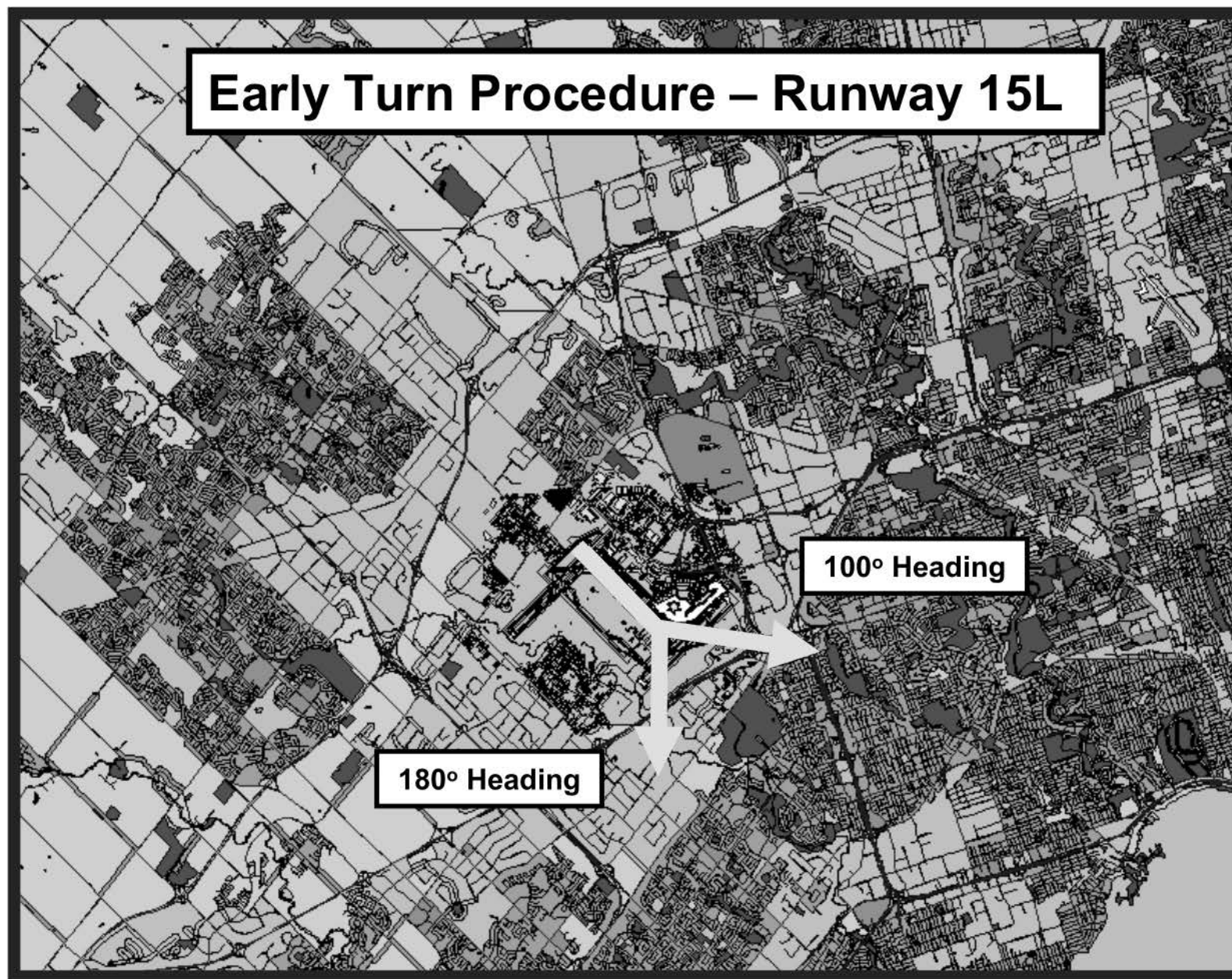
North/South Runways

- Expansion of the Early Turn Procedure (ETP) to the north/south runways on a trial basis
- Restricted to the hours of 0700-2300 local
- Limited to:
 - Current aircraft types (CRJ1, CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4 and GLF5)
 - Specified headings











East/West Runways

East/West Runways

- What does the ETP accomplish?
 - Reduces the departure queue sooner
 - Get eligible aircraft on course earlier
- Why incorporate additional aircraft types?
 - Maximize the potential of the ETP
 - Minimize emissions
- Noise based governing trial in which additional jet aircraft were evaluated for inclusion on the east/west runways



East/West Runways

- Assessed jet aircraft with similar certificated noise levels to the CRJ1, CRJ2 and Dash-8
 - CRJ700, CRJ705/900, E170, E175, E190, E195
- Compared maximum takeoff noise levels and concluded that at this time all aircraft except the E190 and E195 will be included in the trial



East/West Runways

- Restricted to the hours of 0700-2300 local
- Limited to:
 - East/west runways
 - Specified headings
 - Additional aircraft types (CRJ700, CRJ705/900, E170 & E175)



Eligible Aircraft Departures

- Current aircraft represent 20% of total departures
 - On average 20% conduct the ETP
 - Approximately 24 early turns daily
- Additional aircraft represent 8% of total departures
 - Assuming 20% conduct the ETP
 - Approximately 9 additional potential early turns daily





Prop Turns

Prop Turns

- Concurrent with trials related to the ETP, an evaluation will be conducted on extended hours for prop turns
- Prop turn procedures currently are restricted to the hours of 0700-2300 local
- Prop turn procedures to expand to the hours of 0630-2330 local on a trial basis



Prop Turns

- 0630 – 0700 local
 - Heavily loaded with departures
 - Departure queue based on demand coming out of the restricted hours
 - Average 4 prop departures daily (approximately)
- 2300 – 2330 local
 - Mixed with large/heavy aircraft (overseas) and small commuter aircraft (Sudbury, London, etc.)
 - Departure queue based on mix of traffic
 - Average 2 prop departures daily (approximately)





GHG Emissions

Emission Savings

- Sample day January 2, 2007 (current types)
- Of 117 departures eligible for the ETP, 26 jet aircraft conducted an early turn (22%)
- This translates into a saving of 3,252 kg of CO₂ emissions
 - Practical comparison: Driving a mid sized engine car from Calgary to Montreal and back twice (approximate)



Emission Savings

- Sample day January 2, 2007 (additional types)
- Translating this using additional aircraft types, assuming the same percentage of turns, an additional projected savings of 2,125 kg of CO₂ would be realized
- Practical comparison: Driving a mid sized engine car from Toronto to Vancouver and back once (approximate)





Moving Forward

Moving Forward

- Trials to commence on March 3, 2008
- Communication on the trial details to be issued to municipalities, airport community and flight crews
- Portable noise monitoring will be conducted in the areas impacted by trial procedures to quantify the noise impacts on surrounding communities
- Noise complaints related to the trials will be tracked and recorded
- Trial updates to be reported back to the committee







Thank you

From: [Frank, Clifford](#)
To: [King, Ron](#)
Subject: RE: CENAC Meeting
Date: Thursday, February 07, 2008 11:12:04 PM

Hi Ron, Thanks again for attending this for me. It seems like you had so much fun. Maybe I should have you sit in for me all the time :))

Cliff

Clifford Frank Jr.

Acting Regional Manager/ Gestionnaire régional intérimaire

Aerodromes and Air Navigation

Aérodromes et Navigation aérienne

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-----Original Message-----

From: King, Ron
Sent: February 6, 2008 10:07 AM
To: Frank, Clifford
Subject: CENAC Meeting

Hope you had an enjoyable evening because you sure didn't miss anything last night - [REDACTED]
 !!!!!!! Here is a quick recap

- no quorum so Toby and those that did show up discussed possible ways to prevent this from happening again. There was no quorum last time either.

- [REDACTED] gave a briefing on the number of noise complaints received, number of letters of information sent out and the number of cases referred to T.C. It became very obvious that the majority of noise complaints were not associated with any violations - [REDACTED]

[REDACTED] -- it wasn't even mentioned.

- [REDACTED] and now there was a quorum so Toby asked that the minutes from the last meeting be accepted which they were and Toby, for [REDACTED] benefit, did a quick recap on the complaint issue and resolution. [REDACTED] didn't say anything although this was his item from the last meeting.

- Toby then asked the committee to review the attached "2008 Consultative Committee - Update" as he wished to have this committee accept the same format for the "Regular Items" portion of the meeting to avoid the large amount of paper generated by items 2.1, 2.2, 2.3 and 2.4. It was a discussion item only at this meeting which generated minimal discussion but food for thought and will be brought up again when the full committee is available.

- Toby then gave a briefing on the Green House Gases initiative by the GTAA as well as how it relates to Aviation. This was followed by [19 (1)] giving a briefing on the new trials they wish to run - trials will start on Mar 3 on the early turn for the north/south parallel -- I see nothing to fear on this trial - full reports will be given to the committee at each meeting - we're only talking about 24 - 30 aircraft a day.

- Toby then went over the CENAC sub committee report and there was a general discussion on most items - nothing earth shattering except [19 (1)]

That's pretty well it except that you are [19 (1)] for not returning her call -- keep your head down at the next meeting.

Ron

Ron King

Civil Aviation Safety Inspector/Inspecteur de la sécurité de l'Aviation Civile

Air Traffic Services Specialist/Specialiste du service de circulation aérienne

Aerodromes and Air Navigation/Aérodromes et Navigation aérienne

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Website/Site Web <<http://www.tc.gc.ca/CivilAviation/menu.htm>>

Transport Canada, LBPIA Transport Canada Centre, 5431 Flightline Drive (PAS), Mississauga, Ontario L5P 1A1

Transports Canada, Centre de Transports Canada LBPIA, 5431 chemin Flightline (PAS) Mississauga, Ontario L5P 1A1

Government of Canada/ Gouvernement du Canada

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1) sue.mcfadden@mississauga.ca;
 19 (1) @mississauga.ca; 19 (1) @mississauga.ca;
 19 (1) @city.brampton.on.ca; 19 (1) @city.brampton.on.ca;
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca; 19 (1) @navcanada.ca; 19 (1) @atac.ca;
 @city.brampton.on.ca; apask@toronto.ca; Frank, Clifford; 19 (1) @city.brampton.on.ca
Subject: CENAC Agenda Attachments - Part 2
Date: Friday, February 01, 2008 5:16:16 PM
Attachments: CENAC Feb ATTACHMENTS .pdf

I am sending you the final CENAC Agenda Attachments – Part 2.

Have a great weekend.

Kim Stefanazzi

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**TORONTO PEARSON INTERNATIONAL AIRPORT
AIRPORT ACTIVITY REPORT
REVENUE AND NON REVENUE PASSENGERS
November-07**

Actual 07/06				Actual 07/06				2007 Forecast*		2007 Forecast*		2007 vs Forecast	
SECTOR	2007	2006	% AAGR	SECTOR	2007	2006	% AAGR						
TERMINAL ONE													
DOM	20 (1) (b)			DOM	20 (1) (b)								
YTD													
12 Mth Total													
TBR	20 (1) (b)			TBR	20 (1) (b)								
YTD													
12 Mth Total													
INT'L	20 (1) (b)			INT'L	20 (1) (b)								
YTD													
12 Mth Total													
TOTAL	20 (1) (b)			TOTAL	20 (1) (b)								
YTD													
12 Mth Total													
TERMINAL TWO													
DOM	0	0		DOM	0	0							
YTD	0	0		YTD	0	0							
12 Mth Total	0	0		12 Mth Total	0	0							
TBR	20 (1) (b)			TBR	20 (1) (b)								
YTD													
12 Mth Total													
INT'L	0	0		INT'L	0	0							
YTD	0	0		YTD	0	0							
12 Mth Total	0	0		12 Mth Total	0	0							
TOTAL	20 (1) (b)			TOTAL	20 (1) (b)								
YTD													
12 Mth Total													
TERMINAL THREE													
DOM	20 (1) (b)			DOM	20 (1) (b)								
YTD													
12 Mth Total													
TBR	20 (1) (b)			TBR	20 (1) (b)								
YTD													
12 Mth Total													
INT'L	20 (1) (b)			INT'L	20 (1) (b)								
YTD													
12 Mth Total													
TOTAL	20 (1) (b)			TOTAL	20 (1) (b)								
YTD													
12 Mth Total													

TORONTO PEARSON INTERNATIONAL AIRPORT AIRCRAFT MOVEMENTS November-07					
Actual		07/06	Forecast	Forecast	Act vs Frcl
2007	2006	% Chg	2007	2007	Variance
AIR CARRIER					
> 35t Current	20 (1) (b)				
Ytd					
NI					
<35T Current					
Ytd					
NI					
Current					
Ytd					
NI					
General Aviation					
Ytd					
NI					
<u>TOTAL ALL OPERATIONS</u>					
Current	20 (1) (b)				
Ytd					
NI					



TORONTO PEARSON INTERNATIONAL AIRPORT
COMPARISON OF AIRCRAFT MOVEMENT AND
NOISE COMPLAINTS BY RUNWAY OPERATION
JANUARY - DECEMBER 2007

ARRIVALS					DEPARTURES				
RUNWAY	MOVEMENTS		COMPLAINTS		RUNWAY	MOVEMENTS		COMPLAINTS	
Arrive 23	46742	11%	113	11%	Depart 05	22051	5%	71	7%
Arrive 24R	29083	7%	17	2%	Depart 06L	33600	8%	99	9%
Arrive 24L	42794	10.2%	31	3%	Depart 06R	15297	3.6%	109	10%
Arrive 33R	1007	0.2%	30	3%	Depart 15L	908	0.2%	38	4%
Arrive 33L	10125	2.4%	98	9%	Depart 15R	37	0.01%	0	0%
Arrive 06R	24200	5.7%	14	1%	Depart 24L	14986	3.6%	13	1%
Arrive 06L	10887	3%	2	0.2%	Depart 24R	38947	9%	12	1%
Arrive 05	41509	10%	55	5%	Depart 23	64972	15%	99	9%
Arrive 15R	768	0.2%	25	2%	Depart 33L	4185	1.0%	32	3%
Arrive 15L	3176	0.8%	14	1%	Depart 33R	15736	4%	192	18%
TOT. ARR.	210291	50%	399	38%	TOT. DEP.	210719	50%	665	63%
TOTAL ALL RUNWAYS					421010		1064		
					NON RUNWAY COMPLAINTS		28		
LAST YEAR					1920		TOTAL COMPLAINTS		
							1092		

- NOTES:**
1. **Non Runway complaints** - 8 overshoot, 7 ILS flight inspections, 2 helicopter arrival, 2 helicopter departure, 9 unknown
 2. 35 % of complaints from 3 households, 170 complaints - Bramalea resident, 142 complaints - North Etobicoke resident, 65 complaints - Central Etobicoke resident.
 3. **Runway 06L-24R closed May 14 to August 30**
 4. Complaints related to source of operation not by geographic location

JANUARY - DECEMBER 2006

ARRIVALS					DEPARTURES				
RUNWAY	MOVEMENTS		COMPLAINTS		RUNWAY	MOVEMENTS		COMPLAINTS	
Arrive 23	43637	11%	290	15%	Depart 05	18733	5%	270	14%
Arrive 24R	58580	14%	54	3%	Depart 06L	47907	12%	159	8%
Arrive 24L	9933	2.4%	4	0.2%	Depart 06R	2608	0.6%	14	0.7%
Arrive 33R	900	0.2%	34	2%	Depart 15L	2530	0.6%	74	4%
Arrive 33L	9116	2.2%	142	8%	Depart 15R	3	0.001%	0	0%
Arrive 06R	6919	1.7%	8	0.4%	Depart 24L	546	0.1%	3	0.2%
Arrive 06L	27614	7%	37	2%	Depart 24R	49834	12%	80	4%
Arrive 05	42280	10%	36	2%	Depart 23	63232	15%	146	8%
Arrive 15R	2472	0.6%	70	4%	Depart 33L	5641	1.4%	65	3%
Arrive 15L	4544	1.1%	28	1%	Depart 33R	15496	4%	362	19%
TOT. ARR.	205995	50%	703	37%	TOT. DEP.	206530	50%	1173	63%
TOTAL ALL RUNWAYS					412525		1876		
					NON RUNWAY COMPLAINTS		44		
LAST YEAR					2664		TOTAL COMPLAINTS		
							1920		

- NOTES:**
1. **Non Runway complaints** - 9 overshoot, 3 ILS flight inspections, 3 helicopter arrival, 1 helicopter departure, 1 maintenance runups, 27 unknown
 2. 47 % of complaints from 3 households, 537 complaints - North Etobicoke resident, 311 complaints - Bramalea resident, 52 complaints - Central Etobicoke resident.
 3. **Runway 05-23 closed nightly in June & July and nights and weekends in September**
 4. Complaints related to source of operation not by geographic location



Greater Toronto Airports Authority Noise Management

Noise Complaint locations

From 12/01/07 to 12/31/07



Noise Complaints Summary:

City	Count
BRAMPTON	17
ETOBICOKE	14
HALTON HILLS	14
MISSISSAUGA	32
NORTH YORK	13
VAUGHAN	1

Total	91
Day (07:00 - 22:59)	54
Night (23:00 - 06:59)	37
Total Callers	41

Complaints	Interval
●	1
●	2 - 5
●	6 - 10
●	11 - 20
●	> 20

Selection criteria: T Complaints.I_DATE, Complaints.PERSON, CRPerson.City, CRPerson.X_POS, CRPerson.Y_POS FROM (Complaints INNER JOIN CRPerson ON Complaints.PERSON = CRPerson.ID) INNER JOIN CRAircraft ON Complaints.Aircr



Greater Toronto Airports Authority Noise Management

Noise Complaint locations

From 01/01/07 to 12/31/07



Noise Complaints Summary:

City	Count
BRAMPTON	252
EAST YORK	1
ETOBICOKE	521
HALTON HILLS	16
MISSISSAUGA	171
NORTH YORK	82
OAKVILLE	1
TORONTO	12
VAUGHAN	16
YORK	20

Total 1,092

Day (07:00 - 22:59) 620

Night (23:00 - 06:59) 472

Total Callers 314

Complaints Interval

●	1
●	2 - 5
●	6 - 10
●	11 - 20
●	> 20

Selection criteria: T Complaints.I_DATE, Complaints.PERSON, CRPerson.City, CRPerson.X_POS, CRPerson.Y_POS FROM (Complaints INNER JOIN CRPerson ON Complaints.PERSON = CRPerson.ID) INNER JOIN CRAircraft ON Complaints.Aircr



Greater Toronto Airports Authority Noise Management

Noise Complaint locations

From 11/01/07 to 11/30/07



Noise Complaints Summary:

City	Count
BRAMPTON	20
ETOBICOKE	18
MISSISSAUGA	16
NORTH YORK	7
OAKVILLE	1
TORONTO	1

Total	63
Day (07:00 - 22:59)	35
Night (23:00 - 06:59)	28
Total Callers	31

Complaints	Interval
●	1
●	2 - 5
●	6 - 10
●	11 - 20
●	> 20

Selection criteria: T.Complaints.I_DATE, Complaints.PERSON, CRPerson.City, CRPerson.X_POS, CRPerson.Y_POS FROM (Complaints INNER JOIN CRPerson ON Complaints.PERSON = CRPerson.ID) INNER JOIN CRAircraft ON Complaints.Aircraft



RUNWAY 33L MONTHLY BREAKDOWN: 2007

A33L OPERATIONS

Date	Time Period (local time)	Duration (hours)
Jan. 01	20 (1) (b)	
Jan. 06		
Jan. 10		
Jan. 13		
Jan. 14		
Jan. 19		
Jan. 20		
Jan. 20		
Feb. 05		
Feb. 08		
Feb. 10		
Feb. 10		
Feb. 14		
Feb. 14		
Feb. 15		
Feb. 18		
Feb. 22		
Feb. 22		
Feb. 23		
Feb. 23		
Mar. 04		
Mar. 04		
Mar. 05		
Mar. 05		
Mar. 06		
Mar. 11		
Mar. 17		
Mar. 18		
Mar. 18		
Mar. 19		
Mar. 20		

Note: A duration of 0.025 (90 seconds) has been assigned to single aircraft operations.



RUNWAY 33L MONTHLY BREAKDOWN: 2007

A33L OPERATIONS

Date	Time Period (local time)	Duration (hours)
Mar. 22	20 (1) (b)	
Mar. 26		
Mar. 28		
Apr. 03		
Apr. 05		
Apr. 05		
Apr. 06		
Apr. 13		
Apr. 14		
Apr. 16		
Apr. 23		
Apr. 24		
Apr. 28		
Apr. 30		
Ma. 15		
Ma. 20		
Ma. 25		
Jun. 05		
Jun. 08		
Jun. 19		
Jun. 20		
Jun. 20		
Jun. 21		
Jun. 22		
Jun. 30		
Jun. 30		
Jul. 05		
Jul. 06		
Jul. 08		
Jul. 11		
Jul. 19		

Note: A duration of 0.025 (90 seconds) has been assigned to single aircraft operations.



RUNWAY 33L MONTHLY BREAKDOWN: 2007

A33L OPERATIONS

Date	Time Period (local time)	Duration (hours)
Jul. 19	20 (1) (b)	
Jul. 19		
Aug. 03		
Aug. 13		
Aug. 13		
Aug. 17		
Aug. 25		
Aug. 29		
Sep. 14		
Sep. 15		
Sep. 22		
Sep. 28		
Sep. 28		
Oct. 23		
Oct. 27		
Oct. 28		
Oct. 28		
Oct. 28		
Nov. 06		
Nov. 15		
Nov. 15		
Nov. 16		
Nov. 17		
Nov. 22		
Nov. 27		
Nov. 30		
Dec. 03		
Dec. 04		
Dec. 04		
Dec. 10		
Dec. 12		
Total		

Note: A duration of 0.025 (90 seconds) has been assigned to single aircraft operations



RUNWAY 33L MONTHLY BREAKDOWN: 2007

A33L OPERATIONS

Date	Time Period (local time)	Duration (hours)
Dec. 12	20 (1) (b)	
Dec. 14		
Dec. 16		
Dec. 17		
Dec. 17		
Dec. 31		
Total		



RUNWAY 33L MONTHLY UTILIZATION: 2007

TOTAL OPERATIONS

Runway 33L	Number of Arrivals	Percentage of Total Operations
January	20 (1) (b)	
February		
March		
April		
May		
June		
July		
August		
September		
October		
November		
December		
Subtotal		

TOTAL HOURS OF USE

Runway 33L	Arrivals (Hours)	Percentage of Total Hours*
January	20 (1) (b)	
February		
March		
April		
May		
June		
July		
August		
September		
October		
November		
December		
Subtotal		

*Note: Percentages are based on 24 hours of use per day.



RUNWAY 15R MONTHLY BREAKDOWN: 2007

A15R OPERATIONS

Date	Time Period (local time)	Duration (hours)
Jan. 01	20 (1) (b)	
Jan. 07		
Jan. 26		
Jan. 26		
Jan. 26		
Jan. 27		
Feb. 22		
Mar. 10		
Apr. 03		
Apr. 21		
Apr. 26		
Ma. 31		
Jun. 14		
Aug.07		
Aug. 11		
Oct. 19		
Nov. 05		
Dec. 02		
Dec. 16		
Dec. 23		
Dec. 28		
Total		

Note: A duration of 0.025 (90 seconds) has been assigned to single aircraft operations



RUNWAY 15R MONTHLY BREAKDOWN: 2007

D15R OPERATIONS

Date	Time Period (local time)	Duration (hours)
Jan.	NO DEPARTURE OPERATIONS THIS MONTH	
Feb.	NO DEPARTURE OPERATIONS THIS MONTH	
Mar.	NO DEPARTURE OPERATIONS THIS MONTH	
Apr. 14	20 (1) (b)	
Apr. 21		
Ma. 31		
Jun. 14		
Jul. 22		
Aug.		
Sep.		
Oct.		
Nov.		
Dec. 02		
Dec. 16		
Total		

Note: A duration of 0.025 (90 seconds) has been assigned to single aircraft operations



RUNWAY 15R MONTHLY UTILIZATION: 2007

TOTAL OPERATIONS

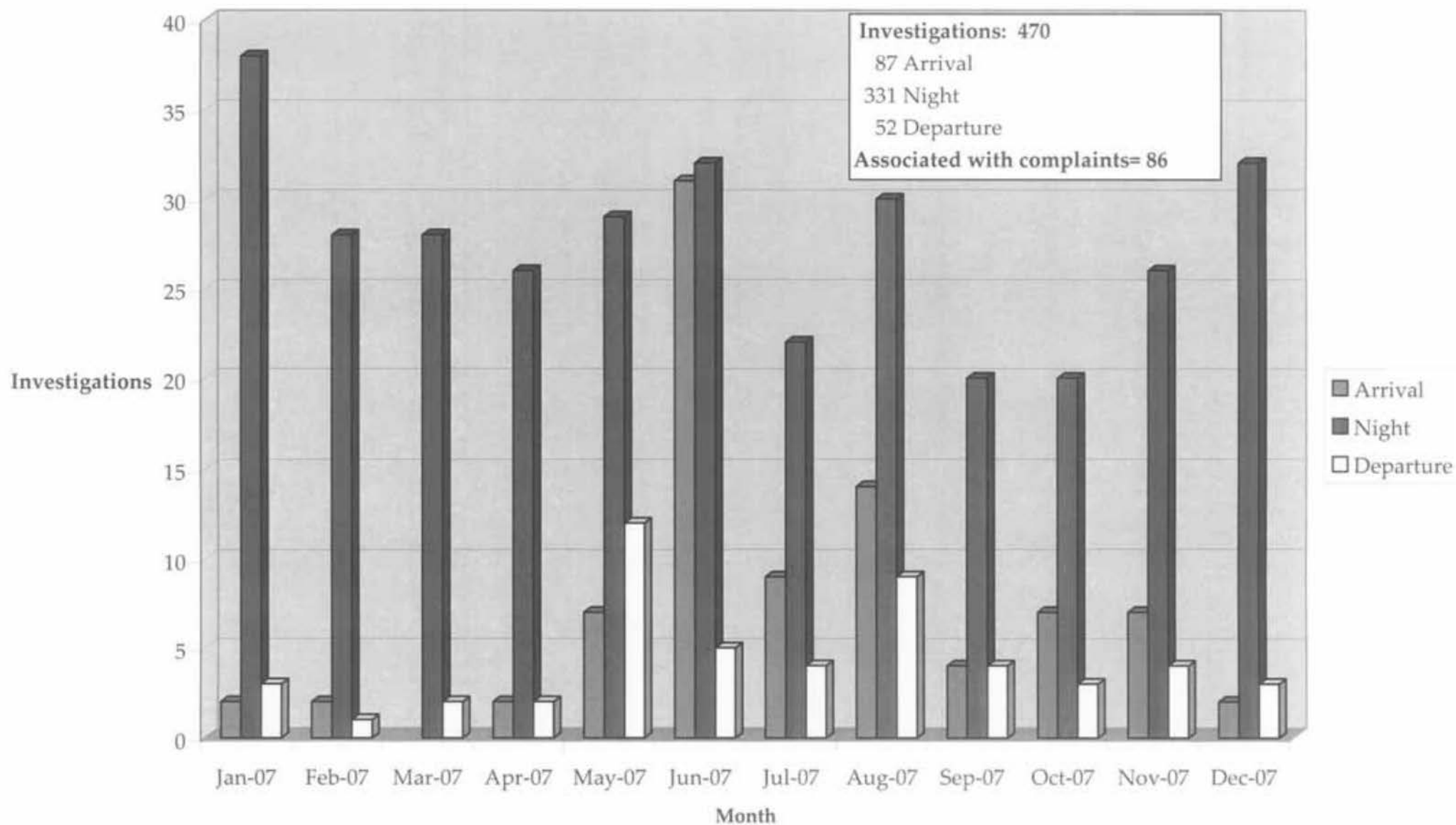
Runway 15R	Number of Arrivals	Percentage of Total Operations	Number of Departures	Percentage of Total Operations
January	20 (1) (b)			
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				
Subtotal				

TOTAL HOURS OF USE

Runway 15R	Arrivals (Hours)	Percentage of Total Hours*	Departures (Hours)	Percentage of Total Hours*
January	20 (1) (b)			
February				
March				
April				
May				
June				
July				
August				
September				
October				
November				
December				
Subtotal				

*Note: Percentages are based on 24 hours of use per day.

Toronto Pearson Investigations: January - December 2007





Total Flights Operated during 2008 Restricted Hours (Nov 2007 - Oct 2008) (00:30 to 06:29 Local)

Actual Values 2008

Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sept Oct Total

Pre-Approved Operations

Jets over 34,000 kg Shoulder Period

Jets over 34,000 kg Exemptions

Jets under 34,000 kg Exempt./Sh. Per.

Propeller Exemptions

Daily Approvals

Jets over 34,000 kg Extensions

Jets over 34,000 kg Daily Requests

Jets under 34,000 kg Extensions

Jets under 34,000 kg Daily Requests

Propeller Extensions

Propeller Daily Requests

Other Operations

Jets over 34,000 kg

Jets under 34,000 kg

Propeller Aircraft

Actual Month Totals

20 (1) (b)

Notes 1. Other Operations include potential night violations, medevac flights, weather alternate flights, military and police.

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; [19 (1)] sue.mcfadden@mississauga.ca;
 [19 (1)] @mississauga.ca; [19 (1)] @mississauga.ca;
 [19 (1)] @city.brampton.on.ca; gordonystewart@sympatico.ca;
 [19 (1)] @mississauga.ca; [19 (1)] @aircanada.ca; [19 (1)] @navcanada.ca; [19 (1)] @atac.ca;
 [19 (1)] @city.brampton.on.ca; apask@toronto.ca; Frank, Clifford; eveleen.plant@city.brampton.on.ca
Subject: CENAC Committee Agenda and Attachments
Date: Friday, February 01, 2008 4:58:50 PM
Attachments: CENAC Committee AGENDA February 5, 2007.pdf

Attached is a copy of the Agenda and the first section of the attachments for the CENAC Committee Meeting scheduled for **Tuesday February 5, 2008.**

As the additional attachments are a very large file, we are trying to compress and will have these to you Monday morning at the latest.

We will post these on e-airports at the following link:
https://eairports.torontoairport.aero/eairports_prod/livelink.exe?func=ll&objId=275865&objAction=browse&sort=name

Please confirm your attendance at Tuesday's meeting.

Thank-you,

Kim Stefanazzi

Administrative Assistant
 Corporate Affairs & Communications
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 Toronto Pearson International Airport
 P.O. Box 6031, 3111 Convair Drive
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Community Environment and Noise Advisory Committee

Agenda

Date: Tues. February 5, 2008 **Time:** 4:00 p.m.

Location: GTAA Administration Building, 3111 Convair Drive, Pearson Boardrooms A&B

Chair: Toby Lennox

Attachments:

Item	Details	Action By
1.0	Preliminary items	
1.1	Welcome and Roll Call	19 (1)
1.2	Approval of Agenda	All Members
1.3	Review and Approval of December 12, 2007 Minutes	All Members
1.4	Matters Arising from Previous Meetings	Toby Lennox
2.0	Regular Items	
2.1	Passenger/Aircraft Movements	All Members
2.2	Complaint Statistics	All Members
2.3	GTAA and Transport Canada Enforcement Activities	All Members
2.4	Exemption and Extension Statistics	All Members
3.0	Discussion Items	
3.1	Introduction to GHG & Aviation	Toby Lennox
3.2	Trial Procedures	Diana Dolezal
3.3	Report fro CENAC Sub-committee	Sub-Committee Members
4.0	Update from Committee Members	All Members

Consultative Committee on Taxicabs and Limousines Agenda
Tues. February 5, 2008
Page 2 of 2

Item	Details	Action By
5.0	Public Comments	General Public
7.0	Adjournment	Toby Lennox

For more information, please contact Kim Stefanazzi at (416) 776-3941.

CENAC Committee -Action Items – Summary
February 5, 2008

CENAC Committee December 12, 2007 Action Items

#	Requested By	Item	Comments/Action
1.	19 (1)	Inquired how many noise complaints resulted in charges against the airlines.	GTAA will request that Transport Canada provide statistics.

CENAC Committee September 12, 2007 Action Items

#	Requested By	Item	Comments/Action
1.	19 (1)	Advertise role of CENAC Committee. Set up a sub-committee to develop ideas.	Sub-committee meeting arranged for Wednesday January 30 th , 2008.
2.		Ensure all cities have representation	GTAA to send letter to Toronto Council requesting one additional member.
3.		Suggested a generic e-mail address be established for CENAC Committee.	Corporate Affairs have created a generic e-mail, and have also given committee members access to e-airports
4.		Study examples of other airports	GTAA will investigate and provide information on e-airports

CENAC Committee June 13, 2007 Action Items

#	Requested By	Item	Comments/Action
1.	Toby Lennox	Suggested a second tour of the CDF and Moore Creek for new committee members.	Corporate Affairs staff have canvassed members for interest and will arrange a tour in the spring.
2.	19 (1)	Suggested that the GTAA again invite MOE to participate on the NMC	GTAA is working on this with MOE.

2008

CONSULTATIVE COMMITTEE - UPDATE

GREATER TORONTO AIRPORTS AUTHORITY

Passenger and Aircraft Movements

November passenger traffic experienced the largest increase (5 per cent) for a single month in 2007, based on the same period in 2006. Leading the way was the International traffic (10 per cent), followed by Domestic (4 per cent) and Transborder (2 per cent).

November aircraft terminal movements increased by 2 per cent in 2007 over 2006.

Noise Management Statistics

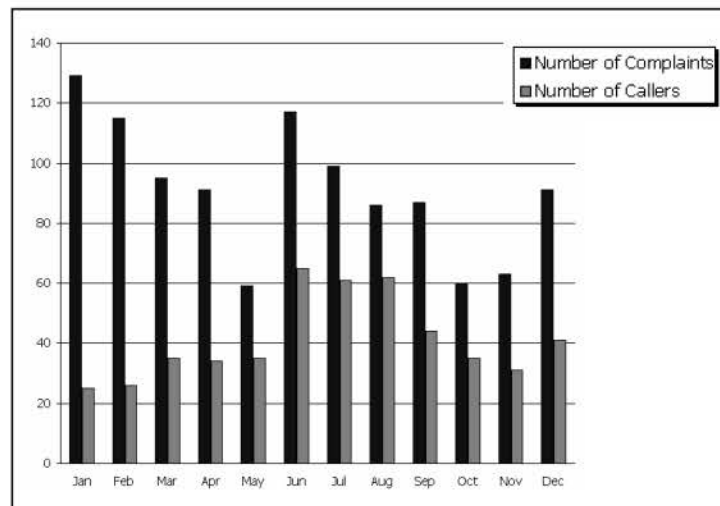
In 2007, the Noise Management Office received a total of 1092 complaints from 310 callers. In 2006, a total of 1920 complaints were received from 411 callers resulting in a decrease of 828 complaints and 101 callers.

The reduced number of noise complaints in 2007 is mostly attributed to fewer complaints from the top two callers. In 2007, the two most frequent callers made 170 and 142 complaints compared to 311 and 537 respectively in 2006.

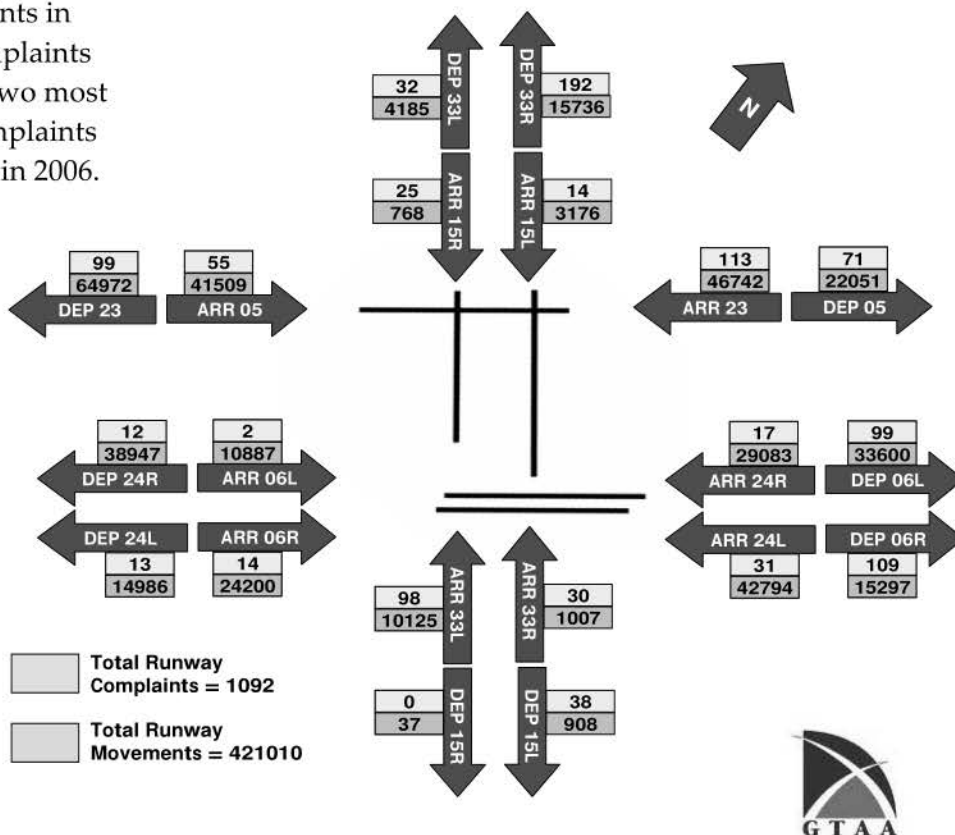
Year	Complaints	Callers
2006	1920	411
2007	1092	310

In addition, the extent of the Airside Construction Program closure of Runway 06L/24R had less impact on the surrounding communities compared to night and weekend closures of Runway 05/23 in 2006.

Monthly Comparison of Noise Complaints and Callers for 2007

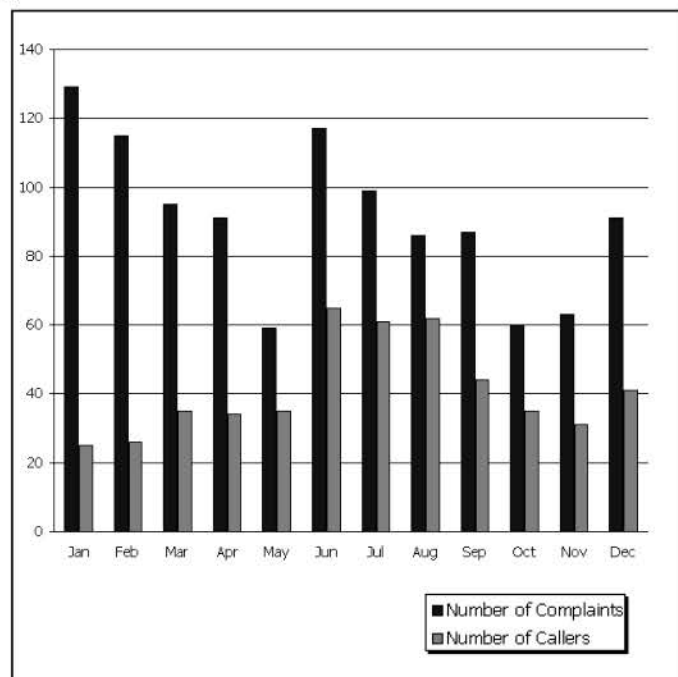


Comparison of Noise Complaints by Runway Operations



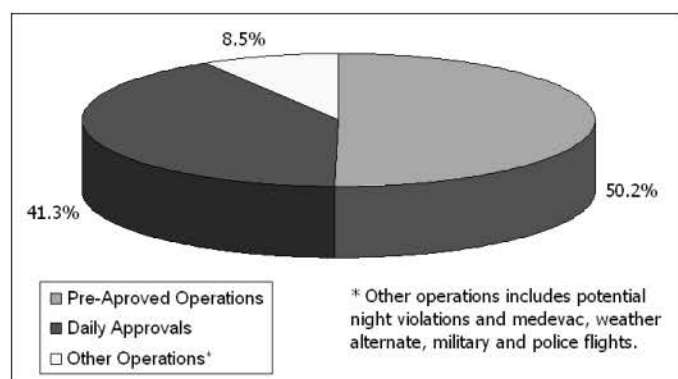
GTAA Consultative Committee Update

Monthly Comparison of Noise Complaints and Callers for 2007



In 2007, Runway 15R was used for 33 hours and handled 0.2 per cent of Toronto Pearson's operations, which included 768 arrivals and 37 departures. Runway 33L was used for 351 hours as an arrival runway and handled 10125 aircraft, which accounted for 2.5 per cent of Toronto Pearson's operations.

Total Flights Operated during 2007 Restricted Hours (Nov. 06-Oct. 2007) (00:30 to 06:29 local)



In 2007, the GTAA Enforcement Office conducted 470 investigations into deviations from the Noise Operating Restrictions and Noise Abatement

Procedures. Of these, 87 were for deviations from Arrival procedures, 52 from Departure procedures and 331 from the Night Flight Restriction Program (NFRP), with 86 of these investigations were associated with complaints from the public. Eight violations were referred to Transport Canada (TC) recommending financial penalty.

In 2006, there were 418 investigations: 17 Arrival deviations, 64 Departure deviations and 337 NFRP deviations, with 68 investigations related to complaints. Nine violations were referred to Transport Canada recommending financial penalty.

There was an 8 per cent increase in investigations in 2007 over 2006, due in part to the rise in deviations from the approach procedures caused by visual approaches.

Year	Investigations		Referred to TC
2006	418	17 Arrivals 64 Departures 337 NFRP	8
2007	470	87 Arrivals 52 Departures 331 NFRP	9

Environment

The GTAA is preparing for their ISO 14001 Environmental Management System recertification audit, which is to take place at the end of April 2008. A successful audit will allow the GTAA to maintain its certification to the internationally recognized standard for its ninth year. Striving to make continual improvements to airport operations, the GTAA manages the standard's environmental aspects and their associated impacts. In particular, the GTAA works toward minimizing overall consumption of energy, water and fuel resources, and has seen significant improvements in these areas:

- Energy Reduction – The GTAA has reduced energy through lighting initiatives, such as

GTAA Consultative Committee Update

daylight harvesting, reducing wattage, replacing incandescent lighting in favour of fluorescent and promoting employee awareness. In Terminal 1, Service Level, lighting energy was reduced by 50 per cent through removing one bulb from each lamp. We are also working to adjust heating and cooling during severe weather conditions in an effort to reduce energy use during peak times.

- **Water Reduction** – In 2007, GTAA-operated facilities used 160,930 cubic metres (160,930,000 litres) less water as compared to 2006. This reduction is largely due to the decommissioning of Terminal 2, installing “low flow” or “water saver” designated fixtures for all new and replacement equipment, and implementing an aggressive preventative maintenance program for water fixtures. In addition, several measures at the Central Utilities Plant (CUP) have reduced water use, such as shared use of the CoGeneration Plant’s air-cooled compressor instead of the CUP’s water-cooled unit, and piping modifications to re-use condensate.
- **Fuel Reduction** – The use of unleaded gasoline was decreased by 8 per cent in 2007, based on comparable usage in 2005. Diesel fuel consumption decreased by 29 per cent in 2007 from 2005. These reductions can be attributed to the decrease in airside bussing of passengers. In addition, fleet vehicles are more environmentally friendly with the inclusion of 21 new hybrid vehicles.

Among several new energy-reducing targets for 2008 is a program to develop a Green Tenant policy. The policy will specifically address energy consumption, water consumption and better waste management practices.

Ongoing environmental projects include a multi-purpose trail on the airport’s west side, which will connect to the Waterfront Trail (along Lake Ontario) to the south and the City of Brampton’s

trail to the north. The portion of the trail on airport property is on schedule and is planned to be open as early as mid-2009.

Aviation and Greenhouse Gases

The Air Transport Association of Canada (ATAC), Nav Canada and the GTAA have established a forum for discussion on initiatives that will work toward a reduction of greenhouse gas resulting from operations at Toronto Pearson. Numerous initiatives, such as live towing of aircraft rather than using engine power, will be discussed in greater detail over the next few months. Further information will be provided at the next meeting.

The GTAA Environment office will be developing an inventory of emissions for 1997 to use as the base for a comparative report with 2007 numbers. We will then analyze which reduction actions can be undertaken.

Corporate Social Responsibility and Sustainability

The GTAA recognizes that successful and sustainable corporations include Corporate Social Responsibility (CSR) as part of any long range strategic plan. To this end, the GTAA will be developing its CSR program over the course of 2008.

As an early initiative, the GTAA has embarked on “Partners in Project Green,” a project with the Toronto and Region Conservation Authority (TRCA). The objective of this project is to develop an eco-industrial zone in and around Toronto Pearson, which will provide an opportunity for governments and business community to realize improved financial and environmental performance by reducing energy, waste and water use through efficiencies and synergies between companies. Still in the initial stages, we will be conducting workshops with multiple stakeholders to build awareness in the initiative, seek out additional partners, gather information about local

GTAA Consultative Committee Update

industry and engage business in participating in the eco-industrial concept.

In addition, the GTAA has recently joined Smart Commute Mississauga and has completed a survey of our employees' transportation habits. Smart Commute works with businesses to seek alternative modes of transport for their employees. The GTAA has just launched a car pool zone for our own employees and we hope to expand this to the broader airport employee community over the coming months.

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1) sue.mcfadden@mississauga.ca;
 19 (1) @mississauga.ca; 19 (1) @mississauga.ca;
 19 (1) @city.brampton.on.ca; 19 (1)
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca; 19 (1) @navcanada.ca; 19 (1) @atac.ca;
 19 (1) @city.brampton.on.ca; apask@toronto.ca; Frank, Clifford 19 (1) @city.brampton.on.ca
Subject: Runway Operations Advisory
Date: Friday, February 01, 2008 1:21:29 PM

For your information, we have posted this to the GTAA website:

Runway Operations Advisory – February 1, 2008

Strong surface winds are forecast to be from the east-southeast gusting up to 30 knots until this evening with contaminated runway conditions.

This will require arrivals from the north on Runways 15R and 15L and departures to the south on Runway 15L.

Kim Stefanazzi

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From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1) sue.mcfadden@mississauga.ca;
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 19 (1) @city.brampton.on.ca; 19 (1) @city.brampton.on.ca;
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca; 19 (1) @navcanada.ca; 19 (1) @atac.ca;
 19 (1) @city.brampton.on.ca; apask@toronto.ca; Frank, Clifford; 19 (1) @city.brampton.on.ca
Subject: CENAC Committee - Minutes
Date: Wednesday, January 30, 2008 10:58:35 AM
Attachments: CENAC Minutes 2007 December 12 2007 -2 2 .pdf

I am forwarding you a copy of the December 12, 2007 Minutes for you to review for **February 5, 2008's CENAC Committee** meeting.

Please note the GTAA Environment Program presentation attachments will be provided at a later date, and you will receive a copy of the Agenda for the February 5th meeting on Friday.

Thank-you,

Kim Stefanazzi

Administrative Assistant
 Corporate Affairs & Communications
 Greater Toronto Airports Authority
 Toronto Pearson International Airport
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kim.stefanazzi@GTAA.com

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Draft CENAC Committee

Date: December 12, 2007

Location: GTAA Administration Building, 3111 Convair Drive, Pearson Room

Chair: Toby Lennox, Vice President, Corporate Affairs

Attendees: 19 (1) City of Toronto Resident

Tina Rizzuto-Willan, City of Mississauga Resident

Gordon Stewart, City of Mississauga Resident

Alternate Andrew Pask, City of Toronto Councillor (Councillor Rob Ford)

Absent 19 (1), City of Mississauga Resident

Brad Green, City of Brampton Resident

Sue McFadden, City of Mississauga, Councillor

Maja Prentice, City of Mississauga Councillor

19 (1) City of Brampton Resident

City of Brampton Councillor

Technical Members Clifford Frank, Transport Canada

Dave Mastel, NAV Canada

John Calvert, City of Mississauga

Also Present Diana Dolezal, GTAA

19 (1), GTAA

GTAA

orningstar Air Express

Randy McGill, GTAA

19 (1) GTAA

Derek Gray, GTAA

Ron King, Transport Canada

19 (1) City of Brampton

Michael MacWilliam, GTAA

19 (1) GTAA

Kim Stefanazzi, GTAA

Next meeting: February 5, 2008

Item	Details	Action By
1.0	PRELIMINARY ITEMS – Toby Lennox	
1.1	Welcome and Roll Call	
	Toby Lennox welcomed all and introduced Clifford Frank from Transport Canada who will be attending the meetings while Dave Bayliss is on special assignment. 19 (1) conducted the roll call. Toby Lennox noted that there was not quorum, however the meeting will proceed and minutes will be prepared.	
1.2	Approval of Agenda	
	The agenda was approved by Tina Rizzuto-Willan, and seconded by Gordon Stewart.	
1.3	Review of September 12, 2007 Minutes	
	The minutes were approved as presented.	
1.4	Matters Arising from Previous Minutes (Action Items)	
	<u>September 12, 2007</u>	
	<u>Advertise the role of the CENAC Committee:</u> A sub-committee will be established to review this matter and report back to the committee of the whole.	GTAA
	<u>All cities to have representation:</u> As Toronto currently has one vacancy, we requested the current member to pursue this with Toronto City Council. 19 (1) recommended that the GTAA send a letter to Toronto Council requesting one additional member.	GTAA
	<u>Consolidate CENAC and CC Committees:</u> The committees will not be consolidated however members are welcome to attend the other committees meetings.	
	<u>Study examples from other airports:</u> The GTAA will post information on e-airports in the coming months and members are welcome to add information.	

Item	Details	Action By
	19 (1) proposed a generic e-mail address for people to contact the CENAC. Item 3.1 details the response to this proposal. <u>June 13, 2007</u> <u>Tour the Central Deicing and Moore Creek Stormwater facilities:</u> This will be planned for Spring 2008. Members who are interested should contact Kim Stefanazzi. <u>Invite the Ministry of the Environment to participate on the CENAC:</u> The GTAA is working on this matter with MOE. <u>Tour of NAV Canada:</u> Dave Mastel conducted a presentation and tour of the control tower on October 9, 2007 for three committee members. <u>June 14, 2007</u> David Cavaco requested a report from City of Mississauga on the posting of aircraft noise warning signs. The signs are almost all installed and the GTAA is awaiting confirmation from the City.	
2.	<u>REGULAR ITEMS</u>	
2.1	Passenger traffic increased in October by 3.7 % compared to 2006 with an increase of 4.8% in the domestic sector, a small increase in transborder traffic (0.3%), and a 5.5% increase in the International sector. Passenger traffic for the year to date (to October 30) has increased 1.4% from the same period last year. Aircraft activity increased by 1.4% in October over 2006.	
2.2	<u>Complaint Statistics</u> 19 (1) inquired how many noise complaints resulted in charges against an airline. Toby Lennox reported that from January to October 2007 there were 396 investigations of which 80 were associated with noise complaints. Michael MacWilliam noted that there are investigations even when there are not complaints as the GTAA is always monitoring for violations and sometimes these could be correlated. The GTAA will request that Transport Canada provide statistics on how many violations resulted in charges. 19 (1) 19 (1) Toby Lennox responded that complaints give an individual the opportunity to voice their	GTAA / Transport Canada

Item	Details	Action By
	concerns however not all complaints are from aircraft violations or will result in investigations. When required the GTAA conducts the investigations and then refers these to Transport Canada. Every noise complaint is subject to a follow-up by the GTAA, however Transport Canada deals with the enforcement process when there is a violation.	
2.3	GTAA and Transport Canada Enforcement Activities	
	There was no discussion on this item.	
2.4	Exemption and Extension Statistics	
	There was no discussion on this item.	
3.	GTAA UPDATE	
	Toby Lennox noted that the Air Transport Association of Canada (ATAC) has released a report on Canadian Aviation and Greenhouse Gases. The report is posted on the CENAC web-link and Mr. Lennox will provide updates to the committee on this issue as they arise.	
3.1	19 (1) provided and introduction to a new web-link for CENAC members and a generic e-mail for people to contact the committee, noise.committee@gtaa.com . This link will be added to the CENAC and Contact pages on the GTAA website and will be promoted through publications and public events. The web-link is on the GTAA's e-airports site and is a password protected interface between the GTAA and its contractors, consultants and other external parties. 19 (1) demonstrated how to use e-airports.	
3.2	19 (1) introduced a trial to expand the early turn procedure currently in use on the east west runways. to runways 33L and 33R. This will be presented to the full committee when there is quorum.	
3.3	Derek Gray presented the GTAA's Environment program.	
3.4	The 2008 CENAC Committee calendar, included as an attachment on the Agenda, had conflicts with municipal council meetings so the schedule will be re-visited. Toby Lennox reported that the Transportation Safety Board has released its report on the Air France accident in August 2005 and encouraged members to check the TSB website www.tsb.gc.ca as the report is a very thorough analysis of what occurred on that day. The GTAA's runways	

Item	Details	Action By
	were found entirely compliant with all standards. The report includes recommendations for Transport Canada.	
4.	UPDATE FROM COMMITTEE MEMBERS	
	There were no comments from Committee Members.	
5.	PUBLIC COMMENTS	
	[19 (1)] noted that Transport Canada has recently introduced legislation that requires the use of a safety management system at airports across Canada in compliance with worldwide standards. The GTAA's Aviations Standards office will be responsible for self inspections to ensure we are monitoring and identifying safety issues on the airfield and responding to them as required. [19 (1)] will manage this new function and the Noise Enforcement portfolio will now report to Diana Dolezal, Manager of Airside Systems and Programs. [19 (1)] thanked [19 (1)] for the excellent work he has done on the committee.	
6	CORRESPONDENCE & NEWS	
	There was no correspondence or news.	
7.	ADJOURMENT	
	The meeting was adjourned. The next CENAC Committee Meeting will be held on Tuesday February 5, 2008. at 4:00 p.m.	

Minutes prepared by Kim Stefanazzi, (416) 776-3941 kim.stefanazzi@GTAA.com. Any errors or omissions in these minutes should be forwarded to the author immediately

From: [Frank, Clifford](#)
To: [Jordan, Roberta \(Robbi\)](#)
Subject: FW: Pearson International Airport
Date: Thursday, May 22, 2008 12:05:23 PM

Hi Robbi,
 The email below appears to have been missent to Transport Canada.
 However, I am forwarding it to you FYI.

Clifford Frank Jr.

Acting Regional Manager/ Gestionnaire régional intérimaire
 Aerodromes and Air Navigation
 Aérodomes et Navigation aérienne
 Tel/Tél: (416) 952-0248 Fax/Télécopieur: (416) 952-0050 TTY/ATS: (613) 990-4500
 E-mail/Courriel: frankc@tc.gc.ca Website/Site Web: www.tc.gc.ca/ontarioregion/aviation.htm
 Transport Canada | 4900 Yonge St, 4th Floor (PAD), Toronto, Ontario M2N 6A5
 Transports Canada | 4900 rue Yonge, 4e étage (PAD), Toronto, Ontario M2N 6A5
 Government of Canada | Gouvernement du Canada

-----Original Message-----

From: Mawji, Hanif
Sent: May 16, 2008 5:09 PM
To: Frank, Clifford
Subject: FW: Pearson International Airport

Not sure if this is anything you have dealt with.....definitely not for me

-----Original Message-----

From: [19 \(1\)](#)
Sent: Sunday, May 11, 2008 1:07 PM
To: Mawji, Hanif
Subject: Pearson International Airport

Dear Mississauga News Editor:

<!--[if !supportEmptyParas]--> <!--[endif]-->

RE: Pearson Expansion, May 11, 2008

The GTAA CEO McCoomb wishes to increase traffic flow through Pearson Airport to generate more revenue. That in itself is honourable because businesses mandate is to generate revenue. There are also the ancillary effects, more customs and security employees, more service employees and airline employees. This is economic development at its best, generating more economic value and job creation.

<!--[if !supportEmptyParas]--> <!--[endif]-->

There is the proposal to build another runway that will allow more aircraft to land and branding is also creating revenue. However, to really spur economic growth we need to be operating the airport 24 hours a day at full capacity. It only makes sense in order to maximize airport revenues. After all, passenger flights now run 6:00 am through to 2:00 am, so what are a few hours more? Recently two passenger aircraft arrived simultaneously at 2:30 am. Thus pushing the arrivals window even further out.

<!--[if !supportEmptyParas]--> <!--[endif]-->

When I moved to Mississauga, flights ran 6:00 am to midnight, then the hours expanded to 1:00 am and sometime in the past few years this went to 2:00 am. Cargo flights run all night.

<!--[if !supportEmptyParas]--> <!--[endif]-->

I live at the west side of Mississauga, 20 kilometers from the airport and am unable to keep my windows open at night because of the noise of aircraft taking off and landing. How much worse it must be for those living closer to the airport. The missing factor in Mr. McCoomb's argument is Quality of Life for those who are affected by the increased traffic load at the airport. McCoomb acknowledges that noise and pollution are factors regarding aircraft, however simple math dictates that you need to expand flight departure and arrival times in order to accommodate take offs and landings.

<!--[if !supportEmptyParas]--> <!--[endif]-->

I am not anti-aircraft. I enjoy seeing the different aircraft and airline markings and wonder where everyone is coming from and going to. I think it is amazing that we can fly something weighing tons through the air, defying gravity. I am happy for those who are fortunate enough to travel and to see the amazing sights of the world and to visit family and friends in different parts of Canada and the world. However, let's not forget those who actually live here and are affected by the operations of Pearson International Airport.

<!--[if !supportEmptyParas]--> <!--[endif]-->

Sincerely, ^{19 (1)}

<!--[if !supportEmptyParas]--> <!--[endif]-->

^{19 (1)}

Mississauga ^{19 (1)}

^{19 (1)}



Transport
Canada

Transports
Canada

Civil Aviation

May 26th, 2008

Your file *Votre référence*

Greater Toronto Airports Authority
Toronto Pearson International Airport
3111 Convaire Drive
Toronto, Ontario, Canada L5B 1B2

Our file *Notre référence*
RDIMS 4139604

Attention: **Lloyd McCoomb, President and Chief Executive Officer**

Dear Mr. McCoomb,

Further to your Phase I Safety Management System submission and the Accountable Executive Compliance Statement, this letter is in response to your appointment of Howard Bohan, Vice President of Operations as the Accountable Executive for the purposes of meeting the Canadian Aviation Regulation 106.02.

The Accountable Executive on behalf of the certificate holder, is the agent for cultural change which, in order to be successfully accomplished, must start from the top. The regulation requires that the Accountable Executive have control, of the financial and human resources necessary for the operations or activities authorized under the certificate. In financial terms, this is not merely a matter of having control of a large budget but, rather, the Accountable Executive is by definition, the individual who authorizes that budget on behalf of the certificate holder.

Based on the information provided and our understanding of your organization, it appears that Howard Bohan is responsible to you and that you have the authority to override his decisions in respect of human resource and financial matters. With this in mind, it appears that you are the appropriate person to be identified as the Accountable Executive. Transport Canada concludes, therefore, that the appointment of Howard Bohan does not meet the regulatory requirements.

Therefore, you are requested to please take appropriate measures prior to June 9th so as to ensure that your company's activities are conducted in compliance with the regulations.

Thank you for your attention to this matter. Please feel free to contact me if you require further information or any other assistance.

Yours truly,

Original signed by Rick Schobesberger acting for the RDCA

Michael R. Stephenson,
Regional Director, Civil Aviation
Ontario Region

Sent priority post with POD (proof of delivery requested)

Canada

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1) sue.mcfadden@mississauga.ca;
 19 (1) @mississauga.ca; 19 (1) @mississauga.ca;
 19 (1) @city.brampton.on.ca; 19 (1) @city.brampton.on.ca;
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca; 19 (1) @navcanada.ca;
 19 (1) @city.brampton.on.ca; Frank, Clifford; 19 (1) @city.brampton.on.ca; 19 @atac.ca
Subject: ETP Trial - Update
Date: Friday, June 27, 2008 5:01:29 PM

Dear CENAC Committee Members:

Effective immediately, the March 2008 expansion of ETP trial that allowed the inclusion of larger aircraft has been suspended. As a result of this change, the following aircraft will no longer be permitted to make an early turn following departure from Toronto Pearson: CRJ 700, CRJ 900, Embraer 170 and Embraer 175. The number of aircraft eligible to make the early turn, therefore, will revert to the levels experienced pre-March 2008. The balance of the current trial program will remain unchanged.

This decision was taken after a thorough assessment of the benefits with respect to lower emissions and efficiency and the impact on the community. The GTAA has determined that at this time the efficiencies and environmental gains do not outweigh the community impact of these operations.

If you have any questions, please do not hesitate to contact Toby Lennox at 19 (1)

Regards,

Kim Stefanazzi

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 Corporate Affairs & Communications
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From: [Cross, Greg](#)
To: [Cross, Greg](#)
Subject: nOISE gtaa
Date: Monday, September 22, 2008 11:30:58 AM
Attachments: RE Unusual Noise Complaint.msq
FW Unusual Noise Complaint.msq

Greg Cross

Civil Aviation Safety Inspector / Inspecteur de la sécurité de l'Aviation civile

Aerodromes and Air Navigation / Aérodomes et Navigation aérienne

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E-mail/Courriel: crossg@tc.gc.ca Website/Site Web: www.tc.gc.ca/ontarioregion/aviation.htm

Transport Canada | LBPIA Transport Canada Centre, 5431 Flightline Drive (PAD-PIA), Mississauga, Ontario L5P 1A1

Transports Canada | Centre de Transports Canada LBPIA, 5431 chemin Flightline (PAD-PIA), Mississauga, Ontario L5P 1A1

Government of Canada | Gouvernement du Canada

From: Cross, Greg
Sent: Thu, 28 Aug 2008 14:52:24 +0000
To: Oakes, Audra
Cc: Kidd, Bob
Subject: RE: Unusual Noise Complaint

Hi Audra,

I am not aware of any specific activity that would trigger this complaint. There were no laser shows authorized in the area. A few points to consider:

- 1) With respect to the noise issue ... the complaint should not be handled by us but by the GTAA and he should be referred to their noise complaint system as he is within the 10nm ring.
- 2) We are aware of lasers that were being directed at aircraft on approach to Rwy 23 from the ground on the evening in question. These are being investigated by the police but are well north of his location.
- 3) The one picture he has from yesterday appears to be a military type of aircraft. There are privately operated military aircraft based in the area.
- 4) The CNE Airshow is this weekend and various aircraft, including military, will be making their way into CYYZ and/or other airports in preparation for the show. They may be given tight patterns for spacing on approach to CYYZ.

G.

-----Original Message-----

From: Oakes, Audra
Sent: Thursday, August 28, 2008 9:26 AM
To: Cross, Greg
Subject: FW: Unusual Noise Complaint

Hello Greg,

Transport Canada has received a complaint from a property owner. He has indicated that on the evening of Sunday August 24, 2008, near 19 (1) Etobicoke, he witnessed several aircraft that appeared to be dog fighting, as well as numerous unexplainable flashes of light that he suggested may have originated from the planes. We do not have any record of an Airshow or fireworks display in that area at that time; however, he does appear to live under an approach path into Pearson and there was thunderstorm activity on Sunday.

Are you aware of any laser shows near that area at that time?

I sent a similar e-mail to NavCanada to determine to they are aware of anything; however, I am forwarding you the actual letter of complaint in case you would like to read it.

Audra

-----Original Message-----

From: Chorny, Karen
Sent: August 28, 2008 7:17 AM
To: Oakes, Audra
Subject: FW: Unusual Noise Complaint

Hi Audra,

Could you please determine location relative to PIA or TCCA.

Also were there lazer light shows or equivalent on said date? Any restricted airspace?
Any known movie shoots?

Whatever you can find out to assist in the reply would be appreciated.
Thanks, Karen

-----Original Message-----

From: Chan, Celine
Sent: Wednesday, August 27, 2008 2:44 PM
To: Chorny, Karen
Subject: Unusual Noise Complaint

Please forward to whomever in PAD will respond to this complaint. I require a response within 15 days.

<< Message: FW: Noise Complaint >> << Message: FW: Air Craft >>

thanks

Céline Chan (Acting Issues and Communications Manager)

From: Oakes, Audra
Sent: Thu, 28 Aug 2008 09:25:46 -0400
To: Cross, Greg
Subject: FW: Unusual Noise Complaint
Attachments: FW: Noise Complaint, FW: Air Craft

Hello Greg,

Transport Canada has received a complaint from a property owner. He has indicated that on the evening of Sunday August 24, 2008, near 19 (1) Etobicoke, he witnessed several aircraft that appeared to be dog fighting, as well as numerous unexplainable flashes of light that he suggested may have originated from the planes. We do not have any record of an Airshow or fireworks display in that area at that time; however, he does appear to live under an approach path into Pearson and there was thunderstorm activity on Sunday.

Are you aware of any laser shows near that area at that time?

I sent a similar e-mail to NavCanada to determine to they are aware of anything; however, I am forwarding you the actual letter of complaint in case you would like to read it.

Audra

-----Original Message-----

From: Chorny, Karen
Sent: August 28, 2008 7:17 AM
To: Oakes, Audra
Subject: FW: Unusual Noise Complaint

Hi Audra,
 Could you please determine location relative to PIA or TCCA.
 Also were there lazer light shows or equivalent on said date? Any restricted airspace?
 Any known movie shoots?

Whatever you can find out to assist in the reply would be appreciated.
 Thanks, Karen

-----Original Message-----

From: Chan, Celine
Sent: Wednesday, August 27, 2008 2:44 PM
To: Chorny, Karen
Subject: Unusual Noise Complaint

Please forward to whomever in PAD will respond to this complaint. I require a response within 15 days.



thanks

Céline Chan (Acting Issues and Communications Manager)

From: Pybus, Patricia
Sent: Wed, 27 Aug 2008 14:21:42 -0400
To: Chan, Celine
Subject: FW: Noise Complaint
Attachments: DSC01394.JPG

Hi Celine,

Here is the first e-mail.

Pat

-----Original Message-----

From: Abad, Myrna
Sent: Wednesday, August 27, 2008 1:36 PM
To: Pybus, Patricia
Subject: FW: Noise Complaint

Hi Pat:

I'm resending this with the attached.

Thanks,

Myrna

-----Original Message-----

From: 19 (1)
Sent: Wednesday, August 27, 2008 12:47 PM
To: Abad, Myrna
Subject: RE: Noise Complaint

Marina,

As per our phone conversation I have attached a picture of one of the many air craft flying directly overhead.

19 (1)

Etobicoke Ontario

19 (1)

Please have them change the flight path out of this area due to noise and uneasy feelings of having the airline flying directly over our house.

As well I would like to complain about the military exercises or movie they were shooting on Sunday evening. Multiple aircraft seen in my area shooting flares at each other. 2 Bomber planes were circling over our house

shooting flares down.

A vertical "Rocket" red flare hit my neighbors house from the ground level.

Dog fighting could be seen off in the distance, multiple planes shooting red flares at each other.

2 vertical bolts of lightning coming from an unknown source. So sort of lightning or electricity weapon I imagine. Dark clouds and rain followed. Never seen such an event before. Lightning bolt went sideways instead of towards the ground. Please investigate.

I would like to know if these planes were given permission to fly in our airspace and why they would conduct military exercises in a residential neighborhood.

I would like the commercial flights to change the route out of this area.

Regards,

19 (1)



From: Pybus, Patricia
Sent: Wed, 27 Aug 2008 14:21:07 -0400
To: Chan, Celine
Subject: FW: Air Craft
Attachments: DSC01396.JPG, DSC01397.JPG

Hi Celine,

Here are some pictures that go along with the e-mail.

Pat

-----Original Message-----

From: Abad, Myrna
Sent: Wednesday, August 27, 2008 2:10 PM
To: Pybus, Patricia
Cc: Abad, Myrna
Subject: FW: Air Craft

Hi Pat:

He sent another e-mail/picture...

Thanks,

Myrna

-----Original Message-----

From: [19 (1)]
Sent: Wednesday, August 27, 2008 1:57 PM
To: Abad, Myrna
Subject: RE: Air Craft

Marina,

I just took a picture of a plane 2 minutes ago 1:50pm Wed August 27, 2008

I forgot to mention pollution from jet fuel as well as noise pollution.

Correction it was a horizontal lightning bolt. (Sideways)

Not sure what's going on. Can you please send information on this recent activity and update me on what is going on.

Regards,

19 (1)

Find hidden words, unscramble celebrity names, or try the ultimate crossword puzzle with Live Search Games. Play now!

<http://g.msn.ca/ca55/212>





From: Frank, Clifford
To: Jordan, Robbi
Subject: Email dated September 25, 2008 from Councillor Rob Ford Etobicoke North re noise and Don Bosco High School
Date: Sunday, September 28, 2008 4:05:40 AM

Robbi FYI.

Clifford Frank Jr.

Acting Regional Manager/ Gestionnaire régional intérimaire
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 Transports Canada | 4900 rue Yonge, 4e étage (PAD), Toronto, Ontario M2N 6A5
 Government of Canada | Gouvernement du Canada

-----Original Message-----

From: Councillor Ford [mailto:councillor_ford@toronto.ca]

Sent: September 25, 2008 5:14 PM

To: 19 (1) [redacted]@aircanada.ca; 19 (1) [redacted]@atac.ca; 19 (1) [redacted]@city.brampton.on.ca;
 19 (1) [redacted]@city.brampton.on.ca; 19 (1) [redacted]@city.brampton.on.ca; 19 (1) [redacted]@gtaa.com;
 19 (1) [redacted]@mississauga.ca;
 19 (1) [redacted]@mississauga.ca; 19 (1) [redacted]@mississauga.ca; sue.mcfadden@mississauga.ca;
 19 (1) [redacted]@navcanada.ca; 19 (1) [redacted]

Frank, Clifford

Subject: Don Bosco High School

Good afternoon everyone,

I would just like to update you on the situation regarding planes in the Islington and Dixon area, close to where I coach high school football. The planes are deafeningly loud and are heard quite clearly by all students and area residents. Football practice is held from Monday-Friday, 3-6pm. I invite all of you to attend and witness for yourselves the disruption that these planes cause in this particular area.

I hope that something can be done to alter the routes. I appreciate your attention to this matter.

Thank you,

Rob Ford
 Councillor Etobicoke North

From: [Jordan, Robbi](#)
To: [Frank, Clifford](#)
Subject: Response to Mr. [19 (1)] approved in HQ - needs to be sent out
Date: Friday, October 17, 2008 1:45:37 PM
Importance: High

Hi Cliff: HQ has made some changes to the response to Mr. [19 (1)] and approved. It now needs to be sent out under your email: Here are supporting documents:

file with changes - RDIMS 4433671

to be sent by email - [19 (1)]

under your signature. Thanks. Robbi

Robbi Jordan

Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications

Civil Aviation/l'Aviation civile

Ontario Region/Région de l'Ontario

Transport Canada/Transports Canada

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(☎) mobile (647) 203-4220

From: Frank, Clifford
To: [19 (1)]
Subject: RE: Nighttime Noise from Pearson Airport
Date: Monday, October 20, 2008 9:17:58 AM

Dear Mr. [19 (1)]

Thank you for contacting Transport Canada regarding nighttime noise from Lester B. Pearson International Airport (LBPIA). As you know, LBPIA is an extremely busy airport, handling approximately 1200 aircraft movements daily, and recent indicators suggest that air traffic levels are increasing towards pre-September 11, 2001 levels. Transport Canada's role with respect to noise management rests in providing the regulatory framework that empowers an airport's Noise Abatement Procedures and Noise Restriction Program under the *Aeronautics Act*. Transport Canada is responsible for the development and administration of Canadian Aviation Regulations (CARs), the approval of Noise Abatement Procedures and Noise Operating Restrictions made pursuant to CARs and the enforcement of the CARs.

The Greater Toronto Airport Authority has indicated that they are aware of your concerns. The Ground Lease states that the GTAA has to ensure that they mitigate the impact of noise within their 10-mile radius, and this should be part of the mandate of a noise management committee established by the GTAA (Ground Lease, section 8.12 "Noise Management Procedures"). At this time, we have no evidence that the GTAA is not in compliance with this stipulation of the Ground Lease.

What I can provide you will not alleviate your problem, but may help explain it. While Runway 23 is listed in the Canada Air Pilot (CAP) Instrument Procedures publication as the first runway to use for departure, the CAP indicates Runway 33R as the next one to use, consistent with operational safety e.g., wind, weather and runway conditions. Even when it is calm at ground level, the airport might need to use runways other than 23 because the winds are not calm at higher altitudes. In addition, the airport might begin departures on different runways in accordance with forecasted weather.

Thank you again for contacting Transport Canada.

Yours truly,

Clifford Frank Jr.

Acting Regional Manager/ Gestionnaire régional intérimaire

Aerodromes and Air Navigation

Aérodromes et Navigation aérienne

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E-mail/Courriel: clifford.frank@tc.gc.ca Website/Site Web: www.tc.gc.ca/ontarioregion/aviation.htm

Transport Canada | 4900 Yonge St, 4th Floor (PAD), Toronto, Ontario M2N 6A5

Transports Canada | 4900 rue Yonge, 4e étage (PAD), Toronto, Ontario M2N 6A5

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-----Original Message-----

From: [19 (1)]

Sent: September 18, 2008 11:15 AM

To: Frank, Clifford

Cc: Wrzesnewskyj@parl.gc.ca; councillor_ford@toronto.ca; councillor_holiday@toronto.ca

Subject: Nighttime Noise from Pearson Airport

Dear Mr. Frank:

I live approximately 3 km south of Lester B. Pearson airport and find that the noise associated with night time operations (particularly departures) is becoming unbearable. My sleep is disturbed at least several times a week. The main reason for this is that the GTAA is not respecting the preferential runway assignments during restricted hours. As you are aware, runway 23 is the first priority for departures. The GTAA regularly uses 33R/L which

results in extremely loud rollback noise. In addition, runway 15L is sometimes used even though it is not even in the preferential runway assignment. Only rarely are these uses justified by weather or construction considerations.

Having lived in the same location for 19 (1) I can tell you that noise has not been a major issue until the past 4 years or so. Notwithstanding the excessive use of runway 33L (that is another issue), it is no exaggeration to say that the noise during the restricted hours is worse than it is during the day. Part of this is due to the GTAA's overzealous drive to sign up cargo carriers which operate in the middle of the night. The fact that these "hush kitted" planes are "Chapter 3 compliant" does not alter the fact that they are the noisiest of planes departing day or night. All of the regulations regarding preferential runways, noise level certifications and night flight budgets are ineffectual when one is regularly woken up in the middle of the night.

Filing a complaint with the Noise Management Office has absolutely no effect; the situation only continues to worsen. The GTAA is in violation of Transport Canadas Ground Lease which requires it to deal with any noise complaint. It is not sufficient to merely make note of and compile statistics on complaints. Furthermore, in dealing with the NMO I have found that I am often given false information regarding runway operations (e.g. being told that runways were switched due to wind, when in fact wind conditions were calm).

The GTAA only pays lip service to the noise concerns of the surrounding community and their actions speak louder than words. Despite all of the complaints regarding night time cargo flights, the GTAA has allowed Fedex to increase the number of operations with the same noisy B727s on the basis of Fedex's exemplary performance. As there is no penalty for disturbing the surrounding community and an economic incentive for adding more flights, it is no surprise that community interests are sacrificed.

Appealing to the NMC/CENAC is equally futile. In addition to having no power over GTAA decisions, their role of being an advocate for the community can also be called into question. When I attended a meeting several years ago to complain about the noise, one member implied that perhaps I should get new windows. One other attendee with a complaint, was told that "a plane is no louder than a vacuum cleaner". Despite there only being two community members in attendance, we were told to limit our comments to 5 minutes apiece; hardly a forum for soliciting input from the public.

The system as it is structured does not work for the community. I have found that all supposed avenues of appeal wind up in dead ends. It is apparent that the GTAA is given free reign to do as it pleases with very little regulation or oversight. It cannot even comply with existing regulations. That is why I am informing you of the issues surrounding the violation of preferential runway assignments. I hope you can take the time to investigate and emphasize to the GTAA that they do in fact have some obligations towards the community. I appreciate your taking the time to read this message and hope to hear from you.

Regards,

19 (1)

Toronto, Ont

19 (1)

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; [19 (1)] sue.mcfadden@mississauga.ca;
 [19 (1)] @mississauga.ca; [19 (1)] @mississauga.ca;
 [19 (1)] @city.brampton.on.ca; [19 (1)]
 [19 (1)] @mississauga.ca; [19 (1)] @aircanada.ca; [19 (1)] @navcanada.ca;
 [19 (1)] @city.brampton.on.ca; Frank, Clifford; [19 (1)] @city.brampton.on.ca;
 [19 (1)] @atac.ca; [19 (1)] @redex.com
Subject: CENAC Committee - Noise Management Report and Noise Management Brochure
Date: Friday, November 28, 2008 3:30:07 PM
Attachments: 2007 - qtaa noise management report.pdf
 CENAC Committee - Noise Brochure November 08.pdf

Dear CENAC Committee Members,

I have attached copies of the 2007 GTAA Noise Management Report and the Noise Management Brochure.

Regards,

Kim Stefanazzi

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 Corporate Affairs & Communications
 Greater Toronto Airports Authority
 Toronto Pearson International Airport
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GTAA

2007 NOISE MANAGEMENT REPORT

Toronto Pearson International Airport

Toronto Pearson International Airport



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MESSAGE FROM THE CHAIR

Accountability, transparency and commitment. As Chair of the GTAA's Community Environment and Noise Advisory Committee (CENAC), these are three of the top tier values offered up by the GTAA when dealing with the complex and often sensitive topic of noise management. This report aims to provide you with a comprehensive introduction about how we manage and mitigate the noise arising from airport operations.

The Greater Toronto Airports Authority (GTAA) operates in a manner that aims to be respectful of surrounding communities while meeting demand for air services in Southern Ontario.

We are proud of a robust noise management program that includes a variety of noise mitigation initiatives, many of which were developed through the formerly named Noise Management Committee (NMC), which was recently renamed CENAC. A significant 2007 accomplishment, this renaming is critical to focusing the committee not only on overseeing the noise management program, but also on the interdependencies between other programs related to noise and the environment.

It is inevitable, given the geography and demand placed on the facilities, that the airport will impact some members of the community. We offer opportunities for these residents to understand our operations and programs and seek their constructive ideas for improvement.

Today we are beginning to see a shift in environmental focus to the issue of climate change—a primary concern to most. To this end, the GTAA is being approached by operators to look at new ways of reducing the airport's greenhouse gas emissions. Some of these initiatives could potentially result in increased noise; however, the airport will always seek the most effective mitigation measures to ensure we minimize the impact on our neighbours.

I offer thanks to the members of the CENAC for their work to finding equitable solutions for all when it comes to noise management. By the very virtue of the existence of the airport, noise will always be a concern. Having residents and other stakeholders at the table to discuss opportunities for mitigation is a big step in the right direction for not only the airport, but also nearby communities.



Toby Lennox
Chair, Community Environment and Noise Advisory Committee
GTAA Vice President, Corporate Affairs and Communications



TORONTO PEARSON INTERNATIONAL AIRPORT AND THE GTAA

Incorporated in 1993, the Greater Toronto Airports Authority (GTAA) holds the responsibility to operate, manage and develop Toronto Pearson, under terms set out in the December 1996 lease with the federal government. We are authorized to operate within the region on a commercial basis, to set fees, and to develop and improve facilities.

The GTAA has embarked on the next phase of our corporate development. As a result, a new vision for the organization was established; one that speaks directly to the challenges and opportunities ahead.

Our vision: to be "A leading airport company championing sustainable global access for the Greater Toronto Area."

To achieve this vision, a new five year strategic plan was established, which focuses on global competitiveness, corporate sustainability and gateway traffic development.

The GTAA currently manages and operates Toronto Pearson International Airport. The responsibilities of the GTAA for the operation, management and development of Toronto Pearson are set out in the Ground Lease with the federal government, which was executed in December 1996. The Ground Lease has a term of 60 years, with one renewal term of 20 years. The GTAA's priorities are to operate a safe, secure and efficient

airport and to ensure that the facilities provide the necessary services, amenities, and capacity for current and future air travel requirements for the Greater Toronto Area (GTA).

The GTAA remains focused on providing quality aviation facilities at Toronto Pearson, recognizing that the region's current and future demand for air travel is expected to continue to grow. To meet this anticipated demand, the GTAA undertook and completed the Airport Development Program (ADP) over a span of ten years. Completion of the ADP was accomplished in January 2007.

Toronto Pearson remains Canada's busiest airport, handling more than 31 million passengers in 2007. The next busiest Canadian airport processed approximately half that number.

On most days, more than 1,100 arrivals and departures take place. Forecasted figures depict a Toronto Pearson that could be called upon to manage the movement of 50 million passengers each year by 2025, which translates into a year over year increase of approximately three per cent.

The airport currently has 76 passenger airlines operating from Terminals 1 and 3 and more than a dozen cargo airlines, connecting Toronto to 183 destinations around the world.

Toronto Pearson not only performs a gateway function, serving the needs of travellers, it also acts as an enabler for surrounding businesses and residents. In a recent economic study, it was deduced that the output related to direct, indirect and induced activity at Toronto Pearson is \$26.4 billion. Up to 185,000 total jobs are attributed to the three aforementioned sectors. Taxes paid to all levels of government, based on the same three areas, total \$4.5 billion.

The GTAA believes in maintaining good relations with neighbouring communities. We are committed to transparency and the engagement of area residents in our discussions on the topic of noise mitigation. The GTAA meets with the community on a regular basis through the Consultative Committee (CC) and the Community Environment and Noise Advisory Committee (CENAC). We have also committed ourselves to publishing this report to inform stakeholders of the ongoing progress of initiatives made in the consultative process with the community.

So dedicated is the GTAA to noise mitigation that we identified it as a significant aspect when the Authority began the certification process towards ISO 14001, the internationally recognized standard for environmental performance. All three of the core principles of ISO registration are applied towards noise mitigation; prevention of pollution, continual improvement, and compliance with relevant legislation. Each year, targets are set to ensure conformance to the three principles. In 2007, the target set was:

Review noise abatement procedures with respect to a balance between noise and air emissions.

With a due date of achieving this target in 2008, a working group has been formed between the GTAA and NAV CANADA to evaluate all reasonable options to reduce CO₂ emissions. Meetings are also ongoing with the Air Transport Association of Canada (ATAC) and NAV CANADA.

Figure 1

Passenger Volume

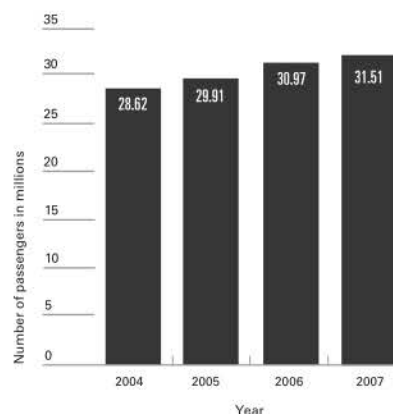
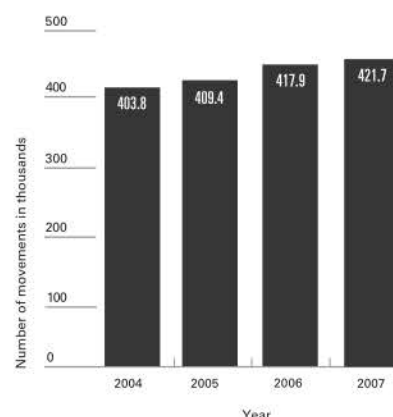


Figure 2

Aircraft Movements



NOISE MANAGEMENT AT TORONTO PEARSON

Since assuming management of Toronto Pearson, the GTAA has taken responsibility, in accordance with its Ground Lease with the federal government, for the management and mitigation of aircraft noise for aircraft operating to and from Toronto Pearson within a ten nautical mile (18.5 km) radius of the airport.

The GTAA has a dedicated Noise Management Office that works toward noise mitigation by monitoring aircraft operations, investigating complaints, and identifying potential violations of operating restrictions and noise abatement procedures. The GTAA also works with the aviation community, neighbouring municipalities and local residents through the CENAC to consult with these parties on noise and environment issues, and to communicate its ongoing efforts to manage and mitigate aircraft noise at Toronto Pearson. In addition, the GTAA discusses noise mitigation strategies within the GTAA Technical Noise Committee and the GTAA Consultative Committee. Information about these committees is provided later in this document.

Ongoing initiatives aimed at mitigating aircraft noise at Toronto Pearson include:

- Restricting operating hours of all aircraft based on noise certification levels, such that quieter aircraft operate with fewer restrictions and noisier aircraft are more restricted during the night.
- Managing the total number of nighttime movements to meet Transport Canada allowances.
- Using departure and arrival procedures to minimize noise impacts in neighbouring communities by ensuring that pilots approach runways and depart runways on specified routes and operate their aircraft in ways to mitigate aircraft noise.
- Working with surrounding municipalities to ensure that areas impacted by aircraft noise are zoned appropriately and that sensitive land uses, such as residential, are not permitted in higher noise-impacted areas.
- Working with community representatives on the CENAC to maintain public dialogue about aircraft noise through regularly scheduled committee meetings, a series of noise forums and educational workshops, and ongoing communications from the GTAA available on GTAA.com, including this annual Noise Management Report.

UNDERSTANDING NOISE

Sound is transmitted through the air in waves, like ripples that move outward across a pond when a stone splashes in its midst. When we perceive sound, we judge it to be desirable or undesirable. Sounds deemed undesirable are often referred to as noise.

The decibel is the universally accepted measurement of sound amplitude or volume: in our example, amplitude represents the height of the ripples on the pond. Because the sounds we experience vary in volume between 1 and 100,000 units, the logarithmic scale of the decibel (dB) is used to express this range because it reduces perceivable sound volumes within a manageable scale of 20–120 dB.

In addition, the human ear has greater sensitivity to a certain range of frequencies or pitches. Thus, sounds are usually measured in A-weighted decibels (dBA), which stresses the range of sounds that register most noticeably in the human ear.

Within the logarithmic A-weighted decibel scale, a three dBA decrease is barely perceptible to most people, while a five dBA decrease is clearly perceptible. Further, a decrease of ten dBA is perceived as being half as loud. For example, a library that generates 40 dBA of ambient noise is considered half as loud as a typical office that generates 50 dBA of ambient noise.

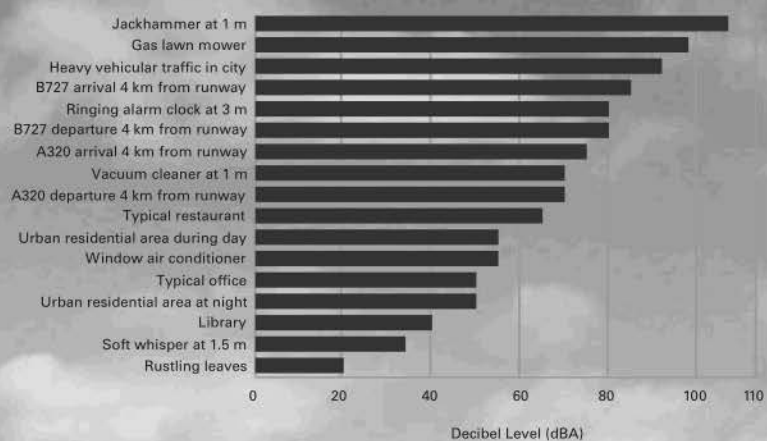
Yet, noise is often considered annoying even when it occurs at much lower volumes than desirable sounds. For example, an arriving Airbus A320 flying overhead four kilometres from the runway may generate the same 70 dBA level as a vacuum cleaner one metre away, but the aircraft may seem more annoying because people expect to hear the noise of the vacuum and, therefore, are willing to accept it. In addition, quieter noises that occur frequently may be considered as annoying as infrequent, louder noises.

It is also important to realize that sound volume can vary by up to five dBA depending on humidity, temperature and wind direction. Due to these factors, the sound of the same aircraft can appear to vary at the same location on different days.

For comparison, Figure 3 displays average sound levels of different events.

**Figure 3**

Common Sound Levels



AIRCRAFT NOISE CERTIFICATION LEVELS

Over the past 30 years, improvements in aircraft design and technology have resulted in significant reductions in the aircraft noise caused by engines and by the movement of air over the airframe of the aircraft. To date, noise reduction initiatives have focused primarily on reducing engine noise. However, new airframe designs appear capable of cutting aircraft noise further.

International Standards for Aircraft Noise Certification have been developed by the International Civil Aviation Organization (ICAO) and are prescribed in the *ICAO International Standards and Recommended Practices Annex 16 to the Convention on International Civil Aviation, Volume 1 - Aircraft Noise* for the global aviation industry.

As shown in Figure 4, in 2007, 99.7 per cent of all jet aircraft types operating at Toronto Pearson were manufactured under the Chapter 3 noise standards that required all subsonic jet aircraft types certificated after October 1977 to meet more stringent maximum noise levels. Aircraft types that conform to Chapter 3 noise emission standards include the Boeing 747-400, new generation B737, B757, B777 and Airbus 319, A320, A330 and A340, among others.

In June 2001, on the basis of recommendations made during the fifth session of the Committee on Aviation Environmental Protection (CAEP/5), the ICAO Council adopted a new Chapter 4 noise standard that is more stringent than standards contained in Chapter 3. This new standard requires a minimum of ten decibel cumulative reduction over Chapter 3, meaning that aircraft noise levels are reduced a total of ten

decibels when noise at the three takeoff flyover, takeoff sideline and approach measurement points are summed. Since January 2006, this latest standard applies to newly manufactured aircraft types and to Chapter 3 aircraft for which Chapter 4 certification is requested. Some examples of aircraft types that meet Chapter 4 are Airbus 319, A320 and A330 and Boeing 777. At Toronto Pearson, over 85 per cent of jet aircraft meet the Chapter 4 standard but may not have been formally re-certificated to Chapter 4.

Noisier, older jet aircraft originally certificated before 1977 are known as Chapter 2 and include Douglas DC-9, Boeing 727, older model B737, and older Learjet and Gulfstream business jets. Some of these jets were retrofitted or hushkitted to meet Chapter 3 standards. During 2007, less than two per cent of aircraft movements at Toronto Pearson involved these hushkitted Chapter 2 aircraft.

Jets that are non-noise certificated are the oldest and noisiest models. These include military aircraft that make fewer than 100 visits to Toronto Pearson each year. There are separate noise certification standards for small propeller aircraft and helicopters.

Since April 1, 2002, Chapter 3 aircraft (greater than 34,000 kg) are permitted to operate at Toronto Pearson. Although the GTAA and the CENAC have opposed the operation of Chapter 2 aircraft, Transport Canada retains the right to approve exemptions and permit some Chapter 2 aircraft to operate at Toronto Pearson.

Figure 4

Toronto Pearson Chapter 3
Percentage (all jet operations)

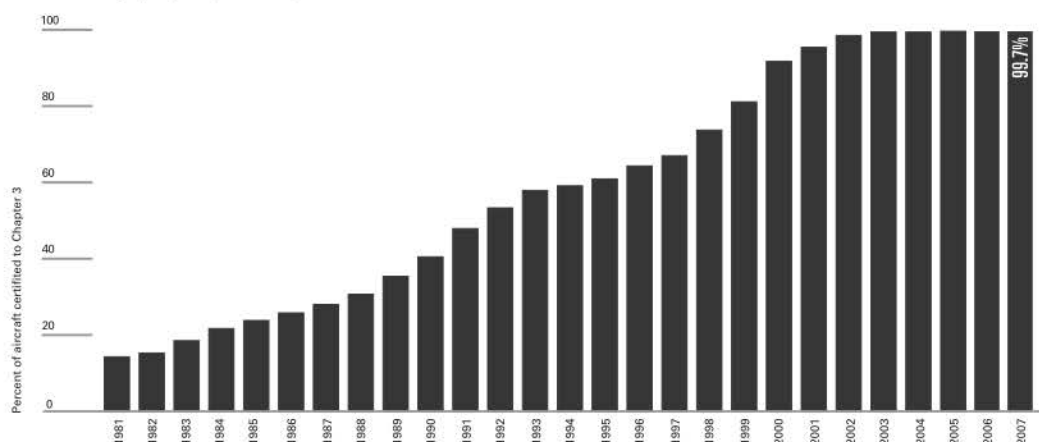
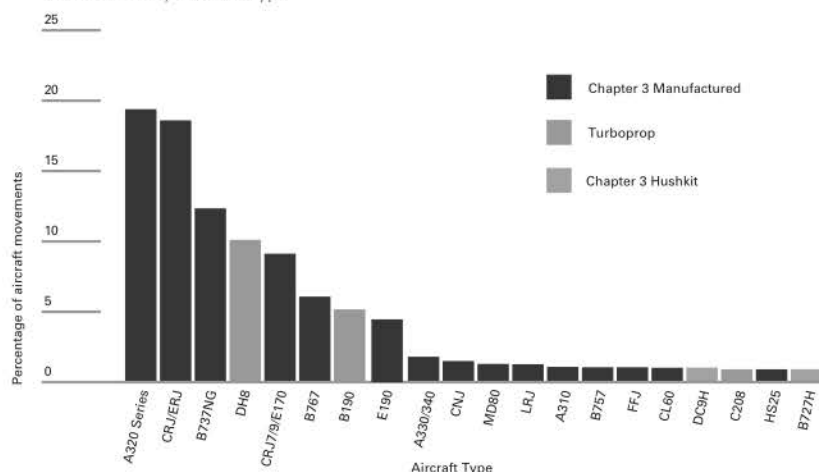


Figure 5 shows the annual percentage of movements by aircraft type that operated at Toronto Pearson in 2007. Operations by the Airbus A320 series, the Boeing 737 new generation (NG), Canadair Regional Jet (CRJ) and Embraer Regional Jet (ERJ) totalled over 50 per cent of all aircraft movements. These aircraft were all manufactured to meet Chapter 3 requirements and are among the quietest aircraft that operate at the airport.

Non-jet aircraft operations accounted for 16 per cent of total aircraft movements in 2007. The most common turboprop aircraft operating at Toronto Pearson was the twin engine De Havilland Dash 8, representing ten per cent of all movements at the airport.

Figure 5

Annual Percentage of Specific Movements by Aircraft Type



NOISE MITIGATION MEASURES

Regulations and Policies

Regulations and policies pertaining to noise management originate from various organizations, including those standards set by the ICAO, Transport Canada and the GTAA.

The federal Aeronautics Act and the Canadian Aviation Regulations (CARs) support the ICAO standards and set Canadian procedures relating to aircraft noise certification and operations. It is important to note that aviation is federally regulated, and therefore municipal bylaws, such as noise bylaws, are not applicable to aviation activity.

Specific sections governing operations of the airport include:

Aeronautics Act - Section 4.9(f) The federal government may make regulations respecting aeronautics and noise emanating from airports and aircraft.

Canadian Aviation Regulations - No person shall operate an aircraft at or near an airport except in accordance with the applicable noise abatement procedures and noise control requirements specified by the Minister in the Canada Air Pilot or Canada Flight Supplement.

These documents issued by the federal government describe the rules that pilots must follow to abide by the airport's noise management program, including the procedures and requirements relating to the following:

- Preferential runways
- Minimum noise routes
- Hours when aircraft operations are prohibited or restricted
- Arrival procedures
- Departure procedures
- Duration of flights
- The prohibition or restriction of training flights
- Visual flight rules or visual approaches
- Simulated approach procedures
- The minimum altitude for the operation of aircraft near the airport

Noise Operating Restrictions

Time of Day Restrictions

The GTAA is required to develop and maintain a comprehensive aircraft Noise Management Program that includes a plan for managing the number of flights during restricted hours, between 12:30 a.m. and 6:30 a.m. To ensure

that flights during the restricted period remain proportionate to overall traffic levels, Transport Canada has imposed annual limits on the total number of restricted period flights at Toronto Pearson, calculated annually between November and October. Operating the only airport in Canada with these restrictions, the GTAA carefully manages these flights to ensure that the limit is not exceeded.

Effective June 10, 2004, Toronto Pearson's night flight restrictions were amended to apply to all aircraft. The noisiest and older non-noise certificated jet aircraft are prohibited from operating between 8 p.m. and 8 a.m., while Chapter 2 and equivalent aircraft are prohibited from operating between midnight and 7 a.m. The quieter Chapter 3 and equivalent aircraft may be scheduled between 6:30 a.m. and 12:30 a.m. A limited number of Chapter 3 or equivalent aircraft operate as exemptions that are scheduled within the restricted hours (12:30 a.m. to 6:30 a.m.). Their approval is conditional upon the GTAA's ability to remain within the annual limit for restricted period flights.

The GTAA may grant operating extensions on the day of operation for flights delayed by weather, emergencies, security, air traffic control issues or mechanical difficulties. Chapter 3 aircraft greater than 34,000 kg Gross Take Off Weight (GTOW) may operate until 3 a.m., depending upon existing circumstances and runway availability.

Daily requests for Chapter 3 jet aircraft less than 34,000 kg GTOW and equivalent propeller aircraft may be approved to

operate in the restricted hours up to a daily limit. Noisier Chapter 2 aircraft, non-noise certified aircraft and equivalent operations are not granted operating extensions.

Preferential Runway Assignment

Runways are labelled by the first two digits of their compass bearings. For example, a pilot approaching Toronto Pearson from the southwest and cleared to land on Runway 05 would follow compass heading 057.

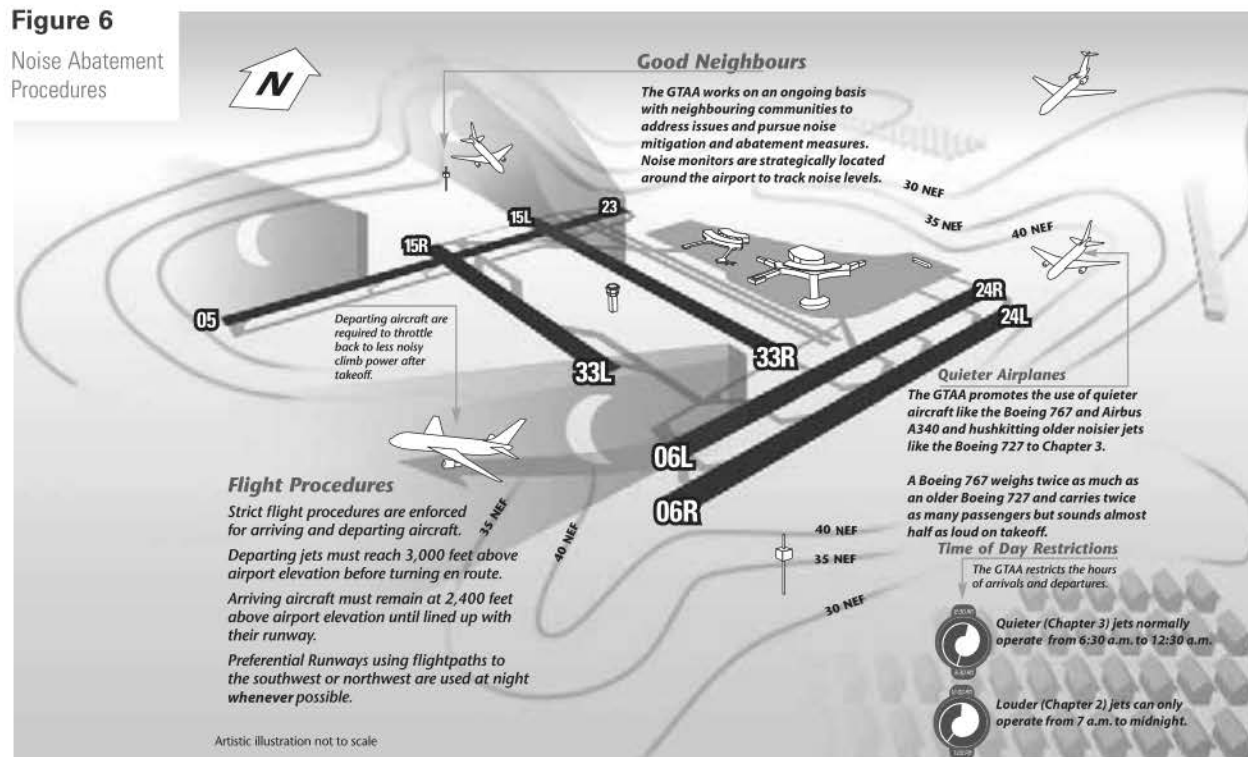
Toronto Pearson has five runways: 05-23, 06R-24L, 06L-24R, 15R-33L, and 15L-33R. Each runway has two designators as each runway can be used in either direction. The right (R) and left (L) designators identify which of a pair of runways a pilot is cleared to use.

Aircraft using these runways take off and land into the wind for safety reasons; therefore, runway use is dependent on the direction and speed of the wind. In addition, weather, runway conditions, and approach aid availability may affect NAV CANADA's determination of which runways will be used at any time. To minimize noise, the GTAA works with NAV CANADA to maintain strict flight procedures for arriving and departing aircraft.

Subject to existing conditions, preferential runways have been allocated for use between midnight and 6:30 a.m. The following runways are preferred for aircraft departures in the following order of priority: Runways 23, 33R and 24R.

Figure 6

Noise Abatement Procedures



The following runways are preferred for aircraft arrivals in the following order of priority: Runways 05, 15L and 06L. Operations on other runways are limited as much as possible during this time period.

Preferential runway assignments have been in practice for many years to ensure that the fewest number of people in the surrounding communities are impacted by aircraft operating at night.

Engine Run-ups

Occasionally, airline maintenance staff are required to perform engine run-ups after engine repairs have been completed. At all times, these run-ups must be approved by the GTAA in advance and conducted at designated times and locations that have been determined to minimize their impact on the surrounding communities.

Between midnight and 7 a.m., engine run-ups are approved only for aircraft scheduled to depart that morning at locations farthest from residential areas. Engine run-ups are prohibited for all noisier Chapter 2 aircraft between 2 a.m. and 5 a.m.

Noise Abatement Procedures

Noise abatement procedures governing flights operating at Toronto Pearson are approved by Transport Canada and are legally binding on aircraft operators.

While the airport and airlines act to minimize noise during departures and arrivals, sometimes they may have to deviate from noise abatement procedures when unusual conditions, such as thunderstorms, dictate.

Departures

Pilots of jet aircraft are required to throttle back from take-off power to less noisy climb power shortly after take-off and must follow specified headings or ground tracks to 3,000 feet (914 m) above airport elevation before making en-route turns. Pilots of propeller aircraft must comply with jet procedures between 11 p.m. and 7 a.m. During the day, these pilots may turn as low as 500 feet (152 m) above airport elevation to accommodate increased hourly operations.

A procedure for smaller, quieter Chapter 3 jet aircraft was established in 2000 and formalized in 2005 after five years of trials and analysis. Using this early turn procedure, pilots of these aircraft are permitted to turn to assigned headings at 500 feet (152 m) above airport elevation between 7 a.m. and 11 p.m. when departing on Runways 05, 06R, 06L, 23, 24R and 24L.

Arrivals

Pilots of arriving jet aircraft must remain at 2,400 feet (732 m) above airport elevation until they line up with their runways, generally seven to ten nautical miles (13 to 18.5 km) from the airport. They must then maintain a three-degree glide slope approach until touchdown, and minimize noisy reverse thrust after touchdown. Pilots of propeller aircraft must comply with jet arrival procedures between 11 p.m. and 7 a.m.



LAND USE PLANNING

To ensure that compatible land uses are planned and developed near the airport, the GTAA works closely with surrounding municipalities to ensure that areas impacted by aircraft noise are zoned appropriately and that sensitive land uses, such as residential, are restricted in higher noise-impacted areas.

Noise Exposure Forecast

Transport Canada has developed a Noise Exposure Forecast (NEF) model to calculate long-term aircraft noise exposure based on actual and forecasted flights, and the assessed level of noise annoyance in those areas. Contour lines are drawn on a map (Figure 7) connecting points of equal noise impact representing 25, 30, 35 and 40 NEF. It is important to remember that the NEF contour does not measure decibel levels for individual flights, but is a cumulative noise value of overall actual and forecasted flights, and noise annoyance.

Figure 7 is also available on www.GTAA.com under the Noise Management section.

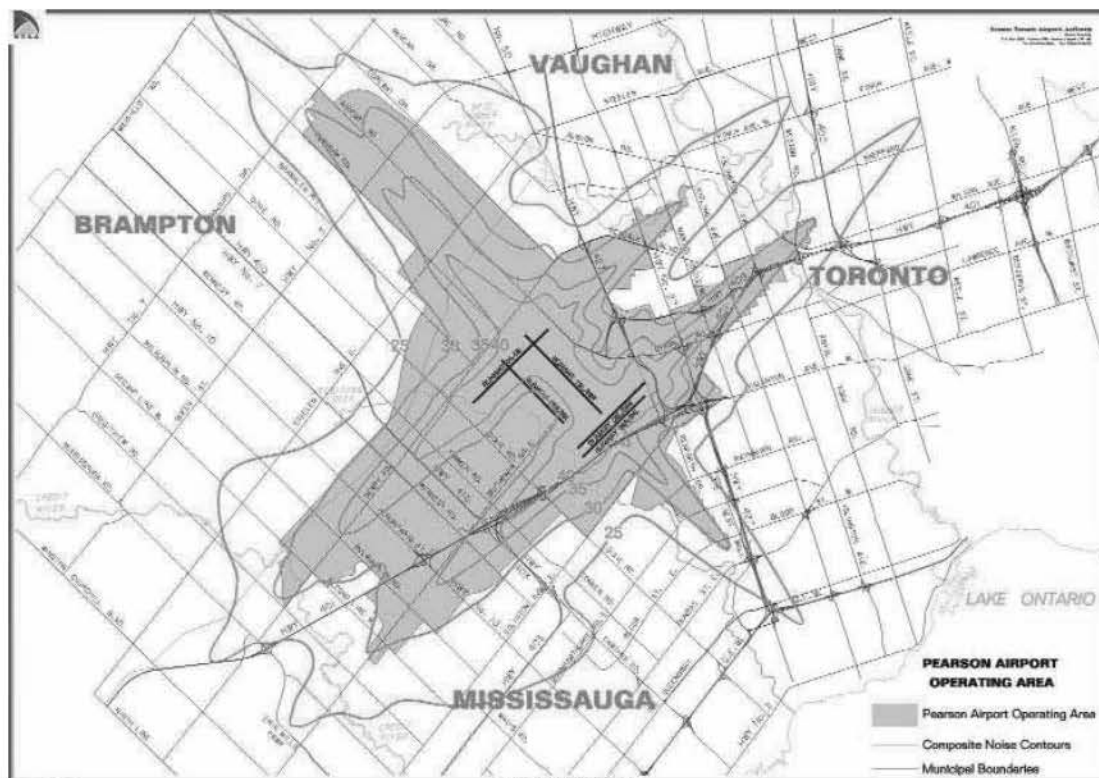
Transport Canada has taken the position that areas with an NEF as low as 25 may be affected by aircraft noise. Areas of 30 NEF or greater are considered incompatible for sensitive land uses, such as residential development.

Airport Operating Area

The GTAA has established the Toronto Pearson Airport Operating Area (AOA), which uses well-defined natural and human-made boundaries to approximate the 30 NEF contour on the ground. Surrounding municipalities have included this operating area in their official plans and have approved associated policies that limit incompatible land uses within these areas.

Figure 7

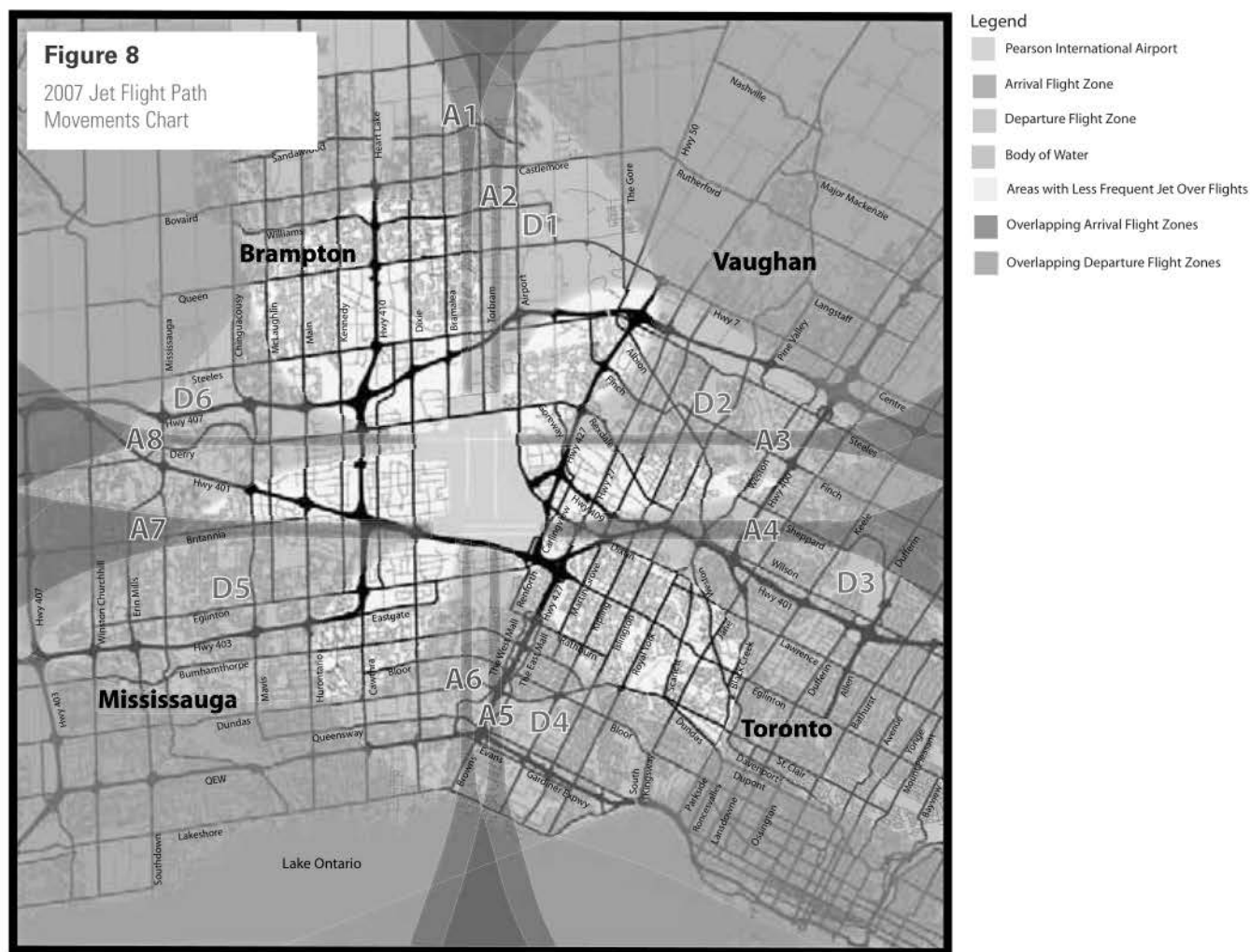
Airport Operating Area



Jet Flight Path Movements Chart

In an effort to better communicate with local residents and provide new tools that describe aircraft activity near Toronto Pearson, the GTAA has developed a Jet Flight Path Movements Chart to illustrate the general flight patterns of the majority of Toronto Pearson's jet aircraft operations.

While this chart does not indicate the level of noise generated by aircraft activity in an area nor the level of community annoyance, it does provide valuable information when used in conjunction with other traditional aircraft noise maps and resources. This chart is based on a program successfully employed at Sydney Airport in Australia and on input from the CENAC.



Flight Zone Names	Daily Average Movements	Percentage of All Movements	Daily Range of Movements	Days With No Movements	Associated Runway(s)
A1	2	0.2%	0-103	347	15R
A2	8	0.8%	0-184	187	15L
A3	111	11.6%	0-290	76	23
A4	159	16.5%	0-382	74	24L & 24R
A5	2	0.2%	0-41	286	33R
A6	23	2.4%	0-423	285	33L
A7	80	8.3%	0-334	135	06L & 06R
A8	95	9.9%	0-356	112	05
D1	43	4.4%	0-476	83	33L & 33R
D2	51	5.2%	0-259	143	05
D3	113	11.7%	0-381	147	06L & 06R
D4	2	0.2%	0-158	282	15L & 15R
D5	125	13.0%	0-316	80	24L & 24R
D6	149	15.4%	0-387	54	23
Arrivals (A1-A8)	481	50.0%			
Departures (D1-D6)	482	50.0%			
Total Jet Movements	963	100.0%			

Notes:

- 1) The flight zones illustrated are intended to reflect the general flight path patterns of the majority of Pearson's jet aircraft operations. Some jet operations do occur outside these zones.
- 2) The information presented excludes non-jet aircraft (piston and turboprop) using Pearson, and any over flights unrelated to Pearson (en route aircraft flying through the area) to maximize the clarity of the presentation and to focus on the types of operations with the most significant noise impact.
- 3) The arrival flight zones reflect primarily the final approach phase of the arrival, excluding any earlier phases that may pass through the airport vicinity prior to joining the final approach path.
- 4) The departure flight zones do not reflect the flight paths of the smaller, quieter jet aircraft that are permitted to conduct early departure turns (similar to non-jet aircraft), although these operations are included in the table.
- 5) Although the yellow map areas, 'Areas with Less Frequent Jet Over Flights' are not within arrival or departure flight zones, they are not completely free of over flights. These areas may be over flown by jet aircraft operating outside of the general jet flight zones (see Note 1), non-jet and over flights not associated with Pearson (see Note 2), arrivals prior to joining the final approach path (see Note 3), and early turn jet departures (see Note 4).
- 6) The information reflects traffic levels and flight zones for the year 2007 only. It does not project future airport operations. Overall traffic volumes can be expected to increase as demand for air travel services increases in the future.
- 7) This map only presents the general location and number of jet aircraft operations at Pearson and is provided for general information purposes only. It does not quantify the noise impacts associated with those operations. The noise associated with operations within any of the flight zones may be heard outside of the zone itself. This information does not replace the Noise Exposure Forecast system used for land use planning purposes.

COMMUNITY ENVIRONMENT AND NOISE ADVISORY COMMITTEE

The Community Environment and Noise Advisory Committee (CENAC), formerly known as the Noise Management Committee (NMC), provides a consultative/communication forum for community stakeholders to meet with GTAA Management and other aviation community representatives. The committee discusses issues relating to the mitigation of aircraft noise in the community and the operation of Toronto Pearson International Airport in an environmentally responsible manner.

The CENAC is an advisory body for the GTAA. The committee will include representatives of the three surrounding municipalities and allow for the GTAA to hear concerns expressed in a public forum and to take action as considered appropriate.

Committee Responsibilities

Mandate

The CENAC mandate is set out in the Ground Lease (section 8.12.02) as follows:

"The Tenant shall ensure that mitigation of noise emanating from aircraft in the takeoff, ascent, descent, approach and terminal phases of flight is a part of the mandate of a noise management committee which the Tenant shall establish and which shall include at a minimum, the Tenant, the Minister or his designate, aviation industry representatives and appropriate provincial and municipal government representatives."

The CENAC examines environmental issues related to the ongoing operation of Toronto Pearson International Airport.

Communication and Dissemination / Education of Stakeholders

The CENAC acts in an advisory capacity to the GTAA on all issues relating to Toronto Pearson's Noise Management and Environment Policies with a view to improving the GTAA's noise mitigation and environment programs, and promote the objectives of the Authority respecting all aspects of noise and environment management.

The CENAC will provide a forum for the discussion of noise and environment related matters and will decide on the best methods of distributing information to stakeholders and to stakeholder groups on an issue by issue basis. The CENAC will issue a report on an annual basis summarizing the GTAA's ongoing noise mitigation initiatives and the work of the CENAC.

Linkages

The CENAC members that represent community stakeholders actively seek the opinions of their constituents regarding noise related matters and to represent these concerns in the committee forum. Similarly, committee members will disseminate the results of committee discussions to their constituent bodies.

Linkage to the GTAA Consultative Committee (CC), Toronto Pearson's main consultative communication forum, will be provided through common membership. The GTAA will continue to perform this liaison through the committee chair.

The CENAC will also have linkage to the Technical Noise Committee (TNC) to provide a two-way communication regarding the operational aspects of noise monitoring, enforcement, and mitigation. This linkage will be provided through the GTAA GM, Airside Operations.

The CENAC will provide the communication liaison between the community and the GTAA Board of Directors through GTAA management.

Scope

The CENAC will advise on matters related but not limited to the following:

- Aircraft Operation procedures impacting aircraft noise in Toronto Pearson's Operating Area
- The examination of alternatives for noise mitigation
- The enforcement of aircraft noise violations
- Municipal land use within the GTAA operating area
- The review of the GTAA's environmental programs and adherence to ISO targets

- The examination of potential environmentally sensitive measures at Toronto Pearson

The CENAC will report and make recommendations to the GTAA. The GTAA may refer recommendations to the appropriate committee of the GTAA Board of Directors, to the GTAA CC, to the Technical Noise Committee or other bodies as appropriate for consideration.

Members will have the opportunity to vote on recommendations and minutes will show conclusion and resolution. Minutes will be published in a timely fashion. The Committee will be given feedback regarding these recommendations.

The CENAC may appoint ad hoc sub-committees to deal with specific issues as they arise.

Terms of Reference will be reviewed and updated as required to ensure that the GTAA CENAC mandate and membership remain current and appropriate.

Membership

CHAIR: (Voting)

- The GTAA President and CEO or his designate (one): Committee Chair

COMMUNITY MEMBERS: (Voting)

- City of Brampton (three): one elected representative, one resident, and one additional to be appointed at Council discretion
- City of Mississauga (five): two elected representatives, two residents, and one additional to be appointed at Council discretion
- City of Toronto (three): one elected representative, one resident, and one additional to be appointed at Council discretion

Municipalities will be permitted to designate alternates when a member is unable to attend a meeting. Councillors, residents, or councillors' staff representatives are permitted to stand-in as an alternate for an elected representative who is unable to attend a meeting. Designated alternates are encouraged to attend meetings regularly and can vote in absence of the regular member.

Each nominating body will set the term of membership with a suggested minimum of two years.

RESOURCE MEMBERS: (Non-Voting)

- Transport Canada regional staff representative
- NAV CANADA representative
- ATAC representative
- One staff representative from each of the Cities of Brampton, Mississauga, and Toronto
- Province of Ontario Staff representative

Resource Members will support the CENAC and will be appointed to the committee by their constituent group.

GTAA MEMBERS: (Non-Voting)

- As required

Procedures/Operation

By the last meeting of the calendar year, the committee will approve a meeting schedule for the following year. Meetings will be held at least on a quarterly basis in the Administrative Offices of the GTAA. Meetings can be rescheduled at the discretion of the committee at least two weeks in advance of the scheduled meeting date. The meeting schedule, and any subsequent changes, shall be made publicly available.

There will be a published agenda, which will be delivered one week in advance of published meeting dates. Items for discussion should be submitted to the Committee Chair prior to meeting.

Quorum shall consist of six voting members, including the chair. In the event quorum is not attained, meetings will proceed on an informal basis. Regular attendance is expected of members. If a member, and/or their alternate, misses more than two consecutive regularly scheduled meetings, then the appointing community will be advised.

For most CENAC business, a consensus approach will be followed. For those issues where a vote is requested, only "community" members and the committee chair will have voting rights. Items requiring a vote will be outlined on the agenda and, where possible, material will be provided to members in advance of meetings.

Meetings will be open to the public and to the media.

Minutes of the meetings will be circulated to CENAC members as early as possible after each meeting. Further distribution of the minutes will be decided by the CENAC.

The GTAA Corporate Affairs and Communications Department will provide secretariat services. The GTAA will provide a budget for the administrative support of this Committee.

PUBLIC CONSULTATION AND EDUCATION

2007 Schedule

CENAC Meeting - Wednesday, February 7, 2007

CENAC Meeting - Wednesday, April 11, 2007

CENAC Meeting - Wednesday, June 13, 2007

CENAC Meeting - Wednesday, September 12, 2007

Public Workshop - Wednesday, November 7, 2007

CENAC Meeting - Wednesday, December 12, 2007

Working with the Community

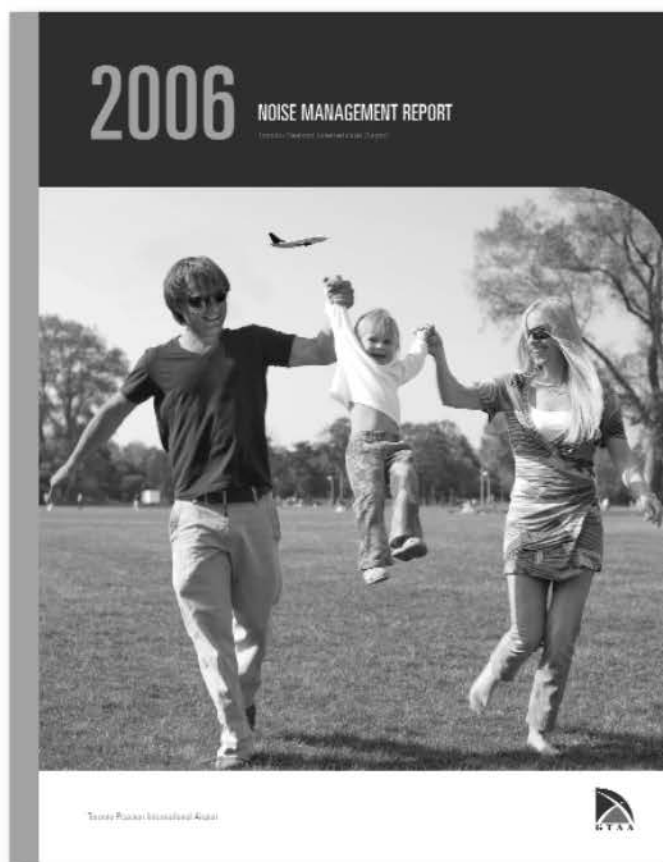
In an effort to educate and consult with local residents, the GTAA hosted a public workshop in 2007. Such sessions, in addition to the regularly scheduled CENAC meetings, allow the GTAA and area residents to exchange information related to the Noise and Environment Management Program.

On November 7, 2007 at 7 p.m., the GTAA hosted a workshop about the GTAA's Environmental Management Program. The workshop covered stormwater management, air quality monitoring and other environmental initiatives including the ISO 14001 program. The workshop provided an opportunity for members of our CENAC committee and members of the neighbouring communities to become more familiar with the environmental program at Toronto Pearson.

The GTAA is committed to public consultation and looks forward to continuing to work with neighbouring residents to improve the Noise and Environment Management Program at Toronto Pearson.

Annual Noise Management Report

This annual Noise Management Report summarizes the aircraft noise mitigation efforts of the GTAA and the CENAC. This report continues to be an effective tool to educate and communicate with the surrounding communities. The report is available online at www.gtaa.com and is distributed to interested residents and all local elected officials.



Technical Noise Committee

Another important component of the Noise Management Program at Toronto Pearson is the Technical Noise Committee (TNC). The TNC meets on a regular basis to assess the effectiveness of existing noise abatement procedures and to discuss the technical merits of proposed noise mitigation initiatives that are generated by individual members, the CENAC and public input from workshops or forums.

The committee consists of many airport and aviation stakeholders, including representatives from the GTAA, Transport Canada, NAV CANADA, and the airlines. The TNC is a valuable round-table forum where industry specialists consider new technologies and proposals that could be used to augment the airport's noise mitigation program. Specific discussion topics include aircraft and airport operating procedures, Toronto Pearson's night flight restriction program, aircraft noise monitoring systems, and noise mitigation enforcement processes.

On an ongoing basis, the TNC investigates and debates proposed initiatives and reports findings to the GTAA and, through the Chair, to the CENAC.

GTAA Consultative Committee

The GTAA also holds regularly scheduled Consultative Committee meetings that provide an important forum for airport stakeholders to discuss issues affecting Toronto Pearson and its surrounding communities and businesses. Aircraft noise issues and noise mitigation initiatives may be discussed by this committee, which is given regular updates regarding the work of the CENAC.

Membership on this committee consists of city councillors, regional staff, board of trade representatives, and local residents. Resource members from the GTAA, the airline industry, Transport Canada, NAV CANADA, and city staff also attend meetings.

NOISE MANAGEMENT OFFICE

The GTAA Noise Management Office (NMO) monitors airport operations in relation to the Noise Management Program using the Airport Noise Monitoring and Flight Tracking System and its community-based Noise Monitoring Terminals. In addition, NMO staff register aircraft noise complaints using a database system that categorizes noise complaints and automatically correlates these complaints with flight tracking data and complainant data. Staff then investigate complaints, report their findings, and respond to complainants.

Staff of the NMO also respond to CENAC inquiries, provide information and analysis as required, research noise mitigation initiatives, and provide technical expertise for committee meetings and committee members. This ongoing collaboration between the NMO and the CENAC is a key element of the Noise Management Program at Toronto Pearson.

Figure 9

Comparison of Noise Complaints by Runway Operation

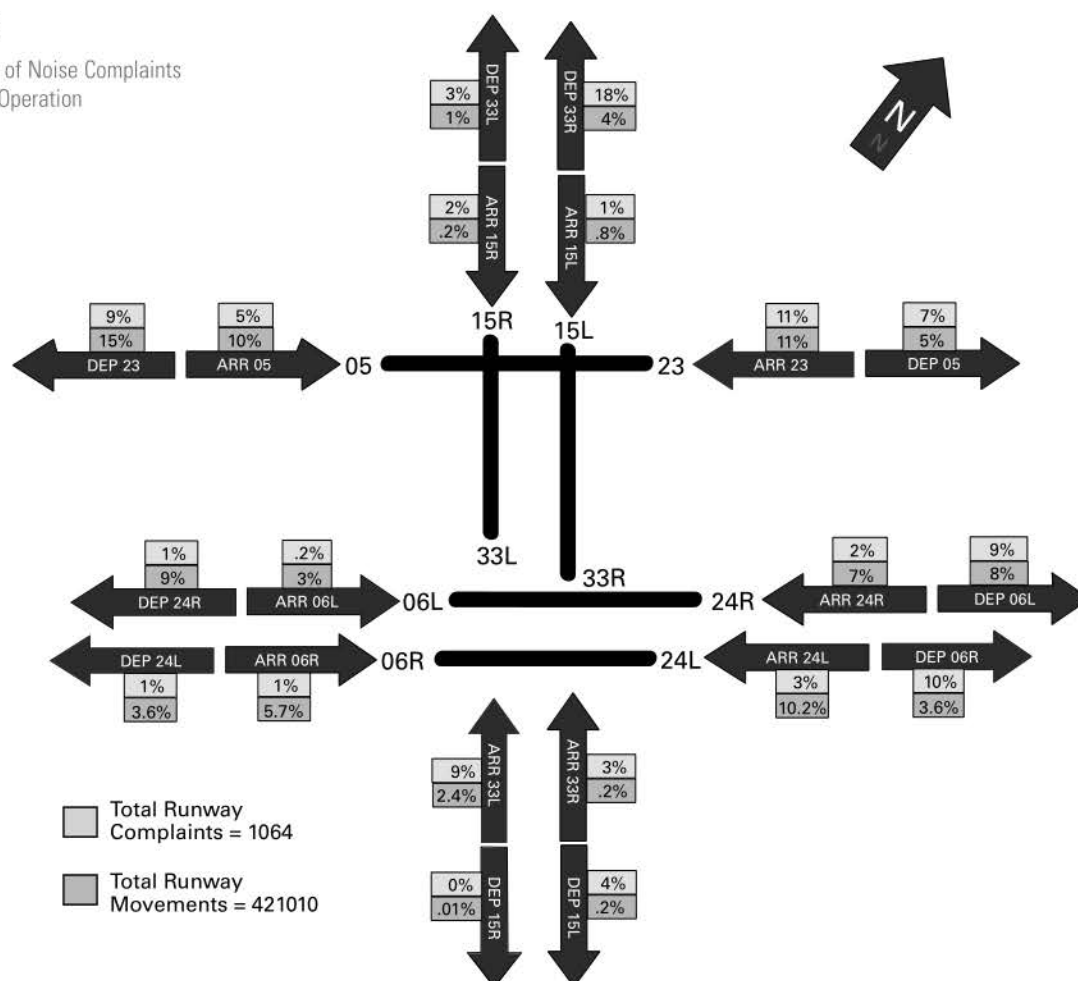


Figure 10

Comparison of Aircraft
Movements and Complaints by
Runway Operation

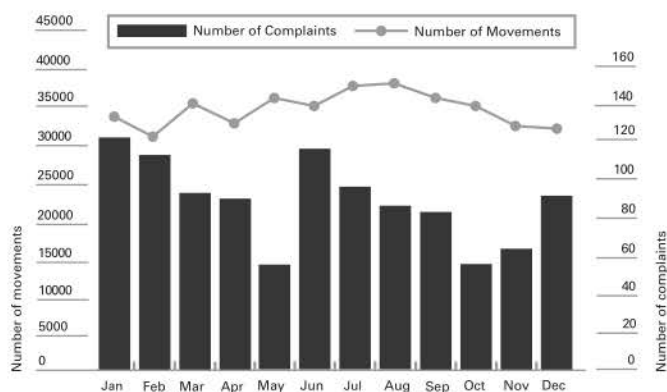
ARRIVALS			DEPARTURES		
Runway	Movements	Complaints	Runway	Movements	Complaints
Arrive 23	46742	113	Depart 05	22051	71
Arrive 24R	29083	17	Depart 06L	33600	99
Arrive 24L	42794	31	Depart 06R	15297	109
Arrive 33R	1007	30	Depart 15L	908	38
Arrive 33L	10125	98	Depart 15R	37	0
Arrive 06R	24200	14	Depart 24L	14986	13
Arrive 06L	10887	2	Depart 24R	38947	12
Arrive 05	41509	55	Depart 23	64972	99
Arrive 15R	768	25	Depart 33L	4185	32
Arrive 15L	3176	14	Depart 33R	15736	192
Total Arr	210291	399	Total Dep	210719	665
Total All Runways				421010	1064
Non Runway Complaints *					28
Total Complaints					1092

1,064 complaints were registered against a particular runway operation.

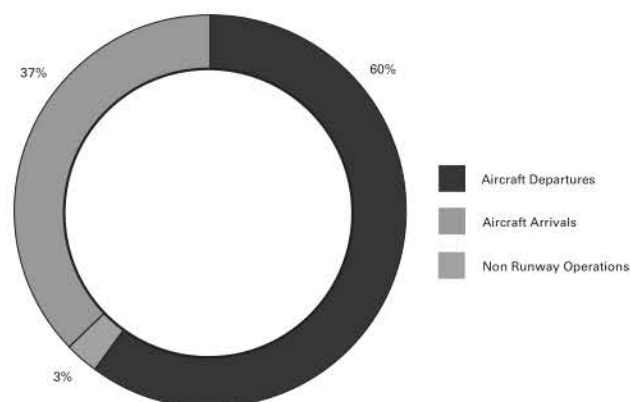
*The remaining 28 complaints were registered against missed approaches, ILS inspections, maintenance run-ups, helicopter operations and unknown sources.

Figure 11

Monthly Comparison of Runway
Movements and Noise
Complaints

**Figure 12**

Noise Complaints by Operation



Non Runway Operations include ILS inspections, maintenance run-ups, helicopter operations and unknown sources.

Airport Noise Monitoring and Flight Tracking

The GTAA uses a sophisticated Airport Noise Monitoring and Flight Tracking System that combines radar flight tracking data from NAV CANADA with mapping data from a Geographic Information System (GIS). This data is then correlated with noise readings collected at the Noise Monitoring Terminals (NMTs) in the surrounding communities. Figure 13 is a screen shot of the system's real-time display mode that provides the GTAA with the following information respectively in descending order: aircraft identification; current altitude above sea level; aircraft type; ground speed; transponder code; origin; and destination. Aircraft arriving at Toronto Pearson are shown in yellow, while departing aircraft are shown in red.

Figure 13

Realtime Noise Monitoring Display



Figure 14

Monthly Comparison of Noise Complaints and Callers

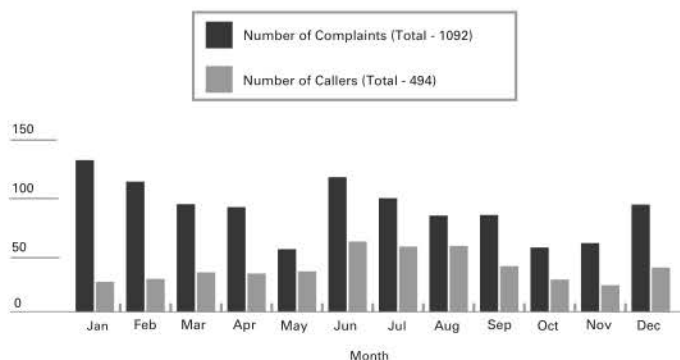


Figure 15

Comparison of Noise Complaints by Municipality

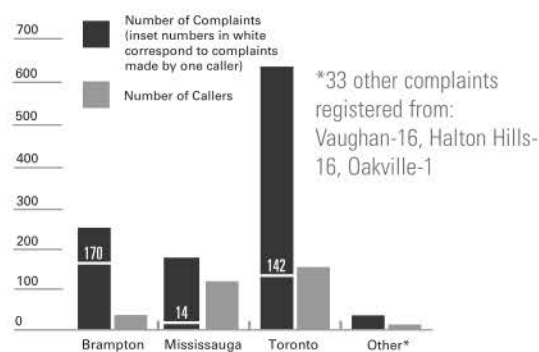
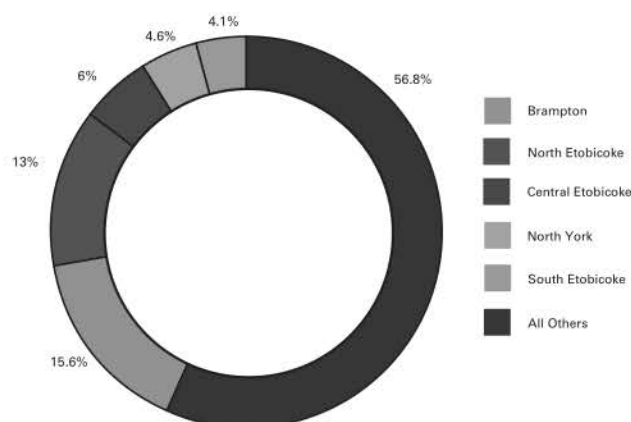


Figure 16

Top Five Callers vs. All Other Callers



Community Noise Monitoring Terminals

The GTAA uses NMTs within the Noise Management Program to quantify aircraft noise throughout the Airport Operating Area. Using specialized software, NMO staff collect and analyze noise levels generated by aircraft operating at Toronto Pearson. A total of 21 NMTs are currently in operation. The NMT data is used by NMO staff when investigating resident complaints.

The GTAA has committed to the CENAC that it will strategically place NMTs in each of the surrounding municipalities to improve the monitoring of aircraft noise and increase the effectiveness of aircraft noise analysis. The most recently added NMT locations were recommended by the NMC and the location of every NMT was selected to establish a comprehensive NMT footprint across the communities surrounding Toronto Pearson. Over the years, the number of NMTs in neighbourhoods around Toronto Pearson has continued to increase.

Figure 17

NMT Location Map

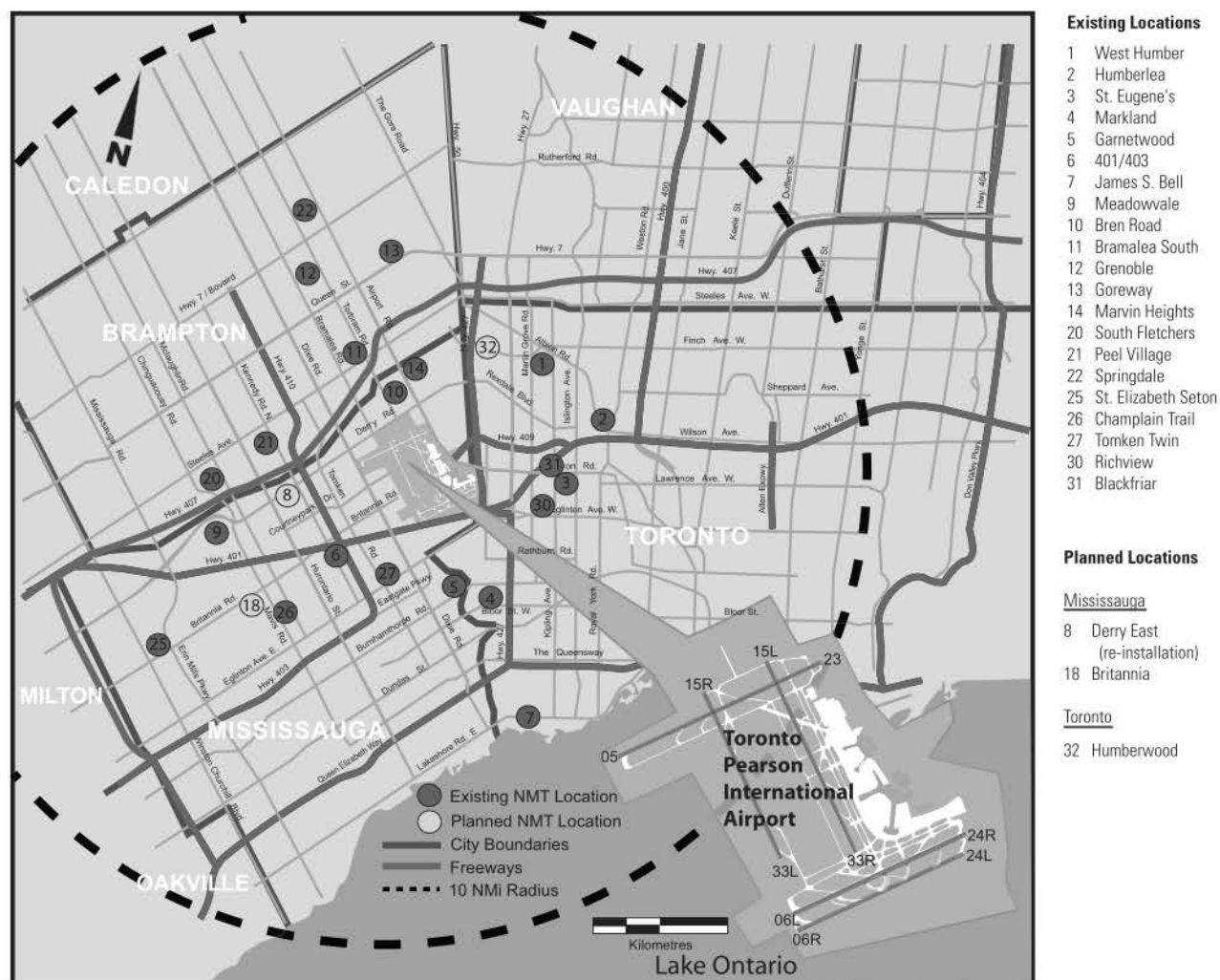


Figure 18

NMT LEQ Data

Noise Monitoring Terminal Monthly LEQ (dBA): 2007

NMT	Location	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Toronto													
1	West Humber	59.4	-	59.8	60.0	-	61.1	60.9	60.6	-	-	59.0	57.9
2	Humberlea	59.0	57.8	59.2	59.0	57.6	66.1	56.6	57.3	58.4	59.5	59.1	57.8
3	St. Eugene's	55.2	58.6	58.6	58.8	55.9	55.5	55.4	57.4	56.2	55.6	56.5	56.8
4	Markland	-	54.8	57.0	-	-	56.1	64.5	56.9	54.7	55.2	58.4	55.2
7	James S. Bell	54.5	54.7	55.2	56.3	56.1	58.2	56.3	53.7	55.4	55.2	55.6	55.3
30	Richview	-	-	-	-	-	-	-	-	-	-	58.9	57.9
31	Blackfriar	64.8	-	65.0	65.5	65.0	-	-	64.8	64.4	64.0	66.8	64.2
Mississauga													
5	Garnetwood	55.8	56.2	56.8	58.2	55.5	55.7	66.2	53.9	55.5	54.9	56.7	55.7
6	Hwy 401 & Hwy 403	61.1	60.2	64.3	65.8	64.9	68.5	68.7	61.3	-	63.7	61.7	61.2
9	Meadowvale	57.1	55.8	57.6	57.7	58.9	59.2	59.0	59.5	58.5	58.7	58.5	57.2
10	Bren Road	62.8	62.9	63.5	65.3	63.9	64.0	68.6	64.1	64.8	63.9	62.3	-
14	Marvin Heights	-	-	-	-	-	-	-	-	-	-	57.8	57.0
25	St. Elizabeth Seton	-	-	-	-	-	-	-	-	-	58.8	-	58.8
26	Champlain Trail	59.0	57.9	58.5	59.3	57.8	57.5	56.2	55.7	-	-	-	-
27	Tomken Twin	59.4	62.1	60.8	60.2	59.0	58.1	60.3	58.0	69.1	59.3	64.7	71.8
Brampton													
11	Bramalea South	55.1	55.6	58.1	57.6	56.2	-	63.7	56.2	56.4	56.2	56.2	54.7
12	Grenoble	53.4	56.0	55.5	56.9	52.7	52.7	51.6	52.6	53.7	53.8	54.4	55.3
13	Goreway	57.8	55.4	55.0	-	-	-	-	54.1	55.2	55.3	54.7	53.7
20	South Fletchers	63.0	62.2	62.5	62.7	61.9	61.6	61.7	61.8	61.9	62.5	63.1	62.4
21	Peel Village	53.4	55.3	55.1	57.0	54.9	54.0	54.0	58.0	-	-	54.6	53.4

1. Noise level data provided for NMTs that were active over 75% of the time.
2. NMT #8 out of service due to new building on the property. To be re-installed in 2008.
3. NMT #25 re-installed in September 2007.
4. NMT #26 removed in September 2007 due to construction on the school building.
5. NMT #30 re-installed in October 2007.

Figure 18 shows the measured monthly average noise levels at each Noise Monitoring Terminal. Noise data presented includes the contribution of all noise sources, and not simply aircraft generated. The varying locations of the NMTs in the community contribute to the variation in noise levels, where some NMTs may be closer than others to regular arrival and departure flight paths (see Fig. 17).

Registering Complaints

To register an aircraft noise complaint within ten nautical miles (18.5 km) of Toronto Pearson, contact the NMO at (416) 247-7682. Noise complaints can also be registered through the GTAA website at www.GTAA.com.

For complaints concerning en route aircraft or those beyond ten nautical miles (18.5 km) of the airport, call Transport Canada at (416) 952-0335.

support of the CENAC, Transport Canada publishes the names of corporations violating the Aeronautics Act and the Canadian Aviation Regulations, including noise violations, on its website:

<http://www.tc.gc.ca/civilaviation/standards/enforcement/publications/corporate/summary.htm>

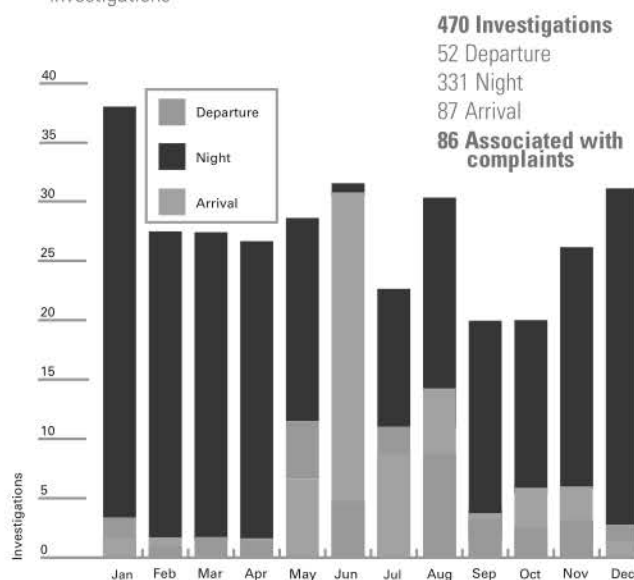
Investigations and Enforcement

The GTAA investigates potential violations of noise abatement procedures, restricted hours operations and maintenance engine run-ups. Investigations conducted by the GTAA result from both registered public complaints and ongoing tracking and monitoring carried out by the GTAA.

If GTAA staff believes that a violation has occurred, the details of the case are forwarded to Transport Canada for final disposition, as it has the sole authority for determining financial penalties. For any violation, Transport Canada may assess a maximum fine of \$25,000 against a company and \$5,000 against a pilot. In addition, at the urging and in

Figure 19

Monthly Enforcement Investigations



GLOSSARY

Airport elevation 569 feet above sea level

ATAC Air Transport Association of Canada

CAEP Committee on Aviation Environmental Protection

CARs Canadian Aviation Regulations

CENAC Community Environment and Noise Advisory Committee

Chapter 2 Noise certification class for jet aircraft built before 1977 with noisier low-bypass and early high-bypass turbofan engines

Chapter 3 Noise certification class for jet aircraft built after 1977 with newer, quieter high-bypass turbofan engines; required standard for jet aircraft operating in Canada since April 1, 2002

Chapter 4 Noise certification class for jet aircraft built after January 1, 2006, with latest, quietest engine technology

CRJ Canadair Regional Jet

dBA A-weighted decibel scale that defines sound volume within the range perceptible by the human ear

Glide slope Radio navigation aid that provides vertical guidance during final approach

GTA Greater Toronto Area

GTAA Greater Toronto Airports Authority

GTOW Gross Take-Off Weight

Hushkit Engine modification to reduce Chapter 2 certificated jet aircraft noise to Chapter 3 standards

ICAO International Civil Aviation Organization

ILS Instrument Landing System

Leq Continuous equivalent sound level (average noise level)

Movement Aircraft arrival or departure

NEF Noise Exposure Forecast

Nmi Nautical mile (1.152 statute mile or 1.853 kilometres)

NMO Noise Management Office

NMT Noise Monitoring Terminal

Non-noise certificated Noise certification class for jet aircraft, such as military and historical aircraft, that use the noisiest and often the oldest engine technology

Rwy Runway

Runway 05/23 11,120-foot east-west runway (heading 057 degrees and 237 degrees magnetic)

Runway 06R/24L 9,000-foot east-west runway (heading 057 degrees and 237 degrees magnetic)

Runway 06L/24R 9,697-foot east-west runway (heading 057 degrees and 237 degrees magnetic)

Runway 15R/33L 9,088-foot north-south runway (heading 147 degrees and 327 degrees magnetic)

Runway 15L/33R 11,050-foot north-south runway (heading 147 degrees and 327 degrees magnetic)

Subsonic Relating to speeds less than the speed of sound

Threshold First usable portion of a runway for landing

TNC Technical Noise Committee

Transponder Radio receiver/transmitter that provides aircraft identification to radar systems



Greater Toronto Airports Authority
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
Canada L5P 1B2

www.GTAA.com

President and Chief Executive Officer
Lloyd McCoomb

Greater Toronto Airports Authority (GTAA)

The GTAA holds the responsibility to operate, manage and develop Toronto Pearson, under terms set out in the December 1996 lease with the federal government. We are authorized to operate on a commercial basis, to set fees, and to develop and improve facilities.

The GTAA has embarked on the next phase of our corporate development. As a result, a new vision for the organization was established; one that speaks directly to the challenges and opportunities ahead.

Our vision: To be "A leading airport company championing sustainable global access for the Greater Toronto Area". To achieve this vision, a new five-year strategic plan was established, which focuses on global competitiveness, corporate sustainability and gateway traffic development.



For further information about Toronto Pearson International Airport contact:

**Greater Toronto Airports Authority
Toronto Pearson International Airport**

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

T: (416) 776-9892

F: (416) 776-3555

Noise Management Office: (416) 247-7682

Website: www.GTAA.com

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NOISE MANAGEMENT





Noise and the GTAA

The GTAA is sensitive to the issue of aircraft noise and how it affects our neighbours. Since assuming responsibility for Toronto Pearson International Airport in 1996, the GTAA has implemented programs in a number of areas, including noise management, to mitigate these effects and to respond to the concerns of the local communities. As part of our ISO 14001 program, noise management has been identified as a significant aspect.

Managing Noise

The GTAA balances safety and airport operations with the interests of area residents and works with the aviation community to manage and mitigate aircraft noise. Actions to achieve this have included:

- Restricting operating hours of all aircraft based on noise certification levels;
- Managing the total number of nighttime movements to remain within Transport Canada allowances;
- Using Departure and Arrival procedures to minimize noise impacts in neighbouring communities;
- Working with surrounding municipalities to restrict construction of housing in higher noise level areas;
- Working with community representatives on the Community Environment and Noise Advisory Committee (CENAC) to maintain public dialogue about aviation noise.



Understanding noise

The universally accepted measurement of sound is the decibel. While the human ear has greater sensitivity to certain frequencies or pitches; aircraft noise and most other community sounds are usually measured in "A-weighted decibels (dBA)". To the average human, a 3 dBA increase is barely perceptible while a 5 dBA increase is clearly perceptible. An increase in 10 dBA is perceived as being twice as loud. As an example, general office noise at 50 dBA is considered twice as loud as a 40 dBA library.

Sound is transmitted through the air in waves, like ripples that move outward across a pond when a stone splashes in its midst. When we perceive sound, we judge it to be desirable or undesirable. Sounds deemed undesirable are often referred to as noise.

Unwanted or unexpected sounds can be considered noise even when their loudness and pitch are the same as familiar sounds. While an Airbus A320 flying overhead may generate the same 70 dBA level as a vacuum cleaner one metre away, the aircraft may seem more annoying to a person because one expects to hear the vacuum's noise and is therefore willing to accept it. Similarly, quieter noises that occur frequently may be considered as annoying as infrequent, louder noises.

Sound waves propagated through the air can change with humidity, temperature and wind direction. Due to these factors, sound can vary by up to five or more decibels from the same aircraft operating at the same location on different days.

Portable Airport Noise Monitoring Terminal



Noise Management

The GTAA is required to develop and maintain a comprehensive aircraft Noise Management Program that consists of a number of site-specific operational initiatives introduced to minimize the impact of aircraft noise on the surrounding communities. The primary elements of the program are as follows:

Night Flight Restrictions

Toronto Pearson's night flight restriction program is the most restrictive program in Canada and was implemented to minimize aircraft noise at night.

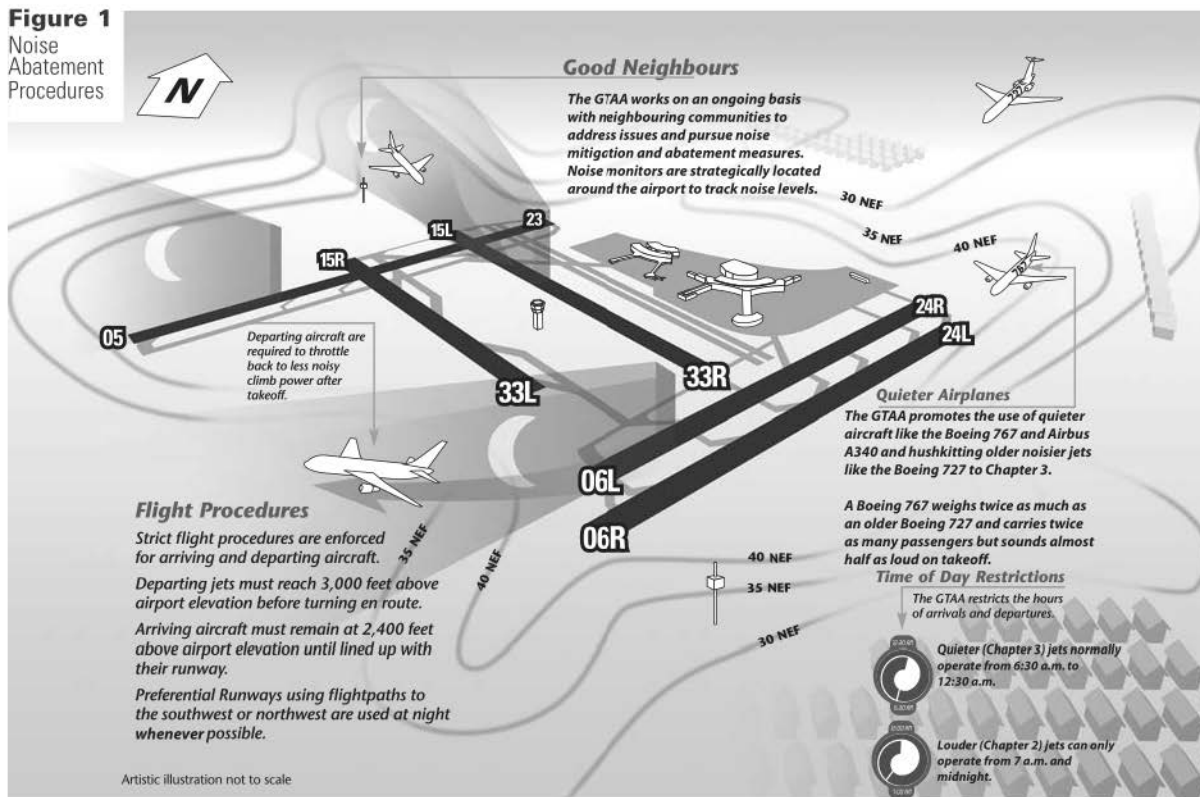
Restrictions on the hours of operation are shown below. Restrictions are more stringent for noisier categories of aircraft.

Restricted Hours of Operation	
Non-Noise Certificated Aircraft	8 p.m. - 8 a.m.
Chapter 2 & equivalent	12 a.m. - 7 a.m.
Chapter 3 & equivalent	12:30 a.m. - 6:30 a.m.

Operating extensions may be granted within the restricted hours on the day of operation for flights delayed by weather, emergencies, air traffic control issues or mechanical difficulties, but only for Chapter 3 or 4 aircraft. A limited number of exemptions may also be approved in advance, depending on the ability of the GTAA to remain within the annual nighttime budget. Noisier Chapter 2 aircraft, non-noise certified aircraft and equivalent operations are not granted operating extensions.

To ensure that flights during the 12:30 a.m. to 6:30 a.m. restricted period remain proportionate to overall traffic levels, Transport Canada has imposed annual limits on the total number of restricted period flights at Toronto Pearson, calculated annually between November and October.

Figure 1
Noise
Abatement
Procedures



Preferential Runway Assignment

The GTAA uses a preferential runway system to minimize the impact of aircraft noise from midnight to 6:30 a.m. using flight paths that impact the fewest people.

Toronto Pearson has five runways: 05-23, 06R-24L, 06L-24R, 15R-33L and 15L-33R. The runways are labelled by the first two digits of the compass bearings. For example, a pilot approaching Toronto Pearson from the southwest and cleared to land on Runway 05, would follow compass heading 057. Each runway has two designators as each runway can be used in either direction.

The preferential runways, in order of priority, are Runways 23, 33R and 24R for Departures and Runways 05, 15L and 06L for Arrivals. Non-preferential runway use during these hours

is limited as much as possible, but may be necessary due to weather, airfield maintenance, or other operational circumstances.

Engine Run-Ups

Occasionally, airline maintenance staff must perform engine run-ups after engine repairs have been completed. At all times, these run-ups must be pre-approved by the GTAA in advance and conducted at designated times and locations that have been determined to minimize their impact on the surrounding communities.

Between midnight and 7 a.m., engine run-ups are approved only for aircraft scheduled that morning at locations furthest from residential areas. Engine run-ups are prohibited for all noisier Chapter 2 aircraft between 2 a.m. and 5 a.m.

Noise Abatement Procedures

Toronto Pearson has noise abatement procedures for both Arrivals and Departures to reduce the impact of aircraft noise.

Arriving jet aircraft must remain at 2,400 feet (732 m) above airport elevation prior to lining up with the runway, generally 7 to 10 nautical miles (13 to 18.5 km) from the airport. They must maintain a three-degree angle of descent on final approach to the runway and minimize the use of reverse thrust after touchdown.

Departing jet aircraft are required to throttle back from take-off power to less noisy climb power shortly after take-off and must follow specified headings or ground tracks to 3,000 feet (914 m) above airport elevation before making en route turns.

Noise abatement procedures apply to jet aircraft at all times,

and to propeller aircraft between 11 p.m. and 7 a.m. Unless safety is in question, pilots are required to follow the GTAA Noise Abatement procedures.

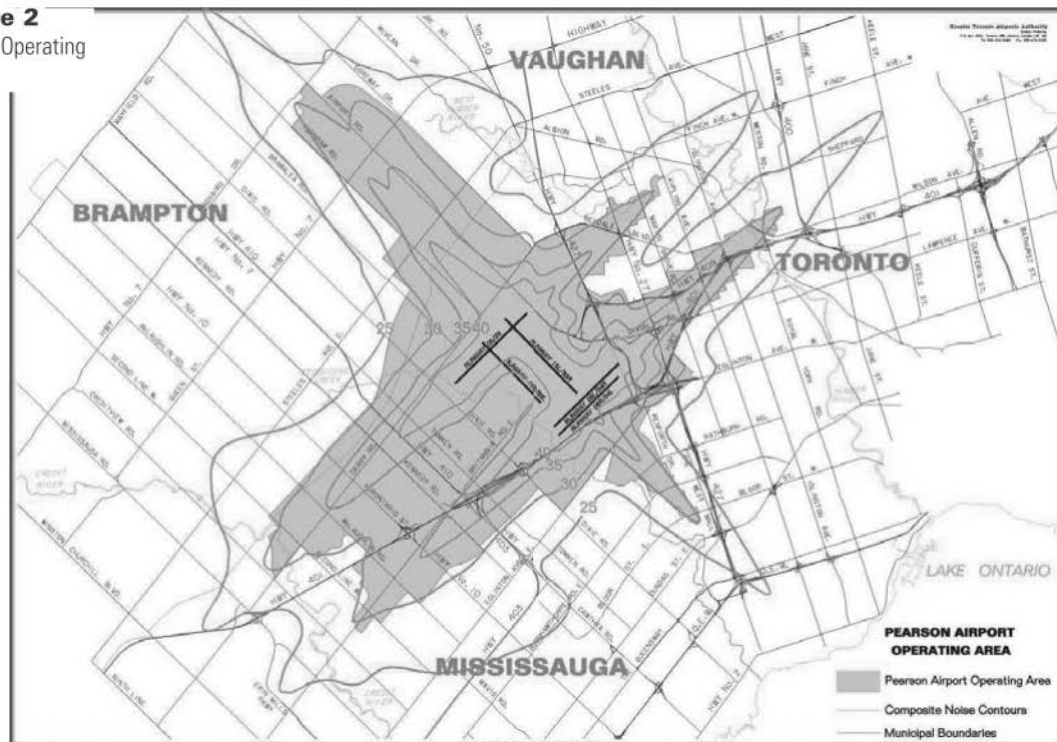
Land Use Planning

The GTAA works closely with surrounding municipalities to ensure that areas impacted by aircraft noise are zoned appropriately and that sensitive land uses, like residential areas, are restricted in higher noise-impacted areas.

Noise Exposure Forecast

Transport Canada has developed a Noise Exposure Forecast (NEF) model to calculate long-term aircraft noise exposure based on actual and forecasted flights, and the assessed level of noise annoyance in those areas. Contour lines are drawn on a map connecting points of equal noise impact representing 25, 30, 35 and 40 NEF. The NEF contour does not

Figure 2
Airport Operating
Area



measure decibel levels for individual flights, rather it is a cumulative noise value of overall actual and forecasted flights and noise annoyance.

Areas as low as 25 NEF may be affected by aircraft noise. Areas of 30 NEF or greater are considered to be incompatible for sensitive land use, such as residential development.

Airport Operating Area

The GTAA has established the Toronto Pearson Airport Operating Area (AOA), which uses well-defined natural and human-made boundaries to approximate the 30 NEF contour on the ground. Surrounding municipalities have included this operating area in their official plans and have approved associated policies that limit incompatible land uses within these areas.

Community Consultation

Community Environment and Noise Advisory Committee (CENAC)

The GTAA works with neighbouring communities through the Community Environment and Noise Advisory Committee (CENAC), which was formerly known as the Noise Management Committee (NMC). This forum meets four to five times a year and allows community officials, residents and others to meet with the GTAA and representatives of the aviation industry to discuss noise issues. The committee advises the GTAA about community noise concerns and promotes noise reduction initiatives. Recently, its role has evolved to encompass other important environmental impacts of airport operations such as air quality and greenhouse gas emissions. Membership includes local elected officials and residents, with technical support provided by federal, provincial and municipal government officials, NAV CANADA and the Air Transport Association of Canada (ATAC).

Noise Management Office (NMO)

In addition to receiving, analyzing, and responding to complaints concerning aircraft noise from the public, the GTAA Noise Management Office monitors, reviews and recommends amendments to the operating restrictions and noise abatement procedures at Toronto Pearson. Staff at the NMO also respond to CENAC inquiries, provide information and analysis as required, research noise mitigation initiatives, and provide technical expertise for committee meetings and committee members. This ongoing collaboration between the NMO and CENAC is a key element of the Noise Management Program at Toronto Pearson.

Airport Noise Monitoring and Flight Tracking

The GTAA utilizes a sophisticated Airport Noise Monitoring and Flight Tracking System that combines radar flight tracking data from NAV CANADA with mapping from a Geographical Information System (GIS). The data is then correlated with noise readings collected at the Noise Monitoring Terminals (NMTs) in the surrounding communities.

Community Noise Monitoring Terminals

The GTAA uses NMTs within the Noise Management Program to quantify aircraft noise throughout the Airport Operating Area. A total of 21 NMTs are currently in use. NMO staff collect and analyze noise levels generated by aircraft operating in and out of the airport. The NMT data is also used when investigating resident complaints.

Noise Complaints

To register an aircraft noise complaint within 10 nautical miles (18.5 km) of Toronto Pearson, contact the NMO at (416) 247-7682. Noise complaints can also be registered through the GTAA website at www.GTAA.com. For



complaints concerning en route aircraft or those beyond 10 nautical miles of the airport, call Transport Canada at (416) 952-0335.

Noise Enforcement

The GTAA investigates potential violations of noise abatement procedures, restricted hours operations and maintenance engine run-ups. Investigations conducted by the GTAA result from both registered public complaints and ongoing tracking and monitoring carried out by the GTAA. If the GTAA believes that a violation has occurred, the details of the case are forwarded to Transport Canada for final disposition, as it has the sole authority for determining financial penalties. For any violation, Transport Canada may assess a maximum fine of \$25,000 against a company and \$5,000 against a pilot. In addition, in support of the CENAC, Transport Canada publishes the names of corporations in violation of the Aeronautics Act and the Canadian Aviation Regulations, including noise violations, are available online at: www.tc.gc.ca/civilaviation/standards/enforcement/publications/corporate/summary.htm

For more information about the GTAA's Noise Management program, please visit us online at www.GTAA.com.



From: Stefanazzi, Kim
To: [19 (1)]@mississauga.ca; [19 (1)]@aircanada.ca; [19 (1)]@navcanada.ca;
 [19 (1)]@city.brampton.on.ca; Frank, Clifford; [19 (1)]@atac.ca
Subject: Response from [19 (1)]
Date: Thursday, October 02, 2008 3:26:01 PM

Dear CENAC Committee Members,

[19 (1)] responded to [19 (1)] e-mail.

Kim Stefanazzi

Administrative Assistant
 Corporate Affairs & Communications
 Greater Toronto Airports Authority
 Toronto Pearson International Airport
 P.O. Box 6031, 3111 Convaire Drive
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From: [19 (1)]
Sent: Thursday, October 02, 2008 2:49 PM
To: [19 (1)] Stefanazzi, Kim; [19 (1)]
 [19 (1)] councillor_ford@toronto.ca; sue.mcfadden@mississauga.ca;
 [19 (1)] Hawrylyshyn, Irene; [19 (1)]@city.brampton.on.ca;
 [19 (1)]@toronto.ca; [19 (1)]
 [19 (1)]@mississauga.ca; [19 (1)]@mississauga.ca
Subject: Re: Resident Reactions To Last Night's Meeting

[19 (1)] and Committee members;

I see the frustration as expressed by those residents who debated the noise issue last night. I also experience it as Brampton resident member on the committee as two of those citizens met with me and some Brampton councillors over the last 2 months.

They were seeking relief from noise by a council delegation to the GTAA expressing a need to change airport operations. They do not feel relief that the added aircraft to the Early Turn Trials initiated in April have been cancelled.

However, after Toby explained the GTAA's position and situation regarding the noise caused by the frequent arrivals and departures from LBPIA, I can understand that the GTAA is NOT alone in resolving the noise issue which citizens are so annoyed about. The Government of Canada built the airport

and gave the GTAA approval for operating it, and it has not yet reached capacity. More frequent traffic patterns will mean more discomfort from noise. Secondly, the municipalities and OMB rulings which allowed newer subdivisions to be built in flight paths were not thinking of noise issues and increases in aircraft traffic which are now frustrating citizens in those areas. Third, the noise factor caused by aircraft movements affecting the older parts of the municipalities seem to be the biggest thorn. That is one which I cannot effectively deal with as a GTAA CENAC committee member, except to look for any kind of reduction in flight frequencies, and press the industry, through the GTAA, to make aircraft without noisy engines.

However, I did stress last night that possibly airport operations have to be **moved out of the GTA, or drastically reduced by sharing the aircraft operations with other regional municipalities that do not have built up areas.**

My advice to those citizens is to tackle this with the new Transport Minister, the Ontario Environment Minister, and press the issue with candidates running in this federal election.

It started with a federal political decision on LBPIA expansions, and now has to be resolved by some kind of action with the Federal Government.

19 (1)

Brampton Resident member

----- Original Message -----

From: 19 (1)

To: kim.stefanazzi@gtaa.com ; 19 (1)

19 (1) @gtaa.com ; 19 (1) ; councillor_ford@toronto.ca ;

sue.mcfadden@mississauga.ca ; 19 (1) @city.brampton.on.ca ; 19 (1) @gtaa.com ;

19 (1) @city.brampton.on.ca ; 19 (1)

19 (1) @toronto.ca ; 19 (1) @mississauga.ca ;

19 (1) @mississauga.ca

Sent: Thursday, October 02, 2008 11:49 AM

Subject: Resident Reactions To Last Night's Meeting

Hello Everyone:

Approximately ten minutes before the end of the meeting last night I left the room for a break and was followed by a number of residents with many questions and comments about the effectiveness of this committee. No less than six residents came out to talk to me. They were aware of the tension in the room and among the committee members. They noticed the problem and questioned some of the answers provided by Toby and my inability to put motions forward that evening (one called it stonewalling). All I could tell them is I had similar concerns two years ago when I first approached the committee as a resident.

As Toby (and the GTAA) attempts to deal with resident complaints and openly questions what can realistically be done to alleviate the aircraft noise pressures bearing down on quiet residential communities, I have to ask all of you a more important question: What can WE do as a committee to make things better and what are OUR responsibilities? Remember, once the media gets its hands on this issue it will get worse -- guaranteed!

Just food for thought,

19 (1)

Get your information fix on your phone. With MSN Mobile you get regular news, sports and finance updates. [Try it today!](#)

From: 19 (1)
To: [Lucking, Michael](#)
Subject: A Few Questions Regarding Aircraft Noise Issues
Date: Wednesday, January 21, 2009 9:30:22 AM

Hello Michael:

You may not know this, but I am the City of Toronto resident representative on the GTAA's noise management committee (known as CENAC -- Community Environment and Noise Advisory Committee). There are a few issues I wish to discuss with you by phone or in person eventually, but for now, hopefully, you would be able to address a few questions, below, by email.

First question: Last month, I received an email and eventually spoke to a Toronto resident who lives close to the ten-nautical-mile radius of Pearson Airport (Sunnybrook-Forest Hill-Bridle Path area). The issue is sensitive due to the effect that noise can potentially have in housing prices (a VERY common problem by-the-way) and he is concerned about making too much of out of it. He is being bothered by aircraft noise above his community as aircraft are lining up for its descent. Is there anything that Transport Canada can do for him? I will have the Noise Management Office at the GTAA look into this noise complaint as well, but what is the criteria when the issue is at the ten-nautical-mile border? Is it his home address, community or both?

Second, I was wondering how Transport Canada deals with the self-management of aircraft noise issues by the individual airports. As a member of CENAC I have noticed the GTAA as being all form and no substance when dealing with resident noise complaints. Yes, they will take down the information, provide statistical data and acknowledge the noise, but any effort to mitigate the noise is simply ineffectual (and most residents have simply stopped complaining). Many of the committee members have also been around for so long that they have not been able to differentiate between the pre-1996 Pearson Airport and post-1996 GTAA (when the GTAA was formed and the land lease negotiated). Is there anyone at Transport Canada who can provide me information concerning the land lease, the specific roles and responsibilities regarding the GTAA and the noise management function, and any legal requirements that could make the GTAA more responsible to its community neighbours. The GTAA insists on being responsible for all operating functions, including noise, but when held to the fire, its economic and business-related functions take precedence. Also, have there been similar concerns about the other airport agencies (Calgary, Vancouver, Montreal, etc.).

If you could answer the two questions by email, please do so. However, I would appreciate some time with you over the phone as well (to "pick your brains", so-to-speak). Very early in the morning (say before 8:00am) or after 4:30pm would be best for me. Please let me know your schedule and we could set an appointment.

Thanks in advance,

19 (1)

From: [REDACTED]
To: [Lucking, Michael](#)
Subject: FW: Your specific questions regarding noise management at LBPIA
Date: Wednesday, May 06, 2009 12:06:22 PM

Hello Again Michael:

There appears to be an on-going problem regarding my requests for information from Robbi Jordan and Transport Canada overall. I do not wish to wait another month for inadequate responses, nor do I wish to bother you any further Michael, but would you please pass my specific questions, dealing with specific issues, to the appropriate person(s) at Transport Canada...in Ottawa perhaps?

As you can see below, Robbi's answers and inaccessibility slows down the process and creates frustration at my end. The answers are there, the information is available, but I do not know who the people are at Transport Canada.

Anything you could do to help would be appreciated.

[REDACTED]

From: [REDACTED]
To: robbi.jordan@tc.gc.ca
Subject: RE: Your specific questions regarding noise management at LBPIA
Date: Mon, 4 May 2009 16:37:08 -0400

Hello Robbi:

There isn't a nice way to put this -- your responses are inadequate. After more than one month since posing these "specific" questions to you I expected something better than this. Perhaps the problem is that you can not answer these questions from your vantage point (or it has gotten far too political), but the problems identified must be addressed. If not by you, then by somebody else.

I am looking for individual names at NAS. I am looking for specific references to the Aeronautics Act, the Ground Lease, the "Regulations", the night flight formula, etc. There must be individuals at Transport Canada who know this information. I must be able to reach them. You can not answer such specific questions below with such broad strokes.

As you know I am a volunteer at CENAC, a resident representative of the City of Toronto. I was not brought in with the skills and knowledge of individuals hired by Transport Canada or the GTAA (they are professionals, with technical and legal skills that NOBODY on CENAC has). Aircraft noise issues can not be dealt in the long run by simply complaining and then being told that everything is all right. It is not all right Robbi, and you should know this. Obviously you do not have the skills and knowledge that I am looking for at Transport Canada. Please find these people and let me ask them the questions. It is only fair.

Please try again and get back to me in a few days -- not weeks or months. Transport Canada divested the major Airports across Canada for a reason and the consequences are only now being felt. Airport neighbours deserve better and Transport Canada should not be hiding behind "broad stroke" answers.

Sincerely yours,

[REDACTED]

Subject: Your specific questions regarding noise management at LBPIA

Date: Mon, 4 May 2009 09:33:49 -0400

From: robbi.jordan@tc.gc.ca

To: [19 (1)]

CC: clifford.frank@tc.gc.ca

Dear Mr. [19 (1)]:

Thank you for your questions in your email dated April 2, 2009. As your questions traverse functional boundaries at Transport Canada, I have had to consult with several of my colleagues in order to provide the following answers:

1. Who is the person responsible for monitoring and enforcing the Ground Lease with the GTAA? There must be a person at Transport Canada who would notify and deal with violations of the Ground Lease by the GTAA. The National Airports System (NAS) Airports Group of the Programs Branch in the Ontario Region of Transport Canada monitors the Ground Lease. The Ground Lease sets out the process for enforcement if there is non-compliance by the GTAA with its provisions.
2. How is the night flight budget for Pearson Airport determined by Transport Canada? Who is in charge of putting together this night flight budget at Transport Canada? Does the GTAA provide their suggestions for night flight operations to this person?

The night flight budget for Pearson Airport is determined by the GTAA in accordance with the established formula. Transport Canada monitors the annual number of night flights to ensure the airport remains under budget.

3. Does Transport Canada receive minutes to GTAA Board of Director meetings and Audit Committee meetings? If so, why doesn't Transport Canada require minutes to meetings of the Environment, Health and Safety Committee? If not, why not? If you can not answer that, who can?

The NAS Airports Group does not receive minutes of the GTAA Board of Directors meetings nor minutes of the Environment, Health and Safety Committee. Delivery of such minutes to Transport Canada is not an obligation of the GTAA under the Ground Lease.

4. Does Transport Canada have the power to get ALL information regarding the operations of Pearson Airport from the GTAA?

Transport Canada is able to obtain any information that the regulations or the ground lease stipulate must be made available to the Minister.

5. Clifford Frank is considered a "technical" member of CENAC, although his input on noise issues is minimal. The GTAA Ground Lease states clearly that a noise management committee must include a representative from Transport Canada. Is a "technical" member the same as a "committee" member by Transport Canada? In other words, who decided that voting members of CENAC are ONLY community representatives?

As a Technical Member of the CENAC, Transport Canada's role is to provide clarification, interpretation and direction with regards to the **Aeronautics Act**, the Canadian Aviation Regulations (CARS) and aviation standards. Transport Canada also conducts safety oversight on airport operations. As such, we consider Transport Canada's current role to be appropriate.

6. Is it the intention of Transport Canada to allow the GTAA to own and operate all International Airports in the Greater Toronto Area? For example, if Pickering is eventually

chosen as a sight for another International Airport, will the GTAA own and operate this airport?

As you are aware, the GTAA currently operates the Lester B Pearson International Airport. No decision has been made regarding whether or not there is a need for an airport at Pickering. It is therefore difficult to speculate at this time on who would build and operate an airport, should the need be identified. If and when a decision is made to develop an airport, Transport Canada would look at all options available.

7. When residents have given up complaining about aircraft noise in their community after making numerous complaints and going through CENAC, what role can Transport Canada do to help these communities? In other words, is there an appeal process (and if not, should there be one)?

It is Transport Canada's experience that airport noise issues are best dealt with at the local level. The CENAC was established in accordance with the ground lease to facilitate that process and allow community involvement. Should they wish to, residents may also contact their local elected officials.

8. Is there a conflict between the GTAA's business plan and its responsibilities towards noise mitigation from the perspective of Transport Canada? The GTAA has stated clearly that it must "balance" its responsibilities towards business and noise, but how is that possible when its business plan comes first and foremost?

Noise management is a complicated and difficult issue faced by airports and communities around the world. Transport Canada recognizes that noise is a fact of life at an airport. It is an issue that might not be resolved, but must be managed and management means involving all interests. Only then is it possible to strike a reasonable balance between the interests and concerns of the local community with the need to sustain a viable airport operation and provide a large urban area with access to air travel.

9. Many communities surrounding airports in Europe and the US have formed groups that lobby regulators and governments to lower aircraft noise levels (HACAN, representing communities close to Heathrow Airport in London is a good example). If a group were to form in the GTA over the next few years, would it be recognized by Transport Canada? And who at Transport Canada would be the contact person?

Transport Canada responds to issues raised by all stakeholders and would respond in kind to a group such as the one you describe above. It would be premature at this time to name a contact person.

In closing, Mr. 19 (1) please allow me to reiterate that airport noise is a very difficult issue; one that almost every large (and many small) urban areas deal with. We sincerely believe that noise issues are best managed at the local level; through participation on noise management committees such as the CENAC and we regularly encourage community members to constructively engage with them.
Regards,

Robbi Jordan
Communications Manager/gestionnaire de communications
Civil Aviation/l'Aviation civile
Ontario Region/Région de l'Ontario
Transport Canada/Transports Canada
4900 Yonge St./4900 rue Yonge
Suite 400/bureau 400
Toronto, ON M2N 6A5
robbi.jordan@tc.gc.ca

' tel / tél (416) 952-0342

7 facsimile / télécopieur (416) 952-0179

(☎ mobile (647) 203-4220

One at a time or all at once? Get updates from your friends in one place.

One at a time or all at once? Get updates from your friends in one place.

From: [Szwalek, Joseph](#)
To: [Mawji, Hanif](#)
Subject: FW: SeMS PILOT PROJECT - GTAA
Date: Tuesday, July 21, 2009 10:35:00 PM

Anyone you can recommend?

From: Bayliss, David
Sent: Tuesday, July 21, 2009 8:41 AM
To: Goodman, Jack; Szwalek, Joseph
Cc: Stephenson, Michael
Subject: SeMS PILOT PROJECT - GTAA

As you may know we have started to work with our HQ colleagues regarding the captioned subject. Wondering if it would be worthwhile having someone available from Civ Av who is knowledgeable with the implementation of SMS from the beginning that may be able to provide some assistance to this pilot so we learn from our SMS experiences. It may be helpful to have someone attend a meeting this Thursday and then again in August. If that is not possible, if you can provide us with a contact that we can work with, even that would be helpful. This notion is really in support of a regional SMS/SeMS office/committee or whatever you want to call it. FYC. Tks.

David Bayliss

Associate Regional Director/Associé Directeur Régional

Transportation Security and Emergency Preparedness/Transports Sûreté et préparatifs d'urgence

Tel/Tél: (416) 952-0519 Fax/Télécopieur: (416) 952-0189 TTY/ATS: (613) 990-4500

E-mail/Courriel: david.bayliss@tc.gc.ca Website/Site Web: <http://www.tc.gc.ca/>

Transport Canada | 4900 Yonge St., 4th Floor (PAD), Toronto, Ontario M2N 6A5

Transports Canada | 4900 rue Yonge, 4e étage (PAD), Toronto, Ontario M2N 6A5

Government of Canada | Gouvernement du Canada

From: Stefanazzi, Kim
To: councillor_ford@toronto.ca; 19 (1) sue.mcfadden@mississauga.ca;
 19 (1) @mississauga.ca; 19 (1) @mississauga.ca;
 19 (1) @city.brampton.on.ca; 19 (1) @city.brampton.on.ca;
 19 (1) @mississauga.ca; 19 (1) @aircanada.ca; 19 (1) @navcanada.ca;
 19 (1) @city.brampton.on.ca; Frank, Clifford; 19 (1) @city.brampton.on.ca;
 19 (1) @atac.ca; 19 (1) @navcanada.ca
Subject: Updated 2009 Airside Construction Noise Impacts July 8 version
Date: Thursday, July 09, 2009 2:01:56 PM
Attachments: 2009 Aircraft Noise Impacts Airside Construction July 8 version.pdf
 2009 Airside Construction Map - July 8 to 26.pdf

Good Afternoon Cenac Members:

The Noise office has provided us with updated Aircraft Noise Impacts Airside Construction information.

Please replace the current fact sheet with the attached July 8 version.

Unless there are new projects that come up, this should be the last Noise Impacts revision for this year as remaining projects do not result in any significant runway closures.

Regards,

Kim Stefanazzi

Administrative Assistant
 Corporate Affairs & Communications
 Greater Toronto Airports Authority
 Toronto Pearson International Airport
 P.O. Box 6031, 3111 Convair Drive
 Toronto AMF, ON L5P 1B2
www.GTAA.com
 19 (1) fax 19 (1)
kim.stefanazzi@GTAA.com

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Aircraft Noise Impacts Resulting From 2009 Airside Construction Program at Toronto Pearson International Airport (July 8, 2009 Issue 4)

As part of the Greater Toronto Airports Authority's (GTAA) 2009 airport reconstruction program, there will be a requirement to close or restrict the use of certain runways this summer to complete runway and taxiway upgrades as described below.

These upgrades have been scheduled when possible to minimize their effect on normal airport operations. It is anticipated that there will be no significant increase in the number of restricted night operations, except during extended hours of strong northwest or southeast winds. However, there may be increased use of non-preferential runways between midnight and 6:30 a.m. due to construction restrictions.

To minimize the impact of aircraft noise on the surrounding communities, the GTAA continues to work with Nav Canada, air carriers, and construction managers.

Runway Closures and Restrictions for Airside Construction Work

Date Range	Restoration Project
July 8 to 26 (Revised dates)	Runway 15R-33L – The southern end of Runway 15R-33L will be closed 24 hours per day resulting in a reduced runway length. During periods of strong winds from the north or south, some larger aircraft will not arrive on Runway 33L or Runway 15R. There will be increased use of Runway 33R or Runway 15L for arrivals, when operations are on the north-south runways due to winds. Refer to the noise impact map for further details.

The table above indicates the planned dates for phases of the airside projects that will require runway closures or restrictions. Construction work on Taxiway Hotel and Taxiway Charlie in August will now not require any significant closures of Runway 15L-33R.

Other airside rehabilitation work will continue throughout the summer to the end of October. Final schedules will be adjusted dependant on actual work progress on earlier phases and weather conditions. Please check for updates of airside construction noise impacts at

http://www.gtaa.com/en/community_relations/noise_management/publications_links/.

Noise Management Office

For further or updated information, call the GTAA Noise Management Office at (416) 247-7682.

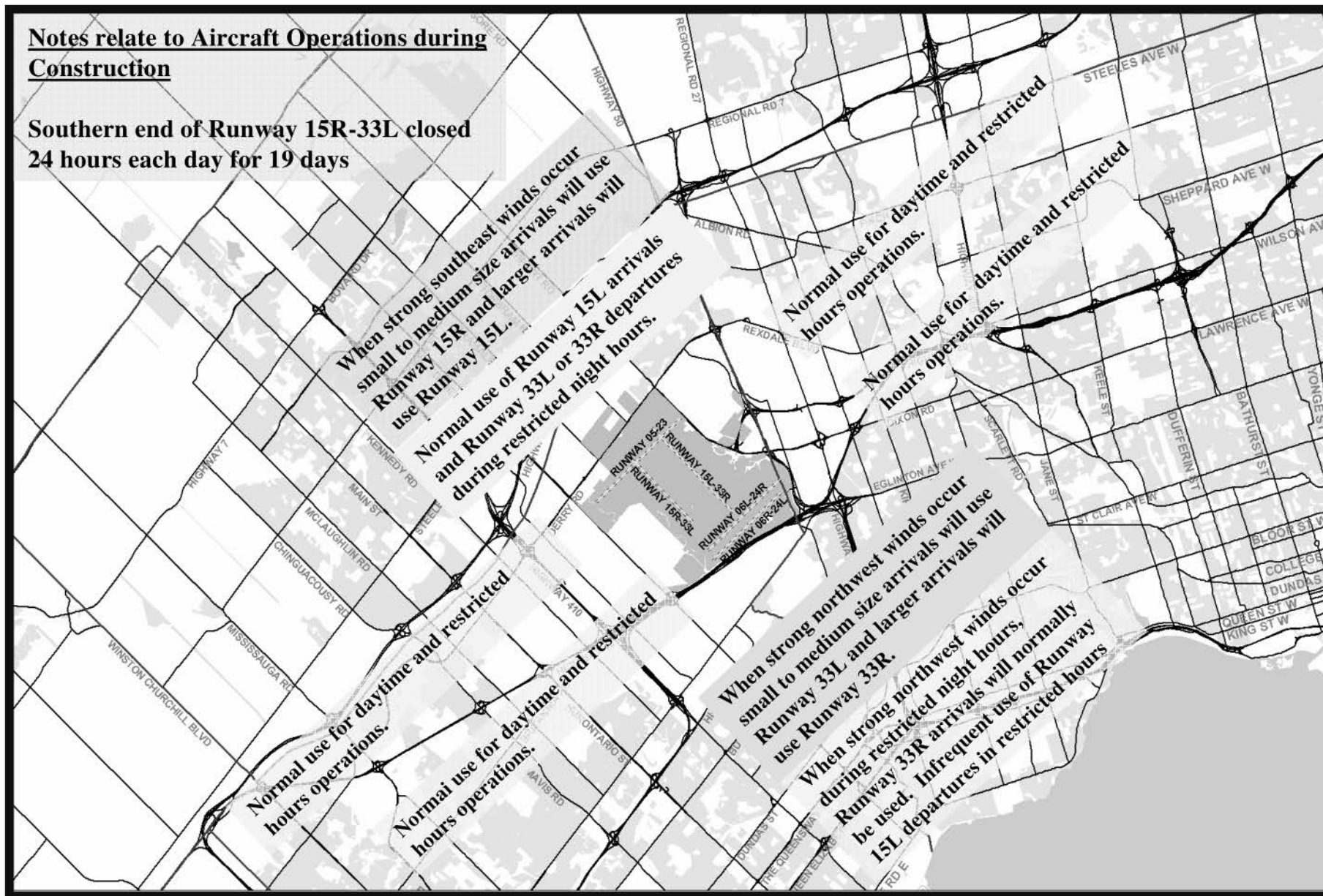


Airside Construction Noise Impacts – July 8 to 26, 2009

Runway 15R-33L Reduced Length

Notes relate to Aircraft Operations during Construction

Southern end of Runway 15R-33L closed
24 hours each day for 19 days



From: [Jordan, Robbi](#)
To: [Kozycz, Cathy](#)
Subject: FW: Request for information: Flight Path Inquiry
Date: Monday, February 01, 2010 1:46:55 PM

Please have a look

From: Jordan, Robbi
Sent: Friday, January 15, 2010 1:11 PM
To: Jarvie, Denese
Cc: Brun, Natacha; Brown, Shirley
Subject: FW: Request for information: Flight Path Inquiry

the RDIMS number of the response sent is 5528923. Shirley will have forwarded it to Natacha but it was the same person, same letter as in 373941 that you just sent me this morning. Please advise or have Cathy advise Monday what we should do with the file. Thanks.

From: Jordan, Robbi
Sent: Wednesday, January 13, 2010 1:05 PM
To: Brown, Shirley
Subject: FW: Request for information: Flight Path Inquiry

please forward rdims no to Natacha

From: Brun, Natacha
Sent: Monday, January 11, 2010 4:41 PM
To: Jordan, Robbi
Subject: Fw: Request for information: Flight Path Inquiry

Could you have someone look into this for me please?

I need something by 3pm Wednesday.

Thanks!

From: Cameron, Julie
To: Brun, Natacha
Cc: Brackenridge, Jimmy; Leduc, Linda
Sent: Mon Jan 11 16:37:32 2010
Subject: FW: Request for information: Flight Path Inquiry

Natacha would your group be responsible to answer the below inquiry from Mino/Randall.

If so if I can get an email response by Wednesday Jan 13 COB.

Thank you kindly.

Julie Cameron

Coordination and Special Projects Officer/Agent de coordination et des projets spéciaux
 Deputy Minister's Office/Cabinet du Sous-Ministre
 Transport Canada/ Transports, Infrastructure et Collectivités
 Tower C / Tour C, Place de Ville
 29th floor / 29e étage
 Ottawa ON K1A 0N5
 Tel.: (613) 991-0798 Fax: (613) 949-8653
julie.cameron@tc.gc.ca

From: Visser, Randall
Sent: Monday, January 11, 2010 4:28 PM
To: Cameron, Julie
Cc: Leduc, Linda; Brackenridge, Jimmy
Subject: FW: Flight Path Inquiry

Good afternoon Julie,

Could you look into this for me please?

Thanks!

Randall

I'm hoping you can help me with a question. A constituent of my bosses has noticed increased flights over her house in Oakville, she and many of the local residents are concerned that a flight path was changed without them being notified. Could you please let me know if a flight path was changed? She lives at [19 (1)] in Oakville, Ontario. I have copy and pasted the letter she sent to a Town Councilor below which has the details of her concerns.

There has been a noticeably high increase in air traffic over my neighbourhood. If you recall, I'm at [19 (1)] I've been here for 3 years and had never noticed the plane noise until late summer time (August). I thought it could be temporary. I looked up some info on the GTAA website but found nothing to help explain the cause. The flight path is consistent. They approach from the east and make a turn over us towards the airport. It is horrible that we are able to hear this from inside our homes. I am on the main level going about my routine and I can hear them over the general sound of kids and other activities going on inside my house. They fly as often as every 10 minutes. We have even noticed on several occasions while on our driveway (and even in the Walmart parking lot), that there has been more than one aircraft at a time in the flight path I detailed above at the same time. We have also caught them hovering over the [19 (1)] area at times.

I (and other residents in this area) would like to know what has changed and why this is now happening. We suddenly feel like we live closer to the airport than we actually do. I called to register a noise complaint with the GTAA back in November. After providing some details to them,

they informed me that my neighbourhood is just over the 10 nautical mile limit which means I have to talk to Transport Canada to get answers. I then called Transport Canada and left a voice message. To no surprise...have not heard back in over a month.

The topic came up over the holidays with neighbourhood friends and still no one can understand why this is occurring but we all our very curious to understand what is going on. I am particularly interested in learning more about this as I find myself living with yet another level of noise in addition to the ^{19 (1)} traffic noise we have discussed in the past.

Would you be able to help us find some explanations?

Regards,

^{19 (1)}

From: [Jordan, Robbi](#)
To: [Stephenson, Michael](#); [Brun, Natacha](#)
Subject: Re: Request for Information:Consituent Issue - Low Flying Aircraft
Date: Tuesday, January 26, 2010 3:03:04 PM

15.5 N Miles to be precise

From: Stephenson, Michael
To: Brun, Natacha; Hunt, Jared
Cc: Rudge, Tamara; Leduc, Linda; Dawson, Dave; Gravitis-Beck, Brigita; Szwalek, Joseph; Jordan, Robbi
Sent: Tue Jan 26 14:33:30 2010
Subject: RE: Request for Information:Consituent Issue - Low Flying Aircraft

To be clear...it would be my expectation that the regional office would respond to or at least craft the response to this individual.

Please note, noise management within 10 nm of the PIA airport remains the responsibility of the GTAA. Anything outside that distance and the responsibilities rest with the department. In this case...it looks like the complainant's address is around 12 or so miles away from PIA...if that is the case, we would be pleased to craft a response as we would normally do or forward on to the GTAA for their involvement. Either way, we would craft a response to the complainant in this regard.

Michael R. Stephenson
Acting Regional Director General/ Directeur général régional par intérim
Transport Canada/Transports Canada
Ontario Region/Région de l'Ontario (PX)
4900 Yonge St., 4th floor/4900, rue Yonge, 4e étage
Toronto (Ontario) M2N 6A5
tel / tél (416) 952-2170
facsimile / télécopieur (416) 416-952-2174
cellular / cellulaire 416-579-3322
pager / pagette 416-941-7176
e-mail-courriel: michael.stephenson@tc.gc.c

From: Brun, Natacha
Sent: Tuesday, January 26, 2010 1:24 PM
To: Hunt, Jared
Cc: Rudge, Tamara; Leduc, Linda; Dawson, Dave; Gravitis-Beck, Brigita; Stephenson, Michael
Subject: FW: Request for Information:Consituent Issue - Low Flying Aircraft

Hi Jared,

Mr. 19 (1) has telephoned the Ontario regional office once and has emailed us numerous times over the past few months.

We have checked the radar on several instances and none of the aircraft in question are in contravention of the Canadian Aviation Regulations. His residence is on a Pearson Airport approach path, so he does indeed experience a fair amount of overhead traffic noise.

Attached is what we have responded to Mr. 19 (1) to date. There is really nothing further we can add at this time.

Please let me know if you require anything further on this matter.

Thanks,
Natacha

From: Brun, Natacha
Sent: Monday, January 25, 2010 2:43 PM
To: Jordan, Robbi
Subject: Fw: Request for Information:Consituent Issue - Low Flying Aircraft

Please action. Due to me by 10am on Friday, January 29.

As always, thanks!!

From: Meunier, Félix
To: Hunt, Jared; Clement, Anne
Cc: Di Gioacchino, Huguette; Rudge, Tamara; Leduc, Linda; Gauthier, Lynn; Dawson, Dave; Gravitis-Beck, Brigita; Brun, Natacha
Sent: Mon Jan 25 14:34:36 2010
Subject: RE: Request for Information:Consituent Issue - Low Flying Aircraft

Jared,

Pls note this would more appropriately answered by our colleagues in Civil Aviation in the ON Region. I'm copying Lynn Gauthier and Natacha Brun so that they are aware and can more effectively determine whether it's the region or HQ taking the lead in responding.

Rgds,
FM

Félix Meunier

Special Advisor -- Conseiller spécial
Office of the Assistant Deputy Minister (Policy) - Bureau de la sous-ministre adjointe (politiques)
Transport Canada -- Transports Canada
330 rue Sparks St. 27e étage (AC)
Ottawa, ON
K1A 0N5
Tel-Tél: +1 613-998-1877
Fax-Télec: +1 613-991-6445
felix.meunier@tc.gc.ca

From: Hunt, Jared
Sent: January 25, 2010 2:12 PM
To: Clement, Anne; Meunier, Félix

Cc: Di Gioacchino, Huguette; Rudge, Tamara; Leduc, Linda
Subject: Request for Information:Consituent Issue - Low Flying Aircraft

Good Afternoon,

Please see the below request regarding low-flying aircraft in the vicinity of Toronto's Pearson International Airport. The Office of the Minister has requested this information, which is **due**, through email, in the Office of the Deputy Minister on **Friday January 29, 2010 by noon**.

Please contact me if you require further clarification.

Thank you!

Jared H.

Jared Hunt

Coordination and Special Projects Officer | Agent de coordination et des projets spéciaux
Transport Canada | Transports Canada
330 Sparks Street, Tower C, 29th Floor | 330, rue Sparks, Tour C, 29e étage
Ottawa, ON K1A 0N5 | Ottawa (ON) K1A 0N5
Tel | Tél. : (613) 991-0798 (Temporary | Temporaire)
Fax | Facsimilé : (613) 954-1756
E-mail | Courriel : jared.hunt@tc.gc.ca

From: Visser, Randall
Sent: Monday, January 25, 2010 1:51 PM
To: Rudge, Tamara
Cc: Leduc, Linda; Hunt, Jared; Cameron, Julie
Subject: FW: Constituent Issue-Low Flying Airplanes

Hi Tamara ,

Can you have someone look into this for me please?

Our office was contacted by one of our constituents named [19 (1)]. He claims that early morning and late evening low flying aircrafts are ruining their quality of life. The issue is with aircrafts that are departing Pearson International Airport that are loud and flying low above his residence.

He resides at [19 (1)]
Oakville, On [19 (1)]

Is there anything that can be done in regards to this?

Thanks!

Randall

UNCLASSIFIED / NON CLASSIFIÉ

Transport
CanadaTransports
Canada4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
P 5151-1-157

7 April 2010

[19 (1)]

Campbellville, ON [19 (1)]

Facsimile Number:

[19 (1)]

Dear Ms.

[19 (1)]

I am writing in response to your two facsimiles to me at Transport Canada, dated today and yesterday (April 6, 2010).

I regret that it appears you did not receive my response to those facsimiles dated 23 February 2010. It was faxed to you but it seems that you did not receive it. I am attaching a copy of that letter.

I cannot answer your question as to the particular reason the specific aircraft in question were not aligned north of your property on their approach to Lester B. Pearson International Airport. As I have mentioned previously, inbound aircraft move through the general area above your residence while being vectored to line up with the approach to the Airport.

Sincerely,

ORIGINAL SIGNED BY

Joseph M. Szwalek
A/Regional Director Civil Aviation
Ontario Region
4900 Yonge St. 4th floor
Toronto, ON M2N 6A5

From: [ONTTORCIV429](#)
To: [Jordan, Robbi](#)
Subject: An E-Mail has arrived from printer ONTTORCIV429
Date: Wednesday, April 07, 2010 3:53:33 PM
Attachments: Document.pdf

This document was digitally sent to you using an HP Digital Sending device.

hp LaserJet 9050mfp series



Fax Call Report

1

Transport Canada
416-952-0370
2010-Apr-07 12:20 PM

Job	Date/Time	Type	Identification	Duration	Pages	Result
5039	2010-Apr-07 12:17 PM	Send	99058549871	1:45	2	Success



Transport Canada Transports Canada

4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
P 5151-1-157

7 April 2010

19 (1)

Campbellville, ON 19 (1)

Facsimile Number: 19 (1)

Dear Ms. 19 (1)

I am writing in response to your two facsimiles to me at Transport Canada, dated today and yesterday (April 6, 2010).

I regret that it appears you did not receive my response to those facsimiles dated 23 February 2010. It was faxed to you but it seems that you did not receive it. I am attaching a copy of that letter.

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Sincerely,

Joseph M. Szwalek
A/Regional Director Civil Aviation
Ontario Region
4900 Yonge St. 4th floor
Toronto, ON M2N 6A5

Canada

www.tc.gc.ca

RDIMS / SGDDI 5770412 v1



Transport Canada Transports Canada

4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

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Your file Votre référence

Our file Notre référence
P 5151-1-157

7 April 2010

19 (1)

Campbellville, ON 19 (1)

Facsimile Number:

19 (1)

Dear Ms. 19 (1)

I am writing in response to your two facsimiles to me at Transport Canada, dated today and yesterday (April 6, 2010).

I regret that it appears you did not receive my response to those facsimiles dated 23 February 2010. It was faxed to you but it seems that you did not receive it. I am attaching a copy of that letter.

I cannot answer your question as to the particular reason the specific aircraft in question were not aligned north of your property on their approach to Lester B. Pearson International Airport. As I have mentioned previously, inbound aircraft move through the general area above your residence while being vectored to line up with the approach to the Airport.

Sincerely,

Joseph M. Szwalek
A/Regional Director Civil Aviation
Ontario Region
4900 Yonge St. 4th floor
Toronto, ON M2N 6A5

Canada

www.tc.gc.ca

RDIMS / SGDDI 5770412 v1



Transport Canada Transports Canada

4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
P 5151-1-157

23 February 2010

19 (1)

Campbellville, ON L0P 1B0

Facsimile Number:

19 (1)

Dear Ms. 19 (1)

I am writing in response to your three facsimiles to me at Transport Canada, dated January 24 and 30 and February 7, 2010.

I regret that there is very little I can add to previous letters I've written to you, except to say that inbound aircraft that are moving through the area above your residence are being vectored to line up with the approach at Toronto's Lester B. Pearson International Airport. Some of these aircraft can and are routed through airspace that overlies the Kelso Conservations area, however it is unsafe to have too many aircraft within the same portion of airspace. As such, while some of the inbound aircraft can be routed through the airspace directly overlying Kelso Conservation Area, it would be unsafe to route all aircraft into the same space.

As I wrote to you on November 24, 2009, these aircraft are following established flight paths to bring their passengers and airplane to a safe and controlled landing at Pearson. They are not in contravention of the Canadian Aviation Regulations.

Sincerely,

ORIGINAL SIGNED BY

Joseph M. Szwalek
A/Regional Director Civil Aviation
Ontario Region
4900 Yonge St. 4th floor
Toronto, ON M2N 6A5

Canada

www.tc.gc.ca

RDIMS / SGDDI 5604753 v1

FROM : 00000000000000

PHONE NO. : 0

Apr. 07 2010 10:58AM P1

April 7, 2010

FAX TO: 416-952-0165

WITHOUT PREJUDICE

Mr. Joseph M. Szwalek
A/Regional Director Civil Aviation
Ontario Region
4900 Yonge Street
Toronto, Ont. M2N 6A5

Dear Mr. Szwalek:

It is disappointing that you do not respond to my letters of Jan. 24, 2010, Feb. 1, 2010, Feb. 7, 2010 and April 6, 2010. This morning, Wednesday, April 7, 2010, noisy aircraft awoke us abruptly at 1:55 a.m. Needless to say we had another sleepless night. Now at midmorning, being exhausted, sleepy and not able to concentrate, time sensitive work is not being completed.

At the above time, no aircraft was observed flying over the flight path north of our house. A flight path which can and is used sometimes. This flight path would be in line with the industrial section of Milton going toward the airport.

I am asking you why this northerly flight path was not used at the above time. What safety and/or security issues existed at the above mentioned time that necessitated the aircraft to fly over our home.

A faxed response to my questions would be appreciated. (fax. no. 19 (1)).

Yours truly,

19 (1)

Cc: M.P Lisa Raitt 905-693-0704

2010-Apr-06 12:28 PM

0

1/1

FROM : 00000000000000

PHONE NO. : 0

Apr. 06 2010 01:23PM P1

April 6, 2010

FAX TO: 416-952-0165

WITHOUT PREJUDICE

Mr. Joseph M. Szwalek
A/Regional Director Civil Aviation
Ontario Region
4900 Yonge Street
Toronto, Ont. M2N 6A5

Dear Mr. Szwalek:

It was disappointing that you did not respond to my letters of Jan. 24, 2010, Feb. 1, 2010 and Feb. 7, 2010. This morning, Tuesday, April 6, 2010, noisy aircraft awoke us abruptly at 5:30 a.m. This was followed by a noisy airplane at 5:33 a.m. Then again at 6:11 a.m. and 6:25 a.m. the airplane was so loud that it drowned out the radio. Here it is 1:12 p.m. on April 6, 2010 and I am unable to concentrate and complete work, as a result of the airplane noise.

At the above times, no aircraft were observed flying over the flight path north of our house. A flight path which can and is used sometimes. This flight path would be in line with the industrial section of Milton going toward the airport.

I am asking you why this northerly flight path was not used on the above times. What safety and/or security issues existed at the above mentioned times?

A faxed response to my questions would be appreciated. (fax. no. 19 (1)).

Yours truly,

19 (1)

Cc: M.P Lisa Raitt 905-693-0704

UNCLASSIFIED / NON CLASSIFIÉ

Transport
CanadaTransports
Canada

4900 Yonge Street
4th Floor
Toronto ON M2N 6A5

Your file Votre référence

Our file Notre référence
5151-1-157 (PAD)
RDIMS 6245999

October 29, 2010

19 (1)

Manager Airside Systems & Programs
Greater Toronto Airports Authority
Toronto Pearson International Airport
P. O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Dear Mr.

20 (1) (b)

Re: NOISE MITIGATION PROCEDURES-TORONTO/LBPIA

We have reviewed the records for the period November 1, 2008 to October 31, 2009. This review was done with respect to the December 10, 1997, letter to Mr. Louis Turpin from Mr. T. Gibson and the subsequent change in reporting cycle.

The following points are forwarded for your comment:

20 (1) (b)

UNCLASSIFIED / NON CLASSIFIÉ

Please provide your written comments to our office regarding the above items by November 30, 2010.

Should you require any further information or clarification, please contact the undersigned at (905) 405-3301.

Yours truly,

Original signed by Bob Kidd

Bob Kidd
Civil Aviation Safety Inspector
Aerodromes and Air Navigation
Ontario Region
Telephone: 905-405-3301
Facsimile: 416-952-0050



Greater Toronto Airports Authority

Tim Kendall
Manager Airside Systems & Programs
Tel: 416-776-5416
Fax: 416-776-5047

November 26, 2010

Mr. Bob Kidd
Civil Aviation Inspector
Aerodromes and Air Navigation
Transport Canada, Ontario Region
5431 Flightline Drive
PO Box 6003
Mississauga, Ontario L5P 1A1

no further action
Ref'd 11/30/10

Dear Mr. Kidd:

**Re: Your file 5151-1-157 (PAD) RDIMS 6245999
NOISE MITIGATION PROCEDURES – TORONTO/LBPIA**

The following are our comments to the points noted in your letter dated October 29, 2010 concerning your review of the Night Flight Restriction Program from November 1, 2008 to October 31, 2009.

Observation 1

20 (1) (b)

Observation 2

20 (1) (b)



From: [Jordan, Robbi](#)
To: [Jordan, Robbi](#)
Subject: FW: An E-Mail has arrived from printer ONTTORCIV429
Date: Thursday, September 22, 2011 11:17:21 AM
Attachments: Document.pdf

-----Original Message-----

From: ONTTORCIV429 [<mailto:ontsero.tc.gc.ca>]
Sent: Thursday, September 22, 2011 10:57 AM
To: Jordan, Robbi
Subject: An E-Mail has arrived from printer ONTTORCIV429

This document was digitally sent to you using an HP Digital Sending device.



Transport Canada Transports Canada

4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
P 5151-1-157

21 September 2011

FAXED
September 21, 2011

Mr. Toby Lennox
Vice President
Greater Toronto Airports Authority
Corporate Affairs and Communications
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, ON L5P 1B2

Dear Mr. Lennox:

Re: Toronto Pearson Airport - Night Flight Budget 2010-2011

This letter is in response to your email request of September 20, 2011, to increase the number of night flights permitted at Toronto Pearson Airport for 2010-2011. The number of night flights is set in the letter of agreement between the Greater Toronto Airports Authority and Transport Canada, dated December 10, 1997.

Transport Canada recognizes the potential weather related impact to the Greater Toronto Airports Authority budget, given the many unusual and extraordinary weather events experienced at Toronto Pearson Airport in fiscal year 2010-2011. As such, Transport Canada hereby permits the Greater Toronto Airports Authority to exceed the November 1, 2010 to October 31, 2011, annual restricted hours aircraft movement budget, up to and including 300 additional movements to October 31, 2011.

I trust these additional aircraft movements will be sufficient for the GTAA to remain compliant with the letter agreement.

Regards,

Debra Taylor
Regional Director General
Ontario Region

Canada

www.tc.gc.ca

RDIMS 7006426 v2

hp LaserJet 9050mfp series



Fax Call Report

1

TRANSPORT CANADA
416-952-2174
2011-Sep-21 04:04 PM

Job	Date/Time	Type	Identification	Duration	Pages	Result
4816	2011-Sep-21 04:03 PM	Send	94167764542	0:35	1	Success



Transport Canada Transports Canada

4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
P 5151-1-157

21 September 2011

Mr. Toby Lennox
Vice President
Greater Toronto Airports Authority
Corporate Affairs and Communications
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, ON L5P 1B2

Dear Mr. Lennox:

Re: Toronto Pearson Airport - Night Flight Budget 2010-2011

This letter is in response to your email request of September 20, 2011, to increase the number of night flights permitted at Toronto Pearson Airport for 2010-2011. The number of night flights is set in the letter of agreement between the Greater Toronto Airports Authority and Transport Canada, dated December 10, 1997.

Transport Canada recognizes the potential weather related impact to the Greater Toronto Airports Authority budget, given the many unusual and extraordinary weather events experienced at Toronto Pearson Airport in fiscal year 2010-2011. As such, Transport Canada hereby permits the Greater Toronto Airports Authority to exceed the November 1, 2010 to October 31, 2011, annual restricted hours aircraft movement budget, up to and including 300 additional movements to October 31, 2011.

I trust these additional aircraft movements will be sufficient for the GTAA to remain compliant with the letter agreement.

Regards,

Debra Taylor
Regional Director General
Ontario Region

Canada

www.tc.gc.ca

RDIMS 7006426 v2

Jordan, Robbi

Subject: FW: Toronto Pearson - Night Flight Budget 2010-2011

From: Lennox, Toby [mailto:19 (1)@gtaa.com]
Sent: Tuesday, September 20, 2011 11:11 AM
To: Taylor, Debra
Subject: Toronto Pearson - Night Flight Budget 2010-2011

Please accept this note as the formal request by the Greater Toronto Airports Authority for 20 (1) (b) 20 (1) (b) as described in the letter agreement concerning night flight operations at Toronto Pearson dated December 10, 1997 between Louis Turpen, then President and Chief Executive Officer of the GTAA and Terry Gibson, then Regional Director General, Ontario Region for Transport Canada (the Letter Agreement). Our request is for an 20 (1) (b) for the period ending October 31, 2011.

The reason for this request is the unusual and extraordinary weather Toronto Pearson has experienced during the 2010-2011 fiscal year. We have experienced a much higher than anticipated number of snow events and thunder storms which has compromised our ability to both handle the traffic that we are mandated to, and to respect the provisions of the Letter Agreement.

Thank you for your consideration of this matter.

Yours truly,



Toby Lennox, Vice President
 Greater Toronto Airports Authority | Corporate Affairs and Communications
 P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
 Phone 19 (1) Fax 19 (1) Mobile 19 (1)
www.TorontoPearson.com

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Any views or opinions presented are solely those of the author and do not necessarily represent those of the Greater Toronto Airports Authority.

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: Kidd, Bob
To: 19 (1)
Cc: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
Subject: NEF/NEP Composite Noise Contours
Date: Thursday, October 13, 2011 11:49:00 AM

Mr. 19 (1)

You are correct Transport Canada was involved in the original contour mapping when we owned the airport. The GTAA is now responsible for the NEF's and Transport Canada is no longer involved. Transport Canada would do a technical review but does not recommend or approve contours.

We suggest you contact the GTAA to discuss any specific questions you may have.

Bob Kidd
Civil Aviation Safety Inspector / Inspecteur de la sécurité de l'Aviation civile
Flight Operations / Opérations aériennes
Tel/Tél: (905) 405-3301 Fax/Télécopieur: 1-877-822-2129 TTY/ATS: (613) 990-4500
E-mail/Courriel: bob.kidd@tc.gc.ca Website/Site Web: www.tc.gc.ca/ontarioregion/aviation.htm
Transport Canada | LBPIA Transport Canada Centre, 5431 Flightline Drive (PAD-PIA), Mississauga, Ontario L5P 1A1
Transports Canada | Centre de Transports Canada LBPIA, 5431 chemin Flightline (PAD-PIA), Mississauga, Ontario L5P 1A1
Government of Canada | Gouvernement du Canada



Transport
Canada

Transports
Canada

4900 Yonge Street
4th Floor
Toronto ON M2N 6A5

Your file Votre référence

Our file Notre référence
5151-1-157 (PAD)
RDIMS 7172830

December 2, 2011

Ms. Diana Dolezal
Manager Airside Systems & Programs
Greater Toronto Airports Authority
Toronto Pearson International Airport
P. O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Dear Diana:

Re: NOISE MITIGATION PROCEDURES-TORONTO/LBPIA

We have reviewed the records for the period November 1, 2009 to October 31, 2010. This review was done with respect to the December 10, 1997, letter to Mr. Louis Turpin from Mr. T. Gibson and the subsequent change in reporting cycle.

Our review did not find any items in noncompliance with the procedures outlined in the 1997 letter, and subsequent change in reporting cycle. However we did note several documentation errors. This was rectified after discussions with members of the Noise Office staff.

Should you require any further information, please contact the undersigned at (905) 405-3301.

Yours truly,

Bob Kidd
Civil Aviation Safety Inspector
Flight Operations
Ontario Region
Telephone: 905-405-3301
Facsimile: 1-877-822-2129

GTAA NIGHT FLIGHTS – HOW TC CAN WORK TOGETHER

JOHN – INTRODUCTION

- Pearson International Airport is Canada's busiest and in the world's top 40 with over 30 million passengers to date in 2011. Toronto Pearson employs more than 38,000 people directly and 185,000 indirectly and generates \$26.4 billion in revenues and \$6.8 billion in employment income for the Toronto region.
- Currently, Toronto Pearson is the fourth largest entry airport in to North America; Toronto Pearson's vision is to become North America's premier gateway airport.
- While the number of passengers is increasing, however, Pearson's ranking in terms of world's busiest airport (in terms of passenger movements) is declining – (they were 29th in 2006 and 38th in 2009).
- Working with Greater Toronto Airports Authority (who manage Pearson) involves many facets of Transport Canada's work.
- In addition to Ontario Region's regulatory oversight (and Joe Szwalek can speak more to that), Transport Canada is currently anticipating a request from the GTAA for an increase to their 'night flight' budget; ie. flights during the restricted hours of 12:30 to 6:30 a.m.
- The GTAA's strategic direction is to grow traffic and become the Premier Gateway to North America. It is expected that this strategy will create new traffic, mostly international. The GTAA forecasts show a sharp increase in demand for night flights in the next 2 to 3 years that will result in a significant budget shortfall over time. Pressures exist now, but are expected to increase.
- The GTAA have informed TC that they will be requesting an increase in the number of night flights granted at the airport (we expect the 'ask' to come before the end of 2011)
- Transport Canada's response to this issue presents a good example of how the department and region work collaborative to address a multi-faceted issue from both regulatory and policy perspectives for Canada's largest airport.

JOE BACKGROUND

- In 1997 Transport Canada and the GTAA signed an agreement that established a common understanding of night flight operations and that reaffirmed the GTAA's commitment to continue to operate in a manner that is consistent with the noise management regime that TC had in place before transfer.

- The maximum night flights allowed during restricted hours at Pearson is reviewed on a yearly basis. This maximum is determined based on passenger traffic growth at Pearson for that current year. If total passenger movements forecasted increase in a year, the night flight budget increases.
- No other airport in Canada has such a regime. Others have restrictions, but none has a TC imposed budget or audit process. Pearson is the only airport in Canada with a 'budget'.
 - Montréal's Dorval airport uses strict operating restrictions to reduce aircraft noise at night.
 - Vancouver's airport uses approaches from the water to mitigate aircraft noise at night.
- Transport Canada monitors the night flights annually to ensure Pearson does not exceed its budget.
- The GTAA must seek written approval from TC if it wishes to change this regime. Transport Canada has indicated it would insist that any proposed increases be discussed at the Noise Management Committee meetings.
- To date, the GTAA has successfully managed within this budget however this is becoming more and more difficult given the level and nature of demand. The budget in 2011 is 13,207 flights (at night).
- On August 24 and September 7, 2011, the GTAA met with officials from TC to present its business case for increasing the budget for night flights, options for methodologies to use and an overview of its community outreach plans.
- The GTAA is expected to ask TC for 20 (1) (b)

20 (1) (b)

Transport Canada's Roles with respect to the night flight budget increase and how we work together

JOE -

- Regional Civil Aviation
 - Technical Advisor to Community Environment & Noise Advisory Committee
 - Bring issues forward to RDG
 - Input into response to complaints to Minister Office from public and GTAA noise complaints outside 10 nm radius of airport
 - Monitoring of Night Flight Budget on an annual basis
 - Enforcement of noise violations

JOHN

- Regional Programs
 - Administrators of the GTAA Ground Lease – ensure any changes are consistent with it
- Policy (Regional and NHQ together)
 - Fit the request for increase in night budget into the bigger picture, taking into account:
 - Regional and National Transportation Strategies (provide examples – eg Blue Skies)
 - Regional and National economic initiatives (provide examples)
 - *Etc. – John you should have a lot to provide here*
- Regional Civil Aviation and Policy Together
 - Initial analysis of number of night flights at Pearson in comparison with other Canadian airports
 - Review and analysis of GTAA's submission to TC – formulate recommendations
 - Provide joint recommendations and briefing to RDG and DMO
 - TC is prepared to support an increase to the night flight budget provided that the GTAA consults with their Community Environment and Noise Advisory Committee and with the public. The GTAA should aim to balance their own needs with the concerns of the local community like other international airports.

Joe - Public Outreach

- 3 OPEN HOUSES HELD in GTA - November 22-24 (attendance quite low)
- Meeting with provincial MPPs held.
- Targeted communications to their list of people in their database – usually complainants.
- Information on their website and on Facebook as well.
- They plan to send a package to TC in mid-December with a summary of the public and aviation stakeholder outreach (which includes open houses in Mississauga, Toronto and Brampton) and with the 'ask'.
- Since the public outreach sessions began, Minister's office has received 9 letters of support from business groups in the Greater Toronto Area. One letter against was received – from a private citizen.

- There was no formal role stipulated for TC at the open houses but we went to them anyway to monitor public reaction.

From: [Szwalek, Joseph](#)
To: [Jordan, Robbi](#)
Subject: RE: For Approval - QP note on GTAA Night Flights
Date: Friday, January 13, 2012 10:52:00 AM

Approved as requested.

Joseph M. Szwalek

A/Regional Director Civil Aviation

Directeur régional p. i., Aviation civile

Ontario Region - Région de l'Ontario

4900 Yonge St. 4th floor - 4900 rue Yonge, 4^e étage

Toronto, Ontario M2N 6A5

Tel/tél (416) 952-0167

Cell/cellulaire (905) 516-2070

Fax (416)-952-0165

From: Jordan, Robbi
Sent: January 13, 2012 10:52 AM
To: Szwalek, Joseph
Subject: For Approval - QP note on GTAA Night Flights

For Approval. Thanks << File: RDIMS-7261411.DOC.DRF >>

Robbi Jordan
Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications
Civil Aviation/l'Aviation civile
Ontario Region/Région de l'Ontario
Transport Canada/Transports Canada
4900 Yonge St./4900 rue Yonge
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Toronto, ON M2N 6A5
robbi.jordan@tc.gc.ca
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facsimile / télécopieur (416) 952-0179
mobile (647) 203-4220

UPDATE: NIGHT FLIGHTS AT PEARSON INTERNATIONAL AIRPORT

Update (Y - M - D) : 2012-08-29
Update (Y - M - D) : 2012-08-24
Date (Y - M - D) : 2012-01-17

SUBJECT

Transport Canada is reviewing the Greater Toronto Airports Authority's request to increase the number of flights allowed during the nighttime restricted hours at Toronto's Pearson Airport.

SUGGESTED RESPONSE

- Transport Canada is thoroughly evaluating all aspects of the request before making its decision.
 - The decision will reflect a balance between the needs of this important economic industry and the public interest.
 - Transport Canada will continue to monitor the number of night flights at the Airport.
-

SUPPLEMENTARY RESPONSE (only if required)

- Transport Canada is currently evaluating all aspects of the request, including the results of public consultations conducted by the Airport.
- Aircraft noise management at Canada's largest airport is a complicated and difficult issue requiring a delicate balance between local interests and the broader public interest.
- In making its decision, Transport Canada will consider all the information it has gathered over years of monitoring the night flights at Pearson Airport.

BACKGROUND INFORMATION FOR THE MINISTER

- Lester B. Pearson International Airport (Toronto's Pearson Airport) must have Transport Canada's approval before increasing the number of flights during the restricted hours at night (between 12:30 and 6:30 a.m.)
- On December 22, 2011, the management of the Airport (Greater Toronto Airports Authority - GTAA) requested permission from Transport Canada to increase the number of night flights.
- Toronto Pearson is currently the fourth largest entry airport to North America and the GTAA's strategic objective is to grow traffic and become the premier gateway to North America. It is expected this Global Hub strategy will generate new traffic from emerging international markets; further increasing pressures that already exist for more flights during the restricted hours.
- Toronto's Pearson Airport is a strong driver of the Canadian economy in the Greater Toronto Area in terms of job creation and economic growth, employing more than 38,000 people directly, 185,000 people indirectly, generating \$26.5 billion in revenues, and \$6.8 billion in employment income for the Greater Toronto Area.
- Toronto Pearson is Canada's only airport that has such restrictions in place imposed by Transport Canada.
- The request, if granted, will result in an average of approximately 3-4 extra flights during the restricted hours at night to a total average of approximately 41 flights nightly in 2012. It will also provide the Airport with the opportunity to increase the number of night flights twice more in the future.
- The decision to grant the night flight increase has not yet been made. Transport Canada is currently in the process of reviewing all aspects of the request and the report of the GTAA's community outreach.
- Transport Canada has received correspondence expressing opinions both for and against the proposed night flight increase.
- One vocal group, the Markland Wood Homeowners Association (Riding – Etobicoke Centre – MP Ted Opitz (PC)) is strongly opposed to granting the increase in night flights at the Airport.

MP & Riding + analysis:

Bal Gosal, Bramalea-Gore-Malton (PC)

Contact Person:

Joseph M. Szwalek
A/RDCA Ontario Region
416-952-0162

RDG: Debra Taylor

Regional Director General
Ontario Region
416-952-2170

From: [Szwalek, Joseph](#)
To: [Jordan, Robbi](#)
Subject: Re: GTAA Briefing Note
Date: Thursday, February 02, 2012 11:11:13 AM

Approved.
Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
Ontario Region - Région de l'Ontario
4900 Yonge St. 4th floor - 4900 rue Yonge, 4e étage
Toronto, Ontario M2N 6A5
Tel/tél
(416) 952-0167
Cell/cellulaire
(905) 516-2070
Fax
(416)-952-0165

From: Jordan, Robbi
To: Szwalek, Joseph
Sent: Thu Feb 02 11:05:50 2012
Subject: RE: GTAA Briefing Note

Here it is.

From: Szwalek, Joseph
Sent: Thursday, February 02, 2012 10:39 AM
To: Jordan, Robbi
Subject: Re: GTAA Briefing Note

I can't look at the document. Can you sent it in Word by itself. It only grabs the RDIMS
Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
Ontario Region - Région de l'Ontario
4900 Yonge St. 4th floor - 4900 rue Yonge, 4e étage
Toronto, Ontario M2N 6A5
Tel/tél
(416) 952-0167
Cell/cellulaire
(905) 516-2070
Fax
(416)-952-0165

From: Jordan, Robbi
To: Szwalek, Joseph
Cc: Frank, Clifford
Sent: Thu Feb 02 10:29:35 2012
Subject: GTAA Briefing Note

Hi Joe: I updated the note with the addition that Marklands Woods group is meeting with GTAA and their MP (the MP is going to be at the meeting – we found out at CENAC last night –

they didn't say the exact date) – as per your instructions on the call yesterday. Can you send me an approval email (if you do approve) so I can send to John (as discussed as well)? Sending it in Word as well as RDIMS.

Thanks. Robbi

<<RDIMS-7252883.DOC.DRF>> <<RDIMS-#7252883-v6-ONTARIO_REGION_BRIEFING_NOTE_-
_GTAA_AND_NIGHT_FLIGHTS.DOC>>

Robbi Jordan

Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications

Civil Aviation/l'Aviation civile

Ontario Region/Région de l'Ontario

Transport Canada/Transports Canada

4900 Yonge St./4900 rue Yonge

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Toronto, ON M2N 6A5

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mobile (647) 203-4220

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Transport
Canada

Transports
Canada

**PROTECTED A
ONTARIO REGION
CCM XAI-2012
RDIMS 7252883**

**TO: DENIS LEBEL, P.C., M.P., MINISTER OF TRANSPORT,
INFRASTRUCTURE AND COMMUNITIES**

**REQUEST FOR INCREASE IN NIGHT FLIGHTS FROM THE GREATER
TORONTO AIRPORTS AUTHORITY**
For information

ISSUE:

- Pursuant to a 1997 Agreement between Transport Canada (TC) and the Greater Toronto Airports Authority (GTAA) establishing an aircraft noise regime which includes an annual limit or "budget" on the number of night flights at Toronto's Pearson Airport, the GTAA is seeking TC approval to amend the Agreement.
- The proposed amendment would allow for a three-phased approach that would increase the night flight budget from current levels of an average of 38 flights nightly (2011) to 41 flights nightly in 2012 and two additional increases of 10 percent each when the actual number of night flights in the preceding year meets or exceeds 95% of that year's night flight "budget".
- Growth at the GTAA especially from Asia is driving demand for more flights that fall within the night budget.
- The GTAA request follows outreach sessions with local communities to inform them of the proposed increases. While opposition does not appear to be widespread, those opposing the increases are vocal and a mail-in campaign to the Minister has begun.
- TC supports the GTAA proposal, and amendments to the 1997 Agreement with the GTAA would be made by the Regional Director General of Ontario Region on behalf of TC.

BACKGROUND:

- A 1997 Letter Agreement between Transport Canada (TC) and the Greater Toronto Airports Authority (GTAA) established an aircraft noise management regime which included an annual limit or 'budget' on the number of night flights (aircraft movements between 12:30 a.m. and 6:30 a.m.) at Toronto's (Lester B.) Pearson Airport. The Letter Agreement allows for an annual increase in the number of yearly night flights based on the percentage increase in passenger traffic in the preceding year.
- Transport Canada monitors the night flights budget and to date the GTAA has successfully managed within it, although that has become increasingly challenging.
- Toronto Pearson is the only airport in Canada where night operations are limited by this type of a budget system.
- On December 22, 2011, following community outreach, the GTAA submitted an email to the Ontario Regional Director General of Transport Canada requesting permission for three separate night flight budget increases, or "bump-ups" of 10% of the current budget above and beyond the currently allowable annual increases.
- The first of these three 10% bump-ups is proposed to occur in early 2012 and will mean an

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average of 3-4 additional flights per night, bringing the average daily night flights to 41 in 2012 from 38 in 2011.

- The other two bump-ups are proposed to occur if/when the actual number of night flights in the preceding year meet or exceed 95% of that year's night flight budget.
- In anticipation of its request, during the fall of 2011, the GTAA conducted a multi-faceted outreach program to inform local communities of their plans. While not seeking community approval, it was an opportunity for the community to input. TC representatives were in attendance. As well, the GTAA held meetings with 39 Greater Toronto Area elected officials to advise them of the plan and to solicit their assistance in communicating it to their communities.
- TC representatives have met several times with the GTAA to discuss and clarify the request. A departmental cross-function working group has evaluated the supporting rationale and documentation and has reviewed the GTAA's community outreach report.

CONSIDERATIONS:

- Toronto Pearson is currently the fourth largest entry airport to North America. The GTAA's strategic objective is to grow traffic and become one of the premier gateways to North America. This Global Hub strategy is premised on generating new traffic from emerging international markets, increasing pressures that already exist for more flights during the restricted hours.
- GTAA's growth strategy is consistent with TC forecasts which show greater growth in international traffic as compared to overall forecasted growth. The federal government's Blue Sky Policy has been encouraging and promoting growth in international air traffic into and out of Canada through bilateral air agreements with various countries. Further, the government's Gateway Strategy has helped to attract new business to and through Canadian gateways and it is important that other policy frameworks keep pace with this evolving context.
- Pearson Airport is a strong driver of the economy of the Toronto Region; according to the GTAA, the Airport employs more than 38,000 people directly and 185,000 people indirectly, and generates \$26.5 billion in revenues and \$6.8 billion in employment income for the Toronto Region. Failure to grant the increase may result in lost economic opportunities in the communities and regions surrounding the Airport.
- TC has weighed the economic benefits of the proposed increases, the support for them from the aviation community, the results of the community outreach and the importance of Toronto Pearson to the national and local economies and is prepared to support the proposed increases to the night flight budget as requested.

COMMUNICATIONS ASSESSMENT / STAKEHOLDER ASSESSMENT / CONSIDERATIONS:

- TC attended the GTAA's community outreach sessions and found there was comparatively little reaction – negative or positive – to the proposal to increase night flights from the public.
- As of January 30, 2012, Transport Canada had received 15 letters from regional, national and international corporate executives and other business advocacy groups (eg. UPS Canada, Air Canada, El Al Israel Airlines, and the Toronto Board of Trade) supporting the GTAA's request.
- Fourteen letters have been received at TC in opposition to the request, most of which were from the Markland Woods Homeowners Association, a central Etobicoke homeowners group, who

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met with Regional officials on January 19, 2012 and plan to meet with their MP (Ted Opitz) and the GTAA in February. An additional letter of opposition from a citizen referenced an Internet petition with 295 names (as of January 20, 2012).

- Transport Canada will advise those who have written into the Minister of Transport or Ontario Region Officials of the decision.
- The GTAA has indicated its intent to continue to engage communities on this and other matters on a regular basis.
- TC will be responding to correspondence received in the department.

NEXT STEPS:

- As was the case in 1997, the request will be granted by way of a Letter Agreement between the GTAA and the Ontario Regional Director General.
- The Letter Agreement will be drafted by TC and sent to the GTAA on March 5, 2012.
- The Letter Agreement will include all details necessary to amend the 1997 letter to grant the GTAA the requested increase while ensuring that Transport Canada will still carry out its role in monitoring the night flight budget at Pearson Airport.
- Responsive media lines and Questions and Answers will be developed.

Debra Taylor
Regional Director General, Ontario Region

Date: _____

Yaprak Baltacioğlu
Deputy Minister of Transport, Infrastructure and Communities

Date: _____

Contact: Joseph M. Szwalek
Title: A/Regional Director, Civil Aviation
Group Head: Debra Taylor
Title: Regional Director General, Ontario Region

Phone: (416) 952-0167

Phone: (416) 952-2170

Date: 2012-02-07

c.c. Adam Blinick, Gerard McDonald, Kris Burr

From: [Szwalek, Joseph](#)
To: [Jordan, Robbi](#)
Subject: RE: FOR A/RDCA APPROVAL - Media Call- GTAA Night Flights
Date: Monday, March 19, 2012 3:31:05 PM

Approved Robbi

Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
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From: Jordan, Robbi
Sent: March 19, 2012 3:17 PM
To: Szwalek, Joseph
Subject: FOR A/RDCA APPROVAL - Media Call- GTAA Night Flights

From: Waljee, Imi
Sent: Monday, March 19, 2012 3:16 PM
To: Jordan, Robbi
Subject: RE: For ADO approval - Media Call- GTAA Night Flights

Approved.

Imtiazali (Imi) Waljee
Associate Director, Operations West | Directeur associé, Opérations Ouest
4900 Yonge Street, 4th Floor | 4900, rue Yonge, Bureau 400
Toronto, Ontario M2N 6A5 | Toronto, Ontario M2N 6A5
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imi.waljee@tc.gc.ca
Ontario Region | Région de l'Ontario
Civil Aviation | Aviation civile
Transport Canada | Transports Canada
Government of Canada | Gouvernement du Canada

From: Jordan, Robbi
Sent: March 19, 2012 3:07 PM
To: Waljee, Imi
Subject: For ADO approval - Media Call- GTAA Night Flights
Importance: High

Draft media lines for approval – GTAA night flights

Q1: Can I get an update on the GTAA night flight proposal?

- On December 22, 2011, Transport Canada received a request from the Greater Toronto Airports Authority (GTAA) to increase their allowed number of night flights between the hours of 12:30 a.m. to 6:30 a.m. at Toronto's Pearson Airport.
- Many aspects of the submission need to be taken into consideration before a decision is made. Transport Canada needs to evaluate all aspects of the request including public outreach and input before making a decision. As such, no specific date for the decision has been determined.

Q2: What factors are being taken into consideration when making this decision?

- Transport Canada is reviewing documentation provided by the GTAA and evaluating all aspects of the request in order to assess its potential impacts. Representatives from Transport Canada have met several times with the GTAA to discuss and clarify the request. Prior to making the decision, Transport Canada will consider feedback it received from business advocacy groups, the aviation and general public communities, as well as the results of the GTAA's community outreach.

From: Williams, Brooke

Sent: Monday, March 19, 2012 1:27 PM

To: Schneider, Vanessa; Sicard, Geneviève; von Meyenfeldt, David; Akers, Brayden; Gagnon, Doreen; Rudge, Tamara; Andee, Sabrina; Carter, André-Alexandre; DL OTT AE MEDIA RELATIONS & MONITORING - RELATIONS MÉDIAS & SUIVI MÉDIATIQUE ; Dugas, Dan; DL TOR PECA Group; Moniz, Patricia; Jenkins, Philip; Fennell, Melissa; Szwalek, Joseph; Jordan, Robbi

Subject: Heads up: Media Call- GTAA Night Flights

Media: [19 (1)] Etokbicoke Guardian, [19 (1)]@insidetoronto.com

Deadline: Tuesday March 20, 2012 at 2pm.

Issue: The report is wondering if she could get an update on the proposal that the GTAA sent to Transport Canada regarding an increase in night flights at Pearson. She heard that a decision was suppose to made back in early March.

Questions:

Q1: Can I get an update on the GTAA night flight proposal?

Q2: What factors are being taken into consideration when making this decision?

Response:

Ontario Region looking into it

Brooke Williams

Regional Communications Officer | Officier régional des communications

Communications and Marketing | Communications et Marketing
Transport Canada | 4900 Yonge Street (PE), Toronto, Ontario M2N 6A5

Transports Canada | 4900, rue Yonge (PE), Toronto, Ontario M2N 6A5

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Fax/télécopieur: (416) 952-0159

E-mail/courriel: brooke.williams@tc.gc.ca

www.tc.gc.ca

From: Jordan, Robbi
To: Kozycz, Cathy
Subject: FW: Ministerial XAI-2012-399362 - 19 (1) - GTAA Aircraft Noise
Date: Friday, March 23, 2012 2:13:00 PM

Fyi – this is why that Ministerial hasn't come to you yet. I never received an answer from my HQ counterparts. I checked in ccm and it has not been changed to a coordinated docket. I will follow up with them.

From: Borg, Sean
Sent: March 14, 2012 9:17 PM
To: Jordan, Robbi
Subject: Re: Ministerial XAI-2012-399362 - 19 (1) - GTAA Aircraft Noise

No worries. There's no wrong door in the Civil Aviation Secretariat. Annie's and my work are divided by process rather than subject, so sometimes Annie and I have to work together to ensure consistent messaging. Again, no worries.

spb

Sean Borg
 Chief, Strategic Communications, Civil Aviation, Transport Canada/
 Chef des communications stratégiques, Aviation civile, Transports Canada
 AARCB | sean.borg@tc.gc.ca | tel 613-990-5448 | fax 613-949-4204

 From/de Blackberry

From: Jordan, Robbi
To: Borg, Sean
Sent: Wed Mar 14 21:09:36 2012
Subject: Re: Ministerial XAI-2012-399362 - 19 (1) - GTAA Aircraft Noise

I should know this by now. Sorry Sean.

From: Borg, Sean
To: Arcand, Annie
Cc: Jordan, Robbi; AARCE Issues / Questions
Sent: Wed Mar 14 16:07:48 2012
Subject: Fw: Ministerial XAI-2012-399362 - 19 (1) - GTAA Aircraft Noise

Annie,

Over to you.

spb

Sean Borg
 Chief, Strategic Communications, Civil Aviation, Transport Canada/
 Chef des communications stratégiques, Aviation civile, Transports Canada
 AARCB | sean.borg@tc.gc.ca | tel 613-990-5448 | fax 613-949-4204

 From/de Blackberry

From: Jordan, Robbi
To: Borg, Sean
Sent: Wed Mar 14 15:28:50 2012
Subject: Ministerial XAI-2012-399362 - 19 (1) - GTAA Aircraft Noise

Hi Sean: Just wanted to coordinate this ministerial with you. Incoming attached. XMSC has assigned it to Ontario Region and we are fine with that – we've answered many like this in recent weeks. However, it was emailed to Martin and Joe as well so I wanted to make sure you don't answer it as well. If you would like to input on our response, I can either have it assigned as a coordinated PC-AR docket or just have you review our draft response. Let me know. Thanks. R.

<<RDIMS-#7398142-v2-INCOMING_LETTER_XAI-2012-399362.TIF>>

Robbi Jordan
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 Civil Aviation/l'Aviation civile
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I

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399362

A 7150-82-10-1

El Hage, Carole

From: "Lebel, Denis - Député" [denis.lebel@parl.gc.ca]
Sent: March 12, 2012 11:37 AM
To: El Hage, Carole
Subject: TR : GTAA aircraft noise

De 19 (1)**Date d'envoi :** 9 mars 2012 15:02**À :** Lizon, Wladyslaw - M.P.; Lebel, Denis - Député**Cc :** martin.eley@tc.gc.ca; joseph.swalek@tc.gc.ca; chris.fonseca@mississauga.ca**Objet :** GTAA aircraft noise

After having attended the open house meeting that the above regarding an increase in aircraft noise in areas that were not greatly affected until early turn procedures were approved by NAV canada. The reasoning for the GTAA to require this is flawed.

The GTAA is now requesting increases over the next several years and is forcing increased air pollution and noise in an area that did not have this prior to 2000.

Their complaints registry which is monitored in house is the most creative piece of excrement I have ever heard of in my life. million complaints in a two hour period equals complaint in their books and if it follows the approved NAV can approved procedures it doesn't really count.

The air and noise monitoring station we have been informed is broken in our area so they really can't give us accurate numbers on the environmental impact and yet they are still aggressively going forward with their application for an increase in night flights. The air shed in our area has already been analyzed that it can't support more pollution. As a result this is one of the successful reasons why the power generating station in this area was halted.

The areas greatly affected by noise and pollution from the airport have signs posted so that people visiting the area or planning to purchase in those areas are aware of the situation to assist them in their decision to travel in the area or buy in the area.

Our area has not had these signs because we were not subjected to the bombardment of noise and pollution prior to 2000. From 2000 to 2005 the early turn procedure was a trial project which was never relayed to the affected residents. Then the GTAA and NAV can approved the early turn procedures without consulting with the affected residents. Environmental impact report on this is not available to us. This is not the GTAA working with the surrounding community. This is a non profit corporate bully.

The increase they are looking for can be accomplished without the early turn procedure. They already know they can increase the number of flights without affecting our area by increasing the distance allowed between departures and arrivals. They are more concerned about what works for them than what works with the surrounding communities. It can be done they don't want to do it.

I expect all levels of of government and the different departments get together and discuss this with our community. The GTAA can expand to meet their need to compete in a global market but they do

not have to do it in this bullying manner.

Our community expects a response to how this has been allowed to go this far, and what you plan to do help us work with the GTAA realize their mistake and move forward with an acceptable alternative plan.

Regards

19 (1)

Mississauga, Ontario

19 (1)

INPUT TO XAI-2012-400136^{19 (1)} INCREASE AIRCRAFT NOISE FROM
GTAA, APPLEWOOD AREA

- Transport Canada is responsible for transportation policies and programs. It ensures that air, marine, road and rail transportation are safe, secure, efficient and environmentally responsible.
- Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs). The CARs are available to the public at the following website:
<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/menu.htm>
- The direction in which aircraft take-off and land is determined by wind direction. For example, winds from the northeast require take-off and landings using Runways 05 or 06. In addition, for aviation safety, at Canada's larger airports, aircraft must follow flight paths which link to established approaches into the airport.
- Under the National Airports Policy announced in 1994, Transport Canada transferred the day-to-day operations of Toronto Lester B. Pearson International Airport to the Greater Toronto Airport Authority on December 2, 1996. Among many responsibilities transferred to the Airport Authority was the responsibility for the management of noise within a 10 nautical mile radius of Toronto Pearson Airport.
- When dealing with noise complaints Transport Canada's experience shows these issues are most effectively addressed at the local community level. It is our strong recommendation that you engage in constructive dialogue with the operator on this and any future noise issues.
- Information regarding the GTAA's noise management can be found on their website at <http://www.torontopearson.com/en/noise/#>
- Noise management is a complicated and difficult issue faced by airport authorities and communities around the world. It is an issue that might not be resolved, but must be managed while ensuring aviation safety remains paramount.

PX/PA
17/04/12

INPUT TO XAI-2012-400137 ^{19 (1)} INCREASE AIRCRAFT NOISE
FROM GTAA, APPLEWOOD AREA

- Transport Canada is responsible for transportation policies and programs. It ensures that air, marine, road and rail transportation are safe, secure, efficient and environmentally responsible.
- Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs). The CARs are available to the public at the following website:
<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/menu.htm>
- The direction in which aircraft take-off and land is determined by wind direction. For example, winds from the Northeast require take-off and landings using Runways 05 or 06. In addition, for aviation safety, at Canada's larger airports, aircraft must follow flight paths which link to established approaches into the airport.
- Under the National Airports Policy announced in 1994, Transport Canada transferred the day-to-day operations of Toronto Lester B. Pearson International Airport to the Greater Toronto Airport Authority on December 2, 1996. Among many responsibilities transferred to the Airport Authority was the responsibility for the management of noise within a 10 nautical mile radius of Toronto Pearson Airport
- When dealing with noise complaints Transport Canada's experience shows these issues are most effectively addressed at the local community level. It is our strong recommendation that you engage in constructive dialogue with the operator on this and any future noise issues.
- Information regarding the GTAA's noise management can be found on their website at <http://www.torontopearson.com/en/noise/#>
- Noise management is a complicated and difficult issue faced by airport authorities and communities around the world. It is an issue that might not be resolved, but must be managed while ensuring aviation safety remains paramount.

PX/PA
17/04/12

From: 19 (1)
To: CASO-SACO
Subject: Noise Complaint
Date: Thursday, May 03, 2012 4:46:02 PM

Noise Complaint:

I am getting really fed up with the number of planes that are now flying over my property.

You have initiated new flight paths that are affecting my peace and quit.

I don't know exactly what changes you have made but there have been several planes flying overhead this afternoon (Thursday May 3) most notable a couple about 3:25, 3:45 and 4:25 PM to name a few of the many.

I have also notices that planes coming from the south are approaching the airport further to the west again moving the noise closer to me.

You have existing flight paths that have been established over the years that fly over highways and industrial areas and have little effect on residential areas – use them and stop trying to make new ones over residential areas.

I live within the 10 nautical miles.

As far as your statement “If you live within the Greater Toronto Area, aircraft flying overhead is a fact of life” that is just a statement that you have come up with to discourage people from making further complaints. **I have lived in the same 5 Km area for the last 65 year and the noise was never been a problem until the GTAA took over the running of the airport and started encroaching on the surrounding area.**

Please file this as a complaint and respond.

19 (1)

Mississauga, ON

19 (1)

19 (1)

From: Jordan, Robbi
To: 19 (1)
Cc: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
Subject: FW: Noise Complaint due to Pearson airport new downwind flight paths affecting Oakville
Date: Tuesday, May 08, 2012 2:21:00 PM

Dear Ms. 19 (1)

Thank you for your email to Transport Canada.

The criteria that we request in the form is necessary information should Transport Canada decide to pursue Enforcement action against an air operator. In fact, we can rarely pursue such action without not only these details, but an agreement by the complainant to testify in front of a tribunal should it come to that.

In this particular case, it seems that it is not just one incident but the fact that the air space changes enacted by NAV Canada in February have caused many aircraft to fly over head of your residence. NAV CANADA made their changes to improve the safety and efficiency of aircraft operating in the Windsor-Toronto-Montreal corridor and these changes have meant more aircraft noise for some people but less for others.

Your statement that the form should be readily available and on-line is well taken. We are planning to put a form that is more user friendly than the one sent to you on our web site in the future.

Again, thank you for your email to Transport Canada.

Regards,

Robbi Jordan
 Communications Manager/gestionnaire de communications
 Civil Aviation/l'Aviation civile
 Ontario Region/Région de l'Ontario
 Transport Canada/Transports Canada
 4900 Yonge St./4900 rue Yonge
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 tel / tél (416) 952-0342
 facsimile / télécopieur (416) 952-0179
 mobile (647) 203-4220

De : 19 (1)
Envoyé : 26 mars 2012 22:05
À : Courriels Aéroport - Aerodrome Emails
Objet : Noise Complaint due to Pearson airport new downwind flight paths affecting Oakville

Please send me required form to make a complaint.

It is ridiculous that this is not readily available on-line and the criteria you require basically ensures that you never receive a complaint.

As part of the Nav Canada review changes recently implemented, we have planes over our neighbourhood every few minutes much of the day flying at much lower altitudes. Yes, the planes now fly low enough to affect our quality of life, but at about 3000 feet up how am I supposed to determine what aircraft flies above over and over???? And on your other criteria, my comments below:

"You will need the following information :

- Date and precise hour of the occurrence - Yes able to provide
- Type of aircraft - not able to provide
- Aircraft registration - are you kidding me?
- Estimated altitude - able to guess from Nav Canada review document on-line
- Precise location of the occurrence - yes
- Noise intensity and effect - yes, suddenly enough to impact our quality of life in our neighbourhood

If your criteria precludes me from making my complaints - then who do I complain to about this process for a department that claims it is:

"attentive to public opinion and is willing to receive and respond to public complaints regarding noise issues pertaining to Canadian aeronautical operations."

?????

The GTAA had the decency to respond to my easy to file complaint with a phone call. Sadly I am more than 10 nautical miles from Pearson so I have to deal with Transport Canada.

My phone number is 19 (1)

From: [Szwalek, Joseph](#)
To: [Jordan, Robbi](#)
Subject: RE: For Your Approval- GTAA draft response - need it before Monday
Date: Monday, April 30, 2012 9:15:00 AM

Approved with the changes.

Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
Ontario Region - Région de l'Ontario
4900 Yonge St. 4th floor - 4900 rue Yonge, 4^e étage
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Cell/cellulaire (905) 516-2070
Fax (416)-952-0165

From: Jordan, Robbi
Sent: April 27, 2012 10:40 AM
To: Szwalek, Joseph
Subject: RE: For Your Approval- GTAA draft response - need it before Monday

Attaching it – he is from the Markland Woods group and is opposed to the increase.

From: Szwalek, Joseph
Sent: April 27, 2012 10:34 AM
To: Jordan, Robbi
Subject: Re: For Your Approval- GTAA draft response - need it before Monday

Robbi, do we have a copy of Mr. 19 (1) letter to the Minister?

Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
Ontario Region - Région de l'Ontario
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Fax
(416)-952-0165

From: Jordan, Robbi
To: Szwalek, Joseph
Sent: Fri Apr 27 09:50:34 2012
Subject: For Your Approval- GTAA draft response - need it before Monday

For your approval - Clifford and I made the suggested deletion below – we feel that line shows a

bias. Thanks.

From: Waljee, Imi
Sent: April 26, 2012 2:47 PM
To: Jordan, Robbi; Szwalek, Joseph
Subject: Re: Draft response

Approve with the crossed out text.

Regards,

Imtiazali (Imi) Waljee
 Associate Director, Operations West | Directeur associé, Opérations Ouest

Tel | tél 416-952-0090
 Facsimile | Télécopieur 416-952-0050

imi.waljee@tc.gc.ca

Transport Canada | Transports Canada
 Government of Canada | Gouvernement du Canada

Sent via my handheld device / envoyé a partir d'un ordinateur de poche

From: Jordan, Robbi
To: Szwalek, Joseph; Waljee, Imi
Sent: Thu Apr 26 14:33:27 2012
Subject: Draft response

Joe/Imi: For approval – draft response to one of the ‘generic’ letters regarding night flight increases pasted below. There is a possibility that they will use this response for all 30 or so letters, or they might just not answer them. Cliff and I recommend the removal of the crossed-out sentence as it appears biased in favour of the GTAA, in our views. If you approve, **please send an email asap**. Thanks. Robbi

This section to be completed by XMSC only / Cette partie doit être remplie par XMSC seulement

DRAFT/EBAUCHE OPI/BPR AC Docket/Dossier XAI-2011-399455

Date March 16, 2012 **RDIMS/SGDDI**

Initials/Initiales RS
 Mr. 19 (1)

19 (1)

Dear Mr. 19 (1)

Thank you for your correspondence of March 13, 2012, regarding proposed changes to Toronto Pearson International Airport's night flights allocation.

The Government of Canada recognizes the importance of Toronto Pearson International Airport and the Canadian aviation industry to the economy of the region and the country as a whole.

I am aware of the Greater Toronto Airport Authority's (GTAA's) business case for increasing the budget for night flights. ~~Since the GTAA strives to balance its needs with the concerns of local residents and businesses, community information sessions that the GTAA has conducted will be an important component of any decision.~~

Transport Canada is reviewing documentation provided by the GTAA and evaluating all aspects of the request in order to assess its potential impacts. Representatives from Transport Canada have met several times with the GTAA to discuss and clarify the request. Prior to making a decision, Transport Canada will consider feedback it received, including your correspondence, from business advocacy groups, the aviation and general public communities, as well as the results of the community outreach sessions hosted by the GTAA.

Again thank you for writing and for providing me with your comments.

Yours sincerely,

Denis Lebel, P.C., M.P.

c.c. Mr. Ted Opitz, M.P.

Etobicoke Centre

Robbi Jordan

Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications

Civil Aviation/l'Aviation civile

Ontario Region/Région de l'Ontario

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mobile (647) 203-4220

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From: [Jordan, Robbi](#)
To: [Williams, Brooke](#)
Subject: FW: FOR RDCA APPROVAL: Media Call- RDIMS Document
Date: Wednesday, May 30, 2012 1:42:00 PM
Attachments: RDIMS-7586138.DOC.DRF

fyi

From: Szwalek, Joseph
Sent: Wednesday, May 30, 2012 1:42 PM
To: Jordan, Robbi
Subject: RE: FOR RDCA APPROVAL: Media Call- RDIMS Document

Approved.

Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
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From: Jordan, Robbi
Sent: May 30, 2012 1:20 PM
To: Szwalek, Joseph
Subject: FOR RDCA APPROVAL: Media Call- RDIMS Document

or approval. Brooke, Cliff and I have worked on the answers – in the attached.

From: Waljee, Imi
Sent: Wednesday, May 30, 2012 12:56 PM
To: Jordan, Robbi
Subject: RE: Media Call- RDIMS Document

Hi Robbi,

Approved.

Regards,

Imtiazali (Imi) Waljee
Associate Director, Operations West | Directeur associé, Opérations Ouest
Civil Aviation | Aviation civile
Transport Canada | Transports Canada
imi.waljee@tc.gc.ca

4900 Yonge Street, 4th Floor Toronto, Ontario M2N 6A5 | 4900, rue Yonge, 4^e étage Toronto,
(Ontario) M2N 6A5

Tel | tél 416-952-0090
Facsimile | Télécopieur 416-952-0050
Government of Canada | Gouvernement du Canada

From: Jordan, Robbi
Sent: May 30, 2012 12:29 PM
To: Waljee, Imi
Subject: FW: Media Call- RDIMS Document
Importance: High

For approval. Brooke, Cliff and I have worked on these answers.

From: Frank, Clifford
Sent: Wednesday, May 30, 2012 12:28 PM
To: Jordan, Robbi
Subject: Fw: Media Call- RDIMS Document

Hi Robbi,

Reviewed and approved.

Clifford Frank Jr.
Acting Technical Team Lead, Flight Operations/ Chef d'équipe technique intérimaire, Opérations aériennes.
Ontario Region/ Région de l'Ontario
416-952-0248 | facsimile/télécopieur 1-877-822-2129 | TTY/ATS 613-990-4500.
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Government of Canada | Gouvernement du Canada.
<http://www.tc.gc.ca/eng/ontario/civilaviation.htm>
<http://www.tc.gc.ca/fra/ontario/aviationcivile.htm>

From: Jordan, Robbi
To: Frank, Clifford
Sent: Wed May 30 12:13:47 2012
Subject: FW: Media Call- RDIMS Document

Here is the RDIMS doc. For your approval. Thanks.

<<RDIMS-7586138.DOC.DRF>>

From: Williams, Brooke
Sent: Wednesday, May 30, 2012 9:40 AM
To: Jordan, Robbi
Subject: RE: Media Call- RDIMS Document

Thanks.

Following up from my voice message. We can chose to answer 5 to 6 questions. I suggest that we take this approach as the questions will be posted directly to the website.

I've updated the RDIMS document and have highlighted 3 questions that I feel that we could answer. When you're out of your meeting we can discuss which one's we feel are best for TC to answer.

From: Jordan, Robbi
Sent: Wednesday, May 30, 2012 9:05 AM
To: Williams, Brooke
Subject: RE: Media Call- RDIMS Document

I added some bullets in roughly and saved as new version. I have to go into a meeting right now but there is more in there to work with. TTYL

From: Williams, Brooke
Sent: Wednesday, May 30, 2012 8:55 AM
To: Jordan, Robbi
Subject: Media Call- RDIMS Document

Hi Robbi,

I've put the questions from the media call into an RDIMS document with a few draft answers (all taken from previously approved messaging).

<< File: RDIMS-7586138.DOC.DRF >>

Also, below are lines that were previously used for a media call regarding noise at Pearson.

<< File: RDIMS-6310099.DOC.DRF >>

Brooke Williams

Regional Communications Officer | Officière régionale des communications

Communications and Marketing | Communications et Marketing
Transport Canada | 4900 Yonge Street (PE), Toronto, Ontario M2N 6A5

Transports Canada | 4900, rue Yonge (PE), Toronto, Ontario M2N 6A5

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www.tc.gc.ca

Media Lines
Noise Complaints from Pearson Airport

- Transport Canada's priorities are safety and security. The safety of aircraft maneuvering for arrival into or departing from Toronto is of the utmost priority.
- For aviation safety, at Canada's larger airports, aircraft must follow flight paths which link to established approaches into the airport. For Toronto's Lester B. Pearson International Airport, pilots fly along these paths to bring their passengers and aircraft to a safe and controlled landing. The Lawrence park area is along one such established flight path.
- Changes to arrival and departure procedures for Lester B. Pearson International Airport, to alleviate noise in one particular area, would require a reconfiguration of the flight paths in the Greater Toronto Area. Safety is paramount and changes of this nature can introduce variables that may have a negative impact on the safe operation of aircraft over the Greater Toronto Area.
- Noise management is a complicated and difficult issue faced by airports and communities around the world. Transport Canada recognizes that noise is a fact of life in the vicinity of an airport, especially Canada's busiest airport.
- Aircraft noise in urban areas is an issue that might not be resolved, but must be managed and management means involving all interests. Only then is it possible to strike a reasonable balance between the interests and concerns of the local community with the need to sustain a viable airport operation, and provide a large urban area with access to air travel.
- Transport Canada's experience shows that noise issues are most effectively addressed at the local community level. Transport Canada continues to recommend to Lawrence Park (and other) residents that they remain in constructive dialogue with the Noise Management Committee at Lester B. Pearson International Airport on this and any future noise issues.

If pressed:

- Transport Canada is confident that Lester B. Pearson International Airport and NAV CANADA are carrying out their programs in the manner in which they are permitted to do by the necessary mandates and authorizations.

Date prepared: November 23, 2010

***Note:** After speaking to the reporter HQ media relations indicated that an answer to 5 or 6 of the questions would be better than a statement. The reporter is also welcoming any referrals to other entities that might be in charge of the issues raised in the questions, she will contact them.*

Q1: Why has there been such an increase in airplane noise in the recent past?

While aircraft have always flown over residential communities in order to reach the airport, some communities are experiencing more aircraft overhead than in the past. At the same time, some communities are experiencing less overhead aircraft noise since NAV Canada implemented changes to the airspace around Toronto, Ottawa and Montreal on February 9, 2012.

Information about the airspace changes is available on NAV Canada's website at www.navcanada.ca/airspace.

Q2: Are you aware of the detrimental impact – such as sleep loss and reduced enjoyment of property – these [flight path] changes have had on some residents of Toronto?

A2: N/A

Q3: Are you planning to increase the number of night flights [between 12:30 a.m. and 6:30 a.m.], double the number of flights and/or build more runways? If so, what are the numbers attached to these plans?

A3: On December 22, 2011, Transport Canada received a request from the Greater Toronto Airports Authority (GTAA) to increase their allowed number of night flights between the hours of 12:30 a.m. to 6:30 a.m. at Toronto's Pearson Airport.

Transport Canada needs to evaluate all aspects of the request including public outreach and input before making a decision. As such, no specific date for the decision has been determined.

If the GTAA's request is approved, the increased budget this year would mean an average of approximately 3 to 4 additional flights per night, bringing the average daily night flights (over a six hour period) from 38 to 41 in 2012.

Q4: Are certain planes allowed to take short cuts over residential areas instead of using the industrial corridors designed for aircraft traffic? If not, how do you prevent it from happening?

A4:

The existence of an established arrival or departure route does not mean that is the only route an aircraft will follow or that something is wrong if aircraft are observed in other locations. Air traffic controllers may direct pilots to operate off of established routes for a variety of reasons related to the safety and efficiency of operations.

At times, traffic situations make it possible to shorten an aircraft's flight path and reduce the time it takes to get on the ground. It is also common for aircraft to be directed off an established route in order to organize multiple aircraft on approach to an airport to ensure that they do so efficiently and at a safe distance from one another.

Q5: Are you aware of the practice by pilots called "level bust" [which occurs when aircrafts deviate from authorized flight paths]? How do you monitor or prevent it?

A5: N/A

Q6: Why are residents who complain to NAV Canada, GTAA, and Transport Canada so often told that nothing can be done or that there has been no change?

A6: Noise management is a complicated and often-difficult issue faced by airport authorities and communities around the world especially Canada's busiest airport. It is an issue that might not always be resolved but must be managed, while ensuring aviation safety remains paramount.

Q7: How are complaints logged? Is it one complaint per call, or are several complaints lumped together if they come from the same caller or same area? How many complaints need to be made before something is done?

A7: N/A

Q8: Are noise complaint calls monitored for quality assurance? I was once told to "stop listening for planes," and another resident was told to "get a job and move on with her life" when she complained.

A8: N/A

Q9: Have you ever considered implementing noise abatement programs whereby airports have to soundproof homes, schools, and offices impacted by aircraft noise?

A9: N/A

Q10: Is there anything anybody can do to reduce the volume and noise of these flights from Pearson Airport?

A10: Transport Canada's experience shows that noise issues are most effectively addressed at the local community level. Transport Canada's continues to recommend to residents that they engage in constructive dialogue with the Community Environment and Noise Advisory Committee (CENAC) at Lester B. Pearson International Airport on noise issues.

Q11: Why do we seemingly have no rights to a healthy air space over our neighbourhoods and who's right was it to change our living space?

A11. N/A

From: [Jordan, Robbi](#)
To: [Nash, Melanie](#)
Subject: Re: Ministerial XAI-2012-399362 [19 (1)] - GTAA Aircraft Noise
Date: Tuesday, March 27, 2012 1:56:00 PM

Thank you.

From: Nash, Melanie
To: Jordan, Robbi
Cc: Arcand, Annie; Minas, Vickie
Sent: Tue Mar 27 13:54:44 2012
Subject: RE: Ministerial XAI-2012-399362 [19 (1)] - GTAA Aircraft Noise

Yes

Melanie Nash
 613.990.1784
melanie.nash@tc.gc.ca

From: Jordan, Robbi
Sent: Tuesday, March 27, 2012 1:55 PM
To: Nash, Melanie
Cc: Arcand, Annie; Minas, Vickie
Subject: Re: Ministerial XAI-2012-399362 [19 (1)] - GTAA Aircraft Noise

What does that mean Melanie? That you are okay with us responding with this and that you have nothing further to add?

From: Nash, Melanie
To: Jordan, Robbi
Cc: Arcand, Annie; Minas, Vickie
Sent: Tue Mar 27 13:51:27 2012
Subject: RE: Ministerial XAI-2012-399362 [19 (1)] - GTAA Aircraft Noise

Robbi,

We have review the input and the wording used is similar to what we have used in the past in HQ.

Thank you,

Melanie Nash

613.990.1784
melanie.nash@tc.gc.ca

From: Jordan, Robbi
Sent: Tuesday, March 27, 2012 12:47 PM
To: Nash, Melanie
Cc: Arcand, Annie

Subject: FW: Ministerial XAI-2012-399362 - 19 (1) - GTAA Aircraft Noise

Sean sent it onto Annie.

<< File: RDIMS-#7419881-v1-INPUT_FROM_PA_TO_PX__MINISTERIAL_XAI-2012-399362_PHIL_SWEENEY_GTAA_AIRCRAFT_NOISE.DOC >>

From: Jordan, Robbi

Sent: Wednesday, March 14, 2012 3:29 PM

To: Borg, Sean

Subject: Ministerial XAI-2012-399362 - 19 (1) - GTAA Aircraft Noise

Hi Sean: Just wanted to coordinate this ministerial with you. Incoming attached. XMSC has assigned it to Ontario Region and we are fine with that – we've answered many like this in recent weeks. However, it was emailed to Martin and Joe as well so I wanted to make sure you don't answer it as well. If you would like to input on our response, I can either have it assigned as a coordinated PC-AR docket or just have you review our draft response. Let me know. Thanks. R.

<< File: RDIMS-#7398142-v2-INCOMING_LETTER_XAI-2012-399362.TIF >>

Robbi Jordan

Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications

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mobile (647) 203-4220

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399362

A 7150-82-10-1

El Hage, Carole

From: "Lebel, Denis - Député" [denis.lebel@parl.gc.ca]
Sent: March 12, 2012 11:37 AM
To: El Hage, Carole
Subject: TR : GTAA aircraft noise

De : 19 (1)**Date d'envoi :** 9 mars 2012 15:02**À :** Lizon, Wladyslaw - M.P.; Lebel, Denis - Député**Cc :** martin.eley@tc.gc.ca; joseph.swalek@tc.gc.ca; chris.fonseca@mississauga.ca**Objet :** GTAA aircraft noise

After having attended the open house meeting that the above regarding an increase in aircraft noise in areas that were not greatly affected until early turn procedures were approved by NAV canada. The reasoning for the GTAA to require this is flawed.

The GTAA is now requesting increases over the next several years and is forcing increased air pollution and noise in an area that did not have this prior to 2000.

Their complaints registry which is monitored in house is the most creative piece of excrement I have ever heard of in my life. million complaints in a two hour period equals complaint in their books and if it follows the approved NAV can approved procedures it doesn't really count.

The air and noise monitoring station we have been informed is broken in our area so they really can't give us accurate numbers on the environmental impact and yet they are still aggressively going forward with their application for an increase in night flights. The air shed in our area has already been analyzed that it can't support more pollution. As a result this is one of the successful reasons why the power generating station in this area was halted.

The areas greatly affected by noise and pollution from the airport have signs posted so that people visiting the area or planning to purchase in those areas are aware of the situation to assist them in their decision to travel in the area or buy in the area.

Our area has not had these signs because we were not subjected to the bombardment of noise and pollution prior to 2000. From 2000 to 2005 the early turn procedure was a trial project which was never relayed to the affected residents. Then the GTAA and NAV can approved the early turn procedures without consulting with the affected residents. Environmental impact report on this is not available to us. This is not the GTAA working with the surrounding community. This is a non profit corporate bully.

The increase they are looking for can be accomplished without the early turn procedure. They already know they can increase the number of flights without affecting our area by increasing the distance allowed between departures and arrivals. They are more concerned about what works for them than what works with the surrounding communities. It can be done they don't want to do it.

I expect all levels of of government and the different departments get together and discuss this with our community. The GTAA can expand to meet their need to compete in a global market but they do

not have to do it in this bullying manner.

Our community expects a response to how this has been allowed to go this far, and what you plan to do help us work with the GTAA realize their mistake and move forward with an acceptable alternative plan.

Regards

19 (1)

Mississauga, Ontario

19 (1)

**INPUT FROM PX: XAI-2012-399362 19 (1) RE PEARSON REQUEST
FOR INCREASE IN NIGHT FLIGHTS – RDIMS 7419881**

- Thank you for your correspondence of March 9, 2012, regarding the Greater Toronto Airports Authority's (GTAA) request to increase the allowed number of night flights at Toronto Pearson International Airport.
- Representatives from my Department have met several times with the GTAA to discuss and clarify their request. As well, we have been reviewing the request and documentation provided by the GTAA in order to assess its potential impacts.
- In its sole discretion, Transport Canada may grant or refuse the increase. Prior to making a decision, the Department will consider the feedback we have received from the aviation and general public communities (including your correspondence), and the results of the GTAA's community outreach.
- Transport Canada's view is that noise management is a complicated and difficult issue faced by airport authorities and communities around the world. It is an issue that might not be resolved, but must be managed while ensuring aviation safety remains paramount.
- Again thank you for writing and for providing me with your comments.

PX/PA

31 March 2012

Impact Statements (*italics are additions*)

From Dec. 2009 Briefing Note – RDIMS 5403825 – “GTAA Request to increase night-time

Option 1: Deny the Request

- Status quo option. No changes to the budget will be made.

Advantages:

- This option would avoid negative reaction from the surrounding communities and media already impacted by noise.

Disadvantages:

- This option would hinder a viable and essential regional, national and international industry from realizing growth potential.
- Opportunities to further Canada’s economic placement in the world and potentially open up new economic markets would be hindered.
- Current and potential opportunities to provide air services to countries seeking to operate at Pearson airport would be diminished.

From Briefing Note – GTAA and Night Flights – RDIMS 7252883

- Toronto Pearson is currently the fourth largest entry airport to North America. The GTAA's strategic objective is to grow traffic and become one of the premier gateways to North America. This Global Hub strategy is premised on generating new traffic from emerging international markets, increasing pressures that already exist for more flights during the restricted hours.
- GTAA's growth strategy is consistent with TC forecasts which show greater growth in international traffic as compared to overall forecasted growth. The federal government's Blue Sky Policy has been encouraging and promoting growth in international air traffic into and out of Canada through bilateral air agreements with various countries. Further, the government's Gateway Strategy has helped to attract new business to and through Canadian gateways and it is important that other policy frameworks keep pace with this evolving context.

Denying the request will impact the GTAA's Global Hub Strategy and may be contradictory to the government's Blue Sky Policy and Gateway Strategy.

From Air Policy Briefing Note

No other airport in Canada has such a regime. Others have restrictions, but none has a TC imposed budget or audit process.

Impact of denying request: - the GTAA 21 (1) (b)

21 (1) (b)

.....

From GTAA presentations

What the Community Said:

- Perception that Night Flights started either recently, or only once the GTAA became operator

GTAA Response:

- Toronto Pearson operates around-the-clock, 7 days a week
- Operated 24/7 even when the airport was operated by Transport Canada prior to 1996

61
18

What the Community Said:

- GTAA has recently adopted new flights paths that have greater impact on the community

GTAA Response:

- The GTAA has not made any recent changes to flight paths
- Could refer to the Early Turn Procedure (ETP)
 - A trial using this procedure started in 2000, and after community input it was made a permanent operation in 2005
 - This is not a new flight path
- Please note: the early turn procedure is not used during the night-time hours

62
19

What the Community Said:

- GTAA has recently adopted new flights paths that have greater impact on the community

GTAA Response:

- The GTAA has not made any recent changes to flight paths
- Could refer to NAV Canada's recent airspace review
 - increase efficiency of aircraft operations
 - reduce delays
 - maintains or increases the safety system
- This airspace review and consultation are independent of Toronto Pearson
- Changes as a result of this review are not expected to begin until February 2012

63
20

What the Community Said:

- The preferential runways are not being used/enforced – planes are flying over the most residential areas

GTAA Response:

- The night-time preferential runway systems uses flight paths intended to travel over the least number of residential neighbourhoods
- In 2010, approximately 66% of the arrivals used preferential runways and 89% of the departures used preferential runways

64
21

What the Community Said:

- Airport Operations have grown busier in recent years – there are more flights than before

GTAA Response:

- Toronto Pearson is growing – a major regional economic enabler
 - Anchor organization in Ontario's largest employment area
 - One additional daily flight annually can create up to 100 jobs
- Passenger traffic increased 5% between 2010 and 2011 In 2011, it is anticipated to increase 5%
- Yet, in 2011, the number of aircraft movements only just reached pre-2000 levels

65
22

What the Community Said:

- Remove the 20% of flights you can't control from the budget

GTAA Response:

- "Uncontrollables" account for approximately 2,000 night flights per year Removing these as counts against the budget would not address the capacity gap
- Would also add level of complexity to tracking the budget
 - 2 budgets
 - might impact the ease and transparency of the budget

66
23

What the Community said:

- Increase infrastructure (Pier G) to allow more day flights; lessen night flights

GTAA Response:

- Is not a question of infrastructure or better managing day-time capacity
- Night flights are not overflow from daytime operations – they are flights that need to arrive or depart at night
- Toronto Pearson will continue to grow in the coming years

67
24

What the Community Said:

- Airport Operations have grown louder in recent years

GTAA Response:

- Toronto Pearson's noise footprint has reduced over the past 15 years

- Quieter aircraft today and with the quietest aircraft operating in the night-time hours
- Noise footprint will continue to grow modestly, but remain within the Airport Operating Area (AOA)

68
25

What the Community Said:

- Perception that primarily noisier aircraft operate at night – cargo, etc

GTAA Response:

- Only the quieter aircraft operate during the nighttime hours
 - At a minimum, all aircraft operating at night must meet Chapter 3 - or the most quiet
- While Toronto Pearson has some all-cargo operations, the airport's business strategy is founded on passengers and the majority of night time flights are passenger flights
 - 80% of Toronto Pearson's cargo is in the underbelly of passenger aircraft

69
26

What the Community Said:

- Other international airports have fewer flights

GTAA Response:

- How other airports manage night flights varies greatly across the industry
 - Toronto Pearson is the only Canadian airport with a cap
- Flights that operate during the nighttime hours is very much tied to Toronto's geographic location

70

27

What the Community Said:

- Did you consider the environmental effects of this increase?

GTAA Response - Air Quality :

- 2004 Human Health Risk Assessment of the operations of Toronto Pearson
 - concluded that airport operations posed no additional adverse human health effects from exposure to the predicted levels of certain substances
- In 2011, undertook an analysis to assess potential impacts of the proposed night flight increase
 - concluded that the impacts of the additional flights are too small to measure and would result in no additional adverse impacts on human health

71
28

What the Community Said:

- Did you consider the environmental effects of this increase?

GTAA Response – Noise:

- Clearly, noise from aircraft impacts our neighbours
- Toronto Pearson's noise footprint is smaller today than at the date the GTAA took over operations
- 2010 Health Canada Study concluded
 - there is no significant risk of chronic stress and/or cardio - vascular disease arising from long term exposure to outdoor daily aircraft noise levels

72
29

What the Community said:

- GTAA only interested in profit; what's to stop from increasing again in a few years

GTAA Response:

- Increases or “bump ups” would only be granted when demand materializes
- Advantage of the trigger mechanism
 - only granted the additional capacity if the demand actually manifests as forecasted
 - trigger will help maintain diligence and accountability in managing the budget

73
30

What the Community said:

- Perception that opening a new airport would reduce traffic at Pearson

GTAA Response:

- Toronto Pearson's is currently 33 million in 2011; capacity is 38 million on our existing footprint, with full build-out capacity is 55 million
- Transport Canada is responsible for decisions related to the building of any new airports
- The most recent assessment of the need for an airport in Pickering suggested that an airport would not be required until at least 2027

74
31

What the Community Said:

- Toronto Pearson was not transparent in their outreach around this initiative

GTAA Response:

- We did our best to identify the best ways to engage with our community
 - Briefings with the elected officials
 - Outreach via Web with online Feedback Form

- Two Email Updates (November 11 and December 2) to a list of more than 3,500 residents, community leaders, and stakeholders, including:
 - Voice Recording on the Noise Complaint Line
 - Toronto Pearson Facebook (numerous postings)
 - CENAC members
- Meeting, Workshop and email updates
- Encouraged CENAC to share with their neighbours and community lists
 - Promotional Flyers at the open house venues
 - Media coverage

75
32

What the Community said:

- Region will benefit from the increased economic opportunities

GTAA Response:

- Toronto Pearson is a massive economic enabler that drives prosperity and supports jobs:
 - Total volume of revenue generated is \$26.4 billion
 - Total employment income is \$6.8 billion
 - The anchor organization of the largest employment area in Ontario:
 - 38,000 employees work at Toronto Pearson
 - 185,000 jobs supported by the airport
 - 1 additional daily flight can create up to 100 new jobs

76
33

What the Community said:

- Lack of awareness about general airport operations

GTAA Response:

- Talking with our neighbours about our request to update our night flights budget is just the start
- By understanding more about our business can, our neighbours can in turn help us grow into a better

neighbour

- Airport 101

- Improve direct communication with our neighbours
- Develop an outreach programs where we go to you
- Develop educational programs, using a number of tools suited to a

From: [Shallow, Tony](#)
To: [Stephenson, Michael](#); [Tomala, Agnieszka](#)
Cc: [Jordan, Robbi](#); [Szwalek, Joseph](#); [Frank, Clifford](#); [Higham, John](#)
Subject: FW: Updated QP note - GTAA and night flight increase request
Date: Thursday, August 30, 2012 3:01:50 PM
Attachments: [RDIMS-#7709205-v4-ONTARIO - CIVIL AVIATION - BRIEFING NOTE - SIGNATORY ON LETTER AGREEMENT WITH GREATER TORONTO AIRPORTS AUTHORITY - GTAA - REGA.DOC](#)
[RDIMS-#7261411-v5-UPDATED ONTARIO REGION QUESTION PERIOD -QP - NOTE - REQUEST TO INCREASE NIGHT FLIGHTS FROM GTAA.DOC](#)
Importance: High

Regards the latest revisions to the latest QP note.

The instructions from Parliamentary Affairs were clear with regards to brevity and the limit on the number of bullet points. These latest revisions adhere closely to those instructions, having done so without affecting the substance or intent of the information for the Minister.

As HQ policy was party to original submission, and there has been no material change to the QP note, I see no reason to consult with them further at this time.

The revised QP note should go forward to the Parliamentary Affairs unit

From: Holtby Levine, Keri
Sent: Thursday, August 30, 2012 1:40 PM
To: Shallow, Tony
Subject: FW: Updated QP note - GTAA and night flight increase request
Importance: High

For your approval.

From: Tomala, Agnieszka
Sent: Thursday, August 30, 2012 1:39 PM
To: Holtby Levine, Keri
Subject: FW: Updated QP note - GTAA and night flight increase request
Importance: High

As discussed.

From: Tomala, Agnieszka
Sent: Thursday, August 30, 2012 1:09 PM
To: Jordan, Robbi; Browning, Sarah
Subject: RE: Updated QP note - GTAA and night flight increase request
Importance: High

Hi,

Mike has asked that I send this to you and ask that you collaborate on the note, and send it back this way once it incorporates both the CivAv and Policy perspectives.

Sarah, I don't know who from Policy reviewed/provided input on the earlier version of the QP note.

Please note – this is due to Parliamentary Affairs COB today.

Let me know if you have any questions.

Agnieszka

From: Jordan, Robbi
Sent: Thursday, August 30, 2012 10:37 AM
To: Tomala, Agnieszka
Cc: Szwalek, Joseph; Frank, Clifford
Subject: Updated QP note - GTAA and night flight increase request

Hi Agnieszka:

Attached is the RDCA approved revised (version 5) QP note as per MO's instructions. Joe has verbally approved it but is having computer problems so he will send an email along with his approval after his meeting.

Policy should review this note and decide whether they need to see HQ Policy input.

Comms has reviewed this draft but I leave it to you to get their approval.

I also attached , for background for Mike is the most recent note that was sent to MO on Debra's instructions (RDIMS 7709205). I checked in the Executive Correspondence database and the routing - July 26, 2012 - to XM is still open with no indication of further movement of the note. Please pass this info along to Mike. r

Robbi Jordan

Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications

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Transport
Canada

Transports
Canada

**PROTECTED A
ONTARIO REGION
CCM # PX-2012-403325
RDIMS # 7709205**

**TO: DENIS LEBEL, P.C., M.P., MINISTER OF TRANSPORT,
INFRASTRUCTURE AND COMMUNITIES**

**SIGNATORY ON LETTER AGREEMENT WITH GREATER TORONTO
AIRPORTS AUTHORITY REGARDING NIGHT FLIGHTS
For Approval**

ISSUE:

- In December 2011, the Greater Toronto Airports Authority (GTAA) requested Transport Canada's (TC) approval to increase the number of night flights at Lester B. Pearson International Airport (LBPIA).
- The GTAA has made a sound business case for granting the request based on LBPIA's substantial socio-economic contribution to local and national economies; including a positive increase to local jobs, and the fact that the existing night flight regime does not meet the GTAA's current and future needs as growth in international traffic outpaces domestic and transborder traffic. Also, the request aligns with the government and department's work to increase trade and bilateral agreements with Asia.
- The GTAA is competing on the international stage and with major American airports for this traffic (versus with domestic airports), such as the JFK Airport in New York, and Chicago's O'Hare Airport.
- Arguments opposed to the potential increase are in relation to negative impacts to the quality of life and health (sleep) of the local community.
- The previous (1997) agreement between TC and the GTAA establishing the number and growth formula for night-time flights at LBPIA was signed by the Regional Director General of the Ontario Region.
- Recognizing the need to balance the socio-economic benefits for the region and the local concerns raised by the community group of the Markland Wood Homeowners Association and other Etobicoke Centre constituents, it is recommended that the decision to grant or deny the request is best made by the Minister of Transport, Infrastructure and Communities and not at the regional level.

COMMUNICATIONS ASSESSMENT / CONSIDERATIONS:

- Communicating decisions impacting local residents' quality of life and/or the growth of an international industry can be both very sensitive and contentious.
- In polarized issues such as this, whichever decision is made, will leave one side of the issue dissatisfied and they may want to publicly contest the decision.
- Given the LBPIA is the only airport in Canada that has such restrictions, both the local business community and the GTAA may publicly contest the decision, if negative, as favouring or preferential support to other airports.
- The agreement between the GTAA and Transport Canada is administrative and arguably not enforceable. Despite this the GTAA has essentially acted in good faith. A denial could conceivably invite a challenge by the GTAA as to the legal enforceability of the 1997 letter agreement.
- Proactive media lines, key messages, and questions and answers have been drafted in the interim.

PROTECTED A
ONTARIO REGION
CCM # PX- 2012-403325
RDIMS # 7709205

RECOMMENDATIONS:

- It is recommended, when appropriate, that the Minister of Transport, Infrastructure and Communities convey his decision in a letter directly to the Greater Toronto Airports Authority.

 Debra Taylor
 Regional Director General, Ontario Region

Date: _____

 Yaprak Baltacioğlu
 Deputy Minister of Transport, Infrastructure and Communities

Date: _____

___ I approve ___ I do not approve ___ For discussion

 Denis Lebel, P.C., M.P.
 Minister of Transport, Infrastructure and Communities

Date: _____

Group Head: Debra Taylor
 Title: Regional Director General, Ontario Region

Phone: (416) 952-2170
 Date: 2012-07-25

c.c. Adam Blinick, André-Alexandre Carter

UPDATE: NIGHT FLIGHTS AT PEARSON INTERNATIONAL AIRPORT

Update (Y - M - D) : 2012-08-29
Update (Y - M - D) : 2012-08-24
Date (Y - M - D) : 2012-01-17

SUBJECT

Transport Canada is reviewing the Greater Toronto Airports Authority's request to increase the number of flights allowed during the nighttime restricted hours at Toronto's Pearson Airport.

SUGGESTED RESPONSE

- **Transport Canada is thoroughly evaluating all aspects of the request before making its decision.**
 - **The decision will reflect a balance between the needs of this important economic industry and the public interest.**
 - **Transport Canada will continue to monitor the number of night flights at the Airport.**
-

SUPPLEMENTARY RESPONSE (only if required)

- **Transport Canada is currently evaluating all aspects of the request, including the results of public consultations conducted by the Airport.**
- **Aircraft noise management at Canada's largest airport is a complicated and difficult issue requiring a delicate balance between local interests and the broader public interest.**
- **In making its decision, Transport Canada will consider all the information it has gathered over years of monitoring the night flights at Pearson Airport.**

BACKGROUND INFORMATION FOR THE MINISTER

- Lester B. Pearson International Airport (Toronto's Pearson Airport) must have Transport Canada's approval before increasing the number of flights during the restricted hours at night (between 12:30 and 6:30 a.m.)
- On December 22, 2011, the management of the Airport (Greater Toronto Airports Authority - GTAA) requested permission from Transport Canada to increase the number of night flights.
- Toronto Pearson is currently the fourth largest entry airport to North America and the GTAA's strategic objective is to grow traffic and become the premier gateway to North America. It is expected this Global Hub strategy will generate new traffic from emerging international markets; further increasing pressures that already exist for more flights during the restricted hours.
- Toronto's Pearson Airport is a strong driver of the Canadian economy in the Greater Toronto Area in terms of job creation and economic growth, employing more than 38,000 people directly, 185,000 people indirectly, generating \$26.5 billion in revenues, and \$6.8 billion in employment income for the Greater Toronto Area.
- Toronto Pearson is Canada's only airport that has such restrictions in place imposed by Transport Canada.
- The request, if granted, will result in an average of approximately 3-4 extra flights during the restricted hours at night to a total average of approximately 41 flights nightly in 2012. It will also provide the Airport with the opportunity to increase the number of night flights twice more in the future.
- The decision to grant the night flight increase has not yet been made. Transport Canada is currently in the process of reviewing all aspects of the request and the report of the GTAA's community outreach.
- Transport Canada has received correspondence expressing opinions both for and against the proposed night flight increase.
- One vocal group, the Markland Wood Homeowners Association (Riding – Etobicoke Centre – MP Ted Opitz (PC)) is strongly opposed to granting the increase in night flights at the Airport.

MP & Riding + analysis:

Bal Gosal, Bramalea-Gore-Malton (PC)

Contact Person:

Joseph M. Szwalek
A/RDCA Ontario Region
416-952-0162

RDG: Debra Taylor

Regional Director General
Ontario Region
416-952-2170



NIGHT FLIGHTS AT PEARSON INTERNATIONAL AIRPORT

Update (Y - M - D) :

Date (Y - M - D) : 2012-10-23

SOURCE

Transport Canada is reviewing the Greater Toronto Airports Authority's (GTAA) December 22nd, 2011 request to increase the number of flights allowed during the nighttime restricted hours at Toronto's Pearson Airport.

SUGGESTED RESPONSES

- **Transport Canada is thoroughly evaluating all aspects of the GTAA's request before making its decision.**
- **The decision will balance the industry needs of Canada's largest airport with the public interest.**
- **Transport Canada has not yet made a decision regarding the GTAA's request.**
- **Aircraft noise management at Canada's airports is a complicated and difficult issue.**
- **Transport Canada is factoring input from public consultations, industry stakeholders and the Airport into its decision.**

FACTS, IMPORTANT STATS AND QUOTES

- Toronto's Pearson Airport must have Transport Canada's approval before increasing the number of flights during the restricted hours at night (between 12:30 and 6:30 a.m.). It is Canada's only airport that has such restrictions in place imposed by Transport Canada.
- The December 22, 2011 request from the Greater Toronto Airports Authority (GTAA) to increase the number of night flights, if granted, will result in approximately 3-4 extra flights during the restricted hours at night to a total of approximately 41 flights per night. It will also provide the Airport with the opportunity to increase the number of night flights twice more in the future.
- Transport Canada has not yet made a decision regarding the GTAA's request.
- Toronto's Pearson Airport is a strong driver of the Canadian economy, employing more than 38,000 people directly, 185,000 people indirectly, generating \$26.5 billion in revenues, and \$6.8 billion in employment income for the Greater Toronto Area.
- Many opinions, both for and against, have been conveyed to Transport Canada. Industry stakeholders are, in general, supportive of the request while local residents are generally against granting the increase.

Member of Parliament, Riding:

Bal Gosal, Bramalea-Gore-Malton (CPC)

Contact Persons:

RDCA: Joseph M. Szwalek

416-952-0167

Author: Robbi Jordan

416-952-0342

RDG: Debra Taylor, Ontario Region

From: [Szwalek, Joseph](#)
To: [Jordan, Robbi](#)
Subject: RE: Note - GTAA
Date: Wednesday, July 25, 2012 11:27:00 AM

Approved

From: Jordan, Robbi
Sent: Wednesday, July 25, 2012 10:25 AM
To: Brun, Natacha
Cc: Szwalek, Joseph; D'Souza, Ludovic; Shallow, Tony; Frank, Clifford; Waljee, Imi
Subject: Note - GTAA

Hi Natacha: Thanks for agreeing to review. The others will note that I've made quite a few changes from the first draft we all looked at so please have another look and highlight concerns(if any). Thanks. R.

<< File: RDIMS-7709205.DOC.DRF >>

Robbi Jordan

Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications

Civil Aviation/l'Aviation civile

Ontario Region/Région de l'Ontario

Transport Canada/Transports Canada

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Transport
Canada

Transports
Canada

**PROTECTED A
ONTARIO REGION
CCM # PX-2012-403325
RDIMS # 7709205**

**TO: DENIS LEBEL, P.C., M.P., MINISTER OF TRANSPORT,
INFRASTRUCTURE AND COMMUNITIES**

**SIGNATORY ON LETTER AGREEMENT WITH GREATER TORONTO
AIRPORTS AUTHORITY REGARDING NIGHT FLIGHTS
For Approval**

ISSUE:

- In December 2011, the Greater Toronto Airports Authority (GTAA) requested Transport Canada's (TC) approval to increase the number of night flights at Lester B. Pearson International Airport (LBPIA).
- The GTAA has made a sound business case for granting the request based on LBPIA's substantial socio-economic contribution to local and national economies; including a positive increase to local jobs, and the fact that the existing night flight regime does not meet the GTAA's current and future needs as growth in international traffic outpaces domestic and transborder traffic. Also, the request aligns with the government and department's work to increase trade and bilateral agreements with Asia.
- The GTAA is competing on the international stage and with major American airports for this traffic (versus with domestic airports), such as the JFK Airport in New York, and Chicago's O'Hare Airport.
- Arguments opposed to the potential increase are in relation to negative impacts to the quality of life and health (sleep) of the local community.
- The previous (1997) agreement between TC and the GTAA establishing the number and growth formula for night-time flights at LBPIA was signed by the Regional Director General of the Ontario Region.
- Recognizing the need to balance the socio-economic benefits for the region and the local concerns raised by the community group of the Markland Wood Homeowners Association and other Etobicoke Centre constituents, it is recommended that the decision to grant or deny the request is best made by the Minister of Transport, Infrastructure and Communities and not at the regional level.

COMMUNICATIONS ASSESSMENT / CONSIDERATIONS:

- Communicating decisions impacting local residents' quality of life and/or the growth of an international industry can be both very sensitive and contentious.
- In polarized issues such as this, whichever decision is made, will leave one side of the issue dissatisfied and they may want to publicly contest the decision.
- Given the LBPIA is the only airport in Canada that has such restrictions, both the local business community and the GTAA may publicly contest the decision, if negative, as favouring or preferential support to other airports.
- The agreement between the GTAA and Transport Canada is administrative and arguably not enforceable. Despite this the GTAA has essentially acted in good faith. A denial could conceivably invite a challenge by the GTAA as to the legal enforceability of the 1997 letter agreement.
- Proactive media lines, key messages, and questions and answers have been drafted in the interim.

**PROTECTED A
ONTARIO REGION
CCM # PX- 2012-403325
RDIMS # 7709205**

RECOMMENDATIONS:

- It is recommended, when appropriate, that the Minister of Transport, Infrastructure and Communities convey his decision in a letter directly to the Greater Toronto Airports Authority.

Debra Taylor
Regional Director General, Ontario Region

Date: _____

Yaprak Baltacioğlu
Deputy Minister of Transport, Infrastructure and Communities

Date: _____

____ I approve ____ I do not approve ____ For discussion

Denis Lebel, P.C., M.P.
Minister of Transport, Infrastructure and Communities

Date: _____

Group Head: Debra Taylor
Title: Regional Director General, Ontario Region

Phone: (416) 952-2170
Date: 2012-07-25

c.c. Adam Blinick, André-Alexandre Carter

From: [Szwalek, Joseph](#)
To: [Jordan, Robbi](#)
Subject: Re: Toronto Pearson GTAA
Date: Wednesday, June 13, 2012 10:14:27 AM

Perfect
Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
Ontario Region - Région de l'Ontario
4900 Yonge St. 4th floor - 4900 rue Yonge, 4e étage
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Tel/tél
(416) 952-0167
Cell/cellulaire
(905) 516-2070
Fax
(416)-952-0165

----- Original Message -----

From: Jordan, Robbi
To: Szwalek, Joseph
Sent: Wed Jun 13 09:34:45 2012
Subject: RE: Toronto Pearson GTAA

Yes - at my Secretariat meetings for sure and Lucille is copied on all Briefing notes from Civ Av

-----Original Message-----

From: Szwalek, Joseph
Sent: Wednesday, June 13, 2012 9:31 AM
To: Jordan, Robbi
Subject: Re: Toronto Pearson GTAA

We have kept Martin and Lucille in the picture haven't we ?

Joseph M. Szwalek
A/Regional Director Civil Aviation
Directeur régional p. i., Aviation civile
Ontario Region - Région de l'Ontario
4900 Yonge St. 4th floor - 4900 rue Yonge, 4e étage
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Tel/tél
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Cell/cellulaire
(905) 516-2070
Fax
(416)-952-0165

----- Original Message -----

From: Jordan, Robbi
To: Kamal, Lucille; Eley, Martin; Szwalek, Joseph
Cc: Wright, Shannon
Sent: Wed Jun 13 09:24:23 2012
Subject: RE: Toronto Pearson GTAA

Not done. Lucille I will call you.

-----Original Message-----

From: Kamal, Lucille
Sent: Wednesday, June 13, 2012 9:23 AM
To: Eley, Martin; Szwalek, Joseph
Cc: Wright, Shannon; Jordan, Robbi
Subject: RE: Toronto Pearson GTAA

Joe has mentioned this at teleconf a few times. My understanding is that the approval is done by letter but I thought it was done. I've copied him and Robbi here to get an update for you.

-----Original Message-----

From: Eley, Martin
Sent: June 13, 2012 9:20 AM
To: Kamal, Lucille
Cc: Wright, Shannon
Subject: Toronto Pearson GTAA

Lucille,

The VP Corporate Affairs has just said, in his speech at CBAA, that TC has had his request for more night flights for 6 months and he hasn't heard anything.

Can I please get some feedback by noon on where it is and where stand on it, in case it comes up as a question this afternoon?

Martin Eley
From/de BB Cell (613) 850-9689

From: Stefanazzi, Kim
To: Brad Green; Brian Harkness; Charles Gonsalves; Chris Fonseca; Frank, Clifford; Councillor John Sprovieri; David Thomas; David Waters; 19 (1); Gordon Stewart; Cross, Greg; Johan Cornelis Van "T Hof; Karen Crouse; Kevin Ackryod; Linda Downie; maja prentice; Sam Ghobrial; Sheldon Rokin; Tina Rizutto-Willan; Vincent Crisanti
Subject: G15: CENAC - Noise Management Presentation
Date: Thursday, November 15, 2012 5:09:41 PM
Attachments: 2012-11-14 Developing a Noise Management Action Plan - final.pdf
Importance: High

Good Afternoon CENAC Members,

I have attached a copy of the second presentation "Developing a Noise Management Action Plan" on the Agenda for our CENAC meeting on Wednesday.

Regards,

Kim Stefanazzi

Administrative Assistant
 Strategy Development and Stakeholder Relations
 Greater Toronto Airports Authority
 Toronto Pearson International Airport
 P.O. Box 6031, 3111 Convair Drive
 Toronto AMF, ON L5P 1B2
www.GTAA.com

19 (1) fax 19 (1)
 19 (1) @GTAA.com

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GTAA Noise Management Program Review



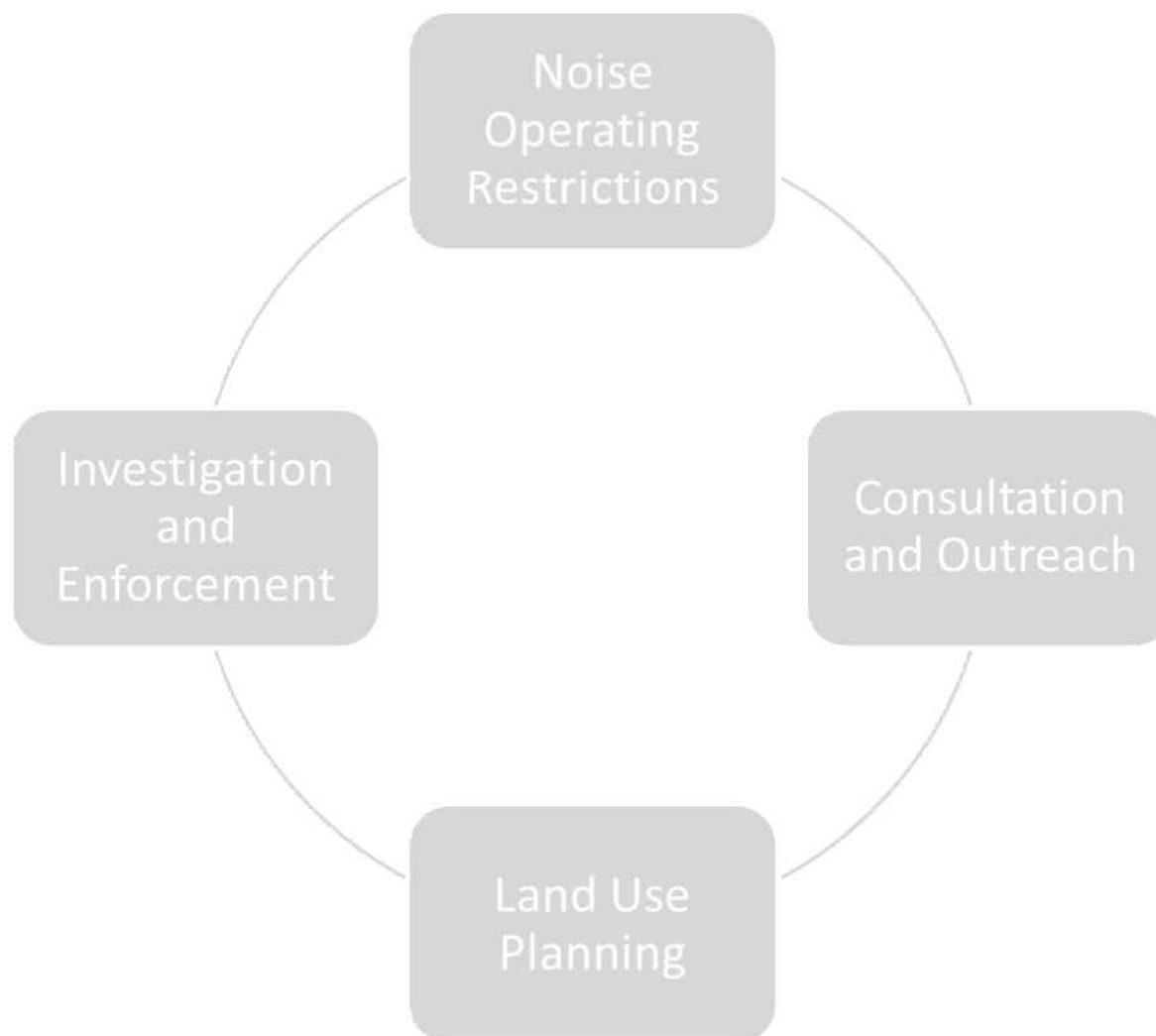
Noise Management Program - Mandate

The purpose of Toronto Pearson's Noise Management Program is to mitigate the noise impacts of its operations on neighbouring communities, while operating the airport in a safe, secure, financially viable and efficient manner for the general benefit of the public.

Objective

1. Overview of current Noise Management Program
2. 5 Year Noise Management Action Plan – why have one, and what should it consist of
3. Review of draft framework for the GTAA's 2013-2017 Noise Management Action Plan
4. CENAC's role and next steps

Components - Noise Management Program



Components - Noise Management Program

Noise Operating Restrictions

- Night Flight Restriction Program
- Engine Run-Up Restrictions
- Preferential Runway Assignment
- Noise Abatement Procedures
- Aircraft operating restrictions

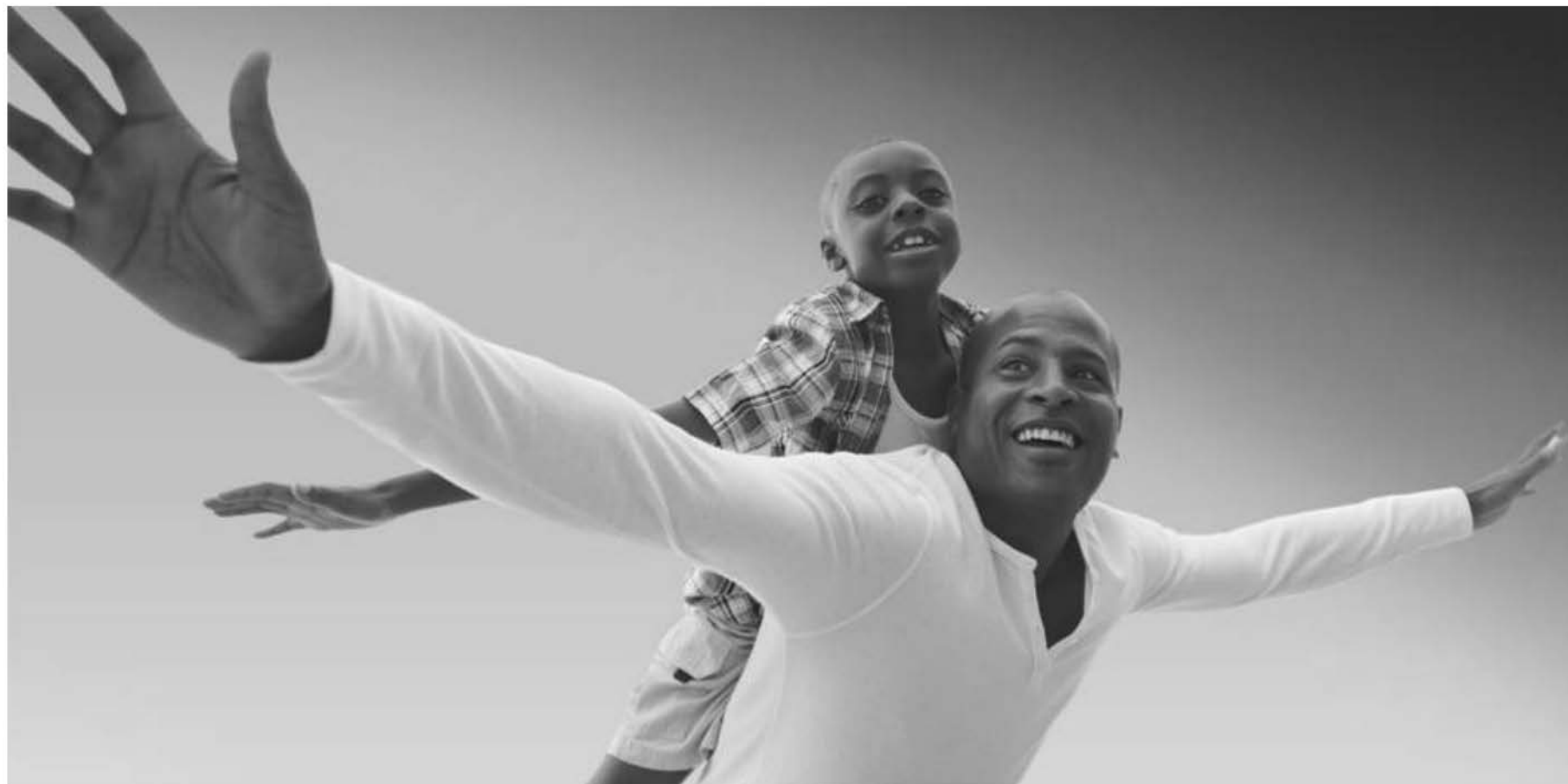
Land Use Planning

- Noise Exposure Forecast
- Airport Operating Area

Consultation and Community/Stakeholder Outreach

- Noise Management Office
- CENAC
- Technical Noise Committee
- Community Outreach & Education
- Publications and [TorontoPearson.com/community](https://toronto.pearson.com/community)

Investigations and Enforcement



Developing a 5 year Action Plan



Why undertake a Noise Management Action Plan?

Toronto Pearson has a corporate mandate to serve the aviation needs of Southern Ontario and Canada. This inevitable growth, has consequences for our adjacent communities.

A 5-Year Noise Management Action Plan will:

- Set a roadmap for 2013-2017
- Review and validate current noise program components
- Make recommendations for improvements/updates to the current program
- Introduce new measures that will continue the GTAA's commitment to a pro-active approach to managing noise impacts
- Increase transparency and accountability by setting clear objectives, tactics and evaluations of each initiative
- Guide the work of the Noise Office, Community Engagement, aviation partners and CENAC

Best practice suggests...

Successful Noise Management Programs are considered those that include the following components:

1. ***Land Use Planning*** – maintain compatible land use (as locally defined)
2. ***Ground Operations*** – manage ground operations to minimize operational noise to the extent possible
3. ***Flight Procedures*** – optimize terminal area flight procedures to minimize impact
4. ***Monitoring and Flight Tracking*** – maintain up-to-date noise monitoring and flight tracking systems that provide an accurate history of noise events
5. ***Community Outreach & Education*** – continuously communicate information to all stakeholders that both responds to and manages public expectations

Recommended Initiatives

- We have drafted a framework of recommended initiatives
- Initiatives have been identified through:
 - Feedback from area residents
 - Issues arising at meetings of the CENAC and Technical Noise Committee
 - GTAA regular operations, priorities and procedures
 - Trends and issues identified by Noise Management team
 - Industry best practices
 - Transport Canada and obligations in Airport's Ground Lease



Five Year Noise Management Action Plan Recommended Initiatives



Introduction

- For each component of the Draft Noise Management Program Action Plan, we've:
 - Identified initiatives that would be undertaken for review
 - Suggested the approach we recommend for communication and CENAC/community/stakeholder engagement
- Key Questions for CENAC:
 1. As we review these initiatives, are there others that you believe should be added or removed from the Action Plan?
 2. Do you agree with the suggested communication and outreach recommendations?

Land Use Planning

Objectives:

- Maintain compatible land use (as locally defined)

Initiatives for discussion/review/presentation:

- Noise Exposure Forecast
- Airport Operating Area

Approach:

- CENAC/public workshops on these tools, their background, how they are used, reporting on them going forward
- Consultation with external/industry stakeholders (e.g. municipalities, as necessary)
- Web updates, feedback loops

Ground Operations

Objectives:

- Manage ground operations to minimize operational noise to the extent possible

Initiatives for discussion/review/presentation:

- Annual review run-up procedures
- Standardization of enforcement audits

Approach:

- Internal working groups to examine initiatives and identify opportunities to enhance process
- Consultation with external/industry stakeholders (e.g. NavCan, airlines, etc.)
- Ensure transparency in communications of current programs through CENAC/public workshops, web updates, feedback loops

Flight Procedures

Objectives:

- Optimize flight procedures to minimize impact

Initiatives for discussion/review/presentation:

- Preferential Runway System
- Noise Abatement Procedures
- Nighttime Standard Instrument Departures
- RNAV, Continuous Descent Arrivals
- Aircraft Technology and Fleet Mix
- Standardization of Enforcement and Auditing Procedures (eg benchmark and consultation criteria around trials for potential new procedures)

Approach

- Internal working groups to examine initiatives and identify opportunities to enhance current program
- Consultation with external/industry stakeholders (e.g. airlines, NavCan, etc.)
- Ensure transparency in communications of current programs through CENAC/public workshops, web updates, feedback loops

Monitoring and Flight Tracking

Objectives:

- Maintain up-to-date noise monitoring and flight tracking systems that provide an accurate history of noise events

Initiatives for discussion/review/presentation:

- System tool upgrades (e.g. noise monitors)
- Implementation of new in-house noise system – ANOMS
- Implementation of public Flight Tracking System -WebTraks
- Noise Inquiry procedure update
- 10 Nautical Miles Assessment
- Standardization of tracking and reporting
- Standardization of Enforcement and Auditing Procedures (eg assessment of nighttime violations)

Approach

- Engage with CENAC and community to build familiarization of the new system, set criteria for tracking and reports, set criteria for noise inquiry trend analysis
- Consultation with external/industry stakeholders (e.g. TC, airlines, NavCan, etc.)
- Ensure transparency in communications of current programs through CENAC/public workshops, web updates, feedback loops

Community Outreach & Education

Objectives:

- Continuously communicate information to all stakeholders that both responds to and manages public expectations

Initiatives for discussion/review/presentation:

- Clarify roles and responsibilities and objectives of GTAA, NAV Canada, TC, Noise Office, Community Programs, CENAC
- Develop Noise 101 Communications Toolkit
- Update and enhance Noise Program Web Portal
- Review strategy for community outreach and education

Approach

- Regular development of communications tools for CENAC review and input
- Roll out of community outreach and education strategy



The Role of CENAC & Community Outreach



Next Steps

- Use each component of the Noise Management Action Plan as a topic for future CENAC meeting
- In the meeting we will review in detail:
 - Objectives of each initiative
 - Roadmap/workplan for achieving the objective
 - Update on work progress to date
 - Discussion about the evaluation
 - Discussion about the broader community engagement strategy

CENAC

We are looking for CENAC's involvement in the following ways:

- **Validate** – Are there initiatives that you feel should be added or removed from the Action Plan?
- **Accountability** – We will be reporting on the progress of initiatives at CENAC meetings – are we meeting the objectives?
- **Involvement** – Many of the initiatives require consultation with others (communities, industry, government, etc.). We will be looking to CENAC for feedback, advice and engagement
- **Identify** – Help identify issues or themes that emerge that should be addressed as future initiatives

Thank you



For You. The World.



Toronto Pearson
International Airport | Aéroport International

From: [Jordan, Robbi](#)
To: [Moniz, Patricia](#)
Subject: In case you want these
Date: Tuesday, December 13, 2011 8:58:00 AM
Attachments: RDIMS-#7192470-v1-SPEAKING NOTES FOR DM - GTAA - JOHN HIGHAM AND JOE SZWALEK.DOC

I just got these drafted for John and Joe before I left yesterday. You may or may not want to review – speaking notes for their joint presentation on GTAA.

Robbi Jordan
Strategic Issues and Communications Manager/gestionnaire des questions stratégiques et de communications
Civil Aviation/l'Aviation civile
Ontario Region/Région de l'Ontario
Transport Canada/Transports Canada
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mobile (647) 203-4220

GTAA NIGHT FLIGHTS – HOW TC CAN WORK TOGETHER

JOHN – INTRODUCTION

- Pearson International Airport is Canada's busiest and in the world's top 40 with over 30 million passengers to date in 2011. Toronto Pearson employs more than 38,000 people directly and 185,000 indirectly and generates \$26.4 billion in revenues and \$6.8 billion in employment income for the Toronto region.
- Currently, Toronto Pearson is the fourth largest entry airport in to North America; Toronto Pearson's vision is to become North America's premier gateway airport.
- While the number of passengers is increasing, however, Pearson's ranking in terms of world's busiest airport (in terms of passenger movements) is declining – (they were 29th in 2006 and 38th in 2009).
- Working with Greater Toronto Airports Authority (who manage Pearson) involves many facets of Transport Canada's work.
- In addition to Ontario Region's regulatory oversight (and Joe Szwalek can speak more to that), Transport Canada is currently anticipating a request from the GTAA for an increase to their 'night flight' budget; ie. flights during the restricted hours of 12:30 to 6:30 a.m.
- The GTAA's strategic direction is to grow traffic and become the Premier Gateway to North America. It is expected that this strategy will create new traffic, mostly international. The GTAA forecasts show a sharp increase in demand for night flights in the next 2 to 3 years that will result in a significant budget shortfall over time. Pressures exist now, but are expected to increase.
- The GTAA have informed TC that they will be requesting an increase in the number of night flights granted at the airport (we expect the 'ask' to come before the end of 2011)
- Transport Canada's response to this issue presents a good example of how the department and region work collaborative to address a multi-faceted issue from both regulatory and policy perspectives for Canada's largest airport.

JOE BACKGROUND

- In 1997 Transport Canada and the GTAA signed an agreement that established a common understanding of night flight operations and that reaffirmed the GTAA's commitment to continue to operate in a manner that is consistent with the noise management regime that TC had in place before transfer.

- The maximum night flights allowed during restricted hours at Pearson is reviewed on a yearly basis. This maximum is determined based on passenger traffic growth at Pearson for that current year. If total passenger movements forecasted increase in a year, the night flight budget increases.
- No other airport in Canada has such a regime. Others have restrictions, but none has a TC imposed budget or audit process. Pearson is the only airport in Canada with a 'budget'.
 - Montréal's Dorval airport uses strict operating restrictions to reduce aircraft noise at night.
 - Vancouver's airport uses approaches from the water to mitigate aircraft noise at night.
- Transport Canada monitors the night flights annually to ensure Pearson does not exceed its budget.
- The GTAA must seek written approval from TC if it wishes to change this regime. Transport Canada has indicated it would insist that any proposed increases be discussed at the Noise Management Committee meetings.
- To date, the GTAA has successfully managed within this budget however this is becoming more and more difficult given the level and nature of demand. The budget in 2011 is 13,207 flights (at night).
- On August 24 and September 7, 2011, the GTAA met with officials from TC to present its business case for increasing the budget for night flights, options for methodologies to use and an overview of its community outreach plans.
- The GTAA is expected to ask TC for 3 one-time 'bump-ups' of 10% each to the night flight budget; the first in early 2012 and the timing of the two later bump ups to be determined in the future by demand.

Transport Canada's Roles with respect to the night flight budget increase and how we work together

JOE -

- Regional Civil Aviation
 - Technical Advisor to Community Environment & Noise Advisory Committee
 - Bring issues forward to RDG
 - Input into response to complaints to Minister Office from public and GTAA noise complaints outside 10 nm radius of airport
 - Monitoring of Night Flight Budget on an annual basis
 - Enforcement of noise violations

JOHN

- Regional Programs
 - Administrators of the GTAA Ground Lease – ensure any changes are consistent with it
- Policy (Regional and NHQ together)
 - Fit the request for increase in night budget into the bigger picture, taking into account:
 - Regional and National Transportation Strategies (provide examples – eg Blue Skies)
 - Regional and National economic initiatives (provide examples)
 - *Etc. – John you should have a lot to provide here*
- Regional Civil Aviation and Policy Together
 - Initial analysis of number of night flights at Pearson in comparison with other Canadian airports
 - Review and analysis of GTAA's submission to TC – formulate recommendations
 - Provide joint recommendations and briefing to RDG and DMO
 - TC is prepared to support an increase to the night flight budget provided that the GTAA consults with their Community Environment and Noise Advisory Committee and with the public. The GTAA should aim to balance their own needs with the concerns of the local community like other international airports.

Joe - Public Outreach

- 3 OPEN HOUSES HELD in GTA - November 22-24 (attendance quite low)
- Meeting with provincial MPPs held.
- Targeted communications to their list of people in their database – usually complainants.
- Information on their website and on Facebook as well.
- They plan to send a package to TC in mid-December with a summary of the public and aviation stakeholder outreach (which includes open houses in Mississauga, Toronto and Brampton) and with the 'ask'.
- Since the public outreach sessions began, Minister's office has received 9 letters of support from business groups in the Greater Toronto Area. One letter against was received – from a private citizen.

- There was no formal role stipulated for TC at the open houses but we went to them anyway to monitor public reaction.

From: [Jordan, Robbi](#)
To: [Higham, John](#); [Dawson, Dave](#)
Cc: [Moniz, Patricia](#); [Szwalek, Joseph](#); [Taylor, Debra](#); [Kozycz, Cathy](#)
Subject: Re: GTAA Request for Night Flight Changes
Date: Tuesday, January 24, 2012 6:00:22 AM

Hi John: I e-discussed this with Dave yesterday and he is fine with Region answering them all. I have been keeping a list and the plan, as discussed with Joe, is to send one simple generic-ish letter to all - if we can. Will send to you and RDG for review/approval before sending.R

From: Higham, John
To: Dawson, Dave
Cc: Moniz, Patricia; Jordan, Robbi; Szwalek, Joseph; Taylor, Debra; Kozycz, Cathy
Sent: Mon Jan 23 22:12:39 2012
Subject: RE: GTAA Request for Night Flight Changes

Hi, Dave. I understand, per below, that Air Policy may be preparing a response to one piece of incoming correspondence on GTAA night flights. Per below, there are a number of incoming pieces of correspondence on this matter, and we will need to ensure consistent responses. If you are amenable, could you please re-direct the one you have to Region, and Region can prepare consistent replies for all, and will work with Air Policy to do so.

Thanks.

John Higham
 Regional Director / Directeur régional
 Policy and Coordination / Politique et coordination
 Ontario Region / Région de l'Ontario
 Transport Canada / Transports Canada
 4900 Yonge St., 3rd floor / 4900, rue Yonge, 3e étage
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 cellular / cellulaire (416) 434-9408

e-mail - courriel: john.higham@tc.gc.ca

From: Jordan, Robbi
Sent: January 23, 2012 10:14 AM
To: Szwalek, Joseph
Cc: Moniz, Patricia; Higham, John
Subject: RE: GTAA Request for Night Flight Changes

Hey Joe: This came to us through the Ministerial correspondence unit and assigned to us as "Info" with the direction to close – as did all the letters received regarding the night flights at GTAA – for and against. It also came in through our Civil Aviation Communications Centre but as we weren't responding to the same letter received in MO we haven't responded to that one either. Since the decision was made not to respond to these we have received quite a few more – both for and

against. I have been tracking them in the attached document. What we need to decide, and what I need direction on, is the following:

1. If we should respond
2. If we should respond to both the support and against or just the against
3. The timing of the response. Before the decision is made? After? Cathy advises that we could do a 'travelling response' ie. Get the same response for all the dockets and send them up as emergency and get them out in 5 days. That sort of response would work best if we have a generic 'TC is evaluating the request and weighing both the economic benefit and the impact on community' type of response and needs to be sent before the decision. A generic response may be tricky with some of the letters.
4. Also, In looking through the processes used in the Ministerial Correspondence unit Cathy and I found that HQ Policy is drafting a response to at least one letter of support of the night flights, with no input from PX. We can direct Minister's office that PX is responding if that is the decision.

I will wait for your thoughts. Rhanks.

Robbi

From: Jordan, Robbi **On Behalf Of** Szwalek, Joseph
Sent: Monday, January 23, 2012 8:58 AM
To: Jordan, Robbi
Subject: FW: GTAA Request for Night Flight Changes

From: Taylor, Debra
Sent: Sunday, January 22, 2012 3:31 PM
To: Moniz, Patricia; Szwalek, Joseph; Higham, John
Subject: Fw: GTAA Request for Night Flight Changes

Pls review and consider

Debra Taylor

Regional Director General / Directrice générale régionale

Tel - Tél: (416) 952-2170 / Facsimile - Télécopieur (416) 952-2174

e-mail - courriel: Debra.Taylor@tc.gc.ca

Transport Canada / Ontario Region (PX) / 4900 Yonge St., North York, (Ontario) M2N 6A5

Transports Canada / Région de l'Ontario (PX) / 4900, rue Yonge, North York (Ontario) M2N 6A5

Government of Canada / Gouvernement du Canada

From: 19 (1)
To: Taylor, Debra
Sent: Sun Jan 22 13:02:13 2012
Subject: GTAA Request for Night Flight Changes

Director Taylor,

I am writing you in regards to the GTAA's request for night flight changes. Please find

attached a letter to you, a copy of earlier correspondence sent to Director Szwalek and a copy of the on-line petition concerning these flights.

As I am sending these documents electronically, if you could acknowledge receipt of them it would be greatly appreciated.

Thanks and regards,

19 (1)

From: Pressick, Lori
To: 19 (1)
Subject: Nav Canada Airspace Changes
Date: Thursday, April 11, 2013 11:24:00 AM

Dear 19 (1)

As per our telephone conversation this morning, please find attached a link to the Nav Canada website.

<http://www.navcanada.ca/navcanada.asp?Language=en&Content=ContentDefinitionFiles\Airspace\Toronto\default.xml>

Nav Canada is responsible for the management of airspace which includes designing and publishing arrival and departure routes and airways.

Regards,

Lori

Lori Pressick
Safety Officer/ Officier d'un/sécurité Aviation Enforcement/ Application des règlements de l'aéronautique
Tel/Tél: (905) 405-5189
Fax/Télécopieur: (905) 405-3305
E-mail/Courriel: lori.pressick@tc.gc.ca Website/Site Web: www.tc.gc.ca/Ontario/eng/air/civil-aviation/menu.htm
Pearson Transport Canada Centre | 5431 Flightline Drive, (PAP-PIA), Mississauga, Ontario L5P 1A1
Centre de Transports Canada, Pearson | 5431 promenade Flightline, (PAP-PIA), Mississauga, Ontario L5P 1A1
Government of Canada/Gouvernement du Canada

March 28, 2013

Mr. Joseph Szwalek
A/Regional Director, Civil Aviation - Ontario
Transport Canada
4900 Yonge Street
North York, ON M2N 6A5

Greater Toronto
Airports Authority
P.O. Box 6031
3111 Connaught Drive
Toronto, ON M9W 6X9
Canada L5P 1R2

P 416.776.3000
F 416.776.7746

(344) per

Dear Mr. Szwalek:

Re: **Community Environment Noise Advisory Committee (CENAC)** 19 (1)

I am writing in regards to a concern that was raised by a Mississauga resident, 19 (1) at the Greater Toronto Airport Authority's (GTAA) February 13, 2013 meeting of the Community Environment Noise Advisory Committee (CENAC). In that meeting, we made a commitment to follow up with Transport Canada in regards to the issues raised by Ms. 19 (1)

Ms. 19 (1) argues there is a systemic conflict of interest with the fact that the GTAA monitors aircraft noise levels and produces and reports complaint statistics without a third party audit by Transport Canada. Ms. 19 (1) further suggests that the GTAA misrepresents complaint statistics. At the February 13 meeting, she directly appealed to the Transport Canada representative for increased monitoring and oversight on how we manage our noise program and related records. In addition, Ms. 19 (1) requests that noise monitoring be conducted by Transport Canada at or near her residence to allay her concerns about impartiality of the portable noise monitoring conducted by the GTAA.

As you know, Toronto Pearson is a growing airport. In 2012 approximately 35 million passengers used this airport and this number is expected to continue to increase. The GTAA works to strike a balance between operating a growing airport and regional economic engine and mitigating our impact on the airport's surrounding communities. To achieve this balance, we have a robust Noise Management program in place, which, among other components, includes a noise complaint and inquiry process. We report our statistics to CENAC, the Technical Noise Committee (TNC), and through publications such as our Annual Noise report and the Corporate Responsibility report. These reports are available to the public through our website. We are committed to transparency of our processes and the sharing of our information. We have also made some recent changes to our noise complaint reporting procedures to address feedback from residents.

INFORMATION MGMT.
SERVICES
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TRANSPORT CANADA

Toronto
Pearson
Airport
Authority

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Transport
Canada

Transports
Canada

4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
5140-1-157

April 29, 2013

Mr. Toby Lennox
Vice President
Strategy Development & Stakeholder Relations
Greater Toronto Airports Authority
P.O. Box 6031
3111 Convair Drive
Toronto AMF, ON L5P 1B2

Dear Mr. Lennox:

RE: Community Environment Noise Advisory Committee (CENAC) –

19 (1)

Thank you for your letter dated March 28, 2013 regarding the concerns raised by the above named Mississauga resident at your February 13, 2013 Community Environment Noise Committee Meeting (CENAC).

Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure, efficient and environmentally responsible transportation system.

Under the National Airports Policy announced in 1994, Transport Canada transferred the day-to-day operations of Toronto/Lester B. Pearson International Airport to the Greater Toronto Airports Authority in 1996. Among the many responsibilities transferred to the Greater Toronto Airports Authority was the responsibility for the management of noise at and in the vicinity of the airport.

Transport Canada has had no concerns with the method the GTAA used to record and report statistics on noise complaints, and believe that the GTAA's recent amendment to the noise complaint reporting procedures where all complaints will be recorded individually, might alleviate some of Ms. 19 (1) concerns.

.../2

-2-

Regarding the night flight program, as you are aware, the annual number of night-time flights the Airport Authority is able to grant is determined through a Letter Agreement between Transport Canada and the GTAA. Transport Canada evaluates this number every year and conducts annual oversight for compliance with the terms of the Letter Agreement. Transport Canada has to date found the GTAA to be in compliance with the terms of the Letter Agreement and is satisfied with the way the night flight program is being managed and documented by the GTAA.

Transport Canada considers our current regulatory oversight to be satisfactory, and conducting noise monitoring is outside of our mandated responsibilities.

As a suggestion, your organization may want to consider engaging the services of a third party to conduct an audit of your noise monitoring and reporting activities.

Thank you again for relaying Ms. 19 (1) concerns to Transport Canada.

Regards,

Joseph M. Szwalek
Regional Director, Civil Aviation
Transport Canada
Ontario Region



Transport
Canada

Transports
Canada

4900 Yonge Street
4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

August 15, 2013

Our file Notre référence
5151-1-157 (PAD)

Mr. Joe Forbes
Manager, Aviation Compliance and Coordination
Greater Toronto Airports Authority
P.O.Box 6031, 3111 Convair Drive
Toronto AMF, ON L5P 1B2

Dear Mr. Forbes:

Re: NOISE MITIGATION PROCEDURES – Toronto Pearson Airport

We have completed a review of the records for the period **November 1, 2010 to October 31, 2011**. This review was done with respect to the December 10, 1997 letter to Mr. Louis Turpin from Mr. ^{19 (1)} and the subsequent change in reporting cycle.

Our review did not find any items in noncompliance with the procedures outlined in the 1997 letter and the subsequent change in reporting cycle. While our sampling did reveal some errors in documentation we were able to reconcile these items with your staff. We do have one item of concern and request that you take action on it:

- The record keeping and tracking of information regarding flights/aircraft that potentially violated the Restricted Hours Operating Policy and protocols were insufficient to substantiate whether a violation indeed occurred. Processes must be in place to identify violations and provide sufficient evidence to warrant the application of appropriate nighttime penalties and/or enforcement action by Transport Canada where necessary.

Please provide your written comments detailing your proposed actions to our office regarding the above item no later than **September 20, 2013**.

... / 2

- 2 -

Should you require any further information, please contact the undersigned at (905) 405-3306.

Yours truly,

Original signed by:

Greg Cross
Civil Aviation Safety Inspector
Flight Operations
Ontario Region
Telephone: 905-405-3306
Facsimile: 416-952-0196

From: 19 (1) @aircanada.ca on behalf of 19 (1)
To: 19 (1) @gtaa.com
Cc: 19 (1) @gtaa.com; 19 (1) @navcanada.ca; Frank, Clifford; chris.fonseca@mississauga.ca; councillor crisanti@toronto.ca; 19 (1) @toronto.ca; councillor matlow@toronto.ca; 19 (1)
Subject: Increased Air Traffic Due To Flight Path Changes Over Our Immediate Neighbourhood
Date: Monday, March 26, 2012 10:56:06 AM

Toby et All

The Toronto noise abatement plate states "arrivals are prohibited on runways 24R, 24L, 23 ...etc unless assigned by ATC and "departures are prohibited on runways 05, 06 L/R .. etc. For the departure case, departures normally transit north of highway 401, near Finch Ave and Yonge St. therefore missing his neighbourhood which is 19 (1) of the departure path for 06 L/R. I am sure the GTAA can confirm that departures miss his area during the periods he referenced.

Mr. 19 (1) and only arrival air traffic sequenced for runway 24 L/R fly over his neighbourhood. There may have been ATC related extenuating circumstances that would permit an aircraft to fly the downwind and base leg approach for 24 L/R that would possibly cause the comments written by Mr. 19 (1) during restricted hours but I really doubt it. 19 (1) and everyone addressed in his email knows traffic patterns were not altered during 2008 and certainly not to the degree Mr. 19 (1) claims.

His neighbourhood is impacted approximately three times a day 06:15 to 08:30, 16:00 to 19:00 and 21:30 to 00:00 due to extended downwind legs for 24 L/R when air traffic demand exceeds airport capacity. I feel for Mr. 19 (1) but there is little we can do for him in the short term.

Recent changes to the arrival routes beyond the airport 10 nm region and mainly for upper airspace efficiency gains, might provide some relief from extended downwind traffic patterns for 24 L/R. GTAA radar plots from before February 9th compared to after February 9th for the same periods of time might show small alterations in air traffic and less use of the extended down winds to meet capacity issues at Toronto.

For your consideration, 19 (1)

19 (1)
 19 (1) Mississauga Ontario 19 (1)
 T 19 (1) C 19 (1)
 19 (1) @aircanada.ca

From: [19 (1)]
Sent: Friday, March 23, 2012 3:17 PM
To: [19 (1)]@gtaa.com
Cc: [19 (1)]@gtaa.com; [19 (1)]@navcanada.ca; [19 (1)]@aircanada.ca; frankc@tc.gc.ca; chris.fonseca@mississauga.ca; councillor_crisanti@toronto.ca; [19 (1)]@toronto.ca; councillor_matlow@toronto.ca; [19 (1)]

[19 (1)]

Subject: Increased Air Traffic Due To Flight Path Changes Over Our Immediate Neighbourhood

In 2008 I became aware of an increase in overhead air traffic that I tried to ignore and accept. I heard that the flight paths were to be changed in February of this year. I presumed I would benefit from this. How naive! The frequency of air traffic and the related noise level have increased so dramatically that, even with windows closed, I find it irritating and intrusive.

The flights are often close together, extending to after midnight and from early morning. I have even heard them at 3-15 a.m. and 4-00 a.m. Thus it is difficult to get to sleep and sleep is also disrupted. In February [19 (1)]

[19 (1)] I find that the piercing, whining noise of descending flights in particular [19 (1)]
 [19 (1)] To me this is pollution of the ears and the equivalent of torture.

There are some people who are seemingly unaffected by all this noise and how I envy them! While my husband [19 (1)] However, he too is affected by the noise level in the daytime because there is no way of avoiding it, especially when outdoors in the summer trying to enjoy our garden.

For all some people say that they are not bothered by the noise level, should we not be concerned with improving the quality of life of others who, like ourselves, have and are being adversely affected as well as for the neighbourhood as a whole?

We have lived in the [19 (1)] and would not want to relocate anywhere else in Toronto. If we had wanted to live near an airport we would have chosen a location such as Mississauga where we would have paid far less for an equivalent property.

I know that one has to be open to change but there are limits to what should be forced upon us. To my knowledge changes to flight paths have been made without us having any opportunity to challenge them. As concerned property tax payers, this "My Way or the Highway" approach amounts to an infringement of our privacy and rights. In fact it is almost a form of harassment aimed at a certain sector of the public.

We are very much opposed to the expansion of the night flight budget because it does not show any accountability, responsibility or concern for residents such as ourselves living some distance to the East of the airport who will none the less be affected. Is there not some way that flight paths can be redirected over less densely populated areas (for example, lakes Ontario and Erie or rural country) so that far fewer people will be impacted?

We sincerely hope that some favourable outcome to this issue can be found so that residents such as ourselves will not be forced to tolerate this disruptive intrusion into our lives on a permanent basis.

19 (1)

From: [Toronto Pearson Community Engagement](#)
To: [Frank, Clifford](#)
Subject: Night Flight Outreach - Have Your Say
Date: Friday, December 02, 2011 1:25:13 PM

Is this email not displaying correctly?
[View it in your browser.](#)



Have Your Say

Toronto Pearson is planning to submit a request to Transport Canada for a modest increase to the number of flights that are allowed to fly at night. In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.

We've been out talking with the community and recently hosted a series of Open Houses. If you've missed out on this, there is still time to become part of the conversation.

For more details about this proposal, including the presentation boards from our Open Houses, please visit our [Night Flights Outreach](#) site.

Please provide your comments by December 5, 2011.



For more information, please:

- call 416-776-5739
- email community.engagement@gtaa.com
- or visit our website
www.torontopearson.com/community

Talking with our neighbours about our request to update our night flights budget is the start of bigger commitment we're making to build stronger relationships with the communities where we live and operate.

We hope this is just the start of our ongoing conversation.

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From: Connelly, Robyn
To: Stefanazzi, Kim; Brad Green; 19 (1) Charles Gonsalves; Chris Fonseca; Frank, Clifford; Councillor John Sprovier; David Thomas; 19 (1) Gordon Stewart; 19 (1) Karen Crouse; 19 (1) Kevin Ackryod; 19 (1) Maja Prentice; Sam Ghobrial; Sheldon Rokin; Tina Rizutto-Willan; Vincent Crisanti
Subject: FW: Toronto Pearson - Night Flight Outreach, Follow Up
Date: Wednesday, November 30, 2011 1:58:41 PM
Attachments: image001.jpg
 Toronto Pearson Night Flights - Quick Facts.pdf

Hi all,

Please see below for the note that went out to the residents who attended our Open Houses last week. Please also note, the display materials from the Open Houses is now also available on our website and can be found here: <http://www.torontopearson.com/NightFlightsOutreach/Talking/>

Best wishes,
 Robyn.

Robyn Connelly

Manager, Community Engagement
 Public Affairs and External Communications
 6-3133

In support of our ISO 14001 program, please avoid printing e-mails whenever possible.

From: Connelly, Robyn
Sent: Tuesday, November 29, 2011 4:57 PM
To: Connelly, Robyn
Subject: Toronto Pearson - Night Flight Outreach, Follow Up

Hi,

Thank you all for coming out to one of the Toronto Pearson Night Flight Outreach Open Houses.

As you know, we are planning to submit a request to Transport Canada for 20 (1) (b) to the number to the number of flights that are permitted to fly at night. In practical terms, this would result in an average of 20 (1) flights per night in 2012, just 20 (1) (b)
 20 (1) (b)

For more details about this proposal, please see the attached Quick Facts sheet, or visit our [Night Flights Outreach site](#).

If you haven't already submitted your comments, please do visit the Talking to Toronto Pearson section of the site to submit your comments using our online feedback form. Please share your comments on our Night Flights Outreach by December 5, 2011.

In addition, Councillor Chris Fonseca, Ward 3, City of Mississauga has received a number of

questions about our proposal and airport operations in general. For your benefit, below is the information that we have provided to Councillor Fonseca to share with her residents directly. We hope this provides some important clarification.

Question	Comment
What is Toronto Pearson actually asking for?	• Toronto Pearson will be asking Transport Canada for a modest increase in the number of flights at night. • We are not recommending elimination of the cap on the number of night flights that has been in place since 1997; rather, we are requesting a modest increase to the budget that would be phased in as demand requires. • Our forecasts suggest we would need three modest increases over the next 15 years to meet the needs of our guests, airline customers, surrounding business community and the Greater Toronto Area. • These phased increases would occur in the year following a year when night flight demand reached 95% of the annual night flight budget. In years when night flight demand doesn't trigger an increase, we will just see our budget increase based on annual passenger traffic growth. • In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.
Please address the content of the flyer distributed by a resident to approximately 500 residents.	The flyer addresses 3 separate initiatives at Toronto Pearson; - <u>Night Flights Outreach:</u> Toronto Pearson is planning to submit a request for a modest increase to the number of flights that are allowed to fly at night. This request will be submitted to Transport Canada by the end of 2011. Please learn more about this initiative, and give us your feedback by using the Talking to Toronto Pearson tab, at www.torontopearson.com/NightFlightsOutreach - <u>Early Turn Procedure:</u> The GTAA has not made any recent changes to flight paths. The comments about a change in flight paths are in reference to the Early Turn Procedure (ETP). A trial

	using this procedure started in 2000, and after community input it was made a permanent operation in 2005. This is not a new flight path. The ETP is part of a joint initiative between the GTAA, air carriers and NAV Canada to reduce greenhouse gas (GHG) emissions. More information about this procedure can be found on our website. Please note: the early turn procedure is not used during the night-time hours. - <u>NAV Canada Airspace Review</u> Comments about new flight paths may also be in regards to NAV Canada's recent airspace review. NAV Canada, the country's air navigation services provider, plays a key role in designing and publishing the network of air routes that an aircraft uses to get to its destination. NAV Canada has recently undertaken a Toronto-Ottawa-Montreal Airspace Review to increase efficiency of aircraft operations and reduce delays while maintaining or increasing the safety system. You can visit the NAV Canada website for updates. This airspace review and consultation are independent of Toronto Pearson and we have limited influence over the process or outcome of it. We encourage residents to comment directly to NAV Canada.
What are the noise implications should the proposed request for increased budget be approved?	Transport Canada has developed a computer model to quantify long-term aircraft noise exposure based on actual or forecasted flights. The resulting noise contour lines do not measure decibel levels for individual flights; rather they represent the cumulative noise and noise annoyance of overall actual or forecasted flights. Using this model, we know that Toronto Pearson's noise footprint has reduced over the past 15 years. This is primarily because the aircraft that are operating today are significantly quieter, with the quietest aircraft operating in the night-time hours. We expect traffic at the airport to continue to grow at an average rate of 3-5 per cent over the next few years,

	with the demand for night flights growing at a slightly faster rate. Even with this growth and our proposal for a modest increase to the number of flights at night, our noise footprint is expected to grow modestly, but remain well within the Airport Operating Area (AOA). More information about the AOA can be found in Toronto Pearson's Noise Brochure.
A specific list of communication tools that were used to inform the community including the number of households/businesses that were advised as well as a plan that will improve communication for future engagements.	NIGHT FLIGHT OUTREACH • Briefings with the elected officials ○ Worked with officials to identify community leaders and groups to target ○ Encouraged elected officials to promote the issue and the outreach with their constituents • Communication sent by email to a list of more than 3500 residents and stakeholders, including: ○ Existing Resident/Stakeholder Lists ○ People who signed up via the Stay in the Know function on our website ○ 1500 Street Festival registrants and 100 volunteers ○ Resident and ratepayers associations • Voice Recording on the Noise Complaint Line • Facebook (numerous postings) • CENAC members ○ Workshop ○ Encouraged CENAC to share with their neighbours and community lists • Promotional Flyers at the open house venues Community Outreach Going Forward Talking with our neighbours about our request to update our night flights budget is the start of bigger commitment we're making to build stronger relationships with the communities where we live and operate. Each initiative we undertake, we do our best to identify the appropriate tactics to engage with our community. We welcome further suggestions and opportunities to become more involved and visible with our surrounding communities.
A list of Airlines that have been fined and for what reason and is this information public knowledge?	This question is in regards to our Noise Enforcement. The GTAA's Noise Enforcement Office takes preventive

	actions and recommends assessment of penalties for potential noise violations, such as not respecting noise abatement procedures, restricted hours operations and maintenance engine run-ups. If the GTAA believes that a violation has occurred, the details of the case are forwarded to Civil Aviation at Transport Canada. Transport Canada has the sole authority for determining financial penalties. Transport Canada publishes the names of all airlines/corporations that have violated the Aeronautics Act and the Canadian Aviation Regulations (CARs). The GTAA's Community Environment and Noise Advisory Committee (CENAC) played a leadership in encouraging Transport Canada to publish the names. The names of offending airlines/corporations, along with a summary of their offences and the resulting sanctions, can be found on the Transport Canada website. In addition, the GTAA can impose a financial penalty to those flights that operate during the restricted hours (12:30 a.m. to 06:30 a.m.) without the necessary permissions. In these instances, a penalty of up to 16 times the landing fee can be charged. Typically, the GTAA uses an operator's first violation as a warning and an opportunity to educate the pilot/operator so that violations are minimized. This practice has worked well to ensure that operators get the necessary permissions before they operate in the night time hours.
If there haven't been any fines imposed as was mentioned at CENAC, how is an increase in night flights justified? Is the need really there?	There have been fines imposed by Transport Canada for violations at Toronto Pearson. As noted above, these can be found on the Transport Canada website. The reference at CENAC, was with respect to financial penalties imposed by the GTAA for operating at night without the necessary permissions, which is explained above. The GTAA diligently manages night operations to ensure that only those flights that are required to operate at night are permitted. As our world becomes more

connected, there's a greater demand for flights to take off and land with travellers and goods between 12:30 a.m. and 6:30 a.m. And this demand is increasing at a greater rate than demand for flights at other times of the day.

Except in the case of day-of extensions outside the GTAA's control (for example, weather, security, mechanicals, Medevac, military and police,) night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night.

And please remember, talking with your neighbours about our request to update our night flights budget is the start of bigger commitment we're making to build stronger relationships with the communities where we live and operate. We hope this is just the start of our ongoing conversation.

Best wishes,
Robyn.



Robyn Connelly, Manager, Community Engagement

Greater Toronto Airports Authority | Public Affairs & External Communications

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

Phone 416-776-3133 | **Fax** 19 (1) | **Mobile** 19 (1)

www.TorontoPearson.com

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NIGHT FLIGHTS OUTREACH QUICK FACTS

Toronto Pearson's vision is to become North America's premier gateway airport. We're growing and improving to meet demand and put the magic back into the travel experience.

NIGHT FLIGHTS AT PEARSON

Did you know that Toronto Pearson operates around-the-clock, 7 days a week?

- In 2011, of the approximately 1,100 daily flights taking off and landing at Toronto Pearson, 3 per cent – or an average of 36 flights - occurred between 12:30 a.m. and 6:30 a.m. We call these night flights.
- Toronto Pearson's nighttime operations are regulated by an agreement with Transport Canada. We call it the budget.
- The number of night flights that are allowed to takeoff and land in a year is increased by the percentage growth in passengers; for example, if passengers grow by 5%, then the budget grows by 5%. This system has been in place since 1997.
- In order to manage within the current budget, we have had to turn away business. The budget prevents the Airport from meeting demand, reduces economic opportunities for the Toronto region and artificially limits the number of connections and destinations for business and leisure travellers.

GROWING DEMAND

Demand for nighttime flights is growing faster than daytime demand.

- As our world becomes more connected, there's a greater demand for flights to take off and land between 12:30 a.m. and 6:30 a.m.
- Demand for better connections to emerging markets, improvements in aircraft technology, an ethnically diverse population and economic growth in the Greater Toronto Area are driving demand for nighttime flights.
- Based on the current night budget formula, the allowance for nighttime operations will continue to grow modestly depending on the rate of passenger growth. Growth at this rate will not accommodate the demand for night flights that's expected.

OUR PROPOSAL

We understand that nighttime operations impact our neighbours.

- To allow the Airport to serve existing and forecasted demand, while ensuring we grow responsibly, Toronto Pearson will be asking Transport Canada for a modest increase in the number of flights at night.
- We are not recommending elimination of the budget; rather, we are requesting a modest increase to the budget that would be phased in as demand requires.
- Our forecasts suggest we would need three modest increases over the next 15 years to meet the needs of our guests, airline customers, surrounding business community and the Greater Toronto Area.
- These phased increases would occur in the year following a year when night flight demand reached 95% of the annual night flight budget. In years when night flight demand doesn't trigger an increase, we will just see our budget increase based on annual passenger traffic growth.
- In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.

Stay in touch with your Toronto Pearson Community Engagement Team!
Visit www.torontopearson.com/community, call 416-776-5739 or email community.engagement@gtaa.com to learn more.



NIGHT FLIGHTS OUTREACH FREQUENTLY ASKED QUESTIONS

1. **Why can't all planes just arrive and depart during the day?**

As our world becomes more connected, there's a greater demand for flights to take off and land with travellers and goods between 12:30 a.m. and 6:30 a.m. And this demand is increasing at a much greater rate than demand for flights at other times of the day.

Most night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night. We also reserve approximately 20 per cent of our budgeted flights to allow for situations outside of our control, such as: weather delays; medevac flights; military and police operations; and airline mechanical delays.

The GTAA diligently manages night operations to ensure that only those flights that are required to operate at night are permitted.

2. **Have you considered the community impacts of this request?**

We want to be a good neighbour – and we want to make sure you know what we're doing. We understand that nighttime operations impact our neighbours. We believe that maintaining the cap on the number of flights at night is a responsible approach that balances the increasing demand for nighttime operations and the interests of the community.

3. **What else does Toronto Pearson do to reduce the impact of nighttime flights on neighbours and local residents?**

Toronto Pearson has a number of procedures specific to our airport to minimize our impact on our neighbours. For example, from 12:00 a.m. to 6:30 a.m. and when wind, weather and safety permit, aircraft use nighttime preferential runways to limit the impact on residential neighbourhoods. Our website and annual Noise Report are good resources for additional information about how we work to limit the impacts of noise on our neighbours.

In addition, Toronto Pearson's noise footprint has reduced, largely due to the fact that aircraft operating today have become quieter, and only the quietest aircraft are operating in the nighttime hours.

4. **Where can I get more information?**

When we launched our new Toronto Pearson brand we identified stewardship – or responsibility to others – as one of our core values. Talking with our neighbours is the start of a bigger commitment we're making to build stronger relationships with the communities where we live and operate. We believe that by understanding more about our business, you can in turn help us continue to grow into an even better corporate neighbour.

Toronto Pearson is planning to submit a request to modestly increase the number of flights that are allowed to fly at night. To have your comments included as part of our submission, please send your comments on our Night Flights Outreach by December 5, 2011. Visit our website at www.torontopearson.com/NightFlightsOutreach to learn more.

Stay in touch with your Toronto Pearson Community Engagement Team!
Visit www.torontopearson.com/community, call 416-776-5739 or email
community.engagement@gtaa.com to learn more.

From: [Connelly, Robyn](#)
To: [ZZG-Noise Committee](#)
Cc: [Lennox, Toby](#); [Stefanazzi, Kim](#)
Subject: FW: What's New - Night Flights Outreach
Date: Wednesday, November 16, 2011 1:32:27 PM
Attachments: [image001.jpg](#)

Hello All,

First, this is a long overdue thank you for you time at our October 12 Night Flights Workshop. There were a number of questions that did come up at the workshop that we will be following up on, but in the meantime, I wanted to send a quick update on the status of our community outreach around Night Flights.

Below is an email update that went out on Friday to our stakeholder list – hopefully you'll all have received this.

This email invites people to visit our website to learn more about how we manage Night Flights and the proposal that we will be submitting to Transport Canada to ask for a modest increase to the number of flights that are allowed to fly at night. In advance of submitting our proposal, we first want to hear from the community.

Community members are invited to participate in the conversation by either:

- Reading the materials on our website and submitting an online feedback form
- Attending one of our upcoming Open Houses
- Submitting questions or comments by
 - Email: community.engagement@gtaa.com
 - Phone: 416-776-5739
 - Mail: Night Flights Outreach, c/o Robyn Connelly, GTAA, 3111 Convair Drive, Toronto, ON L5P 1B2

All details can be found in the Talking to Pearson section of:

<http://www.torontopearson.com/NightFlightsOutreach/>

We'll be accepting comments on our Night Flights Outreach until December 5, 2011.

To ensure that we are reaching as broad a community as possible, please do share this information with your neighbours or any community groups in you network to encourage them to become involved.

Thanks in advance for you assistance, and please do not hesitate to contact me with any questions.

Best wishes,

Robyn Connelly, Manager, Community Engagement

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Greater Toronto Airports Authority | Public Affairs & External Communications

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www.TorontoPearson.com

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From: Toronto Pearson - Community Engagement

Sent: Friday, November 11, 2011 3:54 PM

To: Connelly, Robyn

Subject: What's New - Night Flights Outreach

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Welcome to the new Toronto Pearson!



Why new?

Because we're growing and improving to put



Community Engagement with an airport – what



How do we plan to do that?

the magic back into the travel experience.

Because we're your airport and your neighbour. We have big plans and we need your help to achieve them. As part of our growing Community Engagement Program, we want to communicate more directly with you, our neighbours, about how we work.



Night Flights Outreach

Did you know that Toronto Pearson operates around-the-clock, 7 days a week? Of the approximately 1,100 flights taking off and landing at Toronto Pearson daily, 3 per cent – or an average of 36 flights a night – occur between 12:30 and 6:30. We call these night flights.

This first [outreach](#) focuses on the steps we take to manage the number of flights at night, how we work to mitigate their impact, as well as details around our proposal to get a modest increase in the number of flights that are allowed to fly at night.

Have Your Say

Toronto Pearson is planning to submit a request for a modest increase to the number of flights that are allowed to fly at night. This request will be submitted to Transport Canada by the end of 2011. But first we want to hear from you.

Community Outreach & Engagement Portal

News on this site will be a mix of operational and community event activity updates that we think you should know about. It also includes a Talking to Toronto Pearson section, so you can become part of the conversation.

As a first step, we're pleased to share the updated [Night Flights Outreach](#) section on our website. Please review the information and use the Talking to Toronto page to share your feedback or forward your questions. **We'll be accepting comments on our Night Flights Outreach until December 5, 2011.**

does that mean?

When we launched our new Toronto Pearson brand we identified stewardship – or responsibility to others – as one of our core values.

We want to be a good neighbour – and we want to make sure you know what we're doing. We believe that by understanding more about our business, you can in turn help us continue to grow into an even better corporate neighbour.

We're constantly looking for ways that we can make things better, not just for travelling guests, but for the community too. This includes hosting unique events, such as our annual Runway Run or Street Festival, as well as our involvement in environmental initiatives such as the Toronto and Region Conservation Authority's Partners in Project Green. Going forward, it now will include more proactive updates and outreach around our activities and initiatives.

Open Houses

Prefer to meet in person? Consider attending one of our [Open Houses](#) and speak to members of the Toronto Pearson Team one-on-one to learn more.

Tuesday, November 22, 2011
5:00 pm – 8:00 pm
Professor's Lake Recreation Center
(upstairs auditorium)
1660 North Park Drive
Brampton, ON L6S 4B4

Thursday, November 24, 2011
5:00 pm – 8:00 pm
Tomken Twin Arena
(upstairs auditorium)
4495 Tomken Road,
Mississauga, ON L4W 1J9

Saturday, November 26, 2011
10:00 am – 1:00 pm
Thistletown Community Centre
925 Albion Road
Toronto, ON M9V 1A6

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This is just the beginning! We hope you'll join us on our journey to become North America's premier gateway to a world of possibilities.

For more information, please call 416-776-5739, email
robyn.connelly@gtaa.com
or visit our website www.torontopearson.com/community

[unsubscribe from this list](#) | [update subscription preferences](#)

From: [Stefanazzi, Kim](#)
To: [Frank, Clifford](#)
Cc: [McKee, Lorrie](#); [Connelly, Robyn](#)
Subject: G15 - CENAC - Night Flight Presentation
Date: Thursday, September 22, 2011 12:51:16 PM
Attachments: [CENAC NF Presentation \(Sept 2011\).pdf](#)

Good Afternoon Clifford,

Thank-you for your support at yesterday's CENAC meeting.

I have attached a copy of the CENAC Night Flight presentation as requested.

Regards,

Kim Stefanazzi

Administrative Assistant
Corporate Affairs & Communications
6-3941 fax [10 711](#)
kim.stefanazzi@GTAA.com

In support of our ISO 14001 program, please avoid printing e-mails whenever possible.



CENAC - Night Flight Update



Toronto Pearson

International Airport | Aéroport International

Overview

- **Review of Night Flights at Toronto Pearson**
- **Night Flights in 2011 – Budget Crunch**
- **Night Flight Budget – A Look Ahead**

Toronto Pearson's Nighttime Budget

- Night Flights are flights permitted at Toronto Pearson
- Annual cap on the number of flights permitted during the night hours (00:30 – 6:30)
- Number of flights increases annually based on percentage increase in passenger traffic
- GTAA is required to manage nighttime activity within this budget



Noise Management Program

- GTAA Noise Management Office - actively manage night time activity
- CENAC and other engagement activities - builds awareness and understanding
- GTAA Noise Abatement Procedures
 - Arrival and Departure procedures
- Noise Operating Restrictions
 - Preferential Runway Assignment
 - Engine Maintenance Run-ups
 - Night Flight Restriction Program

Industry Changes

- Fewer aircraft movements in 2011 than in 2000 (airline consolidation)
- Aircraft are Quieter - impacts on community have decreased significantly
- NEF contours show impacts on community have decreased significantly

Significant
reduction in
noise complaints
since 1996

2011 Night Flight Budget

- 2011 Night Flight Budget is
- Budget year: November 1 – October 31
- Current status:
 - As of September 19, the number of night flights is
 - With 45 days remaining, unused capacity is
- High demand in 2011 for nighttime operations primarily due to weather related delays

2011 Night Flight Budget

- We have worked hard to stay within the budget
 - Regular monthly meetings with specific air carriers and operators
 - Advisory issued to airport community August 10 stating that the budget is approaching capacity and some requests may be denied
 - New exemption requests have been and continue to be denied
 - Technical Noise Committee briefed on September 8
 - Supplemental Advisory to be issued by end of week

2011 Night Flight Budget

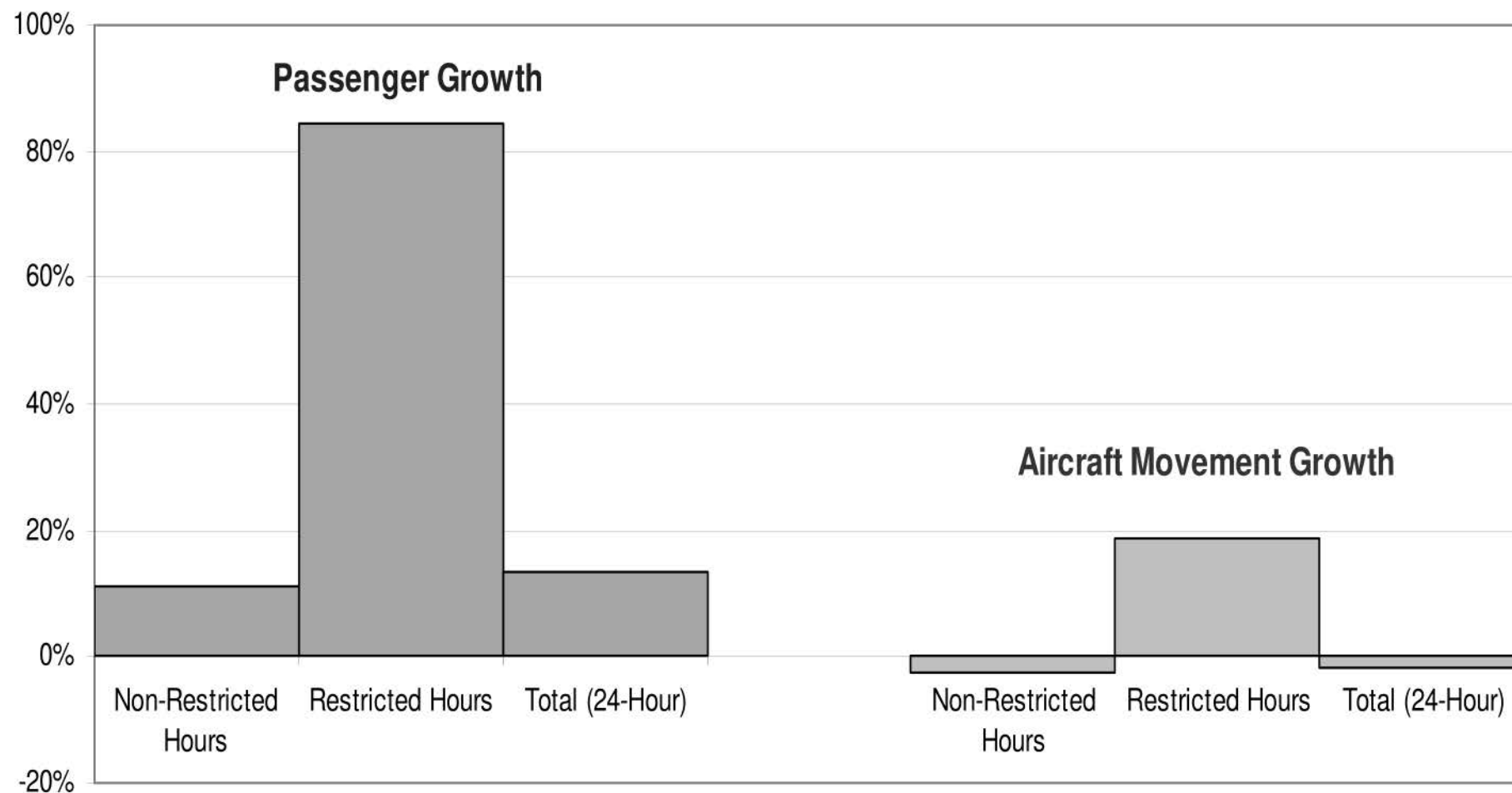
- GTAA has notified Transport Canada that we are reaching nighttime cap
- GTAA submitted a written request with justification
- “Ask”: 20 (1) (b)
- Provides for approx. 20 (1) (b) – same/slightly less than number currently flying

Long-term Night Flight Budget

- 2011 budget crunch is evidence of a longer-term problem
- Long-term forecasts show a gap between the demand for night time activity and the cap set by TC
- Nature of global aviation industry and of Toronto as a region is evolving
- Night time demand is growing at a faster rate than daytime demand

Night growth v. non-restricted and 24 hour growth

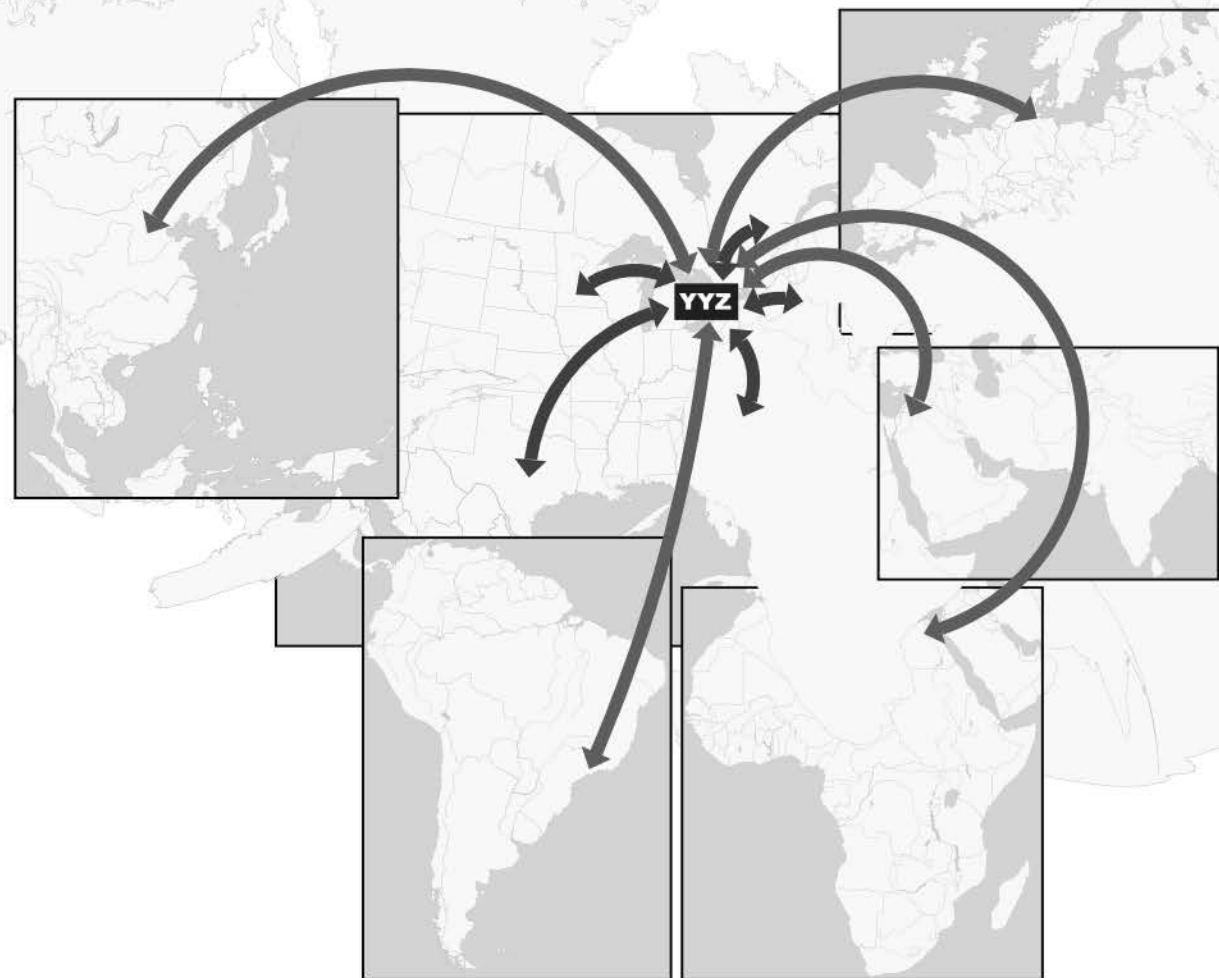
Traffic Growth at Toronto Pearson (2000-2010)



What's Driving Night Demand

- Strength and growth of the Toronto Region
- Strong Origin of Destination Traffic
- Growth in connecting traffic at Toronto Pearson
- Sun destination travel - two roundtrip operations
- Requirement to meet transfer bank timings at airline's overseas hubs
- Aircraft technology converts one-stop to non-stop
- Developments in Alliances/partnerships by our 2 Canadian Airlines

Night Operations Average Growth Rates: 2011-2025



Region	Growth Rate
YYZ-Asia	20 (1) (b)
YYZ-Africa	
YYZ-Middle East	
YYZ-Caribbean	
YYZ-Europe	
YYZ-South America	
YYZ-U.S.	
YYZ-Domestic	
Overall	

Our Challenge

- 20 (1) (b)
20 (1) (b) to meet the
Global Hub demand
- Additional capacity at night is triggered by actual demand if/when demand materializes
- Implementation needs to meet the growing demand in a manner responsible to our neighbours and our guests

To avoid the budget concerns of 2011, and begin to realize the long-term opportunities of our Global Hub Strategy, 20 (1) (b)

Next Steps

- Finalize our ask and recommended plan to phase-in
- Community Engagement/Briefings
- Review and reflect feedback
- Submission to Transport Canada

CENAC Role

- Provide input on our ask and our the community engagement plan (special briefing in early October 2011)
 - Advise on approach, sequencing and community leaders for consultation
- Understand the challenges and change being requested
- Provide insight on community questions and concerns
- Regular briefings during the consultation process
 - Assist in identification of community issues
- Review and advise on final consultation report



Questions and answers



For You. The World.



Toronto Pearson
International Airport | Aéroport International

From: Stefanazzi, Kim
To: Brad Green; [19 (1)] Charles Gonsalves; Chris Fonseca; Frank, Clifford; Councillor Eve Adams; Councillor John Sprovieri; David Thomas; [19 (1)] Gordon Stewart; Karen Crouse; [19 (1)] Kevin Ackroyd; Larry Perlman; [19 (1)] Maja Prentice; Paul Clarke; Sam Ghobrial; Tina Rizzuto-Willan; Vincent Crisanti
Subject: G15: NAV Canada Airspace Review
Date: Wednesday, August 03, 2011 10:54:14 AM

Good Morning CENAC Members,

We are writing to share an update on the status of the NAV Canada Toronto-Ottawa-Montreal Airspace Review.

You'll remember that at the June 1 CENAC meeting, NAV CANADA presented on the review, which is being undertaken to increase the efficiency of aircraft operations and reduce delays while maintaining or increasing the safety the system.

They have now begun their public consultation. To find further background on why NAV Canada has undertaken this review and the details on the airspace changes related to Toronto Pearson, please go to:

<http://www.navcanada.ca/NavCanada.asp?Language=en&Content=ContentDefinitionFiles/Airspace/default.xml>

As you know, NAV Canada's airspace review and consultation are independent of Toronto Pearson and we have limited influence over the process or outcome. We encourage citizens to comment directly to NAV Canada using the online comment tool, also available at the link above.

Regards,

Kim Stefanazzi

Administrative Assistant
 Corporate Affairs & Communications
 Greater Toronto Airports Authority
 Toronto Pearson International Airport
 P.O. Box 6031, 3111 Convair Drive
 Toronto AMF, ON L5P 1B2
www.GTAA.com
 (416) 776-3941 fax [19 (1)]
kim.stefanazzi@GTAA.com

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From: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
To: CASO-SACO
Subject: FW: Aircraft noise pollution
Date: Friday, February 14, 2014 10:59:47 AM

Good day,

The following request was received through the Civil Aviation Communication Centre.

Could you please direct this request to the appropriate area in your region for direct response to client.

Please c.c. Civil Aviation Communications Centre (services@tc.gc.ca), once completed so we may close our record.

DUE DATE: Feb. 28, 2014

Please note:

Ensure that only the original email request and your response is sent to the client. Delete all other correspondence.

Your cooperation is appreciated.

Thank you

Jean-François Clavel-Cholette

Program Information Officer - Agent d'information de programme

Transport Canada Civil Aviation Communication Centre/

Centre de communication de l'Aviation Civile de Transports Canada

Telephone - Téléphone 1-800-305-2059 (Option 7)

Facsimile - Télécopieur 613-949-4204

TTY / ATS (613) 990-4500

Services@tc.gc.ca

www.tc.gc.ca

Government of Canada - Gouvernement du Canada

From: [19 (1)]

Sent: Thursday, February 13, 2014 9:41 PM

To: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile

Subject: Aircraft noise pollution

To Whom It May Concern:

I moved to my neighborhood approximately [19 (1)] ago, it was quiet at that time. Over the last two to three years there has been an escalation of airplanes passing over the region at all hours of the day and night. I submitted several complaints to the airport authority for noise complaints as the planes were too low (causing the house to vibrate), too frequent (every 2-3 minutes sometimes) hence the intense loudness (it is very difficult and painful wearing earplugs everyday for sleep and study more than one year). The noise inevitably interrupted my sleep-work-study periods. I recently communicated this concern to Mr. Keith Medenblik (Senior Manager, Government Affairs and Stakeholder Relations, Toronto Pearson). He forwarded my complaint to Cynthia Woods who simply gave me a list of the ins and outs of the flights and their departure and arrival.

I had a view online of the zoning map for the airplanes and my address ([19 (1)]
Mississauga) is well out of what is permitted. My residence is well out of the vicinity of the
Pearson Airport and the designated zones for its daily/nightly airplane traffic.

There has been no progress in the area of resuming an airplane free zone; I still hear the
planes, they increase into the evenings and beyond midnight. This is not acceptable as it is
interfering with much needed rest and my health.

I appreciate you attending and resolving this matter at your very earliest convenience.

[19 (1)]

From: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
To: CASO-SACO
Subject: Aircraft noise
Date: Monday, February 24, 2014 3:32:43 PM

Good day,

The following request was received through the Civil Aviation Communication Centre.

Could you please direct this request to the appropriate area in your region for direct response to client.

Please c.c. Services@tc.gc.ca so we may close our files RDIMS & CCM Mercury.

Due date: March 10, 2014

Your cooperation is appreciated. Thank you and have a pleasant day,

PLEASE NOTE:

DO ENSURE THAT ONLY THE ORIGINAL REQUEST AND YOUR RESPONSE IS SENT TO THE CLIENT.

Dyanne B.

Program Information Officer / Agente d'information sur les programmes
 Civil Aviation Secretariat/ Secrétariat de l'aviation civile
 Transport Canada Civil Aviation Communications Centre/
 Centre de communications de l'Aviation civile, Transports Canada
1 800 305-2059

Facsimile / Télécopieur 613-957-4208

services@tc.gc.ca

TTY / ATS (613) 990-4500

Place de Ville (AARCB), Ottawa ON K1A 0N5

<http://www.tc.gc.ca/eng/air-menu.htm>

Government of Canada / Gouvernement du Canada

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- Devez-vous vraiment imprimer ce courriel ?

From: [19 (1)]
Sent: February 20, 2014 2:03 PM
To: [19 (1)]@gtaa.com
Subject: Aircraft noise

Mr. Medenblik.

I received a notice of Toronto Pearson's daily activities from Ms. Woods in response to my submission to you. I did not request this information as I am already very familiar with it.

I am once more appealing to you for a review of this ongoing nuisance. It is approximately 1349 hours and I have spent the last 4 hours [19 (1)] with earplugs (which is quite

19 (1) still hearing the planes flying over my residence. I can't fully express how distracting and unnerving this is. I am 19 (1) and Toronto Pearson is interfering with my progress and potential to be effective. My residence is the only place where I was hoping to avoid being distracted and unfortunately this is not materializing because of Toronto Pearson's persistence in using this "no fly" zone for it's routine activities.

This is not how I imagined Toronto Pearson would handle matters of this nature. Can you please reassess having the planes fly at a higher altitude, I perceive that air pollution is a likely factor that I will have to leave to the environmentalists.

Thank you for helping,

19 (1)

INPUT FROM PX: XAK-2014-420383 – CARMICHAEL, JOHN M.P., AIRCRAFT NOISE OVER [19 (1)] - RDIMS # 9219092

- Thank you for contacting Transport Canada.
- A safe and efficient air transportation system is important to the Canadian economy.
- These changes increase the efficiency of the air navigation system while reducing the environmental impact of aviation activity in the Toronto-Ottawa-Montreal corridor.
- NAV CANADA has extensively analyzed these changes to assess their impact. Transport Canada is satisfied that all viable options were considered.
- Transport Canada does not approve changes to individual routings or flight path changes other than to confirm that the design complies with the Department's associated regulations and standards.
- You will be pleased to note that I have recently met with representatives from NAV CANADA to discuss the concerns of area residents affected by the flight path changes. The intent of the meeting was to encourage NAV CANADA to continue to work closely with affected communities as noise issues are best handled at the local level. Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns.
- I also requested that our officials be kept informed on any noise management efforts or developments in relation to these flight path changes.

Your question regarding the effectiveness of the public consultation process would best be answered by NAV CANADA, as Transport Canada was not privy to comments directed to the company specifically.

- Any further questions regarding flight paths around Toronto should be directed to NAV CANADA at **service@navcanada.ca**. There is a great deal of information, including maps of previous and current flight paths on NAV CANADA's website, at **www.navcanada.ca/airspace**.
- Thank you for your suggestions and comments.

PX/PA
2014-03-03

**INPUT FROM PX XAK-2014-420603; — ^{19 (1)} — AIRCRAFT NOISE OVER
QEW- RDIMS # 420603**

- Thank you for your correspondence of February 24, 2014, regarding aircraft noise in the vicinity of your home.
- Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location:
www.tc.gc.ca/eng/civilaviation/regserv/cars/menu.htm.
- On February 9, 2012, NAV CANADA implemented changes to the airspace in the vicinity of Toronto, Ottawa, and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions. Information about the airspace changes is available at www.navcanada.ca/airspace. Information about airspace changes related to Toronto Pearson International Airport can be found by visiting the following link: <http://www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx>
- Prior to implementing the airspace changes, NAV CANADA held a public comment period, which allowed members of the public an opportunity to provide input on the airspace review. Notices regarding the review and changes to flight paths to Toronto Pearson International Airport appeared in the Toronto Star and other area newspapers in August and September 2011, as well as on various websites. These changes have been extensively analyzed by NAV CANADA in-flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at airports.
- The flight path changes implemented by NAV CANADA are designed to increase the efficiency of the air navigation system while reducing the environmental impact of aviation activity in the Toronto-Ottawa-Montreal corridor. NAV CANADA has extensively analyzed these changes to assess their impact. Transport Canada is satisfied that all viable options were considered.
- I should note that Transport Canada is the safety regulator for the air navigation system; however, the Department does not approve changes to individual routes other than to confirm that a proposed design meets the required standards.
- On September 19, 2013, I participated in a Toronto Aviation Noise Group meeting with NAV CANADA, representatives from the GTAA and local Members of Parliament to discuss these issues.
- I also recently met with representatives from NAV CANADA to discuss the concerns of area residents affected by the flight path changes. The intent of the meeting was to encourage NAV CANADA to continue to work closely with affected communities as noise issues are best handled at the local level. Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns.
- I requested that Transport Canada officials be kept informed on any noise management efforts or developments in relation to these flight path changes.
- I realize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring aviation safety is not compromised.

PX/PA
2013-XX-XX

INPUT FROM PX XAK-2014-420603; – ^{19 (1)} – AIRCRAFT NOISE OVER
QEW - RDIMS #9264879

- I would like to take this opportunity to provide you with some information due to correspondence received by my office from your local Municipal representative.
- Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html#docCont>.
- As you may already be aware, on February 9, 2012, NAV CANADA implemented changes to the airspace in the vicinity of Toronto, Ottawa, and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions.
- Prior to implementing the airspace changes, NAV CANADA held a public comment period, which allowed members of the public an opportunity to provide input on the airspace review. Notices regarding the review and changes to flight paths to Toronto Pearson International Airport appeared in the Toronto Star and other area newspapers in August and September 2011, as well as on various websites. These changes have been extensively analyzed by NAV CANADA in-flight and air traffic control simulators to assess their impact.
- Transport Canada is satisfied that all viable options were considered.
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- I realize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring aviation safety is not compromised. Transport Canada's experience has shown that noise issues are most effectively addressed at the local community level.
- Any further questions regarding flight paths around Toronto should be directed to NAV CANADA at service@navcanada.ca. There is a great deal of information, including maps of previous and current flight paths on NAV CANADA's website, at <http://www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx>.

PX/PA
2013-03-18



Transport Canada Transports Canada

4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Our file
5151-1-157

April 28, 2014

Mr. Toby Lennox, Chair
Community Environment and Noise Advisory Committee
Greater Toronto Airports Authority
Toronto Pearson International Airport
PO Box 6031, 3111 Convair Drive
Toronto AMF ON L5P 1B2

Dear Mr. Lennox,

As per a previous request, this letter is to advise the Greater Toronto Airports Authority (GTAA) and the associated Community Environment and Noise Advisory Committee (CENAC) of the noise complaint volumes and process for Transport Canada (TC) Ontario Region.

The noise complaints received and handled by TC are not necessarily exclusive to operations to and from Toronto Lester B. Pearson International Airport. Transport Canada's Regional Office and Enforcement branch deal with these issues throughout Ontario. The reported numbers are those directed both to our Enforcement personnel and by other means (for example, the Civil Aviation Issues Reporting System, Communication Centre Inquiries, General Inquiries, letters to the Minister or Deputy Minister's office, etc). Calls or correspondence sent directly to Inspectors of other Transport Canada employees are not tracked for statistical purposes.

For the year 2012, Transport Canada handled 63 noise complaints outside the 10 nautical mile radius of Pearson Airport. For the year 2013, Transport Canada handled 173 noise complaints in this same area.

Transport Canada Ontario Region is currently reviewing and updating its noise complaint handling process. This process will involve a review of electronic submissions for potential infractions of the Canadian Aviation Regulations. Each submission will be tracked electronically for statistical purposes. The Region has not yet established or formalized the updated process but it is hoped that it will be in place prior to the next CENAC meeting.

Regards,

Original Signed by I. Waljee

Imi Waljee
Associate Director, Operations West
Civil Aviation, Ontario Region

Canada

www.tc.gc.ca

RDIMS / SGDDI # 9396949 V1

From: [Pressick, Lori](#)
To: [Holmes, Jennifer](#)
Subject: FW: Flyer
Date: Wednesday, October 23, 2013 10:36:14 AM
Attachments: Airport Noise.jpg

Hey Jen

As per our conversation, attached is the flyer that is being circulated around the 6th line/Dundas/Trafalgar area of Oakville

I have sent it to the GTAA and Nav Canada for their information or insight on what we can, if anything do.

Thanks

Lori

Lori Pressick
Safety Officer/ Officier d'un/sécurité Aviation Enforcement/ Application des règlements de l'aéronautique
Tel/Tél: (905) 405-5189
Fax/Télécopieur: (905) 405-3305
E-mail/Courriel: lori.pressick@tc.gc.ca Website/Site Web: www.tc.gc.ca/Ontario/eng/air/civil-aviation/menu.htm
Pearson Transport Canada Centre | 5431 Flightline Drive, (PAP-PIA), Mississauga, Ontario L5P 1A1
Centre de Transports Canada, Pearson | 5431 promenade Flightline, (PAP-PIA), Mississauga, Ontario L5P 1A1
Government of Canada/Gouvernement du Canada

To all Residents living in River Oaks:

On Feb. 9, 2012, NAV Canada made changes to their arrivals flight path over our neighborhoods without our knowledge. The net result that has been observed over our neighbourhood is a dramatic increase in arrivals traffic during the day and in the evenings till approximately 12:30 a.m. In addition, this is causing increased noise over our homes and neighbourhoods.

Lastly, on June 13, 2013 Transport Canada approved Toronto Pearson's request to amend the annual night flight budget. This will have additional negative effects on night time sleep from (12:30 am - 6:30 a.m.).

Since we don't have any representation/committee in Oakville to voice our concerns over aircraft noise, we urge you to complain to your local councillors, Marc Grant and Jeff Knoll and our mayor, Rob Burton and make them aware of this impact. In addition, you may write or call directly to voice your concerns:

Minister of Transport – 905-693-0166

The Honourable Lisa Raitt - lisa.raitt.c1@parl.gc.ca

Transport Canada: 1-800-305-2059 press #1 and #4 for low flying aircraft

NAV Canada – 1-800-876-4693 – service@navcanada.ca

HELP STOP THE AIRCRAFT FREEWAYS OVER OUR
COMMUNITY AND PROTECT OUR HEALTH AND
ENVIRONMENT

INPUT FROM PX XAK-2014-423725; — CARMICHAEL, JOHN M.P. – FLIGHT PATHS OVER TORONTO - RDIMS 9468720

- I would like to take this opportunity to provide you with some information due to correspondence received by my office from your local MP, Mr. John Carmichael.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html#docCont>.
- NAV CANADA's 2012 changes to the airspace around Toronto, Ottawa and Montreal were done to take advantage of new technologies and procedures that reduce aircraft fuel burn, greenhouse gas emissions and cumulative flight time.
- NAV CANADA has extensively analyzed these changes' impact through in-flight and air traffic control simulators. The new routes respect the noise abatement procedures implemented at airports, and it is Transport Canada's view that all appropriate safety measures are in place to mitigate risks from these flights.
- With respect to your concerns regarding noise monitoring methods, I should note that the portrayal of noise monitoring results is very complicated; however averaging the results best reflects overall noise levels. Averaging is used to indicate relative information, such as ongoing ambient noise levels and the entire range of noise values between ambient and peak levels.
- I can assure you that the GTAA is transparent in its reporting of noise monitoring. You may access actual and historical aircraft data using the WebTrak system, which includes the reading of noise monitors. For more information on WebTrak, please visit: <http://www.torontopearson.com/webtrak/#>.
- At the Community Environment and Noise Advisory Committee (CENAC) meeting held on April 30, 2014, the Committee agreed to abolish the 10 nautical mile limit. In turn, this would allow the GTAA to handle all complaints related to aircraft using their facility within the boundaries established by its WebTrak system. No timeline has yet been provided on the full implementation of this decision.
- Transport Canada will continue to oversee the number of night flight operations at Toronto Pearson International Airport to ensure that the allocated number of flights is not exceeded. To date, the GTAA has successfully managed to remain within its allotted number of night flights.
- Any request to change the restricted flight hours must be raised through CENAC and be agreed upon by all affected parties, including: the airport operator, the regulator, residents and air carriers.
- While Transport Canada is the safety regulator for aviation in Canada, the Department does not approve changes to individual routings other than to confirm that the design meets the appropriate regulations and standards. It is my recommendation that you contact the GTAA directly with inquiries regarding the preferential runway system.

- I recognize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring that aviation safety is not compromised.
- Thank you again for writing and for taking the time to express your concerns.

PX/PA

2014-05-24

INPUT FROM PX XAK-2014-423953; — 19 (1) — LOW FLYING AND NOISE OVER OAKVILLE – RDIMS 9562882

- Thank you for your correspondence to Transport Canada dated May 9, 2014.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system.
- NAV CANADA implemented the 2012 changes to the airspace around Toronto, Ottawa, and Montreal in order to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions, while maintaining or increasing the safety of the air navigation system.
- On August 5, 2014 Transport Canada participated in an Aircraft Noise Roundtable discussion with MP John Carmichael, the Toronto Aviation Noise Group (TANG), a representative from the Leaside Property Association, and local city councilors, to discuss the concerns of area residents affected by aircraft noise and the flight path changes.
- The Department continues to work with NAV CANADA and the Greater Toronto Airport Authority to find viable solutions to noise management concerns.
- As mentioned in my previous response, Transport Canada is the safety regulator for the air navigation system. The Department does not approve changes to individual routes, other than to confirm that proposed designs meet the required standards.
- The Greater Toronto Airports Authority is very transparent in providing information regarding aircraft operations for communities located near the airport. You may access actual and historical aircraft data using the WebTrak system, which includes flight activity and noise levels. For more information on WebTrak, please visit: <http://www.torontopearson.com/webtrak/#>.
- Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. I encourage you to direct your questions regarding the effectiveness of the public consultation process and the flight paths around the Greater Toronto Area to NAV CANADA at: service@navcanada.ca.
- Thank you again for writing.

PX/PA
2014-06-13

From: [Szwalek, Joseph](#)
To: [Miller, Brenda](#)
Subject: RE: APPROVAL REQUIRED: Correspondence docket 423836 - aircraft noise/flight paths over Oakville
Date: Friday, June 27, 2014 12:41:00 PM

Approved

From: Miller, Brenda
Sent: June 27, 2014 12:31 PM
To: Szwalek, Joseph
Subject: APPROVAL REQUIRED: Correspondence docket 423836 - aircraft noise/flight paths over Oakville
Importance: High

Hi Joe, Approval for updates to this docket required. Input received from Clifford and Greg. Clifford originally approved first bullet. Thx

- Transport Canada advised the GTAA that the telephone number being provided to complainants is no longer in service. Here is the process: If an individual wishes to register a noise complaint with Transport Canada, they may send an email detailing your concerns to: : TC.AviationNoiseOntario-BruitsAviationOntario.TC@tc.gc.ca. If, after a preliminary review, it is determined that an infraction has taken place, TC will contact the individual directly.
- On April 30, 2014 at the Community Environment and Noise Advisory Committee (CENAC) meeting, the 10 nautical mile rule was discussed with the committee and any members of the public who were there. The Committee adopted a motion to proceed with the steps necessary for the Greater Toronto Airports Authority (GTAA) to handle all noise complaints relating to operations at Toronto Pearson Airport in the area covered by their WebTrak program. The GTAA will be moving forward with a formal submission to amend the ground lease and the consultation process. To date, the 10 nautical mile boundary has not been extended.

From: Moniz, Patricia
Sent: Tuesday, June 24, 2014 11:52 AM
To: Lem, Samantha; Miller, Brenda
Cc: Szwalek, Joseph
Subject: FW: Correspondence docket 423836 - aircraft noise/flight paths over Oakville

Hi Brenda/Samantha

Can you please provide an RD approve response as soon as possible?

Thanks

From: Shaw, Erika
Sent: Tuesday, June 24, 2014 11:41 AM
To: Moniz, Patricia
Cc: Henry, Joyce; Chambers, Shelley; Joyal, Martin; Thériault, Lucie; Gagné, Sylvia
Subject: Correspondence docket 423836 - aircraft noise/flight paths over Oakville

Hi Patricia,

Correspondence docket 423836 is a letter from Ms. [19 (1)] regarding aircraft noise and flight paths over Oakville. Ms. [19 (1)] is responding to the Minister's reply to her first letter on this same topic.

In the latest letter, Ms. [19 (1)] says that "if you complain to the GTAA noise hotline, they give you an out of order number to call Transport Canada". Do we have any way of verifying that this is the case, and if so, could we ask the GTAA to fix this?

Also, I can't remember if it's public knowledge that the GTAA has [21 (1) (b)]
[21 (1) (b)] Can you let me know?

Thanks very much,
Erika

From: [Szwalek, Joseph](#)
To: [Lem, Samantha](#)
Subject: RE: Approval required- RE: Air craft noises
Date: Friday, June 27, 2014 1:26:00 PM

Approved

-----Original Message-----

From: Lem, Samantha
 Sent: June 26, 2014 4:13 PM
 To: Szwalek, Joseph
 Subject: Approval required- RE: Air craft noises

Hi Joe,

A comm. centre response for your approval please

Thanks!

Sam

Good day Ms. 19 (1)

Thank you for contacting Transport Canada Civil Aviation. Your inquiry has been forwarded to me for response.

Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the Aeronautics Act and the Canadian Aviation Regulations, which are available to the public at: www.laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html.

The Canadian Aviation Regulations (CARs) state that, except when taking off or landing, aircraft may not be operated over a built-up area at an altitude lower than 1,000 feet above the highest obstacle.

However, for the purposes of takeoff and landing, aircraft are permitted to fly at altitudes less than 1,000 feet above the nearest obstacle.

The aircraft observed could be conducting their takeoff or landing, therefore the CARs permit them to be flying at a lower altitude while reaching their predetermined altitude. Each pilot conducting a flight must comply with the CARs and operate in a safe manner.

You may be assured that the approach paths have been designed to ensure safe separation from obstacles such as buildings and that pilots should not knowingly operate an aircraft at an unsafe altitude. When applicable, pilots must follow air traffic control clearances at all times. Occurrences of pilots operating below the cleared altitude are reported to Transport Canada by air traffic control.

On February 9, 2012, NAV CANADA implemented changes to the airspace around Toronto, Ottawa and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn, greenhouse gas emissions and cumulative flight time. The changes will also maintain or increase the safety of the air navigation system. Additional information is available on NAV CANADA's website at www.navcanada.ca/airspace.

These changes include new flight paths above the Greater Toronto Area (GTA) that have resulted in some areas experiencing more overhead traffic, while some areas are now experiencing less. In some Toronto areas, the descent profile for aircraft has changed. This means that in many cases, aircraft are flying higher than they did before while

on approach to Toronto Pearson International Airport.

It is Transport Canada's view that all appropriate safety measures are in place to mitigate risks from these flights.

I should note that, while Transport Canada is the safety regulator for aviation in Canada, the Department does not approve changes to individual routings other than to confirm that the design meets the appropriate regulations and standards. Questions regarding flight paths around the Greater Toronto Area should be directed to NAV CANADA directly at service@navcanada.ca.

If at any time you do suspect that a pilot is operating an aircraft in an unsafe manner and in contravention of the CARs, I encourage you to take down as much information as possible (date, time, registration number, colour of aircraft, other identifying marks) and to report your concern to Civil Aviation Services Ontario (CASO). They can be reached at: CASO-SACO@tc.gc.ca or by telephone at: (416)-952-0215 or toll free: 1-888-231-2330.

Again, thank you for writing and sharing your concerns.

Regards,

-----Original Message-----

From: [19 (1)]

Sent: Sunday, May 18, 2014 4:14 PM

To: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile

Subject: Air craft noises

Hi,

My name is [19 (1)] and I live in Markham at [19 (1)] area. For the past two days, the air craft noises was very strong and we can hear it even with all windows and doors closed. There was an air plane pass-by almost every couple of minutes, and we can see the air planes flew very low. This badly impacts our daily life.

Since we live far from Pearson airport, I want to have an explanation why all the air planes flew so low over a residential area miles away from the air port. Also I want to know if there is any air flight route changes since there was seldom air craft pass-by a couple of years ago.

Please kindly provide me with a reply by e-mail.

Thanks,

[19 (1)]

Sent from my iPad

INPUT FROM PX XAK-2014-425518; — ^{19 (1)} — NOISE COMPLAINT AT PEARSON AIRPORT- RDIMS 9702116

- Thank you for contacting Transport Canada dated June 22, 2014 regarding aircraft noise in the vicinity of St. Paul's, Toronto.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html>.
- As you are aware, on February 9, 2012, NAV CANADA implemented changes to the airspace in the vicinity of Toronto, Ottawa, and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions.
- Prior to implementing the airspace changes, NAV CANADA held a public comment period, which allowed members of the public an opportunity to provide input on the airspace review. Notices regarding the review and changes to flight paths to Toronto Pearson International Airport appeared in the *Toronto Star* and other area newspapers in August and September 2011, as well as on various websites. These changes have been extensively analyzed by NAV CANADA in-flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at airports. Any additional questions regarding flight paths around Toronto, future public consultations and notices should be directed to NAV CANADA at: service@navcanada.ca.
- The flight path changes implemented by NAV CANADA are designed to increase the efficiency of the air navigation system while reducing the environmental impact of aviation activity in the Toronto–Ottawa–Montreal corridor.
- I should note that Transport Canada is the safety regulator for the air navigation system; however, the Department does not approve changes to individual routes other than to confirm that a proposed design meets the required standards.
- On September 19, 2013, I participated in a Toronto Aviation Noise Group meeting with NAV CANADA, representatives from the Greater Toronto Airports Authority and local Members of Parliament to discuss these issues. I also met with representatives from NAV CANADA to discuss the concerns of area residents affected by the flight path changes. The intent of the meeting was to encourage NAV CANADA to continue to work closely with affected communities as noise issues are best handled at the local level. Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns.
- I will continue to work with NAV CANADA and the Greater Toronto Airports Authority to find viable solutions to noise management concerns related to flight path changes.
- I realize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring aviation safety is not compromised. It is the Department's strong recommendation that you engage in constructive dialogue on noise issues with the Community Environment and Noise Advisory Committee at Pearson Airport. The

Committee's website can be found at:

<http://www.torontopearson.com/en/cenacpastagendasandminutes/#>.

PX/PA

2014-07-16

**INPUT FROM PX XAK-2014-425551; — ^{19 (1)} — REQUEST TO CHANGE
GTAA NOISE COMPLAINT SYSTEM - RDIMS 9704501**

- Thank you for your correspondence regarding the Greater Toronto Airports Authority's noise complaint process.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html>.
- The Community Environment and Noise Advisory Committee (CENAC) was established in accordance with the ground lease governing the relationship between Transport Canada and the Greater Toronto Airports Authority to allow community involvement in noise management at Pearson International Airport. The CENAC is open for members of the public to attend; therefore, you may wish to participate in the committee's meetings to raise your concerns. Additionally, the committee's agenda and minutes of its past meetings are available online. For more information on the CENAC, please visit: <http://www.torontopearson.com/en/cenacpastagendasandminutes/#>.
- As a Technical Member of the CENAC, Transport Canada's role is to provide clarification, interpretation and direction with regards to the *Aeronautics Act*, the CARs and aviation standards. Therefore, any changes to the Greater Toronto Airports Authority's noise management program would have to be executed by the Greater Toronto Airports Authority itself.
- On September 19, 2013, I participated in a Toronto Aviation Noise Group meeting with NAV CANADA, representatives from the Greater Toronto Airports Authority and local Members of Parliament to discuss these issues. I also met with representatives from NAV CANADA to discuss the concerns of area residents affected by the flight path changes. The intent of the meeting was to encourage NAV CANADA to continue to work closely with affected communities since noise issues are best handled at the local level. Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns.
- As a result of this meeting, Transport Canada is satisfied that all viable options were considered. I requested that departmental officials be kept informed on any noise management efforts or developments in relation to these flight path changes.
- Transport Canada will continue to work with NAV CANADA and the GTAA to find viable solutions to noise management concerns related to flight path changes. Allow me to assure you that your suggestions are appreciated.
- I should note that while Transport Canada is the safety regulator for aviation in Canada, the Department does not approve changes to individual routings other than to confirm that the design meets the appropriate regulations and standards.
- I recognize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring that aviation safety is not compromised. Transport Canada's experience has shown that these issues are most effectively addressed at the local

community level. As such, I encourage you to remain in constructive dialogue with the GTAA with regards to your concerns.

- Thank you again for writing and sharing your views.

PX/PA
2014-07-16

From: [Szwalek, Joseph](#)
To: [Holmes, Jennifer](#)
Subject: RE: For approval: GTAA Community Environment Noise Advisory Committee (CENAC)
Date: Thursday, February 13, 2014 11:06:00 AM

Approved

From: Holmes, Jennifer
Sent: February 13, 2014 10:34 AM
To: Szwalek, Joseph
Subject: For approval: GTAA Community Environment Noise Advisory Committee (CENAC)

Hi Joe, for approval as soon as you get out of Ops please:

Greater Toronto Airports Authority (GTAA -) Community Environment Noise Advisory Committee (CENAC)

The current Ground Lease between Transport Canada and the GTAA requires a noise management committee be in place. Section 8.12.02 of the lease states:

"The Tenant shall ensure that mitigation of noise emanating from aircraft in the takeoff, ascent, descent, approach and terminal phases of flight is a part of the mandate of a noise management committee which the Tenant shall establish and which shall include at a minimum, the Tenant, the Minister or his designate, aviation industry representatives and appropriate provincial and municipal government representatives."

CENAC also examines environmental issues related to the ongoing operation of Toronto Pearson International Airport

Purpose:

The current Terms of Reference outlines the purpose as follows:

The Community Environment & Noise Advisory Committee (CENAC) will provide a consultative/communication forum for community stakeholders to meet with Greater Toronto Airports Authority (GTAA) Management and other aviation community representatives. The committee will discuss issues relating to the mitigation of aircraft noise in the community and the operation of Toronto Pearson International Airport in an environmentally responsible manner. The CENAC will be an advisory body for the GTAA Chief Executive Officer. The

committee will include representatives of the three surrounding municipalities and allow for the GTAA to hear concerns expressed in a public forum and to take action as considered appropriate.

Scope:

The CENAC advises on matters including, but not limited to, the following:

- Aircraft Operation procedures impacting aircraft noise in Toronto Pearson's Operating Area
- The examination of alternatives for noise mitigation
- The enforcement of aircraft noise violations
- Municipal land use within the GTAA operating area
- The review of the GTAA's environmental programs and adherence to International Organization for Standardization (ISO) targets
- The examination of potentially environmentally-sensitive measures at Toronto Pearson

The CENAC reports and makes recommendations to the GTAA Chief Executive Officer. The CEO may refer recommendations to the appropriate committee of the GTAA Board of Directors, to the *GTAA Consultative Committee (GTAA CC)*, to the Technical Noise Management Committee or other bodies as appropriate for consideration. Members have the opportunity to vote on recommendations and minutes show conclusion and resolution.

The CENAC acts in an advisory capacity to the GTAA on all issues relating to Toronto Pearson's Noise Management and Environment Policies with a view to improving the GTAA's noise mitigation and environment programs, and promotes the objectives of the GTAA respecting all aspects of noise and environment management.

The CENAC provides a forum for the discussion of noise and environment related matters and decides on the best methods of distributing information to stakeholders and to stakeholder groups on an issue-by-issue basis. The CENAC issues an annual report that summarizes the GTAA's ongoing noise mitigation initiatives and the work of CENAC.

Linkages:

The CENAC members that represent community stakeholders are required to actively seek the opinions of their constituents on noise related matters and to represent these concerns in the committee forum. Similarly, committee members are required to disseminate the results of committee discussions to their constituent bodies. Linkage to the GTAA Consultative Committee (CC), Toronto Pearson's main consultative communication forum, is provided through

common membership. The GTAA performs this liaison role through the committee chair.

The CENAC has linkages to the Technical Noise Management Committee (TNC) to provide two-way communication on the operational aspects of noise monitoring, enforcement, and mitigation. This linkage is provided through the GTAA Vice President, Operations and Chief Engineer. The CENAC provides the communication liaison between the community and the GTAA Board of Directors through GTAA management.

Membership:

- GTAA President and CEO or a designate
- Community chair
- City of Brampton representatives (3) – 1 elected, 1 resident and 1 additional appointed at Council's discretion
- City of Mississauga representatives (5) – 2 elected, 2 resident, 1 additional appointed at Council's discretion
- City of Toronto (3) – 1 elected, 1 resident, 1 additional appointed at Council's discretion
- Transport Canada – regional staff representative (non-voting, technical member) - The Department's role with respect to the Committee is to provide clarification, interpretation and direction with regards to the Aeronautics Act, the Canadian aviation Regulations and the aviation standards.
- NAV CANADA (non-voting)
- Air Transport Association of Canada (ATAC) (non-voting)
- Province of Ontario staff representative (non-voting)
- GTAA members – as required (non-voting)

Other:

Meetings are held 4-5 times annually and are open to the public and the media.

Minutes of the meetings are circulated to CENAC members after each meeting and are posted online.

INPUT FROM PX XAK-2014-426137; — ^{19 (1)} — AIRCRAFT NOISE IN OAKVILLE - RDIMS 9735386

- Thank you for your correspondence of July 12, 2014 regarding aircraft noise in the vicinity of Oakville.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html#docCont>.
- As you may be aware, on February 9, 2012, NAV CANADA implemented changes to the airspace around Toronto, Ottawa, and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions. Information about the airspace changes is available on NAV CANADA's website at: www.navcanada.ca/airspace. Information about airspace changes related to Toronto Pearson International Airport can be found at: <http://www.navcanada.ca/NavCanada.asp?Language=en&Content=ContentDefinitionFiles\Airspace\Toronto\default.xml>.
- Prior to implementing the airspace changes, NAV CANADA held a 'Public Comment Period', allowing members of the public to provide input on the airspace review on their website. Notices regarding the review and changes to flight paths to Toronto Pearson Airport appeared in the Toronto Star and other area newspapers in August and September as well as on various websites.
- These changes have been extensively analyzed by NAV CANADA in flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at an airport.
- It is Transport Canada's view that all appropriate safety measures are in place to mitigate risks from these flights.
- Transport Canada will continue to oversee the number of night flight operations at Toronto Pearson International Airport to ensure that the allocated number of flights is not exceeded. To date, the Greater Toronto Airports Authority has successfully managed to remain within its allotted number of night flights.
- I should note that the Department does not approve changes to individual routings or flight path changes other than to confirm that the design complies with the Department's associated regulations and standards. Any additional questions regarding flight paths should be directed to NAV CANADA at: service@navcanada.ca.
- On September 19, 2013, I participated in a Toronto Aviation Noise Group meeting with NAV CANADA, representatives from the Greater Toronto Airports Authority and local Members of Parliament to discuss these issues. I also recently met with representatives from NAV CANADA to discuss the concerns of area residents affected by the flight path changes. The intent of the meeting was to encourage NAV CANADA to continue to work closely with affected communities as noise issues are best handled at the local level.

- As a result of this meeting, Transport Canada is satisfied that all viable options were considered. I requested that Transport Canada officials be kept informed on any noise management efforts or developments in relation to these flight path changes.
- I realize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring aviation safety is not compromised.
- In the future, if you wish to register a noise complaint with Transport Canada, you may send an email to: TC.AviationNoise-BruitsAviation.TC@tc.gc.ca detailing your concerns. If, after a preliminary review, it is determined that an infraction has taken place, you will be contacted directly by a Transport Canada official. The information you've provided will be input into a database and used for noise complaint tracking and statistical purposes.

PX/PA

2014-07-22

**INPUT FROM PX XAK-2014-426460; — 19 (1) — PEARSON NOISE
COMPLAINT IN TORONTO - RDIMS 9814637**

- Thank you for your correspondence to Transport Canada which was further to our previous email exchange regarding aircraft noise in Toronto.
- As previously mentioned, while Transport Canada is the safety regulator for the Air Navigation System, the Department does not approve changes to individual routings other than to confirm that the design complies with the Department's associated regulations and standards.
- NAV CANADA has extensively analyzed the 2012 airspace changes' impact through in-flight and air traffic control simulators. The new routes respect the noise abatement procedures implemented at airports, and it is Transport Canada's view that all appropriate safety measures are in place to mitigate risks from these flights.
- With regards to your concern about night flights at Toronto Pearson Airport, aircraft have always arrived and departed 24 hours per day at the airport. Although operations between 12:30 a.m. and 6:30 a.m. are restricted, there are some allowable extensions and exemptions. Air operators may request extensions because of medical emergencies, inclement weather, air traffic control requirements, mechanical reasons, and airport delays.
- It should be noted that it is the only airport in Canada where night operations are limited by a budget system.
- The Department will continue to oversee the number of night flight operations at Toronto Pearson Airport to ensure that the allocated number of flights is not exceeded. To date, the Greater Toronto Airports Authority has successfully managed to remain within its allotted number of night flights.
- I have met with representatives from NAV CANADA to discuss the concerns of area residents affected by the flight path changes. The intent was to encourage NAV CANADA to continue to work closely with affected communities, given that noise issues are best handled at the local level.
- Additionally, on August 5, 2014, I participated in a roundtable discussion hosted by MP John Carmichael, which included representatives from the Toronto Aviation Noise Group (TANG), a representative from the Leaside Property Association, and local city councillors to discuss these issues.
- In closing, allow me to assure you that this issue remains a priority. Transport Canada is exploring ways to ensure that the processes in place for flight path design and/or modification are sufficient to properly serve the public interest.
- Thank you again for writing.

PX/PA
2014-08-15

From: Lem, Samantha
To: 19 (1)
Subject: RE: Aircraft Noise Management - Again - Cease and Desist using Runway 5 before 6:30
Date: Friday, August 22, 2014 8:33:00 AM

Good morning Ms. 19 (1)

Thank you for your follow-up correspondence to Transport Canada Civil Aviation. Please accept my apology for the delay in response.

The 2012 changes to the airspace above Toronto, Ottawa and Montreal have been extensively analyzed by NAV CANADA in flight and air traffic control simulators to assess their impact. These changes bring many benefits. They reduce greenhouse gas emissions, aircraft fuel burns, and cumulative flight time. Additionally, the redesign of routes respects the noise abatement procedures implemented at an airport.

With regards to your concern about night flights at Toronto Pearson Airport, particularly at Runway 5, it should be noted that it is the only airport in Canada where night operations are limited by a budget system. Transport Canada recognizes that while all regulations, policies, and procedures are effective for the majority of Canadians, there are some that will experience an impact on day-to-day life. Aircraft have always flown over residential communities in order to reach the airport.

As you are aware, the Department determines the annual number of night-time flights the Greater Toronto Airports Authority is able to grant, based on a percentage of passenger growth from the previous twelve months. The airport is currently allowed an average of approximately 41 flights per night for the period of November 2013 to October 2014, in accordance with natural passenger growth. The number of nightly flights is an average over the year, and incorporates all the runways at Toronto Pearson Airport.

You may be assured that the approach paths have been designed to ensure safe separation from obstacles such as buildings and that pilots should not knowingly operate an aircraft at an unsafe altitude. When applicable, pilots must follow air traffic control clearances at all times. Occurrences of pilots operating below the cleared altitude are reported to Transport Canada by air traffic control.

Transport Canada will continue to monitor the number of night flights at Toronto Pearson Airport. To date, the GTAA has successfully managed within its number of night flights.

In the future, if you wish to register a noise complaint with Transport Canada regarding aircraft at Toronto Pearson Airport, you may send an email to: TC.AviationNoise-BruitsAviation.TC@tc.gc.ca detailing your concerns. If, after a preliminary review, it is determined that an infraction has taken place, you will be contacted directly by a Transport Canada official. The information you've provided will be input into a database and used for noise complaint tracking and statistical purposes.

Thank you again for writing.

Regards,

Samantha Lem

Issues Management Assistant/Assistante de la gestionnaire d'affaires
 Civil Aviation/L'aviation civile
 Ontario Region/Région de l'Ontario
 Transport Canada/Transports Canada

From: 19 (1)
Sent: Friday, May 30, 2014 3:44 PM
To: CASO-SACO
Cc: 19 (1) @halton.ca; 19 (1) @parl.gc.ca; 19 (1) @milton.ca; premier@ontario.ca; Holmes, Jennifer;
 19 (1)
Subject: Aircraft Noise Management - Again - Cease and Desist using Runway 5 before 6:30

From: Krey, Marianne Sent: 2014/05/30 3:43:30 PM

"Aircraft have always arrived and departed 24 hours per day at Toronto's Pearson Airport. Although operations between 12:30 a.m. and 6:30 a.m. are restricted, there are some allowable extensions and exemptions. Air operators may request extensions because of medical emergencies, inclement weather, air traffic control requirements, mechanical reasons, and airport delays. The aircraft flying over your area during the times you referenced may be due to this reason" ... quote copied from email below.

Can't wait for signs to be erected in [19 (1)] like in Mississauga ...

[cid:image001.jpg@01CE891E.5F70DF60](#)

[19 (1)]

From: Holmes, Jennifer [mailto:jennifer.holmes@tc.gc.ca]

Sent: July 24, 2013 12:50 PM

To: [19 (1)]

Subject: RE: Aircraft Noise Management

Hello Ms. [19 (1)]

Thank you for your submission to Transport Canada. I would like to take this opportunity to respond to your inquiry.

Transport Canada's priorities are safety and security. The department's mission is to develop and administer policies, regulations, and programs for a safe, secure, and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the Aeronautics Act and the Canadian Aviation Regulations. The Canadian Aviation Regulations are available to the public at the following website:
<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/menu.htm>.

The Canadian Aviation Regulations state that, except when taking off or landing, aircraft may not be operated over a built-up area or open-air assembly of people at an altitude lower than 1,000 feet above the highest obstacle at a horizontal distance of 2,000 feet from the aeroplane. When not over a built-up area, the aircraft must be operated at least 500 feet from any person, vessel, vehicle or structure.

On February 9, 2012, NAV CANADA implemented changes to flight paths above the GTA. These changes created new routes above Toronto, Montreal, and Ottawa, which have resulted in some areas experiencing more overhead traffic, while some areas are now experiencing less. This may be the reason why you are noticing more traffic at Runway 5. Information about the airspace changes is available on NAV CANADA's website at: HYPERLINK "<http://www.navcanada.ca/airspace>" \www.navcanada.ca/airspace. Information about airspace changes related to Toronto Pearson International Airport can be found at: <http://www.navcanada.ca/NavCanada.asp?Language=en&Content=ContentDefinitionFiles\Airspace\Toronto\default.xml>.

Aircraft have always arrived and departed 24 hours per day at Toronto's Pearson Airport. Although operations between 12:30 a.m. and 6:30 a.m. are restricted, there are some allowable extensions and exemptions. Air operators may request extensions because of medical emergencies, inclement weather, air traffic control requirements, mechanical reasons, and airport delays. The aircraft flying over your area during the times you referenced may be due to this reason.

The number and type of extensions and exemptions to night-time operations are granted by the Greater Toronto Airports Authority and are monitored by Transport Canada. The Department determines the annual number of night-time flights the Airport Authority is able to grant, based on a percentage of passenger growth from the previous twelve months. This number is evaluated every year.

Noise management is a complicated and difficult issue faced by airport authorities and communities around the world. It is an issue that might not be resolved, but must be managed while ensuring aviation safety remains paramount. When dealing with noise complaints Transport Canada's experience shows these issues are most effectively addressed at the local community level. It is our strong recommendation that you engage in constructive dialogue with the operator on this and any future noise issues.

Regards,

Jennifer Holmes
 A/Strategic Issues and Communications Manager
 Gestionnaire des questions stratégiques et de communications intérimaire
 Civil Aviation, Transport Canada / l'aviation civile, Transports Canada
 4900 Yonge St., 4th floor / 4ième étage, Toronto, ON M2N 6A5
 Tel: (416)-952-0342
 Cell: (416)-276-2807
 HYPERLINK "<mailto:jennifer.holmes@tc.gc.ca>"jennifer.holmes@tc.gc.ca
 cid:image001.gif@01CD2393.66F80F70cid:image002.gif@01CD2393.66F80F70

From: 19 (1)
 Sent: Tuesday, July 02, 2013 1:12 PM
 To: CASO-SACO
 Cc: HYPERLINK "[mailto:19 \(1\)@milton.ca](mailto:19 (1)@milton.ca)"19 (1)@milton.ca; HYPERLINK
 19 (1)
 Subject: Aircraft Noise Management

Please advise why you are routing commercial aircraft onto Runway 5 (approaching LOW over 19 (1) at 4:55 A.M.

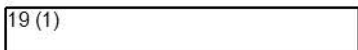
This happened AGAIN this morning (July 2).

It's bad enough Runway 5 was used all weekend early in the morning and late at night but 5 in the morning is unacceptable.

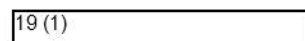
Please explain.



[cid:image001.png@01CC7F86.6C16F1D0](#)



Oakville, ON  Canada



N O T I C E - This message from  is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged, confidential or proprietary. Internet communications cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, arrive late or contain viruses. By communicating with us via e-mail, you accept such risks. When addressed to our clients, any information, drawings, opinions or advice (collectively, "information") contained in this e-mail is subject to the terms and conditions expressed in the governing agreements. Where no such agreement exists, the recipient shall neither rely upon nor disclose to others, such information without our written consent. Unless otherwise agreed, we do not assume any liability with respect to the accuracy or completeness of the information set out in this e-mail. If you have received this message in error, please notify us immediately by return e-mail and destroy and delete the message from your computer.

**INPUT FROM PX XAK-2014- 426772; — 19 (1) — PEARSON AIRPORT
NOISE COMPLAINT - RDIMS 9858892**

- Thank you for your correspondence to Transport Canada dated May 6, 2014.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html#docCont>.
- Transport Canada's noise standards and all Canadian aircraft are fully compliant with rigorous international standards. Transport Canada ensures compliance with the noise standards through the aircraft certification process. The ICAO noise standards are adopted into the Canadian Aviation Regulations, which set the standards for aircraft noise levels permitted in Canada.
- The policy of the Federal Government on aircraft noise can be found at <http://www.parl.gc.ca/Content/LOP/ResearchPublications/2013-08-e.htm>.
- In 1996, in line with an ICAO resolution, Canada implemented a regulation that introduced the phase out of older, noisier aircraft. Canada completed the phase out in 2002.
- Transport Canada provides regulatory oversight of aviation in Canada, verifying that the policies and procedures work for the community, for the industry and for travelers. We do this in conjunction with third parties including Health Canada, NAV CANADA and the International Civil Aviation Organization (ICAO). The Department does not approve changes to individual routings or flight path changes.
- NAV CANADA's 2012 changes to the airspace around Toronto, Ottawa and Montreal were done to take advantage of new technologies and procedures that reduce aircraft fuel burn, greenhouse gas emissions and cumulative flight time.
- Under the *Civil Air Navigation Services Commercialization Act*, NAV CANADA is permitted to make changes to aircraft routings in order to improve airspace efficiency without the approval of the Minister and without the consultation of the public. Having said that, prior to implementing the airspace changes on February 9, 2012, NAV Canada held a Public Comment Period, allowing members of the public to provide input on the airspace review on their website at www.navcanada.ca/airspace. Advertisements appeared in the Toronto Star and various newspapers in August and September 2011 to inform people about the Public Comment Period, which was also promoted on the Greater Toronto Airports Authority (GTAA) website.
- Noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring that aviation safety is not compromised. Transport Canada's experience has shown that noise issues are most effectively addressed at the local community level.
- Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. Any additional questions regarding

flight paths around Toronto and the effectiveness of the public consultation process should be directed to NAV CANADA at: service@navcanada.ca. There is also a great deal of information, including maps of previous and current flight paths, on NAV CANADA's website at: www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx

- Thank you again for writing and for taking the time to express your concerns.

PX/PA
2014-09-08

From: [Lem, Samantha](#)
To: [Holtby Levine, Keri](#)
Cc: [Miller, Brenda](#)
Subject: RE: Phone number for GTAA noise complaints
Date: Friday, August 29, 2014 10:30:00 AM

Hi Keri,

There is currently no active number that complainants who are located outside the 10 nm can use, as we are working on setting up a new noise complaint number. In the meantime, we have been advising complainants to send their concerns to the following email address: TC.AviationNoise-BruitsAviation.TC@tc.gc.ca.

The one below is most likely Ontario Region's old noise complaint number the GTAA used to pass on to complainants outside the 10nm; however, it is no longer in service.

Thanks!
Sam

From: Holtby Levine, Keri
Sent: Friday, August 29, 2014 6:23 AM
To: Lem, Samantha
Cc: Miller, Brenda
Subject: FW: Phone number for GTAA noise complaints

Hi Samantha – are you able to forward me the below requested information?

Thanks,

Keri

From: Shaw, Erika
Sent: August 28, 2014 7:52 PM
To: Holtby Levine, Keri
Cc: Henry, Joyce; Chambers, Shelley; Sloan, Spencer; Joyal, Martin; Thériault, Lucie; Gagné, Sylvia
Subject: Phone number for GTAA noise complaints

Hi Keri,

I know I have this somewhere but I can't find it...

The Minister's office has received an MP inquiry, asking for the TC phone number for complaints from residents living beyond the 10 nautical mile radius of Pearson Airport. The number they have is 416-952-0335 but apparently it is not in service. Can you send me the correct number? Tomorrow morning if you can.

DMO please note, this is for Chanel (cc Veronica).

Thank you,
Erika

From: CASO-SACO
 To: 19 (1)
 Subject: RE: Noise complaint for 19 (1) (Vaughan) ... after 11PM and before 6AM everyday!!! (REF: ATS-14-15-00032482)
 Date: Tuesday, September 09, 2014 10:29:00 AM

** Le texte français suit l'anglais.**

Thank you for submitting a request to Transport Canada Civil Aviation.

Your request has been entered into our workflow tracking system and will be processed in accordance with the Civil Aviation Service Standards available at <http://www.tc.gc.ca/eng/civilaviation/opssvs/servicestandards-549.htm> . An anticipated response date is provided in the information below.

For status inquiries or to provide additional information related to your request please contact us using our toll-free number at 1-800-305-2059, and select option 8. Inquiries can also be sent by email to CASO-SACO@tc.gc.ca or by fax to 1-877-822-2129. Please note that fee payments can also be made via telephone at the same toll free number by selecting option 1.

To provide feedback on our service please utilize the Civil Aviation Issues Reporting System (CAIRS) at www.tc.gc.ca/CAIRS .

NOTE: When placing an inquiry, please quote the reference number: ATS-14-15-00032482.

Service Request Information

Ref. #: ATS-14-15-00032482

OPI: PAH

Activity Type: 2 - EXTERNAL ACTIVITY / ACTIVITÉ EXTERNE

Sub Activity: 2.7 - NOISE COMPLAINT / PLAINTES DE BRUIT

Activity Summary: NOISE COMPLAINT FOR 19 (1) (VAUGHAN) ... AFTER 11PM AND BEFORE 6AM EVERYDAY!!!

Subject File #: 5258-3-4

Add Date: 2014-09-09

Actual transaction processing times vary depending on the complexity and completeness of the request. You should however expect a Departmental response shortly but no later than 2014-10-22.

Nous vous remercions d'avoir présenté une demande à Transports Canada, Aviation civile.

Votre demande a été entrée dans notre système de suivi du travail et elle sera traitée conformément aux normes de service de l'Aviation civile, que vous pouvez consulter sur le site Web suivant : <http://www.tc.gc.ca/fra/aviationcivile/opssvs/normesdeservice-549.htm> . Vous trouverez ci-dessous la date à laquelle vous devriez obtenir une réponse.

Pour connaître l'état de votre demande ou fournir des renseignements additionnels à propos de votre demande, veuillez nous appeler au numéro sans frais 1-800-305-2059 et choisir l'option 8. Vous pouvez également demander des renseignements par courriel à l'adresse SACS-CASO@tc.gc.ca ou par télécopieur au 1-877-822-2129. Veuillez noter que vous pouvez également payer des droits par téléphone au même numéro sans frais en choisissant l'option 1.

Pour nous faire part de vos commentaires sur nos services, veuillez utiliser le Système de signalement des questions de l'Aviation civile (SSQAC) qui se trouve au lien suivant : <http://www.tc.gc.ca/CAIRS> .

NOTA: Lorsque vous demandez des renseignements, veuillez mentionner numéro de référence: ATS-14-15-00032482.

Demande d'information service

No réf: ATS-14-15-00032482

BPR: PAH

Type d'activité: 2 - EXTERNAL ACTIVITY / ACTIVITÉ EXTERNE

Sous activité: 2.7 - NOISE COMPLAINT / PLAINTES DE BRUIT

Résumé activité: NOISE COMPLAINT FOR 19 (1) (VAUGHAN) ... AFTER 11PM AND BEFORE 6AM EVERYDAY!!!

No doss. mat.: 5258-3-4

Date de l'ajout: 2014-09-09

La durée réelle de traitement des demandes dépend de leur complexité et de leur exhaustivité. Vous devriez toutefois recevoir une réponse du Ministère sous peu et au plus tard le 2014-10-22.

From: 19 (1)
Sent: Tuesday, September 09, 2014 8:50 AM
To: CASO-SACO
Subject: Noise complaint for 19 (1) (Vaughan) ... after 11PM and before 6AM everyday!!!

Hello,

This issue has become worse lately...I have been at this address for the last 19 (1) but it was not so bad before so I have decided to do something about it!

After 11PM plane engine noises can be heard in my area... as one of the examples Sep. 7, 11.25PM!!!
 Every day 5.30AM and 5.50AM during the week and week-ends too...plane engine noises can be heard in my area disturbing the sleep of all normal people.

Please investigate and advise if flying at these hours is normal and if yes how can I escalate the whole issue.

Thank you,

19 (1) Ontario, 19 (1)

CONTACT INFO OF TRANSPORT CANADA

Ontario Region
 4900 Yonge Street, 4th Floor
 North York, Ontario
 M2N 6A5
 Telephone: (416) 952-0230
 Fax: (416) 952-0196 / 1-877-822-2129
 Fee Payment: (416) 952-0400 / 1-800-305-2059
 E-mail: CASO-SACO@tc.gc.ca

From: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
To: CASO-SACO
Subject: FW: Noise Concerns
Date: Wednesday, September 10, 2014 3:13:30 PM

Good day,

The following request was received through the Civil Aviation Communication Centre.

Could you please direct this request to the appropriate area in your region for direct response to client.

Please c.c. Services@tc.gc.ca so we may close our files RDIMS & CCM Mercury.

Due date: 24 September, 2014

Your cooperation is appreciated. Thank you and have a pleasant day,

PLEASE NOTE:

DO ENSURE THAT ONLY THE ORIGINAL REQUEST AND YOUR RESPONSE IS SENT TO THE CLIENT.

Matthew C.

Program Information Officer /Agent d'information sur les programmes

Civil Aviation Secretariat/ Secrétariat de l'aviation civile

Transport Canada Civil Aviation Communications Centre/

Centre de communications de l'Aviation civile, Transports Canada

1 800 305-2059

Facsimile / Télécopieur 613-957-4208

services@tc.gc.ca

TTY / ATS (613) 990-4500

Place de Ville (AARCB), Ottawa ON K1A 0N5

<http://www.tc.gc.ca/eng/air-menu.htm>

Government of Canada / Gouvernement du Canada

- Please consider the environment before printing this email.

- Devez-vous vraiment imprimer ce courriel ?

From: [REDACTED]
Sent: Thursday, August 21, 2014 8:28 PM
To: GTAA Noise Advisory Committee
Cc: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
Subject: Noise Concerns

To: GTAA Noise Committee

We understand that this committee meets occasionally to review noise related issues in order to address them.

We are writing to express our concern for the disturbing aircraft noise that has plagued our neighbourhood [19 (1)] since flight paths changed in 2012. The planes now fly much too low, too loud and too often over neighbourhoods that are many miles from the airport. Some planes fly so low that we often wonder if they are about to crash. This activity no doubt increases low level air pollution and the incidence of related health issues. People have lost the opportunity to enjoy peace and quiet in their homes and gardens. There is also a safety concern, given the heavily populated areas that are being impact.

The noise has been particularly noticeable this summer, probably as it is the time of year that we are outside as much as possible. Sadly, we can no longer enjoy a conversation on the porch or the sounds of nature without the interruption of airplane noise in our once tranquil neighbourhood.

We have registered our concern by phone and on the website. Unfortunately those systems only allow you to register one incident at a time. We don't have the time or patience to register a complaint every 45 seconds. If these are the systems that you rely on to identify the level of public concern and distress, the process is deeply flawed. We have been totally frustrated by the noise, as well as the limited ways that are available for us to register our concern. We know that our neighbours share our concern, but they also feel somewhat helpless in the battle to fight the aviation noise.

If the committee is genuinely interested in measuring the true level of public concern over noise issues, a more realistic method of measurement needs to be utilized. Maybe then you will support measures to minimize, or at least reduce, this widespread noise pollution.

We'd appreciate your feedback on our concerns.

Regards,

[19 (1)]

Toronto, [19 (1)]

INPUT FROM PX XAK-2014-427098; — 19 (1) — PEARSON NOISE IN TORONTO-RDIMS 9956614

- Thank you for your correspondence to Transport Canada dated August 12, 2014 in regards to aircraft noise levels. I apologize for the delay in my response.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system.
- As you are aware, on February 9, 2012, NAV CANADA implemented changes to the airspace in the vicinity of Toronto, Ottawa, and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions. Information about the airspace changes is available at www.navcanada.ca/airspace. Information about airspace changes related to Toronto Pearson International Airport can be found by visiting the following link: <http://www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx>
- Prior to implementing the airspace changes, NAV CANADA held a public comment period, which allowed members of the public an opportunity to provide input on the airspace review. Notices regarding the review and changes to flight paths to Toronto Pearson International Airport appeared in the Toronto Star and other area newspapers in August and September 2011, as well as on various websites. These changes have been extensively analyzed by NAV CANADA in-flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at airports and are designed to increase the efficiency of the air navigation system while reducing the environmental impact of aviation activity in the Toronto-Ottawa-Montreal corridor.
- I should note that Transport Canada is the safety regulator for the air navigation system; however, the Department does not approve changes to individual routes other than to confirm that a proposed design meets the required standards.
- On August 5, 2014 Transport Canada participated in an Aircraft Noise Roundtable discussion with MP John Carmichael, the Toronto Aviation Noise Group (TANG), a representative from the Leaside Property Association, and local city councillors, to discuss the concerns of area residents affected by aircraft noise and the flight path changes.
- I have also met with representatives from NAV CANADA, the Greater Toronto Airports Authority and local Members of Parliament to discuss the concerns of area residents affected by the flight path changes. The intent of these meetings was to encourage aviation partners to continue to work closely with affected communities as noise issues are best handled at the local level.
- As a result of these meetings, Transport Canada is satisfied that all viable options were considered. I requested that Transport Canada officials be kept informed on any noise management efforts or developments in relation to these flight path changes.
- The Department continues to work with NAV CANADA and the Greater Toronto Airport Authority to find viable solutions to noise management concerns.
- I recognize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring aviation safety is not compromised.

- Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. Any additional questions regarding flight paths around Toronto and the effectiveness of the public consultation process should be directed to NAV CANADA at: service@navcanada.ca. There is also a great deal of information, including maps of previous and current flight paths, on NAV CANADA's website at: www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx.
- In closing, allow me to assure you that Transport Canada is exploring ways to ensure that the processes in place for flight path design and/or modification are sufficient to properly serve the public interest while preserving the safety of aviation operations.
- Thank you again for taking time to express your concerns.

PX/PA

2014-09-23

From: 19 (1)
To: CASO-SACO
Subject: FW: noise, flight path
Date: Tuesday, September 23, 2014 5:28:47 PM

Dear Sir/Madam

I was asked to forward this complaint to you. Please see the email from the Communications Centre and the email we sent below it.

From: services@tc.gc.ca

Good day,

Thank you for your recent e-mail received in the Transport Canada Civil Aviation Communications Centre.

The information you require may be obtained at the following Web site:

Civil Aviation Regional Offices

<http://www.tc.gc.ca/eng/civilaviation/opssvs/regions-139.htm>

Please contact the Ontario office directly, thank you.

I trust that the foregoing has addressed your questions. Should you need other information on civil aviation matters, please feel free to contact us via email at services@tc.gc.ca or toll free at 1-800-305-2059 (Option 7).

Again, thank you for writing.

Kind regards,

Matthew C.

Program Information Officer / Agent d'information sur les programmes
 Civil Aviation Secretariat/ Secrétariat de l'aviation civile
 Transport Canada Civil Aviation Communications Centre/
 Centre de communications de l'Aviation civile, Transports Canada

1 800 305-2059

Facsimile / Télécopieur 613-957-4208

services@tc.gc.ca

TTY / ATS (613) 990-4500

Place de Ville (AARCB), Ottawa ON K1A 0N5

<http://www.tc.gc.ca/eng/air-menu.htm>

Government of Canada / Gouvernement du Canada

From: [19 (1)]
Sent: Friday, September 19, 2014 7:41 PM
To: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
Subject: noise, flight path

Dear Sir/Madam

When we bought our house it was for peace and quiet from the city. Lately the planes are so low and loud and frequent that we have to move or add more soundproofing because my husband has [19 (1)] It [19 (1)]

On TV we heard that the flight paths were changed and that the planes are flying lower then they used to. Why over our neighbourhood? When we bought the house and up to a year or two ago there were not so many and they were not this low. How can that be, i.e. that this major change would happen without the people affected being part of the process of change?

I do not think we should have to pay for all this.

Please let us know what you will be doing about this.

[19 (1)]
[19 (1)] ON [19 (1)]

INPUT FROM PX XAK-2014-427127 — 19 (1) — PEARSON NOISE IN OAKVILLE-RDIMS 9965360

- Thank you for your correspondence to Transport Canada dated August 19, 2014 in regards to aircraft noise levels in Oakville. I apologize for the delay in my response.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system.
- On February 9, 2012, NAV CANADA implemented changes to the airspace in the vicinity of Toronto, Ottawa, and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions. Information about the airspace changes is available at www.navcanada.ca/airspace. Information about airspace changes related to Toronto Pearson International Airport can be found by visiting the following link: <http://www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx>
- Prior to implementing the airspace changes, NAV CANADA held a public comment period, which allowed members of the public an opportunity to provide input on the airspace review. Notices regarding the review and changes to flight paths to Toronto Pearson International Airport appeared in the Toronto Star and other area newspapers in August and September 2011, as well as on various websites. These changes have been extensively analyzed by NAV CANADA in-flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at airports and are designed to increase the efficiency of the air navigation system while reducing the environmental impact of aviation activity in the Toronto-Ottawa-Montreal corridor.
- I should note that Transport Canada is the safety regulator for the air navigation system; however, the Department does not approve changes to individual routes other than to confirm that a proposed design meets the required standards.
- On August 5, 2014 Transport Canada participated in an Aircraft Noise Roundtable discussion with MP John Carmichael, the Toronto Aviation Noise Group (TANG), a representative from the Leaside Property Association, and local city councillors, to discuss the concerns of area residents affected by aircraft noise and the flight path changes.
- I have also met with representatives from NAV CANADA, the Greater Toronto Airports Authority and local Members of Parliament to discuss the concerns of area residents affected by the flight path changes. The intent of these meetings was to encourage aviation partners to continue to work closely with affected communities as noise issues are best handled at the local level.
- As a result of these meetings, Transport Canada is satisfied that all viable options were considered. I requested that Transport Canada officials be kept informed on any noise management efforts or developments in relation to these flight path changes.
- The Department continues to work with NAV CANADA and the Greater Toronto Airport Authority to find viable solutions to noise management concerns.
- I recognize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring aviation safety is not compromised.

- Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. Any additional questions regarding flight paths around Toronto and the effectiveness of the public consultation process should be directed to NAV CANADA at: service@navcanada.ca. There is also a great deal of information, including maps of previous and current flight paths, on NAV CANADA's website at: www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx.
- In closing, allow me to assure you that Transport Canada is exploring ways to ensure that the processes in place for flight path design and/or modification are sufficient to properly serve the public interest while preserving the safety of aviation operations.
- Thank you again for taking time to express your concerns.

PX/PA

2014-09-25

**INPUT FROM PX XAK-2014-428630; — 19 (1) — AIRCRAFT NOISE IN
GEORGETOWN - RDIMS 10026442**

- Thank you for your correspondence of September 26, 2014 regarding aircraft noise in the vicinity of South Georgetown.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system. Aviation in Canada is regulated by Transport Canada under the authority of the *Aeronautics Act* and the Canadian Aviation Regulations (CARs), which are available to the public at the following location: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/page-1.html#docCont>.
- As you may be aware, on February 9, 2012, NAV CANADA implemented changes to the airspace around Toronto, Ottawa, and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions. Information about the airspace changes is available on NAV CANADA's website at: www.navcanada.ca/airspace. Information about airspace changes related to Toronto Pearson International Airport can be found at: <http://www.navcanada.ca/NavCanada.asp?Language=en&Content=ContentDefinitionFiles\Airspace\Toronto\default.xml>.
- Prior to implementing the airspace changes, NAV CANADA held a 'Public Comment Period', allowing members of the public to provide input on the airspace review on their website. Notices regarding the review and changes to flight paths to Toronto Pearson Airport appeared in the Toronto Star and other area newspapers in August and September as well as on various websites.
- These changes have been extensively analyzed by NAV CANADA in flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at an airport.
- It is Transport Canada's view that all appropriate safety measures are in place to mitigate risks from these flights.
- Transport Canada will continue to oversee the number of night flight operations at Toronto Pearson International Airport to ensure that the allocated number of flights is not exceeded. To date, the Greater Toronto Airports Authority has successfully managed to remain within its allotted number of night flights.
- I should note that the Department does not approve changes to individual routings or flight path changes other than to confirm that the design complies with the Department's associated regulations and standards. Any additional questions regarding flight paths should be directed to NAV CANADA at: service@navcanada.ca.
- I recently met with representatives from NAV CANADA to discuss the concerns of area residents affected by the flight path changes. The intent of the meeting was to encourage NAV CANADA to continue to work closely with affected communities as noise issues are best handled at the local level.
- As a result of this meeting, Transport Canada is satisfied that all viable options were considered. I requested that Transport Canada officials be kept informed on any noise management efforts or developments in relation to these flight path changes.

- I realize that noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring aviation safety is not compromised.
- Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. Any additional questions regarding flight paths around Toronto and the effectiveness of the public consultation process should be directed to NAV CANADA at: service@navcanada.ca. There is also a great deal of information, including maps of previous and current flight paths, on NAV CANADA's website at: www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx.
- In closing, allow me to assure you that Transport Canada is exploring ways to ensure that the processes in place for flight path design and/or modification are sufficient to properly serve the public interest while preserving the safety of aviation operations.

PX/PA

2014-10-15

From: Onosov, Olga
To: 19 (1)
Bcc: Miller, Brenda
Subject: Noise Concerns
Date: Thursday, October 16, 2014 9:48:00 AM
Attachments: [image003.png](#)
[image004.png](#)

Good day 19 (1)

Thank you for copying Transport Canada on your correspondence to GTAA Noise Advisory Committee dated August 21, 2014 in regards to aircraft noise levels.

We encourage you to continue communicating your concerns with the GTAA Noise Advisory Committee, as local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. As well, any questions regarding flight paths around Toronto and the effectiveness of the public consultation process should be directed to NAV CANADA at: service@navcanada.ca. There is also a great deal of information, including maps of previous and current flight paths, on NAV CANADA's website at: www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx.

In closing, allow me to assure you that Transport Canada is exploring ways to ensure that the processes in place for flight path design and/or modification are sufficient to properly serve the public interest while preserving the safety of aviation operations.

Thank you again for taking time to express your concerns.

Sincerely,

Regards,

Olga Onosov

Civil Aviation, Transport Canada

☎: (416)-952-0164

✉ olga.onosov@tc.gc.ca



From: 19 (1)
Sent: Thursday, August 21, 2014 8:28 PM
To: GTAA Noise Advisory Committee
Cc: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
Subject: Noise Concerns

To: GTAA Noise Committee

We understand that this committee meets occasionally to review noise related issues in order to address them.

We are writing to express our concern for the disturbing aircraft noise that has plagued our neighbourhood [19 (1)] since flight paths changed in 2012. The planes now fly much too low, too loud and too often over neighbourhoods that are many miles from the airport. Some planes fly so low that we often wonder if they are about to crash. This activity no doubt increases low level air pollution and the incidence of related health issues. People have lost the opportunity to enjoy peace and quiet in their homes and gardens. There is also a safety concern, given the heavily populated areas that are being impact.

The noise has been particularly noticeable this summer, probably as it is the time of year that we are outside as much as possible. Sadly, we can no longer enjoy a conversation on the porch or the sounds of nature without the interruption of airplane noise in our once tranquil neighbourhood.

We have registered our concern by phone and on the website. Unfortunately those systems only allow you to register one incident at a time. We don't have the time or patience to register a complaint every 45 seconds. If these are the systems that you rely on to identify the level of public concern and distress, the process is deeply flawed. We have been totally frustrated by the noise, as well as the limited ways that are available for us to register our concern. We know that our neighbours share our concern, but they also feel somewhat helpless in the battle to fight the aviation noise.

If the committee is genuinely interested in measuring the true level of public concern over noise issues, a more realistic method of measurement needs to be utilized. Maybe then you will support measures to minimize, or at least reduce, this widespread noise pollution.

We'd appreciate your feedback on our concerns.

Regards,

[19 (1)]

Toronto, [19 (1)]

INPUT FROM PX XAK-2014-428620—19 (1)— (PEARSON INTERNATIONAL AIRPORT)
 – (AIRCRAFT NOISE) - RDIMS 10042786

- Thank you for your letter of September 30, 2014.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system.
- On February 9, 2012, NAV CANADA implemented changes to the airspace in the vicinity of Toronto, Ottawa and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions. Information about the airspace changes is available at <http://www.navcanada.ca/airspace>. Information about airspace changes related to Toronto Pearson International Airport can be found by visiting <http://www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx>.
- Prior to implementing the airspace changes, NAV CANADA held a public comment period, which gave members of the public an opportunity to provide input on the airspace review. Notices regarding the review and changes to flight paths to Toronto Pearson International Airport appeared in the *Toronto Star* and other area newspapers in August and September 2011, as well as on various websites. These changes have been extensively analyzed by NAV CANADA in-flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at airports and are designed to increase the efficiency of the air navigation system while reducing the environmental impact of aviation activity in the Toronto-Ottawa-Montreal corridor.
- I should note that Transport Canada is the safety regulator for the air navigation system; however, the Department does not approve changes to individual routes, other than to confirm that a proposed design meets the required standards.
- On August 5, 2014, Transport Canada participated in an Aircraft Noise Roundtable discussion with Member of Parliament John Carmichael, the Toronto Aviation Noise Group, a representative from the Leaside Property Association and local city councillors to discuss the concerns of area residents affected by aircraft noise and the flight path changes.
- I recently wrote to NAV CANADA and various airport authorities seeking a practical, mutually acceptable, industry-led solution that both promotes transparency in the decision-making process and ensures better management of noise concerns. The collective industry proposal is expected this fall.
- The Department continues to work with NAV CANADA and the Greater Toronto Airport Authority to find viable solutions to noise management concerns.
- With regards to your concerns about night flights at Toronto Pearson International Airport, I should note that it is the only airport in Canada where night operations are limited by a budget system. On June 13, 2013, Transport Canada granted the Greater

Toronto Airports Authority's (GTAA's) request to increase the number of flights during night-time restricted hours at Pearson Airport, based on passenger growth.

- Transport Canada recognizes that while all regulations, policies, and procedures are effective for the majority of Canadians, there are some that will experience an impact on day-to-day life. Aircraft have always flown over residential communities in order to reach the airport. There have been slight increases in the night flight budget (3-4 additional flights per night in 2014) corresponding to passenger growth.
- Transport Canada will continue to oversee the number of night flight operations at Pearson Airport to ensure that the allocated number of flights is not exceeded. To date, the GTAA has successfully managed to remain within its allotted number of night flights.
- Noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring that aviation safety is not compromised.
- I should note that the GTAA is responsible for managing noise complaints within 10 nautical miles of Pearson airport. To contact the airport's Noise Management Office, please call: (416) 247-7682.
- Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. Any additional questions regarding flight paths around Toronto and the effectiveness of the public consultation process should be directed to NAV CANADA at service@navcanada.ca. There is also a great deal of information, including maps of previous and current flight paths, on NAV CANADA's website at www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx.
- In closing, allow me to assure you that Transport Canada is exploring ways to ensure that the processes in place for flight path design and/or modification are sufficient to properly serve the public interest while preserving the safety of aviation operations.
- Thank you again for taking time to express your concerns.

PX/PA
2014-10-21

INPUT FROM PX XAK-2014-428163 – 19 (1) – (AIRCRAFT NOISE) –
(GEORGETOWN) - RDIMS 10043222

- I have been forwarded your letter of August 29, 2014 from the Honourable Michael Chong, M.P.
- Transport Canada's priorities are safety and security. The Department's mission is to develop and administer policies, regulations and programs for a safe, secure and efficient transportation system.
- On February 9, 2012, NAV CANADA implemented changes to the airspace in the vicinity of Toronto, Ottawa and Montreal. This was done to take advantage of new technologies and procedures that reduce aircraft fuel burn and related greenhouse gas emissions. Information about the airspace changes is available at <http://www.navcanada.ca/airspace>. Information about airspace changes related to Toronto Pearson International Airport can be found by visiting <http://www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx>.
- Prior to implementing the airspace changes, NAV CANADA held a public comment period, which gave members of the public an opportunity to provide input on the airspace review. Notices regarding the review and changes to flight paths to Toronto Pearson International Airport appeared in the *Toronto Star* and other area newspapers in August and September 2011, as well as on various websites. These changes have been extensively analyzed by NAV CANADA in-flight and air traffic control simulators to assess their impact. The new routes respect the noise abatement procedures implemented at airports and are designed to increase the efficiency of the air navigation system while reducing the environmental impact of aviation activity in the Toronto-Ottawa-Montreal corridor.
- I should note that Transport Canada is the safety regulator for the air navigation system; however, the Department does not approve changes to individual routes, other than to confirm that a proposed design meets the required standards.
- I recently wrote to NAV CANADA and various airport authorities seeking a practical, mutually acceptable, industry-led solution that both promotes transparency in the decision-making process and ensures better management of noise concerns. The collective industry proposal is expected this fall.
- The Department continues to work with NAV CANADA and the Greater Toronto Airport Authority to find viable solutions to noise management concerns.
- Noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed while ensuring that aviation safety is not compromised.
- Local representatives and airport-based staff have intimate knowledge of regional matters and are best able to address local concerns. Any additional questions regarding flight paths around Toronto and the effectiveness of the public consultation process should be directed to NAV CANADA at service@navcanada.ca. There is also a great

deal of information, including maps of previous and current flight paths, on NAV CANADA's website at www.navcanada.ca/EN/products-and-services/Pages/Toronto-Ottawa-Montreal-Airspace-Review.aspx.

- In closing, allow me to assure you that Transport Canada is exploring ways to ensure that the processes in place for flight path design and/or modification are sufficient to properly serve the public interest while preserving the safety of aviation operations.
- Thank you again for taking time to express your concerns.

PX/PA
2014-10-21

From: CASO-SACO
 To: 19 (1)
 Subject: RE: Please stop the high volume and noise of airport traffic near and over Georgetown Ontario
 Date: Tuesday, December 16, 2014 10:00:00 AM

** Le texte français suit l'anglais.**

Thank you for submitting a request to Transport Canada Civil Aviation.

Your request has been entered into our workflow tracking system and will be processed in accordance with the Civil Aviation Service Standards available at <http://www.tc.gc.ca/eng/civilaviation/opssvs/servicestandards-549.htm> . An anticipated response date is provided in the information below.

For status inquiries or to provide additional information related to your request please contact us using our toll-free number at 1-800-305-2059, and select option 8. Inquiries can also be sent by email to CASO-SACO@tc.gc.ca or by fax to 1-877-822-2129. Please note that fee payments can also be made via telephone at the same toll free number by selecting option 1.

To provide feedback on our service please utilize the Civil Aviation Issues Reporting System (CAIRS) at www.tc.gc.ca/CAIRS .

NOTE: When placing an inquiry, please quote the reference number: ATS-14-15-00051787.

Service Request Information

Ref. #: ATS-14-15-00051787

OPI: PAH

Activity Type: 2 - EXTERNAL ACTIVITY / ACTIVITÉ EXTERNE

Sub Activity: 2.7 - NOISE COMPLAINT / PLAINTES DE BRUIT

Activity Summary: AIRPORT TRAFFIC AND NOISE OVER GEORGETOWN

Subject File #: 5140-1-1

Add Date: 2014-12-16

Actual transaction processing times vary depending on the complexity and completeness of the request. You should however expect a Departmental response shortly but no later than 2015-01-30.

Nous vous remercions d'avoir présenté une demande à Transports Canada, Aviation civile.

Votre demande a été entrée dans notre système de suivi du travail et elle sera traitée conformément aux normes de service de l'Aviation civile, que vous pouvez consulter sur le site Web suivant : <http://www.tc.gc.ca/fra/aviationcivile/opssvs/normesdeservice-549.htm> . Vous trouverez ci-dessous la date à laquelle vous devriez obtenir une réponse.

Pour connaître l'état de votre demande ou fournir des renseignements additionnels à propos de votre demande, veuillez nous appeler au numéro sans frais 1-800-305-2059 et choisir l'option 8. Vous pouvez également demander des renseignements par courriel à l'adresse SACS-CASO@tc.gc.ca ou par télécopieur au 1-877-822-2129. Veuillez noter que vous pouvez également payer des droits par téléphone au même numéro sans frais en choisissant l'option 1.

Pour nous faire part de vos commentaires sur nos services, veuillez utiliser le Système de signalement des questions de l'Aviation civile (SSQAC) qui se trouve au lien suivant : <http://www.tc.gc.ca/CAIRS> .

NOTA: Lorsque vous demandez des renseignements, veuillez mentionner numéro de référence: ATS-14-15-00051787.

Demande d'information service

No réf: ATS-14-15-00051787

BPR: PAH

Type d'activité: 2 - EXTERNAL ACTIVITY / ACTIVITÉ EXTERNE

Sous activité: 2.7 - NOISE COMPLAINT / PLAINTES DE BRUIT

Résumé activité: AIRPORT TRAFFIC AND NOISE OVER GEORGETOWN

No doss. mat.: 5140-1-1

Date de l'ajout: 2014-12-16

La durée réelle de traitement des demandes dépend de leur complexité et de leur exhaustivité. Vous devriez toutefois recevoir une réponse du Ministère sous peu et au plus tard le 2015-01-30.

From: 19 (1)
Sent: Friday, December 12, 2014 8:22 PM
To: CASO-SACO
Subject: Please stop the high volume and noise of airport traffic near and over Georgetown Ontario

19 (1)
Georgetown ON 19 (1)

December 12, 2014

Transport Canada – Ontario Region
4900 Yonge Street, 4th Floor
North York, Ontario M2N 6A5
E-mail: CASO-SACO@tc.gc.ca

Re: High Volume and Noise of Airport Traffic near and over Georgetown Ontario

Please stop permitting the use of the airspace above, and, near Georgetown Ontario, for commercial aviation purposes. The only aircraft that should be using the airspace above, or near, Georgetown should be for emergency purposes such as transportation from/to Georgetown Hospital, and search and rescue. On very rare occasions, small recreational aircraft, or hot air balloons associated with the community Fall Fair, Victoria Day, or Remembrance Day would also fit within the proper use of airspace for a small town such as Georgetown. Even with certain altitudes, the noise and visual impact of commercial aviation traffic is detrimental to the local neighborhood. There are substantial rural or commercial areas such as south of Steeles Avenue, north of Halton Erin Rd., east of Hurontario Rd. and West of the former Highway 25 which would be more suitable than the small town of Georgetown.

Concerns have been logged using GTAA's Noise Complaint WebTrack, but I also encourage Transport Canada to stop the use of air space near, and around Georgetown Ontario for non-emergency purposes prior to January 2015.

With thanks,

19 (1)

Checked by AVG - www.avg.com
Version: 2015.0.5577 / Virus Database: 4235/8723 - Release Date: 12/12/14



GTAA Night Flights

Meeting between Transport Canada and the City of
Toronto – July 14, 2015





PEARSON AIRPORT

- Canada's largest and busiest airport.
- Generates approximately \$26.4 billion annually in airport-related goods and services and directly employs approximately 40,000 people.
- Processes 45% of Canada's cargo.
- A global hub - 2nd in North America for international arrivals, 4th largest entry point into the U.S.
- 39 million passengers in 2014 - 60% were international travelers.

*Based on information provided by the GTAA to Transport Canada in February 2014



OVERVIEW

- The “night flights budget” was established by an agreement between the GTAA and Transport Canada (TC) in 1997. Pearson Airport is the only airport in Canada subject to such restrictions.
- The budget limits the number of flights that take-off and land between 12:30 a.m. and 6:30 a.m. each year (from November to October of the following year).
- In 2011, the GTAA requested that the budget be increased by an additional 10%, only if 95% or more of the previous year’s budget was utilized.
- In June 2013, TC approved a revision to the night flights budget that allowed for the possibility of three 10% increases to the night flights budget.



DETAILS

- The budget includes both landings and takeoffs.
- The budget is managed by the GTAA.
- The budget can increase based on the annual percentage increase of the number of passengers (enplaned and deplaned) at the airport for the previous year.



CONSIDERATIONS AND OUTREACH

- Intended to balance the needs of industry with local community concerns, to support the aviation industry and contribute to local and national economies.
- The GTAA conducted a series of public consultations and TC thoroughly evaluated all aspects of the request before granting the approval.
- More recently, NAV CANADA and the GTAA have developed the 'Toronto Pearson Noise Mitigation Engagement Strategy', to improve community engagement and noise concerns surrounding Pearson Airport.



CURRENT STATUS

- The 10% increases **have not been applied** as the 95% utilization factor has not been achieved.
- The GTAA is responsible for managing the budget to ensure compliance with the terms of the agreement.
- Transport Canada will continue to monitor the number of night flights at the airport.

From: Frank, Clifford
To: 19 (1)
Subject: RE: Noise Pollution at Pearson
Date: Monday, March 09, 2009 1:57:26 PM

Dear 19 (1)

Thank you for your email regarding my association with the Greater Toronto Airports Authority (GTAA) Community Environment and Noise Advisory Committee (CENAC). I regularly attend the CENAC Meetings as a non-voting technical member and am aware of the concerns that you have raised during the meetings.

Transport Canada's role with respect to the committee is to provide clarification, interpretation and direction with regards to the *Aeronautics Act*, the Canadian Aviation Regulations (CARS) and aviation standards. As you are aware, GTAA is responsible for aircraft noise management at the LBPIA and the CENAC was established as an advisory body to the GTAA.

As such, I would recommend that you continue your engagement in constructive dialogue with the CENAC regarding your concerns. This approach is in keeping with Transport Canada's observation that airport noise issues are usually best resolved at the local level.

Best regards,

Clifford Frank Jr.

Acting Regional Manager Aerodromes and Air Navigation/
 Gestionnaire régional intérimaire Aéroports et Navigation aérienne
 416-952-0248 | facsimile/télécopieur 416-952-0050 | TTY/ATS 613-990-4500
 clifford.frank@tc.gc.ca
 Transport Canada | 300-4900 Yonge St, (PAD), Toronto, Ontario M2N 6A5
 Transports Canada | 300-4900 rue Yonge, (PAD), Toronto (Ontario) M2N 6A5
 Government of Canada | Gouvernement du Canada

From: 19 (1)
Sent: Thursday February 26, 2009 11:10 AM
To: Frank, Clifford
Subject: Noise Pollution at Pearson

Dear Inspector Frank

I received your name from 19 (1) at the recent GTAA Community Environment and Noise Advisory Committee (CENAC) meeting at Pearson.

I don't know what association you have with the GTAA and CENAC but I'm wondering if we can speak about the devastating impact (physically and psychologically) airplane noise pollution is having on the citizens of South Brampton?

Sorry to drop this on you so unexpectedly.

Thank you.

19 (1)

Toronto, ON

19 (1)

Tel.:

19 (1)

E-mail:

From: [Szwalek, Joseph](#)
To: [Holtby Levine, Keri](#)
Subject: RE: For RDG Approval - Media Call - Pearson Airport Noise
Date: Wednesday, September 03, 2014 7:15:00 PM

Found It

Approved

Joe

From: Holtby Levine, Keri
Sent: September 3, 2014 2:11 PM
To: Szwalek, Joseph
Subject: FW: For RDG Approval - Media Call - Pearson Airport Noise

Hi Joe – please see the below media response for RDG approval.

From: Williams, Brooke
Sent: Wednesday, September 03, 2014 2:10 PM
To: Holtby Levine, Keri
Subject: For RDG Approval - Media Call - Pearson Airport Noise

Hi Keri,

The following media call response is for RDG approval. Cliff and Tina have approved.

Thanks,
 Brooke

Media: [19 (1)] The New AM 740 - Zoomer Radio, [19 (1)]
 [19 (1)] @mzmedia.com

Issue: Pearson Airport Noise

Deadline: September 3, 4:00 pm

Question: Producer wrote in email: [19 (1)] would like to interview one of your experts on Zoomer Radio - AM 740. We are looking for comment on - **the Pearson airport noise story below**. We would like to book this interview on **MONDAY SEPTEMBER 15**, however If this date is not possible I can provide other options for you to consider.

What is Transport Canada's process for responding to airport noise complaints?
 What action is the department taking on community concerns?

Response: Interview request declined.

What is Transport Canada's process for responding to airport noise complaints?

What action is the department taking on community concerns?

Transport Canada's priorities are safety and security. Noise management is a complicated and often difficult issue faced by airport authorities and communities around the world. It is an issue that must be managed, while ensuring that aviation safety remains paramount.

Major airports in Canada are required to establish a noise management committee comprised of air operators, airport tenants, as well as civic and citizen representatives to deal with the noise issues.

Airport authorities are responsible for establishing noise abatement procedures and having those procedures approved by Transport Canada.

Transport Canada's experience shows that noise issues are most effectively addressed at the local community level. Transport Canada recommends that residents continue to dialogue with the Community Environment and Noise Advisory Committee (CENAC) at Toronto Pearson Airport on noise issues.

Under the ground lease agreement with the Greater Toronto Airport Authorities (GTAA), the Government of Canada gives the airport authority the responsibility to deal with any noise complaints related to aircraft operations within a distance of 10 nautical miles in all directions from the airport.

Outside the 10 nautical miles, Transport Canada reviews noise complaints received for infractions against the Canadian Aviation Regulations (CARs). If it is determined that an infraction has taken place, Transport Canada will take appropriate action.

Brooke Williams

A/Regional Communications Advisor | Conseillère régionale des communications p.i.
 Communications and Marketing | Communications et Marketing
 Transport Canada | 4900 Yonge Street (PE), Toronto, Ontario M2N 6A5
 Transports Canada | 4900, rue Yonge (PE), Toronto, Ontario M2N 6A5
 Government of Canada | Gouvernement du Canada
 Tel./tél.: (416) 952-4998
 E-mail/courriel: brooke.williams@tc.gc.ca
www.tc.gc.ca

Marg Evans is used to having her nightly meetings with the Sandman ruined, but it's not rowdy neighbours, screaming children or pesky pets keeping her up at night.

Instead, thundering jets carrying travellers to and from Toronto Pearson International Airport are to blame for the 71-year-old midtown resident's sleepless nights.

Evans, the chair of the Toronto Aviation Noise Group, is one of dozens of angry residents who are demanding something be done to stifle noise generated by jets which roar over homes in Toronto, says Etobicoke Centre Councillor Peter Leon (Open Peter Leon's polycard).

A motion tabled by Leon at the city's executive committee meeting Wednesday called on Transport Canada to reverse a 2013 decision that allowed more flights to depart from and land at Pearson between 12:30 a.m. and 6:30 a.m. The issue was referred to staff and will now carry over into next council's term.

"I hope that it will cause (Transport Canada) to think twice and get the conversation going," Leon says. "If you don't ask, you don't get."

In an email to the Star, Transport Canada spokesperson Clay Cervoni refused to talk about what would be done if council supports Leon's motion to reverse the decision.

"Since a request from the City of Toronto has not been received it would be inappropriate to speculate," he says.

Despite Leon's motion, Greater Toronto Airport Authority spokesperson Corrinne Madden says GTAA is content with its existing arrangement for night flights and has a "noise-management program" in place. It includes a noise office that investigates noise complaints.

But some people, including midtown resident and businessman Robert Levy, say the sound issue is bigger than flights rumbling over homes at night.

In February 2012, he says airspace management company Nav Canada adjusted local flight paths, creating a "highway in the sky" with even more planes travelling over the midtown neighbourhood and generating a "whine" at all times of day.

Prior to the adjustment, Levy says he moved into a house near Casa Loma, miles from the airport. Living near rail tracks and in a busy neighbourhood, he coped with train horns and general city noise for years, but rarely heard a plane fly overhead.

To his disappointment, Nav Canada's flight path change brought new, screeching sounds to the neighbourhood.

"It goes on well into the night, but even at the dinner hour the frequency and sound of the flights is quite high," he says of the jets, which he estimates to hear as frequently as every 45 seconds. "You have to stop talking if you're sitting outside in the garden trying to enjoy your conversation. You have to close your windows."

The ramifications can be even worse when flights coincide with family plans.

"A neighbour told me she was planning to have a birthday party in their backyard for an elderly relative and they could not videotape speeches because the planes interfered with the noise," says Evans.

Nav Canada spokesperson Ron Singer says the company doesn't get many noise complaints and the 2012 changes haven't increased the number of or the altitude of jets. He says there is always lots of notification and consultation before any changes are made.

http://www.thestar.com/news/gta/2014/08/21/pearson_airport_overnight_flights_draw_noise_complaints.html

From: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
To: CASO-SACO
Subject: FW: Health concern
Date: Friday, November 06, 2015 3:54:51 PM

Good day,

The following request was received through the Civil Aviation Communication Centre.

Could you please direct this request to the appropriate area in your region for direct response to client.

Please c.c. Services@tc.gc.ca so we may close our files RDIMS & CCM Mercury.

Due date: November 23, 2015

Your cooperation is appreciated. Thank you and have a pleasant day,

PLEASE NOTE:

DO ENSURE THAT ONLY THE ORIGINAL REQUEST AND YOUR RESPONSE IS SENT TO THE CLIENT.

Stephanie L.

Program Information Officer / Agente d'information sur les programmes

Civil Aviation Secretariat/ Secrétariat de l'aviation civile

Transport Canada Civil Aviation Communications Centre/

Centre de communications de l'Aviation civile, Transports Canada

1 800 305-2059

Facsimile / Télécopieur 613-957-4208

services@tc.gc.ca

TTY / ATS (613) 990-4500

Place de Ville (AARCB), Ottawa ON K1A 0N5

<http://www.tc.gc.ca/eng/air-menu.htm>

Government of Canada / Gouvernement du Canada

From: 19 (1)
Sent: Friday, November 06, 2015 3:46 PM
To: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
Subject: Health concern

Hello,

I just moved into a 19 (1)
 19 (1) in Etobicoke, Ontario, 19 (1) and it is right underneath a flightpath to Pearson airport. (I have been getting at most 6 hours of sleep each night). I filed a noise complaint with the Greater Toronto Airports Authority about how every day around midnight and around 6:00 AM there is a plane flying over literally every 2 to 3 minutes at 80 dB+ of noise. Their response was that there is a curfew between midnight and 6:00 AM so they try to get in many flights all at once. Great – so people are supposed to be getting only 6 hours of sleep each night? School

children and babies who need 9 to 10 hours of sleep each night are supposed to be woken up?

I am buying a noise/sound meter and I will record proof – these low-altitude 747's are crazy noisy especially during windy days.

I think the flight path to this particular runway should be split into multiple channels to distribute the noise through other neighbourhoods and make it fair. Why does every plane that lands on this particular runway have to follow the EXACT trajectory RIGHT above the same homes of the poor people suffering from health problems and anxiety/stress due to the noise at such low altitudes? The paths can alternate and converge upon arriving closer to the runway to make it fair.

I tried purchasing ear plugs, and I wore them correctly, however after an hour my ears started to ache and after removing them my left ear continued to ache for a long while – so that didn't work out. I also asked the Greater Toronto Airports Authority for suggestions and their response was that everyone finds some "way to combat the noise" and that I will surely find mine. I have their response recorded as proof.

Please forward this e-mail to the appropriate officials who can help to enact change.

I'm upset with the city planner: why was a floor-to-ceiling glass window condo approved for construction directly under a flightpath to Pearson airport at such low altitudes close to the airport? This is a major oversight – devaluation of properties will surely follow. It's basic knowledge that non-floor-to-ceiling window condos have better sound-proofing compared to floor-to-ceiling window condos! So very basic to a planner.

19 (1)

With kind regards,

19 (1)

19 (1)

Etobicoke, Ontario

19 (1)

From: Onosov, Olga
To: 19 (1)
Subject: Toronto Pearson Airport-GTAA Noise Contour
Date: Monday, January 25, 2016 2:53:00 PM

Good day,

Thank you for your email. I would advise that you contact the GTAA Noise Management Office. They can be reached by telephone at 416-247-7682. For more information, please visit: <http://www.torontopearson.com/noisemanagement/#>.

Sincerely
Olga Onosov
Transport Canada

From: 19 (1)
Sent: Tuesday, January 12, 2016 4:55 PM
To: Civil Aviation Communications Centre - Centre de communications de l'Aviation civile
Subject: Toronto Pearson Airport-GTAA Noise Contour

Dear Sir,
We are the Owners of 19 (1) Brampton Ontario.
We are under the understanding that our property is in the 30
noise contour of GTAA.
Who do I speak to about this matter.
OZ

19 (1)

19 (1)

19 (1)

Toronto, Ontario,

19 (1)

From: [Cross, Greg](#)
To: [Holmes, Jennifer](#)
Subject: CYYZ - CENAC
Date: Tuesday, July 14, 2015 8:14:47 AM
Attachments: [2015-04-29 Noise Management Action Plan 2015.pdf](#)
[2015-06-17CENAC Update on Toronto Noise Mitigation InitiativesFINAL.pdf](#)
[NightFlightProgram 2014-2015 v2.pdf](#)

Noise Management Action Plan Update



For You. The World.



Toronto Pearson

International Airport | Aéroport International



Noise Management Action Plan Update – April 29, 2015

Objectives

1. Noise Management Action Plan Review
2. 2014 Initiatives
3. 2015 Initiatives
4. Next Steps & CENAC Feedback



Noise Management Action Plan Overview

Noise Management Action Plan Review

- In January 2013, a **Noise Management Action Plan** was introduced to organize and guide noise management efforts between 2013 and 2017.
- Initiatives for the Plan were identified mainly through:
 - Feedback from residents and elected officials
 - Issues arising at CENAC meetings
 - Trends and issues identified by the Noise Management team
 - Industry Best Practices

Noise Management Action Plan Review

Categories:

- Land Use Planning
- Ground Operations
- Flight Procedures
- Monitoring and Flight Tracking
- Community Outreach and Education



2014 Initiatives

2014 Initiatives – Monitoring & Flight Tracking

Action Plan Initiative	Description
Monitoring and Flight Tracking	
Standardization of Enforcement and Auditing Procedures	Based on capabilities of new Noise system, establish new auditing procedures

- Review of the existing Enforcement and Auditing processes

Outcome - introduced automated detection process to identify possible violations of flight procedures:

- The Noise system was set up to automatically review all arrivals and departures for compliance to the Noise Abatement procedures
 - Flags potential violators for further analysis by Enforcement Specialist
- As of July 1, 2014, process implemented to assess 100% of flights for compliance

2014 Initiatives – Monitoring & Flight Tracking

Action Plan Initiative	Description
Monitoring and Flight Tracking	
10 Nautical Mile (NM) Complaint Restriction Review	Review of 10 NM complaint restriction

- Review of the 10 NM complaint restriction

Outcome - decision to lift the restriction:

- capture noise complaint data that represents all areas affected by Toronto Pearson operations
- reduces confusion for residents regarding the boundary
- responds to concerns expressed by residents and elected officials
- As of January 1, 2015, the Noise office began accepting complaints from residents living outside the 10 NM boundary

2014 Initiatives – Community Outreach & Education

Action Plan Initiative	Description
Community Outreach and Education	
Clarify roles and responsibilities	Clarify roles and responsibilities: GTAA, NavCanada, Transport Canada, Noise office, CENAC

- Review of CENAC to ensure that the format, terms of reference and committee composition are relevant and effective

Outcome - changes to meeting format and membership composition:

- Membership** revised to better reflect communities impacted by operations and to be aligned with the membership composition of the GTAA Board of Directors and Consultative Committee
- Meeting Format** revised to be more convenient, interactive and responsive to the community.
- New meeting format implemented at February 25, 2015 CENAC meeting

2014 Initiatives – Flight Procedures

Action Plan Initiative	Description
Flight Procedures	
Preferential Runway System	Review of Preferential Runway system

- This is an ongoing initiative
- In process of determining research and metrics required to ensure meaningful review
- Any changes to the Preferential Runway System will require changes to the Noise pages in the Canada Air Pilot (CAP) consistent with Transport Canada Advisory Circular 302-002: Implementation of New or Amended Noise Abatement Procedures. Therefore will be grouped with any other initiatives that trigger this process.

2014 Initiatives – Flight Procedures

Action Plan Initiative	Description
Flight Procedures	
Early Turns Trial and Props Trial	• Review of current early jet turn Trial and extended time Trial of the Prop turns • Development of Trial Criteria

- This is an ongoing initiative
- In process of determining metrics and developing Trial criteria to ensure meaningful review
- Formalization of the Trials will require changes to the Noise pages in the Canada Air Pilot (CAP) consistent with Transport Canada Advisory Circular 302-002: Implementation of New or Amended Noise Abatement Procedures. Therefore will be grouped with any other initiatives that trigger this process.



Looking Ahead - Action Plan Goals 2015

2015 Initiatives – Ground Operations

Action Plan Initiative	Description
Ground Operations	
Engine Run Up Procedures	• Update Engine Run up procedures

Review updated Engine Run Up procedures

2015 Initiatives – Flight Procedures

Action Plan Initiative	Description
Flight Procedures	
Noise Abatement Procedures	Review of current Noise Abatement procedures, identify opportunities for enhancement

Are there opportunities for enhancement to the Noise Abatement procedures?

2015 Initiatives – Monitoring & Flight Tracking

Action Plan Initiative	Description
Monitoring and Flight Tracking	
Noise System tool upgrades (noise monitors)	- Assessment of Noise Monitoring Terminals (NMTs) - Installation of new NMTs

Re-assessment of NMT criteria and locations
Do we need to expand our noise monitoring?

2015 Initiatives – Community Outreach & Education

Action Plan Initiative	Description
Community Outreach and Education	
1. Develop Educational Materials	Ongoing development of educational materials for use at community outreach sessions, CENAC meetings, website
2. Strategy for community outreach and education	Development of targeted strategy for community outreach

1. Continue to develop educational materials and improve the noise section on website
2. Develop strategy/calendar for ongoing community outreach (similar to Halton Hills Open House in April 2015)
Develop Toronto Pearson's Good Neighbour Charter and CENAC 2015 Noise Mitigation Initiatives, Consultation and Engagement Process



CENAC Feedback

Next Steps and CENAC Feedback

Next Steps

- Each Initiative will be presented and discussed with background/context

CENAC Feedback

- Thoughts on 2014 Initiatives?
- Thoughts on 2015 Initiatives?



Thank you



For You. The World.



Toronto Pearson

International Airport | Aéroport International

TORONTO PEARSON

North America's front door to the world

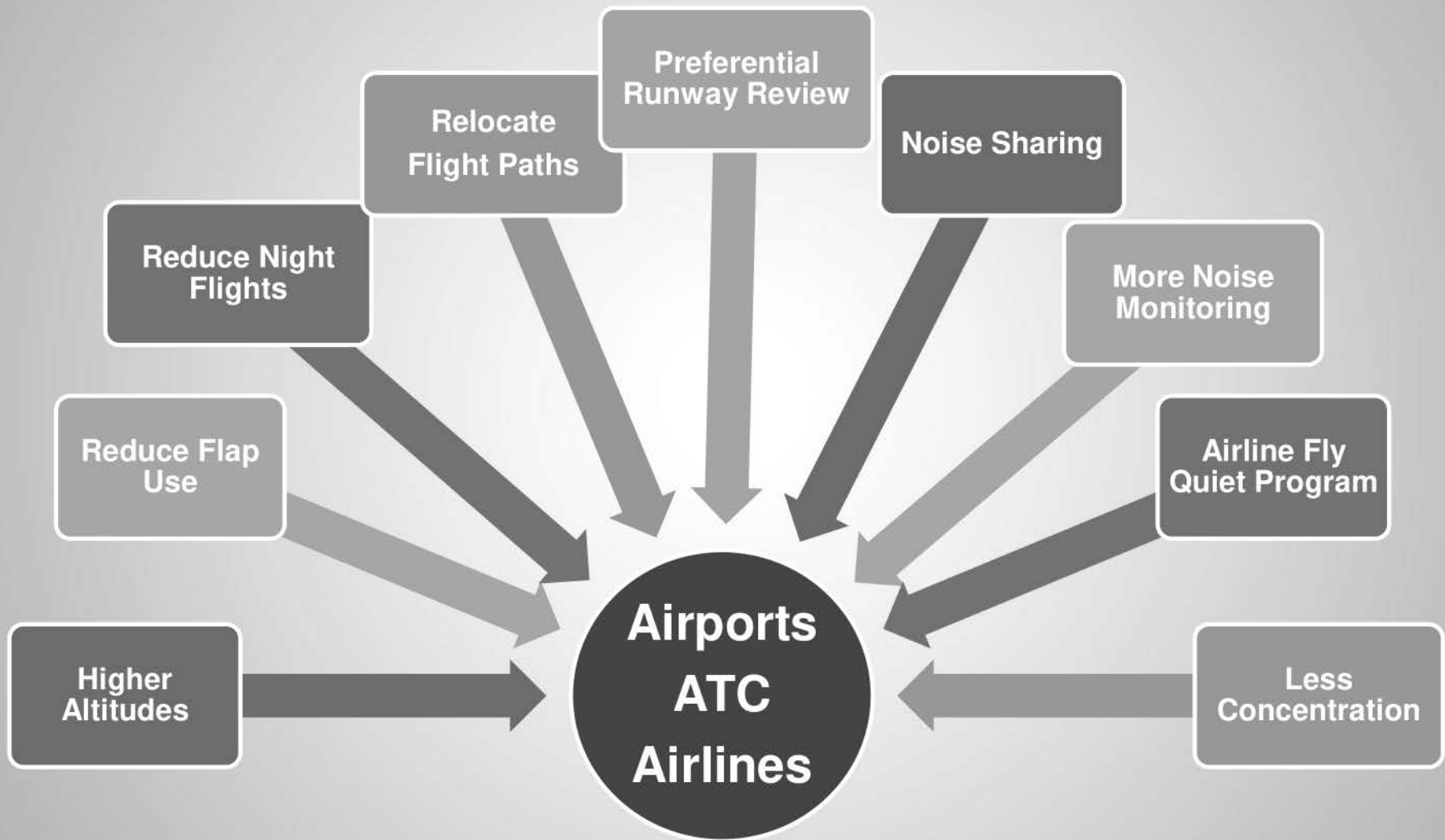
Toronto Noise Mitigation Initiatives Public Participation Plan

Being a Good Neighbour

- » Toronto Pearson has an important role to play in community life.
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Toronto Noise Mitigation Initiatives

What we've been hearing



Let's Talk



Regional Engagement Meetings

» Audience:

- Leaders of community associations and local elected officials
- CENAC representative from their respective region

» Objective:

- Review and discuss feasibility of preliminary ideas to mitigate community impacts
- Get community input on process and next steps

» Timelines:

- Summer 2015

Technical Review

» Audience:

- Industry – airlines, GTAA operational teams, NAV CANADA

» Objectives:

- Analysis of noise mitigation initiatives with respect to safety, regulation, noise, efficiency, capacity, and frequency
- Develop designs and consultation materials

» Timelines:

- Fall – Winter 2015

Public Consultation + Input Gathering

» Audience:

- Community associations, broader community, elected officials

» Objective:

- Ensure broad community understanding of the noise mitigation initiatives under review, and the implementation process
- Collect feedback for consideration

» Timelines:

- Winter – Spring 2016

Data Analysis

» Audience:

- Industry – airlines, GTAA operational teams, NAV CANADA

» Objective:

- Analyze feedback collected during the consultation process
- Identify which mitigations to implement and timelines

» Timelines:

- Winter – Spring 2016

Implementation + Monitoring

» Audience:

- Community associations, broader community, elected officials, participants in the public consultation process

» Objective:

- Advise on outcomes of consultation and next steps
- Implement noise mitigation
- Monitor and measure to benchmark outcomes
- Report back to community and industry

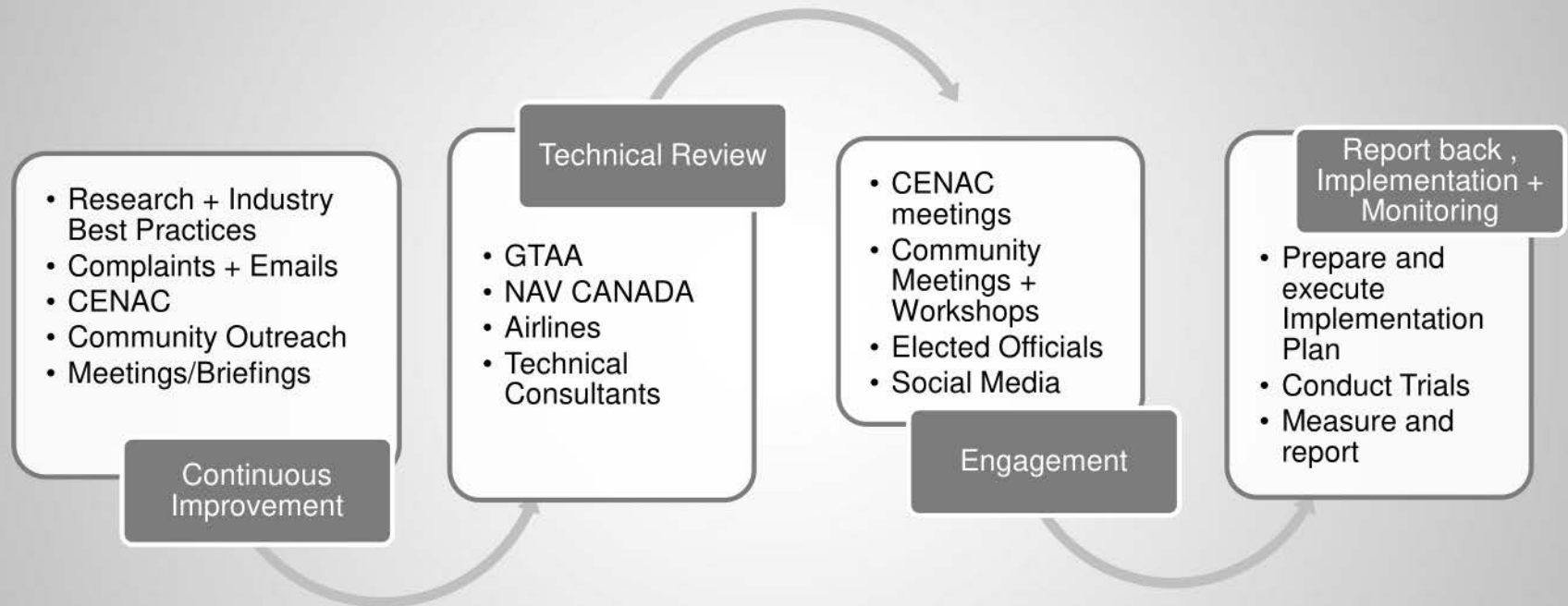
» Timelines:

- Spring 2016 – ongoing

Role of CENAC

- » Participate in the process
- » Input and advise on the initiatives and engagement process
- » Seek community feedback and recommendations
- » Represent community concerns
- » Help reach out to communities about the engagement opportunities

From Feedback → Engagement



Toronto Pearson

Your Airport. *And* Your Neighbour

TORONTO PEARSON

North America's front door to the world

Q&A



Supercedes: 2013-D-008

Directive # 2014-D-007

Subject: Night Flight Restriction Program – Winter 2014 (2014-October-26 to 2015-March-28) and Summer 2015 (2015-March-29 to 2015-October-24)

From: Aviation Services

Contact: GTAA, 416-776-5198

Date of Issue: 2014-October-23

Effective Date: 2014-October-26

Expected Action: Awareness and Compliance with the Night Flight Restriction Program

Background and Impact: The Greater Toronto Airports Authority (GTAA) is required to develop and maintain a comprehensive aircraft noise mitigation program and to manage the number of flights during the night restricted hours. The Winter 2014 and Summer 2015 Night Flight Restriction Program (NFRP) is outlined in the attached summary.

To ensure that the number of flights during the night restricted hours remains proportionate to overall traffic levels, limits have been placed by Transport Canada on the total number of flights which may occur between 0030 and 0629L in any year. The GTAA will not exceed the established limit and will carefully manage the number of flights within the restricted hours.

All aircraft **not** operating on a scheduled and repetitive basis are required to request permission to operate during the restricted hours by contacting the GTAA on the day of operation at (416) 776-3480 or 1-(800) 267-SLOT (7568).

Toronto Pearson based General Aviation (GA) operators will also be able to schedule slots by submitting a slot request to the GTAA at least 24 hours prior to the anticipated flight time and not more than 30 days in advance. A budget for these slots has been established and will not be exceeded.

Medevac operations of any priority are permitted to operate during the night

Directive

restricted hours. Contact the GTAA prior to operating to obtain night flight approval.

All aircraft operations are monitored for compliance with night flight restrictions, preferential runway use and noise abatement procedures (**published in the Canada Air Pilot**). Aircraft operations not complying with the NFRP may be subject to a monetary penalty equivalent to 16 times the landing fee (based on Maximum Take-Off Weight) in addition to enforcement action by Transport Canada.

Please contact the GTAA at (416) 776-5198 for any clarification of requirements.

19 (1)

A/Vice President, Aviation Services

TORONTO PEARSON INTERNATIONAL AIRPORT
NIGHT FLIGHT RESTRICTION PROGRAM – WINTER 2014 AND SUMMER 2015
 (APPLICABLE TO ALL AIRCRAFT)

- 1. EFFECTIVE PERIOD** **OCTOBER 26, 2014 – MARCH 28, 2015 (WINTER 2014)**
MARCH 29, 2015 – OCTOBER 24, 2015 (SUMMER 2015)

2. RESTRICTIONS **(as published in the CANADA AIR PILOT & CANADA FLIGHT SUPPLEMENT)**

- a) Subject to paragraph 2b) or 2c), arrivals and departures of all aircraft are restricted as per the table below:

Aircraft	Restricted Hours – local time
<i>Noise certification or type</i>	<i>Arrivals & Departures</i>
All non-noise certificated jet aircraft	2000 - 0800
All ICAO annex 16, vol 1 Chapter 2 & equivalent aircraft	0000 - 0700
All ICAO annex 16, vol 1 Chapter 3 & equivalent aircraft	0030 - 0630
All other aircraft	0030 - 0630

- b) All aircraft operating on a scheduled and repetitive basis are required to obtain an exemption (Section 3) or an extension (Section 4) to operate during the restricted hours.
- c) All other operators are required to obtain permission to operate during the restricted hours by contacting the GTAA on the day of operation at (416) 776-3480 or 1-(800) 267-SLOT(7568).
- d) Toronto Pearson based General Aviation (GA) operators may obtain pre-approved GA Night Flight Budget Pool slots (Section 5).
- e) Maintenance power run-ups are prohibited between 0000-0700 L unless authorized by the GTAA at (416) 776-3030.
- f) Training flights are not permitted in the Toronto Control Zone except initial departure to or final arrival from other locations from 0000-0700L.
- g) **Medevac operations of any priority are permitted during the restricted hours. Contact the GTAA at (416) 776-3480 or 1-(800) 267-SLOT (7568) to obtain night flight approval prior to operating.**

3. EXEMPTION OPERATIONS

A limited number of exemptions for Chapter 3 or equivalent operations may be approved in advance conditional on the GTAA's ability to remain within the total number of flights agreed on with Transport Canada. Applications must be received in writing, and in complete detail **once** at the start of each season, no later than 30 days prior to the intended operation. Subsequent communications relating to changes, or additions should be made through normal SCR submission processes. Information regarding exemption criteria may be obtained from Slots & Capacity Allocation at (416) 776-3548. An operator's history of

compliance with exemption times and frequency of extension requests will be considered when evaluating exemption requests.

- NOTES:**
- a) Exemption operations are allocated by GTAA's Facility Allocation group and must be submitted by a slot request sent to Airport Coordination Canada Limited (ACCL) at (905) 673-6380, Fax. (905) 673-9892 or Teletype YYZSCAC, YYZTMCR or by e-mail at cyyzslots@accl.aero ACCL will forward the slot request to the GTAA for terminal coordination evaluation.
 - b) Exemption operations delayed beyond approved slot times will not require an operating extension. Contact the GTAA at (416) 776-3480 or 1-(800) 267-SLOT(7568) with the revised estimated arrival/departure time.
 - c) Approved slot times are Terminal/Gate times not runway times.

It is the operator's responsibility to ensure that all applicable agencies are notified of flight delays (e.g. Canada Customs, Taxi/Limo compound, etc)

4. OPERATING EXTENSIONS

Operations scheduled within normal airport hours (06:30 to 00:29L) and delayed on the day of operation due to weather, mechanical, security, or Air Traffic Control problems, may request an operating extension. Operating extension approvals are limited and some flights may be denied. The GTAA Manager Operations – Airside/Groundside will have the final decision making authority over operating extensions.

Requests for extensions due to mechanical malfunction of aircraft must be accompanied by a completed request form (see attached) signed by the operator representative with the details of the malfunction and faxed to the GTAA at (416) 776-5552 or emailed to yyszslots@gtaa.com.

Contact the GTAA at (416) 776-3480 or 1-(800) 267-SLOT (7568) to request an approval to operate.

Non-noise certificated aircraft and Chapter 2 operations will not be granted operating extensions.

5. TORONTO PEARSON GENERAL AVIATION NIGHT FLIGHT BUDGET POOL

A limited number of night flight operations by Toronto Pearson based GA operators may be approved in advance conditional on the limits set by the GTAA for the GA Night Flight Budget Pool (GA Night Pool). Pre-approved slots may be obtained by submitting a slot request 24 hours prior to the anticipated operating time and not more than 30 days in advance. Requests should be made by telephone at (416) 776-3480 or 1-(800) 267-SLOT (7568) or by emailing a completed Toronto Based General Aviation Night Flight Program Request form (see attached) to the GTAA at yyszslots@gtaa.com.

Requests for GA Night Pool slots within 24 hours of the planned operation may be obtained by contacting the GTAA at (416) 776-3480 or 1-(800) 267-SLOT (7568). The GTAA Manager Operations – Airside/Groundside will have the final decision making authority over permission to operate during the restricted hours on the day of operation.



**TORONTO BASED
GENERAL AVIATION NIGHT FLIGHT PROGRAM
REQUEST FORM
FAX TO (416) 776-5552**

REQUESTOR INFORMATION	NAME:		
	TELEPHONE:		
	FAX:		
	EMAIL:		
FLIGHT INFORMATION	CARRIER:		
	FLIGHT NUMBER:		
	AIRCRAFT REGISTRATION:		
	AIRCRAFT TYPE:		
	ICAO CHAPTER:		
	ARRIVAL / DEPARTURE: (circle/highlight one)	ARRIVAL	DEPARTURE
	ORIGIN STATION: (3 or 4 letter code)		
	DESTINATION STATION: (3 or 4 letter code)		
	DATE OF OPERATION:		
	SCHEDULED OPERATION TIME: (YYZ local time)		
	ESTIMATED OPERATION TIME: (YYZ local time)		

NOTES:	Please email completed form to vyzslots@GTAA.com or fax to (416) 776-5552.
	This form should only be used for advanced requests 24 hours to 30 days in advance of the desired operation time.
	For day of operation requests, or questions, please call the GTAA at (416) 776-3480, or 1-800 267-SLOT (7568).

GTAA use only		
REQUEST STATUS	APPROVED	☐ APPROVAL # _____
	DENIED	☐



ANNEX A - REQUEST FOR OPERATING EXTENSION DUE TO MECHANICAL MALFUNCTION OF AIRCRAFT

FAX TO (416) 776-5552

Part A: Request - Must be completed by aircraft operator for all operating extensions requested due to aircraft malfunction. This request form must be completed in full and faxed to the GTAA prior to receiving Extension Approval. All required information must be provided in order for the request to be processed. Contact the GTAA at the telephone number below to obtain Approval Number.

Part B: Approval - Must be completed by GTAA

Enforcement - All extensions requests may be audited by the GTAA. Violations may be subject to a nighttime penalty (equivalent to 16 times landing fee of aircraft) by the GTAA **AND** Enforcement by Transport Canada

PART A - REQUEST	
DATE: _____	TIME OF REQUEST (Local): _____
AIRCRAFT OPERATOR: _____	AIRCRAFT TYPE: _____
FLIGHT NUMBER: _____	
ORIGINALLY SCHEDULED TIME OF DEP/ARR (Local): _____	
PROPOSED TIME OF DEP/ARR (Local): _____	
CIVIL REGISTRATION: _____	
ICAO ANNEX 16 NOISE CERTIFICATION -	☐ Chapter 2 ☐ Chapter 3 ☐ Chapter 4
DETAILS OF MECHANICAL MALFUNCTION:	
NAME OF REQUESTOR _____	REQUESTOR'S SIGNATURE _____
TELEPHONE No: _____	FACSIMILE No: _____
PART B - APPROVAL	
APPROVAL GRANTED: ☐ YES ☐ NO	APPROVAL NUMBER _____

For any inquiries concerning the above instructions, contact The Greater Toronto Airports Authority at (416) 776-3480 or 1-(800) 267-7568 (SLOT)

From: [Browning, Sarah](#)
To: [Szwalek, Joseph](#); [Holmes, Jennifer](#)
Subject: FW: MP noise handouts 3
Date: Wednesday, April 20, 2016 11:17:54 AM
Attachments: [image002.gif](#)
[Oakville2.pdf](#)
[Oakville-NorthBurlington2.pdf](#)
[Parkdale-HighPark2.pdf](#)

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:06 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: MP noise handouts 3

Almost there

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:06 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: RE: MP noise handouts 2

More

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:05 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: MP noise handouts

Thanks for the compliments, Mike!

We had a raft of information to prepare for this meeting, and several annexes were removed in the approvals process. That said, we thought you might find these one-pagers helpful, they were provided by GTAA to each of the MPs at the April 13th technical brief and the show noise complaint volumes per riding and the flight paths in each riding. The files are quite large, so will send in three installments.

We understood from our debrief of the April 13th meeting that the level of understanding of the issues amongst the MPs is quite varied, and there was plenty of misinformation. We tried to give as

much information as we could in order to allow the Minister to understand the technical issues but also to help him avoid getting into an analysis of the Inch Report, the 2012 flight paths changes, etc.

Please let us know if you need more information on any of these issues.

Thanks!

Maja

From: Stephenson, Michael

Sent: Wednesday, April 20, 2016 10:16 AM

To: Kostic, Maja <Maja.Kostic@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>

Subject: Shout Out

Hey you guys...I am coming to Ottawa tonight for tomorrow...to staff the Minister as he meets with the MPs about Aircraft Noise. I just wanted to give you a Shout Out over the documents you provided for this event...the speaking notes in particular...I am not sure I could have said anything better myself. Aircraft noise is always a difficult subject to address, for the Minister and the local MPs....not just for Toronto of course, but anywhere there are concentrated aircraft operations.

Good job to you all and thanks for the material. I am sure it will make the Minister's job easier.

ms



Toronto Pearson

A partner in your community

Toronto Pearson has an important role to play in community life. Our passengers count on us to provide connections to the world, our employees count on us to operate in a safe way, the communities surrounding us count on us to operate in a sustainable manner, and everyone counts on us to operate transparently. Being a good neighbour means balancing these diverse and sometimes competing priorities for the constituencies we're in business to serve.

Our Role as a Region-Builder

With 40,000 employees (of which 3,000 are Halton residents with the airport being Halton's second largest employer), 41 million passengers and 450,000 tonnes of cargo in 2015, Toronto Pearson is not only a significant economic gateway for our region, but for the entire province and the rest of Canada. In 2015, Toronto Pearson facilitated nearly **6% of the province's GDP** and **277,000 jobs across Ontario**.

The GTAA is actively engaged in discussions about regional transportation with all levels of government, planners and employers in the airport employment zone to advocate for better transit connectivity for passengers, employees and local residents.



A recent study of the airport's economic impact concluded that if Toronto Pearson were able to attract 10% more connecting passengers by 2030, this would create 21,000 jobs.

Growing Responsibly

Toronto Pearson is committed to ensuring all airport activities are carried out in a sustainable manner while also meeting the demands of a growing air travel industry. In 1999, Toronto Pearson was the first North American airport to achieve ISO 14001:2004 certification for environmental management. The airport continues to be recognized as a leader in sustainability, evidenced recently by Corporate Knights awarding us second place for our sustainability performance in 2015 in its ranking of Canadian medium-sized enterprises.

Below are some examples of our sustainability programs that benefit our neighbours and the natural environment.



Toronto Pearson Apiary

15 hives, up to 1 million bees, supporting dwindling honey bee population.



Tree Planting

Volunteers from our Partners in Project Green team planted nearly 800 trees and shrubs along Etobicoke Creek.

GHG Emissions

GHG emissions have dropped by ~50 per cent since 2006 - the equivalent of 44,800 tonnes of CO₂.



Air Quality Study

In 2015, we completed an Air Quality Study and Human Health Risk Assessment, which concluded that despite our anticipated growth, the general population is not likely at risk of adverse health effects due to our operations.

Propeller Project

Toronto Pearson. Investing in Communities.

investing in communities that surround the airport. Through the Propeller Project, we provide funding and support to enable great neighbourhood-building initiatives.

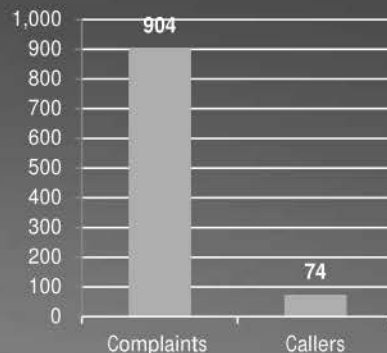
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Your Riding at a Glance: Oakville



Arrivals Departures Overflights

Oakville
2015 Complaints & Callers



Oakville is impacted by the downwind of arrivals on Runways 05, 06L, 06R, as well as departures off Runways 23, 24R.

Our Noise Management Program

Airports are the 'front door' for the aviation industry when it comes to responding to community noise concerns. Our Noise Management Program helps to balance the growth of the airport with community concerns. The Program consists of:

- Noise Operating Restrictions
- Noise Abatement Procedures
- Land Use Planning
- Enforcement Office
- Noise Office
- Consultation and Community Outreach
- Night Flight Budget

Night Flights

Toronto Pearson operates 24/7, 365 days of the year. Night flights at Toronto Pearson are not overflow from daytime operations; they're scheduled flights to accommodate travel distance, scheduling requirements, and product delivery timelines. Generally, only 3 per cent of flights taking off and landing at Toronto Pearson occur during the nighttime hours of 12:30 AM to 6:30 AM.

Engaging your constituents

There are many opportunities for the public to interact with the Toronto Pearson team to discuss the airport's operations, activities and aircraft noise. We can engage with your constituents directly through the following:

Community Environment Noise Advisory Committee (CENAC) Meetings

The Community Environment & Noise Advisory Committee (CENAC) provides a forum 4-5 times a year where the public can openly discuss and ask questions about noise and environment related issues at Toronto Pearson. We're the only Canadian airport to make these meetings open to the public, and to post minutes on TorontoPearson.com.

Checking In

Community members can stay in-the-know about events and activities at Toronto Pearson by signing up for our community e-newsletter, Checking In, at torontopearson.com/en/stayintheknow

Community Open Houses

We host open houses in the community to talk one on one with residents about the airport and its operations. For more information about community open houses, please contact: (416) 776-5739.

Registering Noise Complaints

Residents with questions about airport operations or who wish to register a noise complaint are encouraged to contact the Toronto Pearson Noise Office using any of the following means:

- Online
Using WebTrak to investigate aircraft operations and register complaints, or our online Complaint Form found at TorontoPearson.com/NoiseManagement
- Phone: (416) 247-7682



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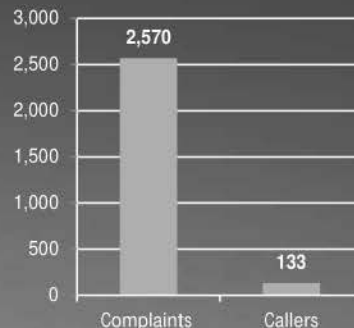
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Oakville North-Burlington
2015 Complaints & Callers



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Air Quality Study

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Propeller Project

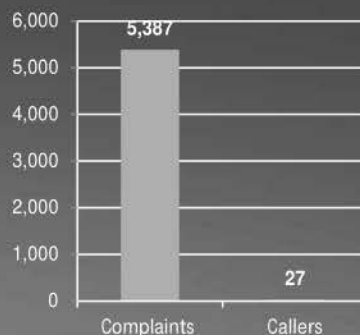
Toronto Pearson. Investing in Communities.

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Your Riding at a Glance: Parkdale-High Park



Parkdale-High Park
2015 Complaints & Callers



Parkdale-High Park is impacted by the downwind of arrivals on Runways 23, 24L, 24R, as well as departures off Runways 06L, 06R.

Our Noise Management Program

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Engaging your constituents

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- Phone: (416) 247-7682

From: [Browning, Sarah](#)
To: [Szwalek, Joseph](#); [Holmes, Jennifer](#)
Subject: FW: MP noise handouts 2
Date: Wednesday, April 20, 2016 11:17:35 AM
Attachments: [image001.gif](#)
[Eglinton_Lawrence2.pdf](#)
[King-Vaughan2.pdf](#)
[Mississauga-Malton2.pdf](#)

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:06 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: RE: MP noise handouts 2

More

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:05 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
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Thanks!
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From: Stephenson, Michael

Sent: Wednesday, April 20, 2016 10:16 AM

To: Kostic, Maja <Maja.Kostic@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>

Subject: Shout Out

Hey you guys...I am coming to Ottawa tonight for tomorrow...to staff the Minister as he meets with the MPs about Aircraft Noise. I just wanted to give you a Shout Out over the documents you provided for this event...the speaking notes in particular...I am not sure I could have said anything better myself. Aircraft noise is always a difficult subject to address, for the Minister and the local MPs....not just for Toronto of course, but anywhere there are concentrated aircraft operations.

Good job to you all and thanks for the material. I am sure it will make the Minister's job easier.

ms



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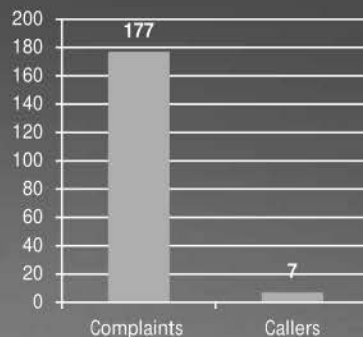
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Your Riding at a Glance: Eglinton-Lawrence



Eglinton-Lawrence
2015 Complaints & Callers



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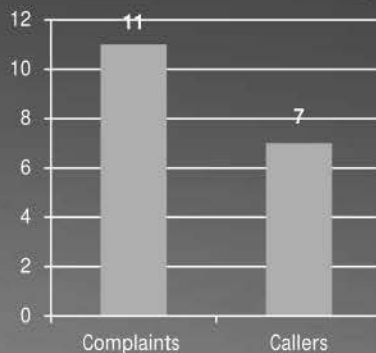
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Your Riding at a Glance: King-Vaughan



Arrivals Departures Overflights

King-Vaughan
2015 Complaints & Callers



King-Vaughan is impacted by the downwind of arrivals on Runways 23, 24L, 24R, as well as departures off Runways 05, 06L, 06R.

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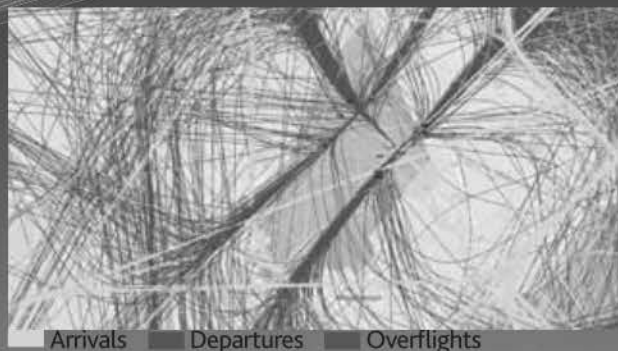
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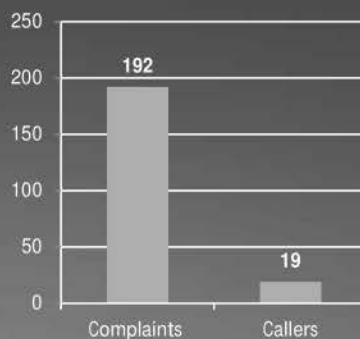
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Your Riding at a Glance: Mississauga-Malton



Mississauga-Malton
2015 Complaints & Callers



Mississauga-Malton residents are impacted by departures off Runways 05, 23, 24L, 24R, 33R, as well as arrivals on Runways 05, 06L, 06R.

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To: [Szwalek, Joseph](#); [Holmes, Jennifer](#)
Subject: FW: MP noise handouts
Date: Wednesday, April 20, 2016 11:17:08 AM
Attachments: [image002.gif](#)
[Annex.pdf](#)
[DonValleyWest2.pdf](#)
[Annex J Davenport2.pdf](#)

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Sent: Wednesday, April 20, 2016 11:05 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
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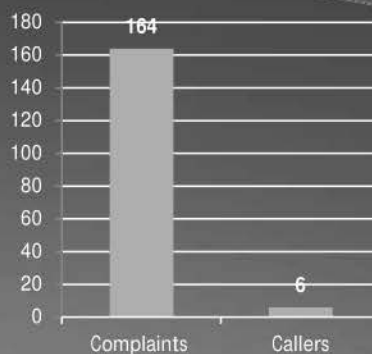
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Your Riding at a Glance: Don Valley East



■ Arrivals ■ Departures ■ Overflights

Don Valley East
2015 Complaints & Callers



Don Valley East is impacted by the downwind and base turn of arrivals on Runways 24L, 24R, as well as departures off Runways 06L, 06R.

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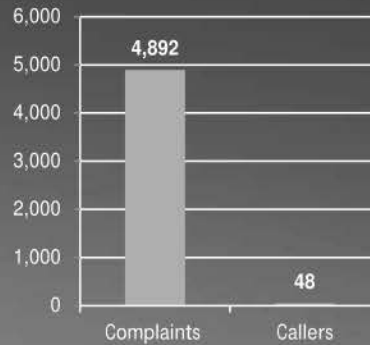
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Your Riding at a Glance: Don Valley West



■ Arrivals ■ Departures ■ Overflights

Don Valley West
2015 Complaints & Callers



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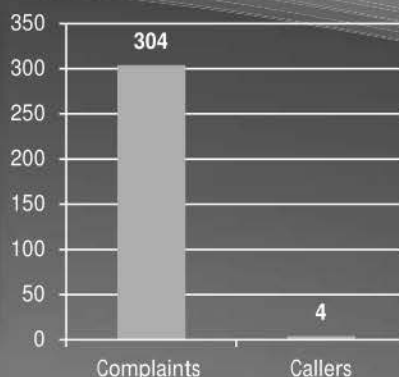
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Your Riding at a Glance: Davenport



■ Arrivals ■ Departures ■ Overflights

Davenport
2015 Complaints & Callers



Davenport is impacted by the downwind of arrivals on Runways 23, 24L, 24R, 33L, 33R, as well as departures off Runways 06L, 06R.

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- Phone: (416) 247-7682

From: [Biffin, Adam](#)
To: ["Barrett, Lyla"](#)
Subject: Night Flight Operations at Toronto Pearson
Date: Monday, May 02, 2016 2:14:00 PM
Attachments: RDIMS-#11847877-v1-
LETTER TO LYLA BARRETT OF THE GTAA REGARDING THE ANNUAL REVIEW OF NIGHT FLIGHT OPERATIONS AT TORONTO PEARSON AIRPORT FOR THE YEAR OF 2014-
2015.DOC

Good Afternoon Lyla,

Please find attached a copy of a letter regarding our recently completed audit of night flight operations (the night budget) at Toronto Pearson.

The original signed copy is in the mail.

Please contact me with any questions.

Best Regards,

Adam Biffin

Civil Aviation Safety Inspector - Aerodromes and Air Navigation
Inspecteur de la sécurité de l'Aviation civile - aérodrômes et navigation aérienne
Civil Aviation | Aviation civile
Transport Canada | Transports Canada
4900 Yonge Street, 4th Floor, Toronto, Ontario M2N 6A5 | 4900, rue Yonge, 4e étage, Toronto, (Ontario) M2N 6A5
adam.biffin@tc.gc.ca
Telephone | Téléphone 416-669-1651
Facsimile | Télécopieur 416-952-0050
Government of Canada | Gouvernement du Canada



Transport
Canada

Transports
Canada

4900 Yonge Street
4th Floor
Toronto ON M2N 6A5

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
5151-1-157 (PAD)

May 2, 2016

Ms. Lyla Barrett
Manager, Aviation Regulatory Programs
Greater Toronto Airports Authority
P.O.Box 6031, 3111 Convair Drive
Toronto AMF, ON L5P 1B2

Dear Ms. Barrett:

Re: NOISE MITIGATION PROCEDURES – Toronto Pearson Airport

We have completed a review of the records for the period **November 1, 2014 to October 31, 2015**. This review was done with respect to the June 13, 2013 letter to Mr. Howard Eng from Ms. D. Taylor regarding night flight operations at Toronto Pearson.

Our review of the records did not find any items in noncompliance with the procedures outlined in the 2013 letter. While our sampling did reveal some errors in documentation, we were able to reconcile these items with your staff. We do have two items of concern and request that you take action on them:

20 (1) (b)

... / 2

Please provide your written comments detailing your proposed actions to our office regarding the above item no later than **June 3, 2016**.

Should you require any further information, please contact the undersigned at (416) 669-1651.

Yours truly,

Original signed by:

Adam Biffin
Civil Aviation Safety Inspector
Aerodromes and Air Navigation
Ontario Region
Telephone: 416-669-1651
Facsimile: 416-952-0050

From: [Browning, Sarah](#)
To: [Szwalek, Joseph](#); [Holmes, Jennifer](#)
Subject: FW: MP noise handouts 4
Date: Wednesday, April 20, 2016 11:18:30 AM
Attachments: [image001.gif](#)
[Toronto-StPauls2.pdf](#)
[University-Rosedale2.pdf](#)

4 of 4

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:07 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: MP noise handouts 4

Last one!

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:06 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: MP noise handouts 3

Almost there

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:06 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: RE: MP noise handouts 2

More

From: Kostic, Maja
Sent: Wednesday, April 20, 2016 11:05 AM
To: Stephenson, Michael <michael.stephenson@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>
Cc: Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>
Subject: MP noise handouts

Thanks for the compliments, Mike!

We had a raft of information to prepare for this meeting, and several annexes were removed in the approvals process. That said, we thought you might find these one-pagers helpful, they were provided by GTAA to each of the MPs at the April 13th technical brief and the show noise complaint volumes per riding and the flight paths in each riding. The files are quite large, so will send in three installments.

We understood from our debrief of the April 13th meeting that the level of understanding of the issues amongst the MPs is quite varied, and there was plenty of misinformation. We tried to give as much information as we could in order to allow the Minister to understand the technical issues but also to help him avoid getting into an analysis of the Inch Report, the 2012 flight paths changes, etc.

Please let us know if you need more information on any of these issues.

Thanks!

Maja

From: Stephenson, Michael

Sent: Wednesday, April 20, 2016 10:16 AM

To: Kostic, Maja <Maja.Kostic@tc.gc.ca>; Reble, David <david.reble@tc.gc.ca>; Dawson, Dave <dave.dawson@tc.gc.ca>

Subject: Shout Out

Hey you guys...I am coming to Ottawa tonight for tomorrow...to staff the Minister as he meets with the MPs about Aircraft Noise. I just wanted to give you a Shout Out over the documents you provided for this event...the speaking notes in particular...I am not sure I could have said anything better myself. Aircraft noise is always a difficult subject to address, for the Minister and the local MPs....not just for Toronto of course, but anywhere there are concentrated aircraft operations.

Good job to you all and thanks for the material. I am sure it will make the Minister's job easier.

ms



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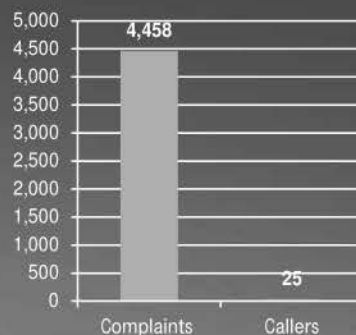
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Your Riding at a Glance: Toronto-St. Paul's



■ Arrivals ■ Departures ■ Overflights

Toronto-St. Paul's
2015 Complaints & Callers



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Your Riding at a Glance: University-Rosedale



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From: [Browning, Sarah](#)
To: [Holmes, Jennifer](#); [Szwalek, Joseph](#)
Cc: [Onosov, Olga](#)
Subject: FW: Tasking SN: Minister meeting with several MPs/Ministers re: GTAA/Noise issues - April 21
Date: Wednesday, April 20, 2016 9:53:32 AM
Attachments: [Annex E.pdf](#)
[445194-](#)
[MINISTER MEETING WITH SEVERAL MPS AND MINISTERS REGARDING THE GTAA AND NOISE ISSUES.doc](#)
[Annex B.pdf](#)

Sharing the products for the Minister's meeting tomorrow on aircraft noise with Toronto MPs for situational awareness. Mike is attending in person so will be able to provide a debrief.

Jen can you call me please? Want to give you an update and I wanted to speak to you before that CENAC meeting... which I think is today?

Thanks,

Sarah

From: Dobson, Daniel
Sent: Tuesday, April 19, 2016 3:38 PM
To: Finik, Teresa <Teresa.Finik@tc.gc.ca>
Cc: DL OTT AC ADMO / AC BSMA LD OTT (TC/TC) <TC.dlottacadmo-acbsmaldott.TC@tc.gc.ca>; DL OTT DMO <DLOTTDMO@tc.gc.ca>; Rudge, Tamara <tamara.rudge@tc.gc.ca>; Browning, Sarah <sarah.browning@tc.gc.ca>; Turnbull, Joanne <joanne.turnbull@tc.gc.ca>
Subject: RE: Tasking SN: Minister meeting with several MPs/Ministers re: GTAA/Noise issues - April 21

Hi Teresa,

Attached is the SN for the Minister's meeting with the MPs on Thursday, which has been approved by ADM's S&S and Policy.

Dan

From: Browning, Sarah
Sent: Tuesday, April 19, 2016 12:33 PM
To: Finik, Teresa <Teresa.Finik@tc.gc.ca>
Cc: DL OTT AC ADMO / AC BSMA LD OTT (TC/TC) <TC.dlottacadmo-acbsmaldott.TC@tc.gc.ca>; DL OTT DMO <DLOTTDMO@tc.gc.ca>; Rudge, Tamara <tamara.rudge@tc.gc.ca>
Subject: RE: Tasking SN: Minister meeting with several MPs/Ministers re: GTAA/Noise issues - April 21

Confirmed, Mike will be there. Thanks.

From: Finik, Teresa

Sent: Tuesday, April 19, 2016 12:31 PM

To: Browning, Sarah <sarah.browning@tc.gc.ca>; Rudge, Tamara <tamara.rudge@tc.gc.ca>

Cc: DL OTT AC ADMO / AC BSMA LD OTT (TC/TC) <TC.dlottacadmo-acbsmaldott.TC@tc.gc.ca>; DL OTT DMO <DLOTTDMO@tc.gc.ca>

Subject: RE: Tasking SN: Minister meeting with several MPs/Ministers re: GTAA/Noise issues - April 21

Hi Sarah.

MinO has requested one departmental official. I checked in with the DM – his view is that it should be Mike, if Mike will be in Ottawa. If not, we will ask that Catherine Higgins attend.

Can you please confirm that Mike will be in Ottawa for Thursday's meeting, 4-5pm in room 2912.

Thank you.

T

From: Browning, Sarah

Sent: Thursday, April 14, 2016 3:58 PM

To: Finik, Teresa

Subject: RE: Tasking SN: Minister meeting with several MPs/Ministers re: GTAA/Noise issues - April 21

Hi, Mike just wanted me to follow up on this – apparently it was just mentioned at ops that MinO has requested Dept support at meetings like this – do you think they will want anyone from ON at this meeting?

Sarah

From: Finik, Teresa

Sent: Wednesday, March 30, 2016 11:31 AM

To: DL OTT AC ADMO / AC BSMA LD OTT (TC/TC) <TC.dlottacadmo-acbsmaldott.TC@tc.gc.ca>

Cc: DL OTT AA ADMO / AA BSMA LD OTT (TC) <DLOTTAAADMO/AABSMALDOTTTC@tc.gc.ca>; DL OTT DMO <DLOTTDMO@tc.gc.ca>; DL OTT Parl <DLOTTParl@tc.gc.ca>; DL TOR PX RDGO / PX BDGR LD TOR (TC) <DLTORPXRDOGO-PXBDGRDLTORTC@tc.gc.ca>

Subject: Tasking SN: Minister meeting with several MPs/Ministers re: GTAA/Noise issues - April 21

Policy.

The Minister will be convening a meeting on Thursday, April 21, in his boardroom on the 29th floor, with several MPs and Ministerial colleagues to discuss NAV CAN, GTAA and Toronto Pearson Int. Airport as it relates to the following:

- Curfews
- Flight paths
- Noise levels
- Relevant community groups in Toronto and Oakville (e.g. T.A.N.G. and RANGO)

Meeting participants:

- Hon. Carolyn Bennett
- Hon. Chrystia Freeland
- Hon. Navdeep Bains
- Rob Oliphant
- Yasmin Ratansi
- Marco Mendicino
- Pam Damoff
- John Oliver
- Arif Virani
- Julie Dzerowicz

Can the group please prepare a scenario note with key messages for Monday, April 18.

Thank you.

T

POLICY GROUP

SCENARIO NOTE

**MINISTER MEETING WITH TORONTO AREA MINISTERS AND
MEMBERS OF PARLIAMENT ON AIRCRAFT NOISE**

Date / Time:	April 21, 2016, 4:00 pm to 5:00 pm
Location:	Boardroom 2912, 330 Sparks Street, Tower C, Ottawa, Ontario
Subject:	Meeting to discuss Toronto area aircraft noise issues
Participants:	Transport Canada: The Honourable Marc Garneau, Minister of Transport Michael Stephenson, Regional Director General, Ontario Region Ministers and Parliamentarians*: • <i>The Honorable Carolyn Bennett, Minister of Indigenous and Northern Affairs (Toronto–St. Paul's)</i> • The Honorable Chrystia Freeland, Minister of International Trade (University–Rosedale) • The Honorable Navdeep Singh Bains, Minister of Innovation, Science and Economic Development (Mississauga–Malton) • <i>Rob Oliphant, M.P. (Don Valley West)</i> • <i>Yasmin Ratansi, M.P. (Don Valley East)</i> • Marco Mendicino, M.P. (Eglinton — Lawrence) • <i>Pam Damoff, M.P. (Oakville North — Burlington)</i> • <i>John Oliver, M.P. (Oakville)</i> • <i>Arif Virani, M.P. (Parkdale — High Park)</i> • Julie Dzerowicz (Davenport) <i>* Italicized names indicate individuals (and/or their staff) who received a technical briefing from NAV CANADA and the GTAA on April 13, 2016.</i>
Departmental Objectives This meeting, convened by you, presents an opportunity to clarify and confirm the roles and responsibilities of the various entities involved in managing aircraft noise in the Greater Toronto Area (GTA) with your colleagues who represent this area. The meeting will focus specifically on aircraft noise emanating from the Toronto Pearson International Airport (Pearson) and the efforts of local advocacy groups in the GTA. Background material from Transport Canada briefing notes on the matter are attached at Annex A).	

POLICY GROUP

Stakeholder Objectives

Many of the participants have written to you (see Annex B for correspondence to date), seeking action on this issue, or in some cases, endorsing the views of the advocacy group known as the Toronto Aviation Noise Group (T.A.N.G.), and the recommendations presented by Captain David Inch (NAV CANADA analysis if the Inch Report is attached at Annex C).

NAV CANADA and the Greater Toronto Airports Authority (GTAA) are the key players involved in managing aircraft noise in this area. At a technical briefing from NAV CANADA and the GTAA on April 13, 2016, participants noted the following issues and questions with respect to federal government actions on the file:

1. Moving/sharing the flight path: This is the most important, and in some ways only, 'action' they see as a solution to noise issues in Toronto. More specifically, the participants would like to see the option of "sharing flight paths" (i.e. flight paths are changed periodically to go over different neighborhoods at different times—which the GTAA sees as effectively expanding the affected area even further).
2. Participants would like Transport Canada to regulate the human health impacts of continuous aircraft noise and frequency in communities.
3. The current issues in the area appear to stem from the flight paths that were changed as result of NAV CANADA's 2012 *Toronto-Ottawa-Montreal Airspace Review* changes. Participants wanted to understand why Transport Canada has not simply moved the flight paths back, or investigated the Review.

Additionally, participants had specific questions with regard to this issue. A summary of those questions and suggested answers is attached at Annex D.

Participants at the meeting on April 21, 2016 will likely vary in their knowledge of the issues and their awareness of the technical, scientific, and regulatory considerations in managing aircraft noise. Most will be seeking a way to reassure their constituents that the government is doing all it can to alleviate aircraft noise in their communities. Ideally, they would hope that the concerns of their constituents would be resolved.

Meeting Management

The current aircraft noise concerns in the GTA stem from flight path changes implemented by NAV CANADA in 2012 as a result of an airspace review. There have been a number of actions put into place such as the *Airspace Change Communications and Consultations Protocol*, as well as the Noise Management Initiatives Plan currently underway by NAV CANADA and the GTAA (more information on these initiatives and the work being undertaken is included at Annex E).

It is anticipated, however, that this meeting will focus mainly on the three issues noted in the April 13, 2016 meeting and less on the NAV CANADA/GTAA actions currently being undertaken.

POLICY GROUP

Some stakeholders and advocacy groups such as T.A.N.G. have voiced their opposition to these actions, claiming that the Protocol does not answer the current issue and that the NAV CANADA/GTAA Plan does not go far enough or take into account the majority of the Inch Report recommendations.

NAV CANADA's assessment of the Captain Inch report found that the majority of the recommendations specifically addressing the flight paths opposed by T.A.N.G. were technically unfeasible and that they do not take into account the complexity of the Toronto airspace more generally. However, some of the more general proposals may be broadly applicable and include processes and procedures that NAV CANADA is currently working on.

It will be important to remind the participants that Transport Canada's role is to assess the regulatory impact of noise mitigation measures and flight path changes from a safety perspective, and not to determine to what extent a proposed course of action mitigates aircraft noise. Key messages have been prepared to support you in this regard.

Opening Remarks

- Thank you everyone for joining me. Aircraft noise is a contentious issue, not only in the Toronto area, but in other communities across Canada as well.
- You are the representatives of your communities, and I know many of your constituents are seeking federal action on this issue. I am glad we have all gotten together today to discuss these important challenges.
- Before specifically speaking about the noise issue, I want us to remember the important economic engine that is the Lester B. Pearson Airport. We need to balance the issues we are reviewing today against the economics of this important strategic infrastructure. For example:
 - In 2014, the GTAA reported total revenues of \$1.2 billion, compared to \$1.1 billion in 2013. Total operating expenses in 2014 were \$732.3 million, which included \$165.1 million in ground rent and payments-in-lieu of real property taxes, compared to \$713.2 million in 2013.
 - The GTAA contributes more than \$35 billion annually to the economy and across the country.

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- On the issue of noise, I understand that you received a technical brief from NAV CANADA and the GTAA on April 13, 2016 on the technical aspects of the issue, and the roles and responsibilities of the entities that are directly responsible for managing aircraft noise. Let me know if you have further questions on this. Understanding these challenges is key to formulating an appropriate path forward.

The Airspace Change Communications and Communications Protocol

- It is important to note that NAV CANADA conducts consultations as part of its regulatory requirements for any changes it makes to airspace design or levels of service at an airport. Before making the changes as part of its 2012 *Toronto-Ottawa-Montreal Airspace Review*, they did undertake consultations with local residents and local government.
- Given concerns that the consultations did not go far enough, NAV CANADA and the Canadian Airports Council developed and implemented the *Airspace Change Communications and Communications Protocol*. The Protocol was launched in June 2015.
- In the Toronto area, I recognize that local advocacy groups such as T.A.N.G. were actively involved with NAV CANADA, the GTAA, and several levels of government in seeking to action on the issue.
- The co-chairs of T.A.N.G. wrote to me on March 14, 2016 in fact, noting their view that neither the Protocol nor the Noise Mitigation Initiatives Plan would have occurred without their representation. We have assurance from the Canadian Airports Council and NAV CANADA that they are adhering to the new Protocol.
- I would note, however, that the Protocol is only a tool for improving how airspace changes and noise mitigation initiatives are communicated. It is one part of the picture. It does not speak to actions to manage aircraft noise, merely, how to communicate these changes.
- As you know, NAV CANADA and the GTAA have launched the Noise Mitigation Initiatives Plan in an effort to take into consideration the views of stakeholders and will be seeking, through the six ideas in the Plan, as way to further mitigate aircraft noise in the Toronto area.

POLICY GROUP

- Many of you are aware of the Report drafted by Captain Inch. I want to reassure you that the proposals made by Captain Inch have been reviewed. Unfortunately, many of them are not technically feasible. Those that may be feasible are in the process of being implemented or are being factored into the Noise Mitigation Initiatives Plan and will be further deliberated upon during the GTAA/NAV CANADA consultations that are underway.
- They began these consultations last summer. I believe several of you attended these sessions.
- **(Minister Bennett/ Ms. Damoff/ Mr. Oliver/ Mr. Oliphant)**, you were present at these consultations, what were your impressions? Did NAV CANADA and the GTAA address the concerns of the participants as best they could?

Moving/Sharing Flight Paths:

- I understand that you have asked whether there would be an option to rotate the flight paths, dispersing the issue. There are concerns regarding this proposal:
 - First, by dispersing the noise, we would be creating issues in even more neighbourhoods. This could result in even more Toronto residents raising concerns.
 - Second, revolving flight patterns would add a great deal of complexity for aircraft destined to Toronto Pearson, and this could then create challenges for airport safety. My bottom line must always be to ensure the safety of our airports.
- NAV CANADA will have to be consulted, since they are responsible for planning, managing, and coordinating the air space around Toronto. This is not a simple problem.
- So, we need to consider: is this a viable option from a technical and safety perspective? And, even if it was, would it just expand the area affected by aircraft noise?

POLICY GROUP*Human Health Impacts:*

- I know some of you are concerned about the impacts of aircraft noise on human health, and whether this is something the Government of Canada should explore regulating.
- I understand that this type of regulation is under the purview of the Minister of Health; however, I am open to exploring whether the Minister would be interested in pursuing this issue further.
- The regulation of airport noise is a complex issue with many stakeholders including NAV CANADA, the local airport authority and health officials.
- Transport Canada regulations can be and are part of the solution as we already regulate the noise signature of new aircraft as they are developed. We can also use airport zoning regulations and flight operations restrictions to achieve the best compromise between airport operations, flight safety and local population impact. I and my officials remain open to working with the local authorities to achieve what is the best solution for all concerned.
- I would note that the 2012 flight paths changes improved the environmental health of the Montreal-Ottawa-Toronto corridor, reducing greenhouse gas emissions by 14,300 metric tons – a reduction equivalent to the annual emissions from 2,800 passenger cars.

2012 Flight Path Changes

- You have also asked why NAV CANADA could not reverse the flight path changes made in 2012. It is important to note that many of those changes were made around Toronto, Ottawa and Montréal to increase the efficiency of aircraft operations and reduce flight times while maintaining or increasing the safety of the system. For example:
 - New lanes were added to the flight path structure in the Toronto, Ottawa, Montreal corridor and new arrival procedures were introduced for all runways at the three airports;

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- At Toronto Pearson, new departure procedures were introduced, as well as a new arrival route from the east over Pickering/Scarborough; and,
- New design criteria under Transport Canada's safety standard TP 308, which instituted minimum flight segment lengths to harmonize with the United States Federal Aviation Administration standards, resulted in a relocation of the southern downwind portion of the Pearson arrival flight path by 1.8 km further south than its previous location.
- The changes were extensively analyzed in flight simulators and air traffic control simulators to assess their impact. This analysis indicates that these changes:
 - reduced greenhouse gas emissions by 14,300 metric tons – a reduction equivalent to the annual emissions from 2,800 passenger cars;
 - reduced aircraft fuel burn by 5.4 million litres annually, resulting in an annual savings of approximately \$4.3 million in avoided fuel costs; and
 - reduced cumulative flight time by over 10 hours daily based on 2012 traffic volumes.
- The 2012 changes increased air traffic over some areas of the cities, and decreased it in others.
- All of the changes complied with current noise mitigation and abatement procedures as set out in Transport Canada's National Aircraft Noise Policy. As well, as I mentioned earlier, changes were only made following public consultations undertaken by NAV CANADA.
- The FAA standards are internationally accepted, and designed by qualified experts in airspace design. In this case, to revert to the old flight path for the southern downwind portion of the arrival path – which is the cause of the most vocal opposition – would be to revert to an older safety standard which is no longer valid, and would introduce a discrepancy with U.S. regulations.

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- It would require a redesign of the Toronto airspace and would likely just move the problem elsewhere. It would not reduce aircraft noise.
- In the end, we need ask ourselves whether this is feasible and/or an initiative worth pursuing?

Wrap-up

- Understanding the practical realities of the challenges that we face, I think you would agree that we need to let the airports and NAV CANADA complete their consultations, as they have committed to doing under the Noise Protocol.
- Significant and extensive consultations have already taken place. More are planned. I would suggest that these need to move forward. Let's see how it goes, then make adjustments if necessary.

Going forward

- On the important issue of responding to our constituents, I would like to hear from you. How can we more effectively respond to the concerns being raised? Key, I am sure that you agree, is being consistent in our messaging on this.
- These are often very technical issues. I think that we need to make sure that we leave those issues with the experts best positioned to assess them.

Closing remarks:

- This has been a very productive meeting. Aircraft noise is a national issue, as it is a concern for many communities across Canada. I look forward to continuing to work with you on the important issues being raised by the residents of Toronto.

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Annexes:

Annex A - Update to stakeholders on the Noise Management Initiatives Plan currently underway by NAV CANADA and the GTAA

Annex B - Correspondence received from the participants and T.A.N.G. on aircraft noise in Toronto

Annex C - Roles and Responsibilities on aircraft noise issues and other background information on the 2012 flight path changes

Annex D - Questions from the April 13, 2016 technical briefing with suggested answers

Annex E - A list of community-based ideas in the Toronto area and NAV CANADA's analysis

POLICY GROUP**Annex A - Questions from the April 13, 2016 technical briefing with suggested answers****MP Virani: What is regulatory overlay for noise? Health?**

Answer:

Transport Canada regulates noise from a number of perspectives:

- A first key element to Transport Canada's approach is the control of aircraft noise at the source. Transport Canada regulates the noise performance of aircraft through its Canadian Aviation Regulations (CARs). These are aircraft design standards that ensures that as new aircraft are designed, they generate less noise. The design standards evolve over time and the requirements become increasingly more stringent.
- Transport Canada's TP1247 "Land-use in the Vicinity of Aerodromes" provides guidance as to acceptable land-uses near airports based on noise exposure forecasts prepared by airports. The land-use recommendations are based on historical studies relating aircraft noise to annoyance. These provide land-use planning guidelines to municipal and provincial land-use authorities, recognizing that land-use is a provincial jurisdiction.
- The final element includes noise abatement procedures and operating restrictions. Through a Canadian Aviation Regulation "Noise Operating Criteria", a process exists for airports to develop noise abatement procedures and operating restrictions for their airport which are enforceable. These are subject to Transport Canada approval and become enforceable through the enabling regulation. The main requirement within these procedures is consultation with the communities in the vicinity of the airports.
- With respect to the question of regulation of health impacts, this issue is addressed in the speaking points. A Health Canada circular on human health effects from aircraft noise is attached at Annex H.

MP Damoff: Why has flight plan changed for Toronto-to-Vancouver (passing over Surrey) in 2007 following noise complaints? And why can't same thing be done now for GTA?

Answer:

- The Toronto airspace is larger and more complex than that of Vancouver. In the case of Vancouver, NAV CANADA was able to move the flight path over the waters of Boundary Bay. In the case of Toronto, the flight path cannot be moved over the water, as aircraft approaches would interfere with operations at Billy Bishop airport.
- Further, the flight path options in Toronto are particularly constrained by the combination of parallel runways, and obstacles (e.g., downtown sky scrapers and the CN Tower).

POLICY GROUP*Supplemental points on flight path changes:*

- As such, even were a decision to be taken to forsake the improved efficiency and environmental performance of the 2012 changes (which contribute to increased airport capacity and lower carrier costs) in order to be more sensitive to residents, there are few options available at Pearson due to evolutions in safety regulations and the operating constraints noted above.
- As noted in the preceding Annex, following the announcement of the Protocol in June 2015, many local residents mistakenly believed that the announcement or Protocol meant that the 2012 flight paths, particularly those over the neighbourhood represented by T.A.N.G. (Don Valley West), would be moved.
- Any change would not eliminate impact on residential areas. It would simply move it to a different area. It would also require that the same procedure undertaken in the most recent changes be followed again (i.e. a lengthy process to design and approve the new flight path, and additional public consultation with the newly affected residents).
- The question of Ministerial authority is clear: changes can only be directed where matters of safety are concerned, which is not the case in the current circumstances. As noted above, the greatest concerns involve the southern downwind arrival flight path in Toronto. In this case, to revert to the old flight path for the southern downwind portion of the arrival path – which is the cause of the most vocal opposition – would be to revert to an older design standard which is no longer valid, and would introduce a discrepancy with U.S. regulations. As such, returning to the old flight path is not an option.

NAV CANADA Background information on 2007 airspace changes in Vancouver:

- In May 2007 NAV CANADA implemented a large number of airspace changes in Vancouver that affected not only Vancouver but Abbotsford and Victoria. There was one particular transborder Standard Term Arrival Route (STAR) from the south to YVR that following implementation was contentious in areas south and southeast of YVR.
- Complaints from Surrey and Tsawwassen areas about new overflight and noise occurred. In that area we had some options to move one leg on the STAR in a small way and to change a vectoring area to bring traffic offshore of the Crescent Beach area west of South Surrey.
- NAV CANADA moved quickly. The change to the vectoring procedures was implemented via an Ops Bulletin within the YVR ACC and the adjustment to the STAR itself was implemented in February 2008. Complaints did not go away but dropped off significantly.
- “The difference is in YVR we had options and they were good options that allowed us to relocate a flight path from a residential area to a non-residential area (the waters of Boundary Bay to be specific). But Toronto airspace does not give us options in the same way. Could the current downwind be moved?”

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We haven't said it couldn't move but it can't move over the lake and moving it to a new place over land would just put it over new people."

MP Ratansi: Who are you consulting with? How is consultation conducted?

- Per Transport Canada regulations, the responsibility for consultations rests with those undertaking the change in flight path or level of service, NAV CANADA and the airports.

MP Damoff: Do you track number of complaints? Number of individuals complainants? Do you follow up on complaints?

- Transport Canada does not track noise complaints. As noted in the airport leases and confirmed in the Protocol, that is the responsibility of the airports. The Greater Toronto Airport Authority provided you with materials at the April 13, 2016 meeting that show the tracking of complaints and complainants in your riding. These are attached at Annex J.
- I have received almost 150 letters and emails from Canadians regarding aircraft noise in Canada.

Other points noted:

Minister Bennett noted that there is no regulation regarding noise impacts on community, health. She argued that consultations are taking place but there is no evidence that people are actually being listened to or that these consultations are leading to any change of policies. She asked about the possibility of flights being redirected over Don Valley Expressway. Mentioned "sharing of pain."

- Air traffic increases at a rate of 3%-4% per year; and consequently, there are more aircraft using the routes, triggering the industry to continuously look for a way of improving the provision of service in an effective and efficient manner.
- Toronto Pearson notes that the airport maintains a cap of 90 aircraft movements per hour in order to maintain operational efficiency and better manage aircraft noise. The industry standard for an airport of this size is roughly 120 movements per hour.
- The issue of flight path "sharing" is noted in the speaking points.
- The issue of human health impacts and regulations is noted above.

Minister Bennett also noted that NAV CANADA and the GTAA did not take into account the ideas of the community when developing the six ideas in Noise Mitigation Initiatives Plan. Evidence to the contrary is presented at Annex I, showing a list of community-based ideas and NAV CANADA's analysis of the ideas. The ideas that were technically feasible were incorporated into Plan.

MP Oliphant remarked that voluntary protocols are not having impact, argued that national mood has changed and public wants regulation in public interest and not simply in interests of industry.

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- Regarding the remark made by MP Oliphant that the public wants regulations in the public interest and not simply in interests of industry, it is important to mention that the industry (NAV CANADA, air carriers) are developing strategies to meet the Government of Canada's plan on Green House Gas Emission and are using new technologies (GPS and accuracy of air navigation) to develop routes that reduce the time spent flying in order to reduce the emissions.
- With respect to the claim that the voluntary protocol on consultations is not having an impact, it is worth noting that NAV CANADA and the airports are we always regulated to consult for changes in flight paths and levels of service, and that the Protocol goes even further. The Protocol has been in place since July 2015, and Calgary is the first airport to be undertaking consultations under the Protocol.

MP Damoff urged that the report by Captain Inch is acknowledged and responded to.

- This answer is noted in the speaking points, and NAV CANADA's analysis of Captain Inch's proposal is at Annex C. Captain Inch's assessment of NAV CANADA/GTAA's Noise Mitigation Initiatives Plan is at Annex F. In his assessment, Captain Inch notes the elements of his proposal that have been incorporated in the six ideas of the Plan.

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Annex B – Correspondence received from the participants and T.A.N.G on aircraft noise in Toronto



March 14, 2016

The Honourable Marc Garneau, P.C., M.P.
Minister of Transport
House of Commons
Ottawa, ON K1A 0N5

Dear Minister Garneau:

We are aware that numerous others have been writing to you with respect to issues of concern to our membership. One of those to write to you is Mayor John Tory of Toronto. We have been provided with a copy of your response to Mr. Tory. That prompts this letter.

We are writing in the expectation that we can establish a direct line of communication with you and your staff.

We are deeply concerned that the advice and direction given to Mayor Tory and, through him, to T.A.N.G. and other like-minded citizens' groups would erase the investment of more than 4 years of effort engaging in the very types of consultation to which your letter refers.

In your letter to Mayor Tory you reference both the *Airspace Change Communications and Consultation Protocol* and the *Noise Mitigation Initiatives Engagement Plan* and suggest that T.A.N.G. in particular work with the Community and Environment Noise Advisory Committee (CENAC) of the GTAA.

We are, of course, very familiar with the two initiatives mentioned. They result directly from our representations to your predecessor, the Honourable Lisa Raitt. Without those representations and Ms. Raitt's responsiveness, those initiatives, we are certain, would not have occurred.

While these were welcome developments we can assure you, because we have been actively participating in these proceedings, that they do not begin to meaningfully deal with the root issues and the root problem.

While reasonable people may differ on what solutions may be appropriate to mitigate the profound impacts of aircraft noise on residential areas many kilometers away from any airport, one reality has clearly emerged from our efforts to engage with the GTAA and with NAV Canada and that is that the legislative and regulatory framework is flawed.

The reasons for arriving at this determination are too numerous for inclusion in this letter. What we seek is an opportunity to brief you and the appropriate members of your staff in this respect. This is not a local issue and will not be resolved at the local level.

We acknowledge the mandate and expectations the Prime Minister has for your Department, specifically:

.. to ensure that Canada's transportation system supports our ambitious economic growth and job creation agenda. Canadians require a transportation system that is safe, reliable and facilitates trade and the movement of people and goods.

We acknowledge that NAV Canada and its management of the civil air navigation system is a vital component of this mandate.

However, when the current civil air navigation management scheme was established in 1997 we do not believe it was intended that, when severe negative social impacts were caused by those managing the system, the solving of those impacts would lie exclusively with the corporate interests that caused them in the first place.

Nevertheless, that is the situation that exists currently and it is the situation that we seek to have remedied. That responsibility, we suggest, rests with your Department and with your fellow parliamentarians.

This is not, as many might wish to have you believe, a matter of 'nimbyism'. Our issues are similar to those of concern to residents of Surrey / Vancouver, Calgary and the greater Montreal area and have been recognized by, amongst others, your colleagues Carolyn Bennett, Chrystia Freeland and Rob Oliphant as well as your predecessor, Lisa Raitt.

We believe it is possible to mitigate the noise issues without impacting either the efficiency of the existing system or in any way compromising the safety features of that system. In fact, we see ways that both would be enhanced while, at the same time, giving proper consideration to the significant health issues that to date have been largely overlooked.

We very much look forward to having the opportunity to discuss with you the resolution of these issues that are adversely affecting residents of four major Canadian urban centres.

Sincerely, /

19 (1)

19 (1)

Co-Chairs

Toronto Aviation Noise Group

19 (1)

@me.com

**c.c. His Worship John Tory
Mayor, City of Toronto**

**The Honourable Carolyn Bennett, P.C., M.P.
Minister of Indigenous and Northern Affairs**

**The Honourable Chrystia Freeland, M.P.
Minister of International Trade**

**Mr. Robert Oliphant, M.P.
Don Valley West**

**The Honourable Kathleen Wynne, M.P.P.
Premier of Ontario and Minister of Intergovernmental Affairs**

**The Honourable Dr. Eric Hoskins, M.P.P.
Minister of Health and Long-term Care**

**Ms. Yasmin Ratansi, M.P.
Don Valley East**

**Mr. Neil Wilson
President and Chief Executive Officer, NAV CANADA**

**Mr. Howard Eng
President and Chief Executive Officer, GTAA**

**Mr. Jon Burnside,
Councillor
Ward 26, Don Valley West**

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Annex C- Roles and Responsibilities on aircraft noise issues and other background information on the 2012 flight path changes*Roles and Responsibilities on aircraft noise issues*

- Wherever aircraft operations and residents co-exist, there is inevitably tension. In much of the world, including Canada, strategies to reduce the tension focus on restricting development near airports (zoning controls), improving noise mitigation in residential construction (building codes), restrictions on-airport and aircraft operations (noise abatement procedures, hours of operation, types of aircraft) and exhortation or support through other means including regulation for the development of new aircraft technologies that are quieter.
- Additionally, it is a wide-spread practice that the public be consulted on changes to flight paths and that airports have community noise committees to help manage noise from flight and airport operations.
- Under the *Civil Air Navigation Services Commercialization Act*, NAV CANADA has the authority to plan and manage airspace in Canada, subject to regulations under the *Aeronautics Act*, NAV CANADA makes airspace changes to:
 - conform to safety standards;
 - increase efficiency in the en route environment (i.e., fuel burn, time in system, capacity; GHG emissions, total cost);
 - provide predictable and consistent service; and/or,
 - Implement performance based navigation routings and procedures (i.e., Area Navigation, Reduced tactical intervention).
- Transport Canada (TC) regulates the safety of the air navigation system, including the regulations and standards for airspace design and associated flight paths. As the Minister of Transport, you can alter or move an existing flight path, but only for safety reasons.
 - To varying degrees, aircraft noise is an issue around major Canadian airports, particularly in the past few years. One particularly contentious issue occurred in Toronto that sparked the attention of industry and TC.

Noise issues in Toronto

- In February 2012, NAV CANADA introduced airspace changes affecting air traffic patterns around Toronto, Ottawa and Montréal to increase the efficiency of aircraft operations, and reduce flight times, which result in reductions of GHG emissions, while maintaining or increasing the safety of the system:
 - New lanes were added to the flight path structure in the Toronto, Ottawa, Montréal corridor and new arrival procedures were introduced for all runways at the three airports;

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- At Toronto Pearson (Pearson), new departure procedures were introduced, as well as a new arrival route from the east over Pickering/Scarborough; and,
 - New design criteria under TC's safety standard TP 308, which instituted minimum flight segment lengths to harmonize with the United States Federal Aviation Administration standards, resulted in a relocation of the southern downwind portion of the Pearson arrival flight path by 1.8 km further south than its previous location.
- The changes increased air traffic over some areas of the cities, and decreased it in others. While all of the changes comply with current noise mitigation and abatement procedures as set out in TC's National Aircraft Noise Policy, and notwithstanding changes were only made following public consultation, some Toronto residents in the vicinity of the southern downwind portion of the arrival flight path raised significant concerns.
 - Affected residents mounted a significant lobby to all levels of government, industry (NAV CANADA and the Greater Toronto Airports Authority (GTAA)) seeking change and relief.
 - A public interest group representing residents in Leaside-Davisville, the Toronto Aviation Noise Group (TANG), was particularly strategic in putting forward its messages. It not only attempted to prove how the noise was affecting residents' lives but also put forward a number of proposals on how to reduce the noise impacts in their neighbourhood but also Toronto in general. Details of their work and communications with Transport Canada, NAV CANADA and the Greater Toronto Airports Authority are included in the following timeline.

Moving the 2012 Flight Paths

- Following the announcement of the Protocol in June 2015, many local residents mistakenly believed that the announcement or Protocol meant that the 2012 flight paths, particularly those over the neighbourhood represented by T.A.N.G. (Don Valley West), would be moved.
- As outlined above, the federal government does not have the authority to move flight paths except for reasons of safety. In addition, to revert to the former flight path would not comply with current regulatory requirements, and moving the flight path to another location would not eliminate the noise, it would just make it somebody else's problem.
- The extensive consultation process outlining the potential impact of the change and reasons for it, pursuant to the Protocol, would also be required.
- Further, as noted above, the 2012 changes reduced GHG emissions for flight arriving at Toronto Pearson, that benefit could be lost if flight paths were moved.

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Annex D- Update to stakeholders on the Noise Management Initiatives Plan currently underway by NAV CANADA and the GTAA

From: [19 (1)]@gtaa.com] on behalf of ZZG-Community Engagement [Community.Engagement@gtaa.com]
Sent: Thursday, April 07, 2016 3:41 PM
To: ZZG-Community Engagement
Subject: Update: GTAA/NAV CANADA Stakeholder Roundtables

Hello,

In Summer 2015, you participated in a Stakeholder Roundtable to learn about the Six Ideas (see below) that NAV CANADA and the GTAA are studying that we think may lead to some noise relief for the communities surrounding Toronto Pearson International Airport. We are writing to provide an update on the progress of the technical analysis being undertaken, and lay out next steps.

Update on Technical Analysis

As we shared in a September 30 Update, all Six Ideas discussed in the Stakeholder Roundtables moved forward to Phase 2 - Technical Analysis.

Since that update, the GTAA and NAV CANADA have been working together to:

- Develop guiding principles for the study
- Determine the Base Cases and identifying Option Cases
- Identify specific analysis required for the third party noise modeling

The technical analysis is taking longer than anticipated due to the complexity of the proposed changes, but we continue to make meaningful progress on the items identified in our work plan.

Determining the Base Case + Identifying Option Cases

A big piece of the work has been establishing a Base Case, which is an analysis of the current state of airport operations and operational impacts. The current airspace structure and the 2015 traffic and fleet mix form the Base Case for this exercise. All of the Base Case data has now been collected.

We have also been working to identify Option Cases for the measures discussed last summer. Option Cases for 2018 and 2023 will be measured against the Base Case scenario to understand the benefits, the impacts, and the operational sustainability of each idea against the Base Case. This analysis will also help us understand the impacts of no change versus the benefits or impacts of implementing any one, or combination of, the Six Ideas. The operational technical analysis and feasibility studies of these Option Cases are nearing completion.

Following that, noise modelling will be undertaken by a third party who will assess the noise impact of current operations and determine what noise benefits proposed Option

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Cases can be expected to deliver. This part of the process is critical to understanding the benefits and impacts for various communities.

Once the benefits and impacts have been identified, we will proceed to full Public Consultation. These consultations will be held in communities across the Greater Toronto Area. We welcome your input and ideas on how best to engage your community, and also to engage residents in communities that could be newly impacted as a result of these potential changes.

The Process at A Glance:

- Idea
- Understand Base Case and how each Idea would operate in 2015
- Identify Option Cases for each Idea
- Technical Feasibility of the Option Cases in 2015, 2018, 2023 against the Base Case
 - Elements that are considered in understanding the technical feasibility of an option include traffic levels, fleet mix, and fleet equipage
- Noise Modelling for each Option Case against Base Case to understand noise benefits and impacts
- Public Consultation on Option Case + Subsequent Noise Benefits and Impacts

Stay Involved:

The GTAA Community Environment and Noise Advisory Committee (CENAC) was recently briefed on the operational technical analysis that we have accomplished to-date. In addition, briefings with elected officials are ongoing to ensure we are meeting their need to understand the airport operations and the benefits and impacts on their communities.

Mark Your Calendars - Upcoming Briefings

- CENAC, April 20 2016 6:30 pm
 - An update will be shared at the Public Meetings; more details on CENAC [here](#).
- Technical Briefings, May 2016
 - Technical briefings will be open to Stakeholder Roundtable Participants. This is your opportunity to review the option cases and provide your input before the noise modelling phase begins.
 - These briefings will happen in May. Details on dates and registration will be emailed to you shortly.

We value the input you provided during last summer's sessions and ask for your continued patience as we work towards mitigations that achieve our objective of reducing the noise impact of airport operations on the community.

Thank you.

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- Together, NAV CANADA and the GTAA are studying six ideas we think will benefit the surrounding communities. Below is an overview of the ideas.

IDEA	OVERVIEW
1. New approaches for night-time operations	During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts. <i>Proposed Approach:</i> NAV CANADA will design new approaches for use during designated night-time operations.
2. New departure procedures for night-time operations	There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path. <i>Proposed Approach:</i> NAV CANADA will design new departures for use during designated night-time periods.
3. Increase downwind arrival speeds	Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed. <i>Proposed Approach:</i> NAV CANADA will study the noise benefits of increasing speeds.
4. Use new technology to reduce the need for low altitude leveling by arriving aircraft	Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations. <i>Proposed Approach:</i> NAV CANADA will study the potential use of new technologies.
5. Establish weekend preferential runways	Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations. <i>Proposed Approach:</i> NAV CANADA and GTAA will study the feasibility of establishing weekend preferential runways.
6. Alternate night-time preferential runways	Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time

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preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.



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Annex E – A list of community-based ideas in the Toronto area and NAV CANADA's analysis.

COMMUNITY NOISE MITIGATION SUGGESTIONS

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Toronto Pearson is one of North America's fastest growing global hub airports, handling nearly 40 million passengers today, and well on its way to reaching greater than 64 million passengers by 2033. As a significant contributor to the local and national economies, a job creator, and a facilitator for trade and foreign investment, Toronto Pearson knits Canada together and helps our country compete globally.

We recognize that airports have impacts, such as noise on local communities. While airplane noise can't be eliminated entirely, we know the community served by the airport expects us to be a good neighbour. One important way to do this is to lessen the impact of our operations on our neighbours by reducing aircraft noise where possible.

NAV CANADA and the GTAA are studying six ideas we think will have benefits for the communities surrounding Toronto Pearson and we've been out talking about them at Stakeholder Roundtables throughout the GTA.

The ideas that were reviewed as part of the Stakeholder Roundtables come, in part, from suggestions that have been provided by the community. The full list of community suggestions is below along with an explanation of how they are reflected in one or more of the six ideas under consideration, or why they were considered not feasible:

Suggestion	Assessment	Is suggestion reflected in the 6 Ideas currently under consideration?
Increase Downwind Altitudes: Suggestions to reduce noise in portions of the flight path by increasing altitude of aircraft operations on the downwind		
1. Lengthen the downwind to extend beyond the residential areas before turning base leg.	- This would increase altitudes over some communities overflown today, but would also overfly new neighbourhoods. - An Instrument Landing System (ILS) guides arriving aircraft to the runway. The strength of the ILS signal is not certified outside of 24 NM. Extending the downwind takes aircraft beyond the limit, and would require the aircraft controller to tactically maintain	Not reflected



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Suggestion	Assessment	Is suggestion reflected in the 6 Ideas currently under consideration?
	vertical separation until the aircraft could be established on the ILS. This would compromise parallel arrival operations, reducing capacity at the airport considerably.	
2. Have aircraft join final approach at 4000/5000' ASL instead of 3000/4000' ASL as they do today	- The requirement to intercept final approach at 3,000 ft ASL is a published noise abatement procedure. - Amending that procedure to intercept final approach at 4,000 ft ASL would extend the base leg out by 3 NM (5.5 km), over new communities and add 6 NM of flight distance to each flight. - While some communities on the downwind portion of the flight path would be overflown at slightly higher altitudes than today, the noise benefit of 1,000 ft of additional altitude is expected to be small (1-2 dBA at most). - Communities under the final approach would be overflown at the same altitudes experienced today.	Not reflected
3. Eliminate high/low arrival procedures	- There is a potential to eliminate high/low arrival procedures with the use of Required Navigation Performance (RNP) flight paths in the future. This would require the adoption of new separation standards and technology for RNP operations. - Without the high/low procedures, existing technologies do not allow non-RNP equipped arrivals to maintain safe separation in a parallel operation without significantly compromising capacity. - This is because safety standards require that separation between aircraft in the Terminal area be either 3 NM laterally or 1000 ft vertically until established on final	Yes. This is incorporated into Idea 4 - Use new technology to reduce the need for low altitude leveling by arriving aircraft



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Suggestion	Assessment	Is suggestion reflected in the 6 Ideas currently under consideration?
	approach. - In parallel operations where the runways are closer than 3NM, such as at Toronto Pearson, vertical separation (altitude) must be used. - Eliminating high/low procedures would mean vertical separation would not be achieved, so all arrivals would have to meet lateral separation. This would require arrivals to be staggered, reducing the hourly airport arrival rate (the number of planes that can land in an hour) below the demand.	
4. Reverse high/low – make north of airport the low side and south of the airport the high side.	- Airport layout is a key driver for the design of airport operations. - In east-west operations, Toronto Pearson has one “north side” runway (runway 05/23) and two “south side” runways (24L/06R and 24R/06L). - Under normal daytime operations, the single runway on the north-end is operated as both a landing and departing runway. This requires larger spacing between arriving aircraft so that a departure can occur between arrivals. - On the south side, one of the south parallel runways is generally used for arrivals while the other is used for departures. As a result, minimal spacing can occur between arrivals in order to meet arrival rate demand. - Simulation has shown that using a higher altitude intercept on the south side decreases sequencing options. - Implementing this suggestion would be likely to reduce overall airport capacity below demand, and lower the	Not reflected



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Suggestion	Assessment	Is suggestion reflected in the 6 Ideas currently under consideration?
	altitudes that aircraft fly in other areas of the GTA.	
5. Remove all descent guidance from the STAR at the beginning of the downwind and implement controller managed descent	- The current STAR provides common descent guidance, optimized for flights on a close in base leg, while allowing air traffic controllers to cancel STAR altitude restrictions when traffic warrants, such as when a longer downwind is required for sequencing purposes. - The absence of descent guidance in the STAR would require air traffic controllers to provide specific instructions to each pilot and for the instructions to be repeated back by each pilot, significantly increasing the complexity of the procedure, and pilot and controller workload and congestion on ATC radio frequencies. - In addition, there is no guarantee that these procedures would result in altitudes that are higher than those experienced today or that operations would be quieter. - In fact, evidence shows that aircraft tend to be higher today, at comparable places in the downwind portion of the approach than they were prior to 2012. - While it has been noted that several busy international airports continue to use controller managed descent it is not the trend, nor is it seen as best practice.	Not reflected
Adjust Arrival Flight Paths: Suggestions for relocating a portion of the flight path		
6. Move the current downwind that lies south of the airport further south	- While the downwind could conceivably be relocated further south, there are no viable locations to move the downwind that would result in the majority of the flight path being located over industrial or non/residential areas. - Depending on how much the flight path were to be moved, there would be impacts on operations at Billy	Not reflected



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Suggestion	Assessment	Is suggestion reflected in the 6 Ideas currently under consideration?
	Bishop Airport. This also has the potential to complicate sequencing procedures and create even longer level segments in the approach. (Level segments can result in an increase in noise.)	
7. Widen the downwind flight path to create more variation in where aircraft overfly	- Enabling aircraft to fly the downwind with variation (e.g. offsets) is not viable technically. This suggestion is not manageable from an air traffic controller or pilot perspective. - Small variation in the location of the flight path would be unlikely to result in material reductions in noise. - Removing flight paths entirely and resorting to air traffic controller vectoring would introduce variation but this would create safety, capacity issues and is contrary to the direction put forward by ICAO and is incompatible with the wider efficiencies of a PBN airspace system.	Not reflected
8. Create three or four alternate downwind flight paths in order to share the noise over various communities.	- Introducing variation in which STAR (arrival routes) pilots are to file and fly would introduce the potential for safety impacts to the operation. - This is not done in Canada and we are not aware of this being done anywhere in North America.	Not reflected
9. Overfly industrial areas, water/roads	- There are no viable options to connect industrial or non-residential areas in the Greater Toronto Area and meet instrument procedure design standards. - Placing flight paths over roads is not effective as a noise mitigation measure as the noise generated by an aircraft extends beyond the width of a highway.	Not reflected
10. Relocate the downwind over Lake Ontario	In a normal east-west configuration, Canadian airspace over Lake Ontario is used for south, east and southwest	Yes. Elements (overnight period) incorporated into Idea 1 - New



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Suggestion	Assessment	Is suggestion reflected in the 6 Ideas currently under consideration?
	bound climbing departure traffic and for the management of traffic flows to and from Billy Bishop Airport. It is not possible to safely accommodate Toronto Pearson arrival flight paths in this airspace as well. - While this concept is not possible during busy periods there may be opportunities to redesign arrival flight paths utilized at night, when departure traffic levels are lower and Billy Bishop airport is closed to commercial traffic. - It must be recognized however that the base leg portion of any new arrival path would overfly new neighbourhoods at night.	Approaches for night-time operations depending on final design
11. Create a new Pearson arrival STAR - LINNG direct to base leg (i.e. MAROD) that overflies Billy Bishop Airport	- A new STAR in this configuration is not possible during busy traffic periods due to crossing departure traffic from Toronto Pearson. Additionally it would reduce sequencing flexibility needed to manage high traffic volumes. - During overnight periods in which there are reduced arrival and departure volumes from Toronto Pearson and Billy Bishop airport is closed to commercial traffic, such a flight path may be viable. In fact, air traffic controllers already vector aircraft in this area on occasion. - It must be recognized however that the arrival path would overfly new neighbourhood, including neighbourhoods that are today impacted by aircraft operations from Billy Bishop Airport.	Yes. Elements (overnight period) incorporated into Idea 1 - New Approaches for night-time operations depending on final design
Runway Utilization: Suggestions involving changes to runway usage at Toronto Pearson.		
12. Increase the use of runways 15L/R and 33L/R	The two north/south runways at Toronto Pearson have reduced capacity as compared to the three east /west runways. Often the capacity level of 15/33 operations would fall below the demand of daytime operations,	Not reflected

