

From: [ONTTORCIV429](#)
To: [Holmes, Jennifer](#)
Subject: An E-Mail has arrived from printer ONTTORCIV429
Date: Thursday, June 20, 2013 2:42:04 PM
Attachments: Document.pdf

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

Rec'd in RDG's office
on June 20, 2013.
C. Kozycz



Transport Canada Transports Canada

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

UNCLASSIFIED

Your file Votre référence

Our file Notre référence
RDIMS #7248996 v14

June 13, 2013

Mr. Howard Eng
President & Chief Executive Officer
Greater Toronto Airports Authority
P.O. Box 6031
3111 Convair Drive
Toronto AMF, ON L5P 1B2

Dear Mr. Eng:

**RE: NIGHT FLIGHT OPERATIONS AT LESTER B. PEARSON
INTERNATIONAL AIRPORT**

Further to the Greater Toronto Airports Authority's (GTAA) letter to Transport Canada dated December 22, 2011 regarding Night Flight Operations at Lester B. Pearson International Airport (LBPIA), this Letter Agreement replaces and supersedes the December 10, 1997 Letter Agreement between Transport Canada and the GTAA regarding the same.

Like all other airports operating in the National Airports System (NAS), the GTAA must balance the economic benefits of both the users and the community at large with the views of the local community when making decisions with respect to airport operations.

This Letter Agreement sets out the method that shall be used to determine the maximum annual number of takeoffs and landings that can occur at LBPIA during the "Restricted Hours."

Definitions

In this Letter Agreement:

- "Restricted Hours" means 0030 a.m. to 0630 a.m. or as otherwise agreed to by Transport Canada and the GTAA.
- "Annual Period" means the period from November 1 of one calendar year to October 31 of the following calendar year.
- "Base Year Annual Period" means November 1, 2011 to October 31, 2012.

www.tc.gc.ca

RDIMS / SGDDI # 7248996

Canada

- “**Annual Flights**” means the total number of landings and take-offs during the Restricted Hours within an Annual Period.
- “**Number of Passengers**” means the total number of enplaned and deplaned passengers.
- “**Extensions**” may be granted by the GTAA to allow aircraft operations that were scheduled within normal airport hours (0630 a.m. to 0029 a.m.) and that are delayed on the day of operation due to unforeseen circumstances such as weather, mechanical, security, or Air Traffic Control problems, to operate during the Restricted Hours. Operating extension approvals may be denied by the GTAA.
- “**Exemptions**” are operations during the Restricted Hours and are pre-planned and may be granted by the GTAA to allow operations of aircraft meeting or exceeding Chapter 3 (or equivalent standards) if the granting of the Exemptions will not derogate from passenger or aircraft safety and is in the best interests of the public at large by contributing to the overall economic benefit or development of the surrounding communities and/or the country as a whole.

Base Year maximum Annual Flights

The maximum Annual Flights during the Base Year Annual Period was 20 (1) (b)

Increase in maximum Annual Flights

The maximum Annual Flights shall increase beyond the amount in the Base Year Annual Period as follows:

(1) The maximum Annual Flights shall increase by 20 (1) (b)

20 (1) (b)

(2) Notwithstanding (1) above, if 20 (1) (b)

20 (1) (b)

For example:

	Annual Period 1	Annual Period 2	Annual Period 3	Annual Period 4	Annual Period 5	Annual Period 6
Annual No. of Passengers	20 (1) (b)					
Maximum Annual Flights						

(3) In addition to increases in the maximum Annual Flights in accordance with (1) and (2) above, if

20 (1) (b)

For example:

	Annual Period 1	Annual Period 2	Annual Period 3	Annual Period 4	Annual Period 5	Annual Period 6
Annual No. of Passengers	20 (1) (b)					
Maximum Annual Flights						
No. of actual Annual Flights						

There shall be a maximum of 20 (1) (b)

Maximum Annual Flights allowed for the November 1, 2012 to October 31, 2013 Annual Period

The maximum Annual Flights for the November 1, 2012 to October 31, 2013 Annual Period shall not exceed 20 (1). This number is based on 20 (1) (b)

20 (1) (b)

(a) 20 (1) (b)

Because the actual number of Annual Flights for November 1, 2011 to October 31, 2012 Annual Period 20 (1) (b)

20 (1) (b)

Extensions and Exemptions

The GTAA may grant Extensions and Exemptions for aircraft meeting or exceeding Chapter 3 (or equivalent standard) aircraft.

The GTAA shall maintain records of all Exemptions and Extensions granted.

Other

The GTAA has established a noise management committee ("CENAC") which includes the Minister or his designate as a member in accordance with the requirement under section 8.12 of the Ground Lease between Her Majesty the Queen in right of Canada represented by the Minister of Transport and the GTAA (the "Ground Lease"). The GTAA shall maintain and make available to the public under Section 9.03 of the Ground Lease the following records, on which the GTAA shall also report annually to CENAC, in the respect of each Annual Period:

- the actual number of aircraft movements during the Restricted Hours;
- the number of Extensions and Exemptions the GTAA issued for operations during the Restricted Hours;
- the number of Restricted Hours violations, if any; and
- the actual Number of Passengers.

The GTAA has established a community consultative committee ("Consultative Committee") in accordance with the requirement under section 9.04 of the Ground Lease. Consistent with the Terms of Reference for the Consultative Committee, the GTAA will continue to report to the Consultative Committee on noise and environmental issues with potential economic value, and the GTAA shall report annually to the Consultative Committee, to a reasonable extent, on the

economic value of the Restricted Hours operational aspect of the Airport, including with respect to any increase to the maximum Annual Flights.

Should the GTAA in the course of an Annual Period wish to increase the maximum number of Annual Flights beyond what is allowed in this Letter Agreement, the GTAA shall request Transport Canada to approve an increased number of flights for that Annual Period. Transport Canada may in their sole discretion, grant or refuse the increase.

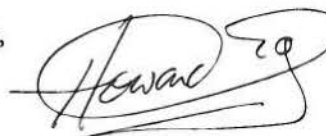
I request that you acknowledge concurrence with this Letter Agreement.

Yours truly,



Debra Taylor
Regional Director General
Ontario Region

I concur,



Howard Eng
President & Chief Executive Officer
Greater Toronto Airports Authority

Date: June 14, 2013

From: [Barrett, Lyla](#)
To: [ONT Aviation Services / Services aviation ONT \(TC\); Frank, Clifford](#)
Cc: [Miller, Brenda](#); [Gillespie, Robert](#); [Belanger, Michael](#); [Connelly, Robyn](#); [Sharp, John](#)
Subject: CYYZ 2016-2017 Restricted Hours Movements: Final Report
Date: Monday, March 05, 2018 10:16:28 AM
Attachments: [image001.jpg](#)
[TC Letter 2017-2018 Budget.pdf](#)

Good morning,

Attached is the final report summarizing the total number of flights that operated during the restricted hours at Toronto Pearson from November 1st, 2016 to October 31st, 2017. Also included is the calculation for the 2017-2018 restricted hours budget.

Please let me know if you have any questions.

Regards,



Lyla Barrett, M.A., PMP Manager, Aviation Regulatory Programs

Greater Toronto Airports Authority | Aviation Services

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

Phone (416) 776-5392 | **Fax** 19 (1) | **Mobile** 19 (1)

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February 28, 2018

Clifford Frank
Associate Director Operations - West
Transport Canada
Aerodromes and Air Navigation
Ontario Region
4900 Yonge Street, Suite 300
Toronto, ON M2N 6A5

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

P 416.776.3000
F 416.776.7746

GTAA.com

Dear Clifford Frank,

RE: 2016-2017 RESTRICTED HOURS SUMMARY REPORT

Please find attached the final report for the total flights operated during the restricted hours from November 1, 2016 to October 31, 2017.

Pursuant to the letter dated February 13, 2017, the maximum annual flights for the period November 1, 2016 to October 31, 2017 was 20 (1) movements. The actual number of flights that operated from 0030 to 0629 local was 20 (1) (b) of the allocated night time budget.

The actual number of enplaned/deplaned passengers for the annual period of November 1, 2016 to October 31, 2017 was 20 (1) (b) over the previous twelve months 20 (1) (b). As a result, the 20 (1) (b) for the annual period November 1, 2016 to October 31, 2017 is 20 (1) (b). Because the actual number of flights within the Restricted Hours 20 (1) (b) 20 (1) (b). The maximum annual flights allowed for the period November 1, 2017 to October 31, 2018 is calculated using 20 (1) (b) 20 (1) (b).

Please contact me at 416-776-3592 if you have any questions regarding this information.

Yours truly,

Lyla Barrett
Manager, Aviation Regulatory Programs

Enc.

- c: M. Bélanger – Director, Aviation Programs & Compliance GTAA
J. Sharp – Director, Slots & Scheduling GTAA
R. Connelly – Director, Community Relations GTAA

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From: [Barrett, Lyla](#)
To: [ONT Aviation Services / Services aviation ONT \(TC\)](#); [Frank, Clifford](#); [Gillespie, Robert](#)
Cc: [Belanger, Michael](#); [Connelly, Robyn](#); [Carron, Julien](#)
Subject: CYYZ 2017-2018 Restricted Hours Movements: Final Report
Date: Tuesday, March 05, 2019 3:54:48 PM
Attachments: [image001.jpg](#)
[TC Letter 2018-2019 Budget.pdf](#)

Good afternoon,

Attached is the Greater Toronto Airports Authority's final Night Flight Restriction Program report summarizing the total number of flights that operated during the restricted hours at Toronto Pearson from November 1st, 2017 to October 31st, 2018. Also included is the GTAA's calculation for the 2018-2019 restricted hours budget.

Please let me know if you have any questions.

Regards,



Lyla Barrett, M.A., PMP Manager, Air Traffic Management and Noise Performance
Greater Toronto Airports Authority | Aviation Services
 P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
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March 5, 2019

Clifford Frank
Associate Director Operations - West
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F 416.776.7746

GTAA.com

Dear Clifford Frank,

RE: 2017-2018 RESTRICTED HOURS SUMMARY REPORT

Please find attached the final report for the total flights operated during the restricted hours from November 1, 2017 to October 31, 2018.

Pursuant to the letter dated February 28, 2018, the maximum annual flights for the period November 1, 2017 to October 31, 2018 was 20 (1) (b) movements. The actual number of flights that operated from 0030 to 0629 local was 20 (1) (b) of the allocated night time budget.

The actual number of enplaned/deplaned passengers for the annual period of November 1, 2017 to October 31, 2018 was 20 (1) (b) over the previous twelve months 20 (1) (b). As a result, the 20 (1) (b) for the annual period November 1, 2017 to October 31, 2018 is 20 (1) (b). Because the actual number of flights within the Restricted Hours 20 (1) (b) 20 (1) (b). The maximum annual flights allowed for the period November 1, 2018 to October 31, 2019 is calculated 20 (1) (b) 20 (1) (b).

Please contact me at 416-776-3592 if you have any questions regarding this information.

Yours truly,

Lyla Barrett
Manager, Air Traffic Management and Noise Performance

Enc.

- c: M. Bélanger – Director, Aviation Programs & Compliance GTAA
J. Carron – Associate Director, Global Market Development GTAA
R. Connelly – Director, Community Relations GTAA

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Total Flights 2017-2018 Restricted Hours (Nov 2017- Oct 2018)
(00:30 to 6:29 Local)

Actual Values 2017-2018

Pre- Approved Emeptions

Extensions - Scheduled Flts

Extensions - GA

Possible Violations

(00:35 to 06:24 L requires further validation)

Administrative

(00:30 to 00:34 L or 06:25 to 06:29 L
with no approval)

Other Operations

(Swaps, Military, Police, Etc.)

Actual Month Totals

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

20 (1) (b)

From: [Barrett, Lyla](#)
To: [ONT Aviation Services / Services aviation ONT \(TC\)](#); [Frank, Clifford](#); [Pollock, Mary](#); [Biffin, Adam](#)
Cc: [Belanger, Michael](#); [Connelly, Robyn](#); [Yaksich, Lauren](#)
Subject: CYYZ 2018-2019 Restricted Hours Movements: Final Report
Date: Thursday, February 13, 2020 8:29:16 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[TC Letter 2019-2020 Budget & 2018-2019 Summary.pdf](#)

Good afternoon,

Attached is the Greater Toronto Airports Authority's final Night Flight Restriction Program report summarizing the total number of flights that operated during the restricted hours at Toronto Pearson from November 1st, 2018 to October 31st, 2019. Also included is the GTAA's calculation for the 2019-2020 restricted hours budget.

Please let me know if you have any questions.

Regards,



Lyla Barrett, M.A., PMP Manager, Air Traffic Management & Noise Performance
Greater Toronto Airports Authority | Aviation Services
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January 29, 2020

Clifford Frank
Associate Director Operations - West
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GTAA.com

Dear Clifford Frank,

RE: 2018-2019 RESTRICTED HOURS SUMMARY REPORT

Please find attached the final report for the total flights operated during the restricted hours from November 1, 2018 to October 31, 2019.

Pursuant to the letter dated January 18, 2019, the maximum annual flights for the period November 1, 2018 to October 31, 2019 was 20 (1) (b) movements. The actual number of flights that operated from 0030 to 0629 local was 20 (1) (b) of the allocated night time budget.

The actual number of enplaned/deplaned passengers for the annual period of November 1, 2018 to October 31, 2019 was 20 (1) (b) over the previous twelve months 20 (1) (b). As a result, 20 (1) (b) for the annual period November 1, 2018 to October 31, 2019 is 20 (1) (b). Because the actual number of flights within the Restricted Hours 20 (1) (b) 20 (1) (b) The maximum annual flights allowed for the period November 1, 2019 to October 31, 2020 is calculated 20 (1) (b) 20 (1) (b)

Please contact me at 416-776-3592 if you have any questions regarding this information.

Yours truly,

Lyla Barrett
Manager, Air Traffic Management and Noise Performance

Enc.

- c: M. Bélanger – Director, Aviation Programs & Compliance GTAA
L. Yaksich – Director, Hub Development GTAA
R. Connelly – Director, Community Relations GTAA

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Total Flights 2018-2019 Restricted Hours (Nov 2018 - Oct 2019)
(00:30 to 06:29 Local)

Actual Values 2018-2019

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

Pre-Approved Exemptions

Daily Operations

Extensions - Scheduled Flts

Extensions - GA

Possible Violations

(00:35 to 06:24 L requires further validation)

Administrative

(00:30 to 00:34 L or 06:25 to 06:29 L
with no approval)

Other Operations

GA Exemptions Pool

Actual Month Totals

20 (1) (b)

From: [Biffin, Adam](#)
To: [Barrett, Lyla](#)
Cc: [Pollock, Mary \(mary.pollock@tc.gc.ca\)](#); "[Donaldson, Francine](#)"
Subject: CYYZ 2018-2019 Restricted Hours Movements: Final Report
Date: Thursday, October 29, 2020 9:20:00 AM
Attachments: [TC Letter 2019-2020 Budget & 2018-2019 Summary.pdf](#)

Good Morning Lyla,

Thank you for your assistance and cooperation in facilitating Transport Canada's annual audit of the CYYZ Restricted Hours Movement Final Report and associated records, especially in this difficult time.

Our audit of the CYYZ Restricted Hours Movements for 2018-2019 involved reviewing records provided from November 1st, 2018 to October 31st, 2019.

Following our review of the records yesterday, we will require the following information:

1. Please provide a listing of all cases sent to Transport Canada's Regional Enforcement Unit (Aviation Enforcement) for night violations identified during the time period of November 1st, 2018 to October 31st, 2019. If there were night violations that were not sent to Transport Canada, please provide a listing of those and the rationale for why there were not sent.
2. In reviewing the daily records provided, 20 (1) (b)

20 (1) (b)

Again, we appreciate your assistance with accomplishing this task during a difficult time. Please do not hesitate to respond with any questions or concerns.

Best Regards,

Adam Biffin

Civil Aviation Safety Inspector - Aerodromes and Air Navigation
Transport Canada / Government of Canada

adam.biffin@tc.gc.ca / Telephone 416-669-1651 / Facsimile 416-952-0050 / TTY 1-888-675-6863

Inspecteur de la sécurité de l'Aviation civile - aéroports et navigation aérienne

Transports Canada / Gouvernement du Canada

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January 29, 2020

Clifford Frank
Associate Director Operations - West
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GTAA.com

Dear Clifford Frank,

RE: 2018-2019 RESTRICTED HOURS SUMMARY REPORT

Please find attached the final report for the total flights operated during the restricted hours from November 1, 2018 to October 31, 2019.

Pursuant to the letter dated January 18, 2019, the maximum annual flights for the period November 1, 2018 to October 31, 2019 was 20 (1) (b) movements. The actual number of flights that operated from 0030 to 0629 local was 20 (1) (b) of the allocated night time budget.

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Please contact me at 416-776-3592 if you have any questions regarding this information.

Yours truly,

Lyla Barrett
Manager, Air Traffic Management and Noise Performance

Enc.

- c: M. Bélanger – Director, Aviation Programs & Compliance GTAA
L. Yaksich – Director, Hub Development GTAA
R. Connelly – Director, Community Relations GTAA

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Total Flights 2018-2019 Restricted Hours (Nov 2018 - Oct 2019)
(00:30 to 06:29 Local)

Actual Values 2018-2019

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

Pre-Approved Exemptions

Daily Operations

Extensions - Scheduled Flts

Extensions - GA

Possible Violations

(00:35 to 06:24 L requires further validation)

Administrative

(00:30 to 00:34 L or 06:25 to 06:29 L
with no approval)

Other Operations

GA Exemptions Pool

Actual Month Totals

20 (1) (b)

CR/PA

ROCKWOOD.doc

IKD - Toronto

5151-1-157 (PADFN)

PAD

SEP , 4 1996

POTENTIAL LITIGATION BY ROCKWOOD VILLAGE

As requested in your E-mail of August 13, 1996, we researched our files and have enclosed some documents of the era which may be useful.

We have also enclosed copies of the following contours:

1. 1975/76 Composite Noise Rating,
2. 1979 All Traffic NEF,
3. 1981 All Traffic NEF,
4. 1995 All Traffic NEF,
5. Composite of the 1979, 1981, 1995 contours.

Should you require further information, please contact the undersigned.

Original signed by
M.S. VACIRCA

M.S. Vacirca
Regional Director
Air Navigation System Requirements
Ontario Region

Enclosures

Steve

with reports to the
research for Nerin Doshi
and time to be spent on it.

Please support him to the best
of our ability. The Branch
will absorb O/T costs if
there are any. I told Nerin
to not to worry.

19(1)

19(1)

M
21/8/06

Lang, Steve

From: Vacirca, Mario
To: Lang, Steve
Subject: RE: NOISE CONTOURS FOR PEARSON IN THE 1970'S (POSSIBLE LITIGATION)
Date: August 20, 1996 5:47PM

Please check with Naren if we can charge research to ADP. He should confirm in writing/E-Mail.

From: Bayliss, David
To: Vacirca, Mario
Subject: FW: NOISE CONTOURS FOR PEARSON IN THE 1970'S (POSSIBLE LITIGATION)
Date: August 20, 1996 11:48
Priority: High

Below is a request from PIA for some info on noise files. The question is do we spend our precious time doing their leg work and if so will we be able to get reimbursed. I would like to suggest we tell them we do not have the manpower to do the looking and leave it at that. If they insist it is req'd then I would like to see us charge them on an overtime basis. For your consideration and direction. Tks. D.B.

From: Lang, Steve
To: Bayliss, David
Subject: RE: NOISE CONTOURS FOR PEARSON IN THE 1970'S (POSSIBLE LITIGATION)
Date: Thursday, August 15, 1996 7:55AM

I'm not sure. I do have a lot of historical info on PIA. To know for sure, I would have to invest some time reviewing several files and my map cabinet. The old files are not organized and I'm not exactly sure what is in them. Is ADP paying?

From: Bayliss, David
To: Lang, Steve
Subject: FW: NOISE CONTOURS FOR PEARSON IN THE 1970'S (POSSIBLE LITIGATION)
Date: August 15, 1996 7:19AM
Priority: High

Do we have info they are requesting? If so pls prepare whatever background info we have and send it back in the form of a memo from PAD. Tks. D.B.

From: Vacirca, Mario
To: Smid, Olga; Bayliss, David
Cc: Lang, Steve
Subject: RE: NOISE CONTOURS FOR PEARSON IN THE 1970'S (POSSIBLE LITIGATION)
Date: Tuesday, August 13, 1996 4:21PM

Dave, within our capability please assist. Mario

From: Smid, Olga
To: Vacirca, Mario
Cc: Lang, Steve
Subject: NOISE CONTOURS FOR PEARSON IN THE 1970'S (POSSIBLE LITIGATION)
Date: August 13, 1996 15:37

We are in the process of preparing background planning information for the Department of Justice who is handling a Claim Against the Crown. This claim is by the Council of Concerned Residents (an incorporated group of ratepayers representing the Rockwood residents of Mississauga. Rockwood is a sub-division that was constructed in the mid-70's west of Etobicoke Creek and north of Burnhamthorpe. The community is just south and east of the extended centreline of the new 15/33. Basically, the group is trying to stop the construction/operation of the new runway.

I spoke to Steve Lang today requesting a search as to what noise contour was in effect at that time, that the City would have been utilizing (via the Province) for land use planning purposes. These contours would have predated the 1995 NEP and 1986 NEF for Pearson. We need to get all this material together by the next few weeks, any assistance you can provide would be appreciated.

Transport
Canada

ROUTE

TO - À

(NAME -

Mike S.

Dave
This better
suits your
expert's e.
Good luck in
the "war zone"
😊 H.S.

REMARKS - REMARQUES

I spoke with this person a long ago. He writes in frustration dealing with PIA noise office a number of years with NO with the present "uncertainty responsibility" as far as noise is concerned in mind, would care to run this by Dave R and/or Debra. I'm not sure exactly this compl. residence is not sure if he is alleging the departures are anything at all as per the SID.

FROM - DE

SIGNATURE

DATE

TELEPHONE -

02-0091 (94-03)

August 12, 1997

19 (1)

Brampton, Ont. 19 (1)

19 (1)

Transport Canada
Aviation Enforcement
Ontario Region

Attention Mr. Dave Blund--Sergeant
Tel. (416) 952-0083
Fax (416) 952-0088

Dear Sir,

I live [redacted] and for last few month taking-off airplanes are creating a serious noise problem because they fly right over residential area are a fairly large distance to the west from their normal take-off path over Airport Rd

Last Saturday (Aug. 9, 97) landing airplanes made a mockery of the weekend for myself and [redacted] Those landing airplanes were coming every several seconds all evening and deep into night passing 1:30 am. Why is runway 06L not used for these purposes? There is no residential area same distance from the runway as our neighborhood. I must point out that last Saturday wind condition not a factor that those airplanes were using runway 16L instead 06L, which is a priority runway.

Would you please advise some compromises and give us some noise relief by using more frequently night time 06L if conditions apply.

Here is short "log book of take-off intruders" over residential area. Time is taken (± 1 min.) at my

Aug. 3, 97	4:17 PM	heading east
"	7:22 PM	TU 152 Ukrainian ?
"	8:25 PM	747 Canadian - heading NW
"	8:53 PM	737 - heading NW
Aug. 4, 97	8:35 PM	747
"	9:00 PM	747
Aug. 8, 97	11:57 AM	heading NE
"	2:45 PM	turboprop heading N
"	8:55 PM	747 Canadian
"	9:13 PM	small airplane
"	10:00 PM	
Aug. 7, 97	9:00 PM	
Aug. 11, 97	12:25 PM	Concorde

As well, please advise me what type aircraft was landing on Sat Aug 9, 97 around 11pm. It was very noisy. Was it a Concorde? Was it a jet to land at that time according to Noise M

4900 Yonge Street
Suite 300
North, York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0904

5151-1-157 (PADD)

August 25, 1997

Mr. [19(1)]
[19(1)]
Brampton, Ontario
[19(1)]

Dear Sir:

RE: NOISE CONCERNS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

Your letter dated August 12, 1997, to Mr. Dave Bland regarding the captioned subject matter has been forwarded to our office for reply.

The development of airport noise abatement procedures and noise control requirements are the responsibility of the airport operator.

Airport operators and Transport Canada do, however, recognize the need for compatible land use in the vicinity of airports and have established noise abatement procedures and noise control requirements. These have been established at many airports including Toronto/Lester B. Pearson International Airport (Toronto/LBPIA).

These procedures and requirements are published and must be followed by aircraft operators arriving and departing from the airport for which the procedures and restrictions apply.

The procedures identify operating restrictions such as preferential runways and the time of day and night that certain types of aircraft are allowed to operate at the airport.

.../2

-2-

Recognizing that noise is an airport operator responsibility, a noise management office has also been established at Toronto/LBPIA. This office responds to public inquiries and we would encourage you to contact their office anytime you have a concern. They can be reached at 905-676-4531. In addition a Noise Management Committee has been established which allows the opportunity for residents to learn about and participate in discussions regarding noise management at the airport.

We have forwarded you letter to the Toronto/LBPIA noise management office in order that they can address the specific concerns identified in your letter.

If you have any questions regarding the above, please do not hesitate to contact the undersigned at 416-952-0248.

Yours truly,

Original SIGNED BY
D. BAYLISS

David Bayliss
Regional Manager
ANS & Aerodrome Safety
Civil Aviation

c.c. Mr. 19(1), GTAA

CR/PA

4900 Yonge Street
Suite 300
North, York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0904

5151-1-157 (PADD)

August 25, 1997

Mr. John Smyth
Manager, Aviation Standards
Noise & Enforcement
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto AMF, Ontario
L5P 1B2

Dear Sir:

RE: NOISE CONCERNS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

Enclosed please find a letter from Mr. 19(1) regarding the captioned subject.

Mr. 19(1) as raised several concerns which are related to the operations of your airport. I would, therefore, kindly ask that you contact Mr. 19(1) directly and try to address his concerns.

If you have any questions regarding the above, please do not hesitate to contact the undersigned at 416-952-0248.

Yours truly,

ORIGINAL SIGNED BY
D. BAYLISS

David Bayliss
Regional Manager
ANS & Aerodrome Safety
Civil Aviation

Encl.

August 12, 1997

19 (1)

Brampton, Ont. 19 (1)

Tel/fax 19 (1)

Transport Canada
Aviation Enforcement
Ontario Region

Attention Mr. Dave Bland-----Senior Inspector
Tel. (416) 952-0083
Fax (416) 952-0088

Dear Sir:

I live 19 (1) and for last few months taking-off airplanes are creating a serious noise problem because they fly right over residential areas, which are a fairly large distance to the west from their normal take-off path over Airport Rd.

Last Saturday (Aug. 9, 97) landing airplanes made a mockery of the weekend for myself and 19 (1) 19 (1) Those landing airplanes were coming every several seconds all evening and deep into the night passing 1:30 am. Why is runway 06L not used for these purposes? There is no residential area at the same distance from the airport as our neighborhood. I must point out that last Saturday wind condition was not a factor that those airplanes were using runway 15L instead 06L which is a priority runway.

Would you please make some compromises and give us some noise relief by using more frequently (during night time) 06L if conditions apply?

Here is short "log book of take-off intruders" over residential area. Time is taken ($\pm$ 1 min.) at my location.

Aug. 2, 97	4:17 PM	heading east
"	7:22 PM	TU 152 Ukrainian ?
"	8:25 PM	747 Canadian - heading NW
"	8:53 PM	737 ? heading NW
Aug. 4, 97	8:35 PM	747
"	9:00 PM	747
Aug. 5, 97	11:57 AM	heading NE
"	2:45 PM	turboprop heading N
"	8:55 PM	747 Canadian
"	9:13 PM	small airplane
"	10:00 PM	
Aug. 7, 97	9:00 PM	
Aug. 11, 97	12:25 PM	Concorde

As well, please inform me what type of aircraft was landing on Sat. Aug. 9, 97 around 11pm. It was very noisy. Was it a Concorde? Was it allowed to land at that hour according to "Noise Management Program"?

Sir, would it be a strange suggestion to inform us ahead (neighbors) on local Community Channel (10 on Rogers Cable TV) if situation like last Saturday evening will occur so I could take 19 (1) away from "war zone" ?

Thank you
Sincerely

19 (1)

CR/PA

S151-1-157

August 15, 1997

6504-1

Mr. [19(1)]
[19(1)]
Brampton, Ontario
[19(1)]

② DAVE

Dear Mr. [19(1)]: *1/pc*

Thank you for your letter of August 12, 1997 concerning the noise problem created in your neighbourhood by aircraft departing Lester B. Pearson Airport.

I have passed your letter on to Mr. David Bayliss (416) 952-0248 for his attention. He will contact you shortly.

Yours truly,

Michael R. Stephenson
Manager
Aviation Enforcement
Ontario Region

~~c.c. D. Bayliss~~



4900 Yonge St. # 304 Willowdale, ON M2N 6A5
(416) 952-0089 Facsimile: (416) 952-0088



Greater Toronto Airports Authority OPERATIONS *BULLETIN*

AIRPORT OPERATIONS
BULLETIN: **98-04-003**
APRIL 09, 1998

TO: TERMINALS 1,2,3 AIR CARRIERS, GROUND HANDLING AGENCIES, CARGO AREA, GENERAL AVIATION, GOVERNMENT AGENCIES, NAV CANADA, AIRPORTS GROUP CANADA, GTAA MANAGEMENT, DUTY MANAGERS, INFORMATION COUNTERS T1/T2

FROM: JOHN KALDEWAY - DIRECTOR, OPERATIONS

SUBJECT: **LBPIA NIGHT FLIGHT RESTRICTION PROGRAM**
SUMMER 1998 (MARCH 29, 1998 - OCTOBER 24, 1998)

As a condition of the transfer of Lester B. Pearson International Airport (LBPIA) to the Greater Toronto Airports Authority (GTAA) on December 2, 1996, the GTAA is required to adopt the same Noise Mitigation Procedures for LBPIA as practised by Transport Canada immediately prior to transfer and the GTAA is now required to manage the number of flights during restricted hours.

20 (1) (b)

20 (1) (b) Please contact the Noise Management office (905-676-4556) for any clarification of requirements.

19 (1)

19 (1) John Kaldeway
Director, Operations

Attachment



**LBPIA NIGHT FLIGHT RESTRICTION PROGRAM - SUMMER 1998
(TURBOFAN/TURBOJET AIRCRAFT GREATER THAN 34000 KG)**

1. EFFECTIVE PERIOD March 29, 1998 to October 24, 1998

2. RESTRICTIONS 20 (1) (b)

20 (1) (b)

3. SHOULDER PERIOD OPERATIONS 20 (1) (b)

20 (1) (b)

4. REQUESTS FOR EXEMPTIONS

20 (1) (b)

5. OPERATING EXTENSIONS

All requests for extensions will require thorough justification and be subject to careful scrutiny.

20 (1) (b)

NOTE: 20 (1) (b)

JUNE 15, 1998

LBPIA NIGHT FLIGHT RESTRICTION PROGRAM - WINTER 1998
(TURBOFAN/TURBOJET AIRCRAFT GREATER THAN 34000 KG)

1. EFFECTIVE PERIOD October 25, 1998 to March 27, 1999

2. RESTRICTIONS 20 (1) (b)

20 (1) (b)

3. SHOULDER PERIOD OPERATIONS 20 (1) (b)

20 (1) (b)

4. REQUESTS FOR EXEMPTIONS

20 (1) (b)

5. OPERATING EXTENSIONS

20 (1) (b)

NOTE: 20 (1) (b)

6/16/98 3:04 PM



Greater Toronto Airports Authority

13015
F.V.I. AB
1 MAY 98

PIA AIRSIDE OPERATIONS COMMITTEE

HELD: MARCH 26, 1998 @ 1330 PM, PEARSON ROOMS A&B, ADMIN. BLDG.

CHAIRMAN: 19 (1) GREATER TORONTO AIRPORTS AUTHORITY

ATTENDEES:

J. KALDEWAY	GTAA
19 (1)	GTAA
C. BYERS	GTAA
19 (1)	GTAA
	GTAA
	GTAA
	GTAA
	GTAA
D. BAYLISS	GTAA
19 (1)	TRANSPORT CANADA
	NAV CANADA
	NAV CANADA
	CANADIAN AIRLINES
	CANADIAN REGIONAL
	ALPA
	BRITISH AIRWAYS
B. BREDT	AIR CANADA
19 (1)	AIR CANADA
P. FERGUSON	AIR CANADA
J.D. LYON	CBAA
19 (1)	CANADA 3000
J. VOCELL	US AIRWAYS
19 (1)	AIRPORTS GROUP CANADA

CC: ALL COMMITTEE MEMBERS

THE NEXT MEETING IS SCHEDULED FOR MAY 21, 1998 @ 1330 HRS. - PEARSON ROOMS A & B
- GTAA ADMINISTRATION BUILDING

19 (1)

19 (1) SECRETARY

19 (1)

19 (1) CHAIRMAN

27/4/98.
DATE

20 (1) (b)

19 (1) gave an update on the 20 (1) (b)

20 (1) (b)

REVIEW OF PREVIOUS MINUTES

1. 20 (1) (b)

AGENDA

Low Visibility Operations

J. Smyth advised 20 (1) (b)

20 (1) (b)

1998 Construction Program Update

C. Byers is the new Airside Construction Co-ordinator. He may be reached at 19 (1)

20 (1) (b)

Runway 15R/33L Operations

As per PIA Airside Operations meeting of Jan.22/98, 19 (1) (Nav Canada) reported that the Tower has been receiving questions from the carriers regarding why the new runway cannot be used more often. J. Kaldeway advised that the GTAA will 20 (1) (b)

20 (1) (b)

The Tower has since issued a notice to air carriers outlining the guidelines for use of the new runway (attached).

Snow Removal Operations

E. Tolton thanked all those who participated in the snow removal discussion group for this year. The discussion group was effective in proposing solutions to snow removal issues.

New snow removal equipment for aprons and runways will be tested for next year's snow removal operation.

Greater Toronto Airports Authority

- Page 3 -

A debrief on the March 20th snowstorm is scheduled for March 27th at 10:00 am, Pearson A Boardroom
- GTAA Administration Building.

Deicing Operations

A presentation on the new central deicing facility is scheduled for April 20th. A notice has been distributed to air carriers.

20 (1) (b)

NEW BUSINESS

19 (1)

Noise Management Committee - Resolution

19 (1)

19 (1)

explained the process relating to the resolutions of the Noise Management Committee and encouraged air carriers to participate in the discussions at the Noise Management Committee.

19 (1)

The GTAA will be 20 (1) (b)

R. Reed:

20 (1) (b)

R. Reed 20 (1) (b)

J. Smyth 20 (1) (b)

20 (1) (b)

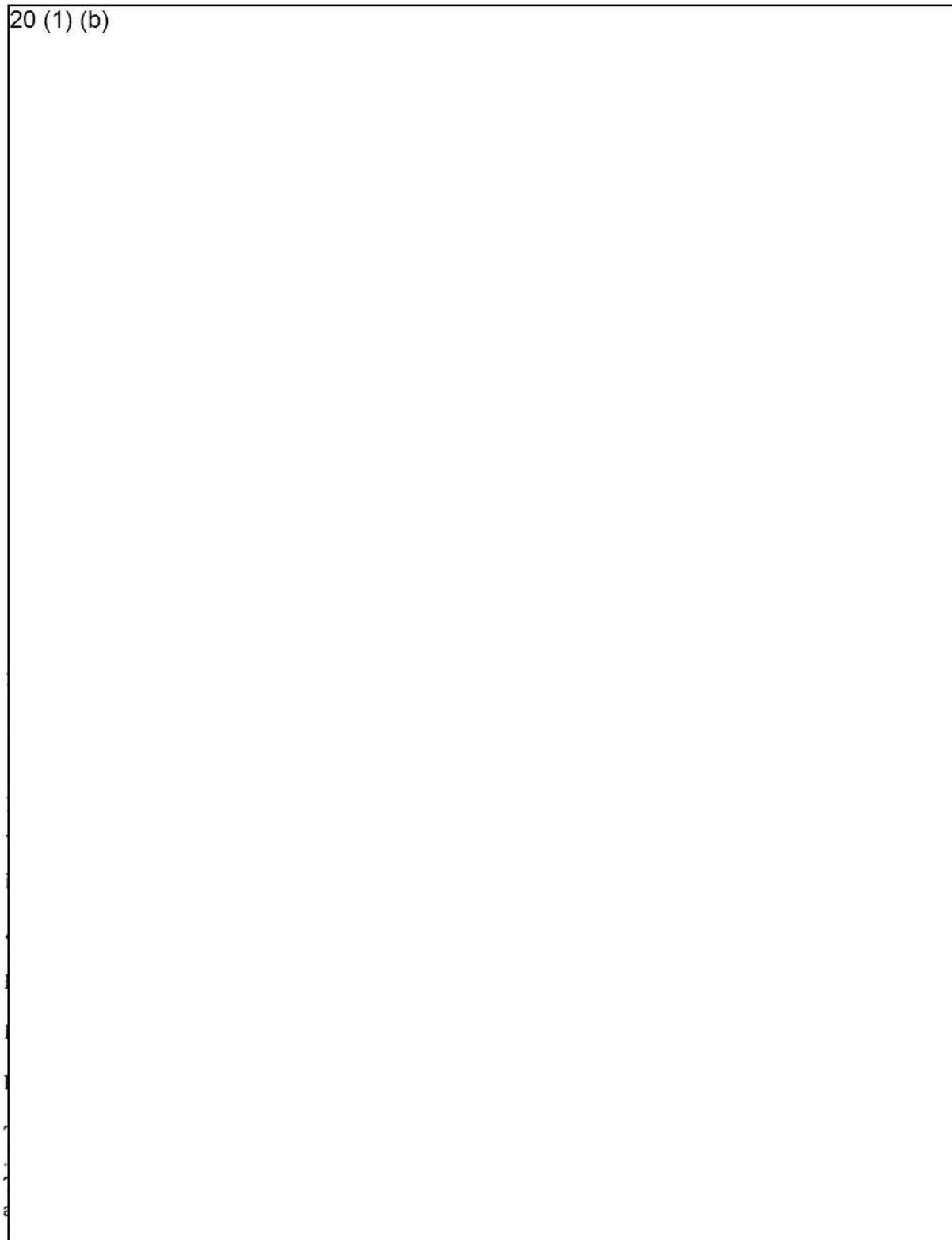
19 (1)

The new "Charlie" Taxiway (between Whiskey & Charlie 2) will be opened on April 23rd. This will allow construction closures on Taxiways Delta and Victor.

AIRSIDE/TERMINAL CONSTRUCTION 1998

(Mar 25, '98)

20 (1) (b)



PRINTED: 98/02/23 19:07
TORONTO TMJ ADVZY CYYZ/CZY

FILE: rwy_15_33_usage.4608

WITH THE OFFICIAL OPENING OF Rwy 15R/33L AT TORONTO YYZ, THERE HAVE BEEN SEVERAL OCCASIONS WHERE PILOTS HAVE QUERIED THE REASON FOR
20 (1) (b) THE FOLLOWING
IS PROVIDED AS A GUIDE TO OPERATIONS AT YYZ. PLEASE POST AS APPROPRIATE.

20 (1) (b)

98/02/16 17:05 TORONTO TMJ 905-676-3528.
CAN 800-268-4831 / U.S. 800-387-3801

Update No. 8 dated: April 28, 1998
Previous Noted dated: December 11, 1997

**ONTARIO REGION
CIVIL AVIATION**

**GREATER TORONTO AIRPORTS AUTHORITY (GTAA)
TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT (LBPIA)
AIRPORT NOISE MANAGEMENT**

ISSUE

- The GTAA undertaking of a blind trial to permit some night time operations.

BACKGROUND

- Aircraft have always arrived and departed 24 hours per day at the airport. However, access to the airport between 0030 and 0630 is restricted for all jet aircraft over 34,000 kg regardless of the type. A specific approval must be obtained in order to conduct air operations during the above period.
- Transport Canada, as the previous airport operator, had the authority to grant extensions for aircraft operations outside of the published restrictions for unforeseen circumstances such as weather, Air Traffic Control delays, mechanical difficulties and exemptions for operational reasons where newer generation quieter aircraft were used. Included in these exemptions, for operational reasons, were some night time trials.
- The GTAA commenced a blind trial to permit some night time operations in December 1996. The GTAA advised the Technical Noise Committee on February 20, 1997, and the Noise Management Committee on July 9, 1997, that a blind trial had commenced. The minutes of the Noise Management Committee reflect that members wanted consultation prior to implementation of such activities.
- At the time of the transfer, there existed a summer and winter night flight restriction program which recognized three types of approval within the restricted periods. These are shoulder period operations, operating extensions and operating exemptions. Approval must be received for each aircraft movement within the aircraft type applicable restricted period.
- A letter of clarification from Transport Canada to the GTAA regarding the Noise Mitigation Procedures at LBPIA, pre and post transfer, was signed on December 10, 1997.

- The Noise Management Committee was briefed at their meeting on December 10, 1997 on the highlights of these procedures.
- This letter of clarification was formally acknowledged in writing on December 11, 1997 by the President and Chief Operating Officer of the GTAA.

CURRENT STATUS

- The GTAA advised Transport Canada on April 21, 1998 that 20 (1) (b)
20 (1) (b)
- The permitted number of flights is approximately 20 (1) (b)
20 (1) (b)
- The GTAA will advise the Community Consultative Committee and Noise Management Committee at their joint meeting on April 29, 1998.
- The reason given by the GTAA for 20 (1) (b)
20 (1) (b)
-
-
- The GTAA will provide monthly movement statistics to Transport Canada for review and monitoring.

DEPARTMENTAL POSITION

- Transport Canada will continue to work with the GTAA to ensure they have the flexibility and necessary authorities to operate an economically viable airport consistent with a community minded noise management program.

- Transport Canada will monitor the reported aircraft movement statistics vis-a-vis the permissible levels as clarified in December 1997.

Regional Head: Terry Gibson 416-952-2170
Contact Person: Debra D. Taylor 416-952-0162

April 28, 1998

ONTARIO REGION
CIVIL AVIATIONAIRPORT NOISE MANAGEMENT**GREATER TORONTO AIRPORTS AUTHORITY (GTAA)**
TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT (LBPIA)**Issue**

- The GTAA has advised that 1998 first quarter traffic movements at LBPIA indicate that 20 (1) (b)

Background

- The GTAA advised Transport Canada on April 21, 1998 that 20 (1) (b)
20 (1) (b)
- The GTAA has advised TC that 20 (1) (b)
20 (1) (b) The GTAA will advise the Community Consultative Committee and Noise Management Committee accordingly at their joint meeting, April 29, 1998.
- The GTAA has also 20 (1) (b)
20 (1) (b)
- GTAA 20 (1) (b)
20 (1) (b)

Media Lines**Roles and Responsibilities**

- Transport Canada maintains an oversight role with respect to noise management at Toronto/Lester B. Pearson International Airport (LBPIA), ensuring that all safety and security standards are met and that the airport fulfills its responsibility with respect to consultation on matters related to the mitigation of airport noise. With the transfer of LBPIA to the GTAA, the GTAA agreed to continue to operate within the same noise regime as was previously practiced by Transport Canada.

NOISE MANAGEMENT - LBPIA

Update No. 9 dated: April 29, 1998
 Previous Noted date: December 11, 1997

- Transport Canada was recently advised by the GTAA that 20 (1) (b)
 20 (1) (b)
- Transport Canada has discussed this matter with the GTAA 20 (1) (b)
 20 (1) (b)

Noise Management

- In order to address noise concerns expressed by the community, noise abatement procedures and operating restrictions are currently in place at LBPIA. Modifications to these procedures cannot be undertaken without the approval of Transport Canada. Before submitting any request for change, or making any decision with respect to the noise management regime, the GTAA is required to conduct full public consultations through the Canadian Aviation Regulations Advisory Council (CARAC).
- Transport Canada will continue to work with the GTAA to ensure they operate the airport consistent with a noise management program.

Consultation

- Under the terms and conditions of the Ground Lease, the GTAA is required to provide a forum through which it can consult with stakeholders on matters related to the mitigation of aircraft noise. Community consultation is carried out through the GTAA Noise Management Committee; an advisory body on issues related to aircraft noise management at Toronto/LBPIA.
- Transport Canada is represented as a non-voting member on the Committee; providing technical advice with respect to the application of appropriate federal regulations.
- It is incumbent upon the GTAA to:
 - ⇒ strike a reasonable balance between the interests and concerns of the local community with the need to sustain a viable airport operation;
 - ⇒ continue to operate within the same noise regime previously practiced by Transport Canada and to seek TC approval on any proposed changes made in this regard;
 - ⇒ to consult regularly through the Noise Management Committee on matters related to noise at LBPIA.

**Greater Toronto Airports Authority**

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario, Canada L5P 1B2

November 25, 1998

Mr. Dave Bayliss
Regional Manager Air Navigation Services & Requirements
Transport Canada
4900 Yonge Street
Suite 300
Willowdale, ON M2N 6A5

Dear Mr. Bayliss:

I am writing to thank you for your indulgence during the recent job action of the Public Service Alliance of Canada. 19 (1)

19 (1) The Committee's understanding that our highest priority was the safe and efficient operation of the airport was greatly appreciated.

We look forward to returning to our normal responsibilities including our continued efforts to mitigate noise.

The next Noise Management Committee meeting will be on December 10th, in Brampton at St. Thomas Aquinas High School (cafeteria), 125 Corporation Drive. Our intent is to have committee members meet at 6:00 p.m. to clear outstanding items and to begin the workshop promptly at 7:00 p.m.

Yours very truly,

19 (1)

Louise A. Turpen
President and Chief Executive Officer



Greater Toronto Airports Authority

AGENDA

MEETING: TECHNICAL NOISE COMMITTEE

DATE: THURSDAY, OCTOBER 22, 1998

TIME: 1000 HOURS

PLACE: GTAA BOARDROOM - GTAA ADMIN. BLDG.

1. Review of previous Minutes
2. Parallel Runway VOR Standard Instrument Departure A. Yakeley
19 (1)
3. Runway 24R Pearson 7 SID
- trial of right turn 20 (1) (b)
4. GTAA Noise Management Committee - September 16 J. Kaldewey
5. Night Flight Limitations J. Kaldewey
6. Chapter 2 Phase Out Responses 19 (1)
7. Missed Approach Procedures
8. Noise Complaint Update
9. Enforcement Update
10. New Business
20 (1) (b)

19 (1)

19 John Kaldewey
(1) Chairman



Greater Toronto Airports Authority

TECHNICAL NOISE COMMITTEE

HELD: Thursday, July 23, 1998 @ 10:00 A.M., Pearson Boardrooms
A and B, GTAA Admin. Building

CHAIRMAN: J. KALDEWAY - GREATER TORONTO AIRPORTS AUTHORITY (GTAA)

ATTENDEES:

19 (1)	GTAA
J. BARROW	GTAA
19 (1)	GTAA
R. KING	GTAA
19 (1)	GTAA
A. YAKELEY	GTAA
19 (1)	TRANSPORT CANADA
P. LAWLER	NAV CANADA
M. COOPER	NAV CANADA
19 (1)	NAV CANADA
J.D. LYON	NAV CANADA
19 (1)	NAV CANADA
	ALPA CANADA
	CBAA
	BRITISH AIRWAYS
	CANADA 3000
	AIR CANADA
	AIR CANADA
	CANADIAN AIRLINES
	CANADIAN REGIONAL
J. VOCELL	U.S. AIRWAYS

DISTRIBUTION: ALL COMMITTEE MEMBERS

SECRETARY

19 (1)

19 (1)	CHAIRMAN
	0.09.98
	DATE

Technical Noise Committee
Greater Toronto Airports Authority

MINUTES OF MEETING

1. Review of Previous Minutes

J.D. Lyon questioned meaning of "leniency" given to deep Chapter 3 aircraft over aircraft hushkitted to Chapter 3 standards. J. Kaldeway explained noise restrictions have traditionally given more leniency to deep Chapter 3 aircraft (e.g., A320's), and intentions are to continue with this policy. J. Kaldeway referred to a letter received in which ATAC wishes all Chapter 3 aircraft be treated equally. J. Kaldeway indicated that the GTAA intends to continue giving greater privileges for less intrusive, deep Chapter 3 aircraft. ATAC is concerned that restrictions on hushkitted Chapter 3 aircraft (e.g., B737) will spread from night to day operations. J.D. Lyon expressed [19 (1)]
[19 (1)]

2. Parallel Runway VOR Standard Instrument Departure

P. Lawler stated the findings of the review that track guidance using the VOR procedure is unacceptable. Therefore, the plan is to form a committee, with GTAA participation, to consider possible options. A. Yakeley indicated NavCanada is exploring options (e.g., reduced divergent headings), and will provide an update at the NMC meeting in September. A. Yakeley confirmed the VOR/SIDs are suspended for use in SPID operations pending further review. [19 (1)] indicated Minneapolis and Sydney Airports have departure and arrival procedures for close-spaced runways. Copies of the procedures are to be provided to A. Yakeley.

3. Runway 15L/33R Standard Instrument Departures

i. Runway 33R [20 (1) (b)]

[19 (1)] discussed Brampton's request of [20 (1) (h)] to avoid noise sensitive regions of Bramalea. [19 (1)] indicated the [20 (1) (h)]
[20 (1) (b)] [19 (1)]
inquired about the types of aircraft involved. [19 (1)] will provide information. J. Kaldeway affirmed that noise is a significant concern in the Brampton area.

[19 (1)] voiced [19 (1)]
[19 (1)] and
suggested [19 (1)] J. Kaldeway stated, the GTAA expects pilots to always comply with ATC instructions regardless of noise abatement procedures. A. Yakeley assured no new SID until further discussion between GTAA and NavCan, and will provide data on this issue for the next meeting. D. McLeay indicated data must be produced before Air Canada agrees to a change.

ii. Runway 15L Pearson 7 [20 (1) (b)] Revision

[19 (1)] advised that NavCanada is proceeding to implement [20 (1) (b)] [19 (1)] indicated that aircraft [20 (1) (h)] have resulted in several complaints from residents under the 33L arrival flight path, who misconstrued the traffic as departures from 15R. [19 (1)] proposed that the elimination of the turn will create a consistent departure path. Full consensus for the change was expressed.

4. Runway 24R Pearson 7 SID Status Report. [20 (1) (b)]

[19 (1)] stated that ATC was initiating [20 (1) (b)] with a trial to be run in the immediate future. [19 (1)] stated that track data and information on capacity implications should be provided from the test. J. Kaldeway suggested that the stated test be rescheduled for September or October following completion of the construction on 06L/24R. [19 (1)] requested that Chapter 3 aircraft be permitted to turn earlier. [19 (1)] volunteered to assist with the wording of SIDs or instructions.

5. GTAA Noise Management Committee - June 10

[19 (1)] stated no official business was conducted due to the lack of attendance of committee members. Copies of reports distributed at the Noise Management Committee are attached.

6. 1997 Noise Contour

[19 (1)] outlined the background of the Airport Operating Area, and summarized the OMB hearings. The OMB decision was rendered on July 6th, 1998. [19 (1)] stated that the OMB agreed that official contours should be used to establish an operating area (along physical boundaries approximating the 30 contour line), with the exception of property on the south side of the Airport. The OMB also ruled that properties within the Operating Area with subdivision plans filed prior to February 1st, 1997, will be granted an exemption to allow residential development.

[19 (1)] indicated that the '97 contour [20 (1) (h)]

[20 (1) (b)]
[20 (1) (b)] [19 (1)] inquired about Chapter 2 and Chapter 3 aircraft mix in the 1997 contour calculation. [19 (1)] indicated [20 (1) (h)] were Chapter 3.

7. Noise Complaint Update

The May complaint map, summaries of Operations vs. Complaints for May and June, and tables showing use of Runway 15R/33L were distributed to the committee. [19 (1)] indicated the majority of complaints related to

[20 (1) (b)] In addition, night complaints [20 (1) (b)]
[20 (1) (b)] [19 (1)] explained that [20 (1) (h)] [19 (1)] indicated ATC will continue to make an effort to maintain east/west operations, and will [20 (1) (h)]
[20 (1) (b)] however, pilot associations have been making representations to use 15R/33L during cross wind conditions [19 (1)] will remind other ALPA entities of NavCan's position, and [19 (1)] has issued a reminder to Air Canada pilots.

8. Enforcement Update, Status Report on Disclosing of Air Carrier Identification

[19 (1)] explained that potential violations spawn from a complaint or random monitoring. [19 (1)] inquired about the total number of cases in 1997. [19 (1)] will include enforcement data with the minutes.

[19 (1)] and J. Vocell [19 (1)] divulging the name of air carriers which have been levied a fine. [19 (1)] indicated that air carrier identification may be obtained through an "Access to Information" request directed to Transport Canada.

9. New Businessi. Night Flight Limitations

J. Kaldeway indicated the [20 (1) (b)] the limit on night flights specified by the GTAA's agreement with Transport Canada and will be advising NMC in September; however, there will be [20 (1) (b)] on exemptions granted in the future. [19 (1)] stated Transport Canada should be made aware that LBPIA is a major maintenance base for air carriers. J. Kaldeway indicated the intent is not to change the regime surrounding the granting of extensions.

ii. Chapter 2 Phase-out Plans

A sample letter which has been distributed to the air carriers is attached for information.

Meeting was adjourned at 12:22. The next meeting is scheduled for October 22, 1998, at 10:00 a.m. in the GTAA Boardroom, GTAA Administration Building, 3111 Connavir Drive.



Summary of Runway 33L Operations and Complaints

Pearson International Airport

Date	Time Period (L)	Hours	Arrivals	Departures	Related Complaints	Comments
November 28	20 (1) (b)					
November 29						
Nov. 97 Total						
December 1						
December 2						
December 14						
December 15						
December 17						
December 20						
December 30						
Dec. 97 Total						
January 13						
January 14						
January 15						
Jan. 98 Total						
February 7						
February 9						
February 12						
February 20						
Feb. 98 Total						
March 9						
March 10						
March 12						
March 14						
Mar. 98 Total						
April 24						
April 26						
April 26						
Apr. 98 Total						
May 9						
May 17						
May 19						
May 20						
May 21						
May 21						
May 29						
May 31						
May 98 Total						
June 4						
June 6						
June 17						
June 17						
June 26						
June 30						
June 98 Total						
July 1						
July 2						
July 2						
July 4						
July 5						
July 9						
July 14						
July 16						
July 17						
July 98 Total						
Totals						

8/21/98 12:07 PM



Summary of Runway 15R Operations and Complaints Pearson International Airport

Date	Time Period (L)	Hours	Runway 15R		Related	Comments
			Arrivals	Departures	Complaints	
November 29	20 (1) (b)					
Nov. 97 Total						
December 3						
Dec. 97 Total						
January 4						
January 5						
January 12						
January 23						
Jan. 98 Total						
February 27						
Feb. 98 Total						
March 9						
Mar. 98 Total						
April 19						L
Apr. 98 Total						
May 16						
May 98 Total						
June 11						
June 27						on
June 28						on
June 98 Total						
July 5						
July 98 Total						
Totals						

8/21/98 12:08 PM

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LBPIA NOISE MANAGEMENT PROGRAM
COMPARISON OF AIRCRAFT MOVEMENT AND
NOISE COMPLAINTS BY RUNWAY OPERATION

MAY 1998

ARRIVALS			DEPARTURES		
RUNWAY	MOVEMENTS	COMPLAINTS	RUNWAY	MOVEMENTS	COMPLAINTS
Arrive 24R	20 (1) (b)				
Arrive 24L					
Arrive 33R					
Arrive 33L					
Arrive 06R					
Arrive 06L					
Arrive 15R					
Arrive 15L					
TOT. ARR.	20 (1) (b)		TOT. DEP.	20 (1) (b)	
GRAND TOTAL					

NOTES:

1. Complaints related to source of operation not by geographic location
ie: depart 33R rollback noise complaints are from south of the airport
2. Other complaints -5 Maintenance Runups, 3 missed approach, 2 overflights, 9 unknown

JUNE 1998

ARRIVALS			DEPARTURES		
RUNWAY	MOVEMENTS	COMPLAINTS	RUNWAY	MOVEMENTS	COMPLAINTS
Arrive 24R	20 (1) (b)		Depart 06L	20 (1) (b)	
Arrive 24L			Depart 06R		
Arrive 33R			Depart 15L		
Arrive 33L			Depart 15R		
Arrive 06R			Depart 24L		
Arrive 06L			Depart 24R		
Arrive 15R			Depart 33L		
Arrive 15L			Depart 33R		
TOT. ARR.			TOT. DEP.		
GRAND TOTAL					

NOTES:

1. Complaints related to source of operation not by geographic location
ie: depart 33R rollback noise complaints are from south of the airport
2. Other complaints -1 Maintenance Runups, 2 missed approach, 2 overflights, 3 unknown

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you have received this communication in error please notify us immediately by telephone.

Thank you. Phone (416) 952-0195 Facsimile (416) 952-0050

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Merci. Téléphone (416) 952-0195 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

Facsimile Transmittal Form - Bordereau de Transmission pour Télécopieur

Aerodrome Safety, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

CRIPA

Date
10 November 1998

File No. - N° de Dossier
5151-1-157

Page
1 of/de 4

To - À
Mr. Bev Camp

From - De
David Bayliss

Telephone - Téléphone
416-865-7957

Telephone - Téléphone
416-952-0248

Facsimile Telephone - N° de Télécopieur
416-865-7380

Facsimile Telephone - N° de Télécopieur
(416)952-0050

Special Instructions - Instructions Spéciales

Further to our earlier discussion, please find enclosed the paper produced by Health Canada on the issue of aircraft noise in the vicinity of airports.

Many laboratory studies have shown that exposing people to loud noise has some temporary, moderate effects on heart rate and blood flow in the skin. These studies suggest that hearing aircraft noise can directly stress the parts of the central nervous system that control the automatic functions of the body. Some preliminary studies have also suggested that exposure to loud noise can cause temporary changes in some parts of the immune system, but more research is required to verify the results.

It is not known whether these physical stress effects become chronic in people continually exposed to loud noise in their daily lives. Most laboratory studies show that the stress response disappears after a relatively short time in people who are exposed to continuous or routine patterns of noise. However, some studies suggest that the stress response does not diminish if the person is asleep or if the noise occurs unexpectedly.

Can the stress caused by aircraft noise affect my health?

The possibility that exposure to aircraft noise can increase the risk of stress-related diseases has been the subject of controversy for many years. At present, there is no convincing evidence that aircraft noise causes such stress-related diseases. Several studies have been done to determine whether people who live near airports have a higher incidence of certain stress-related diseases. Many studies were concerned with cardiovascular disease; some have examined possible increases in fetal abnormalities and mental illness. Most studies which maintained a link exists were not rigorous enough to be conclusive. Several rigorous studies have found that the risk was too small to detect or predict.

What can I do to minimize my exposure to aircraft noise?

Be informed. If you are planning to move to an area near an airport, consult Canada Mortgage and Housing Corporation's (CMHC) publication entitled "New Housing and Airport Noise". In addition, you could consult the land-use guidelines of Transport Canada and the appropriate provincial and municipal governments. You may also refer to the National Guidelines for Environmental Noise Control published by Health Canada. The National Guidelines include ideal noise exposure levels, as well as general land-use guidelines. Contact the local airport to get the approximate noise contour in your neighbourhood. You may then compare the contours in the guidelines to the contour in your area.

If you are building or renovating a home near an airport make sure there is adequate acoustic insulation to help reduce noise levels. Consult CMHC's "New Housing and Airport Noise" for the recommended acoustic insulation for the noise contour in your neighbourhood.

If aircraft noise levels are highly annoying register a complaint with the noise management office at the airport.

What is Health Canada doing about this issue?

Health Canada provides advice on the health effects of environmental noise. Land use guidelines for aircraft noise are given in the Department's document, "National Guidelines for

Environmental Noise Control". The guidelines are based on reducing speech interference and sleep disturbance to acceptable levels.

The Department has also presented submissions on the health effects of aircraft noise for two major environmental assessments: (i) the runway expansion at the Lester B. Pearson International Airport in Toronto and (ii) low flying military training flight activities in Labrador and Northern Quebec. More recently, Health Canada has provided comments for: (i) an environmental analysis by Environment Canada on the transfer of international flights from Mirabel to Dorval, (ii) a Transport Canada report on the effects of aircraft noise and (iii) an amendment to Transport Canada's land use guidelines.

Experts at Health Canada will continue to assess the potential health effects of aircraft noise. This is being done through: (i) research within the Department on biochemical indicators of stress from exposure to aircraft noise, (ii) routine monitoring of the scientific literature and (iii) participation in the International Congresses on Noise as a Public Health Problem, which occur every 5 years.

An update of "Aircraft Noise in the Vicinity of Airports - Implications for Human Health" will be initiated in December 1998 and take into account the most recent data on the health effects of noise which will be presented and critically evaluated at this year's Congress.

The long-term objective of these efforts is to ensure a sound scientific basis for comprehensive guidelines for assessment and control of the health effects of aircraft noise on the residents of neighbourhoods around airports.

July 20, 1998

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Merci. Téléphone (416) 952-0195 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

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Aerodrome Safety, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

CRIPA

Date 10 November 1998	File No. - N° de Dossier 5151-1-157	Page 1 of/de 4
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To - À Mr. John Smyth	From - De David Bayliss
Telephone - Téléphone 905-676-3054	Telephone - Téléphone 416-952-0248
Facsimile Telephone - N° de Télécopieur 905-676-5620	Facsimile Telephone - N° de Télécopieur (416)952-0050

Special Instructions - Instructions Spéciales

Don't know if you have seen this article but in case you haven't here it is.



Health
Canada

Santé
Canada

We have a new site

It's Your **Health**

AIRCRAFT NOISE IN THE VICINITY OF AIRPORTS - Implications for Human Health

Introduction

Jet aircraft are probably one of the most disturbing sources of noise in the environment today. People who live in neighbourhoods around airports have become increasingly concerned about possible health effects from aircraft noise.

Can the aircraft noise damage my hearing?

Hearing loss may seem to be an obvious hazard for those living near large airports. Based on published forecasts for the noise environment, Health Canada has estimated the risk of hearing loss for residents around Lester B. Pearson International Airport in Toronto - Canada's largest airport. The results showed no significant risk of permanent hearing loss from aircraft noise. These findings are consistent with the results of several studies performed at major airports in the United States and Asia.

That aircraft noise is not a significant risk to hearing may seem surprising to anyone who has been outdoors when a jet has flown directly overhead during takeoff or landing. If experienced *continuously*, such noise would cause significant hearing loss. However, as the noise only lasts for a short time and is intermittent rather than constant, the chance of hearing loss is negligible. It is *continuous* daily average exposure to noise over a number of years that determines the amount of hearing loss. The amount of time people spend indoors, where noise levels are much lower than outdoors, also reduces average noise exposure.

Can exposure to aircraft noise cause stress?

There is little doubt that aircraft noise can cause stress in several ways. It can certainly be mentally stressful to people living near airports, mainly because it disturbs sleep and interferes with conversation or listening to radio or television. For environmental planning purposes, the amount of stress experienced in a particular community has been estimated by researchers. This is done by comparing the noise level in the area with the percentage of people who indicate on questionnaires that they are highly annoyed by aircraft noise.

Many laboratory studies have shown that exposing people to loud noise has some temporary, moderate effects on heart rate and blood flow in the skin. These studies suggest that hearing aircraft noise can directly stress the parts of the central nervous system that control the automatic functions of the body. Some preliminary studies have also suggested that exposure to loud noise can cause temporary changes in some parts of the immune system, but more research is required to verify the results.

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July 20, 1998

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Canada



CRIPA 5151-1-157

Greater Toronto Airports Authority OPERATIONS *BULLETIN*

AIRPORT OPERATIONS
BULLETIN: 99-04-001
APRIL 7, 1999

TO: T1/T2/T3 AIR CARRIERS, GENERAL AVIATION, NAV CANADA,
CONTROL TOWER, AIR TRAFFIC CONTROL CENTRE, G.T.A.A.
MANAGEMENT COUNCIL, TRANSPORT CANADA

FROM: J. KALDEWAY - VICE PRESIDENT, OPERATIONS & MAINTENANCE

SUBJECT: NOISE ABATEMENT PROCEDURES

Please post a copy of this document in pilot and all other briefing rooms.

The Greater Toronto Airports Authority (GTAA) is required to develop and maintain a comprehensive noise management program which includes the responsibility for monitoring aircraft noise and operator compliance with the noise abatement procedures published for Lester B. Pearson International Airport (LBPIA). Recently a number of complaints have been made to the GTAA regarding non-compliance with the noise abatement procedures by some aircraft operators at LBPIA, particularly with respect to the altitude restriction on the arrival procedures.

Please be reminded that for all approaches, including visual approaches, the following procedures must be observed unless otherwise instructed by Air Traffic Control:

20 (1) (b)

The communities surrounding LBPIA are particularly sensitive to aircraft noise and are fully aware of the published noise abatement procedures. Deviations cause complaints. All complaints are investigated and violators may be subject to enforcement action.

Should you have any questions, please contact the Noise Management Office at 905-676-5417.

19 (1) 19 (1)

John Kaldeway
Vice President, Operations & Maintenance



Greater Toronto Airports Authority

Fax Cover Sheet



Date : March 22, 1999

To : NMC Members

Fax # : Distribution List Below

From : 19 (1)

① Bob King
FYI. NB
23 MAR 99

Number of pages (including this sheet): 2

If there are any problems, please call: (905) 676 - 3051

This message is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged or confidential. If you have received this message in error, please notify us immediately by telephone so that we can arrange for its return at our expense. Thank You.

Message – Attached is letter from Mr. Shaw regarding the Runway 15R/33L turn trial.

Debra Taylor
Larry Petovello
Counc Susan Fennell
John Calvert
19 (1)
Counc Peter Li Preti
19 (1) Call First
Counc Pat Saito
Counc Maja Prentice
19 (1)

(416) 952-0165
19 (1)
(905) 896-5553
19 (1)

Counc D. Culham
Counc John Sprovieri
Dave Bayliss
19 (1)
Arlene Yakeley
Counc Elizabeth Brown
19 (1)

19 (1)
(416) 952-0050
19 (1)

Greater Toronto Airports Authority

Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2
TEL: 905-676-3051 FAX: 905-676-3555



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convalr Drive
Toronto AMF, Ontario, Canada L5P 1B2

March 22, 1999

VIA FACSIMILE

Dear Noise Management Committee Member:

As you know the GTAA and Nav Canada will conduct departure turn trials on Runway 15R/33L weather and runway conditions permitting. The tests are scheduled to take place on Saturday March 27, April 10, April 17, and April 24, between the hours of 09:30 a.m. – 11:00 a.m. and 1:00 p.m. – 4:00 p.m.

Noise Management Committee (NMC) members are invited, together with any guests you feel would benefit, to attend either in the morning or the afternoon on the scheduled dates. Committee members will be taken to view the test procedure from at least two locations in the field with a portable noise-monitoring device. Following this, committee members will be brought back to the Noise Management Office to view the flight paths of those aircraft viewed from the field.

Because the test is dependent on the weather, we will not know until the morning of the test whether conditions are suitable to proceed. Further to this, we cannot specify if the test will use the Runway 33L departure procedure over Bramalea or the Runway 15R procedure over Mississauga until that morning. Our Corporate Affairs Staff will contact you by 08:00 a.m. on March 27 and subsequent dates to advise if the test is proceeding.

Committee members are requested to advise 19 (1) Consultation Committee Coordinator at 19 (1) of your interest in participating, the names of your guests and a telephone number where you can be reached on the morning of the test.

I hope that you all take the opportunity to view this procedure.

Yours very truly,

19 (1)

Steve Shaw
Vice President, Corporate Affairs and Communications

NMC-SS/JK/IH/sam

4900 Yonge Street
North York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0050

January 13, 1999

CAIPA 5151-1-157 (PAD)

Mr. [REDACTED]
[REDACTED]
Brampton, Ontario
[REDACTED]

Dear Mr. [REDACTED]

I am writing further to the Noise Management Committee (NMC) which was held in Brampton on December 10, 1998.

Following this meeting, you submitted a request to me for information relating to fines levied against airline operators for late and early arrivals to Toronto/Lester B. Pearson International Airport (LBPIA). Specifically, you were interested in receiving the number of fines and dollar amounts that have been levied. The information for the previous two years is as follows:

<u>YEAR</u>	<u>NUMBER OF FINES</u>	<u>TOTAL AMOUNTS</u>
1998	6	\$6,000.00
1997	8	\$9,250.00

I trust that this information will be helpful to you.

Yours truly,

ORIGINAL SIGNED BY
D. BAYLISS

David Bayliss
Regional Manager
Aerodrome Safety

4900 Yonge Street
Suite 300
North York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0050

October 28, 1999

PA 5151-1-157 (PAD)

Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
3111 Convair Drive
Toronto, AMF, Ontario
L5P 1B2

Attention: 19 (1)

Dear 19 (1)

Re: Reverse Flow Trial 15R/33L

The following is in reply to your letter of September 24, 1999, and my conversation with 19 (1) of October 15, 1999.

Given the Noise Management Committee's (NMC) support for the trial, Transport Canada has no objection to its continuation until such time as enough data is available to make a determination of its feasibility as a permanent procedure or until the NMC subsequently opposes its continuation.

Please be advised that the holding positions shall be located such that no obstacle limitations surfaces (OLS) for Runway 33R are violated by any aircraft. The position will vary depending on aircraft tail height but in no case shall it be less than 115m from the runway centre line. Hold positions are to be established on either side of Runway 33R so it can be easily determined when the applicable aircraft is clear of the OLS.

If you have any further questions or require further clarification please contact the undersigned at 952-0241.

Yours truly

Original Signed By
R. KIDD

Bob Kidd
Inspector
Aerodrome Safety



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Conair Drive
Toronto AMF, Ontario, Canada L5P 1B2



September 24, 1999

Mr. Dave Bayliss
Regional Manager, Aerodrome Safety and Standards
Transport Canada
4900 Yonge Street, Suite 300
North York, ON M2N 6A5

② Bob

Would you kindly draft a reply
advising what the distance they
must hold at based on our
current standards and that we
advised NC we would participate
in their studies we so requested.
TCS
MB
6 OCT 99

Dear Mr. Bayliss:

In anticipation of continuing the Reverse Flow Trial 15R/33L, we need to [20 (1) (b)]
[20 (1) (b)] during the reverse flow operations. Nav Canada has requested a
decision on this issue prior to re-instating the reverse flow trial. The procedure can only be
effectively utilized if [20 (1) (b)]

[20 (1) (b)]

Pending a final decision, we would request that [20 (1) (b)]

[20 (1) (b)]

[20 (1) (b)] This will allow us to collect additional
departure data and at the same time assess the validity of the [20 (1) (b)]

Your early reply to this request would be most appreciated.

Yours truly,

[19 (1)]

General Manager, Airside Operations

15/10/99
Telecon Kidd / [19 (1)] provide
re Subject M.C. to he thinks?
Follow-up Letter

20 (1) (h)

20 (1) (h)

nav.com wants further clarification and control

20 (1) (b)

20 (1)

20 (1) (b)

20 (1) (b)

20 (1) (b)

10/20/14

Visual -

have not 11-3 surface

IFR - hostile fire and TDP



ACC: New Baylies - TAD
: Roz King - PA3
: Herve Bertho - PA
October 18, 1999

PA/CR 5151-1-157

Mrs. [redacted] 19 (1)
[redacted] 19 (1)
Rockwood, Ont. [redacted] 19 (1)

Dear Mrs. Koopmans

I received your letter of September 28 and reviewed the traffic during the times that you provided. NAV CANADA is responsible for safe and expeditious movement of aircraft in designated airspace. During the time referenced in your letter, the aircraft that were under Toronto Area Control Center's (ACC) control in your area were greater than 9000 feet above ground and were at least six miles apart horizontally. On that particular day, aircraft were arriving at Pearson on runways 24, which means the aircraft were landing from an east to west direction.

Aircraft arriving at Pearson are sequenced through navigational aids strategically placed approximately 40 miles from the airport. In case of aircraft arriving from the southwest, the navigational aid is located at Waterloo airport. When an aircraft is approximately 20 miles from the airport, it is given a turn to enter the landing pattern of the airport. For all runway configurations except runway 06 (landing from the west to the east), aircraft are greater than 9000 feet above ground in your area. When the west to east runway is in use, aircraft could be as low as 5000 feet above ground because they are entering the final approach phase of their flight. These flight patterns have been established for over a decade and are designed to provide safe approaches to the airport.

The smaller or recreational aircraft that you mentioned are not typically in communication with Toronto ACC. They normally operate below the controlled airspace, which in your area begins at approximately 1000 feet above ground. It could be that the small aircraft that you saw landed or departed airports such as Guelph or Burlington and remained clear of controlled airspace. At the time you mentioned, none of the smaller aircraft were communicating with or under the control of Toronto ACC.

As I stated in our telephone conversation, while NAV CANADA manages airspace, it is Transport Canada who has the authority to provide conditions, exceptions and restrictions relating to the dimensions of the airspace. In some cases the airport authority implements restrictions but that is usually closer to the airport such as 10 miles in the case of Pearson. In all cases, aircraft under the control of Toronto ACC are safely separated, horizontally and/or vertically. I trust this letter will help explain the air navigation system in the Toronto area.

[redacted] 19 (1)

Pat Lawler
Regional Manager
Safety & Service Design
NAV CANADA

c.c.

- Joseph Farrell, General Manager, Toronto ACC
- Herve Bertho, Regional Manager Safety and Service Design, Eastern Region
- GTAA
- Transport Canada

Civil Aviation
4900 Yonge Street
Suite 400
North York, Ontario
M2N 6A5

5151-1-157 (PAD)

October 6, 1999

Mrs. [19 (1)]
[19 (1)]
[19 (1)], Ontario

Dear Mrs. Koopmans:

I wish to acknowledge, with thanks, receipt of your correspondence of September 14, 1999, concerning increased aircraft activity in the [19 (1)] area.

First, I would like to inform you that while there have been no changes to flight patterns for en-route aircraft inbound to Toronto/Lester B. Pearson International Airport (LBPIA), the airport's traffic movements, in general, have increased approximately 6% in the past year, which would increase the frequency of aircraft over your area.

Your home in [19 (1)] is located approximately 25 nautical miles (nm) west of Toronto, directly beneath the inbound routing from the west which directs approaching aircraft to all runways at Toronto/LBPIA. This routing has been in place for almost ten years. Therefore, with the exception of increased en-route traffic movements over the past few years, there have been no changes to the manner in which aircraft is directed over the [19 (1)] area.

With reference to the aircraft noted in your attachment for the period 4:44pm - 5:43pm, September 14, 1999, our review indicates that normal operations were taking place at this time. Aircraft at Toronto/LBPIA were arriving and departing on the southwest runways - Runways 24 Left/24 Right - and aircraft inbound to the airport from the west were proceeding over the Waterloo feeder fix via the appropriate descent routing. This routing requires jet aircraft to cross 26 miles from Toronto/LBPIA at 11,000 feet above sea level (asl) direct to Toronto. When the approaches to Toronto/LBPIA are on the northeast runways, Runways 06Right/06 Left, the inbound jet traffic would cross your area at 7,000 feet asl., on a heading which is slightly more to the north east. The only other aircraft mentioned were probably either small local flights from the Guelph or Kitchener airports, or aircraft from the north/northwest en-route to Hamilton.

.../2

-2-

I would like you to know that aircraft arriving at and departing from Toronto/LBPIA do fly specified routes that were designed, in consultation with various industry experts over many years, to provide for safe and efficient aircraft operations, and to reduce the impact of aircraft noise on the public. The assigned altitudes are in accordance with internationally accepted standards that are predicated on safety.

Again, I appreciate your taking the time to share your concerns with me and trust that the above information will be helpful to you.

Yours truly,

ORIGINAL SIGNED BY
D. BAYLISS

David Bayliss
Acting Regional Director
Ontario Region



cc: Don Bayless PAD/Kenec-PA
 Pls. prepare a response for
 Debra's signature

Mrs. [19 (1)]
 [19 (1)]
 [19 (1)] Ont. [19 (1)]

September 14, 1999

Ms. Deborah Taylor
 Reg. Director of Civil Aviation
 Transportation Canada
 4900 Yonge St.
 4th Floor
 North York, Ontario M2N 6A5

Dear Ms. Taylor:

I have been advised by Nancy Forsythe to write to you with my concerns regarding a dramatic increase in air traffic over my property. [19 (1)]

[19 (1)]

We were basically unaware of air traffic in this area until the end of July, beginning of August of this year. There were a few planes passing over from time to time but when we were outside we were not disturbed by them to any extent. Around the beginning of August we noticed many times in the day when there would be endless air planes passing overhead towards Toronto (west to east), often no more than two or three minutes apart, the majority travelling the same corridor over our front lawn. At times we have seen planes travelling side by side in what seems alarming proximity from the ground. Some travel directly over the house, some over the backyard and from time to time others turn direction (from west to east) by passing directly over the house at frighteningly low altitudes.

As you can imagine, this is no longer a peaceful place to live. These planes are extremely noisy, especially when you live in a country setting as we do. If a highway were to be planned for this area, council meetings would be held, input from local residents given, and discussions of alternate approaches would take place. Why should a highway in the sky be dealt with any differently? It is just as disturbing to those living close to it.

I have spoken to [19 (1)] who I understand is the Manager at the Air Traffic Control Tower. I have spoken to [19 (1)] of Air Transport, neither of whom was able to explain the sudden change in air traffic or appeared concerned about the distress these noisy aircraft were causing to those of us beneath this overburdened corridor. I have an appointment with our local MP regarding the same problem. I am also enclosing a log of the planes my husband observed passing over our property in just one hour with the times noted. This unfortunately is not an unusual day.

The present situation is unacceptable – there is no reason for so many planes to be travelling the same route. These planes also seem to be travelling at a very low altitude considering they still have a considerable distance to go before landing. Please address this situation as soon as possible. I look forward to your response and an indication that you are attempting to resolve this very distressing air traffic problem.

Sincerely,

19 (1)

(Mrs.) 19 (1)

Page 076 / 415

withheld pursuant to section / sont retenues en vertu de l'article

19 (1)

of the Access to Information Act / de la Loi sur l'accès à l'information

P.M.	Wind from West, sunny with some clouds	
4:44	Small local plane	
4:44	Plane (west-east) – Toronto bound	Front
4:46	Small local plane –	Over house
4:48	Plane (west-east) – Toronto bound	Front
4:52	Plane (west-east) – Toronto bound	Front
4:54	Plane (west-east) – Toronto bound	Backyard
4:57	Plane (west-east) – Toronto bound	Backyard
4:59	Plane (west-east) – Toronto bound	Over house
5:06	Plane “ “ “ “	Front
5:09	Plane Not visible due to clouds	
5:10	Plane (west-east) – Toronto bound	Front
5:12	Plane Not visible due to clouds	
5:14	Plane (west-east) – Toronto bound	Front
5:18	Plane (east-west) – from Toronto	Front
5:21	Plane (west-east) – Toronto bound	Front
5:25	Plane “ “ “ “	“
5:27	Plane “ “ “ “	“
5:30	Plane “ “ “ “	“
5:33	Plane “ “ “ “	“
5:34	Plane “ “ “ “	“
5:36	Plane (east-west) – from Toronto	Front
5:38	Plane (west-east) – Toronto bound	Front
5:40	Plane (west-east) – Toronto bound	Front
5:43	Plane (west-east) – Toronto bound	Front

Civil Aviation
4900 Yonge Street
Suite 400
North York, Ontario
M2N 6A5

5151-1-157 (PAD)

October 6, 1999

Mrs. [19 (1)]
[19 (1)]
Guelph, Ontario
[19 (1)]

Dear Mrs. [19 (1)]

I wish to acknowledge, with thanks, receipt of a copy of your correspondence to Mr. David Bland, dated August 20, 1999, concerning increased aircraft activity in the Guelph area.

First, I would like to inform you that while there have been no changes to flight patterns for en-route aircraft inbound to Toronto/Lester B. Pearson International Airport (LBPIA), the airport's traffic movements, in general, have increased approximately 6% in the past year, which would increase the frequency of aircraft over your area.

Your home in Guelph is located approximately 30 nautical miles (nm) west of Toronto, directly beneath the inbound routing from the west which directs approaching aircraft to all runways at Toronto/LBPIA. This routing has been in place for almost ten years. Therefore, with the exception of increased en-route traffic movements over the past few years, there have been no changes to the manner in which aircraft is directed over the Mount Albert area.

When Toronto/LBPIA is utilizing Runways 06 Right and Left, inbound traffic is required to cross 26 miles from Toronto at 7,000 feet above sea level (asl). For all other runways, the crossing restriction at 26 miles is 11,000 feet asl. It is worth noting that the majority of airport operations during the last 30 days have been on the 24 Runways and, therefore, the inbound aircraft in your vicinity would have been flying at the higher altitude of 11,000 feet asl.

.../2

-2-

I would like you to know that aircraft arriving at and departing from Toronto/LBPIA do fly specified routes that were designed, in consultation with various industry experts over many years, to provide for safe and efficient aircraft operations, and to reduce the impact of aircraft noise on the public. The assigned altitudes are in accordance with internationally accepted standards that are predicated on safety.

Again, I appreciate your taking the time to share your concerns with me and trust that the above information will be helpful to you.

Yours truly,

ORIGINAL SIGNED BY
D. BAYLISS /

David Bayliss
Acting Regional Director
Ontario Region

19(1)

19(1)
 Guelph On
 Fri. Aug. 20 1999

David B. Bland
 Acting Regional Manager
 Aviation Enforcement
 Ontario Region



Dear Sir

A second time I write, and this time I plead
 with you. Couldn't we in Guelph have a break? Surely
 the flight path to Toronto could be moved so we are not
 disturbed by the screaming engine of the jets as they
 decelerate on their approach to Toronto!!

I'm sure the women are more disturbed by it than
 I am because our ears are more sensitive to the higher
 notes. Even ear plugs don't help. And my bedroom
 window is shut. Have mercy on me.

It starts at 5:48 a.m. and continues every 2-5
 mins until 6:51 a.m. rather like dripping water on one's
 head!! (Today is cloudy but sometimes the sky is clear & I still hear it.
 I can barely tolerate it during the day (It's really
 noisy sitting outside at 6 p.m.) but at 5:48 a.m. it
 doesn't just start my day, it ruins it, it is affecting

19(1)

I trust you can do something about it. Move the
 flight path!! Thank you.
Please

Sincerely,

(Mrs)

19(1)

S. I wrote to you before about
 screaming jet engines on Dec 17, 1998.

Civil Aviation
4900 Yonge Street
Suite 400
North York, Ontario
M2N 6A5

5151-1-157 (PAD)

October 6, 1999

Ms. [19 (1)]
[19 (1)]
[19 (1)] Ontario

Dear Ms. [19 (1)]

I wish to acknowledge, with thanks, receipt of your correspondence of September 20, 1999, concerning increased aircraft activity in the [19 (1)] area.

First, I would like to inform you that while there have been no changes to flight patterns for en-route aircraft inbound to Toronto/Lester B. Pearson International Airport (LBPIA), the airport's traffic movements, in general, have increased approximately 6% in the past year, which would increase the frequency of aircraft over your area.

Your home in [19 (1)] is located approximately 30 nautical miles (nm) northeast of Toronto, directly beneath the inbound routing from the east which directs approaching aircraft to all runways at Toronto/LBPIA. This routing has been in place for almost ten years. Therefore, with the exception of increased en-route traffic movements over the past few years, there have been no changes to the manner in which aircraft is directed over the [19 (1)] area.

When Toronto/LBPIA is utilizing Runways 24 Left and Right, inbound traffic is required to cross 30 miles from Toronto at 7,000 feet above sea level (asl). For all other runways, the crossing restriction at 30 miles is 10,000 feet asl. While we were unable to review the flight paths of the aircraft listed on your attachment, it is worth noting that the majority of airport operations during the last 30 days have been on the 24 Runways and, therefore, the inbound aircraft in your vicinity would have been flying at the lower altitude of 7,000 feet asl.

.../2

-2-

I would like you to know that aircraft arriving at and departing from Toronto/LBPIA do fly specified routes that were designed, in consultation with various industry experts over many years, to provide for safe and efficient aircraft operations, and to reduce the impact of aircraft noise on the public. The assigned altitudes are in accordance with internationally accepted standards that are predicated on safety.

Finally, for your clarification, Debra D. Taylor is the Regional Director Civil Aviation, Ontario Region, Transport Canada.

Again, I appreciate your taking the time to share your concerns with me and trust that the above information will be helpful to you.

Yours truly,

ORIGINAL SIGNED BY
D. BAYLISS

David Bayliss
Acting Regional Director
Ontario Region

To: *Dear Bayless* PAD
Ken's Chief - PA



*Please prepare
 response for
 RDC's signature.*

BF: Due Oct 6/99

September 20, 1999

Mrs. Debra Taylor
 Regional Director, Civil Aviation
 NAV Canada
 4900 Yonge Street, 4th Floor
 North York, ON
 M2N 6A5

Dear Mrs. Taylor:

*Don,
 Can you give
 me the low down
 on this area?
 Ken*

Allow me to introduce myself. My name is [19 (1)]
 [19 (1)] to get away from the noise and congestion of the city.

We seemed to be able to get away from the congestion – but not the noise.

I would like to know why large jets fly so low over [19 (1)] and why they would even fly over a populated country town at all. They are so low that I can clearly make out the Canadian Airlines decal on the tail of each jet. They are so loud and constant (every 2 minutes at times) that I decided to keep a log of each time a plane flew RIGHT overhead. It would make sense to divert the path and have them fly south of us where there isn't as many people living there.

Being a new neighbour, I have had a chance to speak with many of the other people in our neighbourhood. I asked them about the planes and each one said "yes, they fly over hear constantly" and they could tell me the times when to expect a lot to fly over. Some even went on to tell me that the number of planes has increased in the past year.

What can I do to get this flight path moved? What action do I have to take to get this process going? Does it seem fair to dump a flight path over a town with a fair number of people thinking "who cares ... they are just country folk and won't mind". Why [19 (1)]? I just don't understand how a place that is 1 ½ hours away from the airport could be the recipient of such noise.

Page 2
NAV Canada
September 20, 1999

19 (1)

I would really appreciate your co-operation and assistance in getting something done about this matter and I do hope that I will not be a recipient of a "form" letter that letter will not get me anywhere.

I look forward to your immediate attention to this matter.

Regards,

19 (1)

19 (1)

ON

19 (1)

cc: Mayor Jim Mortson – Town of East Gwillimbury

LOG – AIRPLANE ACTIVITY (NOISE) AT RANDOM INTERVALS

<u>Aug 31/99</u>	6:03 pm	<u>Sept. 10/99</u>	8:02 pm
	9:46 pm		8:05 pm
	10:03 pm		8:07 pm (overhead)
<u>Sept. 2/99</u>	5:58 pm		8:10 pm
			8:14 pm
<u>Sept. 3/99</u>	5:40 pm	<u>Sept. 11/99</u>	7:26 am
	6:04 pm		7:28 am
	7:01 pm		7:34 am
	8:05 pm		7:36 am
			7:39 am (overhead)
<u>Sept. 4/99</u>	11:40 am		7:42 am
	11:44 am		8:01 am
	11:52 am		
	11:58 am	<u>Sept. 19/99</u>	from 11:00 am to
	3:02 pm		about 1:00 pm they
	3:04 pm		were every 2-3 min.
	between 4:15 pm – 4:30 one right after the other		
	5:24 pm (very low 747)	<u>Sept. 20/99</u>	6:22 am
	5:26 pm		
	5:30 pm		
<u>Sept. 5/99</u>	7:23 am		
	7:24 am		
	7:26 am		
	7:27 am		
	7:30 am		
	7:32 am		
	7:40 am		
<u>Sept. 7/99</u>	6:34 pm		
	6:37 pm		
	6:46 pm (EXTREMELY LOUD)		
<u>Sept. 8/99</u>	7:40 pm (right overhead)		
	7:41 pm		

OBVIOUSLY THERE ARE MANY MANY MORE THAT I HAVE MISSED.

Transport
CanadaTransports
Canada

Ron,

I'm assuming
the aircraft was
still on its ascent
over Thornhill Concord,
is this right?

How far out do the
aircraft have to fly
on ascent before leveling
off?

Thanks for your help
Ron.
Renee.

FROM - DE	SIGNATURE	DATE	TELEPHONE -
DB		8 SEPT 99	2-0

02-0091 (94-03)

Civil Aviation
4900 Yonge Street
Suite 400
North York, Ontario
M2N 6A5

5151-1-157 (PAD)

October 6, 1999

Mr. Mario G. Racco
Councillor (Ward 4)
The City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Councillor Racco:

I wish to acknowledge, with thanks, receipt of your correspondence of August 20, 1999, concerning aircraft activity in the Thornhill Concord area. Please accept my apologies for this delay in responding.

For your information, Transport Canada legislation dictates that a minimum of 1000 feet be maintained when flying over built-up areas, except when landing or departing. There are no rules or legislation dictating altitude restrictions for maneuvers during take-off or landing since these vary by aircraft type and are dictated by flight safety considerations.

I would like to explain that the altitude at which an aircraft departing the Downsview Airport might fly is largely dependent on whether there are any other aircraft in the vicinity on approach to the parallel runways - Runways 24 Left and Right - at Toronto/Lester B. Pearson International Airport (LBPIA). If there are aircraft flying in-bound to the 24 runways, departing aircraft from the Downsview Airport are required to climb no higher than 1500 feet above ground level, to a distance of approximately seven miles north/northwest of the Downsview Airport. Only once the seven mile point has been reached is the aircraft then able to climb to its assigned altitude. If there are no aircraft in-bound for Toronto/LBPIA, the aircraft can immediately climb to its assigned altitude.

I trust that the foregoing information will be of assistance to you.

Yours truly,

ORIGINAL SIGNED BY
D. BAYLISS

David Bayliss
Acting Regional Manager
Aerodrome Safety



The City Above Toronto



Mario G. Racco
Councillor (Ward 4)

August 20, 1999



Ron Clarkson
Transport Canada
4900 Yonge Street
Suite 300
North York, Ontario
M5N 6A5

Dear Mr. Clarkson:

On Saturday July 20, 1999 at approximately 4pm, a plane was flying above my home at ¹⁹⁽¹⁾
¹⁹⁽¹⁾ Thornhill at a low altitude. Upon writing to the Greater Toronto Airports Authority, I was informed that a plane did in fact fly over my home at that time at an altitude of 6,000 above the ground.

They informed me however that the low flying plane departed from the Downsview Airport in North York on the north- south runway at approximately 3:40pm. This aircraft was about 1,500 feet above the ground when it passed the Thornhill Concord area. 1

I found the aircraft was causing excessive noise over the area, which interferes with the residents peace and quite of their homes. It would be appreciated if this could be investigated, as the heavier air traffic infringes on the neighborhoods tranquility.

Yours Truly,

Mario G. Racco
Councillor.

MR:ad



Greater Toronto Airports Authority

Library
How
did

PIA AIRSIDE OPERATIONS COMMITTEE ①

② LILLA
Pls make 2 copies
and send one to
Debra Taylor - PA
and the second
to Ron King - As.
Pls put this original
in an library binder
TKS
MB
4 Nov 97

HELD: SEPTEMBER 18TH/97 @ 1330 PM, BOARDROOMS A & B
ADMINISTRATION BUILDING, LESTER B. PEARSON INT'L AIRPORT

CHAIRMAN: J. KALDEWAY- GREATER TORONTO AIRPORTS AUTHORITY (GTAA)

ATTENDEES:

19 (1)

S. SILVERHART
S. GLUDISH
M. COOPER
J. JAKES
P. FOSTER
G. BEDBROOK

19 (1)

K. BANGERTER

19 (1)

R. KING
A. YAKELEY

GTAA
GTAA
GTAA
GTAA
NAV CANADA
NAV CANADA
ALPA CANADA
CANADIAN AIRLINES/ATAC
AIR CANADA
BRITISH AIRWAYS
CBAA
TRANSPORT CANADA
NAV CANADA



CC:

19 (1)

B. SANDERSON
B. BREDT
J. FORBES
M. VACIRCA
N. DOSHI
D. IRWIN

19 (1)

J. SQUIRES

NAV CANADA
CANADA 3000
AIR CANADA
AIR CANADA
AIR CANADA
NAV CANADA
GTAA
SKYSERVICE
AIRPORTS GROUP CANADA
ATAC

THE NEXT MEETING IS SCHEDULED FOR THURSDAY DECEMBER 4TH/97 @ 1330 HRS. -
BOARDROOMS A & B - ADMINISTRATION BUILDING

19 (1)

19 (1)

SECRETARY

19 (1)

19 (1)

CHAIRMAN

10.10.97
DATE

MINUTES OF MEETING1. WILDLIFE PROGRAM

19 (1) gave an update on meetings with Wildlife groups and an overall management of the program.

2. LOW VISIBILITY OPERATIONS UPDATE

19 (1) is in the process of finalizing the paper on low visibility operations. Provisions for General Aviation are being finalized. A copy will be given to 19 (1) upon completion of paper.

Action by 19 (1)

AGENDA3. AIRCRAFT DEICING FACILITIES & OPERATIONS

19 (1) gave an overview on the status of the Airport's deicing facilities.

The single pad satellite facility will be ready for Winter 1997. For Winter 1998, the second phase should be operational and ready to handle T2 precipitation deicing. For Winter 1999, the ultimate facility is to be fully operational and ready to handle T1 deicing needs, as well.

The request for proposals for operation of the facility was issued September 22. Regular input on the design of the facility and related procedures is being secured from an airline advisory group. The new technology to facilitate communications is being investigated.

The pad will have an "ice house" to control traffic using the facility.

19 (1) inquired as to whether the GTAA is aware of new types of deicing fluids being developed which have extended hold over times and are environmentally friendly. 19 reported that the GTAA sits on various committees to determine standards for fluid. However, it does not appear that any fluid will be available in the next 5 years or so which is both cost effective and environmentally friendly. Steps are being taken to examine ways of separating low and high concentrate fluids.

For this coming winter, the pad will operate on an "as required" basis since existing pads at T1 & T2 are still intact. The new pad can be used for overflow, for instance during major storm events.

4. RUNWAY EFFICIENCY INITIATIVE

19 (1) advised that Nav Canada is seeing some improvement with respect to runway occupancy times. It still requires a cultural adjustment in getting pilots to vacate the runway on landing or departure as quickly as possible.

Nav Canada is going to take every opportunity to improve runway efficiencies. They intend to take advantage of HIRO at all times, including during off-peak times.

19 (1) referred to the pamphlet attached to previous minutes and inquired if executive aircraft are going to be a problem in terms of runway occupancy. Mal Cooper reported that they are not a problem. Nav Canada has not seen instances of concern involving executive aircraft.

19 (1) will put a bulletin out to CBAA members.

5. AIRSIDE DEVELOPMENT PROJECT

John Kaldeway reported on the status of 15R/33L. The GTAA is reviewing the commitments made at the environmental hearings prior to determining the operation of the new runway.

Discussions with Mississauga on conditions pertaining to use of the runway are ongoing.

We should be prepared to use the new runway under various scenarios and operations recognizing that some of them might not be used that frequently.

John reported that the GTAA will advise Nav Canada on conditions for use of 15R/33L by the end of the month.

Mal Cooper advised that since Rwy 33R will be used frequently for departure, 20 (1) (b)

20 (1) (b)

Arlene Yakeley reported that Nav Canada is doing an internal safety assessment of the procedures to be put in place for the operation of the new runway. A bulletin will be issued to the user community describing procedures to be used.

The new runway is expected to be opened in early to mid November. A special Operations Committee will be scheduled to brief the airlines on the opening of the new runway.

19 (1) inquired if 15L/33R will be closed for resurfacing once the new runway opens up. John reported that closure of 15L/33R is not expected to happen until 1999 when the tunnel is constructed.

John asked Arlene if there is any possibility that the Nav Canada safety assessment could affect the opening of the new runway. Arlene reported it would not.

19 (1) inquired if there would be delays caused by ANSR in review/approval of procedures. added that an oversight committee was scheduled at the end of September, which is a committee within Transport Canada to oversee Nav Canada procedures. No delay is expected.

Action by J. Kaldeway

6. NOISE MANAGEMENT UPDATE

Information provided at the Noise Technical Committee.

7. NEW BUSINESS

19 (1) reported that the GTAA's proposed marshalling procedures obtained ATAC concurrence. 19 (1) is working together with local carrier representatives to put the procedures in place.

19 (1) reported that Group 4 is providing airside escort services. Nav Canada was thanked for assisting in training Group 4 personnel on the maneuvering areas.

19 (1) reported that there will be name changes in taxiways adjacent to 06R/24L as the first stages of the dual taxiways project is completed.

5151-1-157



Government of Canada
Gouvernement du Canada

MEMORANDUM

NOTE DE SERVICE



To:
A

David Bayliss
PAM

Security Classification - Classification de sécurité

Unclassified

Our file - Notre référence

Your File - Votre référence

Date

AUG 25 1997

From:
De

Harvey J. Layden
AARM

② BRIAN
Pls review to ensure it covers our concerns. If it does, pls pull out GTAA's original request and draft a reply with this authority as an attachment. It should be from Debris signature. TIS
27 AUG 97

Subject
Sujet

PIA Deviations
①
VPA
27/08/97

Concerns for providing an effective way of dealing with recurring routine Airport Zoning violations at PIA during the coming construction season is supported. A deviation is authorized subject to the following conditions:

1. PIA ATC Tower chief shall be given at least 2 hours notice of all violations and a time that the violation is to be removed. A confirmation shall also be given to PIA ATC tower chief when the obstruction is removed. PIA ATC Tower chief shall have right of refusal and a contact number for use when instruction for removal of the obstruction is required.
2. Heights are not to create new governing obstacles for the instrument approaches for the other runways in use. (This will require advance consultation with Navcan Regional Director to determine acceptable heights for runways in use.)
3. A NOTAM is to be issued stating the height and location of the violation.
4. The Manager Aviation Standards, Noise and Enforcement, GTAA is to review all penetrations of obstacle limitation surfaces 2 hours in advance of erection.
5. A record of all construction zoning infringement is to be maintained in the operations office for review by the Regional Manager Aerodrome Safety.
6. The exemption is valid for temporary construction obstacles.
7. Penetrations of transitional surface not exceeding 10.88 meters are permitted during VFR weather conditions.
8. All obstructions approved under this deviation during hours of darkness are to be lighted at the highest most point.
9. Penetrations of transitional surfaces exceeding 10.88 meters are permitted provided: a) the runway is closed for use as a runway; and b) approaches are not allowed to either end of the runway.

10. Penetrations of the take-off/approach surfaces are permitted provided: a) the runway is restricted to departures only in the direction away from the obstruction or closed for use as a runway; and b) approaches are not allowed to either end of the runway.
11. The maximum height of the obstruction does not exceed 219.46 meters above sea level.
12. The authorization is to be valid for one year unless revoked earlier.



Harvey J. Layden
Director,
Aerodrome Safety



Transport
Canada

Transports
Canada

Civil Aviation Aviation Civile
4900 Yonge Street
Suite 400
Toronto, Ontario
M2N 6A5

☎: (416) 952-0162
Fax: (416) 952-0165

June 4, 1999

CR\PA 5151-1-157 (PAD)

NAV CANADA
2490 Britannia Road East
Mississauga, Ontario
L4W 2P7

Attention: Ms. Arlene Yakeley - Acting General Manager

Dear Ms. Yakeley:

Re: Reverse Flow Trial Runway 15R/33L

The following is further to our letter of May 19, 1999 and your subsequent discussion with David Bayliss regarding the captioned subject.

I understand from your discussion that the inability to use non-conforming departures on the weekends creates operational constraints and the procedure is considered to have minimal if any noise impact on residents in the vicinity of the airport. I further understand that you will be addressing this issue with the Noise Management Committee (NMC).

In considering these points, we agree to remove the weekend restrictions at this time. If, however, there is an increase in the number of complaints as a result of the procedure or the NMC disagrees with its implementation, we will have to reconsider our position on the matter.

Yours truly,

Debra Taylor
Regional Director
Civil Aviation

c.c. John Kaldeway - Vice President of Operations GTAA

Canada

CR/PA-5151-1157



Greater Toronto Airports Authority

Peter R. Pearson International Airport
10, Box 6021, 7771 Connaught Drive
Toronto, ON M9W 6V9, Canada L5P 1B2

Row King
416-952-0050

May 27, 1999

Mr. William S. Murva
British Airways
P.O. Box 10
Toronto AMF, Ontario
L5P 1A2

VIA FACSIMILE (905) 612-5060

Dear Mr. Murva:

SUBJECT: 1999 CONCORDE OPERATIONS

This is in response to your March 31, 1999 letter indicating the proposed schedule for planned Concorde operations at Pearson International Airport in 1999.

The proposed Concorde operations detailed on Attachment 1 are approved to operate at Pearson International Airport subject to compliance with published Noise Operating Restrictions, Noise Abatement Procedures and the following additional special requirements:

1. Runway operational times to be planned between 0800 and 2000 local time with **no operating extensions beyond this period:**
2. Arrival runways in order of priority to minimize noise impact are:
 1. Runway 06L,
 2. Runway 15L,
 3. Runway 06R.

Runway 15L/33R is now closed for construction until approximately July 31st. If wind conditions or Air Traffic Services require its use, arrival on Runway 24R is also approved.

No arrivals on Runway 24L or 33R are permitted unless these are the only available arrival runways due to the combination of closures related to our airfield construction work and wind conditions. However, currently planned major closures of Runway 06L/24R will not occur between 0800 and 2000 local.

Record released pursuant to the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Mr. William S. Murva
May 27, 1999
Page 2

No arrivals on Runways 15R or 33L are permitted at any time. If this should be the only available runway on the day of operation, the aircraft will have to divert to an alternate airport;

3. Low power, low drag continuous descent from the profile descent to be utilized with descent below 3000 ft on the glideslope and final approach course intercept at or outside the final approach fix;
4. Departure runways in order of priority to minimize noise impact are:

1. Runway 24R, 2. Runway 33R, 3. Runway 24L.

The Pearson 8 or Toronto 3 standard instrument departures are to be used for all departures on these runways.

5. If wind conditions or other airport operational factors make departure on Runways 24R, 33R or 24L unavailable, as a final option Runway 06L departure may be utilized. On this runway the following procedure is to be used unless amended by Air Traffic Services;

"Climb runway heading 057° to 2.8 DME (Ch 112). At 2.8 DME left turn to 355° heading. No further turns below 3600 ft ASL. Climb to and maintain 5000' ASL".

No departures on Runway 06R, 15L, 15R or 33L are permitted;

6. No afterburner take-offs unless runway length requirements cannot be met with normal maximum power.

We require that you inform your Concorde flightcrews of the special requirements for operation at LBPIA by company Notam or pilot bulletin. Non compliance with restrictions or procedures will be subject to enforcement action.

You may contact [19 (1)] at [19 (1)] if any further clarification of requirements is necessary. Please advise us of flight numbers and operating times of planned flights after May 27th or any further changes to your 1999 Concorde operations as soon as possible. This may be through the normal SCR submission process.

Record released pursuant to the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information
JUN 11 1999 10:11 PM
Mr. William S. Murva
May 27, 1999
Page 3

Should significant increased public reaction to the noise from Concorde operations occur, the GTAA reserves the right to establish additional restrictions or procedures.

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

19 (1)

Director of Operations

Attachment

cc: Mr. Keith Little, Manager Traffic Management, GTAA
Ms. Arlene Yakeley, General Manager IFR Operations, NavCanada
Mr. Mal Cooper, Manager Toronto Tower, NavCanada
Airport Duty Managers

BRITISH AIRWAYS

Tel. (905)612-5050 Fax. (905)612-5060

31/03/99

Director, Airport Operations
GTAA
P.O. Box 6031
Toronto AMF, Ontario
L5P 1B2

19 (1)

19 (1)

2/4/99

- C.C. : 
Keith George
- for info.

Dear Sir;

Please find enclosed the schedule of our 1999 Concorde operations into Toronto.

I would like to confirm at this time that we understand the need to comply with the operational and noise abatement procedures as described in your memo of May 08th 1996.
Your file number 5156-45-1 & 5150-5-1.

I will be applying for the supersonic corridor in a separate letter to the Superintendent Air Carrier Certification.

Yours truly,

19 (1)

19 (1)

William S. Murva
Duty Manager,
for 19 (1)
Director Customer Service
Canada

att./

P.O. Box 10. Lester B. Pearson International Airport
Toronto AMF, Ontario. L5P 1A2

251
APR 8 - 1999

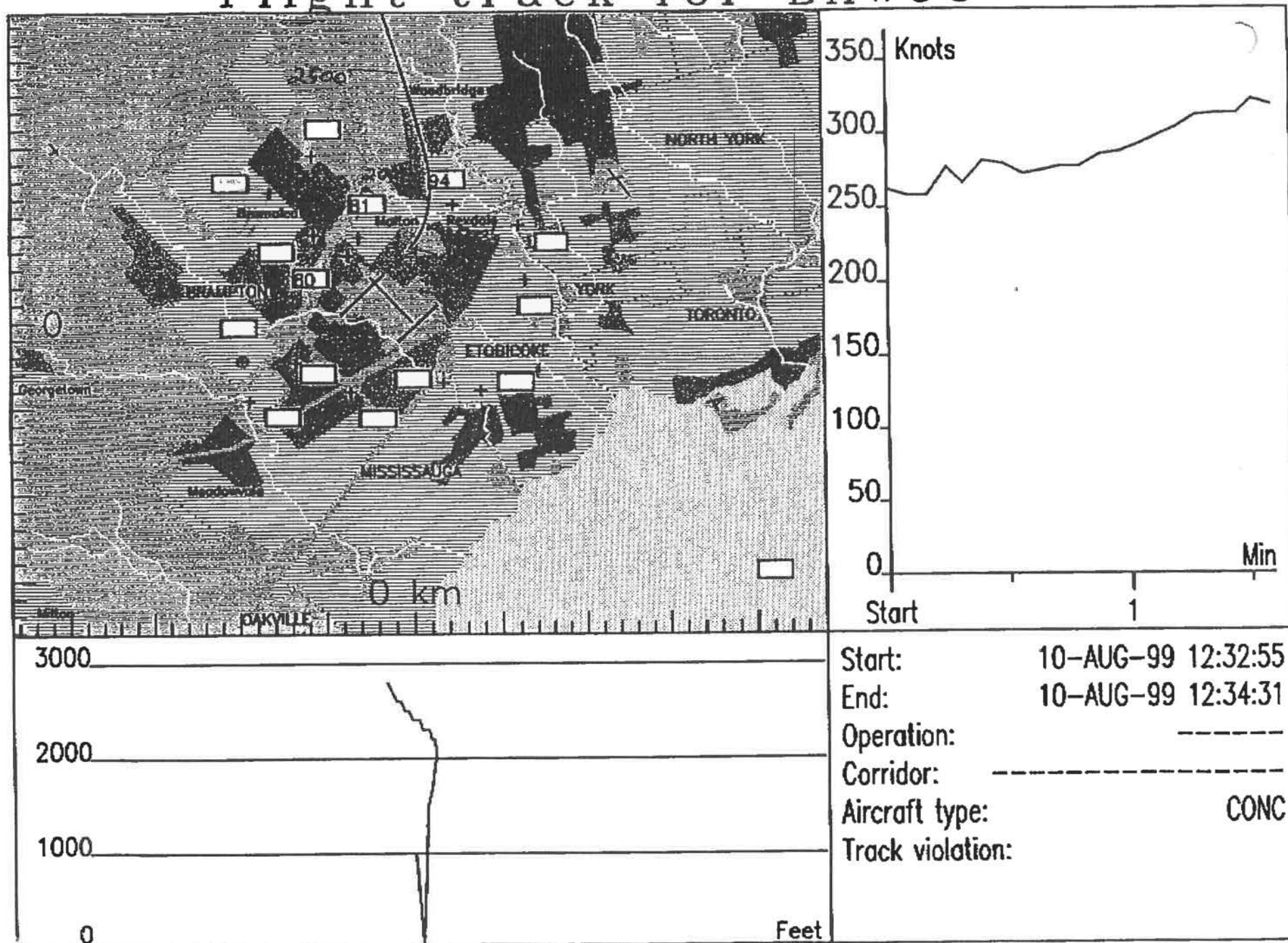
PROPOSED CONCORDE OPS CANADA 1999 - BRITISH AIRWAYS

DATE	FLIGHT	FROM	TO	ARR	DEP	OTHER INFO
26 May	BA 097	MAN	YYZ	1030		NIGHT STOP.
27 May	BA 096	YYZ	LHR		1240	
08 Jul	TBA	MAN	YYZ	TBA		NIGHT STOP
09 Jul	TBA	YYZ	LHR		TBA	
04 Aug	TBA	LHR	YYZ	TBA		NIGHT STOP
05 Aug	TBA	YYZ	LHR		TBA	
09 Aug	TBA	MAN	YYZ	TBA		NIGHTSTOP
10 Aug	TBA	YYZ	LHR		TBA	
31 Aug	TBA	MAN	YYZ	TBA		NIGHT STOP
01 Sep	TBA	YYZ	LHR		TBA 0	
07 Sep	TBA	MAN	YYZ	TBA		NIGHT STOP
08 Sep	TBA	YYZ	LHR		TBA	
13 Sep	TBA	MAN	YYZ	TBA		NIGHT STOP
14 Sep	TBA	YYZ	LHR		TBA	
15 Sep	TBA	JFK	YYZ	TBA		NIGHT STOP
16 Sep	TBA	YYZ	LHR		TBA	
29 Sep	TBA	MAN	YYZ	TBA		NIGHT STOP
30 Sep	TBA	YYZ	LHR		TBA	
12 Oct	TBA	MAN	YYZ	TBA		NIGHT STOP
13 Oct	TBA	YYZ	LHR		TBA	
14 Oct	TBA	LHR	YYZ	TBA		NIGHT STOP
15 Oct	TBA	YYZ	LHR		TBA	
19 Oct	TBA	JFK	YYZ	TBA		NIGHT STOP
20 Oct	TBA	YYZ	JFK		TBA	

cc:DCSC
 K. McAuley (Staff Roster)
 SMM (Eng. coverage)
 PS (Crew Accom.)
 + Distribution

Issued 31 Mar 99

Flight track for BAW96



AUG 11 1999 10:51 FR GTAA-TRAFFIC MONT

905 676 3483 TO 94169520050

P.06/06

** TOTAL PAGE.06 **

4900 Yonge Street
Suite 300
Willowdale, Ontario
M2N 6A5

☎: (416) 952-0162
Fax: (416) 952-0050

5151-1-157(PAD)

NAV CANADA
2490 Britannia Road East
Mississauga, Ontario
L4W 2P7

Attention: Ms. Arlene Yakeley-Acting General Manager

Dear Ms. Yakeley:

RE: Reverse Flow Trial Runway 15R/33L

This letter confirms our concurrence with the continued use of the reverse flow trial turn out procedures for the purpose of mitigating aircraft noise until the results of the recent trial can be assessed at the next Technical Noise Committee meeting tentatively scheduled for May 27, 1999 and presented to the Noise Management Committee. During use of these procedures we request your continued professional use of the authority given Air Traffic Control on the SID departures to issue instructions other than for the published procedures.

We also agree with departing "non-conforming" aircraft from the north side that are destined to the south and vis a versa by allowing them to turn south and north respectively immediately after take-off under the following conditions.

The procedure is

1. only to be used when absolutely necessary;
2. not during the restricted night hours;
3. not on weekends; and
4. NAV CANADA will submit a letter to the Noise Management Committee explaining why this was done and the reason for not being able to

- 2 -

provide advance notice to the Noise Management Committee for their consideration.

5. If for any reason there is an increase number of complaints as a result of this procedure, or the Noise Management Committee disagrees with it, we will have to reconsider our position and advise your office.

Yours truly

Debra D. Taylor
Regional Director
Civil Aviation

cc. John Kaldewey - ~~Director of Operations GTAA~~

V.P. operations and maintenance

Kidd, Bob

From: Chorny, Chris
Sent: May 4, 1999 8:10 AM
To: Kidd, Bob
Subject: FW: LETTER TO GTAA/NAV CANADA

FYA.
Chris

From: Bayliss, Dave
Sent: Monday, May 03, 1999 7:51 PM
To: Chorny, Chris
Subject: LETTER TO GTAA/NAV CANADA

I'm sending the email to you as acting for me and because you will need to be in the loop. Debra needs this if possible by tomorrow. I've already called John Smyth to advise it is coming. You may wish to have Bob do this since it is his airport or you can do yourself, just so long as it gets done.

Would you or Bob kindly draft a letter for Debra's signature to John Kaldeway and Arlene Yakely (Ron King can verify the spelling and address for Arlene) ASAP.

The letter is to state that we concur with the continued use of the procedures of the reverse flow trial for the purpose of mitigating noise until the next Technical Noise Committee meeting (scheduled for May 27th) at which point the issue will be discussed to see if it was a success from the perspective of the TNC and future steps. In so agreeing we request the continued professional use of the authority given ATC on the SID departures to issue instructions other than for the published procedures.

Also indicate that we concur with departing aircraft from the north side that are destined to the south and vis versa by allowing them to turn south and north respectively immediately after take-off. Our concurrence is based on the premise that this procedure will:

1. only be used when absolutely necessary;
2. not during the restricted night hours;
3. not on weekends; and
4. NAV CANADA will write a letter to the NMC explaining why this must be done and the reason for not being able to provide advance notice to the NMC for their consideration.

If for any reason there is an increase number of complaints as a result of this procedure, or the NMC disagrees, we will have to reconsider our position and advise the GTAA.

Tks. D.B.

DRAFT

2) File

RECEIVED

JUL 16 1999

REGIONAL DIRECTOR
CIVIL AVIATION
ONTARIO REGION**RECEIVED**

JUL 21 1999

Greater Toronto Airports Authority Consultative Committee

Tuesday June 15, 1999 - Minutes of Meeting

MEMBERS / ALTERNATES IN ATTENDANCE

CHAIRMAN: 19 (1)

GTAA, Vice President Corporate Affairs and Communications

Voting Members

19 (1)

Counc. Doug Holyday
Counc. Dick Metzak
Kees Schipper

19 (1)

Miss. Board of Trade
Brampton Board of Trade
City of Toronto
City of Brampton
York Region
Brampton Resident

19 (1)

Counc. Norman Gardner

19 (1)

Counc. Maja Prentice

19 (1)

Peel Region
City of Toronto
Halton Region
City of Mississauga
Toronto Board of Trade
Ministry of Transportation

Resource Members

19 (1)

Larry Petovello

Airline Operators Cmte.
City of Mississauga

Don MacLean
Pat Lawler

Transport Canada
NAV CANADA

MEMBERS ABSENT:

Voting Members

19 (1)

Durham Region
Mississauga Resident

19 (1)

Toronto Resident

Resource Members

Dennis Cutajar

19 (1)

City of Brampton
ACTA Ontario
Bramp/Miss Dist. Labour Council

19 (1)

ATAC
City of Toronto

Also Present

Irene Hawrylyshyn
Patricia Short - Galle

19 (1)

GTAA
Transport Canada
Toronto Resident
Toronto Resident
Mississauga Resident

John Kaldeway
Rob Maxwell

19 (1)

GTAA
Hotel/Restaurant Emp. Lcl. 75
Toronto Resident
Toronto Resident

Additional Distribution

Regional Chairman:

Durham; Halton; Peel; and York

Mayors:

Brampton, Mississauga and Toronto

Other Interested parties:

On request

NEXT MEETING: OCTOBER 12, 1999 AT 4:00 P.M.**LOCATION: GTAA Corporate Headquarters, 3111 Convair Drive****COMMITTEE COORDINATOR**

19 (1)

- GTAA

19 (1)

Fax

E-Mail

19 (1)

@gtaa.com

1. PRELIMINARY ITEMS**1.1 Welcome & Roll Call**

19 (1) Vice President Corporate Affairs and Communications, welcomed all present and Irene Hawrylyshyn, Executive Manager Community Relations, conducted the roll call.

1.2 Membership Changes

Mr. 19 (1) advised that Mr. 19 (1) would replace Mr. 19 (1) as the City of Toronto staff member, and the former position of Metro Toronto Municipal representative held by Ms. 19 (1) had been eliminated.

1.3 Approval of Agenda

The agenda as presented was reviewed.

Moved adoption of agenda: Counc. Maja Prentice

Seconded: 19 (1)

Carried unanimously

1.4 Review of February 9th Minutes

The minutes as presented were reviewed.

Moved adoption of minutes: Counc. Norman Gardner

Seconded: Counc. Dick Metzak

Carried unanimously

2. GTAA LBPIA MASTER PLAN – DRAFT

Mr. Lloyd McCoomb, GTAA Vice President Planning and Development, gave a detailed presentation on the draft AMP outlining airside and terminal development, as well as access and support (i.e. roads, hydro, water, and sewer) projects. He indicated that the GTAA is required to prepare a Airport Master Plan (AMP) within 3 years of transfer as part of the ground lease with Transport Canada.

In response to committee members' questions Mr. McCoomb elaborated on several areas.

To minimize the walking distance there will be power walkways throughout the terminal and parking garage to ensure that airport users would not have to walk greater than 300 m unassisted. Mr. McCoomb advised that the estimated journey time from the farthest part of the parking garage to the furthest pier would be 13 minutes.

To familiarize airport users with changes as they arise the GTAA is developing a Communications Plan that includes upgrades to the GTAA web page, and extensive public and media information.

Mr. McCoomb advised that work on the tunnel under Runway 15L/33R is slightly ahead of schedule, due to the good weather, and an efficient contractor.

The interim passenger terminal, located in the infield cargo facility, will operate in the same manner as the current east satellite terminal used by Air Canada and Air Ontario, with passengers being bussed to the area after check in.

3. REGIONAL AIRPORT SYSTEM UPDATE

Mr. Don MacLean, Regional Director Programs Transport Canada (TC), advised that TC is working with six municipalities in Durham to sign a long-term protection of the 18,000 acre Pickering lands. Mr. [19 (1)] advised that the GTAA continues to express its interest in the development of a regional airport at Pickering, to eventually replace Buttonville and Oshawa.

Councillor Maja Prentice asked if there were plans for any residential developments that would encroach on these lands. Mr. MacLean advised that TC was not aware of any, however, the intent of the agreement will protect the airport's zoning requirements.

Mr. [19 (1)] advised that the Region of York is urging the GTAA to support Buttonville Airport, and the GTAA is now entering into discussions with the operators of Buttonville.

On June 8, under the Canadian Marine Act, a Canadian Port Authority (CPA) was established to assume management of the Toronto City Center Airport (TCCA). The new CPA will replace the Toronto Harbour Commission, and existing lands and commercial agreements are transferred to the CPA. The CPA has a board of directors in place, but Mr. MacLean was unsure if they had nominated a Chairperson. Mr. [19] stated that the GTAA considers its mandate to develop a regional airport system, and the TCCA is integral to such a system.

Councillor Prentice asked why the GTAA was touted as an Airports Authority, but other groups are managing Toronto area airports. Mr. MacLean advised that Buttonville is privately owned and as the federal government has no interest the GTAA must conduct its own negotiations. With regard to TCCA, the federal government has an interest but the airport is still subject to the tripartite agreement.

Councillor Prentice suggested that the Southern Ontario Airports Area Study (SOAAS) needs to be promoted. Mr. Kaldeway clarified that SOAAS was completed prior to the introduction of the National Airports Policy in 1994, and Mr. MacLean added that SOAAS was a technical study and not a policy document.

Mr. [19 (1)] advised that impacts on general aviation traffic must be taken into account as LBPIA develops. Mr. Kaldeway advised that the major constraint at other facilities is runway length and capacity, because commercial flights require a 5000-ft runway, and Pearson is the only airport in the GTA to meet this requirement.

4. GTAA ISSUES UPDATE

There was no discussion on this item.

4.1 Federal Government Airport Initiatives

The GTAA is working with other Canadian Airport Authorities to support changes in federal policies that will facilitate passenger processing in Canada. These include:

- The Intransit pre-clearance legislation has passed third reading in the House of Commons and is awaiting Royal assent,
- Expedited Passenger Processing System (EPPS), which is being developed with the support of the Canadian Government to expedite customs and travel arrangements,

- Arrivals Duty Free, which would allow passengers to purchase duty free goods upon arrival at LBPIA,
- Co-mingling of international arriving and departing passengers,
- International Air Policy Bi-lateral agreements - Mr. Shaw elicited continued support from the GTAA CC with regard to this issue.

4.2 Noise Management Committee (NMC) Update

Mr. 19 (1) reviewed the progress made at the June 9 NMC, presenting the committee with a copy of the attached Noise Abatement Initiatives for Restricted Hours (0030 – 0630 local). These procedures will reduce noise in the surrounding communities during the nighttime hours.

Mr. 19 (1) distributed the attached Resolution NMW 99-1, adopted by the NMC and advised that the departure trial procedure for Runway 15R/33L was successful.

5. COMMUNITY UPDATE

5.1 Voting Members Update

Mr. 19 (1) advised that the new president of the Brampton Board of Trade is 19 (1). He also advised that the Board has relocated their offices to 33 Queen Street West.

Mr. Kees Schipper advised that York Region is looking to the new owners of Highway 407 to make changes to 4 or 5 interchanges in the Region, and a further extension into the Region. Mr. Shipper advised that Highway 407 in off peak hours allows access to LBPIA in 12-minutes for York Region residents.

Councillors Doug Holyday and Norman Gardner advised that they both support the fixed link to the island airport, and hope that it continues under the new CPA.

Ms. 19 (1) advised that she was pleased to see federal government efforts in forming a Transportation Forum to consolidate all transportation interests in one forum (ports, airports, ground transportation). Councillor Maja Prentice noted that the Greater Toronto Services Board (GTSB) is also reviewing GTA transportation, and cautioned about duplication of responsibilities.

Mr. 19 (1) advised that he provides GTAA CC updates to the Mississauga Board of Trade's Transportation committee and proposed that the CC meet more frequently than three times per year. Mr. 19 suggested that if the committee so decides, additional meetings for the GTAA CC 2000 calendar will be considered.

Mr. 19 (1) asked about the GTAA's requirement to submit an independent evaluation to the federal government and suggested that the CC could have a role in this. Mr. MacLean advised that the Federal Government is required to review an airport authority within 5 years after transfer, and the government is reviewing four Airport Authorities this year. The GTAA will not be required to subject to this review until the end of 2001. Mr. 19 (1) asked that a presentation be made to the committee on the review process, so stakeholders are prepared when the GTAA must undergo audit. Mr. MacLean advised that some of the information may be classified, but he will keep the committee informed, as information becomes available.

tion: Transport Canada to make a presentation to the committee on the review process so that committee members can advise stakeholders of any participation in the review process, including the GTAA CC's role in the evaluation process.

5.2 Technical Members Update

Mr. 19 (1) advised that Air Canada would begin service to San Diego on June 21. He noted that Air Canada processed 65,000 passengers the weekend of the Montreal Grand Prix.

Mr. Pat Lawler advised that NAV CANADA is very pleased that a tentative agreement has been reached with the Canadian Air Traffic Controllers Association. Mr. 19 (1) asked if salary increases would result in additional fees and charges and Mr. Lawler responded that an anticipated cost was already built in. He added that in fact, fees were reduced in the past month.

Mr. Larry Petovello provided copies of the City of Mississauga's Annual Economic Development Review.

6. PUBLIC COMMENT

Mr. 19 (1) President of the Hotel and Restaurant Employees Local 75, stated that this group is interested in the future of the Sheraton Gateway and the Novotel Hotels in particular, but would like to see a report on the future of hotels in the vicinity of the airport.

7. OTHER BUSINESS

There was no other business

8. ADJOURNMENT

Next Meeting: Tuesday, October 12, 1999 at 4:00 p.m.

Next Workshops: Monday, June 28, 1999 at 7:00 p.m.

Wednesday, September 15 at 7:00 p.m.

Next Public Forum: Wednesday, December 8, 1999 at 7:00 p.m. location to be announced

The meeting adjourned at 6:26 p.m.

Moved adoption of adjournment: Councillor Maja Prentice

Seconded: 19 (1)

CR/PA 5151-1-157 (PAD)



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

Civil Aviation

Aviation Civile

4900 Yonge Street
Suite 300
North York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0050

5151-1-157 [PAD]

January 10, 2000

Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto AMF, Ontario
L5P 1B2

Attention: Mr. Jeff Barrow, Noise Management Specialist

Dear Mr. Barrow:

Re: NOISE WORKSHOP ACTION ITEM REQUEST

The following will acknowledge receipt of your December 21, 1999, letter regarding the captioned subject.

The answer to your question will require a coordinated response by the various offices which are responsible for dealing with the Ground Lease. We will provide an answer to your question as quickly as possible.

If you have any questions please contact the undersigned at (416) 952-0248.

Yours truly,

David Bayliss
Regional Manager
Aerodrome Safety

Canada



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

December 21, 1999

Mr. David Bayliss
Regional Manager, Air Navigational Services
Transport Canada
4900 Yonge Street, Suite 300
North York, ON M2N 6A5

② DND B
FIR: NB
24 DEC 99



Dear Mr. Bayliss:

①

RE: NOISE WORKSHOP ACTION ITEM REQUEST

This letter is in regards to a request for information made by a participant at our last Noise Management Workshop, held on November 24, 1999. Accordingly, Mr. 19 (1) of Mississauga inquired about the penalties assessed by Transport Canada against the Greater Toronto Airports Authority concerning a breach of the current Ground Lease Agreement between the airport authority and the federal government.

Could you please provide the necessary information, at your earliest convenience, so we may address Mr. 19 (1) request.

Thank you again for your attention to this matter.

Yours very truly,

19 (1)

Jill Barrow

Noise Management Specialist

c.c:

19 (1)

GTAA

19 (1)

GTAA

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you have received this communication in error please notify us immediately by telephone.

Thank you. Phone (416) 952-0195 Facsimile (416) 952-0050

Cette communication est exclusivement destinée à qui elle est adressée. Elle peut contenir de l'information privilégiée, confidentielle, et ne pouvant être divulguée selon la loi applicable à l'espèce. Si vous avez reçu cette communication par erreur, veuillez nous en aviser immédiatement par téléphone.

Merci. Téléphone (416) 952-0195 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

Facsimile Transmittal Form - Bordereau de Transmission pour Télécopieur

Aerodrome Safety, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

Date
January 7, 2000

File No. - N° de Dossier
5151-1-157

Page
1 of/de 3

To - À
19 (1)

From - De
David Bayliss

Telephone - Téléphone
19 (1)

Telephone - Téléphone
416-952-0248

Facsimile Telephone - N° de Télécopieur
19 (1)

Facsimile Telephone - N° de Télécopieur
(416)952-0050

Special Instructions - Instructions Spéciales



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

Civil Aviation

Aviation Civile

4900 Yonge Street
Suite 300
North York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0050

5151-1- 157 [PAD]

January 7, 2000

Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto AMF, Ontario
L5P 1B2

Attention: Mr. 19 (1) **General Manager, Airside Operations**

Dear Mr. 19 (1)

Re: PROPOSED RJ EARLY TURN TRIAL

The following is in response to your facsimile dated December 31, 1999 regarding the captioned subject.

We have reviewed your proposal and offer the following initial comments prior to the trial beginning:

1. the proposal be communicated with the Noise Management Committee and obtain their approval;
2. the proposal be communicated to residents who will perceive themselves to be affected by this change in procedure;
3. the use of NAV CANADA issuing a SID and then issuing a new instruction in accordance with "unless otherwise assigned by ATC" only be used for this trial and that any permanent change may require an amendment to the publications e.g. CAP and CFS as appropriate;

.../2

Canada

- 2 -

4. that the various headings currently used by the turbo props be provided so a comparison can be made to the headings proposed by the RJ trial. This may also be helpful because we understand that if a turbo prop is departed before an RJ the turbo prop will be given a different heading; and
5. will the aircraft actually climb to 4000 feet on the assigned heading before being turned enroute?

Again these are initial comments and further comments may be required depending on discussions at either the Technical Noise Committee meeting or the upcoming Noise Management Committee meeting.

If you have any questions please contact the undersigned at (416) 952-0248.

Yours truly,



David Bayliss
Regional Manager
Aerodrome Safety



Greater Toronto Airports Authority

Fax Cover Sheet

Date : Dec. 31/99

To : Technical Noise Committee Member

Company : _____

City/Country : _____

Fax # : _____

From : 19 (1) General Manager, Airside Operations

Number of pages (including this sheet): Two (2)

If there are any problems, please call: (905) 676 - 3485

This message is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged or confidential. If you have received this message in error, please notify us immediately by telephone so that we can arrange for its return at our expense. Thank You.

Message

TNC Member,

As discussed at the previous TNC meeting on October 28, 1999, Nav Canada has proposed the headings for the RJ early turn trial scheduled for the New Year (see attachment). Prior to meeting with the Noise Management Committee (NMC) on January 12, and discussing the details of the RJ early turn trial, we request that you review the following proposal and provide any comments or concerns. In order for us to review and evaluate your comments before meeting with the NMC, we request that you submit your comments, by facsimile, no later than Monday, January 10, 2000.

Yours truly

19 (1)

General Manager, Airside Operations

Bob
Amos Houghton/
Concerns/ideas?
Pls let me know
TUS
nb
45PM00



Greater Toronto Airports Authority

Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2

TEL: 905-676-5198

FAX: 905-676-3483



Greater Toronto Airports Authority

The following are the proposed headings for the RJ turns:

1. Runway 06R

20 (1) (b)

2. Runway 24L

20 (1) (b)

3. Runway 05

20 (1) (b)

4. Runway 23

20 (1) (b)

5. Runway 33R

20 (1) (b)

6. Runway 15L

20 (1) (b)

These headings are 20 (1) (b) During the trial period the early turns will 20 (1) (b). Our intentions are to begin the trial no earlier than January 31, 2000. Please note that we have identified no issues regarding the proposed turns from a noise standpoint.

CR/PA 5151-1-157 (PAD)



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

Civil Aviation
4900 Yonge Street
Suite 300
North York, Ontario
M2N 6A5

Aviation Civile

☎: (416) 952-0248
Fax: (416) 952-0050

December 23, 1999

5151-1-157 (PAD)

Mrs. [19(1)]
[19(1)]
[19(1)] Ontario

Dear Mrs. [19(1)]

Re: AIR TRAFFIC NOISE - [19(1)]

The following is in response to your letter dated October 30, 1999, and the recent telephone conversation Mr. King and I had with you related to the contents of your letter.

I will answer your questions in the order presented in your October 30th letter.

The trials that you refer to are a means to assess the possibility of implementing different arrival and departure procedures in the immediate vicinity of the airport i.e. within approximately 10 nautical miles of the airport. These trials in themselves will not increase traffic but rather will be looking at possible ways of mitigating noise caused by whatever traffic does exist in the immediate vicinity of the airport.

The altitude an aircraft is flying at is monitored by electronic equipment both in the aircraft and on the ground. Air traffic control (ATC) assigns altitudes as required to ensure safety in the air and then proceeds to monitor the flight to ensure compliance by means of radar equipment located in the Air Traffic Control Centre located at Toronto/Lester B. Pearson International Airport (LBPIA). The Canadian Aviation Regulations (CARs) provide penalties in the event a flight crew fails to follow any ATC instruction such as an assigned altitude or routing. The Canada Air Pilot (CAP) also identifies specific routings and altitudes to be flown while on the initial approach into LBPIA. The CAP is considered a legal document and as such carries the weight of the CARs.

.../2

Canada

- 2 -

The CAP, mentioned above, identifies specific routes and altitudes for aircraft to fly when approaching Toronto and, as explained in our recent phone call, these routing are much like "highways in the sky". All aircraft from a similar direction are routed over a common navigational aid and are separated either longitudinally or vertically for safety reasons. Aircraft follow this "highway in the sky" to avoid opposite direction aircraft that are departing Toronto/LBPIA. Depending on the runways in use at Toronto/LBPIA these routings and the altitudes flown will change.

With reference to your concerns about the apparent proximity of aircraft to each other, please be assured that all aircraft inbound to Toronto/LBPIA are separated either vertically or longitudinally even though they appear to be very close together. The separation standards used are internationally accepted standards.

I trust the above clarifies our position in this matter.

Yours truly,



David Bayliss
Regional Manager
Aerodrome Safety

Dave



October 30, 1999

Transport Canada
Civil Aviation
4900 Yonge Street
Suite 400
North York, Ontario
M2N 6A5

Attention: Mr. David Bayliss,
Acting Regional Director,
Ontario Region

Dear Mr. Bayliss:

Re: Air Traffic Noise - 19 (1)

Thank you for your letter of October 6 and your detailed explanation of air traffic routines for planes both approaching and leaving Pearson Airport.

I am baffled, however, that you seem to find no obvious explanation for the great increase in air traffic noise in this area. I have heard the figures "6%" and "8%" used in reference to the increase this year in planes using Pearson airport but these figures do not remotely correspond to the noise level increase we have been experiencing here. I have recently received a letter from Mr. Anthony Polci mentioning four trials that have been implemented in the past few months. Could these trials in some way be the cause of the recent increase in air traffic noise in this area?

I question whether these planes are travelling at the altitude mentioned in your letter. We have been able to read the writing on some of these planes without binoculars which I am sure would not be possible if they were flying at an altitude of 5,000 feet. How does one confirm the altitude a plane is flying at? How are the altitudes airplanes fly at established and enforced?

The frontage of our property is 3,000 feet. Most days the planes travelling to Toronto are following a very specific route directly over our front lawn which obviously creates the most noise since they are very close to or over our house. Other days I have noticed they travel in the identical direction but over 1500 feet south of the previous route, which is far less bothersome to us. Your letter did not explain the reason why these planes travel such specific routes, which I feel is a large part of the problem or why they would change on certain days.

I have seen, as I mentioned in my previous letter, two to three planes flying very close together along this corridor. When traffic increases again next year can we expect to see (and HEAR) four to five planes in a row over our front lawn? I find it hard to believe that this would be a desirable situation from a safety point of view and I can assure you that since the noise level at present is not acceptable, it would be unfathomable if it increased. I understand that many people in 19 (1) which is a very rapidly expanding community, are very unhappy with the present noise situation as well since this same route also goes directly over a very specific area there.

If this noise level increase is due to one of the trials mentioned above, I would definitely say that it is not a feasible alternative. There is far too much air traffic on a corridor that is far too specific. Please convey my concerns and suggestions to the Technical Noise Committee mentioned in the attached letter.

Sincerely,

19 (1)

(Mrs.) 19 (1)

cc: Ms. Deborah Taylor, Transport Canada
Anthony Polci, Office of the Minister of Transport

Office of
the Minister of Transport



Cabinet du
ministre des Transports

OCT 27 1999

19 (1)

19 (1)

Ontario

Dear Ms. 19 (1)

The office of your Member of Parliament, Mr. Julian Reed, recently forwarded to the office of the Honourable David M. Collenette, Minister of Transport, your inquiry regarding aircraft noise in the vicinity of your residence.

Under the National Airports Policy (NAP) announced in July 1994, Transport Canada transferred the day-to-day operation and control of Lester B. Pearson International Airport (LBPIA) to the Greater Toronto Airports Authority (GTAA) on December 2, 1996. One of the fundamental principles of the NAP is that decisions regarding local airport operations are best made at the local level.

Transport Canada continues to develop and administer policies, regulations and services, including those specific to air operators and airports such as LBPIA, in order to ensure a safe and secure transportation system.

I should point out that the Ground Lease signed between the GTAA and Transport Canada requires that the airport authority deal with aircraft noise complaints within ten nautical miles of the airport. It also stipulates that the GTAA must provide a forum for the discussion of noise-related matters. This forum, the Noise Management Committee (NMC), allows the GTAA to discuss with the local community potential initiatives aimed at mitigating the noise caused by airport operations.

You might be interested to know that the GTAA and other stakeholders are currently working on a number of initiatives aimed at mitigating the effects of aircraft noise resulting from operations at LBPIA without adversely affecting safety or airport operations.

.../ 2

Canada

03-0112 (E) (96-06)

-2-

The merits of potential initiatives are discussed at meetings of the Technical Noise Committee, which includes representatives of the GTAA, air operators, NAV CANADA, the Air Transport Association of Canada, the Air Line Pilots Association Canada, the Canadian Business Aircraft Association and Transport Canada. Once the technical merits of the various proposed initiatives have been finalized, they are brought to the Noise Management Committee for its consideration.

Currently, there are four mitigation procedures that are being tested at LBPIA:

5° Divergent Headings Trial

The intent of this trial is to align the flight departure paths for the east/west runways as closely as possible with the runway centre lines, thereby mitigating noise for the surrounding communities. This trial began in June 1999. Bi-weekly reports are provided to Transport Canada for its review.

Runway 24 Right Pearson SID Trial

The purpose of this trial is to have aircraft departing Runway 24 Right delay their departure turn as long as possible to avoid flying over the Brampton area. Between the hours of 2300 and 0700 local time, the aircraft departure leg is extended in distance prior to turning aircraft northbound, thereby avoiding the Brampton area.

Reverse Flow Trial

Normally, the north/south runways are used for safety reasons, such as during conditions of strong cross-winds. When in use, the general practice is to use the new runway (15 Right/33 Left) for arrivals and the old runway (15 Left/33 Right) for departures. Usage of the new north/south runway has resulted in an increase in noise complaints from residents in the communities surrounding the airport who otherwise were not affected by noise from LBPIA.

The trial procedures, which have been in use since March 1999, require aircraft to depart on Runway 33 Left for the north and arrive on Runway 33 Right and for aircraft to depart on Runway 15 Left and arrive on Runway 15 Right. Due to conditions over the past several months, the use of departure procedures for Runway 15 Right has been extremely limited. More data needs to be obtained for this particular operation.

.../ 3

-5-

Noise Abatement Initiatives for Restricted Hours of Operation

Recognizing their responsibility as corporate citizens, the air operator associations proposed some additional noise mitigation initiatives for the restricted hours of 0030 to 0630, local time. The initiatives include proposals for both arrival and departure procedures.

The results of the individual trials are being presented to the NMC on an ongoing basis. The NMC supports the continued use of these trial procedures, with the possibility of the procedures being adopted on a permanent basis.

Should you wish to learn more about any of the aforementioned initiatives or participate in the GTAA's NMC, I would recommend that you contact the GTAA directly at the following address:

Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto AMF, Ontario
L5P 1B2

LBPIA is recognized as an economic engine for the Greater Toronto Area; however, the department appreciates that the airport's economic importance should not outweigh the needs of the community. Noise is an issue that must be managed, and management means involving all interests. Only then is it possible to strike a reasonable balance between the concerns of the local community with the need to sustain a viable airport operation.

I trust that the foregoing helps to address your concerns. Again, thank you for writing.

Yours sincerely,



Anthony Polci
Special Assistant - Ontario

c.c. Office of Mr. Julian Reed, M.P.



Novina Wong, City Clerk

Clerk's Division
Etobicoke Civic Centre
Main Floor, South Block
399 The West Mall
Toronto, ON M9C 2Y2

Tel: 416 394-8104
Fax: 416 394-8895

CR/PA 5151-1-157



July 26, 2000

COMMISSIONER OF WORKS AND EMERGENCY SERVICES:

The Etobicoke Community Council at its meeting held on July 19, 2000, had before it a communication (June 16, 2000) City Clerk advising that City Council at its meeting held on June 7, 8 and 9, 2000, in adopting, as amended, Clause No. 3 contained in Report No. 12 of The Works Committee, headed "Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5)", directed that the report, including the study report dated March 23, 2000, entitled "LBPIA Noise Impact Assessment and Review", prepared by Aeroustics Engineering Limited, be forwarded for review and comment to the Greater Toronto Airports Authority, the Etobicoke Community Council, the Etobicoke Federation of Residents and Ratepayers Association, the Toronto Community Council, concerned residents of Ward 19, and Transport Canada.

The Etobicoke Community Council also had before it, during consideration of the foregoing matter, the following communications:

- (i) (June 6, 2000) from Rose and Robert Lozowy advising that since late summer 1999, the new flight path at Lester B. Pearson International Airport, directly over their home, is unnecessarily intrusive in that all types of airplanes are permitted to use it without any or little decibel or flight restrictions; and requesting that an acceptable solution be implemented so that this situation that is ruining the fabric of their family and their ability to enjoy their property is curtailed; and
- (ii) (July 19, 2000) from Mr. Steve Shaw, Vice President, Corporate Affairs and Communications, Greater Toronto Airports Authority (GTAA), requesting that the Report prepared by Aeroustics Engineering Limited be referred to the GTAA's Noise Management Committee, with a request that a representative from Aeroustics Engineering make a presentation on its findings.

The following persons appeared before the Etobicoke Community Council in connection with the foregoing matter:

- Mr. Don Routley, Member, Westgate Residents' Association;
- Mr. Ian Sillars, Airport Committee (EFFRA); and filed a submission with respect thereto;
- Mr. Richard Boehnke, Etobicoke; and filed a submission with respect thereto; and
- Ms. Sylvia Giovanella, President, Etobicoke Federation of Ratepayers' and Residents' Associations (EFFRA); and filed a submission with respect thereto

The Etobicoke Community Council:

(1) recommended to City Council that:

- (a) an Airport Task Force be established, with a wide membership and comprised of Members of Council;
- (b) the Chief Administrative Officer, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on terms of reference for such Task Force, including composition, staff resources, and a budget that includes access to expert advice; and
- (c) the City Solicitor, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on:
 - (i) the possibility of amending the Building Code to reduce the impact of the noise created by the Lester B. Pearson International Airport on the surrounding community; and
 - (ii) the function of the Greater Toronto Airports Authority Noise Management Committee and options for making it more effective and relevant in reducing aircraft noise and in having a more independent, autonomous role; and

(2) endorsed the recommendations of the Lester B. Pearson International Airport Noise Monitoring and Impact Review and Assessment and directed that the Works Committee, the North York Community Council and the Toronto Community Council be advised accordingly; and

- (3) directed that all of the written submissions received by the Etobicoke Community Council be referred to the Commissioner of Works and Emergency Services for consideration with the comments from all the other stakeholders, with a request that he submit recommendations thereon to the appropriate Committee.

Mary E. Casini

for City Clerk

Mary Casini/lm
Item 4

Sent to: Works Committee
North York Community Council
Toronto Community Council
Commissioner of Works and Emergency Services

- c. Greater Toronto Airports Authority Noise Management Committee
Chief Administrative Officer
City Solicitor
Mr. Karl Hemmerich, Manager, Air Quality Improvement Branch
Administrator, Policy and Finance Committee
Interested Persons



Dave / BSB noted

Novina Wong
City Clerk

City Clerk's
City Hall, 4th Floor, West
100 Queen Street West
Toronto, Ontario M5H 2N2

Tel: (416) 392-7033
Fax: (416) 392-1879
clerk@city.toronto.on.ca
<http://www.city.toronto.on.ca>

July 25, 2000

CA/PA 5151-1-157

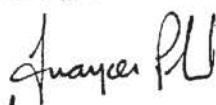
INTERESTED PERSONS



The Toronto Community Council, on July 18, 2000, had before it a communication (June 16, 2000) from the City Clerk respecting Lester B. Pearson International Airport (LBPLA) Noise Monitoring and Impact Review and Assessment. (Wards 2, 3, 4 and 5)

The Toronto Community Council also had before it a communication (July 17, 2000) from Pat Findlay, Toronto Airport Watch.

The Toronto Community Council deferred consideration of the communication until its meeting to be held on September 7, 2000, for deputations.


f City Clerk
Toronto Community Council

Frances M. Pritchard/mt

20000718.89



Greater Toronto Airports Authority

Fax Cover Sheet

Date : July 19, 2000
To : GTAACC Members
Fax # : Distribution List Below
From : 19 (1) Consultation Committee Coordinator



Number of pages (including this sheet): 3

If there are any problems, please call: 19 (1)

This message is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged or confidential. If you have received this message in error, please notify us immediately by telephone so that we can arrange for its return at our expense. Thank You.

Message - Please note the attached News Release for your information.

Counc Dick Metzack	(905) 874-2644	19 (1)	19 (1)
Bill Clark	1(519) 927-5882	Dennis Cutajar	
Counc Cliff Gyles	(905) 896-5463	19 (1)	(416) 667-8048
19 (1)		Larry Petovello	19 (1)
Councillor Norm Gardner	(416) 392-4120	Counc Doug Holyday	
19 (1)		Micheal Lauber	(416) 225-4722
		19 (1)	
Paul Steckham	(416) 235-4932	Kees Schipper	1(905) 830-6927
19 (1)		Karen Maxwell	1 (905) 825-8273
		Trish McTavish	1 (905) 827-4982
Pat Lawler	19 (1)	Bob Strang	(906) 624-9606
		Don MacLean	(416) 952-0516

*Nancy
FYI
In case you get
any calls*

*2
Bob
FYL ad our PIA file -
NB
20 JUL 2000*

Greater Toronto Airports Authority

Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2
TEL: 905-676-3051 FAX: 905-676-3555

Greater Toronto Airports Authority NEWS RELEASE

FOR IMMEDIATE RELEASE
July 17, 2000

**MEDIA ADVISORY – RUNWAY CLOSURE WILL INCREASE OPERATIONS ON
OTHER FLIGHTPATHS**

The Greater Toronto Airports Authority advises that until mid October, the southern east/west Runway 06R/24L at Lester B. Pearson International Airport will undergo temporary closures to allow for taxiway construction associated with the development of the new south parallel runway.

These closures will occur between:

- 11:00 p.m. and 7:00 a.m. on weeknights;
- 9:00 p.m. on Fridays until 1:00 p.m. on Saturdays;
- 6:30 p.m. on Saturdays until 1:00 p.m. on Sundays.

During these hours of closure, there may be added operations on 5/23 or 15L/33R. The attached schedule indicates areas of impact from July through September.

This construction is part of the GTAA's \$4.4 billion redevelopment program. The project, being phased in over the next 10 years, will help prepare Pearson Airport for anticipated increases in air traffic demand. Construction will include a new terminal building, an infield cargo facility and other airside improvements. When the taxiway construction is completed, the upgraded system will allow for more efficient aircraft movement.

Contact: 19 (1)



Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, Canada L5P 1B2
Tel 905-676-3709 • Fax 905-676-7593 • email c_relations@gtaa.com • Web site www.gtaa.com





July 17, 2000

Is: 5

Greater Toronto Airports Authority 2000 Airside Construction Program
July to September 2000 Operational Impact of Runway and Taxiway Closures

<u>RUNWAY FLIGHTPATH AREA</u>	<u>July 1 to September 30 Weekdays (0700 to 2300 local)</u>	<u>July 1 to September 30 Sunday to Thursday nights (2300 to 0700 L), Friday 2100 L to Saturday 1300 L and Saturday 1830 L to Sunday 1300 L</u>
NORTHEAST OF THE AIRPORT Northern Etobicoke and Northwestern North York includes Thistleton and West Humber	Normal frequency of arrivals and departures.	Increased frequency of operations on weekends. During restricted night hours normal infrequent use in strong west or east wind conditions.
EAST OF THE AIRPORT Highway 401 Corridor includes Kingsview Village, Rexdale and Weston	Normal frequency of arrivals and departures.	No arrivals or departures in this area
SOUTH OF THE AIRPORT Includes Markland Woods and Rockwood	Normal infrequent use when strong northwest or southeast winds occur	On infrequent occasions when strong northwest or southeast winds occur during weekends, arrivals on Runway 33L and 33R and departures on Runway 15L. During restricted night hours all operations will use Runway 15L/33R.
SOUTHWEST OF THE AIRPORT Brittania Road Corridor Includes Credit Valley and Streetsville	Normal frequency of arrivals and departures.	No arrivals or departures in this area
WEST OF THE AIRPORT Derry Road Corridor Includes Meadowvale and Southwest Brampton	Normal frequency of arrivals and departures.	Increased frequency of operations on weekends. During restricted night hours normal frequent use for restricted hour operations
NORTH OF THE AIRPORT Includes Bramalea, Malton and Springdale	Normal infrequent use when strong northwest or southeast winds occur	Increased frequency of operations on weekends normally using Runway 15L arrivals and Runway 33R departures. On very infrequent occasions when strong southeast winds occur, Runway 15R arrivals will land over Bramalea. During restricted night hours all operations will use Runway 15L/33R.

JUL 19 2000 11:28 FR GTAA CORPORATE AFFAIR 9056767593 TO MACLEAN TC P.03/03

P/A 5151-1-151

Transport Transports
Canada Canada

ROUTE SLIP - BORDERE

TO - À (NAME - NOM)	ROUTING & SYMBOLE D'ACI	
LYNE GASCON	PA	
DAVID WASHINGTON	PAE	
		☒ For your information Pour votre information
		☐ Per our conversation Selon notre conversation
		☐ Discuss with me Discuter avec moi
		☒ Take appropriate action Prendre les mesures appropriées

REMARKS - REMARQUES

RE: ADMINISTRATOR, ETOBICOKE COMMUNITY COUNCIL

The attached is for your information.

Thank you.

From: Annette Chen
for David Bayliss

October 30, 2000

(416)952-0248

Annette
 Pls make a copy for
 Lyne Gascon and
 David Washington and
 Have send this one to
 Ho PIR Nourse file in CR
 Pls
 The above was TIS
 done on Oct 30/00 DB
 2700100
 Annette



Novina Wong
City Clerk

City Clerk's
North York Civic Centre
5100 Yonge Street
Toronto, Ontario M2N 5V7

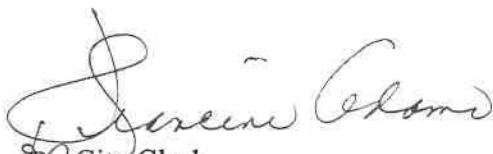
Tel: (416) 395-7348
Fax: (416) 395-7337
fadamo@city.toronto.on.ca
<http://www.city.toronto.on.ca>

October 20, 2000



ADMINISTRATOR, ETOBICOKE COMMUNITY COUNCIL:

I am enclosing for your information and any attention deemed necessary, Clause No. 71(a) contained in Report No. 10 of the North York Community Council, headed "Lester B. Pearson International Airport Noise Monitoring and Impact Review and Assessment – Wards 2, 3, 4, and 5" which was received, for information, by the Council of the City of Toronto at its regular meeting held on October 3, 4, and 5, 2000 and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000.


City Clerk
North York Community Council

Attachment

Francine Adamo/cp
Agenda Item No. 12

c.c.: Chief Administrator Officer
City Solicitor
Mr. Karl Hemmerich, Manager, Air Quality Improvement Branch
Administrator, Works Committee
Administrator, Policy and Finance Committee
Commissioner of Works and Emergency Services
Interested Persons



CITY CLERK

Clause embodied in Report No. 10 of the North York Community Council, as adopted by the Council of the City of Toronto at its regular meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000

71

Other Items Considered by the Community Council

(City Council at its regular meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000., received this Clause, for information.)

- (a) Lester B. Pearson International Airport Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5).**

The North York Community Council reports having received the following communication:

(July 26, 2000) from the City Clerk, advising that the Etobicoke Community Council at its meeting on July 19, 2000, endorsed the recommendations of the Lester B. Pearson International Airport Noise Monitoring and Impact Review and Assessment prepared by Aeroustics Engineering and directed that the Works Committee, the North York Community Council and the Toronto Community Council be advised accordingly.

The North York Community Council also had before it Clause No. 13 of Etobicoke Community Council Report No. 9, titled "Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5), which was adopted, as amended, by the Council of the City of Toronto at its meeting held on August 1, 2, 3 and 4, 2000.



Novina Wong, City Clerk

Clerk's Division
Etobicoke Civic Centre
Main Floor, South Block
399 The West Mall
Toronto, ON M9C 2Y2

Tel: 416 394-8104
Fax: 416 394-8895

12.

July 26, 2000

To: North York Community Council

From: City Clerk, Etobicoke Community Council

Subject: Lester B. Pearson International Airport Noise Monitoring
and Impact Review and Assessment (Wards 2, 3, 4 And 5)

The Etobicoke Community Council at its meeting on July 19, 2000, endorsed the recommendations of the Lester B. Pearson International Airport Noise Monitoring and Impact Review and Assessment prepared by Aeroustics Engineering and directed that the Works Committee, the North York Community Council and the Toronto Community Council be advised accordingly.

The Etobicoke Community reports for the information of the Works Committee, the North York Community Council and the Toronto Community Council having:

- (1) recommended to City Council that:
 - (a) an Airport Task Force be established, with a wide membership and comprised of Members of Council;
 - (b) the Chief Administrative Officer, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on terms of reference for such Task Force, including composition, staff resources, and a budget that includes access to expert advice; and
 - (c) the City Solicitor, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on:
 - (i) the possibility of amending the Building Code to reduce the impact of the noise created by the Lester B. Pearson International Airport on the surrounding community; and

- (ii) the function of the Greater Toronto Airports Authority Noise Management Committee and options for making it more effective and relevant in reducing aircraft noise and in having a more independent, autonomous role; and
- (2) directed that all of the written submissions received by the Etobicoke Community Council be referred to the Commissioner of Works and Emergency Services for consideration with the comments from all the other stakeholders, with a request that he submit recommendations thereon to the appropriate Committee.

Background:

The Etobicoke Community Council at its meeting held on July 19, 2000, had before it a communication (June 16, 2000) City Clerk advising that City Council at its meeting held on June 7, 8 and 9, 2000, in adopting, as amended, Clause No. 3 contained in Report No. 12 of The Works Committee, headed "Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5)", directed that the report, including the study report dated March 23, 2000, entitled "LBPIA Noise Impact Assessment and Review", prepared by Aeroustics Engineering Limited, be forwarded for review and comment to the Greater Toronto Airports Authority, the Etobicoke Community Council, the Etobicoke Federation of Residents and Ratepayers Association, the Toronto Community Council, concerned residents of Ward 19, and Transport Canada.

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The following persons appeared before the Etobicoke Community Council in connection with the foregoing matter:

- Mr. Don Routley, Member, Westgate Residents' Association;
- Mr. Ian Sillars, Airport Committee (EFFRA); and filed a submission with respect thereto;

- Mr. Richard Boehnke, Etobicoke; and filed a submission with respect thereto; and

- Ms. Sylvia Giovanella, President, Etobicoke Federation of Ratepayers' and Residents' Associations (EFFRA); and filed a submission with respect thereto.

Mary E. Casini
for City Clerk

Mary Casini/lm
Item 004

Sent to: Works Committee
North York Community Council
Toronto Community Council
Commissioner of Works and Emergency Services
Interested Persons

c. Greater Toronto Airports Authority Noise Management Committee
Chief Administrative Officer
City Solicitor
Mr. Karl Hemmerich, Manager, Air Quality Improvement Branch
Administrator, Policy and Finance Committee

1712 1AN SILLW25
416 626-8931

I appreciate the opportunity to come before our Community Council today and address the Airoustics Engineering report.

The report is from Expert Witnesses as this company has a record of excellence in the field of study and you must address its recommendations.

Proponents of the airport say, people who buy homes near the airport knew what they were buying and should not complain.

I challenge the airport to release any plan of airport expansion that predates existing houses that they are impacting.

The report identifies, that planning contours are manipulated by averaging the noise generated by the airport to draw forecasts that allocate noise over all runways. (page 18) The noise that people endure comes from a specific runway and that noise can far exceed the forecast because of this slight of hand. Further the planning forecast is based on runway center lines but the airport has changed its operations to allow planes to deviate by an additional 2.5 degrees (page 23) affecting homes previously outside the contour. When the airport again changes the rules and moves the origin of the deviation closer to the airport then even more houses are affected. This is why people are reporting plane where they never were before. The GTAA knows that's the reason but they just play dumb. And there are other examples.

They will say other jurisdictions don't have this problem.

Toronto citizens are not alone in calling for noise enforcement policies.

Other jurisdictions do but their Governments use legislative powers to deal pragmatically with the issues.

Other Governments consider their citizens ahead of their airlines. Their airports have not closed and their economies are still strong. Sydney Australia has a cap on the number of aircraft movements it allows. Heathrow, has noise monitors that enforce stiff penalties when breached. Schipol denies flights over populated areas at certain times and has noise enforcement budgets and associated penalties and incentives. And I could go on

It is clear, in the politics of this City and this Country, vested business interests far out way concerns for the health of people.

The real objective for the GTAA is to expand its business without impact on surrounding communities in full co-operation with all parties.

Full co-operation means an ^{LEVEL} equal playing field and I quote from the report at page 6

"The introduction of new noise policies are vigorously scrutinized by the Canadian Aviation Regulation Advisory Council (CARAC) whereby any new restrictions and procedures are subject to review and approval by CARAC. They were established to review the operations of Transport Canada and to endorse an approach of consultation before rulemaking in attempts to improve the regulatory process. Procedures have to be instituted such that aircraft operators may challenge all proposed changes to noise rules at airports."

All this conducted in private and made fact before we are told. Where are our citizens rights? Where is our opportunity to say we don't want our houses inside noise contours so don't deviate from 5 to 7.5 degrees and don't move the focus point back and include more homes.

What is wrong with correcting the problems identified at Pearson. We are not advocating closing the place. The reason is simple. The airline industry won't pay for its polluting ways and it wants our city politicians to endorse them.

Enforceable noise limits acceptable to people's quiet enjoyment of their homes has become necessary. Why?

The report is clear, aircraft movements to meet the 50 million passengers forecast for Pearson will overwhelm any technical aircraft noise improvement. This is a fact that needs your action to prevent further deterioration before it is too late.

Further noise reductions are found in how aircraft are flown over our neighbourhoods and controlled on the runways and taxiways.

The airlines knows how to reduce noise but as other jurisdictions have done, enforcement through financial penalties is needed to gain their full attention. We also demand strict limit on the times when aircraft will be overhead our neighbourhoods.

The report guides Toronto on how to managing^e aircraft noise.

We needs a minimum 32 monitors not 3 to enforce limits simply because of the size of the noise footprint created by aircraft overhead our heads ~~city~~. The GTAA should place monitors scientifically and not be inviting the city to place our new one this year as if this was some kind of solution to the problem.

It is what is done with the data that is important. In Toronto, 32 monitors will gather sufficient data to establish what the actual noise is that people all over the city are complaining about. Once we know, we will be able to set an upper noise limit that is not going to affect people's health and the airport can operate with.

I am confident that the airline industries will improve their practices and not breach these limits thus avoiding sanctions and fines, just as they have done at other airports. They will not take their business elsewhere because every airport close to populated areas face the same issue. There is nowhere to go.

It is balance that the GTAA need to find with the City and its residents. This report is a great guide on how that balance will be found.

Thank you.

Richard Boehnke

67 MacLennan Dr.
Etobicoke
1490 1144
Presentation to Etobicoke Community Council - July 19, 2000*Thanks*

621-5089

Congratulations on the past three years. You must have done something to cause the lobbyists of the GTAA to try preventing simple community input to anything dealing with their power, right from the re-appointment of a Director to the GTAA Board to the granting of enough time to advise the Toronto community of the Accord. And, remember, there are thousands in Toronto who have no idea what will happen to them and no one is telling them.

The burden some of you have carried on our behalf is recognized and appreciated. Those of you who will represent us in the next term of Council are asked to stay strong on the issue, and I assure you that we assume your support and will be there to help you every foot of the way – indeed we'll insist upon it.

Aeroustics Report and Existing Housing

This Aeroustics Report is so very important because it is competent and clear. The noise is real and it's going to get worse if things are not dealt with. Airports project their needs 10 to 20 years out and draw noise forecast contours to assist others plan accordingly. Citizens rely on their municipalities to abide by their own rules and if housing was built under municipal rules that recognized airport forecasts, it is not unreasonable to expect that people could actually buy and live in these houses without damaging their health. That is not whining!

The Role of the GTAA

Our Federal Cabinet waived environmental requirements on Pearson and built a new runway and is implementing plans for two more knowing full well that existing housing with people living in them will live inside a noise contour where housing should never be built *under their own rules*. The GTAA was created with the status and protection of a federal department but with none of the responsibility to the public. They report only to themselves.

Maintain our Lifestyle

We don't demand silence from them, but we do demand that our right not to suffer a deterioration in our lifestyle. All of us moved into our homes with certain conditions extant. We didn't change the rules – Transport Canada and the GTAA changed them. Therefore, we must have you to help protect the existing owners to suffer no worse than when they bought in? That is not unreasonable! It is our Airport – it should be working with us, not simply steam-rolling over us to get their end.

City of Toronto Airport Affairs sub-Committee

We need ECC to affirm a Toronto City council airport sub-Committee to deal with all airport related materials and business. It would have saved the lobbyists the embarrassing scurrying at Council, pushing last minute motions before a confused group of Councillors. You people recognized this need for a sub-Committee almost three years ago, but it seems that the bureaucracy don't appreciate democracy as much as you. The Airport sub-Committee you sponsored was lost in a re-organization without apology or acknowledgement. Very

strange! Please follow this up before the election. We need a focused Airport sub-Committee. Remind the CAO who runs the City!

Noise and Pollution Limits

The sub-committee would work to make our airport the quietest and most resident friendly facility in operation anywhere. There's no NIMBY here. Nobody is suggesting the airport close or move, but we are demanding that noise and pollution limits of the existing airport be realized and controlled. An increase in capacity has limits and growth must not degrade the existing world. If there is a political person present who thinks that is unreasonable we should appreciate hearing that now?

Airlines have run the entire show to date. They will strive for the easiest, least expensive, highest volume, maximum profit, and limited restriction environment for their operations. All we ask a little balance and demand that we be at the table to establish the level of pounding we are willing to take on behalf of the rest of Toronto.

Night Flights and Exemptions

The Aeroustics Report permits a rationale approach to developing and monitoring noise limits. The idea is neither crazy nor radical. Council felt quite comfortable in passing a smoking by-law with complete abolition of smoke in public places. We pass noise by-laws for dogs and discos because the neighbours are disturbed. That is good! But 50,000 horse power all night from planes weighing less than 34000 kg is disturbing too? Why are they exempted from any controls at all? Why should they be allowed to go at anytime of

night? We need your help and leadership to deal with this kind of hypocritical exemption and drag these matters onto the table in front of Transport Canada.

Monitoring Tools

Foxes counting chickens have always been suspect. Toronto needs at least the 32 monitors the report recommends to monitor the sound, and not the three currently in operation. Their placement must be scientific and a proper reporting regime developed together with the community reporting to the above sub-Committee.

Thanks for listening, and thanks for supporting the Community!

E.F.R.R.A.

Eto. oke Federation of Ratepayer's & Residents' Association

July 19, 2000

ETOBICOKE COMMUNITY COUNCIL: AGENDA ITEM 4

What can I say but Thank you, thank you, thank you. As Councilors of the City of Toronto and elected officials of the Etobicoke Community Council Thank you for your support help and understanding in the necessity for an independent study on the noise impact of Pearson International Airport on our city. It has been 3 years since EFRRA asked for this study. We are so pleased that its author has now presented the report.

As we have been waiting over the last three years, the residents surrounding the airport have been severely impacted by the noise and pollution. I have, as you have, received calls regularly from residents throughout the former cities of Etobicoke, North York, York, and Toronto.

The pattern is as follows:

I have lived at this address for 25, 40, 47, 30, 15 years (in other word long term existing residents.)

They say, I have never seen planes fly over here before, fly as low, or frequently, been aware of night flights.

Because of the noise I cannot sleep at night, enjoy my yard, watch television, my baby is awakened up at 5.30 am, I feel I am living in a war zone.

I am smelling aviation fuel.

Incidentally I have experienced the same problems.

Now for the kicker, they ask me what can I do about this?

Thank goodness for your foresight, by hiring Aeroustics, you have confirmed to me and those residents that this is not our imagination. For to listen to the GTAA one could be led to believe that we are telling fairy tails.

Our complements, you could not have hired a better expert in this field than Aeroustics Engineering. They have extensive experience and are well respected by their peer group.

I am going read from part of the executive summary as found on page 4 as I believe it is most important.

- *Initiate discussions with the Federal Government to adopt a tangible legislation regarding environmental noise from airports*
- *Change of Descriptor from NEF to Ldn (expressed in dBA)*
- *Change in Noise Contour maps to reflect potential spread of flight corridors*
- *Change in Noise Contour maps to reflect peak day planning scenario for each runway*
- *Enhance the Current Noise Monitoring Program*
- *Determine and institute a suitable Noise Budget(s) for specific Communities impacted by the Airport*
- *Review Low Frequency Noise Impact Issues Arising from Reverse Thrust Application*
- *Institute provincial noise criteria for Ground Operations at the Airport*
- *Initiate discussions with Transport Canada and GTAA to adopt an enforcement mechanism to ensure that the Noise Budget(s) and/or Sound Limits are met*
- *Initiate discussions with Transport Canada to adopt an audit protocol for GTAA's Noise Management Program*
- *In the case of noise exceedances, outline a noise mitigation contingency plan that includes low noise flight profiles, nighttime restrictions, noise surcharges, fines, stringent enforcement of low noise aircraft and use of hush houses.*

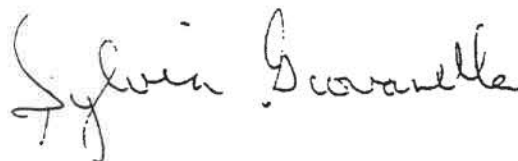
On behalf of the residents who have asked, what am I going to do?

I must ask you, our elected officials, what are you going to do with this report from an independent expert? Are you going to implement any or all of their recommendations?

Recommendations:

We recommend that you set up immediately, before this council adjourns, an Airport Committee to deal with all citizen related issues with the Airport including Economic, Planning and any other business such as appointments to GTAA or Transport Canada Committees and Boards that will impact the City of Toronto.

Further, we would recommend that you adopt the recommendation from the Report as detailed on page 30 and 31. (as attached)



8.0 Recommendations

The recommendations outlined in the following address three basic issues as follows: Legislation, Enforcement and Monitoring.

Legislation: At present, there is no (Federal) legislation governing aircraft noise. It was indicated in the beginning that the Federal Government assumes all power to govern air operations in the country through the Aeronautics Act. It would be necessary for the federal government to issue an umbrella legislation similar to the Environmental Protection Act (EPA) of Ontario to allow for regulations regarding airport noise. The regulations should be set and enforced by Transport Canada in conformity with the wishes of the Canadian Transportation Agency, which have the mandate to review such regulations. The noise monitoring may be carried out by GTAA with a yearly audit by Transport Canada.

Enforcement: There should be a yearly noise budget set for the entire environs around the airport. This budget can be set on the basis of yearly average Ldn, as expressed in dBA, of all noise events as measured by all the monitors or by only the monitors located in residential neighborhood. For this to be useful there should be adequate coverage of all areas around the airport. The extent of such coverage and the limits should be set after further study. Such noise budgets can also be set for individual sensitive areas and communities based on the findings from the noise monitors located in these areas.

The yearly budget should be based on the projected noise contours prepared by Transport Canada, and using the locations of the monitors with respect to these noise contours (many more noise monitors are required in order to properly assess the average yearly Ldn). The noise contours should be published by Transport Canada in Ldn rather than NEF such that the actual yearly Ldn at each monitor location can also be compared to projected Ldn. There should also be a limit by which each monitored Ldn can exceed the projected values. Noise based surcharges may be levied against GTAA by Transport Canada if either the overall noise budget or the individual monitor limit is exceeded. Similarly, a reward can be levied if the budget is not exceeded. The noise budget or the individual monitor limit may be changed to reflect noise impact conditions and operational constraints can be modified or reviewed annually to meet the noise budget for the entire airport or to meet the noise level limits at individual monitors.

Monitoring: Upon initial review, it is recommended that the number of noise monitors should be increased significantly to a minimum of 48. At least 2 monitors (near and far from the runway) should be located at the edge of each flight corridor for each runway as conceptually illustrated in Figure 22. For the runways alone a total in excess of 24 monitors would be required. A further minimum of 24 is recommended in order to cover residential areas on the flight path up to 10 miles radius from the airport. The details of these monitor locations should be subject to a further study once the regulations to use the noise monitor data are in place.

This monitoring arrangement could be set up so as to verify compliance with the ICAO reference measuring locations and substantiate individual noise emission standards. These certification standards can be used to establish aircraft noise limits that can be endorsed by the airport and monitored accordingly. The monitoring data can also be used to refine landing/takeoff procedures and preferential runway use as noise mitigation techniques.

The 34,000-kg demarcation should be eliminated. None of the European airports adhere to this limit in their noise enforcement policies. Provided that a sufficiently stringent limit is set for nighttime operation - no curfew may be necessary. The noise based charges for noise budget or noise limit violations should reflect the acoustic character of the aircraft (i.e. greater charges levied to noisier aircraft) and the time of the occurrence of the violation (i.e. greater charges at nighttime). A noise based charge schedule can be established to determine the applicable surcharge. Noise based surcharges should be set up to encourage operation of quieter aircraft, especially at night. Fines levied for noise limit violations should strongly discourage such violations.

The noise impact assessment from ground operations should follow the sound limit compliance and investigation procedure that is consistent with the NPC publications issued by the Ontario Ministry of Environment. This could entail a receptor based property line sound limit that is expressed as a function of the time of day. These noise control procedures should again be monitored and enforced by Transport Canada with noise based surcharges levied accordingly if the limits are exceeded. GTAA in turn may levy surcharges on a specific carrier or airline if sound limits are exceeded. If exceeding the sound limits becomes a consistent problem, noise control measures such as hush houses and/or hush pods should be introduced at the airport to be rented by the airlines as required.

It is also recommended that the airport noise contours be revised to address the state of the art in descriptor development and community noise impact. In addition, the contours should reflect a conservative overview of the noise impact potential within the communities that surround the airport. As discussed earlier in the report this would include:

- Incorporation of the wider profile flight patterns actually used
- Prepare the contours based on a 95 % planning day for each runway.
- Express the contours in terms of the Ldn descriptor in dBA.
- The contours should incorporate the modeling multiple turns and other flight procedures.

The findings of this study and future work as defined in section 7 of this report should also be implemented into the City's planning procedures for land use and development.

9.0 References

1. Ibanez, F. Belmar; Belenguer, H. Estelles; Diaz, E. Gaja, "Relationship Between the EPNL and SENEL Parameters in Aircraft Noise," Noise Control Engineering Journal/September-October 1985, 80-82 (1985)
2. Zwicker, Eberhard, "Meaningful Noise Measurement and Effective Noise Reduction", Noise Control Engineering Journal/November-December 1987, 66-76 (1987)



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Conair Drive
Toronto AMF, Ontario, Canada L5P 1B2

Sent by Facsimile: (416) 394-8895

July 19, 2000

City of Etobicoke Community Council
c/o Molly Sutherland, Clerk
Etobicoke Civic Centre
399 the West Mall
Toronto, Ontario M9C 2Y2

Dear Councillors:

I am writing with respect to the LBPIA Noise Impact Assessment and Review Report prepared on behalf of the City of Toronto by Aeroustics Engineering Limited that is before your Council for review and comment today. The Greater Toronto Airports Authority (GTAA) also received from the City a copy of this report by letter dated June 16th.

Given the complexity of the issue, a comprehensive review has not yet been completed by the GTAA. Furthermore, given the realities of noise management and airport operations, Transport Canada, Nav Canada, and the Air Transport Association of Canada will have to be involved in order to review the recommendations contained in the report. It should be noted that a preliminary read of the report has found significant factual errors and misinformation about the regulation of airport operations.

It is suggested therefore that this report be referred to the GTAA's Noise Management Committee (NMC), with a request that a representative from Aeroustics Engineering make a presentation on its findings. The NMC is the only body that brings together all the appropriate stakeholders in a single forum to review and implement the recommendations of this report.

I would note for the information of Community Council that it appears the only recommendation contained in the report for which the GTAA has sole jurisdiction is the installation of additional noise monitors. Currently there are 14 permanent noise-monitoring terminals. The GTAA has an ongoing plan to install three additional noise monitors each year, and proposes in 2000 to

Etobicoke Community Council
LBPIA Noise Impact Assessment and Review Report
July 19, 2000
Page 2

install one in each of the cities of Toronto, Brampton, and Mississauga. At the April 5th Noise Management Committee meeting the GTAA requested, through its City representative, three possible locations for the installation of this additional monitor. The GTAA looks forward to an early response from Toronto.

Yours truly,

GREATER TORONTO AIRPORTS AUTHORITY



Steve Shaw
Vice President, Corporate Affairs and Communications

19 (1)

ETOBICOKE, ONTARIO

19 (1)

TEL.: 19 (1)

June 6, 2000

City Clerk
Toronto City Hall
100 Queen Street West
Toronto, Ontario
M5H 2N2

Dear Sirs/Madam:

RE: AIRPLANE NOISE

We are the property owners of 19 (1) Etobicoke, Ontario.

We purchased these premises in 19 (1)

19 (1) Our perception was accurate up until approximately late summer, 1999, when on certain days, airplanes flew over our property, one every two minutes for hours, some days beginning at 6:00 am and continuing until 11:00 pm. This was of great concern to us because of the excessive noise that was created by these flights, which severely limited our enjoyment of the property and directly affected our family. Specifically, it affected us in disturbing the peace and quiet and even so far 19 (1)

19 (1)

We have continued to call the GTAA and complain and have been advised that a new runway was built in mid 1990's and that this runway was now being used when winds reached 24 knots or greater out of the North, and was also being used in emergency discretionary circumstances. They have advised that these new flight paths were permitted to fly directly over our home at low altitude with little or no controls in place for our well being.

We dispute this entitlement and request that an inquiry being undertaken to review these claims. Our position is that this new flight path is unnecessarily intrusive in that all types of airplanes are permitted to use it without any or little decibel or flight restrictions. We are advised that in other

regions that are affected by major airline traffic, decibel controls are in place to limit the noise pollution effect on neighborhoods. Without proper limits on this noise our lives and those of our immediate neighbors and in particular the enjoyment of properties are severely compromised and limited by this intrusive and pervasive noise. We expect that an acceptable solution must be implemented so as this unchecked nuisance that is ruining the fabric of our family and our ability to enjoy our property is curtailed. We are tired of being imprisoned in our home.

We require an immediate response and ask that we be contacted to arrange a meeting to discuss these issues so that a formal solution can be agreed upon.

Yours truly,

19 (1)

Interested Persons re LBPIA Noise Monitoring and Impact Review and Assessment

Mr. Steve Shaw, Vice President
Corporate Affairs and Communications
Greater Toronto Airports Authority
3111 Convair Drive
9 Dixon Road
Mississauga ON L5P 1C2

Mr. Dave Baylis, Regional Manager
Aerodrome Safety, ANS and Airspace
Transport Canada
4900 Yonge Street, Suite 300
Toronto ON M2N 6A5

Mr. and Mrs. [19 (1)]
[19 (1)]
Etobicoke ON [19 (1)]

Ms. Sylvia Giovannella President
Etobicoke Federation of Ratepayers' and
Residents' Associations
[19 (1)]
Etobicoke ON [19 (1)]

Mr. Ian Sillars
Airport Committee
[19 (1)]
Etobicoke ON [19 (1)]

Mr. Richard Boehnke
[19 (1)]
Etobicoke ON [19 (1)]

Ms. Rose Kurak
[19 (1)]
Etobicoke ON [19 (1)]

Mr. Don Routley, Member
Westgate Residents' Association
[19 (1)]
Etobicoke ON [19 (1)]



CITY CLERK

12(a)

Clause embodied in Report No. 9 of the Etobicoke Community Council, as adopted by the Council of the City of Toronto at its meeting held on August 1, 2, 3 and 4, 2000

13

**Lester B. Pearson International Airport (LBPIA)
Noise Monitoring and Impact Review
and Assessment (Wards 2, 3, 4 and 5)**

(City Council on August 1, 2, 3 and 4, 2000, amended this Clause by adding thereto the following:

"It is further recommended that a copy of this Clause be forwarded to the Board of Directors of the Greater Toronto Airports Authority, for information.")

The Etobicoke Community Council recommends that:

- (1) an Airport Task Force be established, with a wide membership and comprised of Members of Council;**
- (2) the Chief Administrative Officer, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on terms of reference for such Task Force, including composition, staff resources, and a budget that includes access to expert advice; and**
- (3) the City Solicitor, in consultation with the appropriate City officials, be requested to submit a report to the Policy and Finance Committee on:**
 - (a) the possibility of amending the Building Code to reduce the impact of the noise created by the Lester B. Pearson International Airport on the surrounding community; and**
 - (b) the function of the Greater Toronto Airports Authority Noise Management Committee and options for making it more effective and relevant in reducing aircraft noise and in having a more independent, autonomous role.**

The Etobicoke Community Council reports, for the information of Council, having:

- (1) endorsed the recommendations of the LBPIA Noise Impact Assessment and Review and directed that the Works Committee, the North York Community Council and the Toronto Community Council be advised accordingly; and**
- (2) directed that all of the written submissions received by the Etobicoke Community Council be referred to the Commissioner of Works and Emergency Services for**

consideration with the comments from all the other stakeholders, with a request that they submit recommendations thereon to the appropriate Committee.

The Etobicoke Community Council submits the following communication (June 16, 2000) from the City Clerk:

I am enclosing for your information and any attention deemed necessary, Clause No. 3 contained in Report No. 12 of The Works Committee, headed "Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5)", which was adopted, as amended, by the Council of the City of Toronto at its meeting held on June 7, 8 and 9, 2000.

In so doing, Council directed that a copy of this report, including the study report "LBPIA Noise Impact Assessment and Review" prepared by Aeroustics Engineering Limited, dated March 23, 2000, be forwarded to the Greater Toronto Airports Authority (GTAA), the Etobicoke Community Council, the Etobicoke Federation of Residents and Ratepayers Association (EFFRA) and Toronto Community Council, concerned residents of Ward 19, and Transport Canada for review and comment.

The Etobicoke Community Council reports, for the information of Council, having had before it, during consideration of the foregoing matter, the following communications:

- (i) (June 6, 2000) from Rose and Robert Lozowy advising that since late summer 1999, the new flight path at Lester B. Pearson International Airport, directly over their home, is unnecessarily intrusive in that all types of airplanes are permitted to use it without any or little decibel or flight restrictions; and requesting that an acceptable solution be implemented so that this situation that is ruining the fabric of their family and their ability to enjoy their property is curtailed; and
- (ii) (July 19, 2000) from Mr. Steve Shaw, Vice President, Corporate Affairs and Communications, Greater Toronto Airports Authority (GTAA), requesting that the Report prepared by Aeroustics Engineering Limited be referred to the GTAA's Noise Management Committee, with a request that a representative from Aeroustics Engineering make a presentation on its findings.

The following persons appeared before the Etobicoke Community Council in connection with the foregoing matter:

- Mr. Don Routley, Member, Westgate Residents' Association;
- Mr. Ian Sillars, Airport Committee (EFFRA); and filed a submission with respect thereto;
- Mr. Richard Boehnke, Etobicoke; and filed a submission with respect thereto; and
- Ms. Sylvia Giovanella, President, Etobicoke Federation of Ratepayers' and Residents' Associations (EFFRA); and filed a submission with respect thereto.

A copy of the LBPIA Noise Impact Assessment and Review, referred to in the foregoing communication from the City Clerk, was forwarded to Members of the Etobicoke Community Council with the agenda for the Etobicoke Community Council meeting of July 19, 2000, and a copy thereof is on file in the office of the City Clerk.)

Novina Wong, City Cl

October 24, 2000

AIRPORT T.

Annette
 Pls make a copy of this
 for Lynne Gosselin's file
 Has in CA/PA under the
 Toronto / LBPIA noise file.
 TUS
 MB
 6:10:00

vision
 Civic Centre
 , South Block
 West Mall
 IN M9C 2Y2

Tel: 416 394-8104
 Fax: 416 394-8895



City Council at its regular meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000, had before it the following Motion:

Moved by: Councillor Korwin-Kuczynski

Seconded by: Councillor Miller

"WHEREAS City Council at its meeting held on June 7, 8 and 9, 2000, adopted, as amended, Clause No. 3 of Report No. 12 of The Works Committee, headed 'Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5)', and in so doing, forwarded the study report, entitled 'LBPIA Noise Impact Assessment and Review', to the Toronto Community Council for review and comment; and

WHEREAS the Toronto Community Council, at its meeting on July 18, 2000, deferred consideration of the aforesaid study until its special meeting to be held on September 7, 2000, for deputations, to permit distribution to interested parties and community consultation with local Councillors; and

WHEREAS City Council at its meeting held on August 1, 2, 3 and 4, 2000, adopted, as amended, Clause No. 13 of Report No. 9 of The Etobicoke Community Council respecting this matter, without the requested comment from the Toronto Community Council; and

WHEREAS the Toronto Community Council, at its special meeting held on September 7, 2000, did hear deputations from interested members of the Community, but, in view of Council's action on August 1, 2, 3 and 4, 2000, could only receive this matter;

NOW THEREFORE BE IT RESOLVED THAT, in accordance with Section 46 of the Council Procedural By-law, Clause No. 13 of Report No. 9 of The Etobicoke Community Council, headed 'Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5)', be re-opened to permit amendments arising from the comments of the Toronto Community Council, as directed by Council on June 7, 8 and 9, 2000;

AND BE IT FURTHER RESOLVED THAT:

- (1) the City of Toronto write to the Minister of Transport encouraging him to establish an effective noise monitoring system as recommended in the Aerooustics Report, based on scientific placement of monitors, and not only on community complaints; and
- (2) the City of Toronto ensure that the Airport Task Force be established as a continuing committee with clear directions dealing with all airport issues."

City Council re-opened Clause No. 13 of Report No. 9 of The Etobicoke Community Council and adopted, as amended, the balance of the foregoing Motion, viz.:

- (1) That the Minister of Transport be encouraged to establish an effective noise monitoring system as recommended in the Aerooustics Report, based on scientific placement of monitors, and not only on community complaints; and
- (2) that the City of Toronto ensure that the Airport Task Force be established as a continuing committee with clear directions dealing with all airport issues, and that the mandate of such Task Force include the examination of noise generated by all aircraft, save and except those involved in emergency services.

Mary E. Casini
for City Clerk

Mary Casini/lm
Item J1

Attachment

Sent to: Minister of Transportation
Airport Task Force

c. Other Interested Parties
Administrator, Toronto Community Council
Administrator, Works Committee
Mr. Karl Hemmerich, Manager, Air Quality Improvement, Works and Emergency Services

Transport Transports
Canada Canada



ROUTE SLIP - BORDEREAU D'ACHEMINEMENT

TO - À (NAME - NOM)	ROUTING SYMBOL SYMBOLE D'ACHEMINEMENT	☐ For approval Pour approbation
LYNE GASCON	PA	☐ For signature Pour signature
		☐ Comment Observations
		☒ For your information Pour votre information
		☐ Per our conversation Selon notre conversation
		☐ Discuss with me Discuter avec moi
		☒ Take appropriate action Prendre les mesures appropriées

REMARKS - REMARQUES

RE: AIRPORT TASK FORCE

The attached is for your information.

Thank you.

From: David Bayliss

November 6, 2000

(416) 952-0248

5151-1-157



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

April 4, 2001

Mr. Dave Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 300
North York, ON M2N 6A5



Dear Dave:

VIA FACSIMILE: (416) 952-0050

Re: 250 Knot Speed Restriction

Air Canada (ACA) recently presented a position to the Greater Toronto Airports Authority (GTAA) Technical Noise Committee (TNC) suggesting that the 250-knot speed restriction on the noise abatement page in the Canada Air Pilot (CAP) be [redacted] 20 (1) (b)

The ACA position was that [redacted] 20 (1) (b)

[redacted] 20 (1) (b) The members of the TNC concurred with this position and wish to proceed with this amendment. The wording for the proposed amendment will read [redacted] 20 (1) (b)

[redacted] 20 (1) (b)

The GTAA seeks guidance from Transport Canada on whether this amendment can be made in the CAP with this local agreement?

Your consideration and opinion regarding this question is appreciated. Please contact me at [redacted] 19 (1) if you have any questions.

Yours truly,

[redacted] 19 (1)

Wil MacMillan
Manager, Aviation Standards,
Noise and Enforcement

cc: [redacted] 19 (1)

WM/250 Knot

5151-1-157



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

April 4, 2001

Mr. Dave Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 300
North York, ON M2N 6A5



CM/P/A

LB/112 noise file

Tics
NB

9 AM 05

Dear Dave:

VIA FACSIMILE: (416) 952-0050

RE: SINGLE EVENT NOISE LEVEL LIMITS (SENL)

As requested by the Greater Toronto Airports Authority (GTAA) Noise Management Committee (NMC) the GTAA Noise Management office conducted a study to determine if and how other international airports implement SENL as a noise abatement procedure.

Our study indicated that there are airports that have a SENL program with various levels of monetary penalties should a SENL be exceeded. The GTAA has presented this report to both our Technical Noise (TNC) and the NMC committees and has been asked to seek direction from Transport Canada (TC) on the required process to implement such a program.

Your guidance in determining the process is appreciated. Please contact me at 19 (1) if you have any questions.

Yours truly,

19 (1)

Wil MacMillan
Manager, Aviation Standards,
Noise and Enforcement

cc: 19 (1)
WM/SENL



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

P/A

Civil Aviation

Aviation Civile

4900 Yonge Street
Suite 300
Toronto, Ontario
M2N 6A5

☎: (416) 952-7254
Fax: (416) 952-0050

February 6, 2001

5151-1-157 (PAD)

Ms. [19 (1)]

[19 (1)]

Bramalea, Ontario [19 (1)]

Dear Ms. [19 (1)]

Re: Toronto/Lester B. Pearson International Airport Zoning Regulations

Further to our conversation, enclosed is the text of the Public Notice and the Airport Zoning Regulations (AZR). The AZR were pre-published in the Toronto Star on September 30, 1997 and October 1, 1997. They were approved by Privy Council on March 11, 1999 and subsequently published in the Toronto Star on June 27, 2000 and June 28, 2000.

In the Public Notice document there is a list of the local Land Titles or Land Registry Offices where the AZR have been registered. This is where you can go to examine the AZR "book" which also has drawings which help explain the restrictions on your property.

I hope that this information is useful to you. If you have any questions or concerns, please feel free to call me directly at (416) 952-7254.

Yours truly,

Keith Reilly

Keith Reilly
Civil Aviation Safety Inspector
Aerodrome Safety

Encl.

Canada

PUBLIC NOTICE
DEPARTMENT OF TRANSPORT
TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

The Honourable David M. Collenette, Minister of Transport, wishes to announce that the *Toronto/Lester B. Pearson International Airport Zoning Regulations* P.C. 1999-402 of March 11, 1999, have been made pursuant to section 5.4 of the *Aeronautics Act*, S.C. 1985, chapter A-2, in accordance with the Schedule hereunder.

The zoning regulations will limit the height of new buildings, structures and objects, or additions to any existing buildings, structures or objects, including objects of natural growth. The regulations will prohibit the disposal of any waste edible by or attractive to birds on lands within eight kilometres of the airport reference point. The regulations will also prohibit such lands from being used or developed in a manner that causes interference with any signals or communications to and from any aircraft or to and from any facilities used to provide services relating to aeronautics.

Property owners within the limits of the outer surface, within a radius of four kilometres from the airport reference point, will be restricted in any construction within that area to an elevation of 45 metres above the airport reference point and, within the runway take-off/approach and transitional surfaces, to more restrictive limitations.

Precise detail of the nature and scope of the *Toronto/Lester B. Pearson International Airport Zoning Regulations* may be determined by examination of the registered instrument in the following offices: Halton (Land Titles) No. 20 under No. 840161 registered on March 27, 2000; York (Registry) No. 65 under No. R745627 registered on March 27, 2000; York (Land Titles) No. 65 under No. LT1463623 registered on March 27, 2000; Peel (Registry) No. 43 under No. R.O. 1182558 registered on March 27, 2000; Peel (Land Titles) No. 43 under No. L.T. 2057426 registered on March 27, 2000; Toronto (Registry) No. 64 under No. TR057844

registered on March 27, 2000; Toronto (Land Titles) No. 66 under No.E317117
registered on March 27, 2000; Toronto (Land Titles) No. 66 under No. E325481
registered on May 3, 2000; and Toronto (Registry) No. 64 under No. CA662395
registered on April 28, 2000. The text of the *Toronto/Lester B. Pearson International
Airport Zoning Regulations* is also available on the internet at Transport Canada's web
site at <http://www.tc.gc.ca>.

10000-77
(SOR/DORS)

WHEREAS, pursuant to section 5.5^a of the *Aeronautics Act*, a copy of the proposed *Toronto/Lester B. Pearson International Airport Zoning Regulations*, substantially in the form annexed hereto, was published in two successive issues of the *Canada Gazette* Part I, on September 13 and 20, 1997, and in two successive issues of *The Toronto Star* on September 30 and October 1, 1997 and *l'Express* on September 30 and October 7, 1997, and a reasonable opportunity was thereby afforded to interested persons to make representations to the Minister of Transport with respect thereto;

THEREFORE, HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL, on the recommendation of the Minister of Transport, pursuant to section 5.4^b of the *Aeronautics Act*, is pleased hereby to make the annexed *Toronto/Lester B. Pearson International Airport Zoning Regulations*.

^a R.S., c. 33 (1st Supp.), s. 1

^b S.C. 1992, c. 4, s. 10

10000-77
(SOR/DORS)

TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT ZONING REGULATIONS

INTERPRETATION

1. (1) The definitions in this subsection apply in these Regulations:

"airport" means Toronto/Lester B. Pearson International Airport, in the City of Etobicoke in the Municipality of Metropolitan Toronto, and the City of Mississauga in the Regional Municipality of Peel, in the Province of Ontario. (*aéroport*)

"airport reference point" means the point described in Part I of the schedule. (*point de référence de l'aéroport*)

"approach surfaces" means the imaginary inclined planes that extend upward and outward from each end of a strip, which planes are described in Part II of the schedule. (*surfaces d'approche*)

"outer limit" means the limit of the area covered by all of the surfaces defined in this subsection, and by the bird hazard zone. This limit is described in Part VI of the schedule. (*limite extérieure*)

"outer surface" means an imaginary plane located above and in the immediate vicinity of the airport, which plane is described in Part III of the schedule. (*surface extérieure*)

"strip" means the rectangular portion of the landing area of the airport, including the runway, that is prepared for the take-off and landing of aircraft in a particular direction, which rectangular portion is described in Part IV of the schedule. (*bande*)

"transitional surfaces" means the imaginary inclined planes that extend upward and outward from the lateral limits of a strip and the approach surfaces, which planes are described in Part V of the schedule. (*surfaces de transition*)

(2) For the purposes of these Regulations, the elevation of the airport reference point is 174.46 m above sea level.

APPLICATION

2. These Regulations apply in respect of all land, including public road allowances, that is adjacent to or in the vicinity of the airport, which land is described in Part VI of the schedule.

- 2 -

BUILDING RESTRICTIONS

3. No person shall erect or construct, on land to which these Regulations apply, a building, structure or object, or an addition to an existing building, structure or object, the highest point of which will exceed in elevation at the location of that point

- (a) the approach surfaces;
- (b) the outer surface; or
- (c) the transitional surfaces.

AERONAUTICAL FACILITIES

4. No owner or lessee of land to which these Regulations apply shall permit any part of that land to be used or developed in a manner that causes interference with signals or communications to and from

- (a) an aircraft; or
- (b) facilities used to provide services relating to aeronautics.

NATURAL GROWTH

5. No owner or lessee of land to which these Regulations apply shall permit an object of natural growth that is on that land to grow to a height that exceeds in elevation at the location of the object any of the surfaces referred to in section 3.

DISPOSAL OF WASTE

6. No owner or lessee of land within the limits of the bird hazard zone, as described in Part VII of the schedule, shall permit any part of that land to be used for the disposal of waste that is attractive to birds.

REPEAL

7. The *Toronto International Airport Zoning Regulations*¹ are repealed.

¹ C.R.C., c. 119

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SCHEDULE

(Sections 1, 2 and 6)

PART I

Description of the Airport Reference Point

The airport reference point, shown on Toronto/Lester B. Pearson International Airport Zoning Plan No. 21-005 94-138, Sheet 22, dated July 31, 1995, is a point that may be located by:

commencing at the threshold of runway 23R, being the easterly end of runway 05L-23R, having the Universal Transverse Mercator (UTM) coordinates of E 609 992.92 and N 4 838 594.40;

thence westerly along the centre line of runway 05L-23R 904.21 m to a point;

thence southerly and perpendicular to the centre line of runway 05L-23R 137.15 m to the airport reference point having UTM coordinates of E 609 444.45 and N 4 837 864.69.

PART II

Description of the Approach Surfaces

The approach surfaces, shown on Toronto/Lester B. Pearson International Airport Zoning Plan No. 21-005 94-138, Sheets 1, 2, 3, 4, 5, 6, 8, 9, 13, 14, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 49, 51, 52, 53, 54, 55 and 56, dated July 31, 1995, are surfaces abutting each end of the strips associated with the runways designated 06R-24L, 06L-24R, 15L-33R, 15R-33L, 05L-23R and 05R, and are described as follows:

(a) an inclined plane abutting the end of the strip associated with the approach to runway 06R having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(b) an inclined plane abutting the end of the strip associated

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with the approach to runway 24L having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(c) an inclined plane abutting the end of the strip associated with the approach to runway 06L having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(d) an inclined plane abutting the end of the strip associated with the approach to runway 24R having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(e) an inclined plane abutting the end of the strip associated with the approach to runway 15L having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(f) an inclined plane abutting the end of the strip associated with the approach to runway 33R having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

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(g) an inclined plane abutting the end of the strip associated with the approach to runway 15R having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(h) an inclined plane abutting the end of the strip associated with the approach to runway 33L having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(i) an inclined plane abutting the end of the strip associated with the approach to runway 05L having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip;

(j) an inclined plane abutting the end of the strip associated with the approach to runway 23R having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip; and

(k) an inclined plane abutting the end of the strip associated with the approach to runway 05R having a ratio of 1 m measured vertically to 50 m measured horizontally, rising to an imaginary horizontal line drawn at right angles to the projected centre line of the strip and distant 15 000 m measured horizontally from the end of the strip; the outer ends of the imaginary horizontal line being 2 400 m from the projected centre line; said imaginary horizontal line being 300 m above the elevation at the end of the strip.

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PART III

Description of the Outer Surface

The outer surface, shown on Toronto/Lester B. Pearson International Airport Zoning Plan No. 21-005 94-138, Sheets 13, 14, 15, 20, 21, 22, 23, 30, 31, 32, 33, 40, 41, 42, 43, 48, 49 and 50 dated July 31, 1995, is an imaginary plane established at a constant elevation of 45 m above the elevation of the airport reference point, except that, where that plane is less than 9 m above the surface of the ground, the outer surface is an imaginary plane located at 9 m above the surface of the ground.

Description of the Outer Surface Boundary

All those lands situated in the City of Etobicoke in the Municipality of Metropolitan Toronto and the Cities of Brampton and Mississauga in the Regional Municipality of Peel, described as follows:

commencing at the northwestern corner of Lot 32, in Concession 4 Fronting the Humber, in the geographic Township of Etobicoke, in the City of Etobicoke, in the Municipality of Metropolitan Toronto, the corner being in the eastern limit of Indian Line Road, established by an Act entitled An Act to establish the true location of the allowance for Road between the Municipalities of Toronto Gore and Etobicoke (22 Victoria 1858, Chapter 59);

thence easterly along the northern boundary of Lot 32 to the northeastern corner of the lot;

thence southerly along the eastern boundary of Lot 32 to the southeastern corner of the lot;

thence southeasterly in a straight line across the road allowance between Concessions 3 and 4 Fronting the Humber to a point, being the intersection of the eastern limit of the road allowance with the southern limit of the road, as shown on a plan of survey registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as plan 4228, and known as Rexdale Boulevard;

thence southeasterly along the southern limit of Rexdale Boulevard, as shown on plan 4228, and continuing southeasterly along the southern limit as shown on plan 4346, to the intersection with the western limit of the King's Highway No. 27, as widened by deposited plan 2820, registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64);

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thence southeasterly in a straight line across the King's Highway No. 27 to the intersection of the southern limit of Rexdale Boulevard, as shown on plan 4346, with the eastern limit of the King's Highway No. 27 as widened by deposited plan 2820;

thence continuing southeasterly along the southern limit of Rexdale Boulevard, as shown on plan 4346, to the intersection with the western limit of the road allowance between Concessions 1 and 2 Fronting the Humber;

thence southerly along the western limit of the road allowance between Concessions 1 and 2 Fronting the Humber, to the intersection with the southern limit of the lands of the Canadian National Railway Company, crossing Lot 26, in Concession 2 Fronting the Humber;

thence easterly in a straight line across the road allowance to the intersection of its eastern limit with the southern limit of the lands of the Canadian National Railway Company, crossing Lot 26, in Concession 1 Fronting the Humber;

thence easterly along the southern limit of the lands of the Canadian National Railway to the intersection with the western limit of the road allowance between Concessions "A" and 1 Fronting the Humber, known as Kipling Avenue;

thence southerly along the western limit of the road allowance to its intersection with the eastern production of the northern limit of Princess Margaret Boulevard, as shown on a plan of subdivision registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as plan 4769;

thence in a general southwesterly and westerly direction along the production and the northern limit of Princess Margaret Boulevard as shown on plan 4769, and on plans of subdivision registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as plan numbers 4864 and 4808, and along the production westerly of the northern limit to its intersection with the western limit of the road allowance between Concessions 1 and 2 Fronting the Humber, in the geographic Township of Etobicoke, in the City of Etobicoke, and known as Martin Grove Road;

thence southerly along the western limit of the road allowance between Concessions 1 and 2 Fronting the Humber to the southeastern corner of Lot 12, in Concession 2 Fronting the Humber;

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thence westerly along the southern limit of Lot 12, in Concession 2 Fronting the Humber, to its intersection with the production northerly of the western limit of Meadowbank Road, as shown on a plan of subdivision registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as plan 5719;

thence southerly along the northern production of the western limit of Meadowbank Road, and continuing southerly along the western limit of Meadowbank Road, as shown on plans of subdivision registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as plan numbers 5719 and 3289, and continuing southerly along the southern production of the western limit of Meadowbank Road, as shown on plan 3289, to its intersection with the northern limit of the road allowance between Concessions 1 and 2 Northern Division Fronting the Lake;

thence westerly along the northern limit of the road allowance between Concessions 1 and 2 Northern Division Fronting the Lake, to its intersection with the northeastern limit of Old Burnhamthorpe Road, as shown on a plan of subdivision registered in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (No. 66) as plan M-923;

thence northwesterly along the northeastern limit of Old Burnhamthorpe Road and its northwesterly production to the intersection with the northwestern limit of the road allowance between the lettered lots in the geographic Township of Etobicoke;

thence southwesterly along the northwestern limit of the road allowance between the lettered lots to its intersection with the western boundary of the City of Etobicoke, also being the most eastern corner of Lot "A", in Concession 2 North of Dundas Street, in the geographic Township of Toronto, in the City of Mississauga;

thence continuing southwesterly along the southeastern limit of Lot "A", in Concession 2 North of Dundas Street, to its most southern corner;

thence southwesterly in a straight line across the road allowance between Lot "A" and Lot 1, in Concession 2 North of Dundas Street, to the most eastern corner of Lot 1;

thence southwesterly along the southeastern limit of Lots 1, 2, 3, 4 and 5, in Concession 2 North of Dundas Street, to the most southern corner of Lot 5;

thence northwesterly along the southwestern limit of Lot 5, to the most western corner of the lot;

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thence northwesterly in a straight line across the road allowance between Concession 2 North of Dundas Street and Concession 4 East of Hurontario Street, in the geographic Township of Toronto, in the City of Mississauga, to the most southern corner of Lot 1, in Concession 4 East of Hurontario Street;

thence southwesterly in a straight line across the road allowance between Concessions 3 and 4 East of Hurontario Street, to the most eastern corner of Lot 1, in Concession 3 East of Hurontario Street;

thence southwesterly along the southeastern limit of Lot 1 to the most southern corner of Lot 1, in Concession 3 East of Hurontario Street;

thence continuing southwesterly in a straight line across the road allowance between Concessions 2 and 3 East of Hurontario Street, to the most eastern corner of Lot 1, in Concession 2 East of Hurontario Street;

thence northwesterly along the northeastern limit of Lot 1, in Concession 2 East of Hurontario Street, to the most eastern corner of Block G, as shown on a plan of subdivision registered in the Land Registry Office for the Land Titles Division of Peel (Number 43) as plan M-219;

thence in a general southwesterly direction along the southeastern limit of Block G, and continuing in a general northwesterly direction along the southwestern limit of Blocks G and H, as shown on plan M-219, to the intersection of the southwestern limit of Block H with the northwestern limit of Lot 1, in Concession 2 East of Hurontario Street;

thence southwesterly along the northwestern limit of Lot 1, in Concession 2 East of Hurontario Street, to its intersection with the limit between the East and West halves of Lot 1;

thence northwesterly along the limit between the East and West halves of Lots 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11, in Concession 2 East of Hurontario Street, to the most western corner of the East half of Lot 11;

thence northeasterly along the northwestern limit of Lot 11, in Concession 2 East of Hurontario Street, to its most northern corner;

thence northeasterly in a straight line across the road allowance between Concessions 2 and 3 East of Hurontario Street to the most western corner of Lot 11, in Concession 3 East of Hurontario Street;

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thence northwesterly along the northeastern limit of the road allowance between Concessions 2 and 3 East of Hurontario Street to the most western corner of Lot 12, in Concession 3 East of Hurontario Street;

thence northeasterly along the northwestern limit of Lot 12, in Concession 3 East of Hurontario Street, to its intersection with the limit between the East and West halves of Lot 12;

thence northwesterly along the limit between the East and West halves of Lots 13, 14 and 15, in Concession 3 East of Hurontario Street, to the most western corner of the East half of Lot 15, in Concession 3 East of Hurontario Street;

thence northeasterly along the northwestern limit of Lot 15, in Concession 3 East of Hurontario Street, to its most northern corner;

thence northeasterly in a straight line across the road allowance between Concessions 3 and 4 East of Hurontario Street to the most western corner of Lot 15, in Concession 4 East of Hurontario Street;

thence northeasterly along the northwestern limit of Lot 15, in Concession 4 East of Hurontario Street, to its most northern corner;

thence northeasterly in a straight line across the road allowance between Concessions 4 and 5 East of Hurontario Street to the most western corner of Lot 15, in Concession 5 East of Hurontario Street;

thence northeasterly along the northwestern limit of Lot 15, in Concession 5 East of Hurontario Street, to its most northern corner;

thence northeasterly in a straight line across the road allowance between Concessions 5 and 6 East of Hurontario Street to the most western corner of Lot 15, in Concession 6 East of Hurontario Street;

thence northeasterly along the northwestern limit of Lot 15, in Concession 6 East of Hurontario Street, to its most western corner;

thence northeasterly in a straight line across the road allowance between Concession 6 East of Hurontario Street, in the geographic Township of Toronto, and Concession 7 Southern Division, in the geographic Township of Toronto Gore, both Townships now in the City of Brampton, to the most western corner of Lot 15, in Concession 7 Southern Division;

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thence northeasterly along the northwestern limit of Lot 15, in Concession 7 Southern Division, to its most northern corner;

thence southeasterly along the northeastern limit of Lots 15, 14 and 13, in Concession 7 Southern Division, to the most eastern corner of Lot 13, in Concession 7 Southern Division;

thence northeasterly along the northwestern limit of Lot 12, in Concession 7 Southern Division, to its intersection with the production southwesterly of the northwestern limit of Morning Star Drive, as shown on a plan of subdivision registered in the Land Registry Office for the Registry Division of Peel (Number 43) as plan number 752;

thence in a general northeasterly direction along the production southwesterly and along the northwestern limit of Morning Star Drive, as shown on plan 752, to the most eastern corner of Block K on plan 752, being now Peel Condominium Plan No. 40;

thence northeasterly in a straight line across Darcel Avenue, as shown on plan 752, to the most southern corner of Block G as shown on a plan of subdivision registered in the Land Registry Office for the Registry Division of Peel (Number 43) as plan number 710;

thence in a general northerly and northeasterly direction along the southeastern limit of Darcel Avenue, as shown on plans 710 and 752, and on a plan of subdivision registered in the Land Registry Office for the Registry Division of Peel (Number 43) as plan number 946, and continuing along the production of the southeastern limit of Darcel Avenue to its intersection with the production northwesterly of the northeastern limit of Brandon Gate Drive, as shown on plan 946;

thence southeasterly along the northeastern limit of Brandon Gate Drive to the most western corner of Lot 286, as shown on plan 946;

thence northeasterly along the northwestern limit of Lots 286 and 285, as shown on plan 946, to the most northern corner of Lot 285;

thence southeasterly along the northeastern limit of plan 946 to the most eastern corner of Block S, as shown on plan 946, and continuing on the production of the northeastern limit of Block S to its intersection with the western limit of the Indian Line Road, established by an Act entitled *An Act to establish the true location of the allowance for Road between the Municipalities of Toronto Gore and Etobicoke* (Victoria 22, 1858, Chapter 59), and being the road allowance between the geographic Townships of

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Toronto Gore and Etobicoke;

thence southerly along the western limit of the road allowance between the geographic Townships of Toronto Gore and Etobicoke to its intersection with the production westerly of the northern limit of Lot 32, in Concession 4 Fronting the Humber, in the geographic Township of Etobicoke;

thence easterly along the production westerly of the northern limit of Lot 32 to the northwestern corner of Lot 32, in Concession 4 Fronting the Humber, being the point of commencement.

PART IV

Description of the Strips

The strips, shown on Toronto/Lester B. Pearson International Airport Zoning Plan No. 21-005 94-138, Sheets 21, 22, 31, 32, 41 and 42, dated July 31, 1995, are described as follows:

(a) the strip associated with runway 06R-24L is 300 m in width, 150 m being on each side of the centre line of the runway, and 2 864 m in length;

(b) the strip associated with runway 06L-24R is 300 m in width, 150 m being on each side of the centre line of the runway, and 3 015.67 m in length;

(c) the strip associated with runway 15R-33L is 300 m in width, 150 m being on each side of the centre line of the runway, and 2 890 m in length;

(d) the strip associated with runway 15L-33R is 300 m in width, 150 m being on each side of the centre line of the runway, and 3 489.57 m in length;

(e) the strip associated with runway 05L-23R is 300 m in width, 150 m being on each side of the centre line of the runway, and 3 320.37 m in length; and

(f) the strip associated with runway 05R-23L is 300 m in width, 150 m being on each side of the centre line of the runway, and 2 838.52 m in length.

PART V

Description of the Transitional Surfaces

The transitional surfaces, shown on Toronto/Lester B. Pearson

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International Zoning plan No. 21-005 94-138, Sheets 13, 14, 20, 21, 22, 23, 30, 31, 32, 33, 40, 41, 42 and 43, dated July 31, 1995, are inclined planes rising at a ratio of 1 m measured vertically to 7 m measured horizontally at right angles to the centre line and projected centre line of each strip, extending upward and outward from the lateral limits of each strip and its approach surfaces to an intersection with the outer surface or with another transitional surface.

The elevation of a point on the lower edge of a transitional surface between the thresholds is equal to the elevation of the nearest point on the centre line. The elevation of a point on the lower edge of each transitional surface between the threshold and the end of the strip is equal to the elevation of the threshold.

PART VI

Description of the Land to Which These Regulations Apply

The outer boundary of the land to which these Regulations apply, shown on Toronto/Lester B. Pearson International Airport Zoning Plan No. 21-005 94-138, Sheets 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, 24, 25, 26, 27, 36, 37, 38, 39, 40, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55 and 56, dated July 31, 1995, is described as follows:

All those lands situated in the Cities of York, North York and Etobicoke in the Municipality of Metropolitan Toronto, the Town of Caledon and the Cities of Brampton and Mississauga in the Regional Municipality of Peel, the Towns of Milton and Halton Hills in the Regional Municipality of Halton, and the City of Vaughan in the Regional Municipality of York, described as follows:

commencing at the northwestern corner of Lot 40 in Concession 4 Fronting the Humber, in the geographic Township of Etobicoke, in the City of Etobicoke, in the Municipality of Metropolitan Toronto, the corner being in the eastern limit of the Indian Line Road, established by an act entitled *An Act to establish the true location of the allowance for Road between the Municipalities of Toronto Gore and Etobicoke* (22 Victoria 1858, Chapter 59);

thence easterly along the southern limit of the road allowance between the geographic Township of Vaughan and the geographic Township of Etobicoke (now within Steeles Avenue West), across Concessions 4, 3 and 2 Fronting the Humber, in the geographic Township of Etobicoke, to its intersection with the northern production of the eastern limit of Martin Grove Road, as established by a plan registered in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (Number 66) as

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number M-2204;

thence southerly along the eastern limit of Martin Grove Road as established by plan numbers M-2204, M-2030 and M-2031, all registered in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (Number 66), to its intersection with the northern limit of a plan registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as number 7807;

thence easterly along the northern limit of plan numbers 7807, 8087 and 7902, all registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64), and continuing along the easterly production of the northern limit of plan 7902 to the intersection with the eastern limit of the road allowance between Concession 1 Fronting the Humber and Concession "A" Fronting the Humber (now within Kipling Avenue);

thence southerly along the eastern limit of the road allowance to its intersection with the northwestern limit of the approach surface for runway 23R;

thence northeasterly along the northwestern limit of the approach surface for runway 23R on an azimuth of 37 degrees, 02 minutes, 20 seconds, to the northern corner of the approach surface for runway 23R, the UTM coordinates of which are E 619 064.68 and N 4 850 847.47;

thence southeasterly along the northeastern limit of the approach surface for runway 23R on an azimuth of 135 degrees, 34 minutes, 11 seconds, to the intersection with the northwestern limit of the approach surface for runway 24R;

thence northeasterly along the northwestern limit of the approach surface for runway 24R on an azimuth of 37 degrees, 02 minutes, 40 seconds, to the northern corner of the approach surface for runway 24R, the UTM coordinates of which are E 622 120.43 and N 4 849 204.28;

thence southeasterly along the northeastern limit of the approach surface for runway 24R on an azimuth of 135 degrees, 34 minutes, 31 seconds, to the southeastern corner of the approach surface for runway 24R, the UTM coordinates of which are E 625 479.36 and N 4 845 777.21;

thence southwesterly along the southeastern limit of the approach surface for runway 24R on an azimuth of 234 degrees, 06 minutes, 22 seconds, to its intersection with the northeastern limit of the approach surface for runway 24L;

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thence southeasterly along the northeastern limit of the approach surface for runway 24L on an azimuth of 135 degrees, 34 minutes, 31 seconds, to the southeastern corner of the approach surface for runway 24L, the UTM coordinates of which are E 625 497.16 and N 4 845 367.72;

thence southwesterly along the southeastern limit of the approach surface for runway 24L on an azimuth of 234 degrees, 06 minutes, 22 seconds, to its intersection with the western limit of the road allowance between Concession "A" Fronting the Humber and Concession "B" Fronting the Humber (now within Islington Avenue);

thence southerly along the western limit of the road allowance between Concession "A" Fronting the Humber and Concession "B" Fronting the Humber (now within Islington Avenue) to the southeastern corner of Lot 17, in Concession "A" Fronting the Humber;

thence westerly along the southern limit of Lot 17, in Concession "A" Fronting the Humber, to its southwestern corner;

thence westerly in a straight line across the road allowance between Concession "A" Fronting the Humber and Concession 1 Fronting the Humber to the southeastern corner of Lot 17, in Concession 1 Fronting the Humber;

thence southerly along the western limit of the road allowance between Concession "A" Fronting the Humber and Concession 1 Fronting the Humber (now within Kipling Avenue) to the southeastern corner of Lot 12, in Concession 1 Fronting the Humber;

thence westerly along the southern limit of Lot 12, in Concession 1 Fronting the Humber, to its intersection with the northern production of the western limit of Lot 17, in Concession 2 Northern Division Fronting the Lake;

thence southerly along the northern production of the western limit of Lot 17, in Concession 2 Northern Division Fronting the Lake, across the road allowance between Concession 1 Fronting the Humber and Concession 2 Northern Division Fronting the Lake to the northwestern corner of Lot 17, in Concession 2 Northern Division Fronting the Lake;

thence southerly along the western limit of Lot 17, in Concession 2 Northern Division Fronting the Lake, to the southwestern corner of Lot 17, in Concession 2 Northern Division Fronting the Lake;

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thence westerly along the northern limit of the road allowance between Concessions 1 and 2 Northern Division Fronting the Lake (now within Burnhamthorpe Road) to the southeastern corner of Lot 21, in Concession 2 Northern Division Fronting the Lake;

thence southerly in a straight line across the road allowance between Concessions 1 and 2 Northern Division Fronting the Lake to the northeastern corner of Lot 21, in Concession 1 Northern Division Fronting the Lake;

thence southerly along the western limit of the road allowance between Lots 20 and 21, in Concession 1 Northern Division Fronting the Lake (now within King's Highway 427), to its intersection with the northeastern limit of the approach surface for runway 33R;

thence southeasterly along the northeastern limit of the approach surface for runway 33R on an azimuth of 127 degrees, 03 minutes, 27 seconds, to the eastern corner of the approach surface for runway 33R, the UTM coordinates of which are E 623 928.08 and N 4 826 944.48;

thence southwesterly along the southeastern limit of the approach surface for runway 33R on an azimuth of 225 degrees, 35 minutes, 18 seconds, to the southern corner of the approach surface for runway 33R, the UTM coordinates of which are E 620 500.26 and N 4 823 586.32;

thence northwesterly along the southwestern limit of the approach surface for runway 33R on an azimuth of 324 degrees, 07 minutes, 08 seconds, to its intersection with the southeastern limit of the approach surface for runway 33L;

thence southwesterly along the southeastern limit of the approach surface for runway 33L on an azimuth of 225 degrees, 35 minutes, 18 seconds, to its southwestern corner, the UTM coordinates of which are E 619 334.74 and N 4 823 251.75;

thence northwesterly along the southwestern limit of the approach surface for runway 33L on an azimuth of 324 degrees, 07 minutes, 08 seconds, to its intersection with the northern limit of Bloor Street, in the City of Mississauga, in the Regional Municipality of Peel, as shown on a plan registered in the Land Registry Office for the Registry Division of Peel (Number 43) as number 719;

thence southwesterly along the northwestern limit of Bloor Street, as established by plans 719 and 729 registered in the Land Registry Office for the Registry Division of Peel (Number 43), to the southeastern corner of Block B, plan 729;

thence continuing southwesterly along the southwestern

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production of the southeastern limit of Block B, plan 729, to its intersection with the northeastern limit of the road allowance between Lots 5 and 6, in Concession 1 North of Dundas Street, in the geographic Township of Toronto, in the City of Mississauga;

thence northwesterly along the northeastern limit of the road allowance between Lots 5 and 6, in Concession 1 North of Dundas Street (now within Dixie Road), to the western corner of Lot 5, in Concession 1 North of Dundas Street;

thence northerly in a straight line across the road allowance between Concessions 1 and 2 North of Dundas Street to the southern corner of Lot 5, in Concession 2 North of Dundas Street;

thence southwesterly along the northwestern limit of the road allowance between Concessions 1 and 2 North of Dundas Street (now within Burnhamthorpe Road East) to the southern corner of Lot 10, in Concession 2 North of Dundas Street;

thence northwesterly along the southwestern limit of Lot 10, in Concession 2 North of Dundas Street to the western corner of Lot 10, in Concession 2 North of Dundas Street;

thence northwesterly along the production of the southwestern limit of Lot 10, in Concession 2 North of Dundas Street, across the road allowance between Concession 2 North of Dundas Street and Concession 2 East of Hurontario Street to a point in the northwestern limit of the road allowance;

thence southwesterly along the northwestern limit of the road allowance (now within Eglinton Avenue) to the eastern corner of Lot 1, in Concession 1 West of Hurontario Street;

thence northwesterly along the northeastern limit of Lots 1 and 2, in Concession 1 West of Hurontario Street to the northern corner of Lot 2, in Concession 1 West of Hurontario Street;

thence southwesterly along the northwestern limit of Lot 2, in Concession 1 West of Hurontario Street to the western corner of Lot 2, in Concession 1 West of Hurontario Street;

thence northwesterly along the northeastern limit of the road allowance between Concessions 1 and 2 West of Hurontario Street (now within McLaughlin Road) to its intersection with the southeastern limit of the approach surface for runway 06R;

thence southwesterly along the southeastern limit of the approach surface for runway 06R on an azimuth of 217 degrees, 02 minutes, 40 seconds, to the southern corner of the approach surface for runway 06R, the UTM coordinates of which are E 602 033.17 and N 4 822 370.25;

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thence northwesterly along the southwestern limit of the approach surface for runway 06R on an azimuth of 315 degrees, 34 minutes, 31 seconds, to the intersection with the southeastern limit of the approach surface for runway 05R;

thence southwesterly along the southeastern limit of the approach surface for runway 05R on an azimuth of 217 degrees, 02 minutes, 20 seconds, to the southwestern corner of the approach surface for runway 05R, the UTM coordinates of which are E 598 860.62 and N 4 823 750.17;

thence northwesterly along the southwestern limit of the approach surface for runway 05R on an azimuth of 315 degrees, 34 minutes, 11 seconds, to its northwestern corner, the UTM coordinates of which are E 595 501.35 and N 4 827 176.90;

thence northeasterly along the northwestern limit of the approach surface for runway 05R on an azimuth of 54 degrees, 06 minutes, 02 seconds, to its intersection with the southwestern limit of the approach surface for runway 05L;

thence northwesterly along the southwestern limit of the approach surface for runway 05L on an azimuth of 315 degrees, 34 minutes, 11 seconds, to the most western corner of the approach surface for runway 05L, the UTM coordinates of which are E 595 277.15 and N 4 827 528.31;

thence northeasterly along the northwestern limit of the approach surface for runway 05L on an azimuth of 54 degrees, 06 minutes, 02 seconds, to its intersection with the northeastern limit of the road allowance between Concessions 1 and 2 West of Hurontario Street (now within McLaughlin Road);

thence northwesterly along the northeastern limit of the road allowance between Concessions 1 and 2 West of Hurontario Street (now within McLaughlin Road) to the western corner of Lot 15, in Concession 1 West of Hurontario Street, in the geographic Township of Toronto, in the City of Brampton;

thence northwesterly in a straight line across the road allowance between the geographic Townships of Toronto and Chinguacousy (now within Steeles Avenue) to the southern corner of Lot 1, in Concession 1 West of Hurontario Street, in the geographic Township of Chinguacousy, in the City of Brampton;

thence northeasterly along the northwestern limit of the road allowance between the geographic Townships of Toronto and Chinguacousy (now within Steeles Avenue) to the southern corner of Lot 1, in Concession 1 East of Hurontario Street, in the geographic Township of Chinguacousy;

thence northwesterly along the southwestern limit of Lot 1, in

- 19 -

Concession 1 East of Hurontario Street, to its intersection with the western production of the southern limit of Peel Village Parkway, as shown on a plan registered in the Land Registry Office for the Registry Division of Peel (Number 43) as number 679;

thence easterly and northeasterly along the southern limit of Peel Village Parkway and along the northeastern production of the southern limit of Peel Village Parkway, across Bartley Bull Parkway to a point in the northeastern limit of Bartley Bull Parkway, as shown on registered plan number 679;

thence northwesterly and northeasterly along the eastern and southeastern limit of Bartley Bull Parkway, as shown on registered plan numbers 679 and 625, registered in the Land Registry Office for the Registry Division of Peel (Number 43), to its intersection with the southeastern production of the northeastern limit of Harper Road, as shown on registered plan number 625;

thence northwesterly along the southeastern production of the northeastern limit of Harper Road and along the northeastern limit of Harper Road, as shown on registered plan numbers 625 and 581, registered in the Land Registry Office for the Registry Division of Peel (Number 43), to its intersection with the southeastern limit of Cornwall Road as shown on registered plan 581;

thence northeasterly and northwesterly along the southeastern and northeastern limits of Cornwall Road, as shown on registered plan numbers 581 and 521, registered in the Land Registry Office for the Registry Division of Peel (Number 43), to its intersection with the southeastern limit of Clarence Street, as shown on registered plan number 521;

thence northeasterly along the southeastern limit of Clarence Street as shown on registered plan 521, to its intersection with the southwestern limit of the road allowance between Concessions 1 and 2 East of Hurontario Street, in the geographic Township of Chinguacousy;

thence northwesterly along the southwestern limit of the road allowance between Concessions 1 and 2 East of Hurontario Street, to the eastern corner of Lot 6, in Concession 1 East of Hurontario Street;

thence northeasterly along the southeastern limit of Lot 6, in Concessions 2, 3 and 4 East of Hurontario Street, to the intersection of the southern limit of Lot 6 in Concession 4 East of Hurontario Street with the southeastern production of the northeastern limit of Central Park Drive, as shown on a plan registered in the Land Registry Office for the Registry Division

- 20 -

of Peel (Number 43) as number 857;

thence northwesterly along the southeastern production of the northeastern limit of Central Park Drive, and northwesterly and northeasterly along the eastern limit of Central Park Drive, as shown on plan number 857, to the intersection with the southwestern limit of the approach surface for runway 15R;

thence northwesterly along the southwestern limit of the approach surface for runway 15R at an azimuth of 307 degrees, 03 minutes, 27 seconds, to its northwestern corner, the UTM coordinates of which are E 596 324.39 and N 4 846 739.50;

thence northeasterly along the northwestern limit of the approach surface for runway 15R at an azimuth of 45 degrees, 35 minutes, 18 seconds, to its intersection with the southwestern limit of the approach surface for runway 15L;

thence northwesterly along the southeastern limit of the approach surface for runway 15L at an azimuth of 307 degrees, 03 minutes, 27 seconds, to its northwestern corner, the UTM coordinates of which are E 597 070.44 and N 4 847 502.25;

thence northeasterly along the northwestern limit of the approach surface for runway 15L at an azimuth of 45 degrees, 35 minutes, 18 seconds, to its northeastern corner, the UTM coordinates of which are E 600 498.27 and N 4 850 860.40;

thence southeasterly at an azimuth of 144 degrees, 07 minutes, 08 seconds, along the northeastern limit of the approach surface for runway 15L to its intersection with the southeastern limit of Lot 6, in Concession 7 Northern Division;

thence northeasterly along the southeastern limit of Lot 6, in Concession 7 Northern Division, to its eastern corner;

thence northeasterly in a straight line across the road allowance between Concessions 7 and 8 Northern Division to the southern corner of Lot 6, in Concession 8 Northern Division;

thence northeasterly along the southeastern limit of Lot 6, in Concession 8 Northern Division, to its eastern corner;

thence northeasterly in a straight line across the road allowance between Concessions 8 and 9 Northern Division to the southern corner of Lot 6, in Concession 9 Northern Division;

thence southeasterly along the northeastern limit of the road allowance between Concessions 8 and 9 Northern Division to the western corner of Lot 3, in Concession 9 Northern Division;

thence northeasterly along the northwestern limit of the West

- 21 -

half of Lot 3, in Concession 9 Northern Division, to its northern corner;

thence southeasterly along the limit between the East and West halves of Lot 3, in Concession 9 Northern Division, to the southern corner of the East half of Lot 3, in Concession 9 Northern Division;

thence northeasterly along the southeastern limit of the East half of Lot 3, in Concession 9 Northern Division, to its eastern corner;

thence southeasterly along the southwestern limit of the road allowance between Concessions 9 and 10 Northern Division, in the geographic Township of Toronto Gore to its intersection with the western limit of the road allowance between the geographic Township of Toronto Gore and the geographic Township of Vaughan;

thence southerly along the western limit of the road allowance between the geographic Townships of Toronto Gore and Vaughan to its intersection with the western production of the southern limit of the road allowance between the geographic Township of Vaughan and the geographic Township of Etobicoke;

thence easterly along the western production of the southern limit of the road allowance between the geographic Townships of Vaughan and Etobicoke to the point of commencement.

Saving and excepting the areas:

Commencing at the intersection of the northeastern limit of the road allowance between Concessions 1 and 2 West of Hurontario Street, now within McLaughlin Road, in the geographic Township of Toronto, now in the City of Mississauga, with the northwestern limit of the approach surface for runway 06L;

thence southwesterly along the northwestern limit of the approach surface for runway 06L at an azimuth of 234 degrees, 06 minutes, 22 seconds, to the intersection with the southeastern limit of the approach surface for runway 05R;

thence northeasterly along the southeastern limit of the approach surface for runway 05R at an azimuth of 37 degrees, 02 minutes, 20 seconds, to the intersection with the northeastern limit of the road allowance between Concessions 1 and 2 West of Hurontario Street, now within McLaughlin Road;

thence southeasterly along the northeastern limit of the road allowance between Concessions 1 and 2 West of Hurontario Street, now within McLaughlin Road, to the point of commencement.

And:

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commencing at the intersection of the southwestern limit of the road allowance between Concession "A" Fronting the Humber and Concession "B" Fronting the Humber, now within Islington Avenue, in the geographic Township of Etobicoke, now in the City of Etobicoke in the Municipality of Metropolitan Toronto, with the southeastern limit of the approach surface for runway 23R;

thence northeasterly along the southeastern limit of the approach surface for runway 23R at an azimuth of 54 degrees, 06 minutes, 02 seconds, to the intersection with the northwestern limit of the approach surface for runway 24R;

thence southwesterly along the northwestern limit of the approach surface for runway 24R at an azimuth of 217 degrees, 02 minutes, 40 seconds, to the intersection with the southwestern limit of the road allowance between Concession "A" Fronting the Humber and Concession "B" Fronting the Humber, now within Islington Avenue;

thence northwesterly along the southwestern limit of the road allowance between Concession "A" Fronting the Humber and Concession "B" Fronting the Humber, now within Islington Avenue, to the point of commencement.

PART VII

Description of the Bird Hazard Zone

The bird hazard zone shown on the Toronto/Lester B. Pearson International Airport Zoning Plan No. 21-005 94-138, Sheets 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 29, 30, 31, 32, 33, 34, 39, 40, 41, 42, 43, 44, 47, 48, 49 and 50, dated July 31, 1995, applies to all lands including public road allowances adjacent to or in the vicinity of the airport.

Description of the Outer Limit of the Bird Hazard Zone

All those lands situated in the City of Etobicoke in the Municipality of Metropolitan Toronto and the Cities of Brampton and Mississauga in the Regional Municipality of Peel, described as follows:

commencing at the northwestern corner of Lot 40 in Concession 4 Fronting the Humber, in the geographic Township of Etobicoke, in the City of Etobicoke, in the Municipality of Metropolitan Toronto, the corner being in the eastern limit of the Indian Line Road established by an Act entitled *An Act to establish the true location of the allowance for Road between the Municipalities of Toronto Gore and Etobicoke* (22 Victoria 1858, Chapter 59);

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thence easterly along the southern limit of the road allowance between the geographic Township of Vaughan and the geographic Township of Etobicoke (now within Steeles Avenue), across Concessions 4, 3 and 2 Fronting the Humber, in the geographic Township of Etobicoke, to its intersection with the northern production of the eastern limit of Martin Grove Road, as established by a plan registered in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (Number 66) as number M-2204;

thence southerly along the eastern limit of Martin Grove Road, as established by plan numbers M-2204, M-2030 and M-2031, all registered in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (Number 66), to its intersection with the northern limit of a plan registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as number 7807;

thence easterly along the northern limit of plan numbers 7807, 8087 and 7902, all registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64), and continuing along the easterly production of the northern limit of plan 7902 to its intersection with the eastern limit of the road allowance between Concession 1 Fronting the Humber and Concession "A" Fronting the Humber (now within Kipling Avenue);

thence southerly along the eastern limit of the road allowance between Concession 1 Fronting the Humber and Concession "A" Fronting the Humber to its intersection with the original southern limit of Albion Road, as confirmed by the Quarter Sessions Court on the 21st of April, 1821, the original southern limit being shown on a plan registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64) as number 8376;

thence easterly along the original southern limit of Albion Road, as shown on registered plans 8376, 8375, 8433 and 8394, all registered in the Land Registry Office for the Registry Division of Metropolitan Toronto (Number 64), to its intersection with the western limit of the road allowance between Concession "A" Fronting the Humber and Concession "B" Fronting the Humber;

thence southerly along the western limit of the road allowance between Concession "A" Fronting the Humber and Concession "B" Fronting the Humber (now within Islington Avenue) to the southeastern corner of Lot 17, Concession "A" Fronting the Humber;

thence westerly along the southern limit of Lot 17, Concession "A" Fronting the Humber, to its southwestern corner;

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thence westerly in a straight line across the road allowance between Concession "A" Fronting the Humber and Concession 1 Fronting the Humber to the southeastern corner of Lot 17, in Concession 1 Fronting the Humber;

thence southerly along the western limit of the road allowance between Concession "A" Fronting the Humber and Concession 1 Fronting the Humber (now within Kipling Avenue) to the southeastern corner of Lot 12, in Concession 1 Fronting the Humber;

thence westerly along the southern limit of Lot 12, in Concession 1 Fronting the Humber, to its intersection with the northern production of the western limit of Lot 17, in Concession 2 Northern Division Fronting the Lake;

thence southerly along the northern production of the western limit of Lot 17, in Concession 2 Northern Division Fronting the Lake, across the road allowance between Concession 1 Fronting the Humber and Concession 2 Northern Division Fronting the Lake, to the northwestern corner of Lot 17, in Concession 2 Northern Division Fronting the Lake;

thence southerly along the western limit of Lot 17, in Concession 2 Northern Division Fronting the Lake to the southwestern corner of Lot 17, in Concession 2 Northern Division Fronting the Lake;

thence westerly along the northern limit of the road allowance between Concessions 1 and 2 Northern Division Fronting the Lake (now within Burnhamthorpe Road) to the southeastern corner of Lot 21, in Concession 2 Northern Division Fronting the Lake;

thence southerly in a straight line across the road allowance between Concessions 1 and 2 Northern Division Fronting the Lake to the northeastern corner of Lot 21, in Concession 1 Northern Division Fronting the Lake;

thence southerly along the western limit of the road allowance between Lots 20 and 21, in Concession 1 Northern Division Fronting the Lake (now within King's Highway 427), to the southeastern corner of Lot 21, in Concession 1 Northern Division Fronting the Lake;

thence westerly along the northern limit of the road allowance between Concession 1 Northern Division Fronting the Lake and Concession 5 Southern Division Fronting the Lake (now within Bloor Street) to its intersection with the northern limit of Bloor Street, as established by a plan registered in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (Number 66) as number M-854;

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thence westerly along the northern limit of Bloor Street, as established by plans M-854, M-978, M-1082 and M-1013, all registered in the Land Registry Office for the Land Titles Division of Metropolitan Toronto (Number 66), to its intersection with the Etobicoke Creek;

thence westerly in a straight line across the Etobicoke Creek to the most northern corner of Bloor Street, in the City of Mississauga, in the Regional Municipality of Peel, as shown on a plan registered in the Land Registry Office for the Registry Division of Peel (Number 43) as number 775;

thence southwesterly along the northwestern limit of Bloor Street, as established by plans 775, 722, 719, and 729, all registered in the Land Registry Office for the Registry Division of Peel (Number 43), to the southeastern corner of Block B, plan 729;

thence continuing southwesterly along the southwestern production of the southeastern limit of Block B, plan 729, to its intersection with the northeastern limit of the road allowance between Lots 5 and 6, in Concession 1 North of Dundas Street, in the geographic Township of Toronto, in the City of Mississauga;

thence northwesterly along the northeastern limit of the road allowance between Lots 5 and 6, in Concession 1 North of Dundas Street (now within Dixie Road), to the western corner of Lot 5, in Concession 1 North of Dundas Street;

thence northerly in a straight line across the road allowance between Concessions 1 and 2 North of Dundas Street to the southern corner of Lot 5, in Concession 2 North of Dundas Street;

thence southwesterly along the northwestern limit of the road allowance between Concessions 1 and 2 North of Dundas Street (now within Burnhamthorpe Road East) to the southern corner of Lot 10, in Concession 2 North of Dundas Street;

thence northwesterly along the southwestern limit of Lot 10, in Concession 2 North of Dundas Street to the western corner of Lot 10, in Concession 2 North of Dundas Street;

thence northwesterly along the production of the southwestern limit of Lot 10, in Concession 2 North of Dundas Street, across the road allowance between Concession 2 North of Dundas Street and Concession 2 East of Hurontario Street, to a point in the northwestern limit of the road allowance;

thence southwesterly along the northwestern limit of the road allowance between Concession 2 North of Dundas Street and Concession 2 East of Hurontario Street (now within Eglinton Avenue) to the eastern corner of Lot 1, in Concession 1 West of

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Hurontario Street;

thence northwesterly along the northeastern limit of Lots 1 and 2, in Concession 1 West of Hurontario Street, to the northern corner of Lot 2, in Concession 1 West of Hurontario Street;

thence southwesterly along the northwestern limit of Lot 2, in Concession 1 West of Hurontario Street, to the western corner of Lot 2, in Concession 1 West of Hurontario Street;

thence northwesterly along the northeastern limit of the road allowance between Concessions 1 and 2 West of Hurontario Street (now within McLaughlin Road), to the western corner of Lot 15, in Concession 1 West of Hurontario Street, in the geographic Township of Toronto, in the City of Brampton;

thence northwesterly in a straight line across the road allowance between the geographic Townships of Toronto and Chinguacousy (now within Steeles Avenue), to the southern corner of Lot 1, in Concession 1 West of Hurontario Street, in the geographic Township of Chinguacousy, in the City of Brampton;

thence northeasterly along the northwestern limit of the road allowance between the geographic Townships of Toronto and Chinguacousy (now within Steeles Avenue), to the southern corner of Lot 1, in Concession 1 East of Hurontario Street, in the geographic Township of Chinguacousy;

thence northwesterly along the southwestern limit of Lot 1, in Concession 1 East of Hurontario Street, to its intersection with the western production of the southern limit of Peel Village Parkway, as shown on a plan registered in the Land Registry Office for the Registry Division of Peel (Number 43) as number 679;

thence easterly and northeasterly along the southern limit of Peel Village Parkway, and along the northeastern production of the southern limit of Peel Village Parkway, across Bartley Bull Parkway to a point in the northeastern limit of Bartley Bull Parkway, as shown on registered plan number 679;

thence northwesterly and northeasterly along the eastern and southeastern limit of Bartley Bull Parkway as shown on registered plan numbers 679 and 625, registered in the Land Registry Office for the Registry Division of Peel (Number 43), to its intersection with the southeastern production of the northeastern limit of Harper Road, as shown on registered plan number 625;

thence northwesterly along the southeastern production of the northeastern limit of Harper Road, and along the northeastern limit of Harper Road, as shown on registered plan numbers 625 and 581 registered in the Land Registry Office for the Registry

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Division of Peel (Number 43), to its intersection with the southeastern limit of Cornwall Road, as shown on registered plan number 581;

thence northeasterly and northwesterly along the southeastern and northeastern limits of Cornwall Road, as shown on registered plan numbers 581 and 521, registered in the Land Registry Office for the Registry Division of Peel (Number 43), to its intersection with the southeastern limit of Clarence Street, as shown on registered plan 521;

thence northeasterly along the southeastern limit of Clarence Street, as shown on registered plan 521, to its intersection with the southwestern limit of the road allowance between Concessions 1 and 2 East of Hurontario Street, in the geographic Township of Chinguacousy;

thence northwesterly along the southwestern limit of the road allowance between Concessions 1 and 2 East of Hurontario Street to the eastern corner of Lot 6, in Concession 1 East of Hurontario Street;

thence northeasterly along the southeastern limit of Lot 6, in Concessions 2, 3 and 4 East of Hurontario Street, to the intersection of the southern limit of Lot 6, in Concession 4 East of Hurontario Street, with the southeastern production of the northeastern limit of Central Park Drive, as shown on a plan registered in the Land Registry Office for the Registry Division of Peel (Number 43) as number 857;

thence northwesterly along the southeastern production of the northeastern limit of Central Park Drive, and northwesterly and northeasterly along the eastern limit of Central Park Drive, as shown on plan 857, and along the production of the eastern limit, to its intersection with the southwestern limit of the road allowance between Concessions 4 and 5 East of Hurontario Street;

thence northeasterly in a straight line across the road allowance between Concessions 4 and 5 East of Hurontario Street to the southeastern limit of Central Park Drive, as shown on a plan registered in the Land Registry Office for the Registry Division of Peel (Number 43) as number 866;

thence northeasterly along the southeastern limit of Central Park Drive, as shown on registered plans 866, 865 and 858, all registered in the Land Registry Office for the Registry Division of Peel (Number 43), to the most eastern point on the southeastern limit of Central Park Drive on plan 858, also being a point on the southwestern limit of Torbram Road as widened by plan 858;

thence easterly in a straight line across Torbram Road to the

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most western corner of Block 8, as shown on a plan registered in the Land Registry Office for the Land Titles Division of Peel (Number 43) as number 43M-875;

thence northeasterly along the northwestern limit of Block 8 on registered plan 43M-875 to the northern corner of Block 8, also being a point on the western limit of Block 13 on plan 43M-875;

thence northerly and northeasterly along the western and northwestern limits of Block 13 on plan 43M-875 to the northeastern corner of Block 13;

thence northeasterly and easterly along the northwestern and northern limits of Blocks 1, 7, 3, 6 and 2 on plan 43M-875 to the most northeastern corner of Block 2, also being the northwestern corner of Chrysler Drive as shown on a plan registered in the Land Registry Office for the Land Titles Division of Peel (Number 43) as number 43M-874;

thence northeasterly along the northwestern limit of Chrysler Drive to the northeastern corner of Chrysler Drive as shown on plan 43M-874;

thence northerly and northeasterly along the western and northwestern limits of Block 1 on registered plan 43M-874 to the most northern corner of Block 1, also being the most western corner of Block 6 on plan 43M-874;

thence northeasterly and easterly along the northwestern and northern limits of Block 6 on registered plan 43M-874 to the most northern corner of Block 6, also being the western corner of Block 5 on plan 43M-874;

thence northeasterly along the northwestern limit of Block 5 on registered plan 43M-874 to the northern corner of Block 5;

thence northeasterly along the northeasterly production of the northwestern limit of Block 5 on plan 43M-874 to the intersection with the southwestern limit of the original road allowance (now within Airport Road) between the geographic Townships of Chinguacousy and Toronto Gore, both now in the City of Brampton;

thence southeasterly along the northeastern limit of the road allowance between the geographic Townships of Chinguacousy and Toronto Gore to the eastern corner of Lot 6, in Concession 6 East of Hurontario Street, in the geographic Township of Chinguacousy, in the City of Brampton;

thence northeasterly in a straight line across the road allowance between the geographic Townships of Chinguacousy and Toronto Gore to the southern corner of Lot 6, in Concession 7 Northern Division, in the geographic Township of Toronto Gore, in

- 29 -

the City of Brampton;

thence northeasterly along the southeastern limit of Lot 6, in Concession 7 Northern Division, to its eastern corner;

thence northeasterly in a straight line across the road allowance between Concessions 7 and 8 Northern Division to the southern corner of Lot 6, in Concession 8 Northern Division;

thence northeasterly along the southeastern limit of Lot 6, in Concession 8 Northern Division, to its eastern corner;

thence northeasterly in a straight line across the road allowance between Concessions 8 and 9 Northern Division to the southern corner of Lot 6, in Concession 9 Northern Division;

thence southeasterly along the northeastern limit of the road allowance between Concessions 8 and 9 Northern Division to the western corner of Lot 3, in Concession 9 Northern Division;

thence northeasterly along the northwestern limit of the West half of Lot 3, in Concession 9 Northern Division, to its northern corner;

thence southeasterly along the limit between the East and West halves of Lot 3, in Concession 9 Northern Division, to the southern corner of the East half of Lot 3, in Concession 9 Northern Division;

thence northeasterly along the southeastern limit of the East half of Lot 3, in Concession 9 Northern Division, to its eastern corner;

thence southeasterly along the southwestern limit of the road allowance between Concessions 9 and 10 Northern Division, in the geographic Township of Toronto Gore, now in the City of Brampton, to its intersection with the western limit of the road allowance between the geographic Township of Toronto Gore, in the City of Brampton, and the geographic Township of Vaughan, now the City of Vaughan;

thence southerly along the western limit of the road allowance between the geographic Townships of Toronto Gore and Vaughan to its intersection with the western production of the southern limit of the road allowance between the geographic Township of Vaughan and the geographic Township of Etobicoke;

thence easterly along the western production of the southern limit of the road allowance between the geographic Townships of Vaughan and Etobicoke to the point of commencement.

5151-1-157



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

April 4, 2001

Dave Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 300
North York, Ontario
M2N 6A5



CR/PA
LBAIA misa file.
TKS
MS
9 APR 01

Dear Dave:

Re: 2000 Restricted Hours Report

You will find attached a final report for the 2000 restricted hours. The actual enplaned/deplaned passengers for the period from November 1999 to October 2000 were 20 (1) (b) 20 (1) (b) over the previous twelve months. Based on this passenger growth, the total flights allowed 0031 to 0629 local was 20 (1) (b). The actual flights that operated in this time period were 20 (1) (b). The 2000 calendar year enplaned/deplaned passengers were 20 (1) (b) 20 (1) (b) over the previous calendar year.

Please contact me at 19 (1) if you have any questions on this information.

Yours truly,

19 (1)

Wil MacMillan
Manager, Aviation Standards,
Noise and Enforcement

c.c. 19 (1) Director Operations GTAA
19 (1) General Manager, Airside Operations GTAA

Encls.

October-2000 Updates
Total Flights Allowed During 2000 Restricted Hours (November-1999 To October-2000)
(00:31 to 06:29 Local)

Assumptions

Base Year 1999 Movements

Actual Enplaned/Deplaned Passenger Percentage Increase for 2000

Forecast Night Flights Activities Percentage Increase for 2000

20 (1)
(b)

NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT TOTAL

TARGET VALUES FOR 2000

Jets Over 34,000 kg

Jets Under 34,000 kg

Others

TOTAL FLIGHTS ALLOWED (A)

FORECASTS FOR 2000

Jets Over 34,000 Kg

Jets Under 34,000 Kg

Others

1999 ACTUAL X 1.0%**

MAXIMUM SLOTS

Jets Over 34k Kg Shoulder Operations

CURRENT RESERVATIONS FOR 2000

Jets Over 34,000 Kg Shoulder Operations

Jets Over 34,000 Kg Approved Exemptions

TOTAL JETS OVER 34,000 Kg

Jets Under 34,000 Kg

Others

TOTAL MONTHLY RESERVATIONS (B)

20 (1) (b)

Printed on: 03-Apr-01

* = Estimate (-)Negative = Actual Values(C) is greater than Target Values(A)
 ** = Forecast

Page 1 of 2

October-2000 Updates
Total Flights Allowed During 2000 Restricted Hours (November-1999 To October-2000)
(00:31 to 06:29 Local)

Assumptions

Base Year 1999 Movements

Actual Enplaned/Deplaned Passenger Percentage Increase for 2000

Forecast Night Flights Activities Percentage Increase for 2000

20 (1)
(b)

NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT TOTAL

BALANCE (A) - (B) AVAILABLE

FOR ADDITIONAL FLIGHTS

CURRENT RESERVATIONS VS. TARGET

20 (1) (b)

ACTUAL VALUES FOR 2000

Jets Over 34,000 Kg.

Extensions

Shoulder Period

Exemptions

Jets Over 34,000 Kg

Jets Under 34,000 Kg

Others

ACTUAL MONTHLY TOTAL (C)

ACTUAL (A)-(C) AVAILABLE BASED ON
 ACTUAL MOVEMENTS FOR THE MONTH

CR(PA)



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

Civil Aviation

Aviation Civile

4900 Yonge Street
Suite 300
North York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0050

5151-1- 157 [PAD]

January 9, 2001

Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto AMF, Ontario
L5P 1B2

Attention: Mr. Wil MacMillan-Manager, Aviation Standards, Noise and Enforcement

Dear Wil:

Re: Noise Mitigation Procedures-LBPIA

We have completed our review of the records for the period May 1, 2000 to October 31, 2000, further to the December 10, 1997 letter to Mr. L. Turpen from Mr. T. Gibson.

This review in conjunction with that conducted May 2000 completes our review of the November 1, 1999 to October 31, 2000 reporting year. All of the recorded extensions and exemptions appeared to be in compliance with the spirit of the December 10, 1997 letter with one exception for which further clarification is required.

20 (1) (b)

20 (1) (b)

20 (1) (b) Would you kindly provide us with the rationale for this approval.

.../2

Canada

- 2 -

In addition we have the following observations for your consideration:

On June 6 the Restricted Hour Night Flight Report indicates 20 (1) (b)

20 (1) (b)

20 (1) (b)

It is, therefore, suggested that you discuss the issues of aircraft noise with all air operators below 34,000 kg and perhaps they may be able to adjust their flight times.

On July 2, 2000 a Skyservice A320 was refused a 0045 time frame for "late Inbound" arrival but on August 5, 2000 Air Canada was allowed a 0100 time frame departure for the same reason. It is suggested for consistency that the policy for granting or conversely denying a request be reviewed .

If you have any questions regarding the above please contact the undersigned or Bob Kidd at (905) 405-3301.

Yours truly,



David Bayliss
Regional Manager
Aerodrome Safety, ANS & Airspace



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

CRIPA

4900 Yonge Street
Suite 400
Toronto, Ontario
M2N 6A5

☎ 416-952-0248
Fax. 416-952-0050
Our file Notre référence
5151-1-157 PAD

July 9, 2001

Mr. Wil MacMillan
Manager, Aviation Standards
Noise and Enforcement
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Dear Wil:

Re: SINGLE EVENT NOISE LEVEL LIMITS (SENL)

The following is in response to your letter dated April 4, 2001 regarding the captioned subject. Please accept my apology for the delay in our response.

We have considered your request and wish to advise the established regulatory process must be followed if you wish to pursue introducing single event noise level limits and associated monetary penalties.

The request will require completion of the "Checklist" (as outlined in the Aeronautical Information Publication (AIP) page RAC 4-3) and submission to Transport Canada for consideration for approval.

If you have any questions regarding the above, please contact me at (416) 952-0248.

Yours truly,

David Bayliss
Regional Manager
Aerodrome Safety, ANS & Airspace

Canada

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you have received this communication in error please notify us immediately by telephone.

Thank you. Phone (416) 952-0248 Facsimile (416) 952-0050

Cette communication est exclusivement destinée à qui elle est adressée. Elle peut contenir de l'information privilégiée, confidentielle, et ne pouvant être divulguée selon la loi applicable à l'espèce. Si vous avez reçu cette communication par erreur, veuillez nous en aviser immédiatement par téléphone.

Merci. Téléphone (416) 952-0248 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

Facsimile Transmittal Form - Bordereau de Transmission pour Télécopieur

Aerodrome Safety, ANS & Airspace, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

FAXED
1520
al

Date July 9, 2001	File No. - N° de Dossier 5151-1-157	Page 1 of/de 2
----------------------	--	-------------------

To - À Wil MacMillan	From - De David Bayliss
Telephone - Téléphone 19 (1)	Telephone - Téléphone (416) 952-0248
Facsimile Telephone - N° de Télécopieur 19 (1)	Facsimile Telephone - N° de Télécopieur (416) 952-0050
Special Instructions - Instructions Spéciales See attached letter. Hard copy in the mail. Thanks Dave	



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Connaught Drive
Toronto, Ontario, Canada M5P 1B2

April 4, 2001

Mr. Dave Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 300
North York, ON M2N 6A5



Dear Dave:

VIA FACSIMILE: (416) 952-0050

RE: SINGLE EVENT NOISE LEVEL LIMITS (SENL)

As requested by the Greater Toronto Airports Authority (GTAA) Noise Management Committee (NMC) the GTAA Noise Management office conducted a study to determine if and how other international airports implement SENL as a noise abatement procedure.

Our study indicated that there are airports that have a SENL program with various levels of monetary penalties should a SENL be exceeded. The GTAA has presented this report to both our Technical Noise (TNC) and the NMC committees and has been asked to seek direction from Transport Canada (TC) on the required process to implement such a program.

Your guidance in determining the process is appreciated. Please contact me at (19 (1)) if you have any questions.

Yours truly,

(19 (1))

Wil MacMillan
Manager, Aviation Standards,
Noise and Enforcement

cc: (19 (1))
WM/SENL



April 4, 2001

Mr. Dave Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 300
North York, ON M2N 6A5

Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada T5P 1B2



USAF + Israeli
noise damage by 60%

www.ahas.com
Adam Kellos

Dear Dave:

VIA FACSIMILE: (416) 952-0050

Re: 250 Knot Speed Restriction

Air Canada (ACA) recently presented a position to the Greater Toronto Airports Authority (GTAA) Technical Noise Committee (TNC) suggesting that the 250-knot speed restriction on the noise abatement page in the Canada Air Pilot (CAP) be [redacted] 20 (1) (b)

[redacted] 20 (1) (b)

The ACA position was that [redacted] 20 (1) (b)

[redacted] 20 (1) (b)

The members of the TNC concurred with this position and wish to proceed with this amendment. The wording for the proposed amendment will read [redacted] 20 (1) (b)

[redacted] 20 (1) (b)

The GTAA seeks guidance from Transport Canada on whether this amendment can be made in the CAP with this local agreement?

Your consideration and opinion regarding this question is appreciated. Please contact me at [redacted] 19 (1) if you have any questions.

Yours truly,

[redacted] 19 (1)

Wil MacMillan
Manager, Aviation Standards,
Noise and Enforcement

cc: [redacted] 19 (1)

WM/250 Knot

concentrate on airport bird control
need to detect birds up to 3000-5000' for
large birds - would be rare but needed
notion for migratory season
PTEXAAD
posbl restrict during season when NOTAM issued

4lbs 240-280kb Cruise sea level

probability

5000' same but smaller

10000' fewer but heavier 6-10 lbs

Eng cost 4 lb at that speed 150 kts

> % strikes b/c 1000' AGL 90-95%

Have a complete database in Canada/USA/UK/IC
Assumptions made flawed

Canada geese pop doubled in last decade

looking at chg to certification

777 cost to 216

** TOTAL PAGE.03 **



Greater Toronto Airports Authority

Fax Cover Sheet

Date : April 4, 2001
To : Mr. Dave Bayliss
Company : Transport Canada
North York, Ontario
Fax # : (416) 952-0050
From : Wil MacMillan



Number of pages (including this sheet): 3
If there are any problems, please call: (905) 676-7117

This message is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged or confidential. If you have received this message in error, please notify us immediately by telephone so that we can arrange for its return at our expense. Thank You.

Please see the attached letters.

Greater Toronto Airports Authority

Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2
TEL: 905-676-7117 FAX: 905-676-3483

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you have received this communication in error please notify us immediately by telephone.

Thank you. Phone (416) 952-0248 Facsimile (416) 952-0050

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Merci. Téléphone (416) 952-0248 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

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Aerodrome Safety, ANS & Airspace, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

FAXED
1540
21 am/5/01

Date April 5, 2001	File No. - N° de Dossier	Page 1 of/de 3
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To - À Tom Lowrey	From - De David Bayliss
Telephone - Téléphone 613-990-0508	Telephone - Téléphone (416) 952-0248
Facsimile Telephone - N° de Télécopieur 613-990-3742	Facsimile Telephone - N° de Télécopieur (416) 952-0050
Special Instructions - Instructions Spéciales See attached. Dave will call you probably on April 6 th a.m. to discuss. Thanks David Bayliss	

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you have received this communication in error please notify us immediately by telephone.

Thank you. Phone (416) 952-0248 Facsimile (416) 952-0050

Cette communication est exclusivement destinée à qui elle est adressée. Elle peut contenir de l'information privilégiée, confidentielle, et ne pouvant être divulguée selon la loi applicable à l'espèce. Si vous avez reçu cette communication par erreur, veuillez nous en aviser immédiatement par téléphone.

Merci. Téléphone (416) 952-0248 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

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Aerodrome Safety, ANS & Airspace, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

FAXED
1541
26 Apr 5/01

Date April 5, 2001	File No. - N° de Dossier	Page 1 of/de 2
-----------------------	--------------------------	-------------------

To - À Bruce MacKinnon	From - De David Bayliss
Telephone - Téléphone 613-990-0508	Telephone - Téléphone (416) 952-0248
Facsimile Telephone - N° de Télécopieur 613-990-0515	Facsimile Telephone - N° de Télécopieur (416) 952-0050
Special Instructions - Instructions Spéciales See attached. Dave will call you April 6 th a.m. about 250 knots vs bird strikes vs aircraft certification Thanks David Bayliss	



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

CR/PA 5151-1-157

Regional Director General Directeur général régional
4900 Yonge Street
4th Floor
Toronto, Ontario
M2N 6A5

NTF
Spoke to J. Kaldewy and advised
extension not req'd. JK indicated
he did not need a letter to that effect.
NB
5 OCT 01

September 17, 2001

Fax: (905) 676-3339

Mr. Louis Turpen
President and Chief Executive Officer
Greater Toronto Airports Authority
Toronto/Lester B. Pearson International Airport
P.O. Box 6031
Toronto, AMF, Ontario
L5P 1B2

Dear Mr. Turpen:

RE: Noise Operating Restrictions - Toronto/Lester B. Pearson International Airport (Toronto/LBPIA)

The following is further to our letter dated December 10, 1997 regarding the captioned subject.

Given the horrific incidents which took place in the United States and the Department's need to respond effectively to the crisis, we hereby permit the Greater Toronto Airports Authority to [20 (1) (b)]

[20 (1) (b)]

The period of time for which such flights are considered to be a necessity is [20 (1) (b)]

[20 (1) (b)]

The department will re-evaluate its position in this regard on September 29, 2001 and advise you if an extension to these dates is appropriate.

Yours truly,

Debra D. Taylor
Acting Regional Director General
Ontario Region

Canada



Total Flights Operated During 2001
Restricted Hours (Nov 2000 - Oct 2001)
 (00:31 to 06:29 Local)

<u>Actual Values 2001</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sept</u>	<u>Oct</u>	<u>Total</u>	<u>Total Allowed</u>
Jets Over 34,000 kg	20 (1) (b)													
Shoulder Periods														
Exemptions														
Extensions														
Jets Under 34,000 kg														
Others														
Actual Month Totals	20 (1) (b)													

average 20 (1)

using average 20

Note 1: Detailed breakdown of Jets over 34,000 kg do not add up to total due to different data sources.
 (Total over 34,000 kg from Traffic Management and Breakdown from Noise Management.)

TRANSMISSION JOURNAL

TIME : SEP 17 '01 16:48
 TEL NUMBER: +416-952-2174
 NAME : REGIONAL DIRECTOR GENERAL, ONTARIO

NBR	FILE NBR	DATE	TIME	DURATION	PGS	TO	DEPT NBR	MODE	STATUS
878	734	AUG. 27	09:33	02/09	05	6139916512		EC 502	OK
879	735	AUG. 27	11:10	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
880	736	AUG. 27	12:21	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
881	737	AUG. 27	12:29	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
882	744	AUG. 28	12:38	00/31	01	DM		EC 302	OK
883	757	AUG. 29	15:50	01/32	04	DM		EC 302	OK
884	758	AUG. 29	17:11	00/52	02	613 993 8021		EC 502	OK
885	760	AUG. 29	17:34	01/17	05	XMSC CORRESP. UNIT		EC 502	OK
886	763	AUG. 30	11:37	00/22	01	94166035114		EC 302	OK
887	764	AUG. 30	11:45	00/45	02	613 236 0957		EC 502	OK
888	767	AUG. 31	10:11	00/49	01	416 4215694		G3 201	OK
889	771	AUG. 31	17:54	01/00	03	613 991 6594		EC 302	OK
890	775	SEP. 04	09:19	00/53	03	XMSC CORRESP. UNIT		EC 502	OK
891	776	SEP. 04	10:42	00/46	02	6139916512		EC 502	OK
892	777	SEP. 04	11:12	00/44	02	613 990 0680		EC 502	OK
893	779	SEP. 04	15:11	00/29	01	XMSC CORRESP. UNIT		EC 502	OK
894	780	SEP. 04	17:10	00/58	03	XMSC CORRESP. UNIT		EC 502	OK
895	784	SEP. 05	10:49	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
896	786	SEP. 05	15:12	00/44	02	XMSC CORRESP. UNIT		EC 502	OK
897	787	SEP. 06	08:43	00/51	02	3069755484		EC 502	OK
898	789	SEP. 06	13:28	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
899	791	SEP. 06	16:58	01/27	05	990 1878		EC 502	OK
900	795	SEP. 07	13:36	00/36	01	9056888487		EX 502	OK
901	796	SEP. 07	14:27	01/09	02	DM		EC 302	OK
902	802	SEP. 10	16:16	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
903	808	SEP. 11	21:33	01/04	03	613 996 9439		EC 502	OK
904	809	SEP. 11	21:46	01/03	03	613 996 9439		EC 502	OK
905	810	SEP. 12	10:07	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
906	813	SEP. 12	15:47	00/45	02	XMSC CORRESP. UNIT		EC 502	OK
907	822	SEP. 13	15:16	01/45	04	613 991 6594		EC 302	OK
908	823	SEP. 13	15:21	01/31	06	15194645119		EX 502	OK
909	830	SEP. 14	10:55	00/54	03	15194645119		EX 502	OK
910	832	SEP. 14	14:10	02/08	06	613 991 6594		EC 302	OK
911	833	SEP. 14	15:18	00/30	01	XMSC CORRESP. UNIT		EC 502	OK
912	834	SEP. 14	16:09	00/30	01	416-350-9600		EC 502	OK
913	836	SEP. 14	17:21	02/32	06	613 991 6594		EC 302	OK
914	837	SEP. 14	17:24	01/00	02	613 991 6594		EC 302	OK
915	848	SEP. 17	13:10	00/00	00	94163622596			50
916	849	SEP. 17	16:13	05/18	18	15194645119		EX 502	OK
917	851	SEP. 17	16:47	00/30	01	905 676 3339		EC 502	OK

CR/PA 5151-1-157

**Greater Toronto Airports Authority**

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Conair Drive
Toronto AMF, Ontario, Canada L5P 1B2

December 31, 2001

Mr. [19 (1)]
Director, Environmental Services
City of Toronto
Metro Hall
55 John Street, 16th Floor
Toronto, ON M5V 3C6



Dear Mr. [19 (1)]

I am writing to you with respect to the *Lester B. Pearson International Airport Noise Impact Assessment and Review Report* prepared on behalf of the City of Toronto by Aeroustics Engineering Ltd.

The Aeroustics report deals with three main areas: legislation, enforcement and monitoring. The Greater Toronto Airports Authority (GTAA) has reviewed this report and have concluded that, of all the recommendations of the report, the only recommendation exclusively within the jurisdiction of the GTAA is the recommendation to install additional noise monitors. All the other recommendations fall within the jurisdiction of Transport Canada, and I understand that you recently received comments from Transport Canada addressing these recommendations.

Regarding noise monitors, the GTAA has a progressive plan underway to install additional monitors in communities adjacent to the airport. Currently there are fifteen permanent noise monitors situated around Toronto Pearson International Airport, five of which are located in the City of Toronto.

On October 5, 2000, the City of Toronto approved a priority list of potential monitor sites and, based on the City's recommendations, the GTAA intends to install three additional monitors in

.../2

Mr. John Warren
City of Toronto
December 31, 2001
Page 2

2002. Contingent on leasing agreements, the locations that have been determined are:

20 (1) (b)

20 (1) (b)

Yours very truly,

GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Vice President, Corporate Affairs & Communications

SS/LM/km Warren - Aercoustics Study

S157-1-157,

Forsyth, Nancy

From: Shank, Daniel
Sent: Wednesday, December 19, 2001 7:54 AM
To: Forsyth, Nancy
Subject: RE: AIP Amendment

Thanks Nancy, this will do fine. Dan

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

From: Forsyth, Nancy
Sent: Tuesday, December 18, 2001 3:41 PM
To: Shank, Daniel
Subject: FW: AIP Amendment

Hi Dan - I just called you and left a message. Here is the AIP change sent in from Pearson. If there are any questions, or if you want a hard copy, please call me.

Thank you

Nancy - 416-952-0335

From: 19 (1) SMTP:19 (1)@gtaa.com]
Sent: Tuesday, December 18, 2001 2:28 PM
To: forsytn@tc.gc.ca
Subject: AIP Amendment

<< File: Aip.pdf >>
Nancy,

As requested, please find the document attached.

Regards, 19 (1)



COPY

Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

November 30, 2001



Mr. David Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 300
Willowdale, Ontario
M2N 6A5

Dear Mr. Bayliss:

①

Please find attached a submission we wish to be included in the next issuance of the A.I.P.

Should you have any questions, please do not hesitate to contact the undersigned at
(905) 676-7117, or Mr. 19 (1) Aviation Standards Officer 19 (1)

Yours very truly,

GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Wil MacMillan
Manager, Aviation Standards,
Noise and Enforcement.

Attach.

② ^{OP1 OC1 FYI}
Bob/Nancy/CLIFFORD

Bob would you pls review and then
coordinate w/ Nancy for publication.
Pls send Clifford a copy of what
you finally process as AIP falls in
the AAS area. TIES
NB
12 DEC 01

AIP COORDINATOR

DANIEL SHANK - HQ
613-993-4502

A.I.P. CANADA SUPPLEMENT 2000

Toronto / Lester B. Pearson International Airport

Revisions to Airport Slot Reservation Procedures

November, 2001

Toronto Lester B. Pearson International Airport (CYYZ) is a high density airport and utilizes a reservation system to more effectively manage aircraft movements.

There are two processes for reservations at CYYZ. The first process is for Air Carriers that operate to CYYZ on a Scheduled and Repetitive basis with a Maximum Takeoff Weight greater than four thousand kilograms. The second process is for all other operators with no future scheduled and repetitive operations planned.

1. Scheduled and Repetitive Air Carriers require reservations daily 06:00 to 01:00 local.

The Air Carrier must request a reservation through the established IATA Slot Coordination Process as published in the IATA Standard Schedule Information Manual in the Schedule Clearance Request / Reply (SCR) format. Submissions must be made to the IATA Slot Coordinator by SITA message at YYZSCAC *and copy YYZTMCR* or by Fax to (905) 673-9892 between the business hours of **08:30-16:30 local**, Monday to Friday. More Information may be obtained from the IATA Slot Coordinator at (905) 673-6380. *Air Carriers that file slot requests must file all slot requests through the above procedure. Process 2 below is reserved exclusively for Adhoc Operators. Only Air Carriers on the L.B.P.I.A. Air Carrier Registry may file slot requests through the IATA Slot Coordinator.*

2. All other operators, with no future scheduled and repetitive operations planned, require reservations Sunday to Friday 15:00 to 19:59 local and Daily between 00:30 to 06:30 local.

The Operator must contact the Airport Reservations Office (ARO) which is open 24hrs a day, seven days a week and can be reached by calling (905) 676-3480 or in Canada 1-(800) 267-7568. Reservations for Sunday, Monday and Tuesday may be made any time **after 11:00 local** on the immediately preceding Friday. Reservations for other days may be made no more than 2 calendar days before the day of operation after 11:00 local. The ARO will assign the available reservations on a first come first serve basis. Flights from European and Caribbean points of origin, and from points south of latitude 25° North do not require a reservation for the arrival portion of the flight. The information required for reservations processed through this system includes Aircraft Registration, Call Sign, ETA or ETD at CYYZ, Aircraft Type, IATA 3 letter city code of origin or destination, Contact Name and phone and Fax #'s. A reservation number will be issued for all reservations approved and should be permanently recorded.

Conditions under which a slot reservation is not required are: weather diversions, live medical evacuations, Nav Canada ground delay program affected flights, head of state flights, military operations, police operations, flights with mechanical delays or associated positioning flights to replace the affected aircraft.

No training or test flights will be permitted Sunday to Friday 15:00 to 19:59 local and daily between 00:00 to 07:00 local.

Cancellations and Changes All Operators must advise the ARO prior to the beginning of the reserved slot time whenever a reservation will not be used. Operators must notify the ARO of any changes such as call sign, aircraft type etc. Collect calls will be accepted for cancellations only.

Flight Planning A reservation approval number is not an ATC clearance nor does it constitute the filing of a flight plan. Normal flight planning procedures apply. For further information on the Reservation System, operators should contact the Manager, Slot and Facility Allocation at (416) 776-4566 or Fax (416) 776-3483 or SITA message at YYZTMCR.

UTC Conversion to Local Time

UTC -5hrs = Local

UTC -4hrs = Local (DST); first Sunday in April to Last Saturday in October

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you have received this communication in error please notify us immediately by telephone.

Thank you. Phone (416) 952-0248 Facsimile (416) 952-0050

Cette communication est exclusivement destinée à qui elle est adressée. Elle peut contenir de l'information privilégiée, confidentielle, et ne pouvant être divulguée selon la loi applicable à l'espèce. Si vous avez reçu cette communication par erreur, veuillez nous en aviser immédiatement par téléphone.

Merci. Téléphone (416) 952-0248 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

Facsimile Transmittal Form - Bordereau de Transmission pour Télécopieur

Aerodrome Safety, ANS & Airspace, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

FAXED
1500
Dec 11/01

Date
December 11, 2001

File No. - N° de Dossier

Page
1 of/de 4

To - À 19 (1)	From - De David Bayliss
Telephone - Téléphone 19 (1)	Telephone - Téléphone (416) 952-0248
Facsimile Telephone - N° de Télécopieur 19 (1)	Facsimile Telephone - N° de Télécopieur (416) 952-0050
Special Instructions - Instructions Spéciales See attached. David Bayliss	



Transport Canada Transports Canada
Ontario Region Région de l'Ontario

4900 Yonge Street
Suite 400
North York, Ontario
M2N 6A5

☎: (416) 952-0248
Fax: (416) 952-0050

November 15, 2001

5151-1-157 (PAD)

Mr. J.A. Abrams
Director
Council Secretariat Support
Toronto City Hall
2nd Floor
100 Queen Street West
Toronto, Ontario
M5H 2N2

Dear Mr. Abrams:

**Re: Lester B. Pearson International Airport Noise Monitoring and Impact
Review and Assessment**

Thank you for your letter and the appended information regarding the *Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4, and 5)*, produced by Aercoustics Inc. Though we received your letter some time ago, we elected to wait until the Ministers of Transport and Health had addressed the issues presented in the report in their meeting with the Etobicoke Federation of Residents' and Ratepayers' Associations (EFRRA) on August 18, 2000 and September 21, 2001, before formulating this reply. I regret the delay in our response and trust hope the following information will be of use to you.

Transport Canada has reviewed the document referred to above and wishes to present these comments regarding the report's specific recommendations:

- **Regarding Aercoustics' recommendations for Legislation:** The report erroneously suggests there is no federal legislation governing aircraft noise. Transport Canada has promulgated a number of regulations dealing with aircraft noise. These can be found in the *Canadian Aviation Regulations* (e.g. 507.28, 602.14, 602.105, 602.106, 602.150-162). The regulation preventing operations of Chapter 2 aircraft greater than 34,000 kg. in Canada after April 1, 2002 is a specific example.

.../2

Canada

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- **Regarding Aeroustics' recommendations for Enforcement:** Transport Canada addresses noise issues by enforcing the above mentioned regulations including noise abatement procedures and noise operating restrictions. The department's position continues to be that aircraft noise mitigation measures are best dealt with at the local level. The Department will review a case for single event assessment involving individual monitor limits, if the proposal follows requirements outlined in the Aeronautical Information Publication - Canada (RAC 4-3 Section 4.1.2) and the Canadian Aviation Regulation Advisory Council process.
- **Regarding Aeroustics' recommendations for Monitoring:** Determination of noise monitoring requirements is the responsibility of the Greater Toronto Airports Authority (GTAA); all inquiries concerning the installation of additional monitors should therefore be directed to the GTAA.

The Aeroustics' recommendations on airport noise contours and the NEF model have been noted. At present, however, the Department has no intention of changing the current model used for the production of noise contours.

In Spring 2000, Toronto Public Health released two reports entitled *The Health Effects of Noise* and *Air Pollution Burden of Illness in Toronto*; upon receiving these reports, Transport Canada submitted them to Health Canada for review and comment. Although these reports were not mentioned in your initial letter to the Department, we consider Health Canada's comments might be of interest to you.

- **Regarding *The Health Effects of Noise* (March 2000):** Health Canada advises that it is highly unlikely that hearing loss would result from aircraft noise in a community. Aircraft noise can cause a high degree of annoyance, as well as negative effects on sleep and interference with spoken communication, although the severity of these effects and the number of people affected depends on the noise exposure as well as an individual's susceptibility. The existing evidence regarding the other health effects described in this document is not sufficient to demonstrate a causal link to aircraft noise.

The controversial area of aircraft noise causing chronic stress and cardiovascular disease is being addressed in two upcoming Health Canada publications. Transport Canada awaits the release of these documents during the Fall of 2001.

- **Regarding *Air Pollution Burden of Illness in Toronto* (May 2000):** Health Canada advises that airports such as Toronto/LBPIA do contribute to the burden of illness resulting from air pollution. The levels of each of these pollutants in the vicinity of airports is influenced by air traffic at an airport.

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Transport Canada has adopted and enforces the most stringent international standards for aircraft engine emissions. The Department is continuing to work with the International Civil Aviation Organization (ICAO) to further reduce emissions emanating from aviation and the Government of Canada is working with the provinces to implement the Canada Wide Standards for ozone and particulate matter.

You may also be interested to know that the GTAA has undertaken to complete an air quality study and you may wish to contact the GTAA for further information regarding this initiative.

Thank you once again for your interest in this matter.

Yours truly,



David Bayliss
Regional Manager
Aerodrome Safety, ANS & Airspace



Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

4900 Yonge Street
Suite 400
North York, Ontario
M2N 6A5

☎: (416) 952-0248

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CR\PA

November 15, 2001

5151-1-157 (PAD)

Mr. J.A. Abrams
Director
Council Secretariat Support
Toronto City Hall
2nd Floor
100 Queen Street West
Toronto, Ontario
M5H 2N2

Dear Mr. Abrams:

**Re: Lester B. Pearson International Airport Noise Monitoring and Impact
Review and Assessment**

Thank you for your letter and the appended information regarding the *Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4, and 5)*, produced by Aeroustics Inc. Though we received your letter some time ago, we elected to wait until the Ministers of Transport and Health had addressed the issues presented in the report in their meeting with the Etobicoke Federation of Residents' and Ratepayers' Associations (EFRRRA) on August 18, 2000 and September 21, 2001, before formulating this reply. I regret the delay in our response and trust hope the following information will be of use to you.

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Canada

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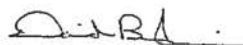
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Transport Canada has adopted and enforces the most stringent international standards for aircraft engine emissions. The Department is continuing to work with the International Civil Aviation Organization (ICAO) to further reduce emissions emanating from aviation and the Government of Canada is working with the provinces to implement the Canada Wide Standards for ozone and particulate matter.

You may also be interested to know that the GTAA has undertaken to complete an air quality study and you may wish to contact the GTAA for further information regarding this initiative.

Thank you once again for your interest in this matter.

Yours truly,



David Bayliss
Regional Manager
Aerodrome Safety, ANS & Airspace



CITY CLERK'S OFFICE
ADMINISTRATION
City Clerk's
City Hall, 2nd Floor West
100 Queen Street West
Toronto, Ontario M5H 2N2
JUN 28 2:11 PM '00

Novina Wong
City Clerk

Tel: (416) 392-8016
Fax: (416) 392-2980
clerk@city.toronto.on.ca
http://www.city.toronto.on.ca

89.

June 16, 2000

TORONTO COMMUNITY COUNCIL:

I am enclosing for your information and any attention deemed necessary, Clause No. 3 contained in Report No. 12 of The Works Committee, headed "Lester B. Pearson International Airport (LBPIA) Noise Monitoring and Impact Review and Assessment (Wards 2, 3, 4 and 5)", which was adopted, as amended, by the Council of the City of Toronto at its meeting held on June 7, 8 and 9, 2000.

In so doing, Council directed that a copy of this report, including the study report "LBPIA Noise Impact Assessment and Review" prepared by Aeroustics Engineering Limited, dated March 23, 2000, be forwarded to the Greater Toronto Airport Authority (GTAA), the Etobicoke Community Council, the Etobicoke Federation of Residents and Ratepayers Association (EFRRA) and Toronto Community Council, concerned residents of Ward 19, and Transport Canada for review and comment.

[Signature]

for City Clerk

J. A. Abrams/sb *presenting*
Council Secretariat Support

Encl.

Clause sent to:

2nd Fl City Hall
100 Queen Street West
2nd Fl 2N2
Etobicoke Community Council
Toronto Community Council
Commissioner of Works and Emergency Services
Mr. Steve Shaw, Greater Toronto Airport Authority
President, Etobicoke Federation of Residents and Ratepayers Association
Mr. Dave Bayllis, Transport Canada

c. Manager, Air Quality Improvement Branch, Technical Services



Transport Canada
Ontario Region

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Région de l'Ontario

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☎ 416-952-0248
Fax. 416-952-0050

Our file Notre référence
5151-1-157 PAD

August 13, 2002

Mr. Brian R. Lackey
Vice President, Operations & Chief Engineer
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Dear Mr. Lackey:

**Re: Proposed Noise Operating Restrictions At
Toronto/Lester B. Pearson International Airport (LBPIA)**

Your letter to Ms. Debra Taylor dated July 15, 2002, has been forwarded to this office.

We sought clarification and received a requested change from Mr. MacMillan on August 9, 2002, to paragraphs 1c) and 1d) of your submission.

We will now process your submission and keep you apprised of its status.

Should you require further information regarding this matter, please contact me at 416-952-0248.

Yours truly,

David Bayliss
Regional Manager
Aerodrome Safety, ANS & Airspace

Canada



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

July 15, 2002

Ms. Debra Taylor
Regional Director Civil Aviation
Transport Canada
4900 Yonge Street
Suite 300
North York, ON M2N 6A5

Dear Ms. Taylor:

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT PEARSON AIRPORT

In 1998, the Greater Toronto Airports Authority's (GTAA) Noise Management Committee (NMC) recommended several resolutions. One of these recommendations in particular was to

20 (1) (b)

Resolution NMW98-1(5) (attached) was recommended: "Re-evaluate the 34,000-kg weight limit for Lester B. Pearson International Airport for night flight restrictions and consider classifying all aircraft specifically according to noise levels".

Currently, 20 (1) (b)

from Toronto Pearson International Airport's (Pearson Airport) existing Noise Operating Restrictions. In spite of this, the GTAA has identified a number of aircraft under 34,000-kg that produce noise levels comparable to some of the old Chapter 2 aircraft that are above 34,000-kg, and which are restricted from operating during the nighttime. As a result, the GTAA has proposed to apply Pearson Airport's Noise Operating Restrictions to 20 (1) (b)

Under this proposal, the GTAA would have the ability to 20 (1) (b) equivalent thereby improving the noise regime at Pearson Airport.

In addition, Transport Canada has imposed a night time budget on Pearson Airport that must be complied with; however, the GTAA does not have the ability to control aircraft under 34,000-kg which are counted against the total budget. This proposal would alleviate this lack of control and will assist in the management of the nighttime budget.

Accordingly, the GTAA requests that the existing Noise Operating Restrictions and Noise Abatement Procedures at Pearson Airport be changed to read as follows:

1. RESTRICTIONS:

20 (1) (b)

Referred runway assignments?

Ms. Debra Taylor
July 15, 2002
Page 2

AIRCRAFT	Restricted Hours – local time	
Noise certification or type	Arrivals prohibited	Departures prohibited
All non-noise certificated aircraft plus Concorde	20 (1) (b)	
All ICAO annex 16, vol 1 chapter 2 aircraft & equivalent		
All ICAO annex 16, vol 1 chapter 3 aircraft & equivalent		

20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

In accordance with the Aeronautical Information Publication, RAC 4.1.2, the GTAA has consulted with all stakeholders and provided them the opportunity to comment and address their concerns.

.../3

Ms. Debra Taylor
July 15, 2002
Page 3

The GTAA consulted with 204 stakeholders and received [20 (1) (b)]

[20 (1) (b)] The GTAA does not believe that this proposal will negatively impact them as there is no change to how these specific operators or members of this association obtain permission to operate during the restricted hours. [20 (1) (b)]

[20 (1) (b)] The remaining stakeholders either stated they had no objection or did not reply. As stated within the proposal, a non-reply is considered acceptance of the proposal. The Pearson Airport Noise Management Committee has concurred with the proposed change.

Please contact Wil MacMillan at [19 (1)] if you require further information.

Yours truly,
GREATER TORONTO AIRPORTS AUTHORITY

[19 (1)]

Brian R. Lackey [19 (1)]
Vice President, Operations & Chief Engineer

Encls.

c.c.: Louis A. Turpen

[19 (1)]

**Greater Toronto
Airports Authority**



**Autorité aéroportuaire
du Grand Toronto**

PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

Noise Management
June 2002

**LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA**



Greater Toronto Airports Authority

NOISE MANAGEMENT

PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

1.0 INTRODUCTION

In 1998, the Greater Toronto Airports Authority's (GTAA) Noise Management Committee (NMC) recommended several resolutions. One of these recommendations in particular was to

20 (1) (b) Accordingly, Resolution NMW98-1(5) (see Section 5 for attachment) was recommended: 20 (1) (b)

20 (1) (b)

Currently, all aircraft under 34,000-kg gross take-off weight are exempt from Lester B. Pearson International Airport's (LBPIA) existing Noise Operating Restrictions. In spite of this, the GTAA has identified a number of aircraft under 34,000-kg that produce noise levels comparable to Chapter 2 aircraft that are above 34,000-kg, and which are restricted from operating during the nighttime. As a result, the GTAA has proposed to apply LBPIA's Noise Operating Restrictions 20 (1) (b) Under this proposal, the GTAA would have the ability to 20 (1) (b) thereby improving the noise regime at LBPIA.

To make such a change to the current Noise Operating Restrictions, however, requires the approval of an Aviation Regulation Council. In this case, the Canadian Aviation Regulation Advisory Committee (CARAC), in association with various Technical Committees, has been established to assess and recommend potential regulatory changes through cooperative rule-making activities. The inception of this committee is discussed later in this section.

This proposal has been divided into several sections. The first section offers a brief introduction of the proposal, while providing a background and update to the Checklist Procedure. Section two addresses Steps 1 through 7 of the Checklist Procedure. The following section outlines the GTAA's ultimate recommendation and conclusions based on the material presented in section two. Section four includes all responses received from the stakeholders informed of this proposal, including any further correspondence from the GTAA. The final section identifies all material that is relevant to the GTAA's Noise Management Committee concerning this proposal. An appendix has been included which contains a detailed list of all parties consulted, in addition to any other relevant material that addresses this proposal.

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

1



Greater Toronto Airports Authority

NOISE MANAGEMENT

1.1 BACKGROUND

In 1991, the Air Transport Association of Canada (ATAC) approached Transport Canada with the suggestion that the Government enact a phase out of older noisier jet aircraft in Canada, in a similar manner as was done in the United States. ATAC advised that, as part of a phase out program, it was seeking from Transport Canada a commitment to review all proposed new noise-based restrictions at airports.

The negotiated agreement between ATAC and Transport Canada resulted in the enactment of a regulation requiring operators to phase out the operation of Chapter 2 aircraft in Canada by April 1, 2002. The phase out regulation was preceded by the introduction of a consultation requirement for implementation of any new noise restrictions proposed by airports. This led to the introduction of the Noise Abatement Checklist (attached) that now appears in the Aeronautical Information Publication (AIP). This checklist is the mechanism that ensures consultation on new noise restrictions is carried out with all affected parties and that the cost impacts and benefits, where applicable, of a proposed measure are known. Proposals are subsequently approved at the Part VI Technical Committee of the Canadian Aviation Regulatory Council meetings.

Transport Canada is the approval authority for the implementation of enforceable noise abatement procedures in Canada. This authority is vested in the Minister by the provisions of the Aeronautics Act and Canadian Aviation Regulation (CAR) 602.105. The provisions of this regulation stipulate that noise abatement procedures and noise control requirements, if published in the Canada Air Pilot (CAP) or Canada Flight Supplement (CFS), are obligatory.

1.2 UPDATE ON THE CHECKLIST

In response to concerns recently expressed by air operators and airport management over the perceived shortcomings of the existing Noise Abatement Checklist, it was decided to convene a government stakeholder-working group under the auspices of the Aircraft Noise & Emissions Committee (ANEC). The intentions of the working group are to examine the checklist requirements and the process associated with the implementation of new noise control measures.

CHECKLIST
PROCEDURE



Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 1: Description of Problem

- Certain Chapter 2 equivalent aircraft under 34,000-kg (maximum certified gross take-off weight) have a significant noise impact on residential communities adjacent to LBPIA during the nighttime.
- As these aircraft are below 34,000-kg, they are exempt from LBPIA's current Noise Operating Restrictions and are permitted to operate freely during the nighttime.

STEP 2: Parties Consulted

- All concerned stakeholders were informed of the proposal and were provided an opportunity to comment (see Appendix for list and *sample* letter).
- Stakeholders consulted include the following:
 - all LBPIA scheduled air carriers;
 - LBPIA ad hoc carriers;
 - the Canadian Business Aircraft Association;
 - the National Business Aircraft Association;
 - the Helicopter Association of Canada;
 - Noise Management Committee members;
 - Technical Noise Committee members;
 - LBPIA Station Managers, and;
 - Transport Canada.

STEP 3: Alternatives Considered

- Request that aircraft operators utilize only their fleet's quietest aircraft during the night restricted hours.
- Schedule operations of fleet's noisiest aircraft only during daytime hours (0700L - 2300L).
- Hush-kit noisiest aircraft or preferably retrofit with new technology (Chapter 3) engines.
- Implement a phase-out program of all noisy Chapter 2 equivalent aircraft.
- Consolidate scheduled flights, which currently utilize smaller noisier aircraft, into larger, quieter types.
- Apply LBPIA's Noise Operating Restrictions to 20 (1) (b)

20 (1) (b)



Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 4: Proposal & Justification

- The proposal to apply Lester B. Pearson International Airport's Noise Operating Restrictions to 20 (1) (b) is as follows:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type	20 (1) (b)	
All non-noise certificated aircraft plus Concorde		
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent		
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent		

20 (1) (b)

- Under this proposal, the GTAA would have the ability to 20 (1) (b) 20 (1) (b). The GTAA has identified a number of aircraft under 34,000 kg that produce comparable noise levels as some of the current Chapter 2 aircraft that are above 34,000-kg, and for which are restricted from operating during the nighttime. Some examples of noisy aircraft under 34,000-kg are the Fokker F28, the Gulfstream II and the Learjet 23, 24 & 25.
- While not without conditions, the proposal would still permit operators with Chapter 3 aircraft to schedule operations during the night restricted period (0030 to 0630L). In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Chapter 3 aircraft regardless of gross take-off weight.
- It should be noted, however, that Transport Canada has imposed an annual budget on aircraft movements between 0030 & 0630L, limiting the number of operations available at LBPIA during these hours. Once this limit is reached, there will be no operations available for either Chapter 2 or Chapter 3 aircraft.

¹ Subject to the following: All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. All other operators are required to obtain a reservation to operate during the restricted hours (see CAP under LBPIA's Noise Operating Restrictions).



Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 5: Costs to Operators

- This information was requested from all affected stakeholders in the GTAA's original letter dated August 25, 2000, which described this proposal. This letter indicated that costs be submitted to the GTAA within 90 days of being requested.
- The GTAA has identified possible negative effects of this proposal:
 - A negative effect for implementing the above proposal may be on the operational flexibility of some air carriers, by limiting the use of certain aircraft during the nighttime.
 - The proposal also may have a competitive impact on certain carriers that operate a solely 20 (1) (b) or equivalent fleet.
 - Certain carriers with a monopolistic fleet may experience a decrease in revenue.
 - Time sensitive freight and cargo carriers may be impacted, as well as indirectly affecting certain businesses in the Greater Toronto Area (GTA), which rely on time sensitive cargo.
- The GTAA has identified possible positive effects of this proposal:
 - The proposal applies to all air carriers operating at LBPIA, domestic, trans-border and international, therefore ensuring equal opportunity and maintaining parity amongst the different air carriers.
 - The restriction of the older, noisier and less efficient 20 (1) (b) equivalent aircraft would have a positive environmental impact on the surrounding community, both in the acoustic environment and the air quality environment.
 - Another benefit would be to the operators of Chapter 3 aircraft, which would now have greater operational flexibility at LBPIA during the nighttime.
 - Communities in the GTA would benefit from an overall reduction in nighttime airport noise with the 20 (1) (b) equivalent aircraft.
 - A positive effect of implementing the proposal would constitute a powerful incentive for air carriers to utilize their quietest aircraft at night, or better, phase out their older louder 20 (1) (b) aircraft.
 - The proposal would also contribute to increasing the public awareness of the GTAA and NMC's noise initiatives and the overall noise regime, as well as the public's confidence in the Airport's ability to maintain a safe and operationally efficient environment for the GTA.

STEP 6: Costs to Airport Operator

- A decrease in revenue may be experienced by the airport operator due to a potential reduction in overall landing fees during the night.



Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 7: Noise Exposure Forecast

- Based on the limited number of aircraft that will be impacted by the proposal, it is strongly believed that there will be no change to the overall noise exposure forecast.

LESTER B. PEARSON INTERNATIONAL AIRPORT
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6

**RECOMMENDATION
& CONCLUSIONS**



Greater Toronto Airports Authority

NOISE MANAGEMENT

3.0 RECOMMENDATION & CONCLUSIONS

3.1 RECOMMENDATION

It is recommended that the GTAA apply the Noise Operating Restrictions for LBPIA to 20 (1) (b) 20 (1) (b) This proposal is intended to improve the noise regime at LBPIA, by encouraging operators to phase out their 20 (1) (b) equivalent aircraft and utilize their quietest aircraft during the night. This approach would be consistent with the current Noise Management Program presently in place at LBPIA.

This proposal should be made in an open, participatory and consultative fashion that looks outward to the broadly defined public interest. Finally, it is recommended that the enforcement mechanism for non-compliance of this proposal will follow that of the existing process currently in place.

3.2 CONCLUSION

It is the objective of the GTAA's Noise Management Program to protect neighbouring communities to the greatest extent possible from aircraft noise, while recognizing the needs of aircraft operators and ensuring the airport's continued economic development. Accordingly, this proposal strives to improve on the current noise management program that was adopted by the GTAA upon transfer from Transport Canada, through the enhancement of the existing Noise Operating Restrictions. By encouraging the use of quieter more efficient aircraft during the nighttime, this proposal could result in benefits for both the general public and the aviation community. The change may also be considered as a positive contribution to the improvement of airport noise, as Canada undergoes its nation wide transition from Chapter 2 to Chapter 3 aircraft.

It is the intention of the GTAA to maintain and improve LBPIA as a major economic asset for the Greater Toronto Area. In doing so, the GTAA, in conjunction with the Noise Management Committee, will bring to bear an equal commitment to being a good neighbour to its surrounding communities by tackling the issues of aircraft noise through the implementation of such initiatives as outlined in this proposal.

LETTERS OF
RESPONSE



Greater Toronto Airports Authority

NOISE MANAGEMENT

4.0 LETTERS OF RESPONSE

- After mailing out the proposed change to LBPIA's Noise Operating Restrictions, sixteen (16) responses were received. Of the sixteen responses, ten (10) indicated no objection to the proposal; two (2) required further consultation; and four (4) were opposed to the proposal 20 (1) (b) See table below for details.
- Of the four (4) opposed to the proposal, three (3) were provided a response to further clarify and address specific concerns raised by the individual groups.
- The following attached 16 responses are in alphabetical order by name of company.

OBJECT TO CHANGE	NO OBJECTION TO CHANGE	FURTHER CONSULTATION REQUIRED
20 (1) (b)	AMR American Eagle	Atlantic Southeast Airlines
	British West Indies Airways	National Business Aircraft Assoc.
	Czech Airlines	
	Canada 3000	
	Canadian Business Aircraft Assoc.	
	City of Mississauga (NMC)	
	City of Toronto (NMC)	
	El Al Israel Airlines	
	LTU International Airways	
	Voyageur Airways	
4	10	2

Letters requesting a response were sent to the following groups:

LBPIA scheduled air carriers	(67)
LBPIA ad hoc carriers	(29)
Canadian Business Aircraft Association	(1)
National Business Aircraft Association	(1)
Helicopter Association of Canada	(1)
NMC members	(21)
TNC members	(37)
LBPIA station managers	(46)
Transport Canada	(1)
Total letters sent =	204



AIR TRANSPORT ASSOCIATION OF CANADA ASSOCIATION DU TRANSPORT AÉRIEN DU CANADA

255 ALBERT STREET, SUITE 1100, OTTAWA, ONTARIO K1P 6A9
255, RUE ALBERT, PIÈCE 1100, OTTAWA (ONTARIO) K1P 6A9

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FAX: (613) 230-8648

WEB: <http://www.atac.ca>
EMAIL: atac@atac.ca

November 24, 2000

VIA FACSIMILE:
(905) 676-3339

Mr. Louis A. Turpen
President & CEO
Greater Toronto Airports Authority
Toronto, Canada

Dear Mr. Turpen:

**Re: Proposed Noise Operating Restrictions at Lester B. Pearson
International Airport**

Thank-you for the opportunity to comment on the above-noted GTAA proposal dated August 25, 2000. This Association and its members oppose the proposal, and we would like to offer the following comments.

The proposal would extend the existing curfew, currently applicable to turbo-jet and turbo-fan aircraft over 34,000 kg, to *all* turbo-jet and turbo-fan aircraft, and to all propeller-driven aircraft over 5,700 kg. Both changes impact classes of aircraft historically unaffected by similar noise restrictions in Canada.

The proposal follows on a similar rule change implemented over the objections of this Association, which extended the existing curfew rules to *unscheduled* operations under 34,000 kg. That amendment circumvented the Part VI Technical Committee, was not fully consulted according to the terms of the A.I.P. Check List, and violated Internationally-recognized noise standards by extending the noise rules to aircraft under 34,000 kg. Further, the recent bulletin by the GTAA imposing 16X landing fees on aircraft landing without a reservation is also objectionable, and aggravates the August 25 proposal. We believe that the landing charge increase inappropriately circumvents the noise consultative process, and indirectly regulates noise through the application of fees. Further, we believe that these landing fees amount to penalty fees and fall exclusively within Transport Canada's authority, and outside the authority of the GTAA to impose. Recent activity by the GTAA considered collectively, and similar activity by other airport authorities across Canada, gave rise to the concerns identified in ATAC's Position Paper entitled *Controlling Aircraft Noise at Canadian Airports*. We invite you to review that document (attached), which articulates in more detail some of the principles outlined below.

We have canvassed our operator-members and ATAC has concerns with the August 25 proposal in the following areas:

1. Inconsistent with Internationally-Recognized Weight Limits

The proposal is inconsistent with the internationally-recognized 34,000 kg weight limit historically applicable to turbo-prop and turbo-jet aircraft;

2. Incomplete Adherence to the A.I.P Check List

We are concerned that the current proposal does not address a number of issues set out in the AIP Check List (RAC 4.1.2). Specifically, in whole or in part, it does not address items 1, 3, 4 or 7; items which are generally within the knowledge of the GTAA. There are other issues outside the terms of the existing Check List which we believe should be considered however, these issues are more fully addressed in ATAC's Position Paper.

3. Establishment of a New and Arbitrary Lower Weight Limit

The proposal establishes a new, arbitrary, lower limit of 5,700 kg applicable to *all* propeller-driven aircraft, which is not in keeping with nationally or internationally-recognized standards for the development of noise restrictions.

4. No Relationship to Noise Generated by Affected Aircraft Types

The focus of the proposal on new weight limitations has no bearing on the noise generated by prospectively affected aircraft.

5. Affect on Limited Airport Capacity: Now and Into the Future

The proposal has the potential to place a significant economic burden on the commercial operators of affected aircraft, when capacity during these hours of operation is required or commercially advantageous.

6. Negative Effect on Fleet Management, Scheduling, and Service Expansion

If adopted, the proposal has the potential to impose a significant administrative, economic, and scheduling burden on the operators of affected aircraft types who may be required to avoid operations during the restricted times. Operators may also be prevented from substituting an affected aircraft, based on an operational need. They would also be prevented from developing new markets during these hours of operation in Toronto.

7. A Dangerous Precedent for the Commercial Aviation Community

Although this is not an issue related directly to operations in Toronto, our industry may very well be faced with other similar noise limitations across Canada, established on the basis of arbitrary weight categories, and power-plant installations. That is, the proposal is not in keeping with a consistent, predictable, national noise infrastructure, and represents a dangerous precedent for the commercial aviation community at other Canadian and North American airports.

8. Transparency of Extensions or Exemptions

For affected aircraft, the proposal establishes an operational prohibition during the restricted hours unless the operator receives an extension, reservation, or exemption. The members of ATAC believe that the process for obtaining relief from any noise rule should be consulted and be transparent to the operational community, and it should be clear when that relief will be granted.

9. Effect on the Utilization and Value of Affected Aircraft

Exact estimates of cost to the industry are difficult to obtain. As only one example of the potential economic impact of the current proposal on our members, Air Canada has just invested over 500 million dollars in a fleet of Regional jets that would be affected by its terms. These aircraft currently operate without restriction in North America, but the proposal would limit their ability to use them at their major hub. The proposal would adversely affect the business plan of Air Canada for the use of these aircraft, disrupt their operations, and inconvenience members of the traveling public. The proposed limitation would reduce the revenue potential, and the value of these aircraft, and would also limit their ability to provide new service during the proposed restricted hours.

In the Spring of 1999, ATAC worked with the GTAA and its members to draft a series of proposals to mitigate noise in the Toronto area however we are unaware that any assessment of the positive impact of these proposals was ever conducted by the GTAA. We appreciate that there is an on-going need to work with the GTAA and the local community to mitigate noise in the Toronto area however, there have been a series of recent proposals from the GTAA, which are placing an intolerable burden on the commercial aviation community and have the potential to violate principles that were respected by Transport Canada as the operator of Pearson Airport for many years.

ATAC and its operator-members are prepared to continue to work with your Noise Management Committee to mitigate noise in the Toronto area however we remain concerned that the GTAA, and other airports, will continue to promote proposals which are not in keeping with the needs of the commercial aviation community for a consistent national and international noise control infrastructure.

We look forward to a productive working relationship with the GTAA and the CAC on the Noise Abatement Procedure and Noise Control Measure Working Group, as we work toward a resolution of these difficult issues at a national level.

Sincerely,



J. Clifford Mackay
President and Chief Executive Officer

CC John Maxwell, Transport Canada
W. Elliott, Transport Canada
P. Benoit, Chairman, Canadian Airports Council
N. Raynor, Executive Director, Canadian Airports Council

Controlling Aircraft Noise at Canadian Airports

A Position Paper Prepared by the Air Transport Association of
Canada April 25, 2000

Summary

In the wake of the National Airports Policy, the relationship between air operators, airport operators and local airport communities fundamentally changed. Transport Canada's role changed from the owner-operator of airports, to the landlord-regulator of Canada's network of National airports. Local Airport Authorities were left grappling with some difficult issues; among them the thorny issue of aircraft noise. Today, some airport authorities have begun to act independently to regulate aircraft noise, threatening agreements carriers had made with Transport Canada and creating the potential for enormous disruption of the industry.

1. Background

During the early 90s, ATAC negotiated intensely with Transport Canada and with its operator-members to achieve an industry consensus to phase-out Chapter 2 aircraft in favour of quieter, Chapter 3 compliant aircraft. On behalf of the industry, ATAC agreed to a phased transition period for the shift to Chapter 3 technology by April of 2002. This schedule is currently set out in the Canadian Aviation Regulations.

The Canadian industry has since invested, and continues to invest, billions of dollars replacing Chapter 2 aircraft with new Chapter 3 compliant equipment and hushkitting existing Chapter 2 aircraft.

Recognizing that the advent of Chapter 3 aircraft would intensify pressure on air operators to move to the quietest available technology, in concert with Transport Canada, ATAC helped develop the Check List Procedure set out in the AIP at RAC 4.1.2. The Check List was designed to ensure that all changes to the noise rules would be fully consulted with the aviation community, and that the financial interests of the aviation community would be balanced against the interests of the surrounding airport community.

1.a Investing in Hushkit Technology

The phase out of Chapter 2 aircraft was predicated on a number of assumptions by the air carrier industry:

1. Changes to the noise rules would not directly or indirectly accelerate the Chapter 2 phase-out agreed to by the air carrier community, and;
2. Hushkitted Chapter 2 aircraft would be allowed to continue to operate as full Chapter 3 compliant aircraft, retired through attrition only, and would be extended all of the operational benefits of an originally equipped Chapter 3 compliant aircraft, and;
3. Maximum operational advantages would be extended to Chapter 3 aircraft whether they were hushkitted or original equipment, since a patchwork of rules across airports which distinguished between different Chapter 3 aircraft would result in scheduling chaos for the Canadian air operator industry and;

4. Airport operators would not be allowed to violate the internationally recognized distinctions between aircraft, based on noise. That is, the distinction between Chapter 2 and III aircraft would be respected by airport operators, and aircraft below 34,000 kg would remain unaffected by the noise rules affecting larger aircraft.

The procedures set out in the Check List came into existence pre-transfer, and could be implemented and applied by Transport Canada in the form of policy. Since Transport Canada owned and operated the major airports, and had negotiated the terms of the Chapter 2 Phase-out and the terms of the Check List, it was considered unnecessary to implement a regulation that imposed a legal requirement for adherence to the Check List process.

2. Recent Developments

Action being taken by a number of airport authorities regarding noise have caused alarm among members of the air carrier community principally because these issues are not contemplated by the terms of the existing Check List.

These applications will, for example:

- Impose new, differential operational restrictions on hushkitted versus original equipment Chapter 3 aircraft (See attached Appendix A, Proposed Night-time Departure Approval Criteria by Vancouver Airport Authority), and;
- Propose changes to the noise rules which target aircraft with a MCTOW of less than 34,000kg and other non-noise certificated piston, turbo-prop and turbo-jet aircraft, outside the internationally-recognized noise standards (See attached Appendix B, "Draft" Proposal by the GTAA dated March 15, 2000 and the YVR proposal referred to above), and;
- Impose financial hardship on carriers and their customers for operations during restricted hours that occur as a result of circumstances beyond the control of the air operator. (i.e. A recent decision by ADM to refuse extensions to their curfew hours owing to mechanical, weather, or ATC-related delays.) This decision may indirectly affect the safety of some operations.
- Impose differential landing fees/penalties on aircraft based on noise levels (See attached Appendix C, GTAA Operations Bulletin 99-10-003);
- Circumvent the Check List process by promoting new noise rules as a means to achieve non-noise related objectives (see Appendix C, above), and;
- Implement "route incentives" which offer discounted landing fees for the introduction of Original Equipment Chapter 3 aircraft (see Appendix D entitled *Winnipeg Airports Authority Inc. New Route Incentive Program*).

Air carriers have two serious reservations regarding these initiatives. Firstly, they create the risk that Canada will have a patchwork of noise regulations across the country that would make scheduling virtually impossible. Given the nature of Canada's air carrier routing structure, it is normal for a single aircraft to serve a number of airports in a given day. This practice will be thrown into chaos if the noise regulations are fundamentally different at each airport.

Secondly, the independent action of airport authorities threatens air carriers even though they have, in good faith, invested very large amounts of money in compliance with Transport Canada's transition schedule to Chapter 3 aircraft. It needs hardly be said that this is a poor time for the introduction of a substantial new financial risk, particularly for the operators of hushkitted and non-noise certificated aircraft.

3. Commentary

Notwithstanding the devolution of airports, Transport Canada retains responsibility for the coherent regulation of the aviation sector; the Minister's ultimate responsibility for "noise emanating from aerodromes and aircraft" in a national context, is still very clearly set out in section 4.9(f) of the *Aeronautics Act*.

ATAC and its operator-members remained committed to the proposition that most noise problems should be resolved at a local level through open dialogue between the airport operator, the air operators using the airport, the local community, NAV CANADA and Transport Canada. Under exceptional circumstances however, when no agreement can be reached, there is an emerging requirement for a formal appeal process for members of the aviation community that does not exist under the current system.

Even though most problems can be resolved at a local level, this association believes that it is absolutely essential that these problems are resolved in a broader context. Transport Canada must develop a very clear vision of where our Canadian noise rules, in an international and national context, will take the Canadian industry in the years to come.

In the interim, ATAC and its operator-members are concerned that these events may unfold before the planned review of the current Check List process can take place. That is, Transport Canada, through the Part VI Technical Committee, will be called upon to evaluate the terms of these NMC proposals in a policy vacuum. This evaluation, in the absence of decisive action by the Minister, will take place against the terms of the existing Check List, which no longer addresses all of the issues that have arisen in the wake of the National Airports Policy. Changes to the noise rules which are evaluated against the current Check List and passed, without any consideration for their longer term implications may cause irreparable damage to the competitiveness of the airline industry in Canada. Our experience has been that restrictive noise rules imposed at the request of surrounding communities are rarely rolled-back.

4. Proposal

Transport Canada should take steps immediately to ensure that Noise Management Committees respect the infrastructure needs of the air carrier community in a national and international system of airports, and restore recognition for certain agreed principles which existed between the Department and Air Carriers before the commencement of airport devolution. The Air Transport Association of Canada suggests the following process as one means to restore some predictability to the regulation of noise at Canadian airports.

4.a Appeal Process re: Noise Management Committee Decisions

Under the terms of their ground leases, Airport Authorities must establish and maintain a Noise Management Committee (NMC).

Noise Management Committees are currently free to submit amendments to the noise rules contrary to the Check List Procedures and over the objections of the aviation community, notwithstanding that an informal appeal through the Part VI Technical Committee has recently been established. In short, there is no regulatory requirement to adhere to the terms of the Check List, nor is there any formal appeal process for the air carrier community.

ATAC does not believe that *all* amendments to the noise rules should be processed through the Part VI Technical Committee. Most noise issues can be resolved and implemented following open discussion by all affected members of the NMC. A requirement to process all amendments through Part VI would only serve to delay the implementation of changes that have been agreed to by all members of an NMC. It is unreasonable to believe however, that the NMC members will reach consensus on all issues.

In those cases, ATAC suggests that:

- 1) There should be a formal appeal process within the NMC when there are objections from ATAC or a consensus of other members of the user community, and;
- 2) A further appeal process to the Part VI Technical Committee¹, or other body, should be available when:
 - a) The Check List process has not been followed by the NMC, or
 - b) The result, even where the process has been followed, is viewed as unsatisfactory by ATAC or a consensus of other members of the user community, based on their assessment of Check List issues, and;
 - c) Pending the conclusion of the appeal process, the proposed amendment must not come into effect, and;
 - d) Any trials of the proposed procedure must cease without the agreement of the appealing members of the aviation community.

4.b Modifications to the Existing AIP Check List

The content of the Check List must be up-dated to reflect the new relationship between Transport Canada, NAV CANADA, the airport community and the air operator community. The content of the Check List must also be up-dated to reflect reasonable limitations placed on the authority of NMCs to modify noise rules, and compliance with the Check List must be made mandatory.

¹ Arguably, the Part VI Technical Committee may not be the most appropriate body to hear noise appeals. We would be pleased to consider another forum for this purpose.

The terms of the Check List must be binding on the NMC and must be applied to any changes to noise abatement procedures and restrictions and must include any changes to "prior approval", "reservations policy", "exemptions" or "extensions" criteria. Prior approval, extensions or reservations criteria should be transparent to the users and to the community, and should be fully consulted according to the terms of the Check List.

The Check List should be modified as follows (recommended changes are in italics):

1. A description of the problem;
2. Parties consulted. This list shall include all regular owners and operators using the airport, *their representatives and representatives from the Air Transport Association of Canada, NAV CANADA and Transport Canada.*

It is felt that even though most NMCs have an established practice of consulting with NAV and Transport Canada, the Check List should be up-dated to recognize the creation of NAV CANADA that occurred post-transfer. Further, the modification also recognizes Transport Canada's post-transfer role as the regulator, rather than as the owner/operator/regulator of airports.

3. Alternatives; procedures/restrictions considered;
4. Proposed action and justification;
5. Estimated cost and revenue impairment to all regular owners and operators. *This estimate should include an analysis based on current traffic levels and a discussion of the prospective effect of the change against the probability of higher traffic levels in the future.* This information will be requested from all regular owners and operators using the airport, and any other owner or operator who may be affected by the proposal. *The onus for gathering information with respect to the type and number of affected operations should rest with the proponent of the rule.* Costs must be submitted within 180 days of being requested;

In the face of opposition from the local community it is unlikely that restrictive noise rules, implemented at a time when the cost to air operators was low, would be rolled-back under conditions of higher volume. The result would be that the air operator community would be faced with these rules in perpetuity because they were unable to build a persuasive cost argument, based on current low volumes of traffic.

The cost and time required to analyze potentially affected arrivals and departures is considerable. Information can only be collected through coordination with NAV CANADA, and by examining multiple departure procedures and tracks, and specific aircraft types, against the daily use of particular runways. The onus for gathering this preliminary information should rest with the proponent of a new restrictive noise rule, and would act as a deterrent to frivolous or ill-conceived proposals. Operators would then be in a reasonable position to determine the cost of the proposed change.

6. Estimated cost to the airport operator of the proposed action;

7. *Forecast noise exposure impact of the proposed action using a measurement tool which can be agreed upon by the members of the NMC;*

Even where a certain procedure is tested through an operational trial, an assessment based on the level of complaints by the local community alone can be misleading and incomplete. Where possible, there should be an objective measurement of the prospective noise exposure impact.

8. *Decision reported to the public and to the affected owners and operators, as well as the Air Transport Association of Canada.*

9. *Anticipated safety implications of the proposed change must be identified and considered.*

Although this is an integral part of the consideration by most NMCs it is felt that it is essential that the safety implications be highlighted, particularly since Transport Canada is less involved in the process of establishing new procedures.

10. *The extent to which the proposed amendment would directly or indirectly accelerate the phase out of Chapter 2 aircraft.*

The April, 2002 phase out set out in the CARs and agreed to by the air carrier industry, was predicated on being able to operate Chapter 2 aircraft nationally until the agreed upon phase-out date. The proposed amendment should not accelerate the phase-out of Chapter 2 aircraft since the industry has voluntarily agreed to a predictable and phased removal of these aircraft from the Canadian fleet.

11. *The effect that the proposal would have on aircraft emission levels.*

The air carrier industry is caught between sometimes-conflicting demands to reduce aircraft emissions, and to reduce aircraft noise.

12. *If the proposal would result in the differential application of landing fees or penalty fees based on levels of noise generated.*

No proposed rule should directly or indirectly control noise with the differential application of landing fees since the responsibility for enforcing noise rules rests exclusively with Transport Canada. Noise should not be regulated indirectly by an airport authority through the differential application of landing fees or penalty fees against an air operator.

13. *If the proposal would result in a violation of internationally recognized distinctions between noise-certificated aircraft (i.e. Chapter 2, 3 and <34,000 kg.).*

Any distinction that differentiates aircraft based on actual noise generated, other than using internationally recognized standards, will result in a patchwork of noise rules that will cause chaos in the air carrier community. Aircraft scheduling would become a nightmare for air operators if they were required to schedule aircraft based on unfettered individual airport policy with respect to noise standards for aircraft.

14. *The effect that the proposed rule will have on current and future airport capacity.*

A growing number of Canadian airports are reaching their capacity during peak hours of operation. The effect of the proposal on capacity, whether it is currently an issue or not, is essential.

15. *If circumstances beyond the control of the operator will negatively affect compliance with the proposed rule.*

Any change to the noise rules should respect the fact that certain circumstances are beyond the control of the air operator (i.e., late/early arrivals or departures of the aircraft owing to mechanical, weather, or ATC-related factors).

Whether or not our specific recommendations are accepted, it is ATAC's position that the Minister must take decisive action to ensure that our aircraft noise infrastructure is preserved. The Minister must ensure that air travel continues to be a safe, attractive, and reasonably-priced means of transportation for Canadians, and that the competitive position of the Canadian air operator community is not compromised by a patchwork of noise rules which are permitted to evolve in the absence of an examination of the issue in the context of our national and international infrastructure.



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Conair Drive
Toronto AMF, Ontario, Canada L5P 1B2

October 5, 2000

Mr. John A. Bedson
Senior Vice President, Air Operations
Atlantic Southeast Airlines, Inc.,
100 Hartsfield Centre Pkwy, Suite 800
Atlanta, Georgia
30354-1356

Dear Mr. Bedson:

Thank you for your letter dated September 8, 2000. I would like to take this opportunity to clarify the changes proposed in my letter dated August 25, 2000 as I believe [19 (1)]

[19 (1)]

In your letter you [19 (1)]

[19 (1)]

when such operations are required due to operational delays. While not without conditions, our proposal does allow what you are suggesting. In fact, for scheduled operations, the proposal really does not change what currently exists, especially for those carriers operating Stage 3 aircraft, regardless of their weight. Paragraph (e) of our letter (copy attached) refers.

I trust this clarifies the proposal. Please contact [19 (1)], General Manager, Airside Operations at [19 (1)] if you have any further questions.

Yours truly,

[19 (1)]

[19 (1)]

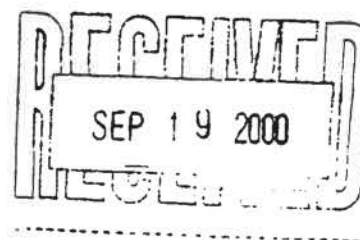
Joseph A. Turpen
President & Chief Executive Officer

[19 (1)]



08 September 2000

Mr. Louis A. Turpen
President and Chief Executive Officer
Greater Toronto airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario
Canada
L5P 1B2



Dear Mr. Turpen:

I am in receipt of your letter of 25 August 2000 informing Atlantic Southeast Airlines (ASA) of proposed changes to the noise operating restrictions at the Lester B. Pearson International Airport (CYYZ). Your letter indicated that the Greater Toronto Airports Authority (GTAA) was proposing to [20 (1) (b)] [20 (1) (b)] at CYYZ.

ASA operates a fleet of Bombardier CRJ 50 series aircraft in scheduled passenger service between Toronto and JFK airport, New York City and Hartsfield Airport, Atlanta. As you are aware, the CRJ 50 is one of the quietest aircraft in operation making ASA a truly "good neighbor" to the communities adjacent to airfields. ASA is [20 (1) (b)] by the decision of the GTAA to [20 (1) (b)] [20 (1) (b)] of these widely accepted, environmentally friendly aircraft.

The current and projected service of ASA does not include scheduled service at CYYZ during the proposed restriction period although operational delays may force flights into the proposed restriction period. ASA [20 (1) (b)] the GTAA to [20 (1) (b)] [20 (1) (b)]

Based upon the current and projected operational schedule of ASA the estimated financial cost of the proposed operational restriction, provided delayed operations within the restriction period are allowed is negligible.

SEP 22 2000
7:55
JK

Please feel free to contact me with any questions.

Sincerely yours,

19 (1)

**John A. Bedson
Senior Vice President
Air Operations**



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

August 25, 2000

Mr. Skip Barnette
President
Atlantic Southeast Airlines
100 Hartsfield Center Parkway
Suite 800
Atlanta, Georgia, 30354-1356
U.S.A.

Dear Mr. Barnette:

**RE: PROPOSED NOISE OPERATING RESTRICTIONS AT
LESTER B. PEARSON INTERNATIONAL AIRPORT**

As a result of resolutions made by the Noise Management Committee, the Greater Toronto Airports Authority (GTAA) is proposing to apply Lester B. Pearson International Airport's (LBPJA) Noise Operating Restrictions to 20 (1) (b)

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

Mr. Skip Barnette
August 25, 2000
Page 2

b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, 34,000 Kg and over (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

Mr. Skip Barnette
August 25, 2000
Page 3



20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a regular operator at LBPIA, Atlantic Southeast Airlines is requested to provide the estimated cost and revenue impairment of this proposal to the GTAA within 90 days. If we do not hear from you by November 24, 2000, we will assume that you have no objection to the proposed change.

Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1) General Manager, Airside Operations at 19 (1) (fax 19 (1)).

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Louis A. Turpen
President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convar Drive
Toronto, ON M1W 1P6, Canada L5P 1B2

January 9, 2001

Mr. Rich Gage
President and C.E.O.
Canadian Business Aircraft Association
50 O'Connor Street, Suite 1421
Ottawa, Ontario
K1P 6L2

Dear Mr. Gage:

**RE: LESTER B. PEARSON INTERNATIONAL AIRPORT'S
PROPOSED NOISE OPERATING RESTRICTIONS**

Thank you for your letter dated November 20, 2000, wherein you indicated the Canadian Business Aircraft Association's (CBAA) support of our proposed noise operating restrictions at Lester B. Pearson International Airport (LBPIA).

As referred to in your letter, your understanding that Chapter 3 aircraft will still be authorized to operate during the restricted hours, provided that the operator obtains a reservation, is correct. In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Stage 3 aircraft, regardless of their weight (as per paragraph (e) of original letter). It should be noted, however, that Transport Canada has imposed an annual budget on aircraft movements between 00:30 & 06:30L, limiting the number of operations available at LBPIA during these hours.

The Greater Toronto Airports Authority acknowledges the CBAA's active participation in our noise management initiatives at LBPIA and would like to thank you for your continued support.

Yours truly,

19 (1)


Louis A. Turpen
President & Chief Executive Officer



CANADIAN BUSINESS AIRCRAFT ASSOCIATION, INC.
 50 O'CONNOR STREET, SUITE 1421, OTTAWA, ONTARIO K1P 6L2
 TEL: (613) 236-5611 FAX: (613) 236-2361 E-MAIL: info@cbaa.ca

November 20, 2000

File No: 4000.05.02

Mr. Louis A. Turpen
 President and Chief Executive Officer
 Greater Toronto Airports Authority
 LBPIA, PO Box 6031,
 3111 Convoir Drive,
 Toronto AMF, ON L5P 1B2

Dear Mr. Turpen:

Thank you for your letter of August 23, 2000 concerning Noise Operating Restrictions at LBPIA which proposes to 20 (1) (b). Our members have not reported estimates of cost and revenue impairment as a result of your proposal.

CBA is an active participant in promoting airport and aircraft environmental responsibility for operations, while seeking continued unimpeded access to the airport. Business Aviation scheduling usually means short notice, and our members need the flexibility to respond quickly and easily to meet itinerary demands and changes.

Our members are operating highly capable, sophisticated equipment, almost all of which are Chapter 3 qualified aircraft, and they are fully cognizant of the balance between airport, operators and community. In reference to your August 23, 2000 letter it is understood that Chapter 3 aircraft will be authorized to operate for both arrivals and departures during restricted hours, provided the operator obtains a reservation as per para (f), page 3, and that 20 (1) (b).

We accept your proposed changes as understood, however, members are 20 (1) (b).

20 (1) (b) which serves the most important market place in Canada. CBA trusts that business aviation will not only continue to have the support of the GTAA, but also flourish with the growing capability and capacity of the airport.

We look forward to continued harmony of our mutual objectives.

19 (1) Sincerely,

19 (1)

19 (1) Rich Gage
 President and CEO

cc. 19 (1) CBA Chairman
 B. Stine, NBAA
 D. Spruston, IBAC

DEC 11 2000
 204 WEN

Copy John Kaldewey - Draft Resp
 Copy 19 (1)

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 DEC -1 2000

NOV 23 2000
 329 JK



CANADIAN BUSINESS AIRCRAFT ASSOCIATION, INC.
50 O'CONNOR STREET, SUITE 1421, OTTAWA, ONTARIO K1P 6L2
TEL: (613) 236-5611 FAX: (613) 236-2361 E-MAIL: info@cbaa.ca

FAX MESSAGE

COMPANY NAME: GTAA
ATTENTION: Mr. Louis Turpen
FROM: Mr. Rich Gage
DATE: November 21, 2000
SUBJECT: Noise Operating Restrictions

OF PAGES INCLUDING COVER SHEET: 2

TRANSMISSION PROBLEMS??: Please contact us at (613) 236-5611. Thank you.

Letter enclosed - original to follow by mail.

W. J. P.
21/11/00

member of  International business aviation council, ltd.

NOV 21 2000 10:13

613 236 2361

PAGE.01

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NOV 21 2000



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Connaught Drive
Toronto, Ontario, Canada M5P 1B2

August 23, 2000

Mr. Rich Gage
President & C.E.O.
Canadian Business Aircraft Association
1421-50 O'Connor Street
Ottawa, Ontario, K1P 6L2

Sent via Electronic Mail
"INFO@CBAA.CA"

Dear Mr. Gage:

**RE: PROPOSED NOISE OPERATING
LESTER B. PEARSON INTERNATIONAL**

As a result of resolutions made by the Noise
Authority (GTAA) is proposing to apply
Operating Restrictions to 20 (1) (b)

Post-it™ Fax Note	7671E	Date	9/6/00	# of pages	3
To	BEV	From	19 (1)	C/O JTB	
Co./Dept.	CBAA	Co.	GTAA		
Phone #	613-236-5611	Phone #	—		
Fax #	INFO@CBAA.CA	Fax #	—		

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

Mr. Rich Gage
 August 23, 2000
 Page 2

b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, **34,000 Kg and over** (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type	20 (1) (b)	
All non-noise certificated aircraft plus Concorde		
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent		
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent		

20 (1) (b)

.../3

Mr. Rich Gage
August 23, 2000
Page 3

20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a regular operator at LBPIA, Canadian Business Aircraft Association is requested to provide the estimated cost and revenue impairment of this proposal to the GTAA within 90 days. If we do not hear from you by November 23, 2000, we will assume that you have no objection to the proposed change.

Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1)
General Manager, Airside Operations at 19 (1) (fax 19 (1))

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

Louis A. Turpen
President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada

Canadian Regional

September 22, 2000

Greater Toronto Airport Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Attention: Mr. L. A. Turpin
President and Chief Executive Officer

Dear Mr. Turpin: .

Reference: Proposed Noise Operating Restrictions at Lester B. Pearson
International Airport

In reply to your letter dated August 25, 2000 of your proposal and draft of a
change to the current Noise Operating Restriction at Lester B. Pearson airport and
request for comments regarding this proposal. Please find Canadian Regional
Airlines' 20 (1) (b)

20 (1) (b)

Canadian Regional Airlines will 20 (1) (b)

20 (1) (b)

- 2 -

20 (1) (b)

Canadian Regional will continue to cooperate with the GTAA in an effort to mitigate the noise complaints and in the past have curtailed operations in the quiet hours such as charters, test and training flights. We will also 20 (1) (b)

20 (1) (b) 20 (1) (b) In addition long term planning have recognized the requirement to 20 (1) (b)

20 (1) (b)

Canadian Regional Airlines 20 (1) (b)

20 (1) (b)

The Air Transport Association of Canada in consultation with its members have

20 (1) (b)

20 (1) (b) Canadian Regional Airlines understand that Transport Canada has imposed a moratorium in the interim for any further changes to current noise restrictions at airports over the objections of the operator community until concerns with the process have been resolved through discussions with CAC and Transport Canada. It is anticipated that the GTAA will honor this moratorium. The GTAA, CRA and other operators at Lester B. Pearson through noise committees have worked together in the past in an effort to mitigate noise complaints at Lester B. Pearson and I trust that the GTAA recognizes the ongoing consultation process and concerns of operators.

Canadian Regional Airlines 20 (1) (b)

20 (1) (b)

Yours truly,

CANADIAN REGIONAL AIRLINES

19 (1)

Chief Pilot, Toronto

Copy: F. Jones, Air Transport Association of Canada
 19 (1) Canadian Regional Airlines
 19 (1) Canadian Regional Airlines
 19 (1) Air Canada
 T. Gibson, Transport Canada

Canadian Regional

FAX COVER SHEET

TO:

19 (1)

COMPANY:

General Mgr GTAA

DATE:

26 September 2000

REGARDING:

Leave Restrictions

NUMBER OF PAGES TO FOLLOW:

2

FROM:

19 (1)

DEPARTMENT:

Chief Det 448 Base

TELEPHONE NUMBER:

19 (1)

FACSIMILE NUMBER:

COMMENTS:

Hello,

Please call

19 (1)

at

19 (1)

if you have any

problems receiving this fax.

Thank you,

City Hall
100 Queen Street West
Toronto, Ontario
M5H 2N2

FAX TRANSMITTAL

Fax: 392-1050
Tel: 392-0205

DATE: Friday, November 24, 2000

TIME: 04:34:20

NUMBER OF PAGES INCLUDING COVER: 3

TO:

FROM:

NAME: Mr. John Smyth, General Manager - GTAA

NAME: Elizabeth Brown

COMPANY:

Councillor, Rexdale - Thistletown

FAX #: 905-676-3483

COMMENTS:

John:

Sorry this is so late.....unfortunately, we have just been through a very difficult election and now we are in the midst of packing up offices at Toronto City Hall, Etobicoke Civic Centre & the Ward Office in Rexdale - you can imagine how busy we have been.

Thanks,
Rose Burrows
Executive Assistant to Councillor Brown

If you do not receive all the pages, or experience problems, please contact: (416) 392-0205

472
NOV 24 2000

This message is intended only for the use of the individual or entity to which it is addressed and contains information that is privileged and confidential. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify our office immediately by telephone and return the original transmission to our office via postal service without making a copy.



Councillor Elizabeth Brown

Toronto City Council
Rexdale Thistletown
Ward 5

Toronto City Hall
100 Queen Street West
Toronto, Ontario
M5H 2N2
Telephone: (416) 392-0205
Fax: (416) 392-1050

November 24, 2000

VIA FACSIMILE

Mr. Louis A. Turpen
President and C.E.O.
Greater Toronto Airports Authority
L.B.P.I.A.
P.O. Box 6031 - 3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Dear Mr. Turpen:

RE: Proposed Noise Operating Restrictions at LBPIA

I have reviewed your letter of August 23, 2000, with respect to the above-noted issue and would like to offer the following comments:

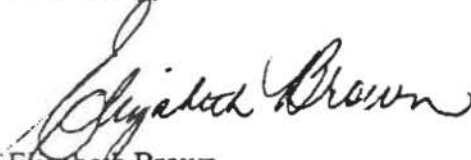
- My understanding of the proposed is that the new restrictions will bring aircraft with a gross take-off weight over 5,700 kg into the same restrictive regime as the current aircraft over 34,000 kg.
- I do not know why 5,700 kg was selected or what aircraft type this would now leave as unrestricted. This aspect of the change seems positive although no change has been made to increase the actual restricted hours of operation under this proposal.
- Of serious concern to me is the wording of the new restrictions as defined under paragraph "c". The thrust of the proposed change is to bring aircraft that are currently outside the restricted operating times under the control of the GTAA with limits on their operating times, that is unless they are less than 5,700 kg. Why then the wording "All aircraft on a scheduled or repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours"

Page 2

- I find the above-noted wording to be a serious contradiction of the objective of the change being made and is a substantial change in wording and intent from the previous regulation. The earlier wording seemed to allow irregular exception driven breaches of the restricted period when justified to the GTAA if the justification was accepted. One would think that the restricted hours are no place for either "scheduled" or "repetitive" activity otherwise what is the meaning of "restricted"?

As a member of the GTAA's Noise Management Committee, I believe that this proposed change in wording (under paragraph "c") seems counter-productive to the goals we are trying to achieve as a community. Therefore, I would recommend that consultation with the community, in particular the Etobicoke Federation of Ratepayers Association (EFRA), be initiated by way of a meeting. This would provide an opportunity for discussion and clarification prior implementation of this proposal.

Yours truly,



Elizabeth Brown
Councillor
Rexdale - Thistletown

City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1



Leading today for tomorrow

FAX: (905) 615-4181

October 30, 2000

Greater Toronto Airports Authority
P. O. Box 6031
Toronto AMF
Ontario L5P 1B2

Att: Mr. S. Shaw
V. P. Corporate Affairs and Commerce

Re: Proposed Noise Operating Restrictions at Lester B. Pearson International Airport
CD.08.Air

The Planning and Development Committee at its meeting of October 16, 2000 considered a report dated September 26, 2000 from the Commissioner of Planning & Building with respect to the above matter. The staff recommendation was not approved at Council but the matter was referred back as follows:

PDC-0155-2000 That the **proposed noise operating restrictions** outlined in the letter dated August 23, 2000 from the Greater Toronto Airports Authority at Lester B. Pearson International Airport be referred back to staff for further consideration.

The amended Recommendation was approved by Council at its meeting of October 25, 2000.

Should you have any further questions please do not hesitate to contact staff at the Planning and Building Department at 896-5805.

Shalini Alleluia
Committee Coordinator
896-5471

→ J.M.
K. B.
S.M. - K.T.

cc: Keith Medenblik, Government and Strategy Officer, GTAA
J. Calvert, Director, Planning & Building Department
R. Miller, Planner, Planning & Building Department





Corporate Report

Received by
Clerk's Dept.

Clerk's Files

OCT 16 2000

PLNG/DEV.

Originator's
Files

CD.08.AIR

DATE: September 26, 2000

TO: Chairman and Members of the Planning and Development Committee

FROM: Thomas S. Mokrzycki, Commissioner of Planning and Building

SUBJECT: **Proposed Noise Operating Restrictions at Lester B. Pearson International Airport**
MEETING DATE: October 16, 2000

ORIGIN: Planning and Building Department

BACKGROUND: The Planning and Building Department received the attached letter, dated August 23, 2000 (Exhibit 1), from the Greater Toronto Airports Authority (GTAA) requesting comments on proposed operating restrictions at Lester B. Pearson International Airport (LBPIA). The proposed operating restrictions are in response to Resolution NMW 98-1 which was written in consideration of the recommendations arising from the January 20, 1998 aircraft noise workshops sponsored by the GTAA. The resolution, which was adopted by the GTAA Noise Management Committee on February 11, 1998, is "to re-evaluate the 34,000 kg (74,955 lbs.) weight limit for Lester B. Pearson International Airport (LBPIA) night flight restrictions and consider classifying all aircraft specifically according to noise levels."

COMMENTS: As described in the attached letter, the existing noise operating restrictions at LBPIA generally restrict night time arrivals and

PDC

- 2 -

CD.08.AIR
September 26, 2000

departures of turbo-jet and turbo-fan powered aircraft 34,000 kg (74,955 lbs.) and over; prohibit non-noise certificated aircraft plus Concorde over 34,000 kg (74,955 lbs.) from using certain runways; and prohibit the use of specified runways for arrivals and departures between midnight and 6:30 a.m. Further, the existing restrictions permit the approval of extensions or exemptions to operate during the restricted hours, and exceptions may also be made due to wind, weather, runway maintenance or air traffic control requirements. The existing runways are shown on Exhibit 2.

The proposed changes to the operating restrictions are two-fold, and are summarized as follows:

1. The weight limit for night flight restrictions for arrivals and departures of all turbo-jet and turbo-fan powered aircraft and all propeller driven aircraft is proposed to be reduced from 34,000 kg (74,955 lbs.) to 5,700 kg (12,566 lbs.).
2. A new proposed restriction will prohibit arrivals and departures of all propeller driven aircraft less than 5,700 kg (12,566 lbs.) between 0030 and 0630.

The foregoing restrictions are subject to the existing proviso which permits the approval, by the GTAA, of extensions or exemptions to operate during the restricted hours. Subject to these exemptions and extensions, it appears that the proposed revisions will increase the night time operating restrictions such that they will apply to most aircraft, regardless of weight. The proposed restrictions should be endorsed as they will reduce the impact of night operations at the airport.

The proposed restrictions do not, however, incorporate the outstanding conditions of City Council Resolution 7-92 regarding the new north-south runway (15R/33L):

8b

PDC

- 3 -

CD.08.AIR
September 26, 2000

1. No arrivals or departures on runway 15R/33L between 11:00 p.m. and 7:00 a.m.
2. No departures to the south on runway 15R/33L.
3. Runway 15R/33L must only be used during unsafe crosswind conditions and emergencies (approximately 70 times/year x 6 hrs = 420 hours per year).

CONCLUSION:

- The LBPIA noise operating restrictions proposed by the GTAA will increase the night time operating restrictions such that they will apply to most aircraft, thereby, reducing the impact of night operations at the airport on surrounding residential areas. The restrictions do not, however, incorporate the outstanding conditions of City Council regarding the use of the new north-south runway (15R/33L) and they should be amended accordingly.

RECOMMENDATIONS:

1. That the proposed noise operating restrictions outlined in the letter dated August 23, 2000 from the Greater Toronto Airports Authority at Lester B. Pearson International Airport be endorsed, subject to the following amendments:
 - a. No arrivals or departures on runway 15R/33L between 11:00 p.m. and 7:00 a.m.
 - b. No departures to the south on runway 15R/33L.
 - c. Runway 15R/33L must only be used during unsafe crosswind conditions and emergencies (approximately 70 times/year x 6 hrs = 420 hours per year).

PDC

- 4 -

CD.08.AIR
September 26, 2000

2. That a copy of the report titled "Proposed Noise Operating Restrictions at Lester B. Pearson International Airport" dated September 26, 2000 from the Commissioner of Planning and Building be forwarded by the City Clerk to the Greater Toronto Airports Authority.

Thomas S. Mokrzycki
Commissioner of Planning and Building

K:\PLAN\POLICY\GROUP\2000 Airport\rm oct 16 rep.frm

8d



Greater Toronto Airports Authority

August 23, 2000

Mr. John Calvert
Policy Planner, City of Mississauga
Noise Management Committee
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Mr. Calvert:

Leslie B. Pearson International Airport
PO Box 6031, 3111 Conover Drive
Mississauga, ON L5B 1B2

PLANNING & BUILDING

RECEIVED

AUG 28 2000

Division	Arrival Info	Seen
Commissioner		
Building		
Policy Planning		
Dev. & Design		
Admin. & Tech.		

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

As a result of resolutions made by the Noise Management Committee, the Greater Toronto Airports Authority (GTAA) is proposing to apply Lester B. Pearson International Airport's (LBPIA) Noise Operating Restrictions to 20 (1) (b)

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period - local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630


 Mr. John Calvert
 August 23, 2000
 Page 2

b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, 34,000 Kg and over (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours - local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type	20 (1) (b)	
All non-noise certificated aircraft plus Concorde		
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent		
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent		

20 (1) (b)

.../3

Mr. John Calvert
August 23, 2000
Page 3

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20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a member of the GTAA's Noise Management Committee, you are requested to provide us with your comments regarding this proposal by November 23, 2000. If we do not hear from you by November 23, 2000, we will assume that you have no objection to the proposed change.

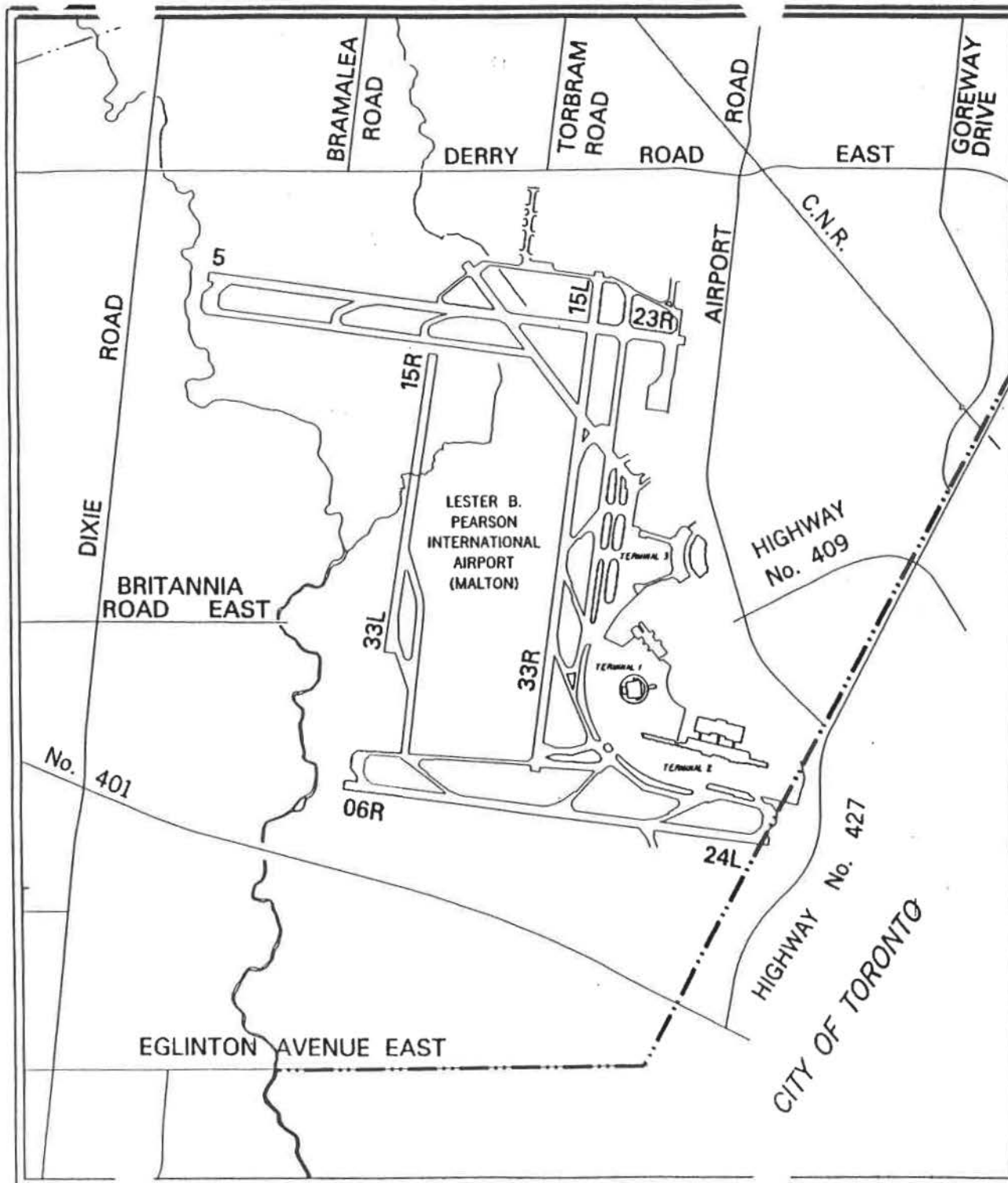
Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1)
General Manager, Airside Operations at 19 (1) (fax 19 (1))

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Louis A. Turpen
President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada



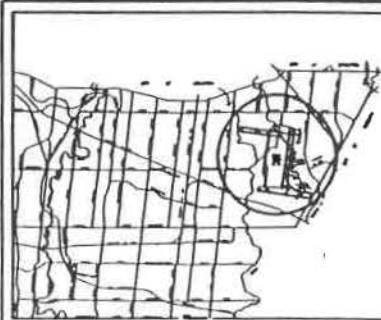
LEGEND:

24L - RUNWAY NUMBER

JS



SUBJECT: LESTER B. PEARSON INTERNATIONAL AIRPORT RUNWAYS



FILE NO:
AIR RM
DWG. NO:
RUNWAY
SCALE:
N.T.S.
DATE:
2000 08 16
DRAWN BY:
19 (1)

EXHIBIT 2



MISSISSAUGA
Planning and Building



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

December 7, 2000

Ms. 19 (1)

Director-State Affairs and Airport Access
Northwest Airlines, Inc.
5101 Northwest Drive
St. Paul, MN 55111-3034
U.S.A.

Dear Ms. Sayre:

RE: LESTER B. PEARSON INTERNATIONAL AIRPORT'S PROPOSED NOISE OPERATING RESTRICTIONS

Thank you for your letter dated November 9, 2000. I would like to take this opportunity to clarify the changes proposed in our original letter from Mr. Louis Turpen, dated August 25, 2000, as I believe that you have applied a stricter interpretation than was originally intended.

In your letter you indicated that the proposed changes to the current noise operating restrictions at Lester B. Pearson International Airport would have 20 (1) (b)

20 (1) (b)

While not without conditions, our proposal would still permit operators with Chapter 3 aircraft (such as the Bombardier CRJ 200) to schedule operations during the night restricted period (00:30-06:30L). In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Stage 3 aircraft, regardless of their weight (see paragraph (e) of original letter). It should be noted, however, that Transport Canada has imposed an annual cap on aircraft movements during the hours of 00:30-06:30L, limiting the number of scheduled operations available at LBPIA.

I trust this clarifies the proposal. Please contact 19 (1) General Manager, Airside Operations at 19 (1) if you have any further questions.

19 (1)

Yours truly

19 (1)

19

(1)

J. Kaldewey
Vice President, Operations & Maintenance



NORTHWEST
AIRLINES

A6030

Department Number

(612) 726-6963

(612) 727-4057-fax

Northwest Airlines, Inc.

5101 Northwest Drive

St. Paul MN 55111-3034

November 9, 2000

Mr. Louis A. Turpen
President and Chief Executive Officer
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario L5P 1B2

Dear Mr. Turpen:

I am in receipt of your letter to Mr. [19 (1)] dated August 25, 2000. Thank you for the opportunity to comment on the proposed revision to the current noise operating restrictions at Lester B. Pearson International Airport (LBPIA).

Northwest Airlines (NWA) [20 (1) (b)]

[20 (1) (b)]

Again, thank you for the opportunity to comment. Please do not hesitate to contact me should you have any questions regarding our comments.

Sincerely,

[19 (1)]

Director-State Affairs and Airport Access

JS:sa

cc: [19 (1)]

General Manager, Airside Operations

Terry Gibson, Regional Director General, Transport Canada

NOV 23 2000
500 WRN

474
NOV 27 2000

NOV 16 2000
321 SK





Facsimile Cover Sheet

To:

19 (1)

Greater Toronto Airports Authority

Fax:

19 (1)

From:

19 (1)

Phone:

Fax:

Date:

November 10, 2000

Pages including this
cover page:

2

Comments:

441

NOV 10 2000



September 27, 2000

Greater Toronto Airports Authority
Lester B. Pearson International Air
P.O. Box 6031, 3111 Convairst Drive
Toronto AMF, Ontario
Canada L5P 1B2

Attention: Mr. Louis A. Turpin
President and Chief Executive Officer

Dear Sir

In response to your letter dated August 25, 2000 regarding the proposed noise operating restrictions at Pearson Airport, Voyageur has reviewed the proposed changes and can report our findings as follows.

Voyageur Airways operates a fleet of fifteen aircraft. Ten aircraft fall below the 5,700kg weight limit (Beechcraft King Air A100 and 200's), and five are over that limit (deHavilland DHC-7's). The proposal as presented does not change the operating restrictions currently in place for Voyageur. Voyageur will continue to be able operate with a reservation during the restricted periods as it does now. Given our operating experience to date during this period we do not foresee any additional restrictions being placed on us once this proposal is implemented.

If you would like clarification please feel free to contact me at your convenience.

Yours truly

VOYAGEUR AIRWAYS LIMITED

19 (1)

Vice President
Commercial Services

c.c.: Mr. Fred Jones, Vice President, Flight Operations, ATAC

1500 Airport Road North Bay Ontario Canada P0H 1P0
Tel: 705-476-1750 Fax: 705-476-6773 website: www.VoyageurAirways.com

→ John Kald...
RECEIVED
OCT 13 2000

59

**Greater Toronto
Airports Authority**



**Autorité aéroportuaire
du Grand Toronto**

**PROPOSED NOISE OPERATING—
RESTRICTIONS AT LESTER B. PEARSON
INTERNATIONAL AIRPORT FOR CARAC: A
REPORT FOR THE NOISE MANAGEMENT
COMMITTEE**

Prepared by Jeff Barrow
Noise Management
February 2, 2001

**LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA**



Greater Toronto Airports Authority

NOISE MANAGEMENT

PROPOSED NOISE OPERATING RESTRICTIONS AT LBPIA FOR CARAC

INTRODUCTION

In 1998, the Greater Toronto Airports Authority's (GTAA) Noise Management Committee (NMC) recommended several resolutions. One of these recommendations in particular was to

20 (1) (b) Accordingly, Resolution NMW98-1(5) (attached) was recommended: 20 (1) (b)
20 (1) (b)

Currently, all aircraft under 34,000-kg gross take-off weight are exempt from Lester B. Pearson International Airport's (LBPIA) existing Noise Operating Restrictions. In spite of this, the GTAA has identified a number of aircraft under 34,000-kg that produce comparable noise levels as some of the current Chapter 2 aircraft that are above 34,000-kg, and for which are restricted from operating during the nighttime. As a result, the GTAA has proposed to apply LBPIA's Noise Operating Restrictions 20 (1) (b)

Under this proposal, the GTAA would have the ability to 20 (1) (b)

20 (1) (b) and at the same time improving the noise regime at LBPIA.

To make such a change to the current Noise Operating Restrictions, however, requires the approval of an Aviation Regulation Council. In this case, the Canadian Aviation Regulation Advisory Committee (CARAC), in association with various Technical Committees, has been established to assess and recommend potential regulatory changes through cooperative rule-making activities. The inception of this committee is discussed in the subsequent paragraph.

BACKGROUND

In 1991, the Air Transport Association of Canada (ATAC) approached Transport Canada with the suggestion that the Government enact a phase out of older noisier jet aircraft in Canada, in a similar manner as was done in the United States. ATAC advised that, as part of a phase out program, it was seeking from Transport Canada a commitment to review all proposed new noise-based restrictions at airports.

The negotiated agreement between ATAC and Transport Canada resulted in the enactment of a regulation requiring operators to phase out the operation of Chapter 2 aircraft in Canada by April 1, 2002. The phase out regulation was preceded by the introduction of a consultation requirement for implementation of any new noise restrictions proposed by airports. This led to the introduction of the Noise Abatement Checklist (attached) that now appears in the

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

1



Greater Toronto Airports Authority

NOISE MANAGEMENT

Aeronautical Information Publication (AIP). This checklist is the mechanism that ensures consultation on new noise restrictions is carried out with all affected parties and that the cost impacts and benefits, where applicable, of a proposed measure are known. Proposals are subsequently approved at the Part VI Technical Committee of the Canadian Aviation Regulatory Council meetings.

Transport Canada is the approval authority for the implementation of enforceable noise abatement procedures in Canada. This authority is vested in the Minister by the provisions of the Aeronautics Act and Canadian Aviation Regulation (CAR) 602.105. The provisions of this regulation stipulate that noise abatement procedures and noise control requirements, if published in the Canada Air Pilot (CAP) of Canada Flight Supplement (CFS), are obligatory.

UPDATE ON THE CHECKLIST

In response to concerns recently expressed by air operators and airport management over the perceived shortcomings of the existing Noise Abatement Checklist, it was decided to convene a government stakeholder-working group under the auspices of the Aircraft Noise & Emissions Committee (ANEC). Under this capacity, the intentions of the working group are to examine the checklist requirements and the process associated with the implementation of new noise control measures. The outcome of this working group is still pending.

IMPACT ANALYSIS STATEMENT

Problem Description

- Certain Chapter 2 equivalent aircraft under 34,000-kg (maximum certified gross take-off weight) have a significant noise impact on residential communities adjacent to LBPIA during the nighttime.
- As these aircraft are below 34,000-kg, they are exempt from LBPIA's current Noise Operating Restrictions and are permitted to operate freely during the nighttime.

Alternatives

- Request that aircraft operators utilize only their fleet's quietest aircraft during the night restricted hours.
- Schedule operations of fleet's noisiest aircraft only during daytime hours (0700L - 2300L).
- Hush-kit noisiest aircraft or preferably retrofit with new technology (Chapter 3) engines.
- Implement a phase-out program of all noisy Chapter 2 equivalent aircraft.
- Consolidate scheduled flights, which currently utilize smaller noisier aircraft, into larger, quieter types.



Greater Toronto Airports Authority

NOISE MANAGEMENT

- Apply LBPIA's Noise Operating Restrictions to 20 (1) (b)

20 (1) (b)

Proposal & Considerations

- The proposal to apply Lester B. Pearson International Airport's Noise Operating Restrictions to all aircraft, regardless of an aircraft's gross take-off weight, is as follows:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

- Under this proposal, the GTAA would have the ability to 20 (1) (b)
20 (1) (b) The GTAA has identified a number of aircraft under 34,000 kg that produce comparable noise levels as some of the current Chapter 2 aircraft that are above 34,000-kg, and for which are restricted from operating during the nighttime. Some examples of noisy aircraft under 34,000-kg are the Fokker F28, the Gulfstream II and the Learjet 23, 24 & 25.
- While not without conditions, the proposal would still permit operators with Chapter 3 aircraft to schedule operations during the night restricted period (0030 to 0630L). In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Chapter 3 aircraft regardless of gross take-off weight.

¹ Subject to the following: All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours.
All other operators are required to obtain a reservation to operate during the restricted hours (see CAP under LBPIA's Noise Operating Restrictions).



Greater Toronto Airports Authority

NOISE MANAGEMENT

- It should be noted, however, that Transport Canada has imposed an annual budget on aircraft movements between 0030 & 0630L, limiting the number of operations available at LBPIA during these hours. Once this limit is reached, there will be no operations available for either Chapter 2 or Chapter 3 aircraft.

Costs & Benefits

Possible negative effects

- A negative effect for implementing the above proposal may be on the operational flexibility of some air carriers, by limiting the use of certain aircraft during the nighttime.
- The proposal also may have a competitive impact on certain carriers that operate a solely 20 (1) (b) or equivalent fleet.
- Certain carriers with a monopolistic fleet may experience a decrease in revenue.
- A decrease in revenue may be experienced by the airport operator due to a potential reduction in overall landing fees during the night.
- Time sensitive freight and cargo carriers may be impacted, as well as indirectly affecting certain businesses in the Greater Toronto Area (GTA), which rely on time sensitive cargo.

Possible positive effects

- The proposal applies to all air carriers operating at LBPIA, domestic, trans-border and international, therefore ensuring equal opportunity and maintaining parity amongst the different air carriers.
- The restriction of the older, noisier and less efficient 20 (1) (b) equivalent aircraft would have a positive environmental impact on the surrounding community, both in the acoustic environment and the air quality environment.
- Another benefit would be to the operators of Chapter 3 aircraft, which would now have greater operational flexibility at LBPIA during the nighttime.
- Communities in the GTA would benefit from an overall reduction in nighttime airport noise with the 20 (1) (b) equivalent aircraft.
- A positive effect of implementing the proposal would constitute a powerful incentive for air carriers to utilize their quietest aircraft at night, or better, phase out their older louder 20 (1) (b) aircraft.
- The proposal would also contribute to increasing the public awareness of the GTAA and NMC's noise initiatives and the overall noise regime, as well as the public's confidence in the Airport's ability to maintain a safe and operationally efficient environment for the GTA.

Consultation

- All concerned stakeholders were informed of the proposal and were provided an opportunity to comment (see attached *sample* letter).
- Stakeholders consulted include the following: all LBPIA scheduled air carriers; LBPIA ad hoc carriers; the Canadian Business Aircraft Association; the National Business Aircraft

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

4



Greater Toronto Airports Authority

NOISE MANAGEMENT

Association; the Helicopter Association of Canada; NMC members; TNC members; LBPIA station managers; and Transport Canada.

- As of February 1, 2001, sixteen (16) responses were received (see attached CARAC Update). Of the sixteen responses, ten (10) indicated no objection to the proposal; two (2) required further consultation; and four (4) were opposed to the proposal 20 (1) (b) 20 (1) (b)
- Of the four opposed to the proposal, three were provided a response to further clarify and address specific concerns raised by the individual groups.

Noise Exposure Forecast

- Based on the limited number of aircraft that will be impacted by the proposal, it is strongly believed that there will be no change to the overall noise exposure forecast.

RECOMMENDATION

It is recommended that the GTAA apply the Noise Operating Restrictions for LBPIA to 20 (1) 20 (1) (b) This proposal is intended to improve the noise regime at LBPIA, by encouraging air carriers to phase out their 20 (1) (b) fleet and utilize their quietest aircraft during the night. This approach would be consistent with the current Noise Management Program presently in place at LBPIA.

This proposal should be made in an open, participatory and consultative fashion that looks outward to the broadly defined public interest. Finally, it is recommended that the enforcement mechanism for non-compliance of this proposal will follow that of the existing process currently in place.

APPROVAL PROCESS

Subsequent to the consultation process and fulfillment of all criteria in the AIP check list procedure, a formal report on the proposal must be presented to the appropriate noise management committee. Conditional on the approval (or *blessing*) of the proposal by the noise management committee, the official proposal is sent to the Ontario Regional Office of Transport Canada for their review.

From there, the proposal is forwarded to the appropriate contact at CARAC in Ottawa for further review, analysis and consultation with the respective technical committees and working groups. If there are no contentious issues identified, the proposal may be approved without the CARAC process. Generally, if further review is required, the CARAC process runs its course.



Greater Toronto Airports Authority

NOISE MANAGEMENT

If approved by CARAC and Transport Canada, the proposed noise restrictions will be published in the appropriate aeronautical publications, and will thus become obligatory.

CONCLUSION

It is the objective of the GTAA's Noise Management Program to protect neighbouring communities to the greatest extent possible from aircraft noise, while recognizing the needs of aircraft operators and ensuring the airport's continued economic development. Accordingly, this proposal strives to improve on the current noise management program that was adopted by the GTAA upon transfer from Transport Canada, through the enhancement of the existing Noise Operating Restrictions. By encouraging the use of quieter more efficient aircraft during the nighttime, this proposal could result in benefits for both the general public and the aviation community. The change may also be considered as a positive contribution to the improvement of airport noise, as Canada undergoes its nation wide transition from Chapter 2 to Chapter 3 aircraft.

It is the intention of the GTAA to maintain and improve LBPIA as a major economic asset for the Greater Toronto Area. In doing so, the GTAA, in conjunction with the Noise Management Committee, will bring to bear an equal commitment to being a good neighbour to its surrounding communities by tackling the issues of aircraft noise through the implementation of such initiatives as outlined in this proposal.



RESOLUTION NMW98-1

WHEREAS the Greater Toronto Airports Authority (GTAA) Noise Management Committee (NMC) at Lester B. Pearson International Airport (LBPIA) adopted Resolution NMC97-1 on December 10, 1997; and

WHEREAS Noise Management Workshops were conducted on January 20, 1998; and

WHEREAS the NMC at its meeting on February 11, 1998 considered the recommendations arising from the January 20 Workshops;

NOW THEREFORE be it resolved that the NMC recommend that the GTAA:

1. Petition the appropriate authorities to maintain the Chapter 2 Phase-out deadline of April 1, 2002 without extension, for operations at LBPIA.
2. Request the individual air carriers to submit 'Action Plans' outlining how the interim and final Chapter 2 Phase-out deadlines will be met. Date for submission will be August 31, 1998.
3. Re-evaluate whether originally built Chapter 2 aircraft hushkitted to meet Chapter 3 certification should have the same operating freedoms as those aircraft originally built as Chapter 3 aircraft.
4. Restrict night time quiet hour operations to original equipment Chapter 3 aircraft only.
5. 20 (1) (b)
6. Describe the night flight program policy to the public including core operating hours, night flight procedures, new north/south runway operations, preferential runways, and guidelines for extensions and exemptions to the night flight policy.
7. Consult with the public, through the NMC, concerning any proposed changes to the night flight program.

AND be it further resolved that the Noise Management Committee forward these recommendations to the GTAA President and Chief Executive Officer, Louis A. Turpen for actioning those elements that are within the jurisdiction of the CEO, and taking other items to the Board. The committee will be copied on all such actions.

NOISE OPERATING CRITERIA

Reprinted from Aeronautical Information Publication (AIP) Canada
RAC 4.1.2 [8-Oct-1998]

Pilots and operators must conform to the applicable provisions of CAR 602.105 – Noise Operating Criteria, and CAR 602.106 – Noise Restricted Runways and the applicable noise abatement procedures published in the Canada Air Pilot.

Noise operating restrictions may be applied at any aerodrome where there is an identifiable requirement. When applied at an aerodrome, the procedures and restrictions will be set out in the Canada Flight Supplement, and shall include procedures and requirements relating to:

- (a) preferential runways;
- (b) minimum noise routes;
- (c) hours when aircraft operations are prohibited or restricted;
- (d) arrival procedures;
- (e) departure procedures;
- (f) duration of flights;
- (g) the prohibition or restriction of training flights;
- (h) VFR or visual approaches;
- (i) simulated approach procedures; and
- (j) the minimum altitude for the operation of aircraft in the vicinity of the aerodrome.

CHECK LIST PROCESS

Reprinted from Aeronautical Information Publication (AIP) Canada
RAC 4.1.2 [8-Oct-1998]

Transport Canada recognizes the need for proper consultation and has instituted a procedure that will allow aircraft operators to challenge all proposed changes to noise rules at aerodromes. This procedure includes a check list which requires consultation with all concerned parties before new noise restrictions can be published in the Canada Air Pilot or the Canada Flight Supplement. When the following check list has been completed for proposed noise restrictions at an aerodrome, and approved by Transport Canada, the noise restriction will be published in the appropriate aeronautical publications.

Check List

1. A description of the problem;
2. Parties consulted. This list shall include all regular owners and operators using the airport, as well as the Air Transport Association of Canada;
3. Alternatives; procedures/restrictions considered;
4. Proposed action and justification;
5. Estimated cost and revenue impairment to all regular owners and operators. This information will be requested from all regular owners and operators using the airport, owners and operators who have indicated their intention to use the airport, and any other owner or operator who may be affected by the proposal. Costs must be submitted within 90 days of being requested;
6. Estimated cost to the airport operators of the proposed action;
7. Forecast noise exposure impact of the proposed action; and
8. Decision reported to the public and to the affected owners and operators, as well as the Air Transport Association of Canada.



Greater Toronto Airports Authority

1000 Pearson International Airport
 6031, 3111 Connaught Drive
 Mississauga, Ontario, Canada L5P 1B2

August 25, 2000

«Title» «FirstName» «LastName»
 «JobTitle»
 «Company»
 «Address1»
 «Address2»
 «City», «State», «PostalCode»
 «Country»

Dear «Title» «LastName»:

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

As a result of resolutions made by the Noise Management Committee, the Greater Toronto Airports Authority (GTAA) is proposing to apply Lester B. Pearson International Airport's (LBPIA) Noise Operating Restrictions to 20 (1) (b) [redacted]

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

«Title» «FirstName» «LastName»

August 25, 2000

Page 2

b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, **34,000 Kg and over** (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto, Ontario, M5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

.../3

«Title» «FirstName» «LastName»
 August 25, 2000
 Page 3

20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a regular operator at LBPIA, «Company» is requested to provide the estimated cost and revenue impairment of this proposal to the CTA within 90 days. If we do not hear from you by November 24, 2000, we will assume that you have no objection to the proposed change.

Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1)
 General Manager, Airside Operations at 19 (1) (fax 19 (1)).

Yours very truly,
 GREATER TORONTO AIRPORTS AUTHORITY

Louis A. Turpen
 President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada



Greater Toronto Airports Authority

NOISE MANAGEMENT

Proposed Noise Operating Restrictions for CARAC Update: February 1, 2001

After mailing out the proposed change to LBPIA's Noise Operating Restrictions, we have received sixteen responses from operators. The following table details their response:

OBJECT TO CHANGE	NO OBJECTION TO CHANGE	FURTHER CONSULTATION REQUIRED
20 (1) (b)	AMR American Eagle	Atlantic Southeast Airlines ¹
	British West Indies Airways	National Business Aircraft Assoc.
	Czech Airlines	
	Canada 3000	
	Canadian Business Aircraft Assoc.	
	City of Mississauga (NMC) ²	
	City of Toronto (NMC) ³	
	El Al Israel Airlines	
	LTU International Airways	
	Voyageur Airways	

Letters requesting a response were sent to the following groups:

LBPIA scheduled air carriers	(67)
LBPIA ad hoc carriers	(29)
Canadian Business Aircraft Association	(1)
National Business Aircraft Association	(1)
Helicopter Association of Canada	(1)
NMC members	(21)
TNC members	(37)
LBPIA station managers	(46)
Transport Canada	(1)
Total letters sent =	204

¹ Pending a response to our recent letter dated October 5, 2000

² Subject to amendments outlined in their letter of October 23, 2000

³ Subject to recommendations outlined in their letter of November 24, 2000

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 5000 Airport Drive
Toronto, Ontario M1W 1P2

August 30, 2000

Ms. [19 (1)]
Station Manager
Skyservice Airlines
5501 Electra Road
P.O. Box 160
Toronto AMF, Ontario
L5P 1B1

Dear Ms. [19 (1)]

**RE: PROPOSED NOISE OPERATING RESTRICTIONS AT
LESTER B. PEARSON INTERNATIONAL AIRPORT**

As indicated in the attached letter, the Greater Toronto Airports Authority is proposing to amend the current Noise Operating Restrictions presently in place at Lester B. Pearson International Airport. To keep you apprised of this proposal, please find enclosed a sample of the letter sent to your company's head office.

If you have any questions, you may contact me at tel.: [19 (1)]

Yours truly,

[19 (1)]

Wil MacMillan
Manager, Aviation Standards,
Noise & Enforcement

Attachment (1)



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031 3111 Conair Drive
Toronto, ON M1W 1P2, Canada L5P 1B2

August 25, 2000

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «State», «PostalCode»
«Country»

Sample

Dear «Title» «LastName»: •

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

As a result of resolutions made by the Noise Management Committee, the Greater Toronto Airports Authority (GTAA) is proposing to apply Lester B. Pearson International Airport's (LBPIA) Noise Operating Restrictions to 20 (1) (b)

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

«Title» «FirstName» «LastName»

August 25, 2000

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Sample

b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, **34,000 Kg and over** (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

.../3

«Title» «FirstName» «LastName»

August 25, 2000

Page 3

Sample



20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a regular operator at LBPIA, «Company» is requested to provide the estimated cost and revenue impairment of this proposal to the GTAA within 90 days. If we do not hear from you by November 24, 2000, we will assume that you have no objection to the proposed change.

Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1)
General Manager, Airside Operations at 19 (1) (fax 19 (1))

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

Louis A. Turpen
President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada



Greater Toron

ROUTE SLIP

To: (NAME)

Dave Bayliss

Message:

Somehow the previous report sent with Dec 21 letter had the wrong date range in the header. This copy has corrected dates, no other changes



Done Jan 9/01

Two copies were sent to Bob on Jan 9/01

ANNETTE

Would you pls make one copy for me and place this copy with the route slip in CR/PA SIS 1-1-157.

TJSB
9 JAN 02

From:

19 (1)

Date:

Jan 4/02

Telephone:

19 (1)

Restricted Hours Forecast Report (November-2000 To October-2001)**00:31 to 06:29 Local****Assumptions**

Base Year 2000 Movements

Actual Passenger Percentage Increase for 2001

Estimated Aircraft Movements Percentage Increase for 2001

20 (1)
(b)

<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>TOTAL</u>
------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	--------------

TARGET VALUES FOR 2001

Jets Over 34,000 kg

Jets Under 34,000 kg

Propeller Aircraft

TOTAL FLIGHTS ALLOWED (A)

CURRENT SLOTS FOR 2001

Shoulder Period Slots Allocated

Exemption Slot Allocated

TOTAL JETS OVER 34,000 Kg

Jets Under 34,000 Kg

Propeller Aircraft

TOTAL MONTHLY SLOTS (B)

BALANCE (A) - (B) AVAILABLE

FOR ADDITIONAL FLIGHTS

CURRENT RESERVATIONS VS. TARGET

ACTUAL RESTRICTED HOUR OPERATION

Jets Over 34,000 Kg.

Shoulder Period

Exemptions

Extensions

Other

Printed on: 04-Jan-02

* = Estimate

** = Forecast

(-) Negative = Actual values (C) is greater than Target Values (A)

Restricted Hours Forecast Report (November-2000 To October-2001) **00:31 to 06:29 Local**

Assumptions

Base Year 2000 Movements

Actual Passenger Percentage Increase for 2001

Estimated Aircraft Movements Percentage Increase for 2001

20 (1) (b)

NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT TOTAL

Jets Over 34,000 Kg

Jets Under 34,000 Kg

Propeller Aircraft

20 (1) (b)

ACTUAL MONTHLY TOTAL (C)

ACTUAL (A)-(C) AVAILABLE BASED ON
ACTUAL MOVEMENTS FOR THE MONTH

FORECASTS FOR 2001

Shoulder Period Slots

Exemption Slots

Unrestricted Slots

2000 Tti Slots Allocated X 2.0%**

Forecasted Extensions

Forecasted Adhoc

Total Forecast (D)

BAL. AVAILABLE FOR ALLOCATION (A) - (D)

CRPA 5151-1-157



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

② Dave
FYA
LAW
24/01/01

December 21, 2001 ①

Dave Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 300
North York, Ontario
M2N 6A5

Dear Dave:

Re: 2001 Restricted Hours Report

You will find attached a final report for the 2001 restricted hours. The actual enplaned/deplaned passengers for the period from November 2000 to October 2001 were 20 (1) (b) 20 (1) over the previous twelve months. Based on this passenger growth, the total flights allowed 0031 to 0629 local was 20 (1). The actual flights that operated in this time period were 20 (1). The very small increase in enplaned/deplaned passengers was due to the major decline in passenger and aircraft movements since September 11th. For the period November 2000 to August 2001, the passenger increase was 20 (1) (b).

Please contact me at 19 (1) if you have any questions on this information.

Yours truly,

19 (1)

Wil MacMillan
Manager, Aviation Standards,
Noise and Enforcement

c.c. 19 (1) Director Operations GTAA
19 (1) General Manager, Airside Operations GTAA

Encls.

12/21/01 10:49/WM/gt/BaylissD 2001 Night restrictions

Restricted Hours Forecast Report (November-2001 To October-2002)**00:31 to 06:29 Local****Assumptions**

Base Year 2000 Movements

Actual Passenger Percentage Increase for 2001

Estimated Aircraft Movements Percentage Increase for 2001

20 (1)
(b)**NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT TOTAL****TARGET VALUES FOR 2001**

Jets Over 34,000 kg

Jets Under 34,000 kg

Propeller Aircraft

TOTAL FLIGHTS ALLOWED (A)

CURRENT SLOTS FOR 2001

Shoulder Period Slots Allocated

Exemption Slot Allocated

TOTAL JETS OVER 34,000 Kg

Jets Under 34,000 Kg

Propeller Aircraft

TOTAL MONTHLY SLOTS (B)

BALANCE (A) - (B) AVAILABLE
FOR ADDITIONAL FLIGHTS
CURRENT RESERVATIONS VS. TARGET**ACTUAL RESTRICTED HOUR OPERATION**

Jets Over 34,000 Kg.

Shoulder Period

Exemptions

Extensions

Other

20 (1) (b)

Printed on: 19-Dec-01

* = Estimate
** = Forecast

(-)Negative = Actual Values(C) is greater than Target Values(A)

Page 1 of 2

Restricted Hours Forecast Report (November-2001 To October-2002)**00:31 to 06:29 Local****Assumptions**

Base Year 2000 Movements

Actual Passenger Percentage Increase for 2001

Estimated Aircraft Movements Percentage Increase for 2001

20 (1) (b)

	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>TOTAL</u>
Jets Over 34,000 Kg	20 (1) (b)												
Jets Under 34,000 Kg													
Propeller Aircraft													
ACTUAL MONTHLY TOTAL (C)	20 (1) (b)												
ACTUAL (A)-(C) AVAILABLE BASED ON ACTUAL MOVEMENTS FOR THE MONTH													
<u>FORECASTS FOR 2001</u>													
Shoulder Period Slots	20 (1) (b)												
Exemption Slots													
Unrestricted Slots													
2000 Ttl Slots Allocated X 2.0%**	20 (1) (b)												
Forecasted Extensions													
Forecasted Adhoc													
Total Forecast (D)	20 (1) (b)												
BAL. AVAILABLE FOR ALLOCATION (A) - (D)													

FORECASTS FOR 2001

Shoulder Period Slots

Exemption Slots

Unrestricted Slots

2000 Ttl Slots Allocated X 2.0%**

Forecasted Extensions

Forecasted Adhoc

Total Forecast (D)

BAL. AVAILABLE FOR ALLOCATION (A) - (D)

Government
of CanadaGouvernement du
Canada

MEMORANDUM

NOTE DE SERVICE

To
À

Tom Lowrey-AARMC

Security Classification - Classification de sécurité

Our File - Notre référence

5151-1 (PAD)

Your File - Votre référence

Date

July 26, 2002

From
De

B. Kidd PAD-PIA

Subject
ObjetNOISE RESTRICTIONS FOR AIRCRAFT 20 (1) (b)
INTERNATIONAL AIRPORT

TORONTO LESTER B. PEARSON

The attached request from the GTAA is to extend the noise restrictions to aircraft

20 (1) (b)

We have reviewed this submission in accordance with the AIP checklist and it appears to meet the requirements.

Please review and action as appropriate.

Thanks

Bob Kidd
Aerodrome Safety
Ontario Region



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

July 15, 2002

Ms. Debra Taylor
Regional Director Civil Aviation
Transport Canada
4900 Yonge Street
Suite 300
North York, ON M2N 6A5



Dear Ms. Taylor:

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT PEARSON AIRPORT

In 1998, the Greater Toronto Airports Authority's (GTAA) Noise Management Committee (NMC) recommended several resolutions. One of these recommendations in particular was to reduce the number of noisier aircraft types operating during the nighttime. Accordingly, Resolution NMW98-1(5) (attached) was recommended 20 (1) (b)

20 (1) (b)

Currently, all aircraft under 34,000-kg gross take-off weight are exempt from Toronto Pearson International Airport's (Pearson Airport) existing Noise Operating Restrictions. In spite of this, the GTAA has identified a number of aircraft under 34,000-kg that produce noise levels comparable to some of the old Chapter 2 aircraft that are above 34,000-kg, and which are restricted from operating during the nighttime. As a result, the GTAA has proposed to apply Pearson Airport's Noise Operating Restrictions to 20 (1) (b)

Under this proposal, the GTAA would have the ability to restrict all aircraft that are Chapter 2 equivalent thereby improving the noise regime at Pearson Airport.

In addition, Transport Canada has imposed a night time budget on Pearson Airport that must be complied with; however, the GTAA does not have the ability to control aircraft under 34,000-kg which are counted against the total budget. This proposal would alleviate this lack of control and will assist in the management of the nighttime budget.

Accordingly, the GTAA requests that the existing Noise Operating Restrictions and Noise Abatement Procedures at Pearson Airport be changed to read as follows:

1. RESTRICTIONS:

20 (1) (b)

Ms. Debra Taylor
 July 15, 2002
 Page 2



AIRCRAFT	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft & equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft & equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

In accordance with the Aeronautical Information Publication, RAC 4.1.2, the GTAA has consulted with all stakeholders and provided them the opportunity to comment and address their concerns.

.../3

Ms. Debra Taylor
July 15, 2002
Page 3

The GTAA consulted with 204 stakeholders and received four objections. [20 (1) (b)]
[20 (1) (b)] are three of the dissenters. The GTAA does not believe that this proposal will negatively impact them as there is no change to how these specific operators or members of this association obtain permission to operate during the restricted hours. The fourth dissenter was Canadian Regional, which is now part of Air Canada. The remaining stakeholders either stated they had no objection or did not reply. As stated within the proposal, a non-reply is considered acceptance of the proposal. The Pearson Airport Noise Management Committee has concurred with the proposed change.

Please contact Wil MacMillan at [19 (1)] if you require further information.

Yours truly,
GREATER TORONTO AIRPORTS AUTHORITY

[19 (1)]

Brian R. Lackey
Vice President, Operations & Chief Engineer

Encls.

c.c.: Louis A. Turpen

[19 (1)]

**Greater Toronto
Airports Authority**



**Autorité aéroportuaire
du Grand Toronto**

PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

Noise Management
June 2002

**LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA**

INTRODUCTION



Greater Toronto Airports Authority

NOISE MANAGEMENT

PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

1.0 INTRODUCTION

In 1998, the Greater Toronto Airports Authority's (GTAA) Noise Management Committee (NMC) recommended several resolutions. One of these recommendations in particular was to

20 (1) (b) Accordingly, Resolution NMW98-1(5) (see Section 5 for attachment) was recommended: 20 (1) (b)
20 (1) (b)

Currently, all aircraft under 34,000-kg gross take-off weight are exempt from Lester B. Pearson International Airport's (LBPIA) existing Noise Operating Restrictions. In spite of this, the GTAA has identified a number of aircraft under 34,000-kg that produce noise levels comparable to Chapter 2 aircraft that are above 34,000-kg, and which are restricted from operating during the nighttime. As a result, the GTAA has proposed to apply LBPIA's Noise Operating Restrictions to 20 (1) (b) Under this proposal, the GTAA would have the ability to 20 (1) (b) thereby improving the noise regime at LBPIA.

To make such a change to the current Noise Operating Restrictions, however, requires the approval of an Aviation Regulation Council. In this case, the Canadian Aviation Regulation Advisory Committee (CARAC), in association with various Technical Committees, has been established to assess and recommend potential regulatory changes through cooperative rule-making activities. The inception of this committee is discussed later in this section.

This proposal has been divided into several sections. The first section offers a brief introduction of the proposal, while providing a background and update to the Checklist Procedure. Section two addresses Steps 1 through 7 of the Checklist Procedure. The following section outlines the GTAA's ultimate recommendation and conclusions based on the material presented in section two. Section four includes all responses received from the stakeholders informed of this proposal, including any further correspondence from the GTAA. The final section identifies all material that is relevant to the GTAA's Noise Management Committee concerning this proposal. An appendix has been included which contains a detailed list of all parties consulted, in addition to any other relevant material that addresses this proposal.

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

1



Greater Toronto Airports Authority

NOISE MANAGEMENT

1.1 BACKGROUND

In 1991, the Air Transport Association of Canada (ATAC) approached Transport Canada with the suggestion that the Government enact a phase out of older noisier jet aircraft in Canada, in a similar manner as was done in the United States. ATAC advised that, as part of a phase out program, it was seeking from Transport Canada a commitment to review all proposed new noise-based restrictions at airports.

The negotiated agreement between ATAC and Transport Canada resulted in the enactment of a regulation requiring operators to phase out the operation of Chapter 2 aircraft in Canada by April 1, 2002. The phase out regulation was preceded by the introduction of a consultation requirement for implementation of any new noise restrictions proposed by airports. This led to the introduction of the Noise Abatement Checklist (attached) that now appears in the Aeronautical Information Publication (AIP). This checklist is the mechanism that ensures consultation on new noise restrictions is carried out with all affected parties and that the cost impacts and benefits, where applicable, of a proposed measure are known. Proposals are subsequently approved at the Part VI Technical Committee of the Canadian Aviation Regulatory Council meetings.

Transport Canada is the approval authority for the implementation of enforceable noise abatement procedures in Canada. This authority is vested in the Minister by the provisions of the Aeronautics Act and Canadian Aviation Regulation (CAR) 602.105. The provisions of this regulation stipulate that noise abatement procedures and noise control requirements, if published in the Canada Air Pilot (CAP) or Canada Flight Supplement (CFS), are obligatory.

1.2 UPDATE ON THE CHECKLIST

In response to concerns recently expressed by air operators and airport management over the perceived shortcomings of the existing Noise Abatement Checklist, it was decided to convene a government stakeholder-working group under the auspices of the Aircraft Noise & Emissions Committee (ANEC). The intentions of the working group are to examine the checklist requirements and the process associated with the implementation of new noise control measures.

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

2

CHECKLIST
PROCEDURE



Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 1: Description of Problem

- Certain Chapter 2 equivalent aircraft under 34,000-kg (maximum certified gross take-off weight) have a significant noise impact on residential communities adjacent to LBPIA during the nighttime.
- As these aircraft are below 34,000-kg, they are exempt from LBPIA's current Noise Operating Restrictions and are permitted to operate freely during the nighttime.

STEP 2: Parties Consulted

- All concerned stakeholders were informed of the proposal and were provided an opportunity to comment (see Appendix for list and *sample* letter).
- Stakeholders consulted include the following:
 - all LBPIA scheduled air carriers;
 - LBPIA ad hoc carriers;
 - the Canadian Business Aircraft Association;
 - the National Business Aircraft Association;
 - the Helicopter Association of Canada;
 - Noise Management Committee members;
 - Technical Noise Committee members;
 - LBPIA Station Managers, and;
 - Transport Canada.

STEP 3: Alternatives Considered

- Request that aircraft operators utilize only their fleet's quietest aircraft during the night restricted hours.
- Schedule operations of fleet's noisiest aircraft only during daytime hours (0700L - 2300L).
- Hush-kit noisiest aircraft or preferably retrofit with new technology (Chapter 3) engines.
- Implement a phase-out program of all noisy Chapter 2 equivalent aircraft.
- Consolidate scheduled flights, which currently utilize smaller noisier aircraft, into larger, quieter types.
- Apply LBPIA's Noise Operating Restrictions to 20 (1) (b)

20 (1) (b)

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

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Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 4: Proposal & Justification

- The proposal to apply Lester B. Pearson International Airport's Noise Operating Restrictions to 20 (1) (b) is as follows:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

- Under this proposal, the GTAA would have the ability to 20 (1) (b) 20 (1) (b). The GTAA has identified a number of aircraft under 34,000 kg that produce comparable noise levels as some of the current Chapter 2 aircraft that are above 34,000-kg, and for which are restricted from operating during the nighttime. Some examples of noisy aircraft under 34,000-kg are the Fokker F28, the Gulfstream II and the Learjet 23, 24 & 25.
- While not without conditions, the proposal would still permit operators with Chapter 3 aircraft to schedule operations during the night restricted period (0030 to 0630L). In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Chapter 3 aircraft regardless of gross take-off weight.
- It should be noted, however, that Transport Canada has imposed an annual budget on aircraft movements between 0030 & 0630L, limiting the number of operations available at LBPIA during these hours. Once this limit is reached, there will be no operations available for either Chapter 2 or Chapter 3 aircraft.

¹ Subject to the following: All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. All other operators are required to obtain a reservation to operate during the restricted hours (see CAP under LBPIA's Noise Operating Restrictions).

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

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Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 5: Costs to Operators

- This information was requested from all affected stakeholders in the GTAA's original letter dated August 25, 2000, which described this proposal. This letter indicated that costs be submitted to the GTAA within 90 days of being requested.
- The GTAA has identified possible negative effects of this proposal:
 - A negative effect for implementing the above proposal may be on the operational flexibility of some air carriers, by limiting the use of certain aircraft during the nighttime.
 - The proposal also may have a competitive impact on certain carriers that operate a solely 20 (1) (b) or equivalent fleet.
 - Certain carriers with a monopolistic fleet may experience a decrease in revenue.
 - Time sensitive freight and cargo carriers may be impacted, as well as indirectly affecting certain businesses in the Greater Toronto Area (GTA), which rely on time sensitive cargo.
- The GTAA has identified possible positive effects of this proposal:
 - The proposal applies to all air carriers operating at LBPIA, domestic, trans-border and international, therefore ensuring equal opportunity and maintaining parity amongst the different air carriers.
 - The restriction of the older, noisier and less efficient 20 (1) (b) equivalent aircraft would have a positive environmental impact on the surrounding community, both in the acoustic environment and the air quality environment.
 - Another benefit would be to the operators of Chapter 3 aircraft, which would now have greater operational flexibility at LBPIA during the nighttime.
 - Communities in the GTA would benefit from an overall reduction in nighttime airport noise with the 20 (1) (b) equivalent aircraft.
 - A positive effect of implementing the proposal would constitute a powerful incentive for air carriers to utilize their quietest aircraft at night, or better, phase out their older louder 20 (1) (b) aircraft.
 - The proposal would also contribute to increasing the public awareness of the GTAA and NMC's noise initiatives and the overall noise regime, as well as the public's confidence in the Airport's ability to maintain a safe and operationally efficient environment for the GTA.

STEP 6: Costs to Airport Operator

- A decrease in revenue may be experienced by the airport operator due to a potential reduction in overall landing fees during the night.

LESTER B. PEARSON INTERNATIONAL AIRPORT
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Greater Toronto Airports Authority

NOISE MANAGEMENT

STEP 7: Noise Exposure Forecast

- Based on the limited number of aircraft that will be impacted by the proposal, it is strongly believed that there will be no change to the overall noise exposure forecast.

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

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**RECOMMENDATION
& CONCLUSIONS**



Greater Toronto Airports Authority

NOISE MANAGEMENT

3.0 RECOMMENDATION & CONCLUSIONS

3.1 RECOMMENDATION

It is recommended that the GTAA apply the Noise Operating Restrictions for LBPIA to 20 (1) (b)

20 (1) (b) This proposal is intended to improve the noise regime at LBPIA, by encouraging operators to phase out their 20 (1) (b) equivalent aircraft and utilize their quietest aircraft during the night. This approach would be consistent with the current Noise Management Program presently in place at LBPIA.

This proposal should be made in an open, participatory and consultative fashion that looks outward to the broadly defined public interest. Finally, it is recommended that the enforcement mechanism for non-compliance of this proposal will follow that of the existing process currently in place.

3.2 CONCLUSION

It is the objective of the GTAA's Noise Management Program to protect neighbouring communities to the greatest extent possible from aircraft noise, while recognizing the needs of aircraft operators and ensuring the airport's continued economic development. Accordingly, this proposal strives to improve on the current noise management program that was adopted by the GTAA upon transfer from Transport Canada, through the enhancement of the existing Noise Operating Restrictions. By encouraging the use of quieter more efficient aircraft during the nighttime, this proposal could result in benefits for both the general public and the aviation community. The change may also be considered as a positive contribution to the improvement of airport noise, as Canada undergoes its nation wide transition from Chapter 2 to Chapter 3 aircraft.

It is the intention of the GTAA to maintain and improve LBPIA as a major economic asset for the Greater Toronto Area. In doing so, the GTAA, in conjunction with the Noise Management Committee, will bring to bear an equal commitment to being a good neighbour to its surrounding communities by tackling the issues of aircraft noise through the implementation of such initiatives as outlined in this proposal.

LESTER B. PEARSON INTERNATIONAL AIRPORT
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7

LETTERS OF
RESPONSE



Greater Toronto Airports Authority

NOISE MANAGEMENT

4.0 LETTERS OF RESPONSE

- After mailing out the proposed change to LBPIA's Noise Operating Restrictions, sixteen (16) responses were received. Of the sixteen responses, ten (10) indicated no objection to the proposal; two (2) required further consultation; and four (4) were opposed to the proposal 20 (1) (b). See table below for details.
- Of the four (4) opposed to the proposal, three (3) were provided a response to further clarify and address specific concerns raised by the individual groups.
- The following attached 16 responses are in alphabetical order by name of company.

OBJECT TO CHANGE	NO OBJECTION TO CHANGE	FURTHER CONSULTATION REQUIRED
20 (1) (b)	AMR American Eagle	Atlantic Southeast Airlines
	British West Indies Airways	National Business Aircraft Assoc.
	Czech Airlines	
	Canada 3000	
	Canadian Business Aircraft Assoc.	
	City of Mississauga (NMC)	
	City of Toronto (NMC)	
	El Al Israel Airlines	
	LTU International Airways	
	Voyageur Airways	
4	10	2

Letters requesting a response were sent to the following groups:

LBPIA scheduled air carriers	(67)
LBPIA ad hoc carriers	(29)
Canadian Business Aircraft Association	(1)
National Business Aircraft Association	(1)
Helicopter Association of Canada	(1)
NMC members	(21)
TNC members	(37)
LBPIA station managers	(46)
Transport Canada	(1)

Total letters sent = 204

LESTER B. PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

8



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 111 Conair Drive
Toronto, ONT, Canada M5P 1B2

January 9, 2001

Mr. Robert A. Milton
President and Chief Executive Officer
Air Canada
Air Canada Centre 271
P.O. Box 14000, Station Airport
Dorval, Quebec
H4Y 1H4

Dear Robert:

RE: LBPIA – PROPOSED NOISE OPERATING RESTRICTIONS

Thank you for your letter dated November 15, 2000, which responded to my letter of August 25, 2000.

In your letter you indicated that the proposed changes to the current noise operating restrictions at Lester B. Pearson International Airport (LBPIA) 20 (1) (b)

20 (1) (b) While not without conditions, our proposal would still permit operators with Chapter 3 aircraft (such as the Bombardier CRJ) to schedule operations during the night restricted period (00:30-06:30L). In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Chapter 3 aircraft, regardless of their weight (see paragraph (e) of original letter). It should be noted, however, that Transport Canada has imposed an annual budget on aircraft movements between 00:30 & 06:30L, limiting the number of operations available at LBPIA during these hours. To date we have been able to stay well within that budget without adversely impacting the schedule of Air Canada and other scheduled airlines. We do not expect that to change under this revised proposal. Nevertheless, it is my understanding that our staff are continuing to discuss this subject, to ensure there is no misunderstanding.

Yours truly,


Louis A. Turpen
President and Chief Executive Officer



Robert A. Milton
President and Chief Executive Officer
Président et Chef de la direction

Air Canada Centre 271
PO Box 14000, Station Airport
Dorval, Québec H4Y 1H4

November 15, 2000

Centre Air Canada 271
CP 14000, Succursale Aéroport
Dorval (Québec) H4Y 1H4

(514) 422 5134
Fax/Téléc: (514) 422 4945
Internet: rmilton@aircanada.ca

Mr. Louis A. Turpen
President and Chief Executive Officer
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Dear Lou:

This is in response to your August 25, 2000 letter regarding proposed noise operating restrictions at LBPIA. The proposal 20 (1) (b)

20 (1) (b)

Air Canada appreciates the opportunity to comment on the draft proposal and your use of the checklist procedure (A.I.P., Section 4.1.2).

20 (1) (b)

20 (1) (b) In the spring of 1999 the industry worked with the GTAA to implement a number of procedures to mitigate noise during the quiet hours at LBPIA. 20 (1) (b)

20 (1) (b)

Your proposal 20 (1) (b)

20 (1) (b)

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20.5 WRN

...12

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DEC - 1 2000

A STAR ALLIANCE MEMBER
MEMBRE DU RESEAU STAR ALLIANCE

AIR CANADA



2/...

November 15, 2000
Mr. Louis A. Turpen

Air Canada 20 (1) (b)

20 (1) (b)

Sincerely

19 (1)

cc: Terry Gibson, Regional Director General, Transport Canada

11/14

2000

11/14

2000

11/14

2000

11/14

2000

AMR American Eagle

1 December, 2000

American Eagle Airlines
4333 Amon Carter Blvd.
MD 5494
PO Box 619616
Ft. Worth, TX 75261-9616

Mr. [19 (1)]
General Manager - Airside Operations
Greater Toronto Airports Authority
Lester B. Pearson International Airport
Toronto, Canada L5P1B2

VIA FAX: - -

[19 (1)]

Dear Mr. [19 (1)]

Subject: Proposed noise operating restrictions at Lester B. Pearson International Airport

In response to your letter of August 25, 2000, American Eagle wishes to advise that as we understand the proposal, there would be no impact on Eagle operations as currently scheduled, since we already comply with the noise curfew.

20 (1) (b)

Sincerely,

[19 (1)]

Alan A. Kassebaum
Manager-Current Schedules
American Eagle Airlines/EGF

Phone [19 (1)]
FAX [19 (1)]

cc: [19 (1)] - Mgr Hub Schedules, NE/EGF
Jeff Parks - Ops Engineering/AA
[19 (1)] - Ops Engineering/AA
Sr. Project Coord - CRE/EGF

487
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AMERICAN EAGLE



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

October 5, 2000

Facsimile (868) 669-1865

Mr. 19 (1)
BWIA West Indies Airways Ltd.
Administrative Building
Golden Grove Road
Trinidad, W.I.

Dear Mr. 19 (1)

Re: Proposed Noise Operating Restrictions

Thank you for your letter dated September 5, 2000 indicating BWIA is not affected by the proposed change to our noise operating restrictions.

The issue of relaxed noise restrictions for aircraft equipped with the latest technology engines is one which is continuously debated at both our Technical Noise Committee and our public Noise Management Committee. Please contact 19 (1), General Manager, Airside Operations at 19 (1) if you would like to participate in either committee.

Yours truly

19 (1)

Louis A. Turpen
President & Chief Executive Officer



REF: DO: 344/00

September 5, 2000

Mr. Louis A. Turpen
President & Chief Executive Officer
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convaire Drive
Toronto AMF, Ontario, Canada L5P 1B2
CANADA.

Dear Mr. Turpen,

RE: PROPOSED NOISE OPERATING RESTRICTIONS

It appears by your correspondence that the only change is to 20 (1) (b)
20 (1) (b) BWIA is not affected by this change.

I would like to comment that engine technology continues to improve. It might be appropriate to review if the latest technology engines could have less noise restrictions than the original chapter 3 engines. We now operate the next generation B737-800 into Toronto and 20 (1) (b)

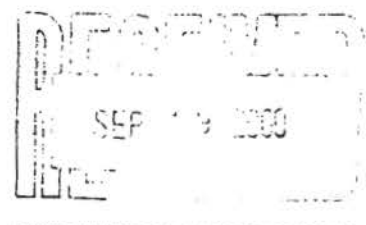
Yours sincerely,

19 (1)

**VICE PRESIDENT
CUSTOMER SERVICE & OPERATIONS**

cc: Conrad Aleong
Terry Gibson -Regional Director General, Transport Canada

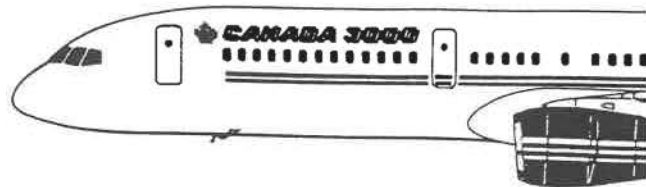
SEP 22 2000
JCO
SK



BWIA West Indies Airways Ltd.
Administrative Building, Golden Grove Road, Trinidad W.I.
Tel: 868.669.3000 Fax: 868.669.1865 e-mail: bwiapr@bwia.com Website: www.bwia.com

CANADA 3000
✶ Airlines Limited

27 Fasken Drive, Toronto, Ontario, Canada M9W 1K6
Phone: (416) 674-0257 Fax: (416) 674-0256



August 30, 2000

Mr. 19 (1)
General Manager Airside Operations
G.T.A.A.
Lester B. Pearson International Airport
P.O. Box 6031,
3111 Convair Drive
Toronto, Ontario
L5P 1B2

Dear Mr. 19 (1)

I have been asked to respond to the letter to Mr. 19 (1) from Mr. Turpen dated August 25, 2000 in respect to the proposed noise operating restrictions at LBPIA.

Canada 3000 Airlines Ltd. do not have any objections with your proposal of 20 (1) (b)

20 (1) (b)

20 (1) (b) This would include the continued exemption approvals for Chapter 3 Aircraft to arrive at LBPIA between 0030 to 0059 and 0600 to 0629 plus the reintroduction of departures between 0600 to 0630 (to ease terminal three congestion).

19 (1)

19 (1)
Director, Planning & Development

345
SEP - 1 2000



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Connaught Drive
Toronto, Ontario, Canada M5P 1B2

January 9, 2001

Mr. Rich Gage
President and C.E.O.
Canadian Business Aircraft Association
50 O'Connor Street, Suite 1421
Ottawa, Ontario
K1P 6L2

Dear Mr. Gage:

RE: LESTER B. PEARSON INTERNATIONAL AIRPORT'S PROPOSED NOISE OPERATING RESTRICTIONS

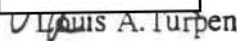
Thank you for your letter dated November 20, 2000, wherein you indicated the Canadian Business Aircraft Association's (CBAA) support of our proposed noise operating restrictions at Lester B. Pearson International Airport (LBPIA).

As referred to in your letter, your understanding that Chapter 3 aircraft will still be authorized to operate during the restricted hours, provided that the operator obtains a reservation, is correct. In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Stage 3 aircraft, regardless of their weight (as per paragraph (e) of original letter). It should be noted, however, that Transport Canada has imposed an annual budget on aircraft movements between 00:30 & 06:30L, limiting the number of operations available at LBPIA during these hours.

The Greater Toronto Airports Authority acknowledges the CBAA's active participation in our noise management initiatives at LBPIA and would like to thank you for your continued support.

Yours truly,

19 (1)


Louis A. Turpen
President & Chief Executive Officer

01/09/01 Gage CBAA/LAT/JK/WRN/JS/WM/jjb/noisemgmt



CANADIAN BUSINESS AIRCRAFT ASSOCIATION, INC.

50 O'CONNOR STREET, SUITE 1421, OTTAWA, ONTARIO K1P 6L2

TEL: (613) 236-5611 FAX: (613) 236-2361 E-MAIL: info@cbaa.ca

November 20, 2000

File No: 4000.05.02

Mr. Louis A. Turpen
President and Chief Executive Officer
Greater Toronto Airports Authority
LBPIA, PO Box 6031,
3111 Convair Drive,
Toronto AMF, ON L5P 1B2

Dear Mr. Turpen:

Thank you for your letter of August 23, 2000 concerning Noise Operating Restrictions at LBPIA which proposes to [REDACTED] 20 (1) (b). Our members have not reported estimates of cost and revenue impairment as a result of your proposal.

CBA is an active participant in promoting airport and aircraft environmental responsibility for operations, while seeking continued unimpeded access to the airport. Business Aviation scheduling usually means short notice, and our members need the flexibility to respond quickly and easily to meet itinerary demands and changes.

Our members are operating highly capable, sophisticated equipment, almost all of which are Chapter 3 qualified aircraft, and they are fully cognizant of the balance between airport, operators and community. In reference to your August 23, 2000 letter it is understood that Chapter 3 aircraft will be authorized to operate for both arrivals and departures during restricted hours, provided the operator obtains a reservation as per para (f), page 3, and that Chapter 2 aircraft will be denied a reservation during restricted hours.

We accept your proposed changes as understood, however, members [REDACTED] 20 (1) (b). [REDACTED] 20 (1) (b) LBPIA which serves the most important market place in Canada. CBA trusts that business aviation will not only continue to have the support of the GTAA, but also flourish with the growing capability and capacity of the airport.

We look forward to continued harmony of our mutual objectives.

[REDACTED] 19 (1) Sincerely,

[REDACTED] 19 (1)

[REDACTED] 19 (1) Rich Gage
President and CEO

cc. [REDACTED] 19 (1) CBA Chairman
B. Stine, NBAA
D. Spruston, IBAC

DEC 11 2000
204 WEN

Copy John Kaldewy - Draft 20
Copy [REDACTED] 19 (1)

484
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NOV 23 2000
JFK

member of  International business aviation council, Ltd.



CANADIAN BUSINESS AIRCRAFT ASSOCIATION, INC.
50 O'CONNOR STREET, SUITE 1421, OTTAWA, ONTARIO K1P 6L2
TEL: (613) 236-5611 FAX: (613) 236-2361 E-MAIL: info@cbaa.ca

FAX MESSAGE

COMPANY NAME: GTAA
ATTENTION: Mr. Louis Turpen
FROM: Mr. Rich Gage
DATE: November 21, 2000
SUBJECT: Noise Operating Restrictions

OF PAGES INCLUDING COVER SHEET: 2

TRANSMISSION PROBLEMS??: Please contact us at (613) 236-5611. Thank you.

Letter enclosed - original to follow by mail.

W. J. Gage
21/11/00

member of  international business aviation council, ltd.

NOV 21 2000 10:13

613 236 2361

PAGE.01

457
NOV 21 2000



August 23, 2000

Mr. Rich Gage
President & C.E.O.
Canadian Business Aircraft Association
1421-50 O'Connor Street
Ottawa, Ontario, K1P 6L2

Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2

Sent via Electronic Mail
"INFO@CBAA.CA"

Dear Mr. Gage:

RE: PROPOSED NOISE OPERATING LESTER B. PEARSON INTERNA

As a result of resolutions made by the Noise
Authority (GTAA) is proposing to apply Noise
Operating Restrictions to 20 (1) (b)

Post-it™ Fax Note 7671E		Date 9/6/00	# of pages 3
To BEV	From 19 (1)	c/o JTB	
Co./Dept. CBAA	Co. GTAA		
Phone # 613-236-5611	Phone #		
Fax # INFO@CBAA.CA	Fax #		

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

- a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

Mr. Rich Gage
 August 23, 2000
 Page 2

b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, **34,000 Kg and over** (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

.../3

Mr. Rich Gage
August 23, 2000
Page 3

20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a regular operator at LBPIA, Canadian Business Aircraft Association is requested to provide the estimated cost and revenue impairment of this proposal to the GTAA within 90 days. If we do not hear from you by November 23, 2000, we will assume that you have no objection to the proposed change.

Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1) General Manager, Airside Operations at 19 (1) (fax 19 (1)).

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

Louis A. Turpen
President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada

Canadian Regional

September 22, 2000

Greater Toronto Airport Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
L5P 1B2

Attention: Mr. L. A. Turpin
President and Chief Executive Officer

Dear Mr. Turpin: .

Reference: Proposed Noise Operating Restrictions at Lester B. Pearson
International Airport

In reply to your letter dated August 25, 2000 of your proposal and draft of a
change to the current Noise Operating Restriction at Lester B. Pearson airport and
request for comments regarding this proposal. Please find Canadian
Airlines' 20 (1) (b)

20 (1) (b)

20 (1) (b) Canadian Regional operates both F28 and Dash-8 flights across the
country and to the USA. This proposal, as well as variations of noise restrictions
across the country 20 (1) (b)

20 (1) (b)

Canadian Regional Airlines will be 20 (1) (b)

20 (1) (b)

- 2 -

20 (1) (b)

Canadian Regional will continue to cooperate with the GTAA in an effort to mitigate the noise complaints and in the past have curtailed operations in the quiet hours such as check-ins, test and training flights. We will also

20 (1) (b)

20 (1) (b)

20 (1) (b)

20 (1) (b)

20 (1)

(b)

20 (1) (b)

Canadian Regional Airlines type (over 5700Kgs) which

20 (1) (b)

20 (1) (b)

the Dash-8

20 (1) (b)

are quieter than Stage 3 types. Once again

20 (1) (b)

20 (1) (b)

Lester B. Pearson 20 (1) (b)

20 (1) (b)

The Air Transport Association of Canada in consultation with its members have

20 (1) (b)

20 (1) (b)

Canadian Airports to

20 (1) (b)

cost to operations. Canadian Regional Airlines understand that Transport Canada has imposed a moratorium in the interim for any further changes to current noise restrictions at airports over the objections of the operator community until concerns with the process have been resolved through discussions with CAC and Transport Canada. It is anticipated that the GTAA will honor this moratorium. The GTAA, CRA and other operators at Lester B. Pearson through noise committees have worked together in the past in an effort to mitigate noise complaints at Lester B. Pearson and I trust that the GTAA recognizes the ongoing consultation process and concerns of operators.

Canadian Regional Airlines 20 (1) (b)

20 (1) (b)

Yours truly,

CANADIAN REGIONAL AIRLINES

19 (1)

Chief Pilot, Toronto

Copy:

F. Jones Air Transport Association of Canada

19 (1)

Canadian Regional Airlines

19 (1)

Canadian Regional Airlines

19 (1)

Air Canada

T. Gibson, Transport Canada

P.3/3

SEP 26 02 03:16PM CANADIAN REGIONAL

Canadian Regional

FAX COVER SHEET

TO:

19 (1)

COMPANY:

General Mgr GTAA

DATE:

26 September 2000

REGARDING:

Flare Restrictions

NUMBER OF PAGES TO FOLLOW:

2

FROM:

19 (1)

DEPARTMENT:

Chief Pilot, 442 Base

TELEPHONE NUMBER:

19 (1)

FACSIMILE NUMBER:

COMMENTS:

Hello,

Please call

19 (1)

at

19 (1)

if you have any
problems receiving this fax.

Thank you,



Prague, 11th September

UMP/342/TSL/93/mn

RE: Proposed noise operating restrictions at Lester B. Pearson International Airport

Dear Mr. Turpen,

Refer to your letter from 25th August concerning night restrictions at Lester B. Pearson Airport I inform you that the Czech Airlines traffic between Prague and Toronto will not be impaired by the restrictions you have applied.

Yours sincerely

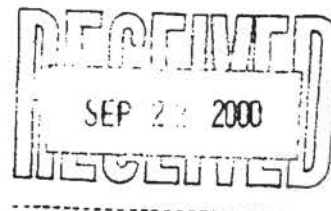
19 (1)

Václav Král,
vicepresident Marketing & Sales

Mr. Louis A. Turpen
President and Chief Executive Officer
Greater Toronto Airports Authority
Toronto
Canada

CSA CZECH AIRLINES

Člen IATA / International Air Transport Association
160 08 Praha 6 / Letiště Ruzyně
Tel.: / Fax:
Vyrizuje:





FAX MESSAGE

Office Director of Operations Division.	FAX. No. 19 (1)	PAGE 1 OF 1 Date: 19 Sep. 2000
TO: Mr. Greater Toronto airports authority		FAX: 19 (1)
FROM: Capt. 19 (1)	- Mgt Planning & Coordination Ops.	

Dear Mr. 19 (1)

The new resolutions proposed by the Noise Management Committee for Lester Pearson Airport, does not affect EL-AL operations.

As I have told you, we have no objection to the change.

Yours truly,

Capt. 19 (1)

389
SEP 19 2000



LTU Lufttransport-Unternehmen GmbH, Flughafenstraße 8, D-40474 Düsseldorf

Fluggesellschaft LTU Lufttransport-Unternehmen GmbH

Greater Toronto Airports Authority
 Mr. 19 (1) General Manager Airside Operations
 Lester B. Pearson International Airport
 P.O. Box 6031,
 3111 Convoir Drive
 Toronto AMF, Ontario, Canada
 L5P 1B2

Phone 19 (1)

Your Reference

Your Letter from
 August 25, 2000

Our Reference
 FBL / mrx 010900

Direct Line

19 (1)

Fax Ext.

19 (1)

Date

September 01, 2000

Subj.: Proposed Noise Operating Restrictions at Lester B. Pearson International Airport

Dear Mr. 19 (1)

We were informed about the proposed change of noise operating restrictions for LBPIA and requested to submit any comments.

As we understood the proposed rule change, the future restrictions will comprise 20 (1) (b) 20 (1) (b) but do not change the restriction periods for arrivals and departures of aircraft with an 20 (1) (b). Furthermore, for operators as LTU, operating on a scheduled and repetitive basis, it is still possible to get an extension or an exemption to operate during restricted hours in case of delays.

Accordingly, we do not estimate any impact to LTU's operation into LBPIA for the future under the proposed rule change.

Sincerely,

19 (1)

Chief Pilot
 LTU International Airways

380
 SEP 14 2000

11/1998

LTU Nr. 00

Registered Office
 Düsseldorf
 HRB 16582

Executive Director
 Peter Haslebecher

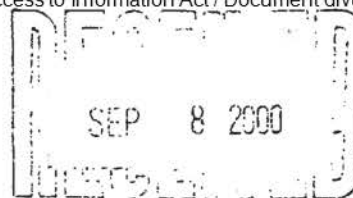
BfG Bank AG Düsseldorf
 Bank Code 300 101 11
 DM Account No. 1022 200 000
 EUR Account No. 1022 200 002

Bank of America Frankfurt
 Bank Code 500 109 00
 DM Account No. 41 840 040
 EUR Account No. 41 840 206

Westdeutsche Landesbank Düsseldorf
 Bank Code 300 500 00
 DM Account No. 1 302 017
 EUR Account No. 1 314 111



**NATIONAL
BUSINESS AVIATION
ASSOCIATION, INC.**



1200 EIGHTEENTH STREET, N.W. SUITE 400
WASHINGTON, D.C. 20036-2501
TEL: (202) 783-9000 • FAX (202) 331-8300
E-MAIL: info@nbaa.org • <http://www.nbaa.org>

August 29, 2000

Mr. Louis A. Turpen
President and CEO
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario, Canada L5P 1B2

Dear Mr. Turpen:

Thank you for informing the National Business Aviation Association about the proposed noise operating restrictions at Lester B. Pearson International Airport.

We will consult with our Members and provide input as appropriate.

Very truly yours,

19 (1)

19 (1) John W. Olcott
President

JWO/lm

cc: Bob Blouin

turpa29

SEP 13 2000
2417
JW

Copied John Keldner

NOV 14 2000



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Connaught Drive
Toronto, Ontario, Canada M5P 1B2

December 7, 2000

Ms. [19 (1)]

Director-State Affairs and Airport Access
Northwest Airlines, Inc.
5101 Northwest Drive
St. Paul, MN 55111-3034
U.S.A.

Dear Ms. Sayre:

**RE: LESTER B. PEARSON INTERNATIONAL AIRPORT'S
PROPOSED NOISE OPERATING RESTRICTIONS**

Thank you for your letter dated November 9, 2000. I would like to take this opportunity to clarify the changes proposed in our original letter from Mr. Louis Turpen, dated August 25, 2000, as I believe that [19 (1)]

In your letter you indicated that the proposed changes to the current noise operating restrictions at Lester B. Pearson International Airport would [20 (1) (b)]

[20 (1) (b)] While not without conditions, our proposal would still permit operators with Chapter 3 aircraft (such as the Bombardier CRJ 200) to schedule operations during the night restricted period (00:30-06:30L). In fact, for scheduled operations, the proposal really does not change what currently exists, particularly for those carriers operating Stage 3 aircraft, regardless of their weight (see paragraph (e) of original letter). It should be noted, however, that Transport Canada has imposed an annual cap on aircraft movements during the hours of 00:30-06:30L, limiting the number of scheduled operations available at LBPIA.

I trust this clarifies the proposal. Please contact John Smyth, General Manager, Airside Operations at [19 (1)] if you have any further questions.

Yours truly,

[19 (1)]

J. Kaldeway

Vice President, Operations & Maintenance

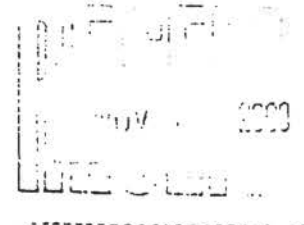
12/07/00 SayreNorthwest/JK/WRN/JS/WM/jjb/noisemgmt2



NORTHWEST
AIRLINES

A6030
Department Number
(612) 726-6963
(612) 727-4057-fax

Northwest Airlines, Inc.
5101 Northwest Drive
St. Paul MN 55111-3034



November 9, 2000

Mr. Louis A. Turpen
President and Chief Executive Officer
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario L5P 1B2

Dear Mr. Turpen:

I am in receipt of your letter to Mr. 19 (1) dated August 25, 2000. Thank you for the opportunity to comment on the proposed revision to the current noise operating restrictions at Lester B. Pearson International Airport (LBPIA).

Northwest Airlines (NWA) is 20 (1) (b)

20 (1) (b)

Again, thank you for the opportunity to comment. Please do not hesitate to contact me should you have any questions regarding our comments.

Sincerely,

19 (1)

Director-State Affairs and Airport Access

JS:sa

cc: 19 (1) General Manager, Airside Operations
Terry Gibson, Regional Director General, Transport Canada

NOV 23 2000
500 WRN

474
NOV 27 2000

NOV 16 2000
321 SK





Facsimile Cover Sheet

To:

19 (1)

Greater Toronto Airports Authority

Fax:

19 (1)

From:

19 (1)

Phone:

Fax:

Date: November 10, 2000

Pages including this
cover page: 2

Comments:

441
NOV 10 2000

NOV 10 2000 14:54

6127274057

PAGE. 01



September 27, 2000

Greater Toronto Airports Authority
Lester B. Pearson International Airp
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, Ontario
Canada L5P 1B2

Attention: Mr. Louis A. Turpin
President and Chief Executive Officer

Dear Sir

In response to your letter dated August 25, 2000 regarding the proposed noise operating restrictions at Pearson Airport, Voyageur has reviewed the proposed changes and can report our findings as follows.

Voyageur Airways operates a fleet of fifteen aircraft. Ten aircraft fall below the 5,700kg weight limit (Beechcraft King Air A100 and 200's), and five are over that limit (deHavilland DHC-7's). The proposal as presented does not change the operating restrictions currently in place for Voyageur. Voyageur will continue to be able operate with a reservation during the restricted periods as it does now. Given our operating experience to date during this period we do not foresee any additional restrictions being placed on us once this proposal is implemented.

If you would like clarification please feel free to contact me at your convenience.

Yours truly

VOYAGEUR AIRWAYS LIMITED

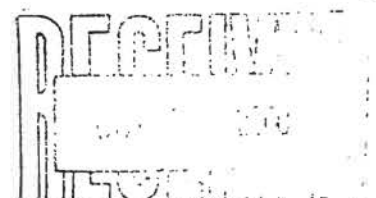
19 (1)

Vice President
Commercial Services

c.c.: Mr. 19 (1) Vice President, Flight Operations, ATAC

1500 Airport Road North Bay Ontario Canada P0H 1P0
Tel: 705-476-1750 Fax: 705-476-6773 website: www.VoyageurAirways.com

→ John Kelders



OCT 13 2000

NOISE MANAGEMENT
COMMITTEE



RESOLUTION NMW98-1

WHEREAS the Greater Toronto Airports Authority (GTAA) Noise Management Committee (NMC) at Lester B. Pearson International Airport (LBPIA) adopted Resolution NMC97-1 on December 10, 1997; and

WHEREAS Noise Management Workshops were conducted on January 20, 1998; and

WHEREAS the NMC at its meeting on February 11, 1998 considered the recommendations arising from the January 20 Workshops;

NOW THEREFORE be it resolved that the NMC recommend that the GTAA:

1. Petition the appropriate authorities to maintain the Chapter 2 Phase-out deadline of April 1, 2002 without extension, for operations at LBPIA.
2. Request the individual air carriers to submit 'Action Plans' outlining how the interim and final Chapter 2 Phase-out deadlines will be met. Date for submission will be August 31, 1998.
3. Re-evaluate whether originally built Chapter 2 aircraft hushkitted to meet Chapter 3 certification should have the same operating freedoms as those aircraft originally built as Chapter 3 aircraft.
4. Restrict night time quiet hour operations to original equipment Chapter 3 aircraft only.
5.

20 (1) (b)
6. Describe the night flight program policy to the public including core operating hours, night flight procedures, new north/south runway operations, preferential runways, and guidelines for extensions and exemptions to the night flight policy.
7. Consult with the public, through the NMC, concerning any proposed changes to the night flight program.

AND be it further resolved that the Noise Management Committee forward these recommendations to the GTAA President and Chief Executive Officer, Louis A. Turpen for actioning those elements that are within the jurisdiction of the CEO, and taking other items to the Board. The committee will be copied on all such actions.

LBPIA Operators Distribution List

Mr.	Robert A.	Milton	President & C.E.O.	Air Canada
Mr.	Wagner C.	Azevedo	President & C.E.O.	VASP Brazilian Airlines
Mr.	Fernando Abs C. S.	Pinto	President & C.E.O.	Varig, S.A.
Mr.	Kevin E.	Benson	President & C.E.O.	Canadian Airlines International
Mr.	19 (1)		Chairman	LACSA
Mr.			General Manager	Cubana Airlines
Mr.	Joe	Randell	President	Air Ontario
Mr.	Domenic o	Cempella	Chief Executive Officer	Alitalia S.P.A.
Mr.	19 (1)		President & C.E.O.	All Nippon Airways
Mr.	Ken E.	Cowley	Chairman	Ansett Australia
Mr.	Gary	Pemberton	Chairman	Qantas Airways
Dr.	Herbert	Bammer	President	Austrian Airlines
Mr.	Miroslav	Kula	President	Czech Airlines
Mr.	Otmar	Lenz	Chief Executive Officer	LAUDA Air
Mr.	Jan	Litwinski	President	LOT Polish Airlines
Mr.	Juergen	Weber	Chairman & C.E.O.	Lufthansa German Airlines
Mr.	Jan	Stenberg	President & C.E.O.	Scandinavian Airlines System
Mr.	19 (1)		President & C.E.O.	Tyrolean Airways
Mr.	Ernesto	Martens	Chairman	Mexicana Airlines
Dr.	Choong K.	Cheong	Deputy Chairman & C.E.O.	Singapore Airlines
Mr.	Thamnnoon	Wanglee	President	Thai Airways International
Mr.	Paul	Mulrooney	Chief Executive Officer	Ontario Regional Airlines-Air Georgian
Mr.	19 (1)		Chairman	Air New Zealand
Mr.	Robert	Reding	President & C.E.O.	Canadian Regional Airlines
Mr.	James E.	Goodwin	Chairman & C.E.O.	United Airlines
Mr.	Phillip	Sureau	Chief Executive Officer	Air Transat
Mr.	19 (1)		Chief Executive Officer	Bradley First Air
Mr.	Angus J.	Kinnear	Chief Executive Officer	Canada 3000
Mr.	19 (1)		President	Pemair
Mr.	Michel	LeBlanc	Chief Executive	Royal Aviation

			Officer	
Mr.	Russell	Payson	Chief Executive Officer	Skyservice
Mr.	Valery ¹⁹ ₍₁₎	Okulov	Chief Executive Officer	Aeroflot Russian International Airlines
Mr.	Jean-Cyril	Spinetta	Chairman & C.E.O.	Air France
Mr.	¹⁹ ₍₁₎		President	Air Ukraine
Mr.	Robert	Ayling	Chief Executive Officer	British Airways PLC
Mr.	¹⁹ ₍₁₎	Ciechanover	Chairman	El Al Israel Airlines
Mr.	Keljo	Suila	President & C.E.O.	Finnair
Mr.	L.M.	van Wijk	President & C.E.O.	KLM-Royal Dutch Airlines
Dr.	Hans Dieter	Farber	Managing Director	LTU International Airways
Mr.	Csaba	Siklos	Chairman	Malev Hungarian Airlines
Mr.	¹⁹ ₍₁₎		President & C.E.O.	Martinair Holland
Mr.	Yang-ho	Cho	Chairman	Korean Air
Mr.	¹⁹ ₍₁₎		Chairman & C.E.O.	Olympic Airways
Mr.			Chairman	Pakistan International Airways
Mr.	Ernesto	Martens	Chairman	Aeromexico
Mr.	Richard R.	Goodmanson	President & C.E.O.	America West Airlines
Mr.	Donald ¹⁹ ₍₁₎	Carty	President & C.E.O.	American Airlines
Mr.	Peter	Bowler	President	American Eagle Airlines
Mr.	J. George	Mikelsons	Chairman	American Trans Air
Mr.	Skip	Barnette	President	Atlantic Southeast Airlines
Mr.	Conrad	Aleong	President & C.E.O.	BWIA International
Mr.	Peter	Suche	Chairman	Cathay Pacific Airways
Mr.	¹⁹ ₍₁₎		President & C.E.O.	Chautauqua Airlines
Mr.			President & C.E.O.	Comair
Mr.	Gregory	Brenneman	President & C.E.O.	Continental Airlines
Mr.	Leo F.	Mullin	President & C.E.O.	Delta Air Lines
Mr.	John	Leonard	President & C.E.O.	Piedmont Airlines
Mr.	Anthony	Mekdeci	Chief Executive Officer	Guyana Airways
Mr.	Jorge	Awad	President	Lan Chile
Mr.	Robert	Dynan	President	Mesa Airlines
Mr.	Timothy ¹⁹ ₍₁₎	Hoeksema	President & C.E.O.	Midwest Express Airlines
Mr.	John	Dasburg	President & C.E.O.	Northwest Airlines
Mr.	David	Reeve	President	Skyway Airlines
Mr.	William F.	Compton	President & C.E.O.	Trans World Airlines
Mr.	Rakesh	Gangwal	President & C.E.O.	US Airways

Mr.	James B.	Ream	President	Continental Express (Britt Airlines)
Mr.	Engenheir o	Cansado	President	SATA International

Ad Hoc Operators Distribution List

Mr.	Carl	Donaway	President & C.E.O.	Airborne Express
Mr.	19 (1)		Director of Operations	Air 5000
Mr.			President	Air Wave Transport
Mr.			President	All Canada Express
Mr.	Michael	Gerend	President	Champion Air
Mr.	19 (1)		Vice President, Operations	Corporate Wings
Mr.			Director of Operations	DB Aviation
Mr.			Vice President, Airline Operations	DHL Airways
Mr.	Roger	Piazza	President & C.E.O.	Emery Worldwide Airlines
Mr.	Frederick W.	Smith	President & C.E.O.	Federal Express
Mr.	Tilmon	Reeves	President & C.E.O.	Kitty Hawk Air Cargo
Mr.	19 (1)		President	Knighthawk Air Express
Mr.	James	Kenney	President	Laker Airways
Mr.	19 (1)		President	Max-Aviation
Mr.	William	Simpson	President	Mountain Air Cargo
Mr.	James	McCoig	President	Odessey Aviation
Mr.	19 (1)		Manager, Flight Operations	Pratt & Whitney Canada
Mr.	Reese	Zantop	President	Reliant Airlines
Mr.	19 (1)		Director of Operations	Renown Aviation
Mr.	Ronald D.	Ryan	President & C.E.O.	Ryan International Airlines
Mr.	19 (1)		President	Skycharter
Mr.	Robert D.	Moreland	Vice President & General Manager	Spirit Airlines
Mr.	19 (1)		Manager, Operations	Thunder Airlines
Mr.	Steven	Brecht	Vice President	United Technologies
Mr.	Duncan	Sharp	Vice President, Operations	Voyageur Airways
Mr.	19 (1)		President & C.E.O.	International Cargo Charters
Mr.			President	Evergreen International Airlines
Mr.			President	USA Jet
Mr.	Nick	Erb	Chief Pilot	Flightexec

General Aviation Distribution List

Mr.	Rich	Gage	President & C.E.O.	Canadian Business Aircraft Association
Mr.	19 (1)		Chairman	Helicopter Association of Canada
Mr.	John W.	Olcott	President	National Business Aviation Association

Noise Management Committee Distribution List

Mr.	Paul	Steckham	Aviation Policy Office	Ministry of Transportation
Mr.	Cliff	Gyles	Councillor, City of Mississauga	Noise Management Committee
Mr.	19 (1)		Policy Planner	City of Brampton
Mr.			Resident, City of Brampton	Noise Management Committee
Ms.			Councillor, City of Toronto	Noise Management Committee
Mr.	David	Bayliss	Regional Manager, Air Navigation Services & Requirements	Transport Canada
Ms.	Maja	Prentice	Councillor, City of Mississauga	Noise Management Committee
Ms.	Susan	Fennell	Councillor, City of Brampton	Noise Management Committee
Mr.	John	Calvert	Policy Planner, City of Mississauga	Noise Management Committee
Mr.	Peter	Li Preti	Councillor, City of Toronto	Noise Management Committee
Mr.	19 (1)		Policy Planner, City of Toronto	Noise Management Committee
Ms.	Debra	Taylor	Regional Director, Civil Aviation	Transport Canada
Mr.	Rob	Summers	Resident, City of Toronto	Noise Management Committee
Mr.	Gordon	Stewart	Resident, City of Mississauga	Noise Management Committee
Mr.	John	Sprovieri	Councillor, City of Mississauga	Noise Management Committee
Councillor	Pat	Saito	Councillor, City of Mississauga	Noise Management Committee
Mr.	19 (1)		Resident, City of Mississauga	Noise Management Committee
Mr.			Resident, City of Toronto	Noise Management Committee
Mr.	Brad	Green	Resident, City of Brampton	Noise Management Committee
Mr.	19 (1)		Chief Pilot	Royal Airlines
Mr.	Fred	Jones	Vice President, Flight Operations	Air Transport Association Of Canada

Technical Noise Committee Distribution List

Mr.	19 (1)			Air Canada
Mr.				Air Canada
Mr.				Air Canada Pilot's Association
Mr.				Air Transat
Mr.				All Canada Express
Mr.				ALPA Canada
Mr.				American Airlines
Mr.	Fred	Jones	Vice President, Flight Operations	Air Transport Association Of Canada
Mr.	19 (1)			British Airways
Mr.				Canada 3000
Mr.				Canadian Airlines
Mr.				Canadian Airlines
Mr.				Canadian Airlines
Mr.				Canadian Airlines
Mr.	Tony	Man Son Hing		Canadian Regional Airlines
Mr.	J.D.	Lyon		Canadian Business Aircraft Association
Mr.	19 (1)			Comair
Mr.	Jim	Browne		Federal Express
Mr.	19 (1)			Federal Express
Mr.	Brian	Flax		Federal Express
Mr.	Jim	Wood		Federal Express
Mr.	19 (1)			KLM-Royal Dutch Airlines
Mr.	Steve	Lang	Project Manager, Safety & Service Design	Nav Canada
Mr.	19 (1)			Nav Canada
Mr.			Safety & Service Design	Nav Canada
Mr.			General Manager, IFR Operations	Nav Canada
Mr.	Pat	Lawler	Manager, Toronto Control Tower	Nav Canada
Mr.	19 (1)		Manager, ACC Operations	Nav Canada
Mr.				Nav Canada
Mr.	Nick	Alikiotis		Olympic Airways
Mr.	19 (1)		Chief Pilot	Royal Airlines
Mr.				Royal Airlines
Mr.				Skyservice
Mr.	Ron	King		Transport Canada
Mr.	Chris	Chorny		Transport Canada
Mr.	Bob	Kidd		Transport Canada
Mr.	Dennis	Barett		US Airways



Greater Toronto Airports Authority

Lester B. Pearson International Airport
 3111 Connavill Drive
 Toronto, ON M9W 5V6, Canada LSP 192

August 25, 2000

«Title» «FirstName» «LastName»
 «JobTitle»
 «Company»
 «Address1»
 «Address2»
 «City», «State», «PostalCode»
 «Country»

Dear «Title» «LastName»:

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

As a result of resolutions made by the Noise Management Committee, the Greater Toronto Airports Authority (GTAA) is proposing to apply Lester B. Pearson International Airport's (LBPIA) Noise Operating Restrictions to 20 (1) (b)

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

«Title» «FirstName» «LastName»
 August 25, 2000
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b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, **34,000 Kg and over** (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto, M1M 1P1, Ontario, L5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

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20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a regular operator at LBPIA, «Company» is requested to provide the estimated cost and revenue impairment of this proposal to the CTAA within 90 days. If we do not hear from you by November 24, 2000, we will assume that you have no objection to the proposed change.

Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1) General Manager, Airside Operations at 19 (1) (fax 19 (1)).

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

Louis A. Turpen
President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada

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Ms	Donna	Shafer	Station Manager	Midwest Express Airlines

Ms.	19 (1)	Station Manager	Northwest Airlines
Mr.		Station Manager	Olympic Airways
Ms.		Station Manager	Pakistan International Airlines
Mr.			Royal Airlines
Ms.		Station Manager	Skyservice Airlines
Ms.		Station Manager	Skyway Airlines
Ms.		Station Manager	Trans World Airlines
Mr.		Station Manager	United Airlines
Mrs.		Station Manager	US Airways
Mr.		Station Manager	VASP Brazilian Airlines
Mr.		Regional Director General	Transport Canada



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 7070 Airport Drive
Toronto, ON M1W 1P6

August 30, 2000

Ms. [19 (1)]
Station Manager
Skyservice Airlines
5501 Electra Road
P.O. Box 160
Toronto AMF, Ontario
L5P 1B1

Dear Ms. [19 (1)]

**RE: PROPOSED NOISE OPERATING RESTRICTIONS AT
LESTER B. PEARSON INTERNATIONAL AIRPORT**

As indicated in the attached letter, the Greater Toronto Airports Authority is proposing to amend the current Noise Operating Restrictions presently in place at Lester B. Pearson International Airport. To keep you apprised of this proposal, please find enclosed a sample of the letter sent to your company's head office.

If you have any questions, you may contact me at tel.: [19 (1)]

Yours truly,

[19 (1)]

Wil MacMillan
Manager, Aviation Standards,
Noise & Enforcement

Attachment (1)

08/29/00 WM/jjb/StationMgr



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031 3111 Connaught Drive
Toronto, ON M1W 1P2, Canada L5P 1B2

August 25, 2000

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «State», «PostalCode»
«Country»

Sample

Dear «Title» «LastName»:

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT LESTER B. PEARSON INTERNATIONAL AIRPORT

As a result of resolutions made by the Noise Management Committee, the Greater Toronto Airports Authority (GTAA) is proposing to apply Lester B. Pearson International Airport's (LBPIA) Noise Operating Restrictions to 20 (1) (b)

Accordingly, Transport Canada requires consultation with all concerned parties before any new noise restrictions can be published in the Canada Air Pilot (CAP) or the Canada Flight Supplement (CFS). To allow aircraft operators the opportunity to comment on any proposed changes to noise rules at aerodromes, Transport Canada has instituted a checklist procedure (A.I.P., Section 4.1.2). Once the checklist has been completed for the proposed noise restrictions at an aerodrome and approved by Transport Canada, the noise restrictions will then be published in the appropriate aeronautical publications.

Section B, Part 1 of the current noise operating restrictions reads as follows:

1. RESTRICTIONS:

a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft **34,000 Kg and over** (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

«Title» «FirstName» «LastName»

August 25, 2000

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Sample

b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, **34,000 Kg and over** (maximum certified gross takeoff weight) and Concorde are prohibited from departing on runways 05, 06R, and 15L.

c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06R, & 15L and arrivals are prohibited on runways 24L, 23 & 33R unless assigned by ATC.

d) Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Lester B. Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 905-676-5620).

The proposed restrictions read as follows:

1. RESTRICTIONS:

20 (1) (b)

Aircraft	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

20 (1) (b)

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Sample



20 (1) (b)

At present, all non-scheduled aircraft will still require a reservation to operate between the hours of 0030 and 0630 local time as published in the current Canada Flight Supplement.

As a regular operator at LBPIA, «Company» is requested to provide the estimated cost and revenue impairment of this proposal to the GTAA within 90 days. If we do not hear from you by November 24, 2000, we will assume that you have no objection to the proposed change.

Thank you for your anticipated co-operation. Any questions may be directed to Mr. 19 (1)
General Manager, Airside Operations at 19 (1) (fax 19 (1))

Yours very truly,
GREATER TORONTO AIRPORTS AUTHORITY

Louis A. Turpen
President and Chief Executive Officer

c.c.: Terry Gibson, Regional Director General, Transport Canada

CR/PA 5151-1-157



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Convoir Drive
Toronto AMF, Ontario, Canada L5P 1B2



October 10, 2002

Mr. Dave Bayliss
Regional Manager, Aerodrome Safety
Transport Canada
4900 Yonge Street, Suite 400
Toronto, ON M2N 6A5

Dear Mr. Bayliss:

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT TORONTO PEARSON

As per our discussions on October 3, 2002, please find attached a supplementary package to our proposed Noise Operating Restrictions at Toronto Pearson International Airport (Toronto Pearson). We have addressed your questions raised at our earlier meeting, and I trust that it will provide clarification on the subject before presenting to the appropriate review committees.

We have included all attachments that pertain to the supplementary proposal package; however, please contact me at 19 (1) if you require additional information.

Yours truly,

19 (1)

Wil MacMillan
Manager, Aviation Standards, Noise & Enforcement



Greater Toronto Airports Authority NOISE MANAGEMENT

PROPOSED NOISE OPERATING RESTRICTIONS AT TORONTO PEARSON INTERNATIONAL AIRPORT

INTRODUCTION

In 1998, the Greater Toronto Airports Authority's (GTAA) Noise Management Committee (NMC) recommended several resolutions. One of these recommendations in particular was to reduce the number of noisy aircraft operating during the nighttime. Accordingly, Resolution NMW98-1(5) (attached) was recommended: 20 (1) (b)

20 (1) (b)

Currently, all aircraft under 34,000-kg gross take-off weight are exempt from Toronto Pearson International Airport's (Toronto Pearson) existing Noise Operating Restrictions. In spite of this, the GTAA has identified a number of aircraft under 34,000-kg that produce noise levels comparable to Chapter 2 aircraft that are above 34,000-kg and are restricted from operating during the nighttime. As a result, the GTAA has proposed to apply Toronto Pearson's Noise Operating Restrictions to 20 (1) (b). Under this proposal, the GTAA would have the ability to 20 (1) (b) equivalent, thereby improving the noise regime at Toronto Pearson while maintaining an equitable distribution of available restricted hour operations to all operators.

Furthermore, in 1997 Transport Canada imposed a nighttime budget on the GTAA. In this case, the GTAA and Transport Canada agreed to limit the total number of flights of all aircraft within the restricted hours (00:31 to 06:29L) within each year. However, it was established that the granting of exemptions must not cause the total number of all flights within the restricted hours, within the calendar year, in relation to the year for which the exemption is sought, to exceed the base calendar year of 1996 20 (1) (b) operations), plus an annual percentage increase based on the 20 (1) (b)

20 (1) (b) 1999 20 (1) (b) passenger movements). Once this limit is reached, there will be no operations available for any aircraft whether it is over or under 34,000-kg. The criteria for restricted hour exemptions is attached.

For the period November 1999 to October 2000, total actual flights during the restricted hours were 20 (1) (b) however, only 20 (1) (b) were jets over 34,000-kg to which the restrictions apply. 20 (1) (b) were jets under 34,000-kg and the 20 (1) (b) were propeller aircraft all of which operated without restriction (statistics attached). Similarly, for the period November 2000 to October 2001, total actual flights during the restricted hours were 20 (1) (b) of which 20 (1) (b) jets were over 34,000-kg while 20 (1) (b) jets under 34,000-kg and 20 (1) (b) propeller aircraft were free to operate

TORONTO PEARSON INTERNATIONAL AIRPORT
TORONTO • ONTARIO • CANADA

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Greater Toronto Airports Authority

NOISE MANAGEMENT

without restriction (statistics attached). Of note, in 2001 there were 115 Chapter 2 or equivalent jets that operated during the restricted hours.

Under the current situation it is theoretically possible for operators of aircraft under 34,000-kg to utilize all of the available flights allowed by the nighttime budget. Applying Toronto Pearson's Noise Operating Restrictions to 20 (1) (b) would enable the GTAA to effectively control the traffic operating in the restricted period. Furthermore, it would essentially protect those scheduled carriers that presently operate at Toronto Pearson by ensuring the equitable distribution of available restricted hour operations.

There is currently no mechanism in place to prohibit air carriers from initiating scheduled operations of aircraft under 34,000-kg during the shoulder periods (00:31-01:00 & 06:00-06:29L). 20 (1) (b) operator's would have the ability to utilize their fleet's noisiest aircraft under 34,000-kg during the restricted hours, thereby moving noise from more restrictive airports in the United States to Canadian airports.

ADDITIONAL INFORMATION:

- Shoulder periods are 0031-0100 & 0600-0629L. During these periods, arrival slots are granted but only as many as can be accommodated on a single runway.
- Northwest Airlines indicated that this proposal 20 (1) (b) 20 (1) (b) however they have never held slots for scheduled operations during the restricted hours. 20 (1) (b)
- The proposed restrictions would still allow Northwest Airlines or any other carrier to schedule operations, using Chapter 3 aircraft, during the shoulder periods. In fact, with greater control over movements during the restricted hours, the proposal would ensure more opportunity for carriers to operate during the restricted period. Furthermore, for scheduled operations, the proposal really does not change what currently exists (exemptions and extensions), particularly for those carriers operating Chapter 3 aircraft regardless of gross take-off weight.
- The alternative methods considered in Step 3 of our June 2002 document were out of the control of the GTAA, as they would be initiatives acted on solely by the air carriers themselves. Applying the current noise operating restrictions to 20 (1) (b) would be the only method that would provide the GTAA with control over operations in the restricted period.
- A decrease in revenue may be experienced by the airport operator due to a potential reduction in overall landing fees during the night. 20 (1) (b) 20 (1) (b) would essentially decrease the number of movements during the nighttime, thus leading to a decrease in landing fees paid to the GTAA.

TORONTO PEARSON INTERNATIONAL AIRPORT
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Greater Toronto Airports Authority

NOISE MANAGEMENT

- Step 7 of the original proposal indicated that there would be no change to the overall noise exposure forecast based on the limited number of aircraft that would be impacted by the proposal. Although the proposal would not change the overall NEF, it would “clean-up” the single event noise levels experienced with the older, louder aircraft under 34,000-kg, during the nighttime. (For example, one Lear Jet 25 departure can generate a single event noise level of upto 90 dBA, twice as loud as a B757 departure which has a GTOW 20-times greater than a LJ25).
- Under this proposal, the GTAA would have the ability to 20 (1) (b)
20 (1) (b) The GTAA has identified a number of aircraft under 34,000 kg that produce noise levels comparable to some of the current Chapter 2 aircraft that are above 34,000-kg, and are restricted from operating in Canada and the United States. Some examples of noisy aircraft under 34,000-kg are the Fokker F28, the Gulfstream II and the Learjet 23, 24 & 25.

RECOMMENDATION

It is recommended that the GTAA apply the Noise Operating Restrictions for Toronto Pearson to 20 (1) (b) For comparison sake, we have attached a copy of the existing Noise Operating Restrictions page for Toronto Pearson along with our proposed page. This proposal is intended to improve the noise regime at Toronto Pearson, by encouraging operators to phase out their Chapter 2 equivalent aircraft and utilize their quietest aircraft during the night, and at the same time providing an equitable distribution of available restricted hour operations to all operators. This approach would be consistent with the current Noise Management Program presently in place at Toronto Pearson.

CONCLUSION

It is the objective of the GTAA's Noise Management Program to protect neighbouring communities to the greatest extent possible from aircraft noise, while recognizing the needs of aircraft operators and ensuring the airport's continued economic development. Accordingly, this proposal strives to improve on the current noise management program that was adopted by the GTAA upon transfer from Transport Canada, through the enhancement of the existing Noise Operating Restrictions. By encouraging the use of quieter more efficient aircraft during the restricted hours, this proposal could result in benefits for both the general public and the aviation community.



RESOLUTION NMW98-1

WHEREAS the Greater Toronto Airports Authority (GTAA) Noise Management Committee (NMC) at Lester B. Pearson International Airport (LBPIA) adopted Resolution NMC97-1 on December 10, 1997; and

WHEREAS Noise Management Workshops were conducted on January 20, 1998; and

WHEREAS the NMC at its meeting on February 11, 1998 considered the recommendations arising from the January 20 Workshops;

NOW THEREFORE be it resolved that the NMC recommend that the GTAA:

1. Petition the appropriate authorities to maintain the Chapter 2 Phase-out deadline of April 1, 2002 without extension, for operations at LBPIA.
2. Request the individual air carriers to submit 'Action Plans' outlining how the interim and final Chapter 2 Phase-out deadlines will be met. Date for submission will be August 31, 1998.
3. Re-evaluate whether originally built Chapter 2 aircraft hushkitted to meet Chapter 3 certification should have the same operating freedoms as those aircraft originally built as Chapter 3 aircraft.
4. Restrict night time quiet hour operations to original equipment Chapter 3 aircraft only.
5.

20 (1) (b)
6. Describe the night flight program policy to the public including core operating hours, night flight procedures, new north/south runway operations, preferential runways, and guidelines for extensions and exemptions to the night flight policy.
7. Consult with the public, through the NMC, concerning any proposed changes to the night flight program.

AND be it further resolved that the Noise Management Committee forward these recommendations to the GTAA President and Chief Executive Officer, Louis A. Turpen for actioning those elements that are within the jurisdiction of the CEO, and taking other items to the Board. The committee will be copied on all such actions.

Restricted Hour Exemption Criteria

Operations at Toronto Pearson International Airport are restricted between the hours of 00:30 and 06:30 local.

Restricted hour exemption requests should be addressed to 19 (1) General Manager Airside Operations (Fax. 19 (1)) Approval may be granted based on the criteria below for arrivals using Chapter 3 aircraft scheduled between 00:30 and 02:00 or between 06:00 and 06:30 local. Exemption requests for operations between 02:00 and 06:00 will not be considered.

Every effort must be made to schedule outside of the restricted hours to ensure we do not exceed the annual limit on restricted hour movements established by the GTAA's agreement with Transport Canada.

Request for Exemptions

- 1) Applications must be received in writing and in complete detail no later than 30 days prior to the intended operation. Applications not meeting this criterion will not be considered.
- 2) Information required - The application to the GTAA must include the following information:
 - (a) a statement from the management of the Air Carrier justifying the proposed operations based upon the factors listed in section 3 (a) - (d);
 - (b) the proposed hours and days of operation and the type or types of aircraft which are proposed to be operated detailing the aircraft model, maximum take-off weight, engine model, hushkit (if applicable) and noise certification levels; and
 - (c) a statement from the management of the Air Carrier establishing to the satisfaction of the GTAA, the rationale for the proposed operations based upon operational constraints including considerations involving economic and operational factors.
- 3) Factors - The factors the GTAA may consider in its determination of whether to grant its approval include, but are not limited to:
 - (a) the impact of the proposed operations upon the overall GTAA Noise Management Program;
 - (b) the contribution of the proposed operations to the economic development of the Greater Toronto area;
 - (c) that the proposed operations do not derogate from passenger or aircraft safety; and
 - (d) improved passenger or shipper convenience.



**Total Flights Operated During 2000
Restricted Hours (Nov '99 - Oct '00)
(00:31 to 06:29 Local)**

<u>Actual Values 2000</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sept</u>	<u>Oct</u>	<u>Total</u>	<u>Total</u> <u>Allowed</u>
Jets Over 34,000 kg	20 (1) (b)													
Shoulder Periods														
Exemptions														
Extensions														
Jets Under 34,000 kg														
Others														
Actual Month Totals														

**Note 1: Detailed breakdown of Jets over 34,000 kg do not add up to total due to different data sources.
(Total over 34,000 kg from Traffic Management and Breakdown from Noise Management.)**

*** = Preliminary Data**



Total Flights Operated During 2001
Restricted Hours (Nov 2000 - Oct 2001)
 (00:31 to 06:29 Local)

Actual Values 2001

Jets Over 34,000 kg

Shoulder Periods

Exemptions

Extensions

Jets Under 34,000 kg

Propeller Aircraft

Actual Month Totals

<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sept</u>	<u>Oct</u>	<u>Total</u>	<u>Total</u>
													Allowed

20 (1) (b)

**Note 1: Detailed breakdown of Jets over 34,000 kg do not add up to total due to different data sources.
 (Total over 34,000 kg from Traffic Management and Breakdown from Noise Management.)**

CANADA AIR PILOT / GPH 200

Effective 0901Z 3 OCTOBER 2002 to 0901Z 28 NOVEMBER 2002

**NOT FOR
NAVIGATION****NOISE OPERATING RESTRICTIONS** Geomatics CanadaTORONTO/LESTER B. PEARSON INTL
TORONTO ONTARIO**NOISE OPERATING RESTRICTIONS AND
NOISE ABATEMENT PROCEDURES****A. GENERAL**

Pursuant to CAR 602.105 and CAR 602.106, Noise Operating Restrictions and Noise Abatement Procedures apply, at Toronto/Lester B. Pearson Intl Airport, to all IFR and VFR Aircraft, unless otherwise specified.

B. NOISE OPERATING RESTRICTIONS**1. RESTRICTIONS:**

- a) Arrivals and departures of turbo-jet and turbo-fan powered aircraft 34,000 Kg and over (maximum certified gross take-off weight) are restricted as per the table below:

Aircraft	Period - local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 3 aircraft	0030 - 0630	0030 - 0630

- b) Non-noise certificated turbo-jet and turbo-fan powered aircraft, 34,000 Kg and over (maximum certified gross take-off weight) and Concorde are prohibited from departing on runways 05, 06L, 06R, 15L and 15R.
- c) Between 0000 and 0630 local time, departures are prohibited on runways 05, 06L, 06R, 15L & 15R and arrivals are prohibited on runways 24L, 24R, 23, 33L & 33R unless assigned by ATC.
- d) Submit requests for operating extensions on the day of operation to the Airport Operations Duty Manager (Tel 905-676-3030, Fax 905-676-5615) with justification.
For advance exemption requests or information, make submission in writing (Fax 416-776-5620) to
Director of Operations
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031, Toronto AMF, Ontario
L5P 1B2

2. Preferential runway assignment (0000 - 0630 local time).

Consistent with operational safety (ie wind, weather, runway conditions, approach aid availability etc.), ATC will assign runways in the following order of priority.

ARRIVALS: 1. 05 2. 15L 3. 06L
DEPARTURES: 1. 23 2. 33R 3. 24R

3. Engine Run-ups

Between 0000 - 0700 local time, maintenance run-ups are prohibited unless authorized by the Airport Operations Duty Manager (905-676-3030).

4. Training Flights

Training flights are not permitted in the Toronto Control Zone from 0000 - 0700 local time. For other times, prior permission is required from Toronto ACC Flow Management Unit (905-676-3528 or 1-800-268-4831).

NOISE OPERATING RESTRICTIONS

EFF 3 OCT 02

CHANGE: Restrictions b) and c)

TORONTO/LESTER B. PEARSON INTL
TORONTO ONTARIO**NOT FOR
NAVIGATION**

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NOISE OPERATING RESTRICTIONS

TORONTO/LESTER B. PEARSON INTL
TORONTO ONTARIO**NOISE OPERATING RESTRICTIONS AND
NOISE ABATEMENT PROCEDURES****A. GENERAL**

Pursuant to CAR 602.105 and CAR 602.106, Noise Operating Restrictions and Noise Abatement Procedures apply, Toronto/Lester B. Pearson International Airport, to all IFR and VFR Aircraft, unless otherwise specified.

B. NOISE OPERATING RESTRICTIONS**1. RESTRICTIONS:**

a) Subject to paragraph e) or f), arrivals and departures of all turbo-jet and turbo-fan powered aircraft, and arrivals and departures of all propeller driven aircraft 5,700-kg and over (maximum certified gross take-off weight) are restricted as per the table below.

Aircraft	Period – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 aircraft or equivalent	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 aircraft or equivalent	0030 - 0630	0030 - 0630

b) Subject to paragraph e) or f), arrivals and departures of all propeller driven aircraft less than 5,700-kg (maximum certified gross take-off weight) are prohibited between 0030 and 0630 local time.

c) Non-noise certified turbo-jet and turbo-fan powered aircraft and Concorde are prohibited from departing on Runways 05, 06L, 06R, 15L & 15R.

d) Between 0000 and 0630 local time, departures are prohibited on Runways 05, 06L, 06R, 15L & 15R and arrivals are prohibited on Runways 15R, 23, 24R, 24L, 33R & 33L unless assigned by ATC.

e) All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. Submit requests for operating extensions on the day of operation to the Airport Duty Manager at 905-676-3030 with justification (fax 905-676-5615). For advance exemption requests or information, make submission in writing to the Director of Operations, Greater Toronto Airports Authority, Toronto Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 416-776-5620).

f) All other operators are required to obtain a reservation to operate during the restricted hours by contacting the Airport Reservation Office at 905-676-3480, or elsewhere in Canada at 1-800-267-7568.

No change to remaining points on this page.

NOISE OPERATING RESTRICTIONS

TORONTO ONTARIO
TORONTO/LESTER B. PEARSON INTL**DRAFT**

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you have received this communication in error please notify us immediately by telephone.

Thank you. Phone (416) 952-0248 Facsimile (416) 952-0050

Cette communication est exclusivement destinée à qui elle est adressée. Elle peut contenir de l'information privilégiée, confidentielle, et ne pouvant être divulguée selon la loi applicable à l'espèce. Si vous avez reçu cette communication par erreur, veuillez nous en aviser immédiatement par téléphone.

Merci. Téléphone (416) 952-0248 Télécopie (416) 952-0050



Transport Canada, Civil Aviation Transports Canada, Aviation Civile

Facsimile Transmittal Form - Bordereau de Transmission pour Télécopieur

Aerodrome Safety, ANS & Airspace, Ontario Region (PAD)
4900 Yonge Street, Suite 300
North York, Ontario
Canada M2N 6A5

FAXED
1500
Oct 10 / 02 al

Date
October 10, 2002

File No. - N^o de Dossier

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To - À
Tom Lowrey

From - De
David Bayliss

Telephone - Téléphone
1-613-990-3742
1-613-990-0508

Telephone - Téléphone
(416) 952-0248

Facsimile Telephone - N^o de Télécopieur
(416) 952-0050

Special Instructions - Instructions Spéciales

Tom: I have just received the attached and I am reading it now. Thank you. Dave Bayliss

399301

Government
of CanadaGouvernement du
Canada

MEMORANDUM

NOTE DE SERVICE

To
À

Tom Lowery-AARMC

From
DeBob Kidd
PAD

Security Classification - Classification de sécurité

Our File - Notre référence
5151-1

Your File - Votre référence

Date
June 9, 2003Subject
Objet**NOISE RESTRICTIONS FOR AIRCRAFT UNDER 34,000 KGS. TORONTO LESTER
B. PEARSON INTERNATIONAL AIRPORT**

Attached please find the updated request and background information for changes to the noise abatement procedures at LBPIA. I have included the previous package from October 2002 and refer you to the original July 26, 2002 submission from the airport.

We have reviewed this submission in accordance with the AIP checklist and it appears to meet the requirements.

If you have any questions or concerns, please call me at 905-405-3301 or

Thank you,

Bob Kidd
Civil Aviation Safety Inspector
Aerodrome Safety, ANS & Airspace.



Greater Toronto Airports Authority

Lester B. Pearson International Airport
P.O. Box 6031, 3111 Conair Drive
Toronto AMF, Ontario, Canada L5P 1B2

Mr. Michael Stephenson
Regional Director Civil Aviation
Transport Canada
4900 Yonge Street
Suite 300
North York, ON M2N 6A5



Dear Mr. Stephenson:

RE: PROPOSED NOISE OPERATING RESTRICTIONS AT TORONTO PEARSON

In response to the Civil Aviation Regulatory Committee's decision regarding the Greater Toronto Airports Authority's (GTAA) proposed noise operating restrictions at Toronto Pearson International Airport, please find enclosed an amended proposal for resubmission. This modified proposal incorporates the Regulatory Committee's decision requesting that the GTAA proposal use noise level criteria to establish restrictions without regard to an arbitrary aircraft weight cut-off of 34,000 kg.

Accordingly, the Greater Toronto Airports Authority requests that the existing Noise Operating Restrictions and Noise Abatement Procedures at Toronto Pearson be changed to read as follows:

1. RESTRICTIONS:

a) Subject to *paragraph d) or e)*, arrivals and departures of all aircraft are restricted as per the table below:

AIRCRAFT	Restricted Hours – local time	
	Arrivals prohibited	Departures prohibited
Noise certification or type		
All non-noise certificated jet aircraft plus Concorde	2000 - 0800	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 & equivalent aircraft	0000 - 0700	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 & equivalent aircraft	0030 - 0630	0030 - 0630
All other aircraft	0030 - 0630	0030 - 0630

20 (1) (b)

... 2

Mr. Michael Stephenson
May 28, 2003
Page 2

20 (1) (b)

As requested by Transport Canada at the February 20, 2003, Technical Noise Committee (TNC) meeting, the GTAA consulted all TNC members on the amended proposal. Both Air Canada and Canadian Business Aviation Association endorse the amended proposal and have not raised any concerns. The only written response to the amended proposal was submitted by the Air Transport Association of Canada and it is enclosed.

Currently, the GTAA does not have the ability to control aircraft under 34,000 kg which are included in the total nighttime budget imposed on Toronto Pearson by Transport Canada. Given that the GTAA must be in compliance with the nighttime budget, this amended proposal would enhance control and management of nighttime aircraft operations.

Please contact Wil MacMillan at 19 (1) if you require further information.

Yours truly,

GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Brian 19 Lackey 19 (1)
Vice President, Operations & Chief Engineer

Encls.

c: 19 (1)

BL/wm/js/wm/CARAC

April 2, 2003

Mr. [19 (1)]
General Manager, Airside Operations
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto, ON L5P 1B2

VIA FACSIMILE: [19 (1)]

Page 1 of 2

Dear Mr. [19 (1)]

We are in receipt of the Minutes of the GTAA NMC meeting of February 20 2003, which unfortunately I was unable to attend.

We are writing to comment on item six in the Minutes, namely the [20 (1) (b)] [20 (1) (b)] update". ATAC has reviewed the modified proposal attached to the Minutes, and we still have some questions and concerns.

We understand that the "jet" aircraft in "All non-noise certificated jet aircraft plus Concorde" means turbo-jet, turbo-fan, and turbo-prop aircraft, of any size although the section does not make this clear. We recommend the use of the phrase "turbine powered" to capture all of these powerplant types. Furthermore, we are assuming that a non-noise certified piston-powered aircraft, that would not be the "equivalent" of a Chapter 2 or 3 aircraft would be the only type of aircraft that would fall into the "All other aircraft" category.

Aircraft under 34,000 Kg are not subject to noise regulation in the CARs, pursuant to the terms of 602.152. Insofar as all four rows of the matrix potentially restrict night time access by these aircraft, they are inconsistent with the terms of 602.152. We agree that the timing may be right for a review of the applicability of the noise rules to aircraft under 34,000 Kg, however, we are concerned that this must be done in concert with Transport Canada to ensure that a national standard is applied, and to ensure that the CARs are amended accordingly.

The FAA "Table of Noise Equivalency" currently being applied to classify "equivalent aircraft" by the GTAA is not an internationally-recognized document, nor do manufacturers producing aircraft falling below 34,000 Kg certify their aircraft on this basis. In short, if the "equivalency" principle set out in this proposal is embraced by the airport community without limitation, each airport

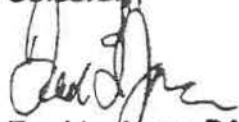
operator would be free to establish their own criteria for imposing noise restrictions on non-noise certified aircraft, since there is no internationally-recognized standard other than Chapter 2, 3, or 4. Air operators and aircraft manufacturers could be faced with a patchwork of restrictions imposed differentially on the same aircraft at different airports across Canada. We remain concerned further, that applying the same principles elsewhere, airport operators under pressure from the local community could establish their noise standards of their own to operate during certain hours. In short, ATAC believes that the regulator and others, including aircraft manufacturers, should be involved in this discussion to define a national standard for the assessment of equivalency, and limit the application of the principle.

It is important to this Association, in the wake of the implementation of the National Airports Policy, that Transport Canada should not disengage further from the policy issues associated with Canada's National Noise Infrastructure, and the issues associated with ensuring that there is a consistent program in place across Canadian airports. We certainly agree with Mr. Preuss when he commented that the "...[authority that airports currently have to impose noise restrictions at their sites] be reviewed and confirmed." Airport Authorities certainly have little clear guidance on this subject and this frequently leads to NMC proposals that are inconsistent with nationally and internationally recognized standards. ATAC has certainly advocated that clear limits should be placed on the ability of airport authorities to modify the noise rules, in keeping with the Balanced Approach document produced recently by ICAO.

ATAC believes that conceptually, all "equivalent aircraft" under 34,000 Kg, based on an agreed national standard, should have enhanced access to night time operations. We do not believe, however, that Transport Canada intended the GTAA alone to modify the terms of CAR 802.152 to establish more restrictive noise conditions for aircraft under 34,000 Kg.

Thank you for the opportunity to comment.

Sincerely,



Fred L. Jones BA LLB
VP Flight Operations

cc: Bob Shuter, A/Director Aerodrome Safety, Transport Canada
John Maxwell, Associate Director, Aerodrome Safety, Transport Canada
Merlin Preuss, Director General Civil Aviation
Franz Reinhardt, Director Regulatory Services

Kidd, F

From: Kidd, Bob
Sent: August 22, 2008 1:41 PM
To: Kidd, Bob
Subject: Night audit reply July 17, 2008



RDIMS-4259856.TI
F.DRF

REF RDIMS 4259856,4182825

Reply has been reviewed and addresses all points raised in June 23, 2008 report.

Bob Kidd

Civil Aviation Safety Inspector / Inspecteur de la sécurité de l'Aviation civile
Tel/Tél: (905) 405-3301 Fax/Télécopieur: (905) 405-3305 TTY/ATS: (613) 990-4500
E-mail/Courriel: kiddr@tc.gc.ca Aerodromes and Air Navigation/Aérodromes et Navigation Aérienne website/Site Web:
www.tc.gc.ca/ontarioregion/civilaviation/menu.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



GREATER TORONTO AIRPORTS AUTHORITY

RDIMS: # 4259856
trans of 4182825

Airside Operations

Diana Dolezal
Manager, Airside Systems & Programs

July 17, 2008

L7338350

5151-1-157

Mr. Bob Kidd
Civil Aviation Safety Inspector
Transport Canada
Aerodromes and Air Navigation
Ontario Region
4900 Yonge Street
4th Floor
Toronto, ON M2N6A5

Dear Mr. Kidd:



RE: NOISE MITIGATION PROCEDURES-TORONTO/LBPIA

The following are our comments to the points noted in your letter dated June 23, 2008:

- We will endeavour in the future to properly file the letters in the correct air carrier's section of the Exemptions binder. Thank you for matching up existing letters in the correct section.
- A March 5, 2007 letter from Sunwing that was their original request for restricted hours operations in Summer 2007 does provide reasons for their request (copy attached), however 20 (1) (b) requesting changes to the original approved exemptions. Sunwing will be asked to 20 (1) (b) exemption request letter. The February 20, 2007 letter, referred to in the June 5, 2007 letter, did include conditions of approval and was available in the Winter 2006 binder provided for your review. A copy of that letter is attached for your attention.
- The DC8-73F operated by DHL is a Chapter 3/Stage 3 aircraft and has been operated by other air carriers at LBPIA within the restricted hours since the 1980s. We can provide noise certification data if required. The December 21, 2006 letter does include the condition of "adherence to the Greater Toronto Airports Authority (GTAA) Night Flight Restriction Program, as amended by the flights approved in this letter". Section 3 of the Summer & Winter 2006 Night Flight Restrictions Operations Bulletin (copy attached) does indicate that only specific quieter Chapter 3 aircraft may be approved as shoulder period operations scheduled within the restricted hours periods of 0030-0100 & 0600-0629 L.



Mr. Bob Kidd
Transport Canada
July 17, 2008
Page 2 of 2

- The DHL request letter was actually dated December 4, 2006 but as noted a copy was not attached to the December 21, 2006 GTAA letter. A copy of the December 4, 2006 DHL letter is attached for your reference.
- You did not provide the date of the letter being referred to in this point, however, we assume that it is in reference to the GTAA letter of October 2, 2006 as this is the only Westjet approval letter before January 2007. Your comment that Westjet was not granted slots between December 25 and January 7, 2007 period is incorrect. You will find attached a copy of the October 2, 2006 letter which includes approval of WJA652 and WJA702 from October 29 to March 24 for days 234567.

Should you require any further information, I can be contacted by telephone at 19 (1)

Yours truly,

19 (1)

Per : Diana Dolezal
Manager, Airside Systems and Programs



Via Email: 19 (1) @qtaa.com

REF 010 - NF/SWG/S07/SUB 01

March 5, 2007

Ms. Janik Reigate
General Manager
Landside Operations
Greater Toronto Airport Authority

Dear Ms. Reigate:

Re: Sunwing Airlines, Night Flight Restricted Operations for Summer 2007

Sunwing is respectfully requesting operations within the restricted Night Flight program as follows:

Arr	Flight	Start	End	DOW	AC	Org		Arr
SWG	21	02Apr	14May	1-----	73H	FLL		0050
SWG	21	05May	05May	----6-	73H	FLL		0055
SWG	411	25Mar	06May	-----7	73H	POP		0115
SWG	601	04Jun	22Oct	1-----	73H	CCC	HOG	0120
SWG	601	28Mar	16May	--3---	73H	CCC		0155
SWG	601	13May	13May	-----7	73H	CCC	HOG	0155
SWG	611	30Mar	30Mar	----5--	73H	CMW	SCU	0159
SWG	611	06Apr	11May	----5--	73H	SCU	CMW	0159
SWG	641	21May	28May	1-----	73H	HOG	CCC	0155
SWG	641	28Mar	16May	--3----	73H	HOG		0135
SWG	641	23May	30May	--3----	73H	HOG		0050
SWG	641	25Mar	06May	-----7	73H	HOG		0155
SWG	661	30Mar	11May	----5--	73H	SCU		0135
SWG	681	25Mar	06May	-----7	73H	VRA		0159
SWG	681	13May	27May	-----7	73H	VRA		0140
SWG	681	03Jun	16Sep	-----7	73H	VRA		0130
SWG	681	23Sep	21Oct	-----7	73H	VRA		0140
SWG	683	26Mar	07May	1-----	73H	VRA		0100
SWG	683	31Mar	28Apr	-----6-	73H	VRA		0050
SWG	802	27Jun	05Sep	--3----	73H	YVR		0055
SWG	731	28Jun	06Sep	---4---	73H	MBJ		0155
SWG	834	05Jun	23Oct	-2-----	73H	YEG	YYC	0055
SWG	834	08Jun	26Oct	----5--	73H	YEG	YYC	0055
SWG	838	27Jun	05Sep	--3----	73H	YYC	YEG	0155

27 Fasken Drive, Toronto, ON, Canada, M9W 1K6 Tel: 416-620-4955 Ext 240, Facsimile: 416 620-4433



The above flights will have minimal impact on the overall GTAA Noise Management program as Sunwing Airline is utilizing chapter 3 certified aircraft and will only use preferential runways with a constant decent, low thrust, low drag approach procedures. Sunwing Airlines will continue to make every effort possible to comply with all procedures necessary to reduce noise at Lester B. Pearson International Airport.

Details concerning our current aircraft fleet are as follows:

<u>Aircraft Type</u>	<u>Model</u>	<u>Registration</u>	<u>Serial number</u>	<u>Max. Take-off Weight</u>	<u>Engine Model</u>
737	800	C-PTAH	29351	79015K	CFM56
737	800	C-FTAE	30637	78244K	CFM56
737	800	C-FTDW	34704	79015K	CFM56
737	800	C-GLBW	30671	79015K	CFM56
737	800	C-GDBX	33699	79015K	CFM56
737	800	C-GOAF	29883	79015K	CFM56

Additionally, increased passenger capacity will benefit air travelers in the Greater Toronto area and increase business for the Lester B. Pearson Airport and its associated secondary and tertiary support business community. Notwithstanding, safety remains our number one priority and the proposed night flight operations herein will not hinder or impact passenger or aircraft safety whatsoever.

Passengers book with our tour operators in order that they may enjoy our unique charter service. 20 (1) (b) We feel it is beneficial to the traveling public to make these market routes work. Although we are requesting night operations, I would nevertheless like to assure you that we understand the adverse community reaction to night flights and will continue to make every effort to minimize such operations.

If you require further information, please do not hesitate to contact me at

Yours truly,

19 (1)

Clinton Corriea
Manager, Aircraft Scheduling & Govt. Affairs.



GREATER TORONTO AIRPORTS AUTHORITY

Operations

Eric D. Tolson
Director, Operations
Tel: 416-776-4546
Fax: 416-776-5620

Sent via Facsimile: (416) 840-3394

February 20, 2007

Mr. Clinton Corriea
Manager, Aircraft Scheduling & Government Affairs
Sunwing Airlines
27 Fasken Drive
Toronto, ON M9W 1K6

Dear Mr. Corriea:

Re: Night Flight Restrictions

This is in response to your letter dated February 18, 2007 requesting 4 additional operations during the Winter 2007 season in the night restricted hours at Toronto Pearson International Airport.

Since your proposal provides significant benefits to the community as a whole and to Sunwing Airlines and maintains passenger convenience with minimal noise impact, we will approve the following specific operations within the restricted hours:

NEW					
<u>FLT. NO.</u>	<u>A/C TYPE</u>	<u>ORIGIN</u>	<u>ARR. TIME</u>	<u>DATE</u>	<u>DOW</u>
SWG0034	73H	YSB	0110	01MAR08MAR	4
SWG0032	73H	YSB	0110	15MAR22MAR	4

The approval of these flights is subject to the conditions previously issued on October 6, 2005 and restated here for ease of reference.

- i) adherence to the Greater Toronto Airports Authority (GTAA) "Night Flight Restriction Program," as amended by the flights approved in this letter;
- ii) acceptance of the assignment of preferential runways, subject to safety considerations and weather conditions, for flights during specified night periods;
- iii) adherence to noise operating restrictions and noise abatement procedures as published and amended from time to time in the Canada Air Pilot and Canada Flight Supplement;
- iv) use of the Star (RNAV) Quiet Hours Procedure as published in the Canada Air Pilot;



Mr. C. Cornea
Sunwing Airlines
February 20, 2007
Page 2

- v) adherence to rules and procedures established by the GTAA with regard to aircraft engine maintenance run-ups;
- vi) your undertaking to execute an Airport Noise Management Agreement when finalized, which will substantially reflect the terms of this letter;
- vii) attendance at Noise Management Committee meetings, upon request.

The co-operation of all parties will allow us to remain within the night flight limit prescribed by the Greater Toronto Airports Authority's agreement with Transport Canada.

Yours truly,

GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Director, Operations

- c. 19 (1) - Director, Slot Co-ordination, Airport Coordination Canada Limited

Mr. C. Corriea
Sunwing Airlines
February 20, 2007
Page 3

bcc: 19 (1) Vice President, Corporate Affairs and Communications
- General Manager, Airside Operations
- General Manager, Operations Control Centre
- Coordinator, Terminal and Operations Planner
ZZL - Noise Management
19 (1) - Manager, Terminal 3 Apron Operations
Airport Duty Managers



Via email: dellan.jackson@qtaa.com

REF 010 - NF/SWG/W06/AMD 33

February 18, 2007

Ms. Janik Kelgate
General Manager
Landside Operations
Greater Toronto Airport Authority

Dear Ms Janik:

Re: Sunwing Airlines, Night Flight Restricted Operations Winter 2006.

Sunwing is respectfully requesting changes & additional flight requests within the approved restricted Night Flight programme.

	<u>Flight</u>	<u>Start</u>	<u>End</u>	<u>DOW</u>	<u>Seats</u>	<u>AC</u>	<u>ORG</u>	<u>ARR</u>	<u>Slots</u>
New	SWG 0034	01MAR	08MAR	---4---	189	73H	YSB	0110	02
New	SWG 0032	15MAR	22MAR	---4---	189	73H	YSB	0110	02

If you require further information, please do not hesitate to contact me at 19 (1)

Yours truly,

19 (1)

Manager, Aircraft Scheduling & Govt. Affairs



BULLETIN: # 06-03-002

March 22, 2006

GREATER TORONTO AIRPORTS AUTHORITY

OPERATIONS BULLETIN

TO: T1/T2/T3 AIRLINES, GROUND HANDLING AGENCIES, CARGO AREA, GENERAL AVIATION, GOVERNMENT AGENCIES, NAV CANADA, TBI CANADA, GTAA MANAGEMENT, DUTY MANAGERS, AOCC, TRANSPORT CANADA, AIRPORT COORDINATION CANADA

FROM: BRIAN R. LACKEY-VICE PRESIDENT, OPERATIONS & CHIEF ENGINEER

SUBJECT: TORONTO PEARSON INTERNATIONAL AIRPORT
NIGHT FLIGHT RESTRICTION PROGRAM
SUMMER 2006 (MARCH 26, 2006 – OCTOBER 28, 2006)
WINTER 2006 (OCTOBER 29, 2006 – MARCH 24, 2007)

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 2006 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 (905) 676-3030.

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)

Brian¹⁹₍₁₎ Lackey
Vice President, Operations & Chief Engineer

TORONTO PEARSON INTERNATIONAL AIRPORT
NIGHT FLIGHT RESTRICTION PROGRAM – SUMMER & WINTER 2006
 (APPLICABLE TO ALL AIRCRAFT)

1. EFFECTIVE PERIOD **MARCH 26, 2006 – OCTOBER 28, 2006 (SUMMER)**
OCTOBER 29, 2006 – MARCH 24, 2007 (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 (905) 676-3030.
- d) Maintenance power run-ups are prohibited between 0000-0700 L unless authorized by the Airport Duty Manager at (905) 676-3030.
- 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 the following quieter Chapter 3 type aircraft will be permitted to operate in the shoulder period: A300/A310/A318/A319/A320/A321/A330/A340; BAE146; B717-200; B737-300/400/500/600/700/800/900; B757; B767; B777; DC8-70; F100; CRJ1/CRJ2/CRJ7/CRJ9; E135/E145/E170/E190; MD80 and MD90. 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 Slot and 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 slots are allocated by GTAA Slot and Facility Allocation. Submit requests to Airport Coordination Canada at (905) 673-6380 (fax: (905) 673-9892) or Teletype YYZSCAC, YYZTMCR.
- 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 (905) 676-3030 (fax: (905) 676-5615) 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.



DHL Express (Canada), Ltd.

6500 Silver Dart Dr.
Mississauga, Ontario
Tel: (905) 405-1069
Fax: (905) 405-1559

December 04, 2006

Mr. 19 (1)
Senior Manager, Facility Allocation,
Greater Toronto Airports Authority,
Toronto Pearson International Airport,
P.O. Box 6031, 3111 Convair Drive,
Toronto AMF, Ontario, Canada L5P 1B2

Dear Mr. 19 (1)

Re: DHL Exemption Letter

DHL Express Canada through our ACMI provider(s) is requesting a restricted hour exemption for the arrival of flight 915 ILN-YYZ. This current landing slot assigned to 915 is 06:51 L. It is our understanding that a 06:22 L landing slot could be made available for the arrival of this flight days 2345.

DHL Express is currently operating a DC8-73F which is the same aircraft type operated by UPS who currently have two aircraft operating and both scheduled in during the restricted hours. As for landings, the DC8-73 is one of the quietest aircraft operating and is classed in ICAO acoustic group 5 which is quieted than all the FedEx aircraft currently operating into YYZ including the A300, A310 and 727s operating during restricted hours. The DC8-73 aircraft types were all re-engine with new CFM56s. Please see appendix A for additional aircraft specifications.

DHL is seeking approval for the earlier landing slot as we are 20 (1) (b)
20 (1) (b) In the courier
market place, every thing is based on time definite commitments. 20 (1) (b)
20 (1) (b)

Every time DHL lands at YYZ from the U.S., over 200 hours of employment are generated. Over a year, this daily service generates 40 person years of employment at YYZ. 20 (1) (b)

20 (1) (b)

It is our intent that DHL through the professionalism of our crews will adhere to the strict flight procedures for arriving and departing aircraft and will work closely with the GTAA and Nav Canada on maintaining the legally binding noise abatement procedures.



DHL Express (Canada), Ltd.

6500 Silver Dart Dr.
Mississauga, Ontario
Tel: (905) 405-1069
Fax: (905) 405-1559

Emissions Class	EEF from-to Turbopan	EEF from-to Turboshaft	% to the landing fee
5	0 - <50	0 - <400	0.94
4	50 - <60	400 - <800	1.12
3	60 - <80	800 - <1200	1.20
2	80 - <100	1200 - <2400	1.25
1	100	2400	1.50
0*			1.20

* Engines without official classification are temporarily classified in group 0.

Acoustic Group

(Sample List of Class, Aircraft, Engine, EEF for Turbopans)			
Class	Aircraft	Engine	EEF
Acoustic Group 5	CL-600	CF34-3A	35
	A320-200	CFM56-5-A1	43
	A320	CFM56-5B4/2	44
	BA146-300	ALF 502R-5	44
	DC8-73	CFM56-2-C1	44
	A321	CFM56-5B1/2	49
	B737-400	CFM56-3-C1	49
4	B747-400	PW4056	51
	B757-200	PW2037	52
	B747-400	CF6-80C2B1F	55
	B767-200	PW4060	55
	MD-11	PW4460	55
	A310-300	CF6-80C2A2	56
	A321-100	V2530-A5	58
	B757-200	PW2040	58
	A340-200	CFM56-5C2	59
	B747-200	JT9D-7R4G2	61
3	B747-300	JT9D-7R4G2	61
	A310-200	CF6-80A3	62
	B767-200	JT9D-7R4D	63



DHL Express (Canada), Ltd.

6500 Silver Dart Dr.
Mississauga, Ontario
Tel: (905) 405-1069
Fax: (905) 405-1559

	DC9-30	JT8D-9A	65
	B727-200AD	JT8D-15	66
	B737-200AD	JT8D-17	69
	YK42	D36	69
	B747-200	JT9D-7Q	72
	F28-4000	Spey MK555	73
	MD-83	JT8D-219	73
	MD-81	JT8D-217C	75
	TU-154M	D30-KU	78
	B757-200ER	RB211-535E4	79
2	B747-200	RB211-524B	82
	BAC111-500	Spey MK512	88
	IL76	D30-KP	88
	B747-400	RB211-524H2	95
	DC10-30	CF6-50C2	95
1	B747-100	JT9D-7A	119
	L1011-500	RB211-22B	187
	TU-134A	D30-2	200
	B707-300	JT3D-3B	307

We look forward to approval of our request for a restricted landing slot and would hope to be utilizing this slot in Jan., 2007.

Please contact the undersigned if you have any questions.

Yours truly,

19 (1)

National Air Linehaul Manager

CC: 19 (1) President, DHL Express (Canada), Ltd.



DHL Express (Canada), Ltd.

6500 Silver Dart Dr.
 Mississauga, Ontario
 Tel: (905) 405-1069
 Fax: (905) 405-1559

APPENDIX A



McDonnell Douglas DC-8

Fleet size 9

Max payload 109,000 lbs / 49,442 kg

Max cruise speed 475 kts / 864 km/hr

Cruising altitude 35,000 ft / 10,500 m

MTOW 355,000 lbs / 161,028 kg

MLDGW 275,000 lbs / 124,740 kg



GREATER TORONTO AIRPORTS AUTHORITY

Operations

Eric D. Tolton
 Director, Operations
 Tel: 416-776-4546
 Fax: 416-776-5620

Sent via Facsimile: (403) 444-2475

October 2, 2006

Mr. Mark MacEachern
 Schedule Analyst and Slot Management
 WestJet
 5055 - 11 Street NE
 Calgary, Alberta T2E 8N4

Dear Mr. MacEachern:

Re: Night Flight Restrictions

This is in response to your letter dated August 11, 2006 requesting 290 operations during the Winter 2006 season in the night restricted hours at Toronto Pearson International Airport.

Since your proposal provides significant benefits to the community as a whole and to WestJet and maintains passenger convenience with minimal noise impact, we will approve the following specific operations within the restricted hours:

NEW

<u>FLT. NO.</u>	<u>A/C TYPE</u>	<u>ORIGIN</u>	<u>ARR. TIME</u>	<u>DATE</u>	<u>DOW</u>
WJA652	73H	YYC	0617	29OCT24DEC	1
WJA652	73H	YYC	0617	08JAN19MAR	1
WJA652	73H	YYC	0617	29OCT24MAR	234567
WJA652	73H	YYC	0617	11MAR	7 21
WJA702	73W	YVR	0622	29OCT24DEC	1
WJA702	73W	YVR	0622	08JAN19MAR	1
WJA702	73W	YVR	0622	29OCT24MAR	234567

The approval of these flights is subject to the conditions previously issued on October 12, 2005 and restated here for ease of reference:

- i) adherence to the Greater Toronto Airports Authority (GTAA) "Night Flight Restriction Program," as amended by the flights approved in this letter;

Mr. Mark MacEachern
WestJet
October 2, 2006
Page 2



- ii) acceptance of the assignment of preferential runways, subject to safety considerations and weather conditions, for flights during specified night periods;
- iii) adherence to noise operating restrictions and noise abatement procedures as published and amended from time to time in the Canada Air Pilot and Canada Flight Supplement;
- iv) use of the Star (RNAV) Quiet Hours Procedure as published in the Canada Air Pilot;
- v) adherence to rules and procedures established by the GTAA with regard to aircraft engine maintenance run-ups;
- vi) your undertaking to execute an Airport Noise Management Agreement when finalized, which will substantially reflect the terms of this letter;
- vii) attendance at Noise Management Committee meetings, upon request.

The co-operation of all parties will allow us to remain within the night flight limit prescribed by the Greater Toronto Airports Authority's agreement with Transport Canada.

Yours truly,

GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Director, Operations

c. 19 (1) - Director, Slot Co-ordination, Airport Coordination Canada Limited

AUG. 11. 2006 2:38PM

WESTJET CALGARY

NO. 4959 P. 2



August 11, 2006

Janik ReigateGeneral Manager Landside Operations
Greater Toronto Airport Authority

With our move from Terminal 2 to Terminal 3 effective June 22, 2005, WestJet has been able to grow our departures / arrivals and capacity at Toronto Pearson Airport. This winter we have increased our Toronto departures and arrivals by 15% YOY and our capacity by 16%. WestJet will be operating over 600* weekly departures and arrivals with over 89,000* seats per week.

20 (1) (b)

20 (1) (b)

We all know that the Canadian winters create a difficult environment in which to run an efficient operation. In order to maintain an efficient operation for our early morning flight schedule under winter weather conditions, WestJet would like to again request authorization to operate the following flights within the restricted hours:

Arr	Flt	Start	End	DOW	Sts	AC	Org	Arr	Slots
WJA	652	29OCT	10MAR	1234567	166	73H	YYC	0617	133

Arr	Flt	Start	End	DOW	Sts	AC	Org	Arr	Slots
WJA	652	12MAR	24MAR	1234567	166	73H	YYC	0617	13

Arr	Flt	Start	End	DOW	Sts	AC	Org	Arr	Slots
WJA	1652	11MAR	11MAR	7	166	73H	YYC	0617	1

Arr	Flt	Start	End	DOW	Sts	AC	Org	Arr	Slots
WJA	702	29OCT	24MAR	1234567	136	73W	YVR	0622	147

Head Office 5055 - 11 Street NE Calgary, Alberta
Canada T2E 8N4 ph. (403) 444-2600

Hangar 21 Aerial Place NE Calgary, Alberta
Canada T2E 8X7 ph. (403) 444-6100

AUG. 11. 2006 2:39PM

WESTJET CALGARY

NO. 4959 P. 3



The above arrival times will help us be one of the leaders in OTP for North American airlines. For the first 7 months of 2006 our OTP (A+15) is 91.6%, which is up 4.3 points on a YOY basis.

WestJet holds in high regard all of the communities it services. Our new generation 737-700 and 737-800 aircraft are stage three TCAS aircraft with CFM56-7B engines. We will endeavor to adhere to all practices, in order to reduce the noise impact on the Toronto area. By arriving at these earlier times, we have been able to reduce the environmental impact on the area by decreasing the hold-time pattern and the required fuel burn for this approach. WestJet has an exceptional operational safety record and these flights will not affect the safety of the passengers or the aircraft in any way.

Our customers, who travel to and connect through Toronto, for business and leisure, value these specific flights due to the early morning arrivals as well as our growing cargo customers use these flights to ship time-sensitive items. If WestJet is able to continue with these arrival times, we are very confident that we will be able to offer the traveling public a more efficient product and we will be able to continue to expand our Toronto operations.

Thank you for your time and attention. Should the GTAA have any questions or concerns, please do not hesitate to contact me.

Sincerely,

19 (1)

Mark MacEachern
Schedule Analyst and Slot Management

Phone 19 (1)

FAX 19 (1)

Email: [redacted]@westjet.com

*The above data includes both schedule and charter services

Head Office 5055 - 11 Street NE Calgary, Alberta
Canada T2E 8N4 ph. (403) 444-2600

Hangar 21 Aerial Place NE Calgary, Alberta
Canada T2E 8X7 ph. (403) 444-6100

Action Item
1



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 0031
2111 Carlaw Drive
Toronto, ON M8T 6C1
Canada L5P 1B2

T 416.776.3870
F 416.776.7716

GTAA.com

Dear Mr. Szwalek:

Re: Community Environment Noise Advisory Committee (CENAC)-Tanya McCallion

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.



Toronto Pearson
International Airport
Airport Information

NIGHT RESTRICTED HOURS FLIGHT CODES

Flights scheduled in the "normal hours" 0630-0029 requesting permission to operate during the "restricted hours" 0030-0629

Explanation	DAPS	RMU	Night Flight
YYZ Weather related delays	EXTWT	1T	Extension - Scheduled
Non-YYZ Weather related delays	EXTWX	1	Extension - Scheduled
Delays related to mechanical malfunction	EXTME	2	Extension - Scheduled
Air Traffic Control related delays	EXTAT	3	Extension - Scheduled
Security related delays (incl. pax bag match, security threat assessment, etc.)	EXTSE	4	Extension - Scheduled
Delays related to Emergencies	EXTEM	5	Extension - Scheduled
General Aviation Approval	EXTGA	6	Extension - General Aviation
Medevac Flight	MED	7	Other
Weather alternate/ weather diversion	WXALT	8	Other
Police/Military Flight	MIL	9	Other
Other (Must be approved by Manager Operations)	EXTOT	10	Extension - Other reasons
Swap	SWAP	S	Swap
Toronto Based GA Operation	EXTGT	11	Extension - General Aviation
Denied		X	

Instructions:

Challenge the caller regarding the reason for delay - ensure it is a legitimate reason.

Weather Related:

YYZ Weather related delays = deicing, thunderstorms, snow events, etc., occurring at Toronto Pearson

Non-YYZ Weather related delays = weather at other airports (ie. Origin/destination)

Any requests to arrive earlier (ie. prior to 0630) due to "favourable winds" are to be DENIED.
This is not a weather related extension.

Security Related: delays caused by LEGITIMATE security incident (e.g. Security threat assessment) - **CATSA staffing levels are NOT a legitimate security related delay.**

General Aviation Approval: ONLY Chapter 3/Stage 3 or equivalent aircraft are permitted to operate in the restricted hours. Confirm the Chapter of the aircraft prior to granting approval.

Swaps are permitted - record details in the Night Flight data base - which flights are being swapped

Annex A forms - forward to the Noise Management Office (AMF) every morning via inter office.



Annette
Please RDIMS
and cross Ref # 6245999

Operations and Customer Experience

Greater Toronto Airports Authority

Tim Kendall
Manager Airside Systems & Programs

Tel: 19 (1)

Fax:

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

It is our policy to have all the incoming request letters attached to each exemption approval letter, however in this case it was determined that Air Transat sent in two request letters both dated March 28, 2008 but only one request was filed in our binder. We have reviewed the binder and have confirmed that both request letters are attached to the approval letter.

If you require a copy of the second request made by Air Transat that was not available in the binder, please advise us and we can provide a copy for your review.

Observation 2

To ensure we do not exceed the annual limit we requested Copa Airlines schedule all flight operations outside the restricted hours (00:30 to 06:29 time). Arrival 00:25 with no wheels down before 00:29 occurs outside of the restricted hours.

Transport
Canada

Transports
Canada

4900 Yonge Street
4th Floor
Toronto ON M2N 6A5

Your file Votre référence

October 29, 2010

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

Mr. Tim Kendall
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. Kendall:

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:

- On March 28 Air Transat requested one flight TSC 209 for April 3 to arrive at 0130. The GTAA letter on March 31 20 (1) (b)
20 (1) (b)
- On December 21 COPA Airlines denied a 0120 arrival but allowed 00:25 20 (1)
20 (1) (b)
- On February 1 a letter to Fry's Electronics re. The San Jose Sharks February 7 charter. 20 (1) (h)
- On February 19 Luftansa requests an Exemption for an arrival at 0115 on March 21. GTAA letter grants arrival request and departure at 0330. 20 (1) (b)
20 (1) (b)

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



G T A A

Operations and Customer Experience

Greater Toronto Airports Authority

Tim Kendall
Manager Airside Systems & Programs

Tel: 19 (1)

Fax:

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

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

It is our policy to have all the incoming request letters attached to each exemption approval letter, however in this case it was determined that Air Transat sent in two request letters both dated March 28, 2008 but only one request was filed in our binder. We have reviewed the binder and have confirmed that both request letters are attached to the approval letter.

If you require a copy of the second request made by Air Transat that was not available in the binder, please advise us and we can provide a copy for your review.

Observation 2

To ensure we do not exceed the annual limit we requested Copa Airlines schedule all flight operations outside the restricted hours (00:30 to 06:29 time). Arrival 00:25 with no wheels down before 00:29 occurs outside of the restricted hours.



Observation 3

Regarding no record of a request on file for Fry's Electronics, a review of the approval letter confirms the letter did not pertain to the November 1, 2008 to October 31, 2009 review of the records and was filed in the wrong binder. However the record of request was filed in the appropriate binder and is now attached to the Fry's Electronics response. We will endeavour in the future to properly file letters in the correct Night Flight Restriction binder.

Observation 4

The letter from Lufthansa Cargo that requests an exemption for an arrival at 01:15 on February 21, 2009 does in fact speak to a request for a departure of 03:30. A copy of the February 19, 2009 Lufthansa letter is attached for your reference with the flight information highlighted.

We appreciate the professional manner in which the audit was conducted and remain committed to controlling noise and mitigating its impact the community.

Yours truly,

GREATER TORONTO AIRPORTS AUTHORITY

19 (1)

Tim Kendall
Manager Airside Systems & Programs

Lufthansa Cargo AG
Flughafenbereich West, D-60546 Frankfurt/Main

Ihre Zeichen
Your Reference

Unsere Zeichen/Datum
Our Reference/Date

Telefon/Telefax
Telephone/Telefax

Mr. 19 (1)
General Manager – Terminal
Operations
Greater Toronto Airports Authority
Toronto Pearson International Airport
P. O. Box 6031
3111 Convaire Drive
Toronto, ON, L5P 1B2

19 February 2009

Revised Restricted hour Exemption

Dear Mr. 19 (1)

Lufthansa Cargo AG has been granted exemption from the restricted hour program for a twice a week freighter operation for an arrival of 01:30 and departure of 04:00, local time, on Wednesdays and Sundays.

We are now submitting our request for a restricted hour exemption for an extra section we will be operating on 21 February 2009. The operating times are as follows:

Extra Section

DLH8206 M1F FRA 0115/0130 0330/0345 ATL 21Feb

Thank you for your consideration.

Yours sincerely,
Lufthansa Cargo AG

19 (1)

Manager – Eastern Canada

Sitz der Gesellschaft/Corporate Headquarters: Lufthansa Cargo AG, Langen Kornweg 31, 60546 Frankfurt
Registereintragung/Registration: Amtsgericht: Darmstadt HR B 63328
Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Stefan H. Luder
Vorstand/Executive Board: General Manager, Eastern Canada: Dr. Rainer Grottel, Tel: 49 69 9556 1000, Fax: 49 69 9556 1001

Hinweis: Diese Nachricht ist vertraulich und nur für den Adressaten bestimmt. Sollten Sie nicht der Adressat sein, haben Sie bitte keine Weiterleitung der E-Mail nach unten der angegebenen Telefonnummer sowie eine Löschung der E-Mail und aller beigefügten Anhänge.

Attention: This message contains confidential information intended only for the person(s) named above. If you have received this message in error, please notify us immediately and delete this message and any attachments from your computer.



Room 3
5614463

2009/11/10

**Greater Toronto Airports Authority
Airside Operations**

Tim Kendall
Manager, Airside Systems & Programs

February 8, 2010

Mr. Clifford Frank
Regional Manager, Aerodrome Safety
Transport Canada
Aerodromes and Air Navigation
Ontario Region
4900 Yonge Street, Suite 300
Toronto, ON M2N 6A5

Dear Mr. Frank:

RE: 2009 RESTRICTED HOURS SUMMARY REPORT

Please find attached the final report for the total flights operated during the restricted hours from November 2008 to October 2009. The actual number of flights that operated from 0030 to 0629 local was 20 (1) (b)

The actual enplaned/deplaned passengers for the period of November 2008 to October 2009 was 20 (1) (b) over the previous twelve months 20 (1) (b) because there was a decline in passenger growth from 2008 to 2009, the final allocation limit for the period from November 2008 to October 2009 was 20 (1) (b) the same as for 2008.

The forecast for enplaned/deplaned passengers for November 2009 to October 2010 is 20 (1) (b). Based on this forecast 20 (1) (b) in passenger growth, the target for total flights allowed in the restricted hours for the period from November 2009 to October 2010 will be 20 (1) (b) the same as for 2009.

Please contact me at 19 (1) if you have any questions on this information.

Yours truly,

19 (1)

Tim Kendall
Manager, Airside Systems and Programs

Enc.

c: 19 (1) - Director, Operations GTAA
W. MacMillan - General Manager, Airside Operations GTAA
19 (1) - Senior Manager, Facility Allocation GTAA

Greater Toronto Airports Authority
Toronto Pearson International Airport

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

P (416) 776-3000
f (416) 776-7746
www.GTAA.com





Transport Canada
Ontario Region

Transports Canada
Région de l'Ontario

Regional Director General

Directeur général régional

4900 Yonge Street
Suite 300
North York, Ontario
M2N 6A5

December 10, 1997

Mr. Louis Turpen
President and Chief Executive Officer
Greater Toronto Airports Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto AMF, Ontario
L5P 1B2

Via Facsimile: (905) 676-3339

Dear Mr. Turpen:

Loe

Re: Noise Mitigation Procedures - Toronto Lester B. Pearson International Airport

As you know, the National Airports Policy, announced in 1994, established a clear framework for the federal government's role at Canadian airports by shifting from a role of operator and regulator to that of landlord and regulator.

The transfer of Lester B. Pearson International Airport (LBPIA) to the Greater Toronto Airports Authority (GTAA) on December 2, 1996, has enhanced the viability and competitiveness of the airport by allowing it to operate in a more commercial and cost-efficient manner. Like all other airports operating in the National Airports System (NAS), the GTAA must balance the economic benefits of both the users and the community at large with the views of the local community when making decisions with respect to airport operations.

As required by Sections 8.11 and 8.12 of the Ground Lease the Greater Toronto Airports Authority (GTAA) must adopt the same Noise Mitigation Procedures for Lester B. Pearson International Airport (LBPIA), as practised by Transport Canada immediately prior to transfer. The procedures are as follows:

General

Noise Operating Restrictions and Noise Abatement Procedures apply, at Lester B. Pearson International Airport, to all aircraft operators. These procedures are described in the Canada Air Pilot and Canada Flight Supplement.

.... /2

Canada



CANADA'S YEAR OF
ASIA PACIFIC 1997
L'ANNÉE CANADIENNE
DE L'ASIE-PACIFIQUE

- 2 -

As the previous airport operator, Transport Canada, exercised this authority and permitted extensions for aircraft operations outside of the published restrictions, for unforeseen circumstances such as weather, Air Traffic Control delays, mechanical difficulties and exemptions for operational reasons where newer generation quieter aircraft were used. Included in these exemptions, for operational reasons, were some night time trials.

While the GTAA does not have the authority to change the Noise Operating Restrictions as published without Transport Canada approval, they do have the authority to grant extensions and exemptions on the same basis as practised by Transport Canada prior to transfer.

Accordingly, the GTAA as the airport operator may authorize extensions and exemptions in the same manner, and subject to, the same and following conditions:

Extensions

The aircraft operator must submit a request with justification to the Airport Operations Duty Manager not more than 24 hours in advance of the proposed operation.

The GTAA may approve extensions for delays caused by weather, mechanical, security, ATC problems or other unforeseen circumstances of a like nature.

Exemptions

The Director of Operations, GTAA may grant an exemption for ICAO Annex 16, Vol. 1 Chapter 3 aircraft in response to a written request from an air operator if the granting of the exemption will not derogate from passenger or aircraft safety and provides circumstances that are in the best interests of the public at large by contributing to the overall economic benefit or development of the surrounding communities.

As in the past with Transport Canada, the number of night flight operations would normally fluctuate due to passenger and traffic increases.

However, the granting of exemptions must not cause the total number of all flights within the restricted hours, within the calendar year, in relation to the year for which the exemption is sought, to exceed the base calendar year of 1996 (20 (1) (b) operations), plus an 20 (1) (b)

20 (1) (b) the base year 1996 20 (1) (b) passenger movements). (The base year 1996 is the last year Transport Canada operated the airport.)

The GTAA shall maintain records of all exemptions granted and shall make an annual report to the Noise Management Committee within the first quarter of the following year.

.... /3

- 3 -

Should the GTAA in the course of a calendar year wish to grant exemptions in excess of the permitted number, the GTAA shall request Transport Canada to approve the increased number of flights for that calendar year. Transport Canada may in their sole discretion, grant or refuse the increase.

Noise Operating Restrictions

To support a recommendation for a change to the Noise Operating Restrictions, the GTAA may conclude it desirable to conduct tests for information gathering. Should these tests exceed the permitted number of annual flights, the GTAA shall seek the prior written approval of Transport Canada.

I request that you acknowledge that this clarifies the Noise Mitigation Procedures for LBPIA.

Yours truly,



Terry Gibson
Regional Director General
Ontario Region

19 (1)

19
(1)

Turpen

12/11/97

DRAFT

[Transport Canada Letterhead]

[Date]

Mr. Louis A. Turpen
 President and Chief Executive Officer
 Greater Toronto Airports Authority
 Lester B. Pearson International Airport
 P.O. Box 6031
 Toronto AMF, Ontario L5P 1B2

Dear Mr. Turpen:

We have reviewed your letter of August 28, 1998 in which you request an amendment to our letter of December 10, 1997 dealing with noise mitigation at Lester B. Pearson International Airport (LBPIA). Specifically, with respect to the number of flights that are allowed to operate at LBPIA during restricted hours, you request that the calendar year be changed to the airline scheduling year.

Transport Canada agrees to amend the letter of December 10, 1997 such that the references to "calendar year" in the portion of the letter under the heading "Exemptions" will now be to "the twelve month period November 1 to October 31". The provisions under this heading will now include the following:

"As of November 1, 1998, the period for reporting on exemptions and total number of flights within restricted hours will be changed from the calendar year to the twelve month period beginning on November 1 and ending on October 31 in the year next following.

For the purposes of calculating the total number of all flights within the restricted hours for the twelve month period for which exemptions are sought, the following will apply:

- for the period November 1, 1997 to October 31, 1998 the number of permitted flights within restricted hours is 20 (1) (b) [redacted]
 20 (1) [redacted] from November 1, 1997 to October 31, 1998).
- the actual number of permitted flights within restricted hours for the period November 1, 1997 to October 31, 1998 20 (1) (b) [redacted]
 20 (1) (b) [redacted] for the period November 1, 1998 to October 31, 1999.
- for the period November 1, 1998 to October 31, 1999 the number of permitted flights within restricted hours is 20 (1) (b) [redacted]
 20 (1) [redacted] for the period November 1, 1998 to October 31, 1999.

- the granting of exemptions within any period commencing November 1 and ending October 31 of the following year must not cause the total number of flights within restricted hours in relation to the period for which the exemption is sought to exceed the number of permitted flights within restricted hours for 20 (1) (b)

20 (1) (b)

20 (1) (b)

- the GTAA shall maintain records of all exemptions granted and shall make an annual report to the Noise Management Committee within the first quarter (November 1 to January 31) of each following twelve month period. For the period January 1 to October 31, 1998, the GTAA shall present such annual report to the Noise Management Committee within the period November 1, 1998 to January 31, 1999.
- the GTAA shall discuss any proposed changes to its noise management program with the Noise Management Committee.
- the GTAA shall not in the course of any twelve month period beginning November 1 and ending October 31 of the following year grant exemptions in excess of the permitted number for that twelve month period without obtaining the prior written approval of the Regional Director General, Ontario Region, Transport Canada who may in his sole and absolute discretion grant or refuse such approval.
- it is agreed by Transport Canada and the GTAA that this amendment to the letter of December 10, 1997 shall not result in any increase to the number of permitted flights within restricted hours.
- the GTAA agrees that, in its discussions with the Noise Management Committee, it will stress that this amendment is only one of several measures being taken by the GTAA to improve its noise management program".

I trust that the foregoing is to your satisfaction.

Yours truly,

Terry Gibson
Regional Director General
Ontario Region

Restricted Hour Exemption Criteria

Operations at Toronto Pearson International Airport are restricted between the hours of 00:30 and 06:30 local.

Restricted hour exemption requests should be addressed to 19 (1) General Manager Airside Operations (Fax. 19 (1)). Approval may be granted based on the criteria below for arrivals using Chapter 3 aircraft scheduled between 00:30 and 02:00 or between 06:00 and 06:30 local. Exemption requests for operations between 02:00 and 06:00 will not be considered.

Every effort must be made to schedule outside of the restricted hours to ensure we do not exceed the annual limit on restricted hour movements established by the GTAA's agreement with Transport Canada.

Request for Exemptions

- 1) Applications must be received in writing and in complete detail no later than 30 days prior to the intended operation. Applications not meeting this criterion will not be considered.
- 2) Information required - The application to the GTAA must include the following information:
 - (a) a statement from the management of the Air Carrier justifying the proposed operations based upon the factors listed in section 3 (a) - (d);
 - (b) the proposed hours and days of operation and the type or types of aircraft which are proposed to be operated detailing the aircraft model, maximum take-off weight, engine model, hushkit (if applicable) and noise certification levels; and
 - (c) a statement from the management of the Air Carrier establishing to the satisfaction of the GTAA, the rationale for the proposed operations based upon operational constraints including considerations involving economic and operational factors.
- 3) Factors - The factors the GTAA may consider in its determination of whether to grant its approval include, but are not limited to:
 - (a) the impact of the proposed operations upon the overall GTAA Noise Management Program;
 - (b) the contribution of the proposed operations to the economic development of the Greater Toronto area;
 - (c) that the proposed operations do not derogate from passenger or aircraft safety; and
 - (d) improved passenger or shipper convenience.



cc: Carol Bayless PAD/Kenec-NA
 Pls prepare a response for
 Sheila's signature
 Mrs. Sheila Koopmans
 12459 5th Line R.R. #2
 Rockwood, Ont. N0B 2K0

September 14, 1999

Ms. Deborah Taylor
 Reg. Director of Civil Aviation
 Transportation Canada
 4900 Yonge St.
 4th Floor
 North York, Ontario M2N 6A5

Dear Ms. Taylor:

I have been advised by Nancy Forsythe to write to you with my concerns regarding a dramatic increase in air traffic over my property. My husband and I built our house which is situated just 19 (1) in 1994/95 (map enclosed) because it was a very peaceful country location and we looked forward to raising our 19 (1) here. We deliberately chose an area away from major highways and we had extensive water testing done to be sure the water supply was not contaminated by local agriculture. In other words a great deal of thought and care went into our choice of property. 19 (1)

19 (1) There are also extensive Class A wetlands in this area which the government subsidizes us not to disturb.

We were basically unaware of air traffic in this area until the end of July, beginning of August of this year. There were a few planes passing over from time to time but when we were outside we were not disturbed by them to any extent. Around the beginning of August we noticed many times in the day when there would be endless air planes passing overhead towards Toronto (west to east), often no more than two or three minutes apart, the majority travelling the same corridor over our front lawn. At times we have seen planes travelling side by side in what seems alarming proximity from the ground. Some travel directly over the house, some over the backyard and from time to time others turn direction (from west to east) by passing directly over the house at frighteningly low altitudes.

As you can imagine, this is no longer a peaceful place to live. These planes are extremely noisy, especially when you live in a country setting as we do. If a highway were to be planned for this area, council meetings would be held, input from local residents given, and discussions of alternate approaches would take place. Why should a highway in the sky be dealt with any differently? It is just as disturbing to those living close to it.

I have spoken to 19 (1) who I understand is the Manager at the Air Traffic Control Tower. I have spoken to Ron King of Air Transport, neither of whom was able to explain the sudden change in air traffic or appeared concerned about the distress these noisy aircraft were causing to those of us beneath this overburdened corridor. I have an appointment with our local MP regarding the same problem. I am also enclosing a log of the planes my husband observed passing over our property in just one hour with the times noted. This unfortunately is not an unusual day.

The present situation is unacceptable – there is no reason for so many planes to be travelling the same route. These planes also seem to be travelling at a very low altitude considering they still have a considerable distance to go before landing. Please address this situation as soon as possible. I look forward to your response and an indication that you are attempting to resolve this very distressing air traffic problem.

Sincerely,

19 (1)

(Mrs.) 19 (1)