

From: Quach, Stephanie (TC/TC)
Sent: Mon, 22 Dec 2025 16:35:04 +0000
To: Lawlor, Kieran (TC/TC)
Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

Hi Kieran,

I have added it in.

Thanks,
Steph

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Monday, December 22, 2025 11:33 AM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: Re: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

One comment from Nicole:

The question from the MPs office asks for Pearson Contact information but we provided TC contact information. Could we add a bullet with the Pearson Noise office contact information at the end?

Would you mind just popping in the GTAA contact information to the document? Then I think we will be good to go.

Best,
Kieran

Kieran Lawlor

A/Policy Analyst, Regional Director General's Office, Ontario Region
Transport Canada / Government of Canada
kieran.lawlor@tc.gc.ca / 416-578-0743

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Monday, December 22, 2025 10:42 AM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Oh he has approved- sorry for the confusion! I was just working through that with him earlier this morning but its all good to go.

Thanks,
Steph

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Monday, December 22, 2025 10:39 AM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: Re: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Awesome! Let me know once Hanif approves and I'll move it on up.

Best,
Kieran

Kieran Lawlor

A/Policy Analyst, Regional Director General's Office, Ontario Region
Transport Canada / Government of Canada
kieran.lawlor@tc.gc.ca / 416-578-0743

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Monday, December 22, 2025 10:20 AM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Morning Kieran,

I was just working through some edits and approvals with Hanif.

Please see attached response:  MPQ- Follow-Up Townhall Action Items- Noise Exposure Forecast at Toronto Pearson- 14477.docx

Thank you,
Steph

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Monday, December 22, 2025 10:15 AM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: Re: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

Just wanted to check in on the status of this MPQ as it is due back today. Let me know if more time may be needed.

Thanks,
Kieran

Kieran Lawlor

A/Policy Analyst, Regional Director General's Office, Ontario Region
Transport Canada / Government of Canada
kieran.lawlor@tc.gc.ca / 416-578-0743

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Monday, December 15, 2025 3:33 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: Fw: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

We received this MPQ about a month ago and just got the further information I asked for today. Passing it along for CivAv action this week.

Best,
Kieran

Kieran Lawlor

A/Policy Analyst, Regional Director General's Office, Ontario Region

Transport Canada / Government of Canada
kieran.lawlor@tc.gc.ca / 416-578-0743

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>
Sent: Monday, December 15, 2025 2:13 PM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>
Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Good afternoon Kieran: Please find below the response from MinO.

As a follow-up yes the inquiry was referring to the town hall hosted by MP Sgro at the beginning of September.

Were officials there and were there any action items following the meeting?

If not, are we able to provide the community Toronto Pearson contact information?

Due date: Monday December 22nd ***Please let us know if you need more time ***

With gratitude,

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate

Office of the Deputy Minister

Transport Canada, Government of Canada

auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

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auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115



From: Sawyer, Auramarina (TC/TC)
Sent: Monday, November 10, 2025 1:20 PM

To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

Good morning Kieran: We have asked MinO and will get back to you.

Merci,

Auramarina Sawyer

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From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>

Sent: Monday, November 10, 2025 9:26 AM

To: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Auramarina,

Just to clarify, is this referring to the town hall hosted by MP Sgro at the beginning of September?

Thanks,
Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

Regional Director General's Office | Ontario Region

Transport Canada | Government of Canada

Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>

Sent: Friday, November 07, 2025 3:42 PM

To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Good afternoon Ontario Region colleagues: We have received a request for an update on the action items stemming from the recent townhall held in Toronto with GTAA and Transport Canada. The focus of this request is the Noise Exposure Forecast (NEF) for Toronto Pearson International Airport.

Context:

Constituents have raised ongoing concerns—spanning the past 3–4 years—across Toronto ridings regarding the outdated NEF and its implications for health, environmental impact, and governance.

The core issue relates to noise pollution and allegations that federal regulations are either not being followed or require updating.

Question:

Can the department provide a status of the action items from the townhall?

Can the department provide general lines to share with MPs office?

Due date: Tuesday November 18

With gratitude,

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team

Policy & Issues Management Directorate

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The following request has been assigned to you for appropriate action in Tasking Database. To access it, click on the « GOTO » link.

La demande suivante vous a été transférée pour exécution dans la base de données des tâches. Pour y accéder, cliquez sur le lien « GOTO ».

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Tasking # / No de tâche: **TASK-014477**

Request Type / Type de demande: MPQ

Topic / Sujet: NOISE EXPOSURE FORECAST FOR TORONTO PEARSON INTERNATIONAL AIRPORT

Assigned To / Assigné à: **PX**

Submit By / Date de soumission: **11/18/2025**

Request / Demande: PLEASE FIND ALL CONTEXT IN TASKING EMAIL / VEUILLEZ TROUVER TOUT LE CONTEXTE DANS LE COURRIEL

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<http://ccmenterprise.tc.gc.ca:80/Enterprise/Services/Authorization/Login?rootid=34712271&segmentid=2989866>

From: Mateen, Ovais (TC/TC)
Sent: Thu, 4 Sep 2025 00:30:10 +0000
To: Quach, Stephanie (TC/TC)
Cc: Mawji, Hanif (TC/TC); So, Wilfred (TC/TC)
Subject: RE: MP Sgro Meeting- Nav Canada and GTAA

Hi Steph,

Will review the doc and amend as necessary.

Ovais M.

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Wednesday, September 03, 2025 4:14 PM
To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>; So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>
Cc: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Subject: MP Sgro Meeting- Nav Canada and GTAA
Importance: High

Hi Ovais and Wilfred,

Please see the following document with some answers populated in blue text, ahead of tomorrow's MP meeting.  [MP Judy Sgro Meeting with the GTAA and Nav Canada- Sept. 4, 2025.docx](#)

For your review and input, before 11 am tomorrow please.

Thank you,

Stephanie Quach

Regional Manager, Issues Management
Civil Aviation, Ontario Region
Transport Canada / Government of Canada
stephanie.quach@tc.gc.ca / Tel.: 647-394-5485/ TTY: 1-888-675-6863

Gestionnaire régional, Gestion d'enjeux
Aviation civile, Région de l'Ontario
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stephanie.quach@tc.gc.ca / Tél.: 647-394-5485/ ATS : 1-888-675-6863

From: Lawlor, Kieran (TC/TC)
Sent: Tue, 2 Sep 2025 19:16:08 +0000
To: Quach, Stephanie (TC/TC)
Subject: RE: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

Thanks for confirming, I've let Duwayne know and he's going to schedule some time with Ovais to go over the game plan tomorrow.

Best,
Kieran

Kieran Lawlor (he/him)
A/Policy Analyst
Regional Director General's Office | Ontario Region
Transport Canada | Government of Canada
Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Tuesday, September 02, 2025 2:15 PM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Subject: RE: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Hi Kieran,

Confirming Ovais Mateen, A/Technical Team Lead can attend with Duwayne. His group oversees Pearson and he also attends the community noise briefings held by the GTAA so we believe he is the best suited SME for this type of meeting.

Thanks,
Steph

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Tuesday, September 02, 2025 1:47 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: RE: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

Unfortunately, I don't have much in the way of details, but I can tell you that TC would just be there as an observer, Duwayne cleared that up with DMO. We would not present ourselves as the leads, that will be left to GTAA and Nav Canada. The MP represents Humber River-Black Creek in the northwest of Toronto, one riding over from Pearson so it's a high air traffic area which I suspect is the reason behind the meeting.

Best,
Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

Regional Director General's Office | Ontario Region

Transport Canada | Government of Canada

Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>

Sent: Tuesday, September 02, 2025 1:40 PM

To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>

Subject: FW: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Hey Kieran,

As per Hanif's questions below, would you happen to have further context into the purpose of this meeting?

Thanks,
Steph

From: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>

Sent: Tuesday, September 02, 2025 1:39 PM

To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>

Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>; Scott, Blake (TC/TC) <blake.scott@tc.gc.ca>

Subject: Re: Meeting with GTAA & NAV Canada September 4

I've asked ovas but note we normally defer the noise management to the gtaa who manage the issues through their processes. We attend some of their meetings but

primarily as observers and are cautious about presenting ourselves as the lead. Only if the process does not work as designed will we intervene.

We can attend but the mp's office may benefit from a short brief about tc's role beforehand. Is there an issue in that area or is this a proactive briefing?

Hanif Mawji

Associate Director, Operations East

Transport Canada / Government of Canada

Hanif.mawji@tc.gc.ca / Tel: [416-954-2058](tel:416-954-2058) / Cel: [416-525-2421](tel:416-525-2421) / TTY: [1-888-675-6863](tel:1-888-675-6863)

Directeur associé, Opérations Est

Transports Canada / Gouvernement du Canada

Hanif.mawji@tc.gc.ca / Tél. : [416-954-2058](tel:416-954-2058)/ Tél. cell. : [416-525-2421](tel:416-525-2421) / ATS : [1-888-675-6863](tel:1-888-675-6863)

On Sep 2, 2025, at 1:29 PM, Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca> wrote:

UNCLASSIFIED / NON CLASSIFIÉ

Hi everyone,

As per the below, Duwayne will be attending an MP meeting where the GTAA and Nav Can will be present and would like CivAv representation if possible.

Forwarding in case you may be available to attend, or perhaps I can forward to Ovais?

Thank you,
Steph

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>

Sent: Tuesday, September 02, 2025 1:13 PM

To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>

Subject: FW: Meeting with GTAA & NAV Canada September 4

Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

I wanted to highlight that there is an MP is meeting with GTAA and Nav Canada this Thursday evening from 6-8 p.m. at St. Jude's Church - 3265 Weston Rd, North York, ON M9M 2T9. Duwayne will be attending as an observer and has asked if anyone from CivAv would be available to join him. Specifically, someone who is very knowledgeable of TC policy around noise management would be preferred.

Could you run it by Marcia, Blake and Hanif and see if any of them are available? Of if there is someone else who might be able to join Duwayne?

Thanks!

Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

Regional Director General's Office | Ontario Region

Transport Canada | Government of Canada

Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>

Sent: Tuesday, September 02, 2025 8:56 AM

To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; TC.F NCR AC ADMO / BSMA RCN F.TC <ACADMO-BSMA@tc.gc.ca>; TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMLIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: RE: Meeting with GTAA & NAV Canada September 4

Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Good morning: Happy Tuesday! Sending a gentle follow up. Can you kindly let us know if the RDG is able to join this meeting?

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate

Office of the Deputy Minister

Transport Canada, Government of Canada

auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

Agente de coordination et des projets spéciaux p.i, Équipe de liaison départementale
Groupe des politiques et de la gestion des enjeux, Cabinet du sous-ministre

Transports Canada, Gouvernement du Canada

auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115

<image001.gif>

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>
Sent: Friday, August 29, 2025 10:51 AM
To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; TC.F NCR AC ADMO / BSMA RCN F.TC <ACADMO-BSMA@tc.gc.ca>; TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>
Subject: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Good morning, Ontario Region colleagues: MP Sgro's team is meeting with GTAA and NavCanada about noise near Pearson Airport on September 4th. **Can the RDG join this meeting?** MinO has confirmed that a TC Senior official would be in attendance.

Here are the details of the meeting:

Date: Thursday September 4th, 2025

Time: 6 pm to 8 pm

Location: St. Jude's Church - 3265 Weston Rd, North York, ON M9M 2T9

Can you kindly confirm that the RDG can attend the meeting next week **by COB today Friday August 29?**

With gratitude,

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate
Office of the Deputy Minister
Transport Canada, Government of Canada
auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

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Transports Canada, Gouvernement du Canada
auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115

<image001.gif>

From: Mawji, Hanif (TC/TC)
Sent: Tue, 2 Sep 2025 18:20:38 +0000
To: Quach, Stephanie (TC/TC); Mateen, Ovais (TC/TC)
Cc: George, Marcia (TC/TC); Scott, Blake (TC/TC)
Subject: RE: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Thanks, including Ovais in the email chain and conversation

Hanif Mawji
Associate Director, Operations East
Transport Canada / Government of Canada
Hanif.mawji@tc.gc.ca / Tel: 416-954-2058 / Cel: 416-525-2421 / TTY: 1-888-675-6863

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Hanif.mawji@tc.gc.ca / Tél. : 416-954-2058/ Tél. cell. : 416-525-2421 / ATS : 1-888-675-6863

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Subject: RE: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Great, thank you- I'll put his name forward.

From: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Sent: Tuesday, September 02, 2025 1:58 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>; Scott, Blake (TC/TC) <blake.scott@tc.gc.ca>
Subject: RE: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Ovais is available to attend and best-suited since he attends the community noise briefs with the airport

Hanif Mawji
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Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>; Scott, Blake (TC/TC) <blake.scott@tc.gc.ca>
Subject: RE: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Hi Hanif,

RDGO had advised that TC would be there just as an observer, with the GTAA and Nav Canada leading the meeting.

The MP represents Humber River-Black Creek in the northwest area of Toronto, one riding over from Pearson. We suspect the reason for the meeting is in relation to noise and air traffic.

Regards,
Steph

From: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Sent: Tuesday, September 02, 2025 1:39 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
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We can attend but the mp's office may benefit from a short brief about tc's role beforehand. Is there an issue in that area or is this a proactive briefing?

Hanif Mawji
Associate Director, Operations East
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Sent: Tuesday, September 02, 2025 1:13 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: FW: Meeting with GTAA & NAV Canada September 4
Importance: High

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Could you run it by Marcia, Blake and Hanif and see if any of them are available? Of if there is someone else who might be able to join Duwayne?

Thanks!

Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

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From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>

Sent: Tuesday, September 02, 2025 8:56 AM

To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; TC.F NCR AC ADMO / BSMA RCN F.TC <ACADMO-BSMA@tc.gc.ca>; TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: RE: Meeting with GTAA & NAV Canada September 4

Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Good morning: Happy Tuesday! Sending a gentle follow up. Can you kindly let us know if the RDG is able to join this meeting?

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team

Policy & Issues Management Directorate

Office of the Deputy Minister

Transport Canada, Government of Canada

auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

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Groupe des politiques et de la gestion des enjeux, Cabinet du sous-ministre

Transports Canada, Gouvernement du Canada

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<image001.gif>

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>

Sent: Friday, August 29, 2025 10:51 AM

To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; TC.F NCR AC ADMO / BSMA RCN F.TC <ACADMO-BSMA@tc.gc.ca>; TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Good morning, Ontario Region colleagues: MP Sgro's team is meeting with GTAA and NavCanada about noise near Pearson Airport on September 4th. **Can the RDG join this meeting?** MinO has confirmed that a TC Senior official would be in attendance.

Here are the details of the meeting:

Date: Thursday September 4th, 2025

Time: 6 pm to 8 pm

Location: St. Jude's Church - 3265 Weston Rd, North York, ON M9M 2T9

Can you kindly confirm that the RDG can attend the meeting next week **by COB today Friday August 29?**

With gratitude,

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate

Office of the Deputy Minister

Transport Canada, Government of Canada

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Transports Canada, Gouvernement du Canada

auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115

<image001.gif>

From: Mawji, Hanif (TC/TC)
Sent: Mon, 22 Dec 2025 15:16:56 +0000
To: Quach, Stephanie (TC/TC)
Subject: RE: FOR APPROVAL: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Looks good

Hanif Mawji
Associate Director, Operations East
Transport Canada / Government of Canada
Hanif.mawji@tc.gc.ca / Tel: 416-954-2058 / Cel: 416-525-2421 / TTY: 1-888-675-6863

Directeur associé, Opérations Est
Transports Canada / Gouvernement du Canada
Hanif.mawji@tc.gc.ca / Tél. : 416-954-2058/ Tél. cell. : 416-525-2421 / ATS : 1-888-675-6863

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Monday, December 22, 2025 10:08 AM
To: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Subject: RE: FOR APPROVAL: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Thanks, Hanif.

I have amended accordingly as follows:

- There were no action items for TC following the town hall.
- Questions or further concerns should be directed to the GTAA directly as they are the responsible party for overseeing and managing community noise issues, air traffic concerns and the daily operations of the airport.

Regards,
Steph

From: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Sent: Monday, December 22, 2025 10:02 AM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>

Subject: RE: FOR APPROVAL: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

If we have no action items we provided then we should probably remove this sentence and just say there were no action items that TC had and under a separate bullet below state that It is recommended.....contact GTAA....

- Regarding specific action items resulting from the town hall, it is recommended to contact the GTAA directly as they are the responsible party for overseeing and managing community noise issues, air traffic concerns and the daily operations of the airport.

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Transports Canada / Gouvernement du Canada
Hanif.mawji@tc.gc.ca / Tél. : 416-954-2058/ Tél. cell. : 416-525-2421 / ATS : 1-888-675-6863

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Monday, December 22, 2025 9:37 AM
To: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Subject: RE: FOR APPROVAL: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Hanif,

The GTAA was leading the overall discussion/open forum and committed to keeping communication channels open with residents. TC just attended as an observer and was not involved in any follow up action items.

Further, since the concerns regarding noise and air traffic are under the GTAA's responsibility, it may be a good idea to re-iterate that further inquiries regarding these issues continue to be directed to the GTAA.

Please let me know if there is anything I should amend.

Thanks,
Steph

From: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Sent: Monday, December 22, 2025 9:18 AM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: RE: FOR APPROVAL: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Stephanie

Generally approved, but one small clarification; Who recommended this “it is was recommended to contact the GTAA directly as they are the responsible party”
Was this from RDGO after or during the meeting?

Hanif Mawji
Associate Director, Operations East
Transport Canada / Government of Canada
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Directeur associé, Opérations Est
Transports Canada / Gouvernement du Canada
Hanif.mawji@tc.gc.ca / Tél. : 416-954-2058/ Tél. cell. : 416-525-2421 / ATS : 1-888-675-6863

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Monday, December 22, 2025 8:50 AM
To: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Subject: FW: FOR APPROVAL: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Good morning Hanif,

Forwarding to you for approval as I don't think Marcia had a chance to get it to it on Friday, and it is due today:  MPQ- Follow-Up Townhall Action Items- Noise Exposure Forecast at Toronto Pearson- 14477.docx.

Thank you,
Steph

From: Quach, Stephanie (TC/TC)
Sent: Thursday, December 18, 2025 9:47 AM
To: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: FOR APPROVAL: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

Good morning Marcia,

Please find the attached MPQ response for your approval:  [MPQ- Follow-Up Townhall Action Items- Noise Exposure Forecast at Toronto Pearson- 14477.docx](#).

Thank you,
Steph

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Monday, December 15, 2025 3:33 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: Fw: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

We received this MPQ about a month ago and just got the further information I asked for today. Passing it along for CivAv action this week.

Best,
Kieran

Kieran Lawlor

A/Policy Analyst, Regional Director General's Office, Ontario Region
Transport Canada / Government of Canada
kieran.lawlor@tc.gc.ca / 416-578-0743

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>
Sent: Monday, December 15, 2025 2:13 PM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-

GestiondesenjeuxXM@tc.gc.ca>

Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Good afternoon Kieran: Please find below the response from MinO.

As a follow-up yes the inquiry was referring to the town hall hosted by MP Sgro at the beginning of September.

Were officials there and were there any action items following the meeting?

If not, are we able to provide the community Toronto Pearson contact information?

Due date: Monday December 22nd ***Please let us know if you need more time ***

With gratitude,

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate

Office of the Deputy Minister

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auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

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Groupe des politiques et de la gestion des enjeux, Cabinet du sous-ministre

Transports Canada, Gouvernement du Canada

auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115



From: Sawyer, Auramarina (TC/TC)

Sent: Monday, November 10, 2025 1:20 PM

To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

Good morning Kieran: We have asked MinO and will get back to you.

Merci,

Auramarina Sawyer

**A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate**

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auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

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Groupe des politiques et de la gestion des enjeux, Cabinet du sous-ministre

Transports Canada, Gouvernement du Canada

auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115



From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>

Sent: Monday, November 10, 2025 9:26 AM

To: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: RE: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Auramarina,

Just to clarify, is this referring to the town hall hosted by MP Sgro at the beginning of September?

Thanks,
Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

Regional Director General's Office | Ontario Region

Transport Canada | Government of Canada

Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>

Sent: Friday, November 07, 2025 3:42 PM

To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>

Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: MPQ: Follow-Up on Townhall Action Items – Noise Exposure Forecast at Toronto Pearson(14477)

UNCLASSIFIED / NON CLASSIFIÉ

Good afternoon Ontario Region colleagues: We have received a request for an update on the action items stemming from the recent townhall held in Toronto with GTAA and Transport Canada. The focus of this request is the Noise Exposure Forecast (NEF) for Toronto Pearson International Airport.

Context:

Constituents have raised ongoing concerns—spanning the past 3–4 years—across Toronto ridings regarding the outdated NEF and its implications for health, environmental impact, and governance.

The core issue relates to noise pollution and allegations that federal regulations are either not being followed or require updating.

Question:

Can the department provide a status of the action items from the townhall?

Can the department provide general lines to share with MPs office?

Due date: Tuesday November 18

With gratitude,

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate

Office of the Deputy Minister

Transport Canada, Government of Canada

auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

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Groupe des politiques et de la gestion des enjeux, Cabinet du sous-ministre

Transports Canada, Gouvernement du Canada

auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115



The following request has been assigned to you for appropriate action in Tasking Database. To access it, click on the « GOTO » link.

La demande suivante vous a été transférée pour exécution dans la base de données des tâches. Pour y accéder, cliquez sur le lien « GOTO ».

=====

=====
Tasking # / No de tâche: TASK-**014477**

Request Type / Type de demande: MPQ

Topic / Sujet: NOISE EXPOSURE FORECAST FOR TORONTO PEARSON INTERNATIONAL AIRPORT

Assigned To / Assigné à: **PX**

Submit By / Date de soumission: **11/18/2025**

Request / Demande: PLEASE FIND ALL CONTEXT IN TASKING EMAIL / VEUILLEZ TROUVER TOUT LE CONTEXTE DANS LE COURRIEL

=====

==
<http://ccmenterprise.tc.gc.ca:80/Enterprise/Services/Authorization/Login?rootid=34712271&segmentid=2989866>

From: Mawji, Hanif (TC/TC)
Sent: Thu, 4 Sep 2025 17:53:03 +0000
To: Quach, Stephanie (TC/TC)
Cc: George, Marcia (TC/TC)
Subject: RE: FOR APPROVAL: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

For 9 I would agree with that. We will continue to monitor curfew violations and work proactively within the airports established noise mgt program which has been effective in managing complaints for many years

Hanif Mawji
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Hanif.mawji@tc.gc.ca / Tel: 416-954-2058 / Cel: 416-525-2421 / TTY: 1-888-675-6863

Directeur associé, Opérations Est
Transports Canada / Gouvernement du Canada
Hanif.mawji@tc.gc.ca / Tél. : 416-954-2058/ Tél. cell. : 416-525-2421 / ATS : 1-888-675-6863

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Thursday, September 04, 2025 11:23 AM
To: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: FOR APPROVAL: Meeting with GTAA & NAV Canada September 4
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi Hanif,

Ahead of the MP meeting this evening with the GTAA and Nav Can, Duwayne requested for some background information to the air traffic, noise issues and TC's general role to help frame any responses he may need to provide.

I have worked with Ovais and team on the high-level responses noted in blue text, for your approval please:  [MP Judy Sgro Meeting with the GTAA and Nav Canada- Sept. 4, 2025.docx](#).

Note: we didn't have a response for #9, but maybe something along the lines of "continued collaboration between all parties"?

Thank you,
Steph

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Wednesday, September 03, 2025 11:09 AM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: FW: Meeting with GTAA & NAV Canada September 4
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steph,

Ovais and Wilfred are also copied on this email, but Duwayne is looking for some information on noise management and the department's role. Would you be able to help me to get some of the information to the below questions by tomorrow morning? Not sure if we'll be able to get everything but let me know your thoughts.

Best,
Kieran

Kieran Lawlor (he/him)
A/Policy Analyst
Regional Director General's Office | Ontario Region
Transport Canada | Government of Canada
Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Wednesday, September 03, 2025 10:53 AM
To: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>; So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>
Cc: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; TC.F NCR AC ADMO / BSMA RCN F.TC <ACADMO-BSMA@tc.gc.ca>; TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>; Sauvé, Désirée (she,her | elle,la) (TC/TC) <desiree.sauve@tc.gc.ca>; George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: RE: Meeting with GTAA & NAV Canada September 4
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Morning everyone

Confirming that I will be at the meeting tomorrow. However, I need more information to ensure a productive meeting.

Auramarina –

- What is the meeting agenda?
- Who's in attendance?
- Confirm that TC will only be there as an observer because the issue is managed by GTAA and NAV.

I attended one of these in the past (without us knowing the above context) and it turned out to be a live media event with multiple MPs and city councilors in attendance. Can I please get an answer back today at COB ? I recommend someone contacting the MP's office to confirm the answers and communicate the 3rd point as well.

Kieran -

I will need answers for the following questions (for both Ovais and I to use during tomorrow's session). I don't need them in the form of speaking points; just simple transitory background language that I can leverage to formulate my own verbal responses. Please work with CivAv to develop a response. Due tomorrow at 11am EST.

1. why is there an increase of complaints in this riding?
2. Did the number of flights increase over this riding?
3. What type of complaints are they generating - time of day - aircraft type etc?
4. What role does transport canada play in noise control and management?
5. can we enforce ?
6. Who is responsible for noise management?
7. Regarding noise management, what happens around other airports in Ontario and Canada?
8. Runway usage: why cant YYZ use the other runways (why are they flying over this area)?
9. How are flight paths planned?
10. what is the Minister planning to do to address this issue?

Duwayne Williams, P.Eng., MBA

Regional Director General - Ontario Region
Transport Canada / Government of Canada
duwayne.williams@tc.gc.ca / Cell: 416-420-4909 / TTY: 1-888-675-6863

Directeur général régional - région de l'Ontario
Transports Canada / Gouvernement du Canada
duwayne.williams@tc.gc.ca / Tél. cell. : 416-420-4909 / ATS : 1-888-675-6863

From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>
Sent: Tuesday, September 02, 2025 8:56 AM
To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; TC.F NCR AC ADMO / BSMA RCN F.TC <ACADMO-BSMA@tc.gc.ca>; TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>
Subject: RE: Meeting with GTAA & NAV Canada September 4
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Good morning: Happy Tuesday! Sending a gentle follow up. Can you kindly let us know if the RDG is able to join this meeting?

Auramarina Sawyer

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Policy & Issues Management Directorate
Office of the Deputy Minister
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Groupe des politiques et de la gestion des enjeux, Cabinet du sous-ministre
Transports Canada, Gouvernement du Canada
auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115



From: Sawyer, Auramarina (TC/TC) <auramarina.sawyer@tc.gc.ca>
Sent: Friday, August 29, 2025 10:51 AM
To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; TC.F NCR AC ADMO / BSMA RCN F.TC <ACADMO-BSMA@tc.gc.ca>; TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>
Subject: Meeting with GTAA & NAV Canada September 4

UNCLASSIFIED / NON CLASSIFIÉ

Good morning, Ontario Region colleagues: MP Sgro's team is meeting with GTAA and NavCanada about noise near Pearson Airport on September 4th. **Can the RDG join this meeting?** MinO has confirmed that a TC Senior official would be in attendance.

Here are the details of the meeting:

Date: Thursday September 4th, 2025

Time: 6 pm to 8 pm

Location: St. Jude's Church - 3265 Weston Rd, North York, ON M9M 2T9

Can you kindly confirm that the RDG can attend the meeting next week **by COB today Friday August 29?**

With gratitude,

Auramarina Sawyer

A/Coordination and Special Projects Officer, Departmental Liaison Team
Policy & Issues Management Directorate

Office of the Deputy Minister

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auramarina.sawyer@tc.gc.ca | Cell: 613-294-8115

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Transports Canada, Gouvernement du Canada

auramarina.sawyer@tc.gc.ca | Tél. cell. : 613-294-8115



From: Mateen, Ovais (TC/TC)
Sent: Thu, 4 Sep 2025 19:48:03 +0000
To: Quach, Stephanie (TC/TC)
Subject: RE: Airport Noise Meeting Notes

UNCLASSIFIED / NON CLASSIFIÉ

Added a bullet on #1 & #2

I'm off to go to the meeting with DW.

Ovais M.

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Thursday, September 04, 2025 3:30 PM
To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>; So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>
Cc: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>; George, Marcia (TC/TC) <marcia.george@tc.gc.ca>; Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Subject: FW: Airport Noise Meeting Notes
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi Ovais and Wilfred,

Please see Duwayne's questions regarding Qs 1-2 for your input before 4 pm please.

I will re-word to clarify Q4.

Thank you,
Steph

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Thursday, September 04, 2025 3:26 PM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: RE: Airport Noise Meeting Notes
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi – I have a few follow up questions. Please respond by 4pm sharp so that I have an opportunity to review before I start my travel to the location.

For Q1, are they directly over the flight paths? There was a map showing the flight path trajectories with paths apparently showing high concentration of flights over some communities vs others.

Q2: what was the increase of flights? The complaints have ballooned in the last few years.

Q4, states: “Should an airport wish to establish noise abatement procedures, they would submit their formal proposal to TC for review and approval against the regulations. This is voluntary and undertaken by airports to proactively mitigate anticipated community disturbances.” – doesn’t YYZ already have one in place? If so, the answer should be tailored to the issue at hand.

For Q5: if there is a noise abatement procedure, what role does NAV play vs TC if there is a complaint?

Duwayne Williams, P.Eng., MBA

Regional Director General - Ontario Region

Transport Canada / Government of Canada

duwayne.williams@tc.gc.ca / Cell: [416-420-4909](tel:416-420-4909) / TTY: [1-888-675-6863](tel:1-888-675-6863)

Directeur général régional - région de l'Ontario

Transports Canada / Gouvernement du Canada

duwayne.williams@tc.gc.ca / Tél. cell. : [416-420-4909](tel:416-420-4909) / ATS : [1-888-675-6863](tel:1-888-675-6863)

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>

Sent: Thursday, September 04, 2025 2:19 PM

To: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>

Subject: Airport Noise Meeting Notes

UNCLASSIFIED / NON CLASSIFIÉ

Hi Duwayne,

Linked here are the preparatory notes for tonight's noise meeting, drafted by CivAv and approved by Hanif. Also included in the document are some of the anticipated questions provided by GTAA.

 [MP Judy Sgro Meeting with the GTAA and Nav Canada- Sept. 4, 2025.docx](#)

Let me know if you have any questions.

Best,
Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

Regional Director General's Office | Ontario Region

Transport Canada | Government of Canada

Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Quach, Stephanie (TC/TC)
Sent: Thu, 4 Sep 2025 20:06:58 +0000
To: Williams, Duwayne (TC/TC); Lawlor, Kieran (TC/TC)
Cc: George, Marcia (TC/TC)
Subject: RE: Airport Noise Meeting Notes

Thanks, Duwayne. I have flagged Qs 1 and 5 for his additional input, however, he has started his travels to the meeting location.

Regards,
Steph

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Thursday, September 04, 2025 4:03 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>; Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: Re: Airport Noise Meeting Notes

UNCLASSIFIED / NON CLASSIFIÉ

Thx Stephanie

Please flag the follow up - the ones you raised below - with him just in case he needs time to get answers.

DW

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From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Thursday, September 4, 2025 4:00:10 PM
To: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>; Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: RE: Airport Noise Meeting Notes

UNCLASSIFIED / NON CLASSIFIÉ

Hi Duwayne,

Please see below answers added in red text. I have added this into the SharePoint document as well.

Regarding Q5 and Nav Can's role, I don't have that information available on my end. I have flagged this to Ovais to raise.

Thank you,

Stephanie Quach

Regional Manager, Issues Management
Civil Aviation, Ontario Region
Transport Canada / Government of Canada
stephanie.quach@tc.gc.ca / Tel.: 647-394-5485/ TTY: 1-888-675-6863

Gestionnaire régional, Gestion d'enjeux
Aviation civile, Région de l'Ontario
Transports Canada / Gouvernement du Canada
stephanie.quach@tc.gc.ca / Tél.: 647-394-5485/ ATS : 1-888-675-6863

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Thursday, September 04, 2025 3:26 PM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: RE: Airport Noise Meeting Notes
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi – I have a few follow up questions. Please respond by 4pm sharp so that I have an opportunity to review before I start my travel to the location.

For Q1, are they directly over the flight paths? There was a map showing the flight path trajectories with paths apparently showing high concentration of flights over some communities vs others.- Some communities may be situated directly under some flight paths. (Ovais can elaborate)

Q2: what was the increase of flights? The complaints have ballooned in the last few years.- The overall data shows an increase of 0.5% year-over-year.

Q4, states: “Should an airport wish to establish noise abatement procedures, they would submit their formal proposal to TC for review and approval against the regulations. This is voluntary and undertaken by airports to proactively mitigate anticipated community disturbances.” – doesn’t YYZ already have one in place? If so, the answer should be tailored to the issue at hand.

- The Toronto Pearson International Airport has established noise abatement procedures in place, including the Night Flight Restriction Program (known as the night flight budget). This program limits the number of movements during the restricted hours of 12:30 am to 6:29 am and aims to reduce nighttime noise while balancing a growing regional demand for air travel.
- TC continues to monitor the total number of permitted annual flights during the restricted hours. Over the past five years, the GTAA has consistently adhered to the threshold of total permitted number of flights during the restricted hours.

For Q5: if there is a noise abatement procedure, what role does NAV play vs TC if there is a complaint?

- Regarding noise-related complaints, TC encourages direct communication between the community and the airport authority/air operator. The airport authority/air operator is best suited to work with their local communities due to their familiarity with the operations and associated impacts.
- TC will monitor for regulatory compliance and if there is a violation to the noise abatement procedures in place, enforcement action can be taken.

Duwayne Williams, P.Eng., MBA

Regional Director General - Ontario Region

Transport Canada / Government of Canada

duwayne.williams@tc.gc.ca / Cell: [416-420-4909](tel:416-420-4909) / TTY: [1-888-675-6863](tel:1-888-675-6863)

Directeur général régional - région de l'Ontario

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From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>

Sent: Thursday, September 04, 2025 2:19 PM

To: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>

Subject: Airport Noise Meeting Notes

UNCLASSIFIED / NON CLASSIFIÉ

Hi Duwayne,

Linked here are the preparatory notes for tonight's noise meeting, drafted by CivAv and approved by Hanif. Also included in the document are some of the anticipated questions provided by GTAA.

 MP Judy Sgro Meeting with the GTAA and Nav Canada- Sept. 4, 2025.docx

Let me know if you have any questions.

Best,
Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

Regional Director General's Office | Ontario Region

Transport Canada | Government of Canada

Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Lawlor, Kieran (TC/TC)
Sent: Thu, 4 Sep 2025 15:00:27 +0000
To: Quach, Stephanie (TC/TC)
Subject: RE: [External/Externe]: Sept 4th Meeting

Sounds good, thanks very much!

Best,
Kieran

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Thursday, September 04, 2025 10:59 AM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Subject: RE: [External/Externe]: Sept 4th Meeting

Hey Kieran, finalizing the info now with Ovais. Aiming to have it to you asap.

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Thursday, September 04, 2025 10:58 AM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Subject: RE: [External/Externe]: Sept 4th Meeting

Checking-in, any further info from GTAA or other answers to Duwayne's questions from yesterday?

Best,
Kieran

Kieran Lawlor (he/him)
A/Policy Analyst
Regional Director General's Office | Ontario Region
Transport Canada | Government of Canada
Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Wednesday, September 03, 2025 1:43 PM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Subject: FW: [External/Externe]: Sept 4th Meeting

Hey, just FYI re: tomorrow's MP meeting.

From: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>
Sent: Wednesday, September 03, 2025 1:30 PM
To: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Cc: So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>
Subject: FW: [External/Externe]: Sept 4th Meeting

FYI

From: Menczel, Margaret <[REDACTED] 19 (1) [REDACTED]@gtaa.com>

Sent: Wednesday, September 03, 2025 12:34 PM

To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>; So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>; Bartlett, Jack (TC/TC) <Jack.Bartlett@tc.gc.ca>

Subject: [External/Externe]: Sept 4th Meeting

Good afternoon gentlemen,

Steven Thomas will be attending the meeting and representing the GTAA. Steven said that it would be an open forum discussion / Q&A with the local residents. It is not a scripted event. Steven has offered to put together some thoughts on what may be raised based on pas concerns from the community.

I will share what he prepares with you.

Have a wonderful day,

Margaret Menczel, A/Director, Aviation Safety, Regulations and Performance

Greater Toronto Airports Authority | Airport Operations

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

Phone [REDACTED] 19 (1) [REDACTED]

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Toronto Pearson 



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Saiyed, Akram (TC/TC)

From: ONT Civil Aviation Issues / Enjeux Aviation Civile ONT (TC/TC)
Sent: Tuesday, October 07, 2025 1:34 PM
To: TRakocevic-QP@ndp.on.ca
Subject: RE: Relief from excessive airport noise
Attachments: 2025-10-07 - Letter Response to Tom Rakocevic.pdf

UNCLASSIFIED / NON CLASSIFIÉ

Dear MPP Tom Rakocevic,

Please see the attached response sent on behalf of Marcia George, Regional Director, Civil Aviation, Ontario Region.

Regards,

Issues Management

Civil Aviation, Ontario Region
Transport Canada / Government of Canada
TC.ONTCivAvIssues-EnjeuxAvCivONT.TC@tc.gc.ca

Gestion d'enjeux

Aviation civile, Région de l'Ontario
Transports Canada / Gouvernement du Canada
TC.ONTCivAvIssues-EnjeuxAvCivONT.TC@tc.gc.ca

From: Rakocevic-QP, Tom <TRakocevic-QP@ndp.on.ca>
Sent: Thursday, September 18, 2025 11:16 AM
To: steven.mackinnon@parl.gc.ca; Minister of Transport / Ministre des Transports (TC) <TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca>
Cc: councillor_perruzza@toronto.ca; judy.sgro@parl.gc.ca
Subject: [External/Externe]: Relief from excessive airport noise

542100

Dear Minister MacKinnon,

Please find attached and below, correspondence sent on behalf of MPP Tom Rakocevic.

Sept 18, 2025

The Honourable Steven MacKinnon, P.C., M.P.

Minister of Transport
House of Commons

Ottawa, ON
K1A 0A6

Dear Minister MacKinnon,

RE: Our community deserves relief from excessive airport noise

Congratulations on your appointment as Canada's new Minister of Transport. I wish you success as you take on this important role. As the Member of Provincial Parliament for Humber River – Black Creek, I am writing to bring forward concerns raised by many residents within my community regarding excessive airport noise stemming from Pearson International Airport.

Pearson is our country's largest and busiest airport, and for communities who live close to Pearson, airplane noise has impacted their health and overall quality of life. As a result, many residents continue to reach out to all levels of government and other authorities to advocate for relief from the loud planes running at all hours of the day and night.

I have consulted with stakeholders and officials to learn more about best practices and have found that jurisdictions across North America, Europe, and Australia have implemented various residential noise mitigation programs. If they can do it, so can we. Many of these programs include free home retrofits to mitigate noise such as sound insulation and ventilation upgrades. I recently tabled Motion 9 at the Ontario Legislature which calls on the Federal Government to establish a residential noise mitigation program.

Motion 9 Mr. Rakocevic (Humber River—Black Creek):

"That, in the opinion of the house, the Federal Government should protect residents and implement a Residential Noise Mitigation Program for those impacted by airport operations under federal jurisdiction, modelled on existing programs in North America, Europe, and Australia, including financial assistance for home retrofits such as soundproofing, ventilation, noise barriers, and other measures."

These sound mitigation programs are successfully implemented in other jurisdictions around the world, and I strongly encourage you to consider their implementation here.

Sincerely,

Tom Rakocevic, Member of Provincial Parliament Humber River – Black Creek

Saiyed, Akram (TC/TC)

From: ONT Civil Aviation Issues / Enjeux Aviation Civile ONT (TC/TC)
Sent: Thursday, August 29, 2024 9:21 AM
To: 19 (1)
Subject: RE: CASE 55646 - FW: Blackfriar Park Noise Monitor on Webtrack
Attachments: 2024-08-29 - Letter Response to Daryl Henderson.pdf

UNCLASSIFIED / NON CLASSIFIÉ

Good morning 19 (1)

Please see the attached response sent on behalf of Marcia George, Regional Director, Civil Aviation, Ontario Region.

Regards,

Issues Management

Civil Aviation, Ontario Region
Transport Canada / Government of Canada
TC.ONTCivAvlIssues-EnjeuxAvCivONT.TC@tc.gc.ca

Gestion d'enjeux

Aviation civile, Région de l'Ontario
Transports Canada / Gouvernement du Canada
TC.ONTCivAvlIssues-EnjeuxAvCivONT.TC@tc.gc.ca

From: Rodriguez, Pablo - Député <Pablo.Rodriguez@parl.gc.ca>
Sent: Wednesday, July 31, 2024 7:25 AM
To: Minister of Transport / Ministre des Transports (TC) <TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca>
Subject: [External/Externe]: TR: CASE 55646 - FW: Blackfriar Park Noise Monitor on Webtrack

XAP-2024-534982

De 19 (1)
Envoyé : 30 juillet 2024 19:30
À : Trudeau, Justin - Député <justin.trudeau@parl.gc.ca>; Rodriguez, Pablo - Député <Pablo.Rodriguez@parl.gc.ca>
Cc : 19 (1) Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; Poilievre, Pierre - M.P. <pierre.poilievre@parl.gc.ca>; Singh, Jagmeet - M.P. <Jagmeet.Singh@parl.gc.ca>; Sorbara, Francesco - M.P. <Francesco.Sorbara@parl.gc.ca> 19 (1)

19 (1)

19 (1)

19 (1)

Hebert,

Patrick <Patrick.Hebert@navcanada.ca>

19 (1)

Mayor Chow

<mayor_chow@toronto.ca>; 'Councillor Perruzza' <councillor_perruzza@toronto.ca>; Matias.deDovitiis@toronto.ca;
 Navcanada Service <service@navcanada.ca>; Tom Rakocevic <TRakocevic-CO@ndp.on.ca>;

19 (1)

19 (1)

Objet : Re: CASE 55646 - FW: Blackfriar Park Noise Monitor on Webtrack

Hello Pablo

The Blackfriar Park noise monitor is still not displaying a decibel reading for Pearson Airport on Webtracker. NAV Canada assigned a case number 55646 to this noise monitor on July 10, 2024, and stated that they lost visibility with the GTAA connection. They informed me that their specialists would work on restoring visibility, but no estimated time of completion was provided. This monitor has not displayed a decibel reading for approximately two months now. Additionally, my community noise monitor at Acacia Park was not functioning for an extended period a couple of years back. There appears to be a pattern of inadequate maintenance provided for these noise monitors.

I request that you investigate this matter and determine when the decibel readings will be restored for the Blackfriar Park noise monitor on Webtracker. I would appreciate it if you could provide a response before the end of this week to everyone copied on this email.

The Pearson Airport Complaints Department has not responded to my inquiries about the Blackfriar Park noise monitor not working. This lack of response is unacceptable and needs to be addressed. The Pearson Airport Complaints Department is not fulfilling its responsibility to respond to my requests in a callback, despite my having made several requests to them for one. You should contact the Pearson Airport Complaints Department to inquire why they have not responded to me.

This is a federal matter for your Ministry of Transportation to handle here.

Sincerely,

19 (1)

19 (1)

From: [REDACTED] 19 (1)
Sent: July 10, 2024 9:19 AM
To: [REDACTED] 19 (1); judy.sgro@parl.gc.ca <judy.sgro@parl.gc.ca>; pierre.poilievre@parl.gc.ca <pierre.poilievre@parl.gc.ca>; Singh, Jagmeet - M.P. <jagmeet.singh@parl.gc.ca>; Francesco Sorbara <francesco.sorbara@parl.gc.ca>; [REDACTED] 19 (1)

[REDACTED]

19 (1)

[REDACTED] 19 (1) Mayor Chow <mayor_chow@toronto.ca>; 'Councillor Perruzza' <councillor_perruzza@toronto.ca>; Matias.deDovitiis@toronto.ca <Matias.deDovitiis@toronto.ca>; Tom Rakocovic <TRakocovic-CO@ndp.on.ca>; [REDACTED] 19 (1)

[REDACTED]

19 (1)

Subject: Fw: CASE 55646 - FW: Blackfriar Park Noise Monitor on Webtrack

Hello Everyone,

I contacted NAV Canada regarding the Blackfriar Park airplane noise monitor not displaying the decibel reading on Webtracker, and here is a forwarded email from them.

I also contacted Pearson Airport's Complaints Department with a request for a callback to receive an explanation on why the Blackfriar Park noise monitor was not displaying the decibel reading on Webtracker, but they did not reply to me.

It concerns me that these airplane noise monitors on Webtracker for Pearson Airport are sometimes down for extended periods of time — ranging from days to weeks, and even months. I hope that the Federal Minister of Transportation, Pablo Rodriguez, shares my concern and takes responsibility to investigate this matter to make improvements. It would be great to receive a reply from the Federal Minister of Transportation, Pablo Rodriguez to see what he intends to do. Valuable airplane noise information may not be recorded and is lost.

Take care,

[REDACTED] 19 (1)

From: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>
Sent: July 10, 2024 7:19 AM
To: [REDACTED] 19 (1)
Subject: RE: CASE 55646 - FW: Blackfriar Park Noise Monitor on Webtrack

Hello

19 (1)

Thank you for contacting NAV CANADA.

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

Regards,

NAV CANADA

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

service@navcanada.ca

151 Slater St., Ottawa, ON K1P 5H3

Toll Free| Sans frais: 1-800-876-4693

www.navcanada.ca



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From: 19 (1)

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

To: Customer Service Centre/ Service à la clientèle <service@navcanada.ca>

Cc: judy.sgro@parl.gc.ca; 19 (1)

19 (1)

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

From [REDACTED] 19 (1)

Sent: July 8, 2024 11:38 PM

To: Patrick.Hebert@navcanada.com <Patrick.Hebert@navcanada.com>

Cc: judy.sgro@parl.gc.ca <judy.sgro@parl.gc.ca> [REDACTED] 19 (1)

[REDACTED] 19 (1)

Subject: Blackfriar Park Noise Monitor on Webtrack

Hello Patrick,

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

Take care,

[REDACTED]
19 (1)

--

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Saiyed, Akram (TC/TC)

From: Quach, Stephanie (TC/TC)
Sent: Thursday, February 12, 2026 1:15 PM
To: George, Marcia (TC/TC)
Cc: ONT Civil Aviation Issues / Enjeux Aviation Civile ONT (TC/TC)
Subject: RE: [External/Externe]: Phone call with MPP Rakocevic
Attachments: RE: Relief from excessive airport noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi Marcia,

Please see attached. Letter sent on Oct. 7, 2025 re: Pearson noise and air traffic.

Thanks,
Steph

From: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Sent: Thursday, February 12, 2026 1:12 PM
To: ONT Civil Aviation Issues / Enjeux Aviation Civile ONT (TC/TC) <TC.ONTCivAvIssues-EnjeuxAvCivONT.TC@tc.gc.ca>
Subject: FW: [External/Externe]: Phone call with MPP Rakocevic

UNCLASSIFIED / NON CLASSIFIÉ

Hello

Can you please pull me a copy of previous correspondence with MPP Tom Rakocevic

I believe it is concerning noise at Pearson

Thank you in advance
Marcia

From: Troini, Alida <ATroini@ndp.on.ca>
Sent: Thursday, February 12, 2026 12:32 PM
To: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: [External/Externe]: Phone call with MPP Rakocevic

Good afternoon Ms. George,

My name is Alida and I am the Constituency Assistant to MPP Tom Rakocevic in Toronto. I just reached out to you via phone and my apologies for catching you at a particularly busy time.

MPP Rakocevic would appreciate the opportunity to speak with you. Is there a time next week that we can arrange a phone call?

I thank you and look forward to hearing from you.

Kind Regards,

Alida Troini

Constituency Assistant to Member of Provincial Parliament Tom Rakocevic

From: Mateen, Ovais (TC/TC)
Sent: Wed, 3 Sep 2025 13:11:35 +0000
To: Williams, Duwayne (TC/TC)
Cc: So, Wilfred (TC/TC); Mawji, Hanif (TC/TC)
Subject: RE: Pre-brief: Meeting with GTAA & NAV Can Sept 4
Attachments: July 2025 Neighbourhood Table Presentation.pdf

Morning Duwayne,

Prior to our prep meeting, below is the information regarding noise at Pearson. I've also attached the recent presentation

BACKGROUND:

Greater Toronto Airports Authority (GTAA) that operates Pearson Airport monitors and manages the noise program.

GTAA monitors noise and handles noise complaints through their noise management program.

TC's role is to enforce the Noise Abatement Procedures and Noise Operating Restrictions and audit our Night Flight Restriction Program. TC is also responsible for enforcing the rules when potential violations of noise procedures or operational requirements are identified.

NAV CANADA, the air navigation provider in Canada, is responsible for safe and efficient movement of aircraft. NAV CANADA designs and publishes a network of flight paths based on criteria set by Transport Canada and the International Civil Aviation Organization (ICAO). NAV CANADA also assigns runways at Pearson by considering winds, weather, capacity and the preferential runway system.

GTAA has a very interactive website that the public can access and utilize to learn about noise and lodge a noise complaint

<https://www.torontopearson.com/en/community/noise-management>. All advisory and updates are available via this link.

GTAA also hosts meetings quarterly with Political Reps, Neighborhood Reps, & the general public. The last meeting was held on July 22nd to 24th for the political reps, neighborhood, & public where the attached presentation was delivered. The next meetings are scheduled for November.

Main takeaway from the presentation is that there was a huge increase in the # of complaints year over year. **In Q2-2024, there were 71,518 complaints and in Q2-2025 there were 251,459 complaints.** But the takeaway is that the # of complainants reduced by 11. **The highest complaints are from the Humber River-Black Creek riding.**

TAKEAWAY:

Based on the data presented during the recent noise meetings, overall complainants appear to have decreased between 2024 and 2025. However, there has been a notable increase in complaints originating from the federal riding. This suggests that a small number of individuals may be submitting multiple complaints.

It was also previously noted during these discussions that the complaints are being submitted electronically potentially using an automated system such as robocalls.

Complaints by Federal Riding Q2 2025

Federal Riding	Complaints	Individuals	Employees	Federal Riding	Complaints	Individuals	Employees
Brampton Centre	1	1	1,162	Milton East--Halton Hills South	341	8	862
Brampton East (Est)	18	2	1,748	Mississauga Centre	5	1	1,132
Brampton North (Nord)--Caledon	67	1	1,320	Mississauga East--Cooksville	88	10	1,022
Brampton South (Sud)	77	8	1,187	Mississauga--Erin Mills	260	9	781
Brampton West (Ouest)	1	1	1,157	Mississauga--Lakeshore	10	5	674
Brampton--Chinguacousy Park	38	13	1,658	Mississauga--Malton	1,584	16	2,090
Burlington North--Milton West	6,183	5	646	Mississauga--Streetsville	675	22	876
Davenport	17	2	658	Oakville East (Est)	4,039	33	458
Don Valley North (Nord)	47	2	361	Oakville West (Ouest)	24	2	444
Don Valley West (Ouest)	1,188	6	337	Scarborough Centre--Don Valley East	38	3	417
Eglinton--Lawrence	6	1	535	Taiaiko'n-Parkdale-High Park	6,134	2	756
Etobicoke Centre	322	48	1,346	Thornhill	5,140	6	378
Etobicoke North (Nord)	1,657	30	2,036	Toronto--Danforth	3	1	315
Etobicoke--Lakeshore	83	13	898	Toronto--St. Paul's	114	8	340
Humber River--Black Creek	221,689	125	835	Vaughan--Woodbridge	1,293	17	631
King--Vaughan	57	6	512	Willowdale	24	6	476
Markham--Thornhill	5	3	250	York Centre	65	4	698
Markham--Unionville	1	1	268	York South--Weston--Etobicoke	165	1	1,146
				Total	251,459	422	30,410

Complaints 2024 Q2 vs 2025 Q2

2024 Q2: 71,518 complaints from 433 individuals



2025 Q2: 251,459 complaints from 422 individuals



Increase in complaints and decrease in individuals in 2025 Q2 compared to 2024 Q2.

- Complaints increase driven by Humber River-Black Creek

43

Complaints 2024

Federal Riding	Complaints	Complainants	Pearson Employees	Federal Riding	Complaints	Complainants	Pearson Employees
Aurora-Oak Ridges-Richmond Hill	3	2	230	Mississauga-Lakeshore	19	13	441
Brampton Centre	700	28	728	Mississauga-Malton	722	47	925
Brampton East	107	9	970	Mississauga-Streetsville	50576	84	629
Brampton North	6	4	939	Oakville	2059	29	389
Brampton South	760	66	863	Oakville North-Burlington	12595	86	546
Brampton West	655	5	993	Parkdale-High park	24878	8	411
Davenport	191	3	374	Richmond Hill	32	6	227
Don Valley East	1257	11	231	Scarborough Centre	70	2	284
Don Valley North	646	8	249	Scarborough North	11	1	206
Don Valley West	1396	10	162	Scarborough-Agincourt	11	3	232
Eglinton-Lawrence	61	8	324	Scarborough-Rouge Park	5	1	242
Etobicoke Centre	1296	75	617	Spadina-Fort York	1	1	350
Etobicoke North	56596	90	759	Thornhill	17180	28	252
Etobicoke-lakeshore	556	40	662	Toronto Centre	2	2	324
Hamilton East Stoney Creek	110	3	181	Toronto-Danforth	4	1	249
Humber River-Black Creek	25807	156	523	Toronto-St.Paul's	117	9	244
King-Vaughan	2864	18	409	University-Rosedale	3	3	184
Markham-Thornhill	87	8	194	Vaughan-Woodbridge	14754	38	439
Markham-Unionville	5	2	234	Wellington-Halton Hills	2223	18	344
Milton	26604	23	584	Willowdale	268	15	289
Mississauga Centre	25	5	573	York Centre	503	17	429
Mississauga East-Cooksville	235	19	548	York South-Weston	5	3	598
Mississauga-Erin Mills	1939	45	557				

Hope this information helps and we can further discuss.

Regards,
Ovais Mateen

A/Technical Team Lead – Operations Specialties
Transport Canada / Government of Canada
ovais.mateen@tc.gc.ca / Cel: 416-414-0350 / TTY: 1-888-675-6863

A/Chef d'équipe technique – Opérations Spécialités
Transports Canada / Gouvernement du Canada
ovais.mateen@tc.gc.ca / Tél. cell. : 416-414-0350 / ATS: 1-888-675-6863

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Wednesday, September 03, 2025 8:16 AM
To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>
Subject: RE: Pre-brief: Meeting with GTAA & NAV Can Sept 4

UNCLASSIFIED / NON CLASSIFIÉ

Morning - in advance of the meeting today at 10, please send me both background and historical documentation the civav team has on yyz noise management.

Thx

DW

Duwayne Williams, P.Eng., MBA
Regional Director General - Ontario Region
Transport Canada / Government of Canada
duwayne.williams@tc.gc.ca / Cell: 416-420-4909 / TTY: 1-888-675-6863

Directeur général régional - région de l'Ontario
Transports Canada / Gouvernement du Canada
duwayne.williams@tc.gc.ca / Tél. cell. : 416-420-4909 / ATS : 1-888-675-6863

-----Original Appointment-----

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Tuesday, September 02, 2025 3:22 PM
To: Williams, Duwayne (TC/TC); Mateen, Ovais (TC/TC)
Subject: Pre-brief: Meeting with GTAA & NAV Can Sept 4
When: Wednesday, September 03, 2025 10:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Feel free to meet in RDG Office if you are on site at 4900 Yonge St.

Microsoft Teams [Need help?](#)

Join the meeting now

Meeting ID: 247 829 800 831 9

Passcode: aQ37HL3y

Dial in by phone

+1 613-367-5503,,608520831# Canada, Ottawa

[Find a local number](#)

Phone conference ID: 608 520 831#

Join on a video conferencing device

Tenant key: teams@tc.video.canada.ca

Video ID: 112 015 244 8

[More info](#)

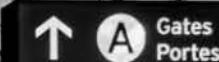
For organizers: [Meeting options](#) | [Reset dial-in PIN](#)



Noise Management Forums

Neighbourhood Table

July 23, 2025



Welcome + Introductions

Neighbourhood Table

Objective

- Provides a forum for community stakeholders who represent residents or ratepayer associations and community groups who have knowledge of and interest in airport operations
- Topics include updates on Noise Management as well as initiatives related to airport growth that may result in changes to aircraft noise impacts

Representation

Alderwood Airplane Noise
 Don Mills Residents Inc. Airplane Noise Committee
 Community Alliance Air Safety (CAAS)
 Former CENAC Reps
 Grand Highland/McKecknie Woods Park Community
 Leaside Property Owners' Association
 Long Branch Neighbourhood Association
 Markland Wood Homeowners Association
 Meadow Wood Rattray Residents Association
 Quality Airspace for Campbellville Milton
 Toronto Aviation Noise Group (TANG)

Agenda

- Fleet Update, Air Service Development
- Trends in Operations + Complaints Discussion
- NAV CANADA/INMB
 - CPRP update
- Toronto Pearson
 - LIFT Update
- Discussion and Roundtable

Appendix – Trends in Operations + Complaints



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

20 (1) (b) ; 20 (1) (c)

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

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

20 (1) (b) ; 20 (1) (c)

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

Trends in Operations + Complaints Discussion



CPRP Submission Results



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19 (1)

CPRP Submission

It is proposed that:

Departing aircraft fly longer and reach a higher altitude before they are able to turn
(this is similar to 19 (1) proposal)

Require aircraft to fly a track instead of a heading to keep them in line with the runway
longer thus keeping them over the commercial/industrial areas

Reduced use of early turn procedures on Runway 24L/R (that 19 (1) feels enable higher
traffic levels)

Could impact capacity and therefore does not meet criteria

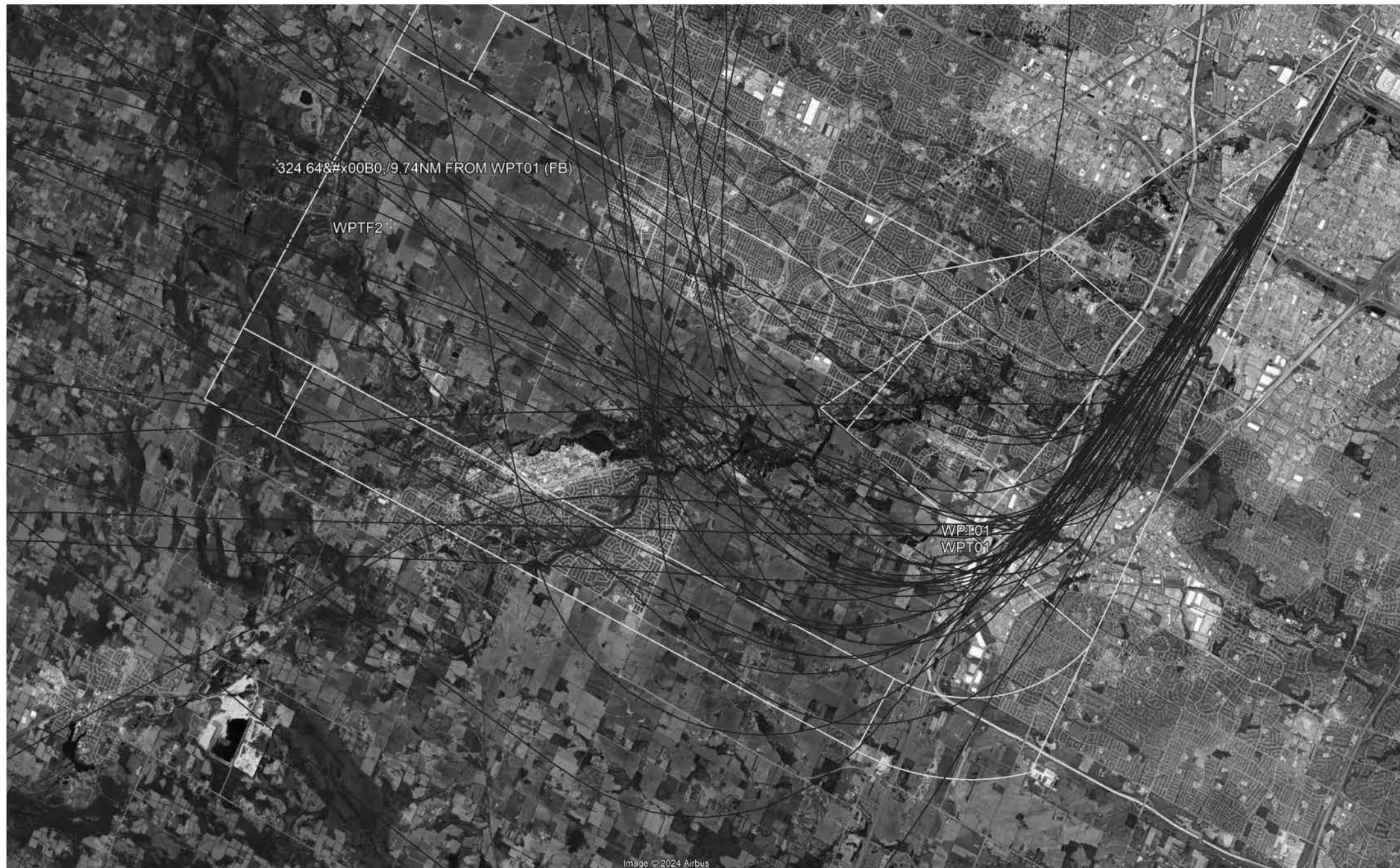
Reduced use of Runway 24L/R for departures, consider greater use of Runway 23 if
lower population

Runway 23 is already the primary departure runway when in a westerly configuration

Technical Team Review

- Proposal to fly straight-out farther while departing 24L/R reduces departure capacity, especially with newer aircraft types flying at lower speeds to reduce fuel consumption. Best practice is to get them to turn sooner.
- Data suggests that a track vs heading will not significantly improve noise as the drift variance is minimal over a short distance from the runway end.
- The image below shows a sample of departures on 23 and 24L in June 2024. Departures on 24L maintain a heading that is consistent with an extended runway centreline track until past the residential area concerned. For traffic reasons, departures may be turned sooner, this would not be affected whether the departure procedure was changed to a prescribed track.
- The establishment of a departure procedure requiring a track would likely result in the track being designed to diverge from the parallel runway (RW05). This would mean the prescribed track would likely cause aircraft to fly closer to the residential area.





Review of CPRC Submissions

19 (1)

Proposal

It is the writer's opinion that no "new procedures" need be put into place; only that the Nav Canada proposed procedures be followed.

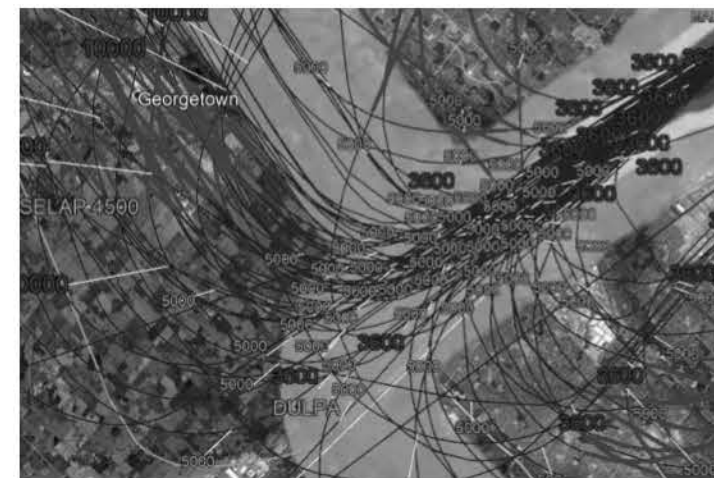
A solely altitude-based turn initiation does not provide consistent avoidance of residential areas. It does offer some randomness and this may reduce recurrence but, unfortunately, while the same homes will not necessarily be affected every time, enough homes are affected for each overflight that this is not a desirable situation.

Nav Canada proposals do provide for location-based turns. There is no reason for these to be set in stone through RNav SIDs. That would simply increase recurrence for those under the SID routings.

It is proposed that for nighttime departures, North- and West-bound departures off 23/24 be routed west of Georgetown. Departures travelling South and East should not be turned off the initial heading until west of the 403.

North and West-bound Departures off 05 should follow the routing proposed by Nav Canada over the McMillan rail yards as per figure 11.

Flights that have achieved 10,000 ft would be cleared enroute as per normal procedures. This is normally a radio call for ATC in any case, as they hand the flight off to the mid-level controller.



Technical Team Review

The proposal was subject to a feasibility review by the Airspace Development Team, Toronto ACC and the Aeronautical Information Management group. The proposed SID was determined to be unfeasible for the following reasons:

Requires non-standard integration with RNAV SIDs at the commencing at the terminal boundary

20 (1) (b)

Aircrew perspective: likely to be refused

20 (1) (b)

Limited use: Situations where the operation would support the use of the proposed SID is limited and does not justify the risks of implementing a non-standard procedure of this nature.

INMB 23

Scheduled to meet in
September 2025.



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Toronto Pearson 

Pearson LIFT Update

CREATING THE AIRPORT OF THE FUTURE



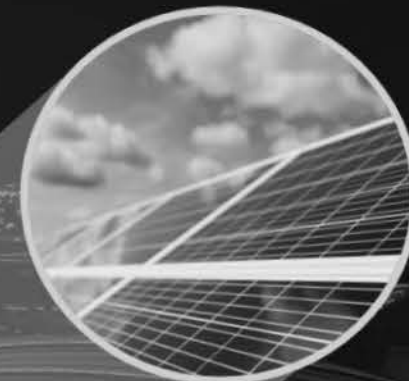
Why Pearson LIFT?

Pearson LIFT will replace aging infrastructure and deliver facilities that can accommodate growing passenger demand and adapt to evolving industry trends.

Built for the digital
age



Advancing net-zero goals



Future-proofed,
smart design



Exceptional customer
experiences

Pearson LIFT is essential to delivering on Toronto Pearson's 10-year strategic plan for 2023-2032

Pearson LIFT has been designed to enable the Toronto Pearson's strategic plan, which outlines a relentless focus on creating outstanding customer experiences, ensuring operational excellence, commitment to continuous improvement and championing employee growth and fulfillment, while using sustainability as a lens through which it views and advances all its activities.

Our Vision

Putting the joy back into travel by making Toronto Pearson the chosen place to fly and work.



Strategic Pillars

Our four Strategic Pillars represent the areas we are prioritizing to deliver our vision by 2032.



Customer Experience



Operational Efficiency



Innovation



Toronto Pearson Culture & Employee Experience



Our Mission

We will make Toronto Pearson a global leader in airport performance, customer care and sustainability.

We are powered by our people and innovate in all that we do, striving for the most uplifting, safe and efficient next-generation airport. We champion prosperity in our communities and the aviation ecosystem.

Foundational Elements

Our four Foundational Elements underpin the Strategic Pillars. They ensure safe, reliable and financially stable airport operations. They are the essential blocks of our business and reputation, upon which we can build toward our vision.

1. Safety, Security & Health
2. Data & Digital Infrastructure
3. Physical Infrastructure
4. Financial Resilience & Responsibility

Environmental, Social & Governance Frame

An Environmental, Social and Governance (ESG) Frame surrounds our Strategic Pillars and Foundational Elements. This highlights our commitment to use sustainability as a lens through which we view and advance all our activities.



Pearson LIFT

Multi-project programs spanning the next decade

Accelerator

Upgrades and improvements to critical operational assets (including interim facilities)



T1/T3 Revitalization

Renovations to both terminals to optimize capacity and renew assets



Gateway

Delivering new facilities that will enable the airport to provide an exceptional passenger experience for long-term forecasted demand



Technology Program

The roadmap for a series of technology integration projects within the airport to create a digital future. Some elements will filter into LIFT programs, ensuring tech consistency across Pearson.



High Priority Improvement Program

A series of distinct, stand-alone projects not incorporated into the above programs which will address any urgent or emerging projects of various sizes arising at the airport.

Upcoming Events

Noise Management Forums:

Our neighbours are welcome to attend Pearson Public meetings to learn more about airport operations, hear about noise management efforts, and provide feedback to industry partners - *the next Pearson Public meeting is July 24*. Learn more [here](#).

Street Team & Community Sponsorships: We are committed to attending and supporting community events in our neighbourhood. Email communityengagement@gtaa.com if you would like to invite us out to a local event!



Stay in touch



Noise Advisory Calendar – includes airport maintenance and activities



Sign up for our monthly community e-newsletter, Checking In at torontopearson.com/checkingin



Learn more about airport operations and community impacts at airportnoise.torontopearson.com



Email us at community.engagement@gtaa.com



To log a complaint, call us at 416-247-7682 or [submit online](#)



Pearson Public Meeting – July 24, 2025

Roundtable + Discussion



Thank You

Next Meeting – November 5, 2025

Appendix

Trends in Operations + Complaints

Operations - Q2



Aircraft Movements

2023

95,238

2024

97,713

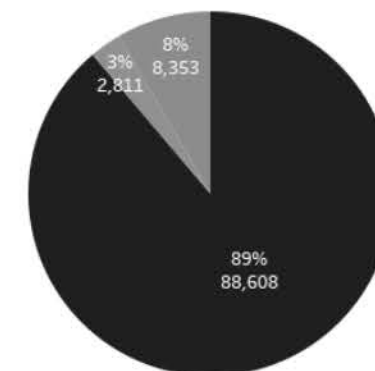
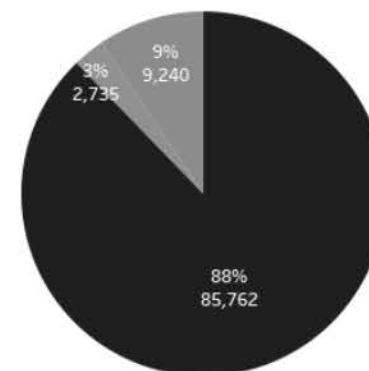
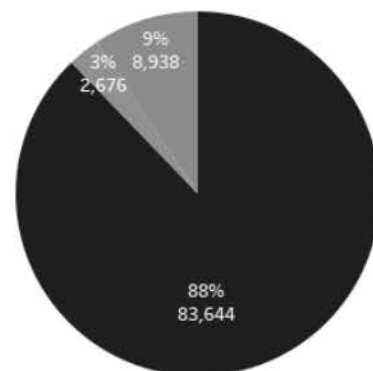
2025

99,759



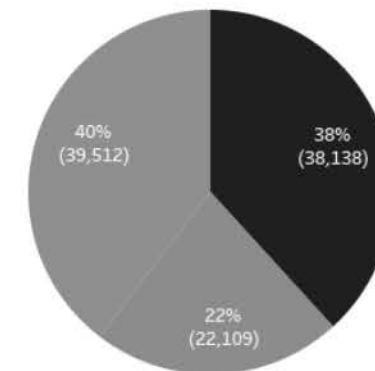
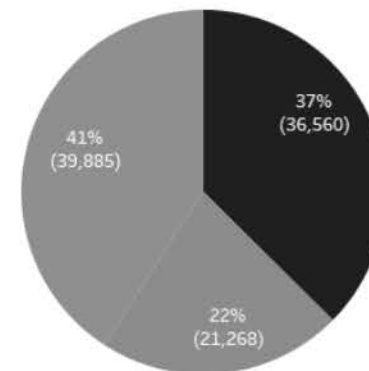
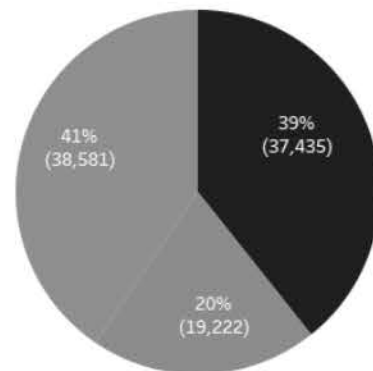
Type Splits

■ PAX
■ Cargo
■ GA/BA

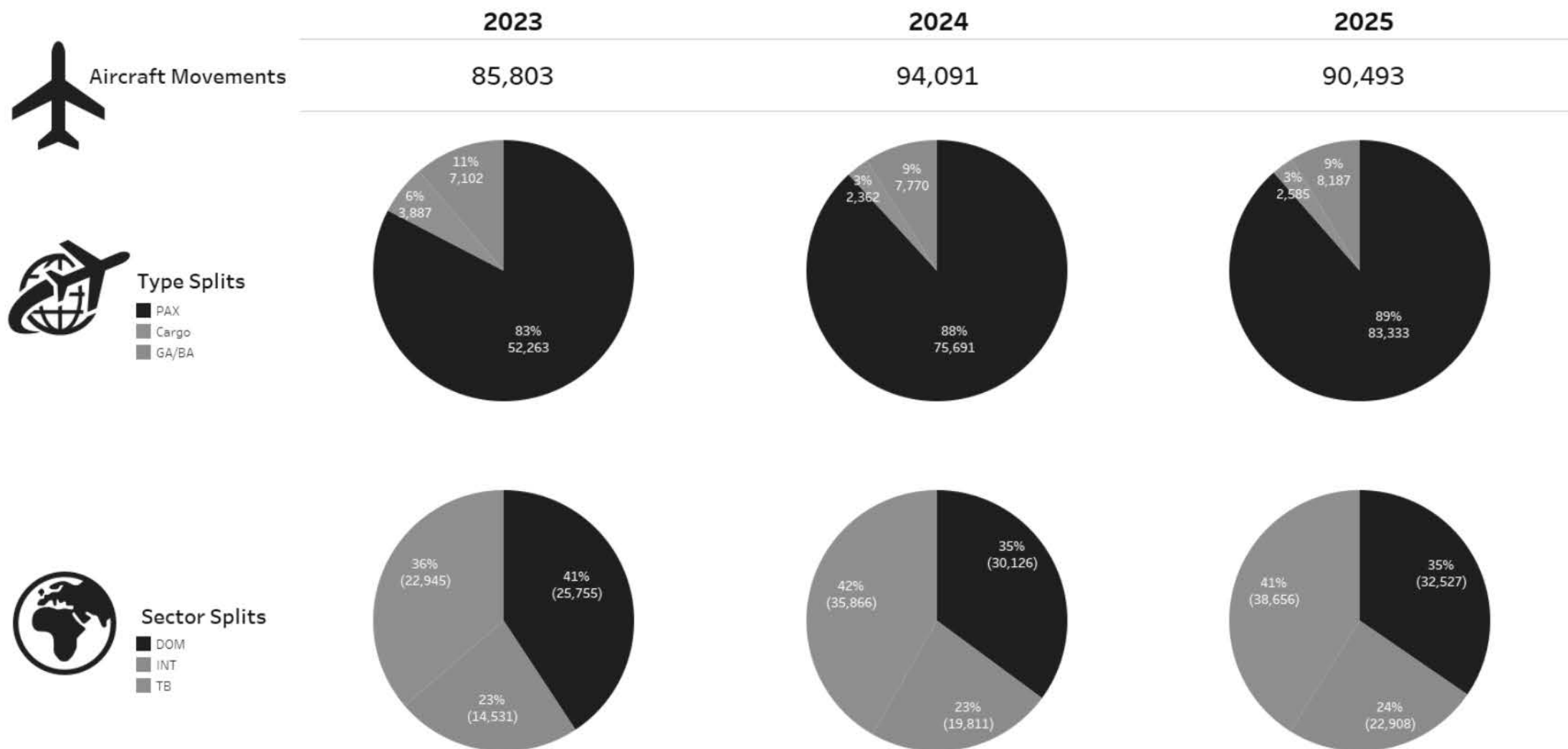


Sector Splits

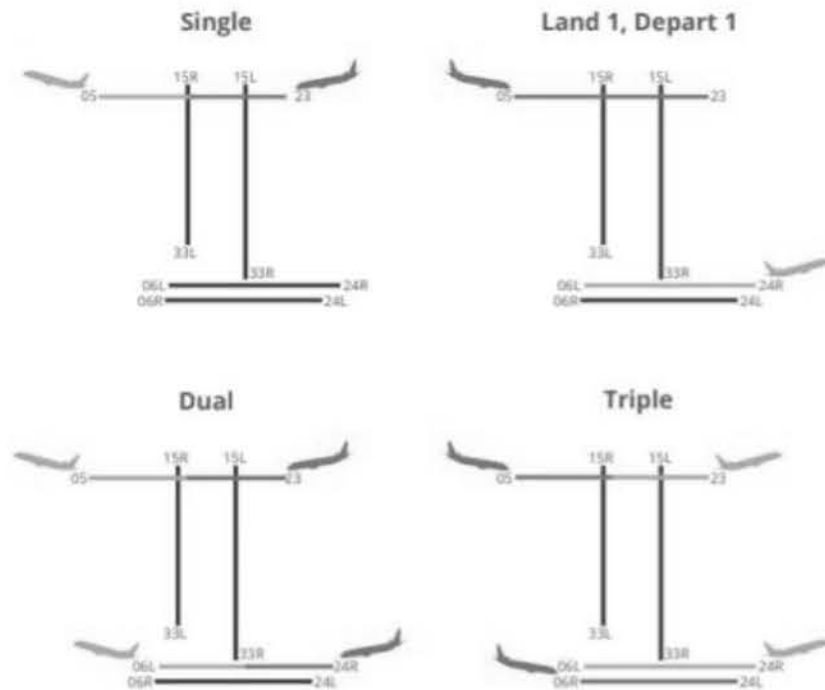
■ DOM
■ INT
■ TB



Operations - Q1



Traffic Distribution & Density Q2 2025 v Q1 2025



Configuration Usage (hours):

	Q1 2025		Q2 2025		vs. Q1 '25
	Hours	%	Hours	%	
Single	261	12%	246	11%	-15
L1D1	211	4%	82	4%	-129
L1D1 w/ Offloads	1387	68%	1418	65%	31
Dual	108	7%	150	7%	41
Triple	18	2%	38	2%	20
Multi-Direction	175	9%	250	13%	75

- North/South runways were used for 6% of aircraft movements in Q2 2025 down from 9% in Q1 2025
- Hours with Triple operations are up in Q2 2025 vs Q1 2025 but remain virtually non-existent

20 (1) (b); 20 (1) (c)

Traffic Distribution & Density Q2 2025 vs Q1 2025

When looking at the following heatmaps, we are watching for changes in flight track patterns and flight track densities

We are comparing traffic in Q2 2025 to Q1 2025. Overall total traffic volumes are still below previous high numbers but operation counts are returning to pre-pandemic values

Arrivals

Altitudes along the downwinds have returned to historical average levels and are relatively stable year over year

Overall, Runway 24L was primary runway used for arrivals in a westerly flow, and Runway 06R was used for arrivals in an easterly flow

There was a slight increase in traffic volume arriving on Runway 05 but a decrease on Runway 23 compared to Q1 2025 but these were not typically used as the primary arrival runways

Departures

No material change in the location of departure flight tracks but volume changes are evident in the density maps

Overall, Runway 23 was used for departures in a westerly flow with some small use of 24R, and Runway 05 was used for departures in an easterly flow in Q2 2025 with some use of 06L, whereas Runways 24L and 06R were used very infrequently

Traffic Distribution & Density Q2 2025 vs Q1 2025

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Departures

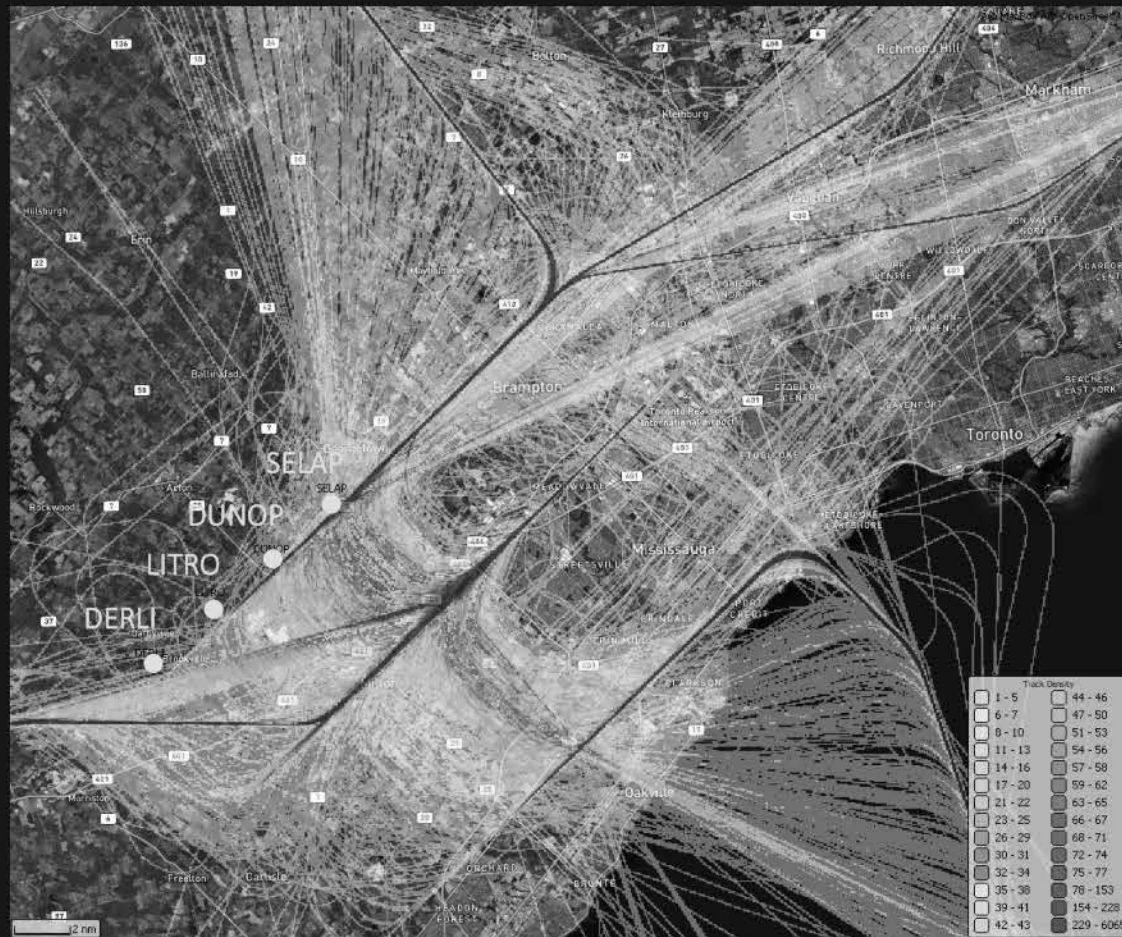
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Arrivals

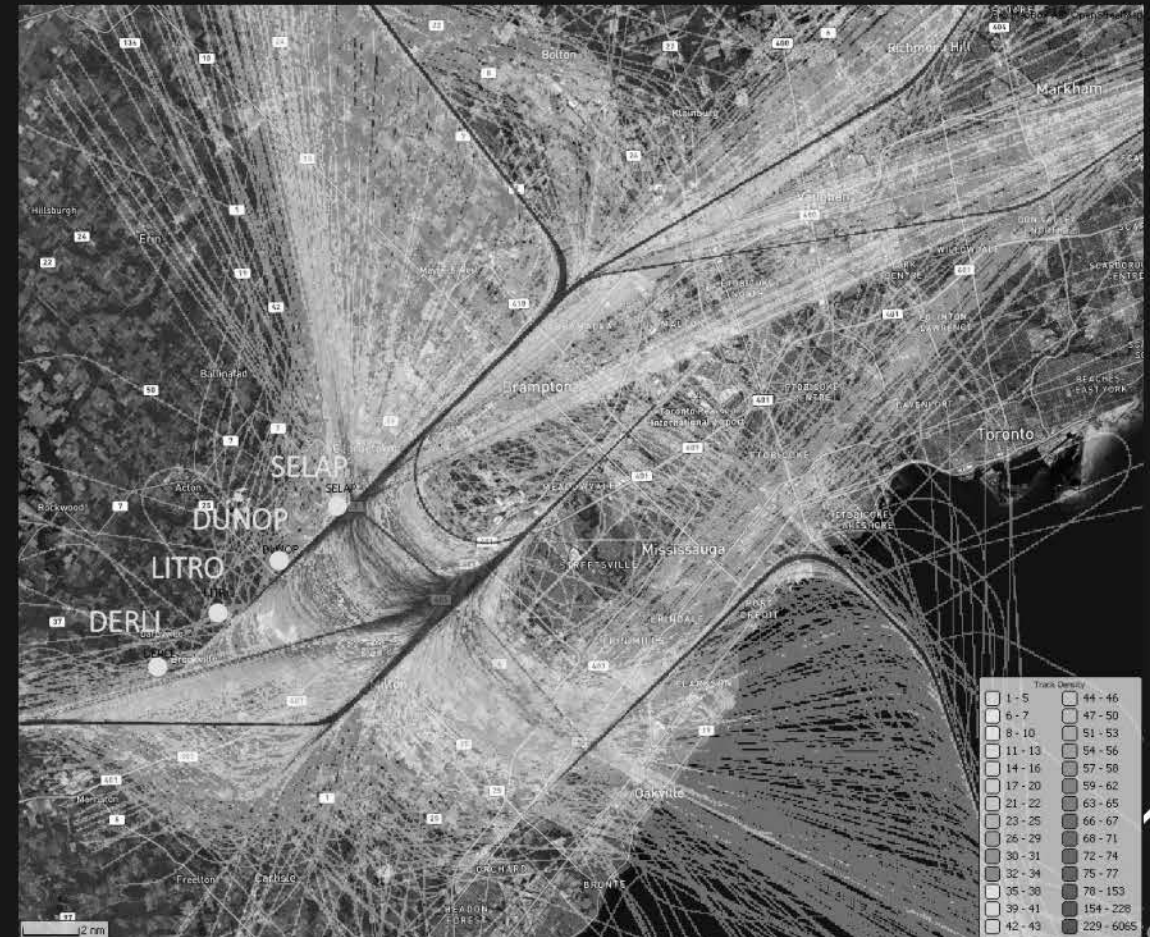
Track Density – Runway 05

Q1 2025



Ops: 3,909

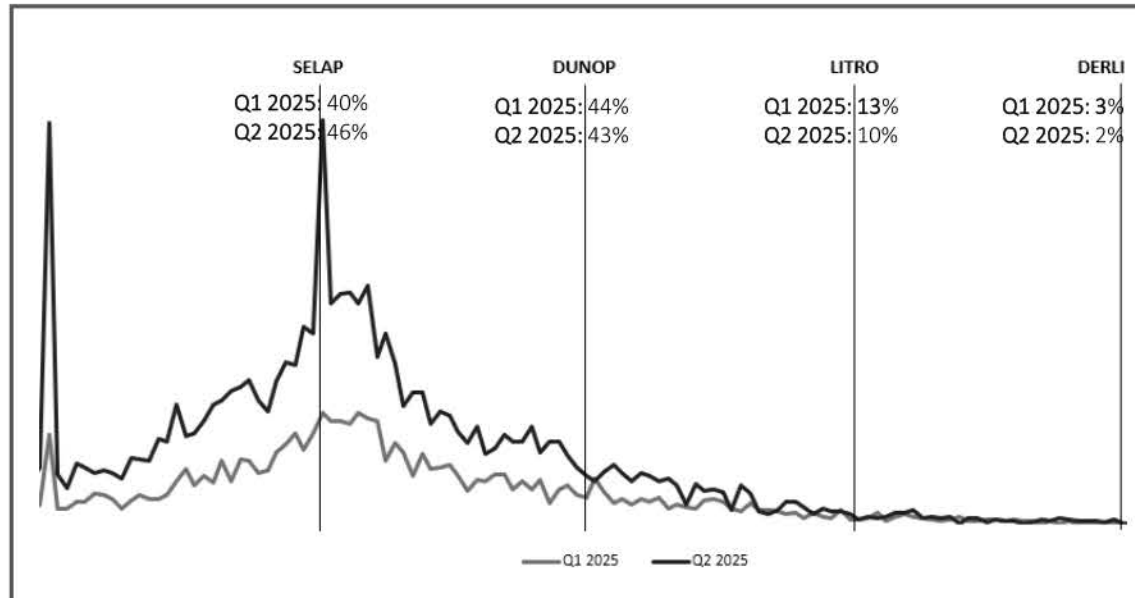
Q2 2025



Ops: 5,339

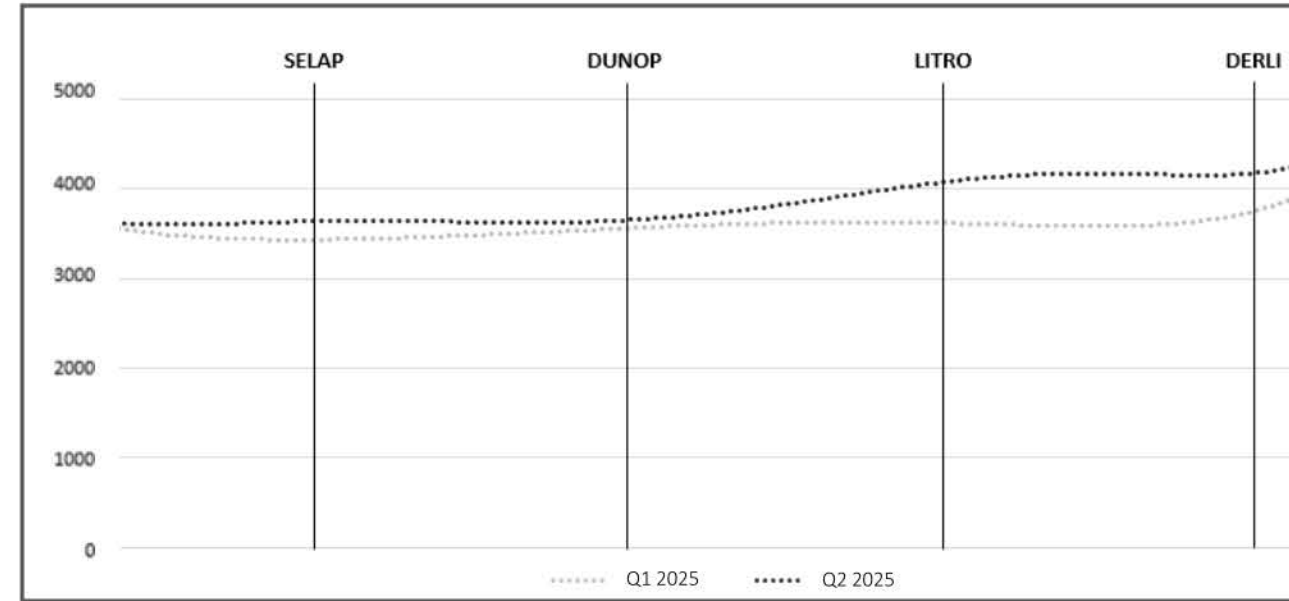
NW Downwind – Detailed Analysis

Location of Base Turns



- The number of operations along the NW downwind in Q2 2025 was double that of Q1 2025
- The spike prior to SELAP waypoint is the location of the RNP-AR base turn to final

Altitude of Base Turns



- Average altitudes along the NW downwind are consistent but slightly higher in Q2 2025

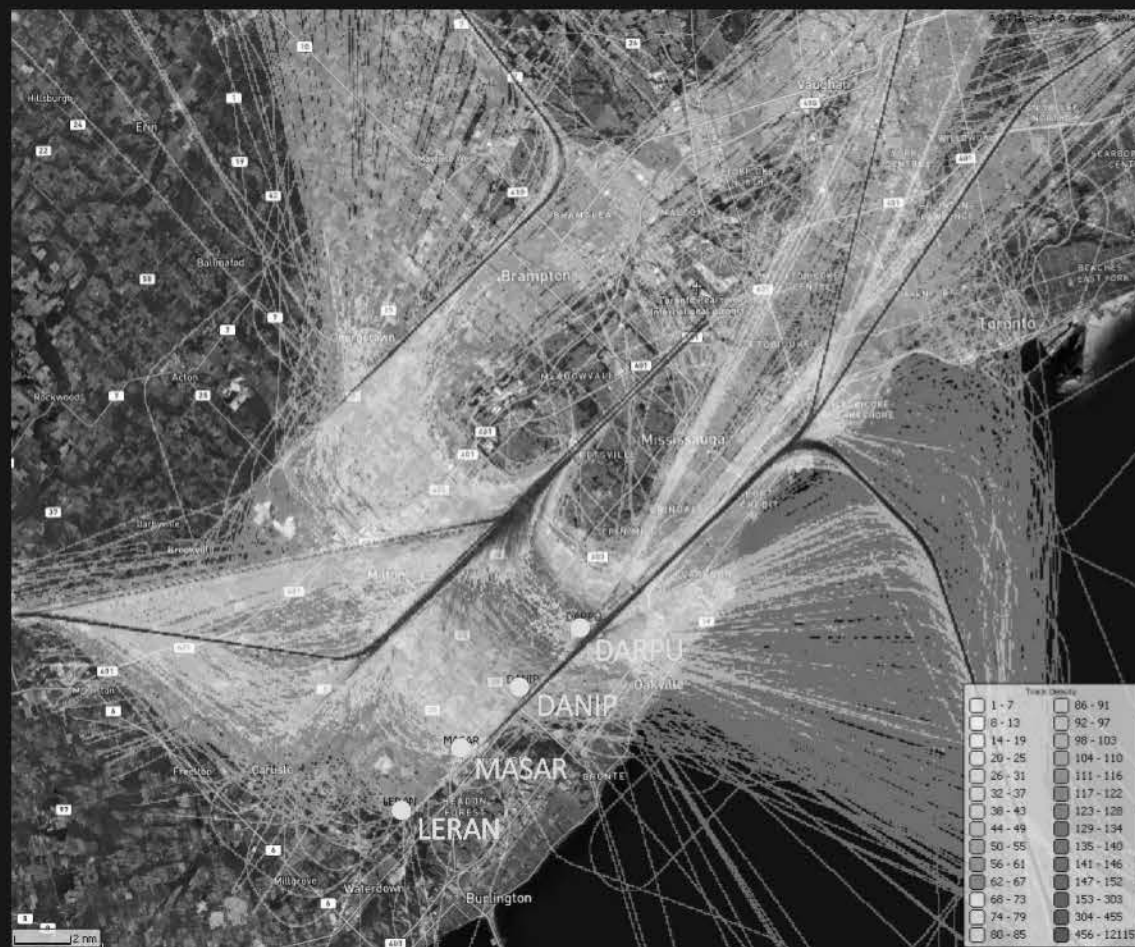
Downwind Counts

Q1 2025: 2,610 operations
Q2 2025: 5,755 operations

Arrivals

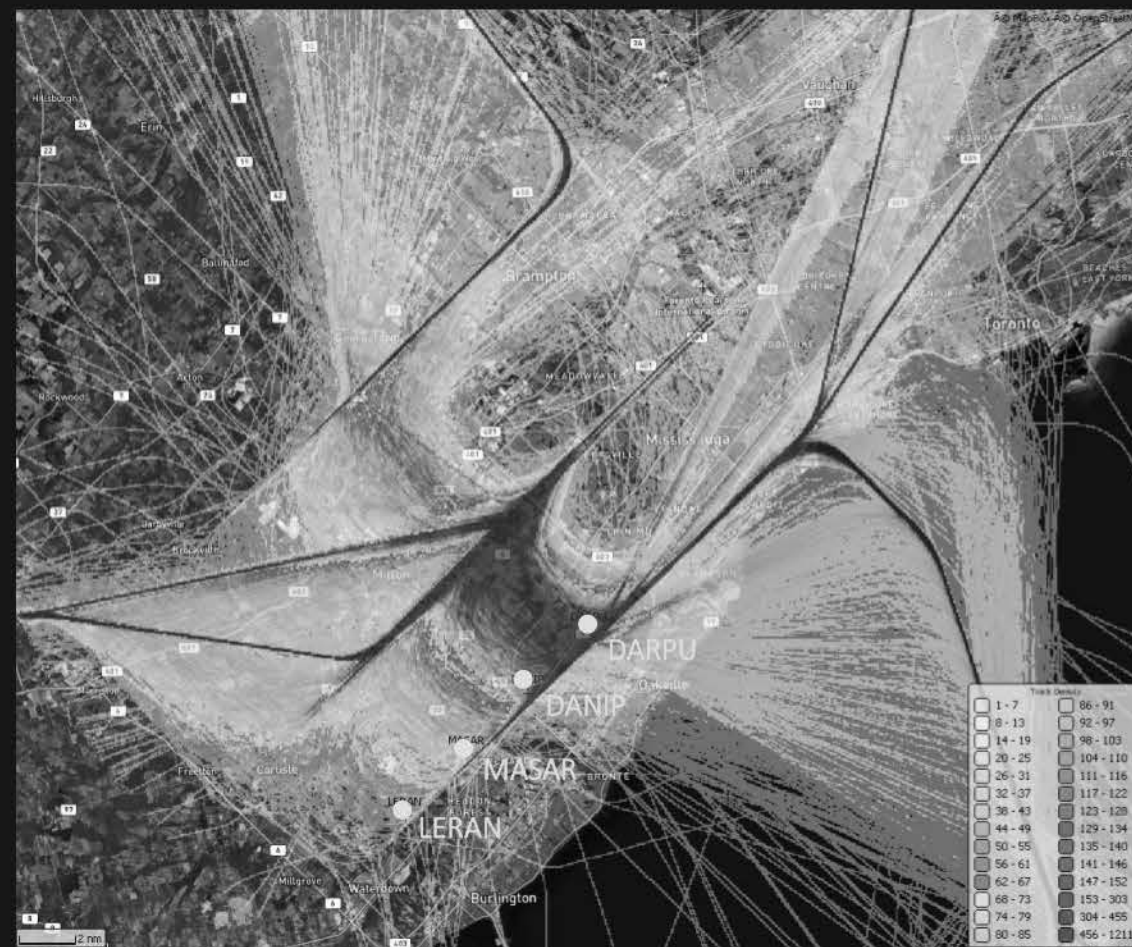
Track Density – Runway 06L/R

Q1 2025



Ops: 6,448

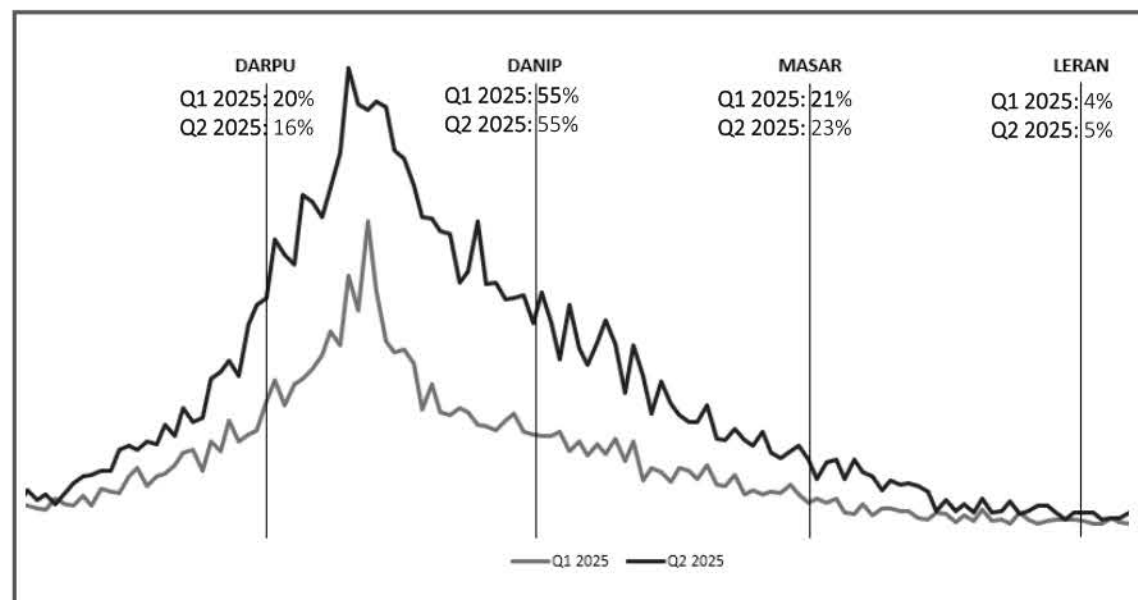
Q2 2025



Ops: 16,636

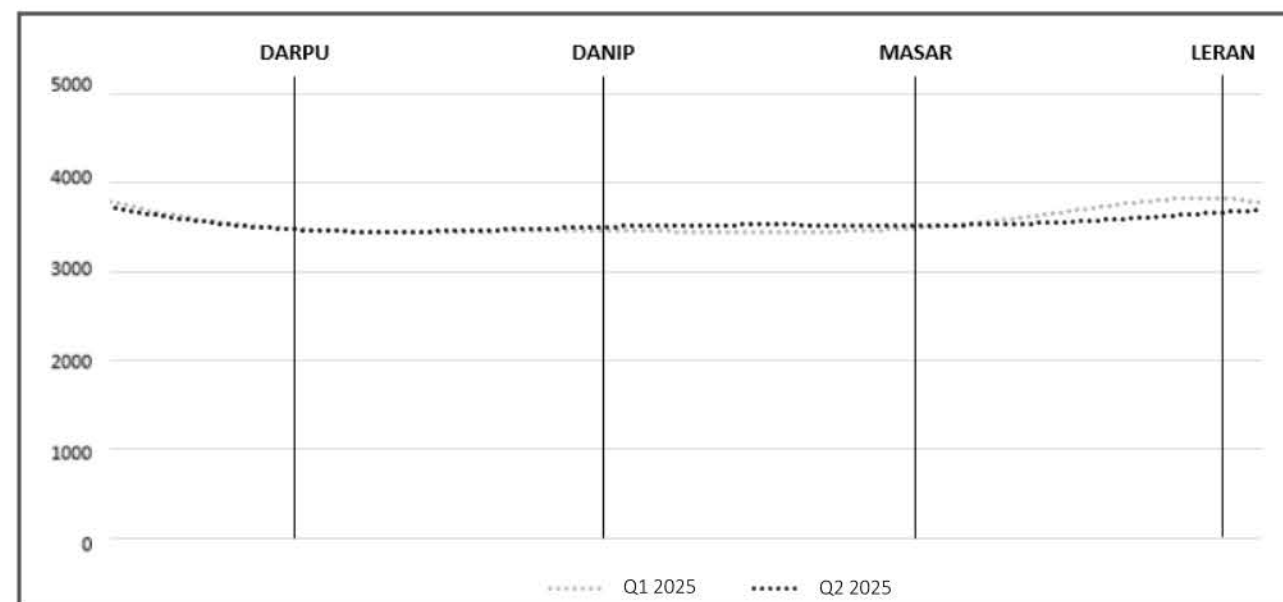
SW Downwind – Detailed Analysis

Location of Base Turns



- Operation counts along the SW downwind in Q2 2025 were double the amount compared to Q1 2025

Altitude of Base Turns



- Average altitudes along the SW downwind remained consistent

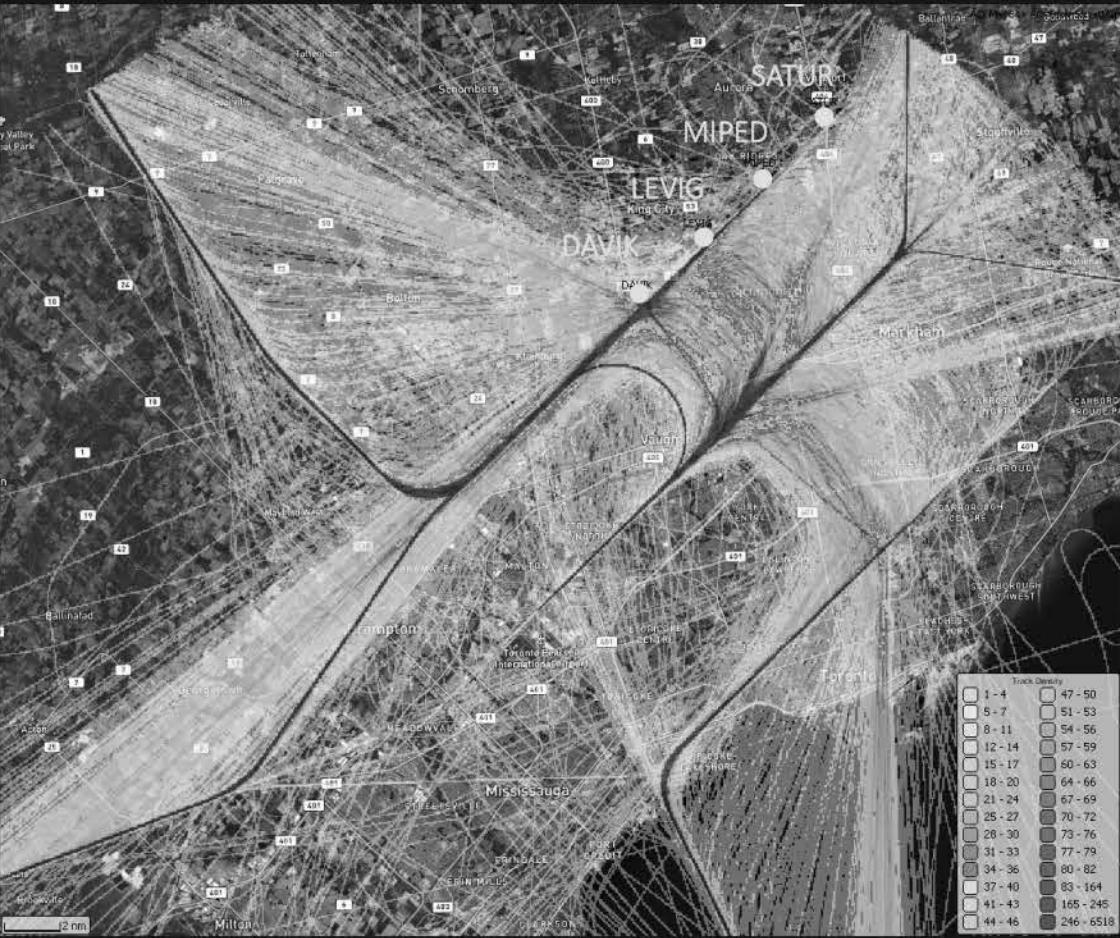
Downwind Counts

Q1 2025: 5,074 operations
Q2 2025: 10,482 operations

Arrivals

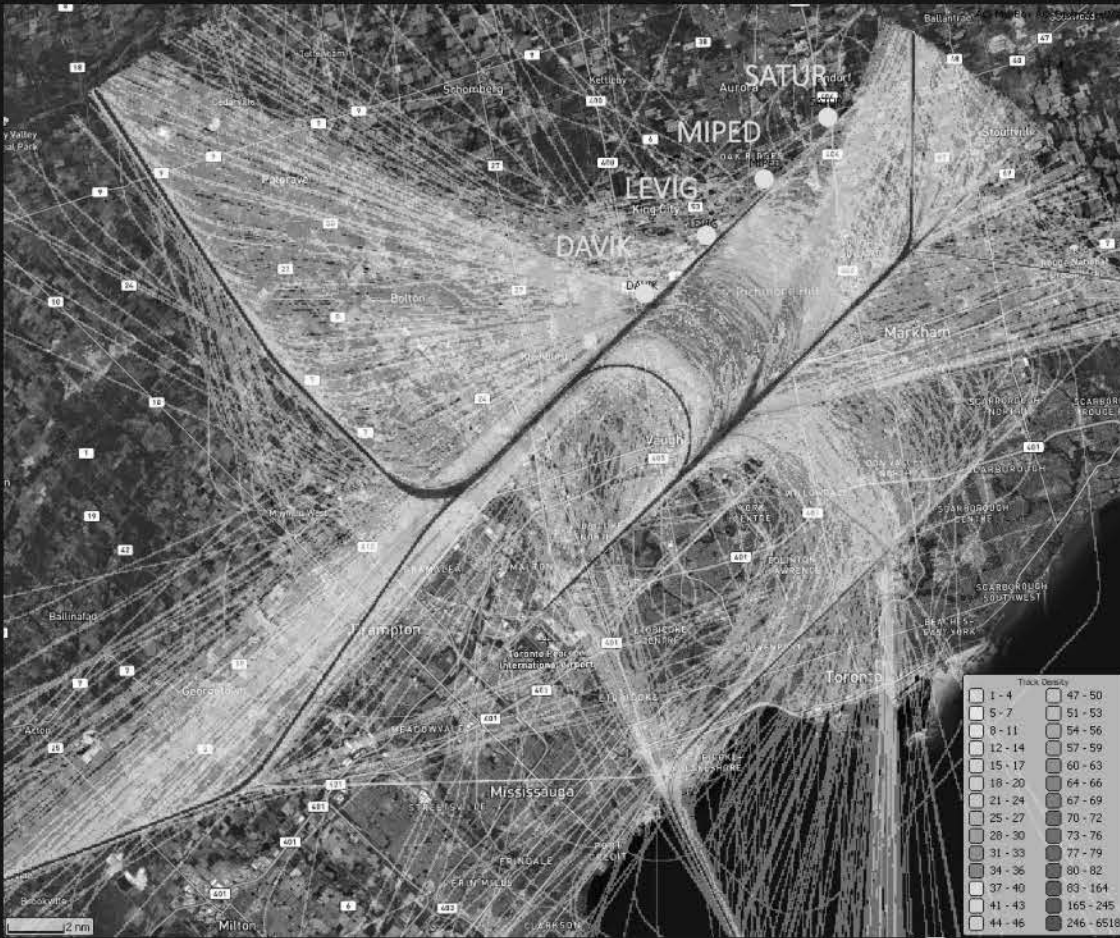
Track Density – Runway 23

Q1 2025



Ops: 5,563

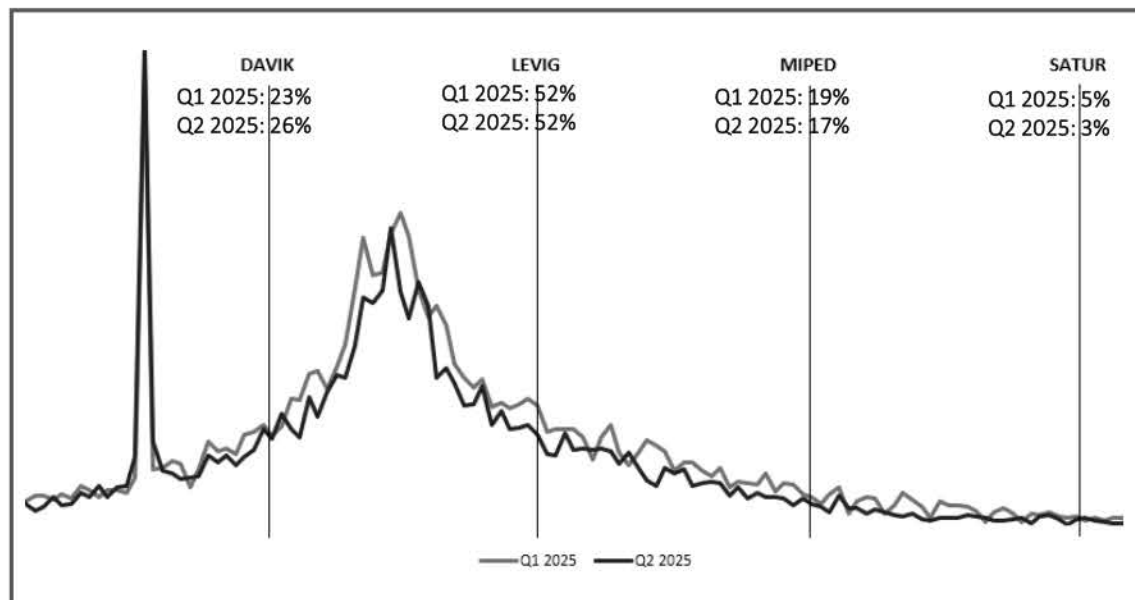
Q2 2025



Ops: 3,772

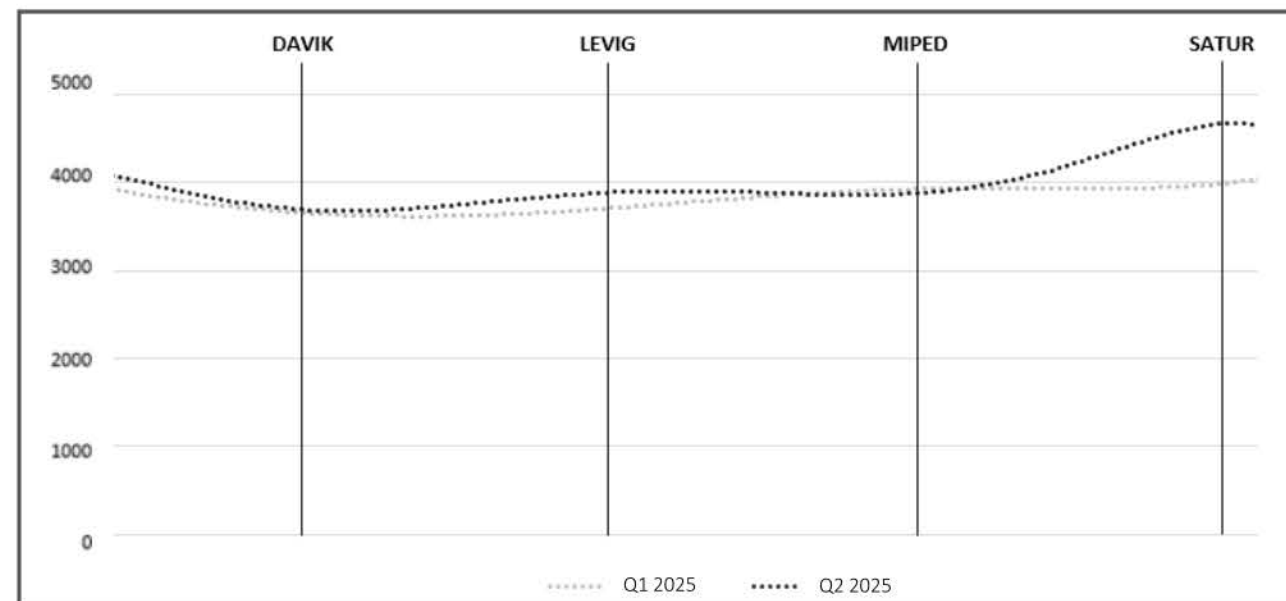
NE Downwind – Detailed Analysis

Location of Base Turns



- Operation counts along the NE downwind in Q2 2025 were similar compared to Q1 2025
- The spike prior to DAVIK waypoint is the location of the RNP-AR base turn to final

Altitude of Base Turns



- Average altitudes along the SW downwind remained consistent

Downwind Counts

Q1 2025: 6,955 operations
Q2 2025: 5,929 operations

Arrivals

Track Density – Runway 24L/R

Q1 2025



Ops: 26,650

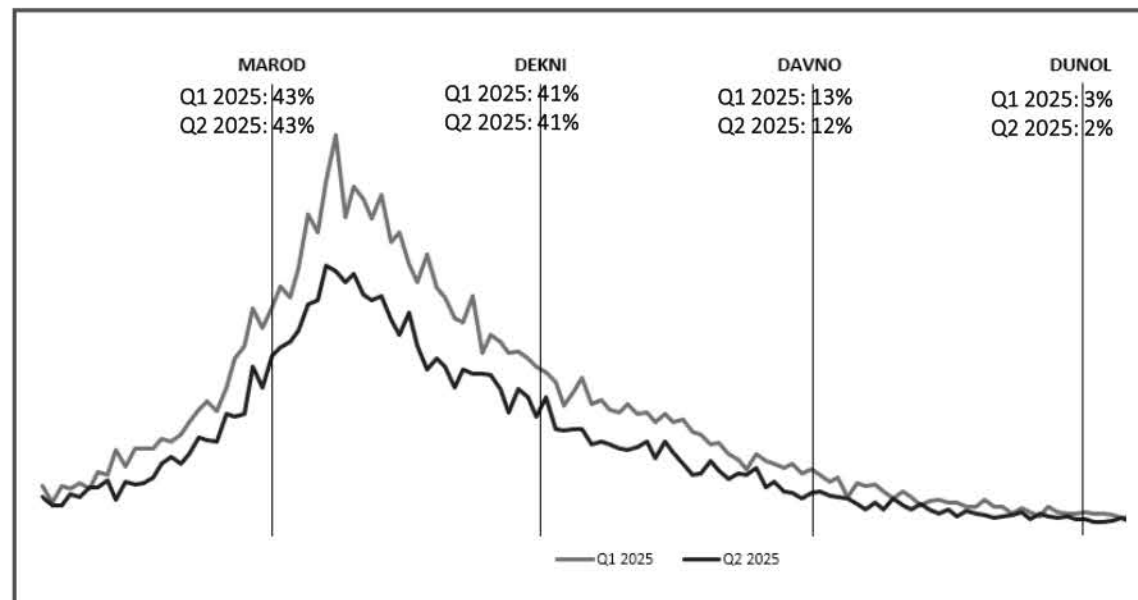
Q2 2025



Ops: 21,462

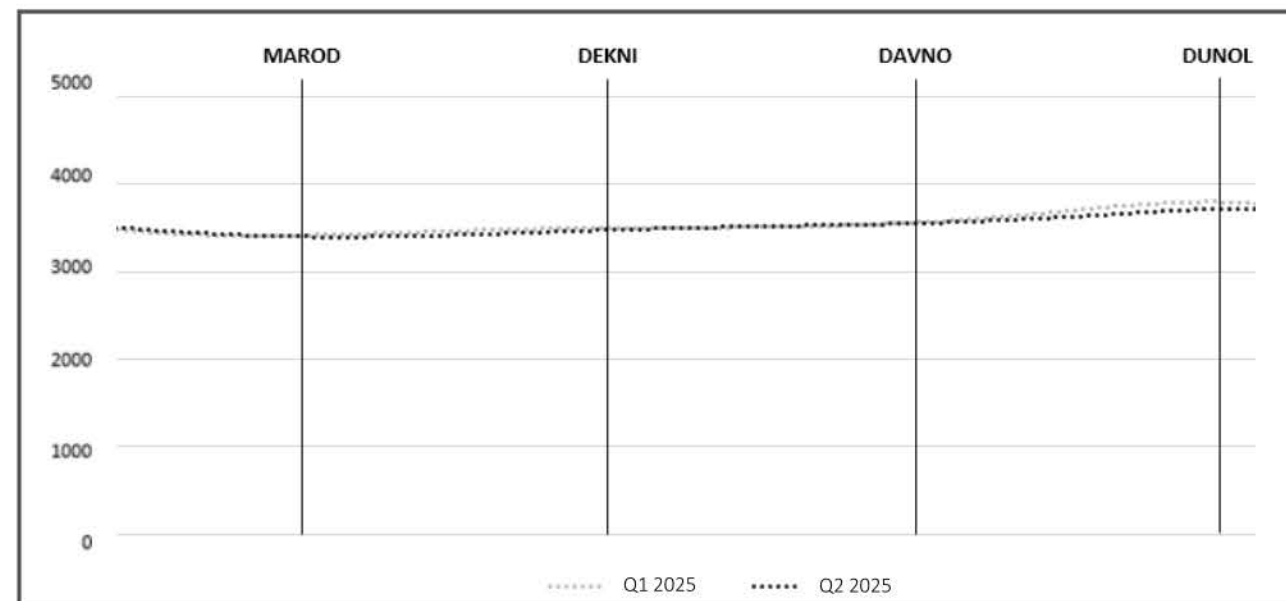
SE Downwind – Detailed Analysis

Location of Base Turns



- Operation counts along the SE downwind in Q2 2025 were reduced compared to Q1 2025

Altitude of Base Turns



- Average altitudes along the SE downwind remained consistent

Downwind Counts

Q1 2025: 17,397 operations

Q2 2025: 12,093 operations

Departures

Track Density – Runway 05

Q1 2025



Ops: 5,289

Q2 2025



Ops: 16,678

Departures

Track Density – Runway 06L/R

Q1 2025



Q2 2025



Departures

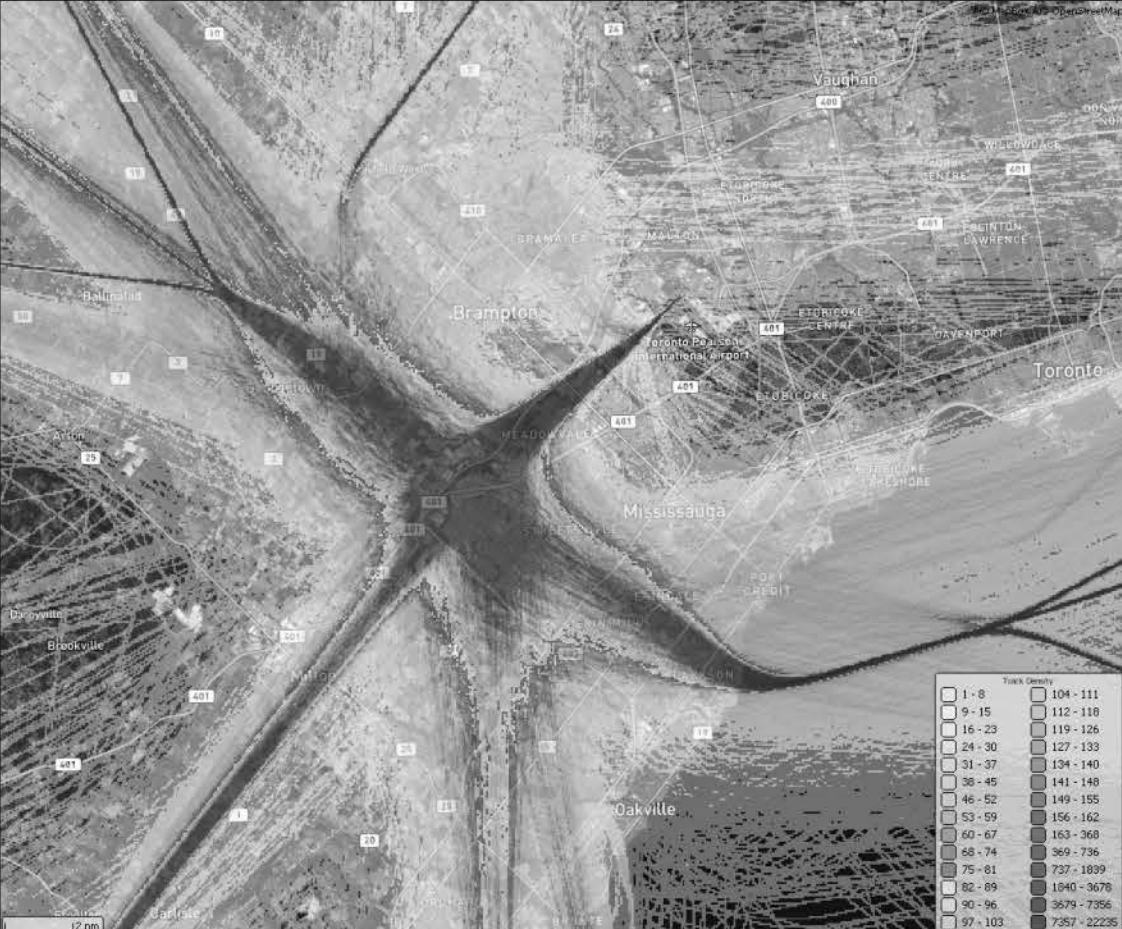
Track Density – Runway 23

Q1 2025



Ops: 26,599

Q2 2025



Ops: 22,235

Departures

Track Density – Runway 24L/R

Q1 2025



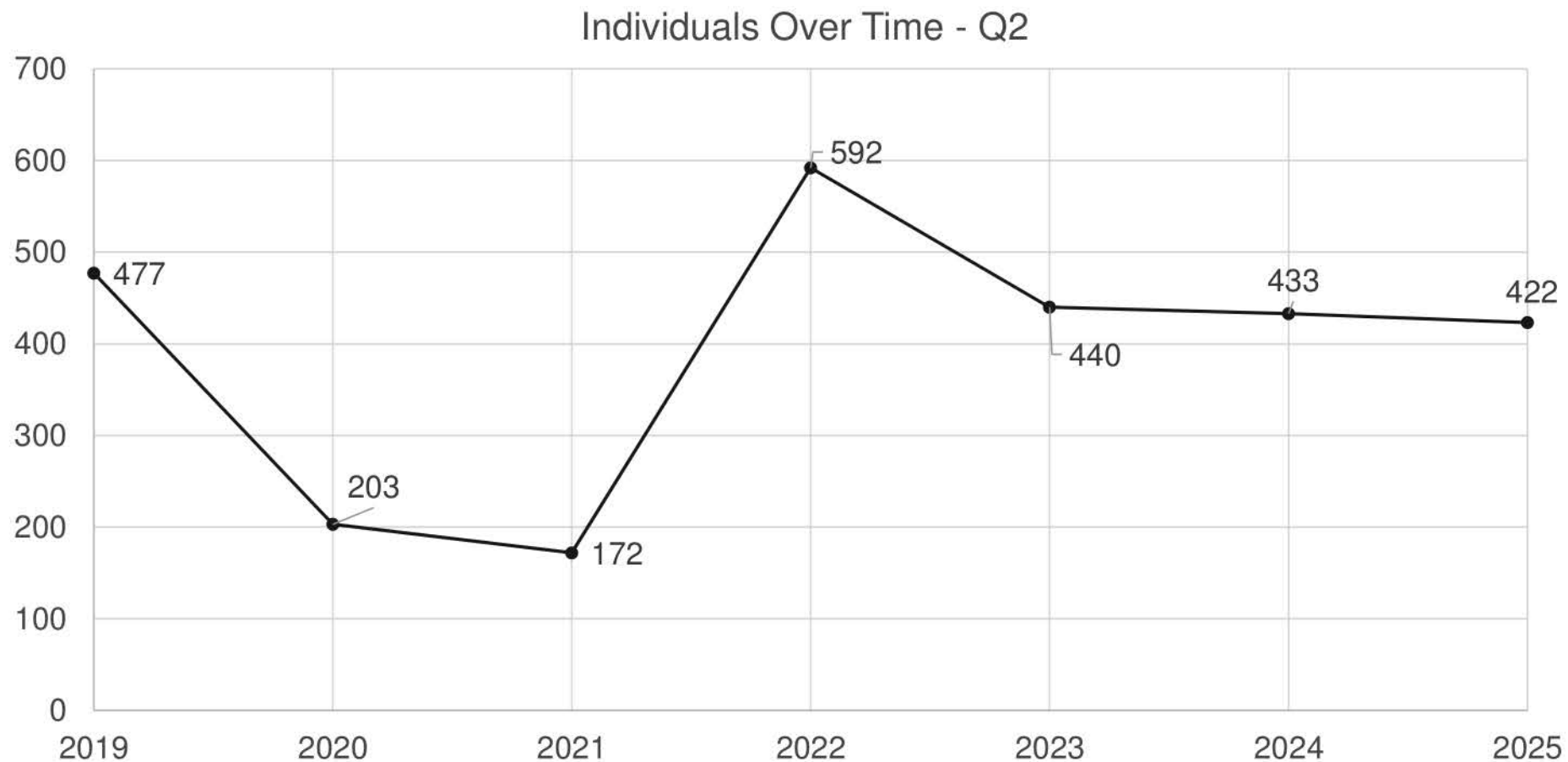
Ops: 3,704

Q2 2025



Ops: 2,002

Trend in Complainants – Q2



Complaints by Federal Riding Q2 2025

Federal Riding	Complaints	Individuals	Employees
Brampton Centre	1	1	1,162
Brampton East (Est)	18	2	1,748
Brampton North (Nord)—Caledon	67	1	1,320
Brampton South (Sud)	77	8	1,187
Brampton West (Ouest)	1	1	1,157
Brampton--Chinguacousy Park	38	13	1,658
Burlington North--Milton West	6,183	5	646
Davenport	17	2	658
Don Valley North (Nord)	47	2	361
Don Valley West (Ouest)	1,188	6	337
Eglinton--Lawrence	6	1	535
Etobicoke Centre	322	48	1,346
Etobicoke North (Nord)	1,657	30	2,036
Etobicoke--Lakeshore	83	13	898
Humber River--Black Creek	221,689	125	835
King--Vaughan	57	6	512
Markham--Thornhill	5	3	250
Markham--Unionville	1	1	268

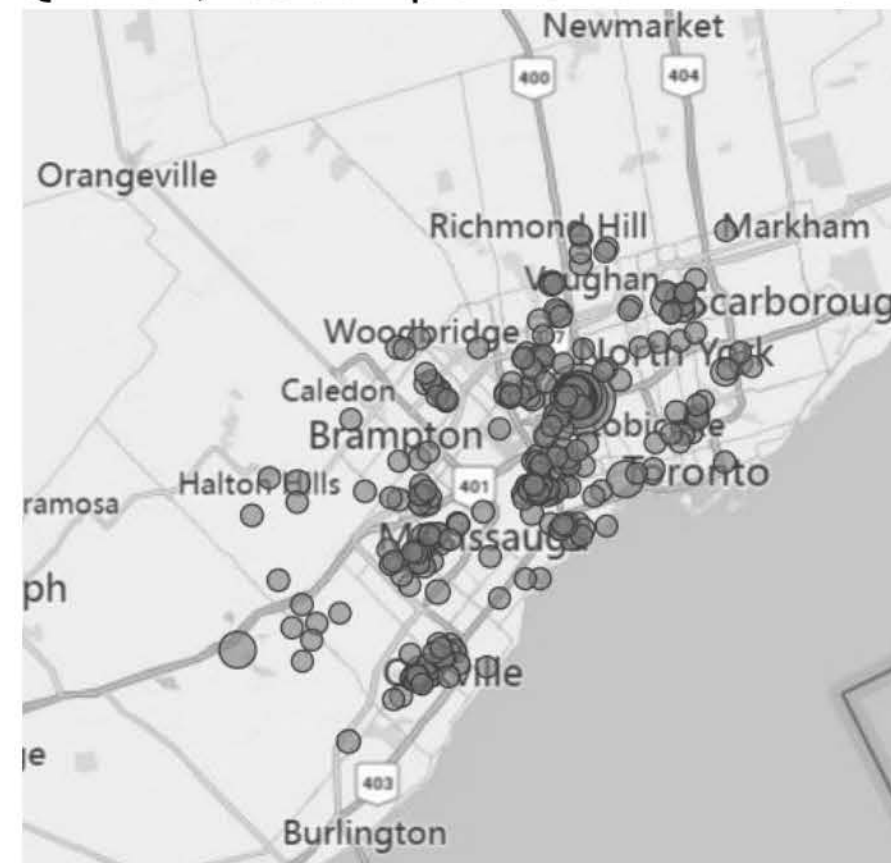
Federal Riding	Complaints	Individuals	Employees
Milton East--Halton Hills South	341	8	862
Mississauga Centre	5	1	1,132
Mississauga East--Cooksville	88	10	1,022
Mississauga--Erin Mills	260	9	781
Mississauga--Lakeshore	10	5	674
Mississauga--Malton	1,584	16	2,090
Mississauga--Streetsville	675	22	876
Oakville East (Est)	4,039	33	458
Oakville West (Ouest)	24	2	444
Scarborough Centre--Don Valley East	38	3	417
Taiaiaiko'n-Parkdale-High Park	6,134	2	756
Thornhill	5,140	6	378
Toronto--Danforth	3	1	315
Toronto--St. Paul's	114	8	340
Vaughan--Woodbridge	1,293	17	631
Willowdale	24	6	476
York Centre	65	4	698
York South--Weston--Etobicoke	165	1	1,146
Total	251,459	422	30,410

Complaints 2024 Q2 vs 2025 Q2

2024 Q2: 71,518 complaints from 433 individuals



2025 Q2: 251,459 complaints from 422 individuals



Increase in complaints and decrease in individuals in 2025 Q2 compared to 2024 Q2.

- Complaints increase driven by Humber River-Black Creek

From: Mateen, Ovais (TC/TC)
Sent: Thu, 4 Sep 2025 19:48:03 +0000
To: Quach, Stephanie (TC/TC)
Subject: RE: Airport Noise Meeting Notes

Added a bullet on #1 & #2

I'm off to go to the meeting with DW.

Ovais M.

From: Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Sent: Thursday, September 04, 2025 3:30 PM
To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>; So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>
Cc: Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>; George, Marcia (TC/TC) <marcia.george@tc.gc.ca>; Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Subject: FW: Airport Noise Meeting Notes
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi Ovais and Wilfred,

Please see Duwayne's questions regarding Qs 1-2 for your input before 4 pm please.

I will re-word to clarify Q4.

Thank you,
Steph

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Thursday, September 04, 2025 3:26 PM
To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; Quach, Stephanie (TC/TC) <Stephanie.Quach@tc.gc.ca>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>
Subject: RE: Airport Noise Meeting Notes
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi – I have a few follow up questions. Please respond by 4pm sharp so that I have an opportunity to review before I start my travel to the location.

For Q1, are they directly over the flight paths? There was a map showing the flight path trajectories with paths apparently showing high concentration of flights over some communities vs others.

Q2: what was the increase of flights? The complaints have ballooned in the last few years.

Q4, states: “Should an airport wish to establish noise abatement procedures, they would submit their formal proposal to TC for review and approval against the regulations. This is voluntary and undertaken by airports to proactively mitigate anticipated community disturbances.” – doesn’t YYZ already have one in place? If so, the answer should be tailored to the issue at hand.

For Q5: if there is a noise abatement procedure, what role does NAV play vs TC if there is a complaint?

Duwayne Williams, P.Eng., MBA

Regional Director General - Ontario Region
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duwayne.williams@tc.gc.ca / Cell: [416-420-4909](tel:416-420-4909) / TTY: [1-888-675-6863](tel:1-888-675-6863)

Directeur général régional - région de l'Ontario
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From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Thursday, September 04, 2025 2:19 PM
To: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Subject: Airport Noise Meeting Notes

UNCLASSIFIED / NON CLASSIFIÉ

Hi Duwayne,

Linked here are the preparatory notes for tonight’s noise meeting, drafted by CivAv and approved by Hanif. Also included in the document are some of the anticipated questions provided by GTAA.

 [MP Judy Sgro Meeting with the GTAA and Nav Canada- Sept. 4, 2025.docx](#)

Let me know if you have any questions.

Best,
Kieran

Kieran Lawlor (he/him)

A/Policy Analyst

Regional Director General's Office | Ontario Region

Transport Canada | Government of Canada

Kieran.lawlor@tc.gc.ca | (416) 578-0743

- FFA -

- TC + Nav Cdr. not same

Apples to apples

- Change flight path.

→ letter not @ reply.
parli change.

~~WMP~~ WMP Tom Rakocic

Ab 12/26

- Angela Manone/EA.
 - Grants - retro fits of homes
 - Done in US.
 - Chicago O'Hare. 90% = ~~FAA~~ 10% = O'Hare.
 - applications Sound
- ⇒ apply for grant
sound proofing

From: Mateen, Ovais (TC/TC)
Sent: Wed, 3 Sep 2025 18:40:19 +0000
To: Williams, Duwayne (TC/TC)
Cc: Mawji, Hanif (TC/TC); Quach, Stephanie (TC/TC); So, Wilfred (TC/TC)
Subject: FW: Sept 4th Meeting - Info from GTAA

Hi Duwayne,

We have confirmation that GTAA will be present in tomorrow's meeting and GTAA has shared their thoughts on the agenda.

Will aim to prep for these as well.

Ovais M.

From: [REDACTED] 19 (1) [REDACTED]@gtaa.com>
Sent: Wednesday, September 03, 2025 2:36 PM
To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>; So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>; Bartlett, Jack (TC/TC) <Jack.Bartlett@tc.gc.ca>
Subject: [External/Externe]: RE: Sept 4th Meeting

Good afternoon again,

This is what Steven expects will be discussed during the meeting.

Short Agenda for TC:

- 1) Usually MP Sgro introduces herself and how/why she has introduced this meeting + some background on what she's done for residents
 - 2) Round table introductions
 - 3) Definition of roles and responsibilities (would be good for TC to note how they play in this space; infractions review, ensuring compliance with international noise standards through aircraft cert, flight path design criteria, and land use guidelines on noise exposure. Enforces Noise Abatement procedures and noise operating restrictions; audits the airports Night Flight Restriction program annually)
- Topics that may come up so TC is prepared:
- 1) What is TC's role in noise from aircraft
 - 2) Why did TC make the Pickering airport decision they did?
 - 3) Health Study work around noise and the role TC plays
 - 4) Noise Chapters (being updated)
 - 5) What TC does about Noise complaints
 - 5) Lived experience of community members; and testimonials of issues community attributes to aircraft noise

I hope this helps,

Please feel free to reach out if you have any questions or concerns.

19 (1)

Greater Toronto Airports Authority | Airport Operations
P.O. Box 6031, 3111 Convoir Drive, Toronto AMF, Ontario, L5P 1B2

Phone 19 (1)

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From 19 (1)

Sent: Wednesday, September 3, 2025 12:34 PM

To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>; So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>; Bartlett, Jack (TC/TC) <jack.bartlett@tc.gc.ca>

Subject: Sept 4th Meeting

Good afternoon gentlemen,

Steven Thomas will be attending the meeting and representing the GTAA. Steven said that it would be an open forum discussion / Q&A with the local residents. It is not a scripted event. Steven has offered to put together some thoughts on what may be raised based on past concerns from the community.

I will share what he prepares with you.

Have a wonderful day,

19 (1)

Greater Toronto Airports Authority | Airport Operations

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

Phone 19 (1)

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Saiyed, Akram (TC/TC)

From: Mawji, Hanif (TC/TC)
Sent: Wednesday, September 03, 2025 9:50 AM
To: George, Marcia (TC/TC)
Subject: FW: Pre-brief: Meeting with GTAA & NAV Can Sept 4
Attachments: July 2025 Neighbourhood Table Presentation.pdf

UNCLASSIFIED / NON CLASSIFIÉ

FYI

Hanif Mawji
Associate Director, Operations East
Transport Canada / Government of Canada
Hanif.mawji@tc.gc.ca / Tel: 416-954-2058 / Cel: 416-525-2421 / TTY: 1-888-675-6863

Directeur associé, Opérations Est
Transports Canada / Gouvernement du Canada
Hanif.mawji@tc.gc.ca / Tél. : 416-954-2058/ Tél. cell. : 416-525-2421 / ATS : 1-888-675-6863

From: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>
Sent: Wednesday, September 03, 2025 9:12 AM
To: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Cc: So, Wilfred (TC/TC) <wilfred.so@tc.gc.ca>; Mawji, Hanif (TC/TC) <hanif.mawji@tc.gc.ca>
Subject: RE: Pre-brief: Meeting with GTAA & NAV Can Sept 4

UNCLASSIFIED / NON CLASSIFIÉ

Morning Duwayne,

Prior to our prep meeting, below is the information regarding noise at Pearson. I've also attached the recent presentation

BACKGROUND:

Greater Toronto Airports Authority (GTAA) that operates Pearson Airport monitors and manages the noise program.

GTAA monitors noise and handles noise complaints through their noise management program.

TC's role is to enforce the Noise Abatement Procedures and Noise Operating Restrictions and audit our Night Flight Restriction Program. TC is also responsible for enforcing the rules when potential violations of noise procedures or operational requirements are identified.

NAV CANADA, the air navigation provider in Canada, is responsible for safe and efficient movement of aircraft. NAV CANADA designs and publishes a network of flight paths based on criteria set by Transport Canada and the International Civil Aviation Organization (ICAO). NAV CANADA also assigns runways at Pearson by considering winds, weather, capacity and the preferential runway system.

GTAA has a very interactive website that the public can access and utilize to learn about noise and lodge a noise complaint <https://www.torontopearson.com/en/community/noise-management>. All advisory and updates are available via this link.

GTAA also hosts meetings quarterly with Political Reps, Neighborhood Reps, & the general public. The last meeting was held on July 22nd to 24th for the political reps, neighborhood, & public where the attached presentation was delivered. The next meetings are scheduled for November.

Main takeaway from the presentation is that there was a huge increase in the # of complaints year over year. **In Q2-2024, there were 71,518 complaints and in Q2-2025 there were 251,459 complaints.** But the takeaway is that the # of complainants reduced by 11. **The highest complaints are from the Humber River-Black Creek riding.**

TAKEAWAY:

Based on the data presented during the recent noise meetings, overall complainants appear to have decreased between 2024 and 2025. However, there has been a notable increase in complaints originating from the federal riding. This suggests that a small number of individuals may be submitting multiple complaints.

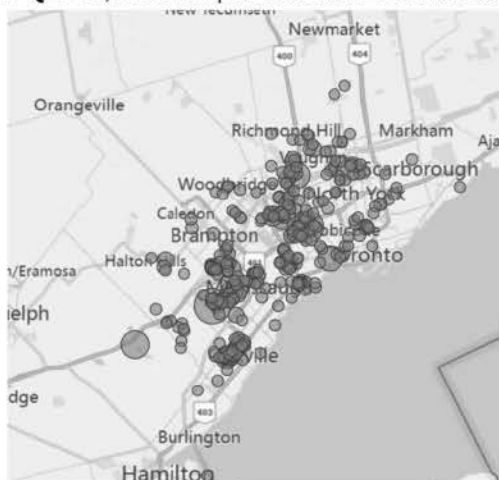
It was also previously noted during these discussions that the complaints are being submitted electronically potentially using an automated system such as robocalls.

Complaints by Federal Riding Q2 2025

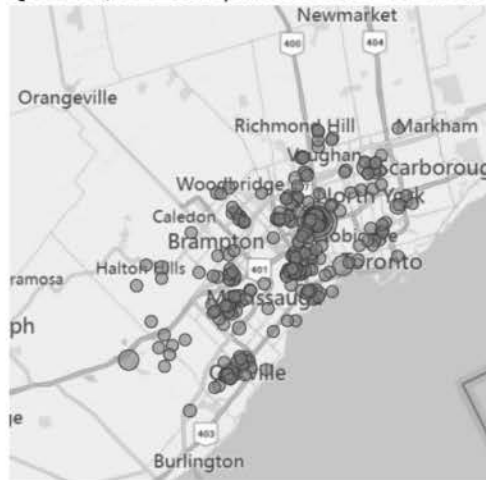
Federal Riding	Complaints	Individuals	Employees	Federal Riding	Complaints	Individuals	Employees
Brampton Centre	1	1	1,162	Milton East--Halton Hills South	341	8	862
Brampton East (Est)	18	2	1,748	Mississauga Centre	5	1	1,132
Brampton North (Nord)--Caledon	67	1	1,320	Mississauga East--Cooksville	88	10	1,022
Brampton South (Sud)	77	8	1,187	Mississauga--Erin Mills	260	9	781
Brampton West (Ouest)	1	1	1,157	Mississauga--Lakeshore	10	5	674
Brampton--Chinguacousy Park	38	13	1,658	Mississauga--Malton	1,584	16	2,090
Burlington North--Milton West	6,183	5	646	Mississauga--Streetsville	675	22	876
Davenport	17	2	658	Oakville East (Est)	4,039	33	458
Don Valley North (Nord)	47	2	361	Oakville West (Ouest)	24	2	444
Don Valley West (Ouest)	1,188	6	337	Scarborough Centre--Don Valley East	38	3	417
Eglinton--Lawrence	6	1	535	Taiaiko'n-Parkdale-High Park	6,134	2	756
Etobicoke Centre	322	48	1,346	Thornhill	5,140	6	378
Etobicoke North (Nord)	1,657	30	2,036	Toronto--Danforth	3	1	315
Etobicoke--Lakeshore	83	13	898	Toronto--St. Paul's	114	8	340
Humber River--Black Creek	221,689	125	835	Vaughan--Woodbridge	1,293	17	631
King--Vaughan	57	6	512	Willowdale	24	6	476
Markham--Thornhill	5	3	250	York Centre	65	4	698
Markham--Unionville	1	1	268	York South--Weston--Etobicoke	165	1	1,146
				Total	251,459	422	30,410

Complaints 2024 Q2 vs 2025 Q2

2024 Q2: 71,518 complaints from 433 individuals



2025 Q2: 251,459 complaints from 422 individuals



Increase in complaints and decrease in individuals in 2025 Q2 compared to 2024 Q2.

- Complaints increase driven by Humber River-Black Creek

43

Complaints 2024

Federal Riding	Complaints	Complainants	Pearson Employees	Federal Riding	Complaints	Complainants	Pearson Employees
Aurora-Oak Ridges-Richmond Hill	3	2	230	Mississauga-Lakeshore	19	13	441
Brampton Centre	700	28	728	Mississauga-Malton	722	47	925
Brampton East	107	9	970	Mississauga-Streetsville	50576	84	629
Brampton North	6	4	939	Oakville	2059	29	389
Brampton South	760	66	863	Oakville North-Burlington	12595	86	546
Brampton West	655	5	993	Parkdale-High park	24878	8	411
Davenport	191	3	374	Richmond Hill	32	6	227
Don Valley East	1257	11	231	Scarborough Centre	70	2	284
Don Valley North	646	8	249	Scarborough North	11	1	206
Don Valley West	1396	10	162	Scarborough-Agincourt	11	3	232
Eglinton-Lawrence	61	8	324	Scarborough-Rouge Park	5	1	242
Etobicoke Centre	1296	75	617	Spadina-Fort York	1	1	350
Etobicoke North	56596	90	759	Thornhill	17180	28	252
Etobicoke-lakeshore	556	40	662	Toronto Centre	2	2	324
Hamilton East Stoney Creek	110	3	181	Toronto-Danforth	4	1	249
Humber River-Black Creek	25807	156	523	Toronto-St.Paul's	117	9	244
King-Vaughan	2864	18	409	University-Rosedale	3	3	184
Markham-Thornhill	87	8	194	Vaughan-Woodbridge	14754	38	439
Markham-Unionville	5	2	234	Wellington-Halton Hills	2223	18	344
Milton	26604	23	584	Willowdale	268	15	289
Mississauga Centre	25	5	573	York Centre	503	17	429
Mississauga East-Cooksville	235	19	548	York South-Weston	5	3	598
Mississauga-Erin Mills	1939	45	557				

Hope this information helps and we can further discuss.

Regards,
Ovais Mateen

A/Technical Team Lead – Operations Specialties
Transport Canada / Government of Canada

ovais.mateen@tc.gc.ca / Cel: 416-414-0350 / TTY: 1-888-675-6863

A/Chef d'équipe technique – Opérations Spécialités

Transports Canada / Gouvernement du Canada

ovais.mateen@tc.gc.ca / Tél. cell. : 416-414-0350 / ATS: 1-888-675-6863

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>

Sent: Wednesday, September 03, 2025 8:16 AM

To: Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>

Subject: RE: Pre-brief: Meeting with GTAA & NAV Can Sept 4

UNCLASSIFIED / NON CLASSIFIÉ

Morning - in advance of the meeting today at 10, please send me both background and historical documentation the civav team has on yyz noise management.

Thx

DW

Duwayne Williams, P.Eng., MBA

Regional Director General - Ontario Region

Transport Canada / Government of Canada

duwayne.williams@tc.gc.ca / Cell: 416-420-4909 / TTY: 1-888-675-6863

Directeur général régional - région de l'Ontario

Transports Canada / Gouvernement du Canada

duwayne.williams@tc.gc.ca / Tél. cell. : 416-420-4909 / ATS : 1-888-675-6863

-----Original Appointment-----

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>

Sent: Tuesday, September 02, 2025 3:22 PM

To: Williams, Duwayne (TC/TC); Mateen, Ovais (TC/TC)

Subject: Pre-brief: Meeting with GTAA & NAV Can Sept 4

When: Wednesday, September 03, 2025 10:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Feel free to meet in RDG Office if you are on site at 4900 Yonge St.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 247 829 800 831 9

Passcode: aQ37HL3y

Dial in by phone

+1 613-367-5503,,608520831# Canada, Ottawa

[Find a local number](#)

Phone conference ID: 608 520 831#

Join on a video conferencing device

Tenant key: teams@tc.video.canada.ca

Video ID: 112 015 244 8

[More info](#)

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Saiyed, Akram (TC/TC)

From: Williams, Duwayne (TC/TC)
Sent: Monday, January 26, 2026 11:16 AM
To: Fleurimond, Farrah (elle,la | she,her) (TC/TC); George, Marcia (TC/TC)
Subject: FW: [External/Externe]: Re: List of Attendees - September 4th, 2025 Airplane Noise Meeting

Fyi

From: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>
Sent: Monday, January 26, 2026 10:57 AM
To: [REDACTED] 19 (1)
Cc: Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; Meneses, Albert (Sgro, Judy A. - MP) <albert.meneses.521@parl.gc.ca>
Subject: [External/Externe]: Re: List of Attendees - September 4th, 2025 Airplane Noise Meeting

You don't often get email from amy.calderan.521@parl.gc.ca. [Learn why this is important](#)

Hello [REDACTED] 19 (1)

Thank you for your email.

I want to clarify the steps our office committed to and what has now been completed. As promised, I ensured that we obtained the list of attendees from the September 4th meeting, which we have provided. This is the full extent of the information shared with our office by the departments involved.

Beyond supplying that list, there is no additional documentation, written refusal, or direct contact information for individual officials that was provided to us by NAV CANADA, Transport Canada, or GTAA. Constituency offices do not have authority to compel federal agencies to release further personnel details, and we can only share what is provided to us through those channels.

Given that we have fulfilled our commitment to obtain and share the attendee list, there will be no further follow-up from our office on this file. That said, you are of course free to reach out directly to the departments using the contact information they supplied if you require further clarification or wish to pursue additional details.

Thank you again for raising your concerns.

Best regards,



Amy Calderan (She/Her/Hers)

Constituency Office Manager | Hon. Judy A. Sgro, MP

Chair Standing Committee on International Trade

Privy Council, Member of Parliament

Humber River-Black Creek

Constituency Office:

2201 Finch Ave. West, Unit # 25

North York, ON M9M 2Y9

amy.calderan.521@parl.gc.ca

Tel: 416-744-1297 | Fax: 416-952-1696

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From 19 (1)

Sent: January 22, 2026 8:14 PM

To: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>

Cc: Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; Meneses, Albert (Sgro, Judy A. - MP) <albert.meneses.521@parl.gc.ca>; greg.orencsak@hc-sc.gc.ca <greg.orencsak@hc-sc.gc.ca>; Prime Minister's Office <pm@pm.gc.ca>; eric.costen@hc-sc.gc.ca <eric.costen@hc-sc.gc.ca>; Minister of Transport / Ministre des Transports (TC) <tc.ministeroftransport-ministredestransports.tc@tc.gc.ca>; hcmminister.ministresc@hc-sc.gc.ca; hcmminister.ministresc@canada.ca; communityengagement@gtaa.com <communityengagement@gtaa.com>

Subject: Re: List of Attendees - September 4th, 2025 Airplane Noise Meeting

Hi Amy,

Thank you for your message.

I need to state, respectfully but clearly, that closing this case at this stage is not acceptable. The issue here is not whether your office “shared what it received.” The issue is that the information received is **incomplete, non-responsive**, and **does not meet the commitments made to residents on September 4th**—commitments your office acknowledged in writing on October 2nd. *When elected offices signal that commitments to residents can be abandoned without meaningful follow-through, it contributes to the broader culture of non-accountability that has allowed federally regulated bodies to operate without effective oversight.*

At St. Jude’s, residents were explicitly promised that your office would help obtain a **verifiable attendee list with names, titles, and direct organizational contact details** for each individual who attended in an official capacity. That commitment has not been fulfilled.

Instead, what we received—months later—are **generic inboxes** that do not allow residents to contact the actual individuals who made statements, assurances, and commitments at the meeting. This is not a matter of “expectations”; it is a matter of **basic accountability** in a public process involving federal bodies.

To be clear:

- The MP’s office is not a mail-forwarding service.
- Constituents do not have the authority or access to obtain this information directly from federal agencies when those agencies choose not to respond.
- **Your office does.** That is the purpose of parliamentary oversight.

Closing the case without securing the promised information effectively leaves residents without representation. Given the health, safety, and governance implications involved, that would be a failure of process and of mandate. *Patterns like this are precisely what erode public trust and reinforce the institutional inertia that communities across the country are struggling against.*

Before your office closes this file, I am formally requesting:

1. **Confirmation of whether NAV CANADA, Transport Canada, or GTAA refused to provide direct contact details for their officials.**
If they refused, your office should have received this refusal in writing. Please provide it.
2. **If they did not refuse**, I request that your office follow up again and ask for the complete information that was promised at the meeting and in your October 2nd correspondence.
3. **A short explanation of why the commitments made to residents were not met**, so that we can accurately document the process in our public records.

Residents are not asking for anything extraordinary—only that individuals who attend a public meeting in an official capacity be **identifiable, reachable, and accountable**.

I trust your office will reconsider closing the file prematurely and will follow through on the commitments made to the community.

Sincerely,

19 (1)

Pearson Accountability Alliance

info@pearsonaccountabilityalliance.org

From: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>

Sent: January 22, 2026 1:54 PM

To: 19 (1)

Cc: Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; Meneses, Albert (Sgro, Judy A. - MP) <albert.meneses.521@parl.gc.ca>

Subject: RE: List of Attendees - September 4th, 2025 Airplane Noise Meeting

Hello 19 (1)

Thank you for your email. I understand your concerns.

To clarify, I reached out to the departments directly and shared the information that was provided to our office in response. If this does not meet your expectations, you are absolutely welcome to follow up with NAV CANADA, Transport Canada, or GTAA directly for any additional details you are seeking.

As I have now shared all the information we received, I will be closing this case on my end.

Thank you for your understanding.

Regards,



Amy Calderan (She/Her/Hers)

Constituency Office Manager | Hon. Judy A. Sgro

Member of Parliament, Humber River-Black Creek

Chair Standing Committee on International
Trade I Privy Council

Constituency Office:

2201 Finch Ave. West, Unit # 25

North York, ON M9M 2Y9

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From [REDACTED] 19 (1)
Sent: January 21, 2026 12:57 PM
To: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>
Cc: Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; Meneses, Albert (Sgro, Judy A. - MP) <albert.meneses.521@parl.gc.ca>
Subject: Re: List of Attendees - September 4th, 2025 Airplane Noise Meeting

Subject: September 4th attendee list – still incomplete and not consistent with commitments

Hi Amy,

Thank you for your email and for sending what you were provided by NAV CANADA and Transport Canada.

However, I need to be very clear that this response is **not** consistent with the commitments made to residents at the September 4th meeting, nor with what I requested in writing.

At St. Jude's, and again in my follow-up emails, I specifically requested for each official attendee from GTAA, NAV CANADA, and Transport Canada:

1. Full name
2. Title/role
3. **Direct organizational email address**, not a generic inbox

What your office has now forwarded is, in most cases, a generic email address for an entire department or region. This makes it impossible to follow up with the individuals who actually attended, and it prevents any meaningful accountability for the statements and commitments they made in front of the community.

Given the amount of time that has passed since the meeting, and your October 2nd email indicating that you would "reach out to the departments... and request the necessary information," this outcome is very disappointing. Residents were assured that your office would help secure a **verifiable, complete** attendee list. That has not happened.

Can you please clarify, in writing:

1. Did NAV CANADA, Transport Canada, or GTAA **refuse** to provide direct email contacts for the individuals who attended?
2. If so, on what basis, and can your office share that refusal explicitly (rather than simply substituting generic inboxes)?
3. If not, can you please go back to these organizations and request the direct contact details that were promised?

For the record, the community's expectation is straightforward: anyone sent in an official capacity to a public meeting about health and safety impacts should be identifiable and reachable in their professional role.

Thank you in advance for a clear and complete response.

Sincerely,

19 (1)

Pearson Accountability Alliance

info@pearsonaccountabilityalliance.org

From: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>

Sent: January 21, 2026 12:21 PM

To: [REDACTED] 19 (1)

Cc: Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; Meneses, Albert (Sgro, Judy A. - MP) <albert.meneses.521@parl.gc.ca>

Subject: RE: List of Attendees - September 4th, 2025 Airplane Noise Meeting

Hello [REDACTED] 19 (1)

I hope you are doing well also and are having a great start to the New Year!

I apologize for the delay in getting back to you, however I have reached out to both NAV Canada and Transport Canada and was given the following information:

NAV Canada

Jonathan Bagg

Director, Stakeholder and Industry Relations

service@navcanada.ca

NAV Canada

Ian Giesbrecht

Manager, Stakeholder and Community Engagement

service@navcanada.ca

Transport Canada Toronto Region

Duwayne Williams

Regional Director, Ontario Region

aviation.ont@tc.gc.ca

Transport Canada Toronto Region

Ovais Mateen

Aviation Team

aviation.ont@tc.gc.ca

Thanks for following up, have a wonderful day!

Regards,



Amy Calderan (She/Her/Hers)

Constituency Office Manager | Hon. Judy A. Sgro

Member of Parliament, Humber River-Black Creek

Chair Standing Committee on International
Trade I Privy Council

Constituency Office:

2201 Finch Ave. West, Unit # 25

North York, ON M9M 2Y9

amy.calderan.521@parl.gc.ca

Tel: 416-744-1297 | Fax: 416-952-1696

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From [REDACTED] 19 (1)
Sent: January 20, 2026 10:24 PM
To: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>
Cc: Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; info@pearsonaccountabilityalliance.org
Subject: Re: List of Attendees - September 4th, 2025 Airplane Noise Meeting

Hello Amy,

I hope you're doing well.

I'm following up regarding your October 2 email in which you confirmed you would reach out to NAV CANADA and Transport Canada for the verified names, titles, and direct email contacts of the officials who attended the St. Jude's meeting.

More than two months have passed since the meeting, and having accurate contact details is essential for proper follow-up and accountability. Could you please provide an update on the status of these requests, or let me know if further information from my end would assist?

Thank you for your continued help.

Sincerely,

19 (1)

On Thursday, October 2, 2025 at 01:50:54 p.m. EDT, Calderan, Amy (Sgro, Judy A. - MP)

<amy.calderan.521@parl.gc.ca> wrote:

Hello

19 (1)

Thank you for your follow-up, I appreciate your continued advocacy on behalf of the community.

I will reach out to the departments you mentioned below to follow up on the action items you listed in your email and request the necessary information. While I can't guarantee specific outcomes, please know that our office is committed to help get answers where possible.

Once we receive any updates, I'll be sure to share them with you.

Wishing you a wonderful day ahead!

Regards,



Amy Calderan (She/Her/Hers)

Constituency Office Manager | Hon. Judy A. Sgro

Member of Parliament, Humber River-Black Creek

Chair Standing Committee on
International Trade I Privy Council

Constituency Office:

2201 Finch Ave. West, Unit # 25

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amy.calderan.521@parl.gc.ca

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From: [REDACTED] 19 (1)

Sent: October 1, 2025 8:32 PM

To: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>; blair.ostrom@gtaa.com; Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; steven.thomas@gtaa.com; deborah.flint@gtaa.com; tc.ministeroftransport-ministredestransports.tc@tc.gc.ca; hcminister.ministresc@hc-sc.gc.ca; hcminister.ministresc@canada.ca; Prime Minister's Office <pm@pm.gc.ca>; ministre-minister@ec.gc.ca

Cc: [REDACTED] 19 (1)

[REDACTED]

19 (1)

[REDACTED] 19 (1) eric.costen@hc-sc.gc.ca;
greg.orencsak@hc-sc.gc.ca; jagmeet.singh@parl.gc.ca; francesco.sorbara@parl.gc.ca;

[REDACTED] 19 (1)

19 (1)

councillor_crisanti@toronto.ca; councillor_holyday@toronto.ca; councillor_morley@toronto.ca; councillor_perks@toronto.ca; councillor_nunziata@toronto.ca; councillor_pasternak@toronto.ca; councillor_colle8@toronto.ca; councillor_malik@toronto.ca; councillor_saxe@toronto.ca; councillor_matlow@toronto.ca; councillor_moise@toronto.ca; councillor_fletcher@toronto.ca; councillor_chernoslin@toronto.ca; councillor_burnside@toronto.ca; councillor_carroll@toronto.ca; councillor_cheng@toronto.ca; councillor_bradford@toronto.ca; councillor_kandavel@toronto.ca; councillor_thompson@toronto.ca; councillor_mantas@toronto.ca; councillor_myers@toronto.ca; [**Subject:** Re: List of Attendees - September 4th, 2025 Airplane Noise Meeting](mailto:19 (1) Carney, Mark - M.P. <mark.carney@parl.gc.ca>; Freeland, Chrystia - M.P. <Chrystia.Freeland@parl.gc.ca>; Michel, Marjorie - Députée <marjorie.michel@parl.gc.ca>; Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>; councillor_ainslie@toronto.ca; communityengagement@gtaa.com; petitions@oag-bvg.gc.ca; info.com@chrc-cddp.gc.ca; hcinfo.infosc@canada.ca; complaint.plainte@chrc-cddp.gc.ca; info@psic-ispc.gc.ca; mark.holland@parl.gc.ca; yaara.saks@parl.gc.ca; 19 (1) publichealth@toronto.ca; boh@toronto.ca; 19 (1)</p>
</div>
<div data-bbox=)

Dear Amy,

Thank you for your response.

While I appreciate your note, it is not reasonable to expect individual residents to chase multiple federal agencies and the GTAA for basic information. Transport Canada is the landlord under the Pearson Ground Lease, and Parliament – through our elected representatives – holds oversight responsibility.

To avoid further confusion, I would ask the following be actioned:

1. **Lease obligations:** Steven, please provide the exact clause and page in the Ground Lease where it states GTAA has a mandate to “meet demand.”

2. **Night operations data:** Chase, please provide the GTAA website link where historical yearly operations for night-time traffic are published.
3. **Contact information:** Correct contact details for all agencies and participants present at the September 4 meeting.
4. **Minutes and responses:** The official minutes of the meeting and written responses to the questions raised.
5. **Transport Canada oversight:** Clarification from Transport Canada on their role in enforcing compliance with the Ground Lease and the Noise Management Program.

It is the role of an MP's office to press for accountability and obtain these answers from federal bodies on behalf of constituents. Redirecting us back to GTAA or NAV CANADA only leaves residents without representation or recourse.

I would ask your office to follow up directly with Transport Canada and GTAA on these items and confirm a timeline for when we will receive a response.

Thank you for your attention to this matter.

Sincerely,

19 (1)

On Wednesday, October 1, 2025 at 03:23:07 p.m. EDT, Calderan, Amy (Sgro, Judy A. - MP)
<amy.calderan.521@parl.gc.ca> wrote:

Good afternoon

19 (1)

I hope this email finds you well, and thank you for following up.

Apologies for the delay in responding, our office handles an extremely high volume of emails and calls daily, and we're not always able to reply as quickly as we'd like.

Regarding the mix-up with the names on the list, Steven, perhaps you could kindly provide the correct information for Chase, who attended the meeting?

As for NAV Canada, the details I shared were based on the information provided to us. If you're seeking something more specific, I would recommend reaching out to them directly for clarification.

I've yet to receive a response from Transport Canada regarding contact information. Steve, would you be able to assist Fabio in obtaining that?

Lastly, any answers to questions raised during the meeting, as well as the official minutes, will need to come directly from GTAA.

I hope this helps clarify things. Thanks again for your follow-up, and wishing you a great day!

Regards,



Amy Calderan (She/Her/Hers)

Constituency Office Manager | Hon. Judy A. Sgro

Member of Parliament, Humber River-Black Creek

Chair Standing Committee on
International Trade I Privy Council

Constituency Office:

2201 Finch Ave. West, Unit # 25

North York, ON M9M 2Y9

amy.calderan.521@parl.gc.ca

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From: 19 (1)

Sent: September 22, 2025 7:22 PM

To: Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>; blair.ostrom@gtaa.com; Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>; steven.thomas@gtaa.com; deborah.flint@gtaa.com; tc.ministeroftransport-ministredetransports.tc@tc.gc.ca; hcmminister.ministresc@hc-sc.gc.ca; hcmminister.ministresc@canada.ca; Prime Minister's Office <pm@pm.gc.ca>; ministre-minister@ec.gc.ca; Sgro, Judy - M.P. <judy.sgro@parl.gc.ca>

Cc: 19 (1)

19 (1)

councillor_crisanti@toronto.ca; councillor_holyday@toronto.ca; councillor_morley@toronto.ca; councillor_perks@toronto.ca; councillor_nunziata@toronto.ca; councillor_pasternak@toronto.ca; councillor_colle8@toronto.ca; councillor_malik@toronto.ca; councillor_saxe@toronto.ca; councillor_matlow@toronto.ca; councillor_moise@toronto.ca; councillor_fletcher@toronto.ca; councillor_chernoslin@toronto.ca; councillor_burnside@toronto.ca; councillor_carroll@toronto.ca; councillor_cheng@toronto.ca; councillor_bradford@toronto.ca; councillor_kandavel@toronto.ca; councillor_thompson@toronto.ca; councillor_mantas@toronto.ca; councillor_myers@toronto.ca; matias.dedovitiis@tdsb.on.ca 19 (1) Carney, Mark - M.P. <mark.carney@parl.gc.ca>;

Freeland, Chrystia - M.P. <Chrystia.Freeland@parl.gc.ca>; Michel, Marjorie - Députée <marjorie.michel@parl.gc.ca>; Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca>; councillor ainslie@toronto.ca; communityengagement@gtaa.com; petitions@oag-bvg.gc.ca; info.com@chrc-ccdp.gc.ca; hcinfo.infosc@canada.ca; complaint.plainte@chrc-ccdp.gc.ca; info@psic-isp.gc.ca; mark.holland@parl.gc.ca; vaara.saks@parl.gc.ca 19 (1) publichealth@toronto.ca; boh@toronto.ca 19 (1)

Subject: Re: List of Attendees - September 4th, 2025 Airplane Noise Meeting

Subject: Accountability Required – September 4 Noise Meeting Follow-Up

Good afternoon Amy,

Thank you for sending the attendee list. Unfortunately, it is incomplete. While the names are included, the organizational email addresses that participants provided are missing. For example:

1. NAV Canada – Jonathan Bagg (service@navcanada.ca)
2. NAV Canada – Ian Giesbrecht (service@navcanada.ca)
3. Transport Canada Toronto Region – Duwayne Williams
4. Transport Canada Toronto Region – Ovais

In addition, an individual who introduced himself as *Chase* at the meeting does not appear on the list. Everyone in the room agreed to share their contact information, and leaving these details out undermines that agreement.

More importantly, we are still waiting for:

- **The promised responses** to the questions raised during the meeting.
- **The official minutes of the meeting**, so there is a transparent and reliable record.

The community has shown good faith by attending, engaging, and even offering supporting documentation. In contrast, delays, omissions, and incomplete records reflect poorly on the process and risk reinforcing the perception of bad faith from the institutions involved.

As the organizer, are you prepared to exercise the powers and responsibilities of your position to obtain the missing materials, and get back to us with either the requested information or a firm date when it will be delivered?

Finally, I personally committed during the meeting to provide certain documents for review to one of the Transport Canada representatives. Without a complete and accurate contact list, I cannot fulfill that commitment.

The time for partial answers has long passed. We expect full transparency and follow-through.

Sincerely,

19 (1)

On Monday, September 22, 2025 at 04:45:33 p.m. EDT, Calderan, Amy (Sgro, Judy A. - MP) <amy.calderan.521@parl.gc.ca> wrote:

Good afternoon 19 (1)

I hope you are doing well and had a good weekend.

Please see attached, the complete list of attendees at the September 4th, 2025 Noise Meeting.

Have a wonderful evening!



Amy Calderan (She/Her/Hers)

Constituency Office Manager | Hon. Judy A. Sgro, MP

Member of Parliament

Humber River-Black Creek

Constituency Office:

2201 Finch Ave. West, Unit # 25

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Saiyed, Akram (TC/TC)

From: George, Marcia (TC/TC)
Sent: Tuesday, November 04, 2025 12:23 PM
To: Chamieh, Elie (TC/TC); Quach, Stephanie (TC/TC)
Subject: FW: [External/Externe]: Close out of Judy Sgro - Humber River Black Creek Meeting

A heads up to you both re: generic email shared

Marcia

From: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Sent: Tuesday, November 4, 2025 11:51 AM
To: Thomas, Steven [REDACTED] 19 (1) @gtaa.com>
Cc: George, Marcia (TC/TC) <marcia.george@tc.gc.ca>; Fleurimond, Farrah (elle,la | she,her) (TC/TC) <farrah.fleurimond@tc.gc.ca>; Mateen, Ovais (TC/TC) <ovais.mateen@tc.gc.ca>
Subject: RE: [External/Externe]: Close out of Judy Sgro - Humber River Black Creek Meeting

UNCLASSIFIED / NON CLASSIFIÉ

Hi Steven

Hope all is well. Given the nature of the last meeting and the fact that residents already have an established forum to contact the department and the GTAA, the generic inbox will suffice. This approach ensures that all requests are triaged promptly and directed to the appropriate subject-matter expert.

aviation.ont@tc.gc.ca

DW

Duwayne Williams, P.Eng., MBA

Regional Director General - Ontario Region
 Transport Canada / Government of Canada
duwayne.williams@tc.gc.ca / Cell: 416-420-4909 / TTY: 1-888-675-6863

Directeur général régional - région de l'Ontario
 Transports Canada / Gouvernement du Canada
duwayne.williams@tc.gc.ca / Tél. cell. : 416-420-4909 / ATS : 1-888-675-6863

From: Thomas, Steven [REDACTED] 19 (1) @gtaa.com>
Sent: Monday, November 03, 2025 9:59 AM
To: Williams, Duwayne (TC/TC) <duwayne.williams@tc.gc.ca>
Subject: [External/Externe]: Close out of Judy Sgro - Humber River Black Creek Meeting

UNCLASSIFIED / NON CLASSIFIÉ

Hi Duwayne,

Hope you had a good weekend outside of the Jays losing!

Just looking to finalize close-out of the meeting yourself and Ouvais participated in with residents of Humber-River Black Creek with the GTAA and Nav Canada.

Our last outstanding item is providing contact information to the residents. Can you let me know what contact details you'd like me to provide to residents for yourself and Ouvais? General mailbox, direct email, ...?

Thanks.

Regards,

Steven Thomas, Director, Government Relations & Aviation Policy
Greater Toronto Airports Authority | Stakeholder Relations & Communications
 P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2

Phone 19 (1) Mobile 19 (1)

[TorontoPearson.com](https://torontopearson.com)

Toronto Pearson 



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Saiyed, Akram (TC/TC)

From: George, Marcia (TC/TC)
Sent: Wednesday, February 25, 2026 2:00 PM
To: George, Marcia (TC/TC)
Subject: Feb 12, 2026 notes
Attachments: IMG_4396.jpeg; IMG_4397.jpeg

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Transport Canada Transports Canada

4900 Yonge St. 3rd Floor
Toronto ON M2N 6A5

Your file Votre référence

Our file Notre référence

RDIMS Number Numéro de SGDDI

October 6, 2025

Tom Rakocevic, MPP, Humber River-Black Creek
TRakocevic-QP@ndp.on.ca

Dear MPP Tom Rakocevic,

Thank you for your email of September 18, 2025, to the Honourable Steven MacKinnon, Minister of Transport, regarding air traffic noise from Toronto Pearson International Airport. Your correspondence has been forwarded to me for a response.

Transport Canada (TC) is responsible for developing and overseeing the transportation policies, programs, and goals set by the Government of Canada to ensure the national transportation system is safe, efficient, and accessible to all users. TC Civil Aviation's mission is to develop and administer policies and regulations for the safest civil aviation system for Canada and Canadians with a vision of an integrated and progressive system that promotes a proactive safety culture. As the safety regulator for the transportation system in Canada, the department exercises its authority through the *Aeronautics Act* and the Canadian Aviation Regulations (CARs).

The Department acknowledges that residents of the Humber River-Black Creek riding have been experiencing noise disturbances due to air traffic arriving and departing from Pearson Airport. Some of these communities are situated directly under flights paths to the airport and may experience greater impacts as a result of that proximity. Unfortunately, noise management is a complicated and often difficult issue faced by airport authorities and communities throughout the country. It is an issue that must be managed while ensuring that aviation safety is not compromised.

On September 4, 2025, TC Officials attended a community meeting for select constituents hosted by the Honourable Judy Sgro, Member of Parliament for Humber Creek–Black River, along with Toronto Pearson's airport authority, the Greater Toronto Airports Authority (GTAA), and NAV CANADA. The open forum provided an opportunity for the attending constituents to directly express their concerns and experiences resulting from the noise generated by airport operations. TC continues to engage with stakeholders and is committed to working collaboratively with all parties.

We advise that noise abatement procedures for Pearson Airport are in place, in addition to the Night Flight Restriction Program (known as the night flight budget). This program limits the number of movements during the restricted hours of 12:30 a.m. to 6:29 a.m. and aims to reduce nighttime noise while balancing growing regional demand. Under the GTAA's Noise Management Committee, there is a dedicated [website](#) offering interactive monthly and quarterly operational reports and complaints reports. It is supported by the GTAA's Enforcement Office, which monitors every flight for compliance with noise abatement procedures and the Night Flight Restriction Program.

Canada

www.tc.gc.ca

03-0418 (1307-02)

Should there be any deviances to the number of permitted flights, TC's National Enforcement Program (NEP) investigates the occurrences and alleged violations to ascertain whether a violation has occurred. When regulatory non-compliance is identified, NEP will take the appropriate enforcement action. For more information regarding the roles and responsibilities of NEP, please visit [Aviation Offences and Enforcement](#). For a list of published enforcement actions, please consult [Aviation Corporate Offenders](#) and [Aviation Non-Corporate Offenders](#).

Finally, regarding further mitigation measures such as home retrofits to minimize noise, we encourage you to share this concept with the GTAA as this matter extends beyond TC's mandate which is focused on aeronautical safety and security. The GTAA may be contacted at 416-247-7682 or through its [website](#).

Thank you again for writing.

Sincerely,

George,
Marcia

Digitally signed by
George, Marcia
Date: 2025.10.07
11:55:47 -04'00'

Marcia George
Regional Director
Civil Aviation, Ontario Region



Transport Canada Transports Canada

4900 Yonge St. 3rd Floor
Toronto ON M2N 6A5

Your file Votre référence

Our file Notre référence

RDIMS Number Numéro de SGDDI
20518779

August 29, 2024

19 (1)

Dear 19 (1)

Thank you for your email of July 30, 2024, to the Minister of Transport regarding the aircraft noise concerns around your residence. Your correspondence has been forwarded to me for a response.

Transport Canada focuses on the safety and security of the aviation system in Canada. Through the development and administration of policies, regulations, and programs, the department strives to work with partners and stakeholders to achieve an efficient, effective, and environmentally responsible transportation system.

Further to the correspondence issued to you on June 27, 2024, the department maintains the same recommendation referenced in that communication, which is to continue constructive dialogue with the Greater Toronto Airports Authority (GTAA) directly. Transport Canada is not involved in daily operations at Toronto Pearson International Airport, including noise monitoring handled by the GTAA. Indeed, these issues are best discussed directly with the airport authority.

Again, thank you for writing.

Regards,

Marcia George
Regional Director
Civil Aviation, Ontario Region

From: Holmes, Jennifer (TC/TC)
Sent: Wed, 29 Mar 2023 19:04:17 +0000
To: Fox, Caroline (TC/TC); TC.F ONT PX RDGO / BDGR PX F.TC
Cc: SS Information / Information SS; TC.F NCR AAR Input / Contribution RCN F.TC; Ung, Jie-Lee (TC/TC)
Subject: RE: TASKING: TIME SENSITIVE: Lines/key messages on noise complaints near Oshawa Airport / training school

UNCLASSIFIED / NON CLASSIFIÉ

Hi Caroline,

RDG approved.

From: Fox, Caroline (TC/TC) <Caroline.Fox@tc.gc.ca>
Sent: Wednesday, March 29, 2023 2:07 PM
To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>; Ung, Jie-Lee (TC/TC) <jie-lee.Ung@tc.gc.ca>
Subject: RE: TASKING: TIME SENSITIVE: Lines/key messages on noise complaints near Oshawa Airport / training school
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Hi ON Region,

Please see attached the draft KMs prepared using previous media lines developed by CivAv HQ. Could you please add any input and run it for RDG approval ASAP?

Thanks,

Caroline

From: Fox, Caroline (TC/TC)
Sent: Wednesday, March 29, 2023 12:49 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Subject: TASKING: TIME SENSITIVE: Lines/key messages on noise complaints near Oshawa Airport / training school
Importance: High

UNCLASSIFIED / NON CLASSIFIÉ

Good afternoon CivAv,

Please see below a request for KMs on noise complaints at the Oshawa Airport. Recognizing the urgency of this request, could you please have something returned to **ADMO by 3 PM today?**

Looping in ON Region as they may have input.

Thanks,

Caroline

From: Thomas, Sara (TC/TC) <sara.thomas@tc.gc.ca>

Sent: Wednesday, March 29, 2023 12:21 PM

To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>

Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>

Subject: TIME SENSITIVE: Lines/key messages on noise complaints near Oshawa Airport / training school

Importance: High

Good afternoon S&S colleagues,

MinO has kindly requested some standard lines / key messages with regards to noise complaints pertaining to the Oshawa Airport/Training School, that can be used to address stakeholders in Oshawa on March 31st. They've noted that they expect this topic to be raised as they've received several complaints.

Can the department please provide some standard lines / key messages on this subject by **tomorrow (March 30th) at 2pm?**

Please do not hesitate if you have any questions or concerns.

Thank you,

Sara Thomas

Coordination and Special Projects Officer
Issues Management Directorate, Deputy Minister's Office
Transport Canada | Government of Canada
sara.thomas@tc.gc.ca | Tel: 343-575-6374

Agente de coordination et des projets spéciaux
Bureau de la gestion des enjeux, Bureau des sous-ministres
Transports Canada | Gouvernement du Canada
sara.thomas@tc.gc.ca | Tél. : 343-575-6374

From: Bergeron, Michelle (TC/TC)
Sent: Thu, 25 Apr 2024 15:11:29 +0000
To: Parliamentary Affairs -Affaires parlementaires
Cc: SS Information / Information SS
Subject: RE: Tasking: Petition 441-02385 Ms. Sgro (Humber River-Black Creek) Promptly assess nighttime noise pollution caused by aircraft activities in our community

Hi Parl Affairs,

The team has indicated the Region should be leading this, and that they can provide support and complement the responses where needed, and would like to review the final document.

Does this work?

Thank you,

Michelle Bergeron

Policy Officer | Agent de politiques
 Safety & Security ADMO | BSMA Sécurité et sûreté
 Transport Canada | Transports Canada

From: Parliamentary Affairs -Affaires parlementaires <-parliamentaryaffairs-affairesparlementaires@tc.gc.ca>
Sent: Monday, April 22, 2024 4:07 PM
To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>
Subject: Tasking: Petition 441-02385 Ms. Sgro (Humber River-Black Creek) Promptly assess nighttime noise pollution caused by aircraft activities in our community

OPQ TASKING

Lead: Safety and Security

Deadline: May 6, 2024

CCM#: N/A

Comments/guidance from Parliamentary Affairs:

- Please refer to this **SharePoint tasking folder** to access the documents which are necessary to complete for this tasking:  Safety & Security

The following petition has been tasked to the Department for a response:

Transport Canada must address the ongoing aircraft-induced noise pollution by exercising their authority and implementing necessary actions in the Humber River-Black Creek community;
 It is concerning that NAV Canada has not proposed any mitigation strategies, such as curfews, to shield our neighborhoods from excessive nocturnal noise disturbances;
 We firmly believe that environmental responsibility extends to addressing both air pollution and the adverse effects of noise on our well-being;

When noise exceeds acceptable limits, it poses a significant threat to our well-being and safety; and It is crucial for Transport Canada to recognize this and take appropriate measures to safeguard our community members' health and safety.

THEREFORE: We, the undersigned residents of the Humber River-Black Creek community, call upon the government of Canada to:

Promptly assess nighttime noise pollution caused by aircraft activities in our community;

Collaborate with NAV Canada to develop effective mitigation strategies, considering curfews and other noise reduction measures;

Establish and enforce noise level regulations, ensuring emissions remain within acceptable limits;

Conduct regular monitoring to ensure compliance with regulations; and

Engage in transparent communication with the Humber River-Black Creek community, keeping us informed about progress and future plans.

To complete the tasking, please submit the following by the deadline:

- Provide a **bilingual** response using the inquiry form;
- Provide a **signed PDF** Statement of Completeness in the **language of your choice**;

Important reminders:

- Refer to the **Parliamentary Returns Checklist** when preparing your response as we will review your response against the checklist.
- If you have questions regarding the basics of how to complete any one of the returns, please consult the **Parliamentary Returns 101** document:  [Parliamentary Returns 101 \(EN\) \(2022\).pptx](#)
- If you are unable to provide a comprehensive response by the deadline stated above, please consult Parliamentary Affairs ASAP to discuss next steps.

Should you have any questions, please contact us at PA-AP@tc.gc.ca. You may also contact **Tatjana Mahdi** at tatjana.mahdi@tc.gc.ca or through Teams.

Thank you,
Parliamentary Affairs

Sous la gouverne de: Sûreté et sécurité

Échéancier: 6 mai 2024

Numéro de CCM: S/O

Commentaires ou directives des Affaires parlementaires:

- Veuillez vous référer à ce dossier SharePoint pour accéder aux documents nécessaires à la réalisation de cette tâche :  [Safety & Security](#)

Le portefeuille doit répondre à la pétition suivante :

Transports Canada doit s'attaquer à la pollution sonore causée par les avions en exerçant ses pouvoirs et en mettant en œuvre les mesures qui s'imposent dans la communauté de Humber River—Black Creek;

Il est inquiétant que NAV Canada n'ait proposé aucune stratégie d'atténuation, comme des couvre-feux, pour protéger les résidents des perturbations attribuables au bruit nocturne excessif;

Nous sommes convaincus que la responsabilité environnementale suppose de s'attaquer à la fois à la

pollution aérienne et aux répercussions du bruit sur le bien-être des résidents;

Lorsque le bruit excède des limites acceptables, il pose une menace importante pour la sécurité et le bien-être de la population;

Il est primordial que Transports Canada le reconnaisse et prenne les mesures nécessaires pour protéger la santé et la sécurité des résidents.

À CES CAUSES : nous, soussignés, résidents de la communauté de Humber River—Black Creek, prions le gouvernement du Canada de :

Évaluer rapidement la pollution sonore nocturne causée par les activités des avions dans notre communauté;

Collaborer avec NAV Canada pour élaborer des stratégies d'atténuation efficaces, comme des couvre-feux et autres mesures de réduction du bruit;

Établir des règlements sur les niveaux de bruit et les faire appliquer, afin que les émissions sonores respectent des limites acceptables;

Effectuer une surveillance régulière pour assurer la conformité aux règlements;

Faire preuve de transparence dans les communications avec la population de Humber River—Black Creek, en la tenant informée des progrès et des projets futurs.

Pour compléter la tâche, veuillez soumettre les documents suivants avant la date limite:

- fournir une réponse **bilingue** en utilisant le formulaire de demande de renseignements;
- Fournissez une attestation de conformité **PDF complète signée dans la langue de votre choix**

Rappels importants:

- Veuillez faire référence à l'**aide-mémoire pour les retours parlementaires** lors de la préparation de votre réponse, car nous examinerons la réponse avec les détails de l'aide-mémoire en tête
- Si vous avez des questions sur l'essentiel de la façon de remplir l'un des rapports, veuillez consulter le document **Déclarations parlementaires 101:  Parliamentary Returns 101 (FR) (2022).pptx**
- Si vous n'êtes pas en mesure de fournir une réponse complète dans les délais indiqués ci-dessus, veuillez consulter les Affaires parlementaires dès que possible pour discuter des prochaines étapes.

Si vous avez des questions, veuillez nous contacter à PA-AP@tc.gc.ca. Vous pouvez également contacter **Tatjana Mahdi** à tatjana.mahdi@tc.gc.ca ou par le biais de Teams.

Merci,

Les affaires parlementaires

From: Ung, Jie-Lee (TC/TC)
Sent: Wed, 29 Mar 2023 20:20:52 +0000
To: Fox, Caroline (TC/TC)
Cc: SS Information / Information SS; TC.F NCR AAR Input / Contribution RCN F.TC
Subject: RE: HQ CIVIL AVIATION FOR INPUT : Media Call - Detect and Correct: Complaints about the noise from Oshawa Executive Airport (Insauga.com)

UNCLASSIFIED / NON CLASSIFIÉ

Hi Caroline,

Civ Av is a NIL on this - approved by the DG.

Thank you,

Jie Lee Ung
DGO Civil Aviation / BDG Aviation Civile
(343) 576-5091

From: Fox, Caroline (TC/TC) <Caroline.Fox@tc.gc.ca>
Sent: Wednesday, March 29, 2023 3:12 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>; Ung, Jie-Lee (TC/TC) <jie-lee.Ung@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>
Subject: FW: HQ CIVIL AVIATION FOR INPUT : Media Call - Detect and Correct: Complaints about the noise from Oshawa Executive Airport (Insauga.com)

UNCLASSIFIED / NON CLASSIFIÉ

ON Region didn't make any additional changes. Could you please run this for DG approval?

From: Fox, Caroline (TC/TC)
Sent: Wednesday, March 29, 2023 1:56 PM
To: Ung, Jie-Lee (TC/TC) <jie-lee.Ung@tc.gc.ca>
Subject: RE: HQ CIVIL AVIATION FOR INPUT : Media Call - Detect and Correct: Complaints about the noise from Oshawa Executive Airport (Insauga.com)

UNCLASSIFIED / NON CLASSIFIÉ

Took out a few words/links. Once you have a look, I will share with ON region, then back to you for DG approval 😊

From: Ung, Jie-Lee (TC/TC) <jie-lee.Ung@tc.gc.ca>
Sent: Wednesday, March 29, 2023 1:28 PM
To: Fox, Caroline (TC/TC) <Caroline.Fox@tc.gc.ca>
Subject: FW: HQ CIVIL AVIATION FOR INPUT : Media Call - Detect and Correct: Complaints about the noise from Oshawa Executive Airport (Insauga.com)

UNCLASSIFIED / NON CLASSIFIÉ

See at the bottom the response that was previously provided and DG approved. Wondering if we can just recycle that instead?

From: Ung, Jie-Lee (TC/TC) <jie-lee.Ung@tc.gc.ca>
Sent: Friday, February 17, 2023 3:02 PM
To: Proulx, Katherine (TC/TC) <katherine.proulx@tc.gc.ca>
Cc: TC.F NCR AE Aviation RCN F.TC <AEAvtion@tc.gc.ca>; TC.F NCR AE Media Relations / Relations Medias RCN F.TC <AEMediaRelations-RelationsMedias@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Subject: HQ CIVIL AVIATION FOR INPUT : Media Call - Detect and Correct: Complaints about the noise from Oshawa Executive Airport (Insauga.com)

UNCLASSIFIED / NON CLASSIFIÉ

Good afternoon Katherine,

Civ Av reviewed the proposed response below and has no concerns. Approved by the DG.

Thanks,

Jie Lee Ung
Policy Advisor / Conseiller en politiques
(343) 576-5091

From: Proulx, Katherine (TC/TC) <katherine.proulx@tc.gc.ca>
Sent: Thursday, February 16, 2023 9:43 AM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: TC.F NCR AE Aviation RCN F.TC <AEAvtion@tc.gc.ca>; TC.F NCR AE Media Relations / Relations Medias RCN F.TC <AEMediaRelations-RelationsMedias@tc.gc.ca>
Subject: HQ CIVIL AVIATION FOR INPUT : Media Call - Detect and Correct: Complaints about the noise from Oshawa Executive Airport (Insauga.com)

UNCLASSIFIED / NON CLASSIFIÉ

Good morning colleagues,

We received the following detect and correct request from MO. Please see below our proposed response for your input.

Thank you,

Katherine

Approval Yellow

Media :

19 (1) Insauga.com, email: 19 (1) @insauga.com

Issue :

Detect and Correct: Complaints about the noise from Oshawa Executive Airport

Deadline :

2023-02-17 17:00 - Eastern Time

Background :

The Municipality of Oshawa is encouraging people to call the Minister's riding office regarding an issue of public interest.

Question :

MO asked us to prepare a response to address the noise issue raised in the following article:
<https://www.insauga.com/oshawa-encouraging-residents-to-take-airport-noise-concerns-to-federal-transport-minister/>

Response Status :

Transport Canada is aware that noise from aircraft can be a concern for communities near airports. Noise management is a complicated and often difficult issue faced by airport authorities and communities. It is an issue that must be managed while ensuring that aviation safety and flight operations are not compromised. Transport Canada's experience has shown that noise issues are most effectively addressed at the local community level. We encourage residents to contact the airport manager directly to find a collaborative way to address the issue and find a solution.

Transport Canada regulates civil aviation activities under the authority of the *Aeronautics Act* and the *Canadian Aviation Regulations*.

In Canada, aircraft are typically not permitted to fly below 1,000 feet above the highest obstacle in a built-up area, or elsewhere, closer than 500 feet to any person, vessel, vehicle or structure, except during take-off and landing. Section 602.15 (2)(b)(iv) of the *Canadian Aviation Regulations* additionally states that aircraft are able to fly at lesser distances, without creating a hazard to persons or property on the ground, when flight training is conducted by or under the supervision of a qualified flight instructor.

If Transport Canada was to receive a complaint containing enough information to identify the pilot and verify that there was a contravention of the *Canadian Aviation Regulations*, an administrative monetary penalty may be issued or, depending on the nature and severity of the infraction, the pilot's license may be suspended. Transport Canada publishes a list of Corporate Offenders and Non-Corporate Offenders on its website to serve as a deterrent and to increase public awareness and education concerning aviation safety. The information is updated monthly: [Aviation corporate offenders](#) and [Aviation non-corporate offenders](#).

If at any time residents suspect that a pilot is operating an aircraft in an unsafe manner and in contravention of the *Canadian Aviation Regulations*, we encourage them to record as much information as possible (e.g. date, time, registration number, colour of aircraft, other identifying marks) and provide those

details to services@tc.gc.ca or complete an incident report using the online form:
http://wwwapps.tc.gc.ca/saf-sec-sur/2/IR-RI/av_i_r.aspx?lang=eng.

From: Myles-MacLean, Jesse (he,him | il,lui) (TC/TC)
Sent: Wed, 13 Aug 2025 20:29:37 +0000
To: Bergeron, Michelle (TC/TC)
Cc: SS Information / Information SS; Brideau, Catherine (TC/TC)
Subject: RE: FOR ADM APPROVAL: Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Added to 1N!

Jesse

From: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>
Sent: Wednesday, August 13, 2025 4:27 PM
To: Myles-MacLean, Jesse (he,him | il,lui) (TC/TC) <jesse.myles-maclean@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>
Subject: FOR ADM APPROVAL: Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Requestor:	DMO
File Number:	N/A
Classification	Unclassified
Date/Time of Request:	August 12, 2025
Question/Request/Task Details:	Seeking your approval on information prepared by the Ont Region (and approved by DG Aviation) regarding Pearson Airport noise complaints. This information is prepared to support the DM's meeting with the Minister on Friday. Request – for reference: The Minister received a call from Judy Sgro about noise complaints from her constituents. The DM told the Minister that every time we receive a complaint of the sort, we look at it with the airport but have not found anything beyond the normal noise at Pearson to date.

	He committed to coming back to her with some things we can do with the community to address her constituents concerns (e.g., showing we are listening, what are already in place).
Material/Response Requiring Approval:	Proposed Response: • Transport Canada (TC) is responsible for developing and overseeing the transportation policies, programs, and goals set by the Government of Canada to ensure the national transportation system is safe, efficient, and accessible to all its users. • TC confirms that the Greater Toronto Airports Authority (GTAA) is fulfilling its obligations and responsibilities regarding noise management in a responsible and effective manner. • One of the tools available to assist airports includes a process through which airport operators develop noise abatement procedures and operating restrictions by consulting aviation stakeholders and local communities. Noise abatement procedures for Toronto Pearson International Airport are in place, including the Night Flight Restriction Program (known as the night flight budget). This program limits the number of movements during the restricted hours of 12:30 am to 6:29 am and aims to reduce nighttime noise while balancing a growing regional demand for air travel. For more information on the GTAA's Night Flight Restriction Program, please visit: Noise Management Program Pearson Airport. • TC continues to monitor the total number of permitted annual flights during the restricted hours. Over the past five years, the GTAA has consistently adhered to the threshold of total permitted number of flights during the restricted hours. • Should there be any deviances to the number of permitted flights, TC's National Enforcement Program (NEP) investigates the occurrences and alleged violations to ascertain whether or not a violation has occurred. When a regulatory non-compliance is identified, NEP will take the appropriate enforcement action. For more information regarding the roles and responsibilities of the NEP, you may wish to visit: Aviation Offences and Enforcement. For a list of published enforcement actions, please see: Aviation Corporate Offenders and Aviation Non-Corporate Offenders.

	• Under the GTAA's Noise Management Committee, there is a dedicated website, InsightFull for Toronto Pearson offering interactive monthly and quarterly operational reports, complaints reports, and is supported by their "Enforcement Office," which monitors every flight for compliance with noise abatement procedures and the Night Flight Restriction Program. • TC acknowledges that noise management is a complicated and often difficult issue faced by airport authorities and communities around the country. It is an issue that must be managed while ensuring that aviation safety is not compromised. TC's experience has shown that noise issues are most effectively addressed at the local community level. Therefore, the department encourages dialogue with the airport authority directly, as Transport Canada is not involved in the daily operations of airports, including Toronto Pearson International Airport. • The Greater Toronto Airports Authority may be reached at 416-247-7682 or through its website at: Toronto Pearson-Contact Us.
Approved by:	DG, Aviation A/RDG, Ont Region
Due to Requester Date:	August 14 – noon
Analyst:	Michelle

From: Ung, Jie-Lee (TC/TC) <jie-lee.Ung@tc.gc.ca>

Sent: Wednesday, August 13, 2025 4:15 PM

To: Dyer, Trudi (she,her | elle,la) (TC/TC) <Trudi.Dyer@tc.gc.ca>; Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>

Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>; Thibodeau, Mathieu (TC/TC) <Mathieu.Thibodeau@tc.gc.ca>

Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Good afternoon,

Note that DG indicated the response was good as well. We can consider this DG-approved.

Thanks,

Jie Lee Ung

DGO Aviation | BDG Aviation
(343) 576-5091

From: Dyer, Trudi (she,her | elle,la) (TC/TC) <Trudi.Dyer@tc.gc.ca>
Sent: Wednesday, August 13, 2025 3:51 PM
To: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>; Thibodeau, Mathieu (TC/TC) <Mathieu.Thibodeau@tc.gc.ca>
Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi Michelle,

Our OPI had no concerns with the Input provided by ON Region and nothing further to add, therefore Mat approved on the DG's behalf.

Trudi Dyer

Issues Management Officer / _Agente de Gestion des questions d'intérêt
Office of the Director General, Civil Aviation | Bureau du Directeur général, Aviation civile
Transport Canada | Transports Canada
Government of Canada | Gouvernement du Canada
Trudi.dyer@tc.gc.ca

From: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>
Sent: Wednesday, August 13, 2025 3:07 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>
Subject: FW: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi! Can you confirm DG approval on the below?

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>

Sent: Wednesday, August 13, 2025 2:58 PM

To: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>

Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>

Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi Michelle,

Please find the A/RDG approved input for this tasking. Please let me know if anything further is needed.

- Transport Canada (TC) is responsible for developing and overseeing the transportation policies, programs, and goals set by the Government of Canada to ensure the national transportation system is safe, efficient, and accessible to all its users.
- TC confirms that the Greater Toronto Airports Authority (GTAA) is fulfilling its obligations and responsibilities regarding noise management in a responsible and effective manner.
- One of the tools available to assist airports includes a process through which airport operators develop noise abatement procedures and operating restrictions by consulting aviation stakeholders and local communities. Noise abatement procedures for Toronto Pearson International Airport are in place, including the Night Flight Restriction Program (known as the night flight budget). This program limits the number of movements during the restricted hours of 12:30 am to 6:29 am and aims to reduce nighttime noise while balancing a growing regional demand for air travel. For more information on the GTAA's Night Flight Restriction Program, please visit: [Noise Management Program | Pearson Airport](#).
- TC continues to monitor the total number of permitted annual flights during the restricted hours. Over the past five years, the GTAA has consistently adhered to the threshold of total permitted number of flights during the restricted hours.
- Should there be any deviances to the number of permitted flights, TC's National Enforcement Program (NEP) investigates the occurrences and alleged violations to ascertain whether or not a violation has occurred. When a regulatory non-compliance is identified, NEP will take the appropriate enforcement action. For more information regarding the roles and responsibilities of the NEP, you may wish to visit: [Aviation Offences and Enforcement](#). For a list of published enforcement actions, please see: [Aviation Corporate Offenders](#) and [Aviation Non-Corporate Offenders](#).

- Under the GTAA's Noise Management Committee, there is a dedicated website, [InsightFull for Toronto Pearson](#) offering interactive monthly and quarterly operational reports, complaints reports, and is supported by their "Enforcement Office," which monitors every flight for compliance with noise abatement procedures and the Night Flight Restriction Program.
- TC acknowledges that noise management is a complicated and often difficult issue faced by airport authorities and communities around the country. It is an issue that must be managed while ensuring that aviation safety is not compromised. TC's experience has shown that noise issues are most effectively addressed at the local community level. Therefore, the department encourages dialogue with the airport authority directly, as Transport Canada is not involved in the daily operations of airports, including Toronto Pearson International Airport.
- The Greater Toronto Airports Authority may be reached at 416-247-7682 or through its website at: [Toronto Pearson- Contact Us](#).

Best,
Kieran

Kieran Lawlor (he/him)
A/Policy Analyst
Regional Director General's Office | Ontario Region
Transport Canada | Government of Canada
Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>
Sent: Tuesday, August 12, 2025 2:37 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>
Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi again,

Catherine pulled the following from the Airport's website, sharing your way in case it's helpful:
<https://www.torontopearson.com/en/community/noise-management>

"There are several ways residents can connect with Pearson's Noise Management Office:

- **Phone:** Call 416-247-7682 to ask questions or share concerns.
- **Online Flight Tracking Tool ([WebTrak](#)):** Track flights in real-time and see noise levels in your area.

- **Insightful Online Portal**: Access information about noise management and learn more about aircraft operations through this easy-to-use online resource.
- **Noise Complaint Form**: Submit up to 50 noise complaints at once via the online form.
- **Checking In**: Stay up to date on airport operations and community updates.
- Attend our **Pearson Public Meeting** on Noise Management"

Additionally, wanted to flag there was an MPQ back in March (TASK-13637) because constituents were concerned with the lack of transparency with the complaints and claimed that there is corruption at GTAA with respect to that, which the Region led.

Thank you!
Michelle

From: Bergeron, Michelle (TC/TC)
Sent: Tuesday, August 12, 2025 2:26 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Subject: For Action - Pearson Airport Noise

Good afternoon,

Seeking some info re: Pearson Airport noise complaints. The Minister received a call from Judy Sgro about noise complaints from her constituents. The DM told the Minister that every time we receive a complaint of the sort, we look at it with the airport but have not found anything beyond the normal noise at Pearson to date.

He committed to coming back to her with some things we can do with the community to address her constituents concerns (e.g., showing we are listening, what are already in place).

Were seeking info on what has been done in the past to address complaints we have received, and if there is anything else we can do. The DM is meeting with the Minister on Friday so we'll need this info COB tomorrow please.

Thank you,

Michelle Bergeron
 Policy Officer | Agent de politiques
 Safety & Security ADMO | Sécurité et sûreté
 Transport Canada | Transports Canada

From: Bergeron, Michelle (TC/TC)
Sent: Fri, 26 Apr 2024 14:51:39 +0000
To: Klassen, Trudi (she,her | elle,la) (TC/TC)
Cc: SS Information / Information SS; TC.F NCR AAR Input / Contribution RCN F.TC
Subject: RE: For Action: Tasking: Petition 441-02385 Ms. Sgro (Humber River-Black Creek) Promptly assess nighttime noise pollution caused by aircraft activities in our community

Thanks Trudi, I've let Parl Affairs know and will let you know if there's any further questions!

From: Klassen, Trudi (she,her | elle,la) (TC/TC) <Trudi.Klassen@tc.gc.ca>
Sent: Thursday, April 25, 2024 10:09 AM
To: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Subject: RE: For Action: Tasking: Petition 441-02385 Ms. Sgro (Humber River-Black Creek) Promptly assess nighttime noise pollution caused by aircraft activities in our community

Good morning, Michelle,

Our OPIs have indicated that the petition response should actually be led by the Region. HQ can provide support and complement the responses, where needed.

- Although we are re-directing to the region, we would still require the opportunity to review the response to ensure a nationally consistent approach and given that this issue has occurred elsewhere.

Please let us know if you have any questions.

Trudi Klassen
 Issues Management Officer / Agente de Gestion des questions d'intérêt
 Office of the Director General, Civil Aviation | Bureau du Directeur général, Aviation civile
 Transport Canada | Transports Canada
 Government of Canada | Gouvernement du Canada
Trudi.klassen@tc.gc.ca

From: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>
Sent: Tuesday, April 23, 2024 1:58 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>
Subject: For Action: Tasking: Petition 441-02385 Ms. Sgro (Humber River-Black Creek) Promptly assess nighttime noise pollution caused by aircraft activities in our community

Hi CivAv,

Please find below a Petition for your action. Response will be required to ADMO by **COB May 2, 2024.**

Let me know if you have any questions/concerns!

Thank you,

Michelle Bergeron

Policy Officer | Agent de politiques

Safety & Security ADMO | BSMA Sécurité et sûreté

Transport Canada | Transports Canada

From: Parliamentary Affairs -Affaires parlementaires <parliamentaryaffairs-affairesparlementaires@tc.gc.ca>

Sent: Monday, April 22, 2024 4:07 PM

To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>

Subject: Tasking: Petition 441-02385 Ms. Sgro (Humber River-Black Creek) Promptly assess nighttime noise pollution caused by aircraft activities in our community

OPQ TASKING

Lead: Safety and Security

Deadline: May 6, 2024

CCM#: N/A

Comments/guidance from Parliamentary Affairs:

- Please refer to this SharePoint tasking folder to access the documents which are necessary to complete for this tasking:  Safety & Security

The following petition has been tasked to the Department for a response:

Transport Canada must address the ongoing aircraft-induced noise pollution by exercising their authority and implementing necessary actions in the Humber River-Black Creek community;

It is concerning that NAV Canada has not proposed any mitigation strategies, such as curfews, to shield our neighborhoods from excessive nocturnal noise disturbances;

We firmly believe that environmental responsibility extends to addressing both air pollution and the adverse effects of noise on our well-being;

When noise exceeds acceptable limits, it poses a significant threat to our well-being and safety; and

It is crucial for Transport Canada to recognize this and take appropriate measures to safeguard our community members' health and safety.

THEREFORE: We, the undersigned residents of the Humber River-Black Creek community, call upon the government of Canada to:

Promptly assess nighttime noise pollution caused by aircraft activities in our community;

Collaborate with NAV Canada to develop effective mitigation strategies, considering curfews and other noise reduction measures;

Establish and enforce noise level regulations, ensuring emissions remain within acceptable limits;

Conduct regular monitoring to ensure compliance with regulations; and

Engage in transparent communication with the Humber River-Black Creek community, keeping us informed about progress and future plans.

To complete the tasking, please submit the following by the deadline:

- Provide a **bilingual** response using the inquiry form;
- Provide a **signed PDF** Statement of Completeness in the **language of your choice**;

Important reminders:

- Refer to the **Parliamentary Returns Checklist** when preparing your response as we will review your response against the checklist.
- If you have questions regarding the basics of how to complete any one of the returns, please consult the **Parliamentary Returns 101** document:  [Parliamentary Returns 101 \(EN\) \(2022\).pptx](#)
- If you are unable to provide a comprehensive response by the deadline stated above, please consult Parliamentary Affairs ASAP to discuss next steps.

Should you have any questions, please contact us at PA-AP@tc.gc.ca. You may also contact **Tatjana Mahdi** at tatjana.mahdi@tc.gc.ca or through Teams.

Thank you,
Parliamentary Affairs

Sous la gouverne de: Sûreté et sécurité

Échéancier: 6 mai 2024

Numéro de CCM: S/O

Commentaires ou directives des Affaires parlementaires:

- Veuillez vous référer à ce dossier SharePoint pour accéder aux documents nécessaires à la réalisation de cette tâche :  [Safety & Security](#)

Le portefeuille doit répondre à la pétition suivante :

Transports Canada doit s'attaquer à la pollution sonore causée par les avions en exerçant ses pouvoirs et en mettant en œuvre les mesures qui s'imposent dans la communauté de Humber River—Black Creek;

Il est inquiétant que NAV Canada n'ait proposé aucune stratégie d'atténuation, comme des couvre-feux, pour protéger les résidents des perturbations attribuables au bruit nocturne excessif;

Nous sommes convaincus que la responsabilité environnementale suppose de s'attaquer à la fois à la pollution aérienne et aux répercussions du bruit sur le bien-être des résidents;

Lorsque le bruit excède des limites acceptables, il pose une menace importante pour la sécurité et le bien-être de la population;

Il est primordial que Transports Canada le reconnaisse et prenne les mesures nécessaires pour protéger la santé et la sécurité des résidents.

À CES CAUSES : nous, soussignés, résidents de la communauté de Humber River—Black Creek, prions le gouvernement du Canada de :

Évaluer rapidement la pollution sonore nocturne causée par les activités des avions dans notre communauté;

Collaborer avec NAV Canada pour élaborer des stratégies d'atténuation efficaces, comme des couvre-feux et autres mesures de réduction du bruit;

Établir des règlements sur les niveaux de bruit et les faire appliquer, afin que les émissions sonores respectent des limites acceptables;

Effectuer une surveillance régulière pour assurer la conformité aux règlements;

Faire preuve de transparence dans les communications avec la population de Humber River—Black Creek, en la tenant informée des progrès et des projets futurs.

Pour compléter la tâche, veuillez soumettre les documents suivants avant la date limite:

- fournir une réponse **bilingue** en utilisant le formulaire de demande de renseignements;
- Fournissez une attestation de conformité **PDF complète signée** dans la **langue de votre choix**

Rappels importants:

- Veuillez faire référence à l'**aide-mémoire pour les retours parlementaires** lors de la préparation de votre réponse, car nous examinerons la réponse avec les détails de l'aide-mémoire en tête
- Si vous avez des questions sur l'essentiel de la façon de remplir l'un des rapports, veuillez consulter le document **Déclarations parlementaires 101:  Parliamentary Returns 101 (FR) (2022).pptx**
- Si vous n'êtes pas en mesure de fournir une réponse complète dans les délais indiqués ci-dessus, veuillez consulter les Affaires parlementaires dès que possible pour discuter des prochaines étapes.

Si vous avez des questions, veuillez nous contacter à PA-AP@tc.gc.ca. Vous pouvez également contacter **Tatjana Mahdi** à tatjana.mahdi@tc.gc.ca ou par le biais de Teams.

Merci,

Les affaires parlementaires

From: Bergeron, Michelle (TC/TC)
Sent: Thu, 14 Aug 2025 13:13:46 +0000
To: Thibodeau, Mathieu (TC/TC); Lawlor, Kieran (TC/TC); TC.F NCR AAR Input / Contribution RCN F.TC
Cc: SS Information / Information SS; TC.F ONT PX RDGO / BDGR PX F.TC; Brideau, Catherine (TC/TC)
Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Et voila! This is what was approved/submitted:

- Transport Canada (TC) is responsible for developing and overseeing the transportation policies, programs, and goals set by the Government of Canada to ensure the national transportation system is safe, efficient, and accessible to all its users.
- TC confirms that the Greater Toronto Airports Authority (GTAA) is fulfilling its obligations and responsibilities regarding noise management in a responsible and effective manner.
- One of the tools available to assist airports includes a process through which airport operators develop noise abatement procedures and operating restrictions by consulting aviation stakeholders and local communities. Noise abatement procedures for Toronto Pearson International Airport are in place, including the Night Flight Restriction Program (known as the night flight budget). This program limits the number of movements during the restricted hours of 12:30 am to 6:29 am and aims to reduce nighttime noise while balancing a growing regional demand for air travel. For more information on the GTAA's Night Flight Restriction Program, please visit: [Noise Management Program | Pearson Airport](#).
- TC continues to monitor the total number of permitted annual flights during the restricted hours. Over the past five years, the GTAA has consistently adhered to the threshold of total permitted number of flights during the restricted hours.
- Should there be any deviances to the number of permitted flights, TC's National Enforcement Program (NEP) investigates the occurrences and alleged violations to ascertain whether or not a violation has occurred. When a regulatory non-compliance is identified, NEP will take the appropriate enforcement action. For more information regarding the roles and responsibilities of the NEP, you may wish to visit: [Aviation Offences and Enforcement](#). For a list of published enforcement actions, please see: [Aviation Corporate Offenders](#) and [Aviation Non-Corporate Offenders](#).
- Under the GTAA's Noise Management Committee, there is a dedicated website, [InsightFull for Toronto Pearson](#) offering interactive monthly and quarterly operational reports, complaints reports, and is supported by their "Enforcement Office," which monitors every flight for compliance with noise abatement procedures and the Night Flight Restriction Program.

- TC acknowledges that noise management is a complicated and often difficult issue faced by airport authorities and communities around the country. It is an issue that must be managed while ensuring that aviation safety is not compromised. TC's experience has shown that noise issues are most effectively addressed at the local community level. Therefore, the department encourages dialogue with the airport authority directly, as Transport Canada is not involved in the daily operations of airports, including Toronto Pearson International Airport.
- The Greater Toronto Airports Authority may be reached at 416-247-7682 or through its website at: [Toronto Pearson- Contact Us](#).

From: Thibodeau, Mathieu (TC/TC) <Mathieu.Thibodeau@tc.gc.ca>

Sent: Thursday, August 14, 2025 9:07 AM

To: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>; Lawlor, Kieran (TC/TC)

<kieran.lawlor@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-

Contribution@tc.gc.ca>

Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>

Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Perfect – thank you! Could you share the revised version with us? This is a good doc to keep handy as these types of inquiries tend to come up every now and then.

Merci!

Mat

From: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>

Sent: Thursday, August 14, 2025 9:05 AM

To: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC

<AARInput-Contribution@tc.gc.ca>

Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>

Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi Kieran,

Thank you for this!!! I submitted to DMO and CC'd your DL. Lisa had made some minor tweaks which are reflected in the input I submitted 😊

Thank you,
Michelle

From: Lawlor, Kieran (TC/TC) <kieran.lawlor@tc.gc.ca>
Sent: Wednesday, August 13, 2025 2:58 PM
To: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>
Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi Michelle,

Please find the A/RDG approved input for this tasking. Please let me know if anything further is needed.

- Transport Canada (TC) is responsible for developing and overseeing the transportation policies, programs, and goals set by the Government of Canada to ensure the national transportation system is safe, efficient, and accessible to all its users.
- TC confirms that the Greater Toronto Airports Authority (GTAA) is fulfilling its obligations and responsibilities regarding noise management in a responsible and effective manner.
- One of the tools available to assist airports includes a process through which airport operators develop noise abatement procedures and operating restrictions by consulting aviation stakeholders and local communities. Noise abatement procedures for Toronto Pearson International Airport are in place, including the Night Flight Restriction Program (known as the night flight budget). This program limits the number of movements during the restricted hours of 12:30 am to 6:29 am and aims to reduce nighttime noise while balancing a growing regional demand for air travel. For more information on the GTAA's Night Flight Restriction Program, please visit: [Noise Management Program | Pearson Airport](#).
- TC continues to monitor the total number of permitted annual flights during the restricted hours. Over the past five years, the GTAA has consistently adhered to the threshold of total permitted number of flights during the restricted hours.
- Should there be any deviances to the number of permitted flights, TC's National Enforcement Program (NEP) investigates the occurrences and alleged violations to ascertain whether or not a violation has occurred. When a regulatory non-compliance is identified, NEP will take the appropriate enforcement action. For more information

regarding the roles and responsibilities of the NEP, you may wish to visit: [Aviation Offences and Enforcement](#). For a list of published enforcement actions, please see: [Aviation Corporate Offenders](#) and [Aviation Non-Corporate Offenders](#).

- Under the GTAA's Noise Management Committee, there is a dedicated website, [InsightFull for Toronto Pearson](#) offering interactive monthly and quarterly operational reports, complaints reports, and is supported by their "Enforcement Office," which monitors every flight for compliance with noise abatement procedures and the Night Flight Restriction Program.
- TC acknowledges that noise management is a complicated and often difficult issue faced by airport authorities and communities around the country. It is an issue that must be managed while ensuring that aviation safety is not compromised. TC's experience has shown that noise issues are most effectively addressed at the local community level. Therefore, the department encourages dialogue with the airport authority directly, as Transport Canada is not involved in the daily operations of airports, including Toronto Pearson International Airport.
- The Greater Toronto Airports Authority may be reached at 416-247-7682 or through its website at: [Toronto Pearson- Contact Us](#).

Best,
Kieran

Kieran Lawlor (he/him)
A/Policy Analyst
Regional Director General's Office | Ontario Region
Transport Canada | Government of Canada
Kieran.lawlor@tc.gc.ca | (416) 578-0743

From: Bergeron, Michelle (TC/TC) <michelle.bergeron@tc.gc.ca>
Sent: Tuesday, August 12, 2025 2:37 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>
Subject: RE: For Action - Pearson Airport Noise

UNCLASSIFIED / NON CLASSIFIÉ

Hi again,

Catherine pulled the following from the Airport's website, sharing your way in case it's helpful:
<https://www.torontopearson.com/en/community/noise-management>

"There are several ways residents can connect with Pearson's Noise Management Office:

- **Phone:** Call 416-247-7682 to ask questions or share concerns.
- **Online Flight Tracking Tool ([WebTrak](#)):** Track flights in real-time and see noise levels in your area.
- **[Insightful Online Portal](#):** Access information about noise management and learn more about aircraft operations through this easy-to-use online resource.
- **[Noise Complaint Form](#):** Submit up to 50 noise complaints at once via the online form.
- **[Checking In](#):** Stay up to date on airport operations and community updates.
- Attend our **Pearson Public Meeting** on Noise Management"

Additionally, wanted to flag there was an MPQ back in March (TASK-13637) because constituents were concerned with the lack of transparency with the complaints and claimed that there is corruption at GTAA with respect to that, which the Region led.

Thank you!
Michelle

From: Bergeron, Michelle (TC/TC)
Sent: Tuesday, August 12, 2025 2:26 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Subject: For Action - Pearson Airport Noise

Good afternoon,

Seeking some info re: Pearson Airport noise complaints. The Minister received a call from Judy Sgro about noise complaints from her constituents. The DM told the Minister that every time we receive a complaint of the sort, we look at it with the airport but have not found anything beyond the normal noise at Pearson to date.

He committed to coming back to her with some things we can do with the community to address her constituents concerns (e.g., showing we are listening, what are already in place).

Were seeking info on what has been done in the past to address complaints we have received, and if there is anything else we can do. The DM is meeting with the Minister on Friday so we'll need this info COB tomorrow please.

Thank you,

Michelle Bergeron
 Policy Officer | Agent de politiques
 Safety & Security ADMO | Sécurité et sûreté
 Transport Canada | Transports Canada

From: KLASSEN, Trudi (TC/TC)
Sent: Mon, 17 Jul 2023 16:42:39 +0000
To: Fox, Caroline (TC/TC)
Cc: TC.F NCR AAR Input / Contribution RCN F.TC; SS Information / Information SS
Subject: FW: Tasking: 441-01583_19 (1) (Port Moody-Coquitlam)_Prepare assessment of the noise and emissions impacts greater Vancouver flightpaths - DUE IN DGO: MONDAY, JULY 17 COB
Attachments: RE: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation

UNCLASSIFIED / NON CLASSIFIÉ

Hi Caroline,

Would it be possible for our OPI to receive an extension on this tasking. I realize that they are requesting one that is beyond the Parl Affairs deadline, and I am uncertain if that deadline is negotiable but hoping there might be a little flexibility that all parties involved could work with.

Can you please let me know,

Thank you ☐

Can you please request an extension to COB 25 July for this response. This response requires input from multiple sections within the Department, and from NAV CANADA. Many of the key contacts have been unavailable / have actors in place.

If an extension is not possible, our response will be brief and along the lines of our previous response (attached).

Trudi Klassen
 Issues Management Officer / Agente de Gestion des questions d'intérêt
 Office of the Director General, Civil Aviation | Bureau du Directeur général, Aviation civile
 Transport Canada | Transports Canada
Trudi.klassen@tc.gc.ca

From: McDonald, Ted (TC/TC) <ted.mcdonald@tc.gc.ca>
Sent: Monday, July 17, 2023 12:28 PM
To: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC) <TC.AARTQuestions.TC@tc.gc.ca>
Cc: Bailey, Wendy <wendy.bailey@tc.gc.ca>; Bourgeois, Gilles (TC/TC) <gilles.bourgeois@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>; KLASSEN, Trudi (TC/TC) <trudi.klassen@tc.gc.ca>

Subject: FW: Tasking: 441-01583 [REDACTED] Port Moody-Coquitlam)_Prepare assessment of the noise and emissions impacts greater Vancouver flightpaths - DUE IN DGO: MONDAY, JULY 17 COB

UNCLASSIFIED / NON CLASSIFIÉ

Mark,

Can you please request an extension to COB 25 July for this response. This response requires input from multiple sections within the Department, and from NAV CANADA. Many of the key contacts have been unavailable / have actors in place.

If an extension is not possible, our response will be brief and along the lines of our previous response (attached).

Thanks,

Ted

From: Bailey, Wendy <wendy.bailey@tc.gc.ca>

Sent: Tuesday, July 11, 2023 2:25 PM

To: McDonald, Ted (TC/TC) <ted.mcdonald@tc.gc.ca>

Subject: Fwd: Tasking: 441-01583 [REDACTED] Port Moody-Coquitlam)_Prepare assessment of the noise and emissions impacts greater Vancouver flightpaths

Over to you....

Sent from my iPhone

Begin forwarded message:

From: "KLASSEN, Trudi (TC/TC)" <trudi.klassen@tc.gc.ca>

Date: July 11, 2023 at 2:17:40 PM EDT

To: "AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC)" <TC.AARTQuestions.TC@tc.gc.ca>

Cc: "Bailey, Wendy" <wendy.bailey@tc.gc.ca>, "TC.F NCR AAR Input / Contribution RCN F.TC" <AARInput-Contribution@tc.gc.ca>

Subject: FW: Tasking: 441-01583 [REDACTED] Port Moody-Coquitlam)_Prepare assessment of the noise and emissions impacts greater Vancouver flightpaths

Good afternoon, AART,

Following ADMO's discussion with Parliamentary Affairs, Policy, and PAC Region, it has been determined that, because this is a noise issue, CivAv would be best placed to respond to the petition below. If you feel this should be directed to another group as well or instead, please let me know ASAP.

We, the undersigned, residents of the Greater Vancouver region, call upon the Minister of Transport to prepare an independent environmental assessment of the noise and emissions impacts of the proposed flightpaths, including recommendations for minimizing such impacts, prior to the proposed changes taking place. This environmental assessment should be based on the latest global research and recommendations for noise and emissions limits, should be independent of NAV CANADA, and should be made public when completed.

Please refer to this SharePoint tasking folder to access the documents which are necessary to complete for this tasking:  [441-01583 Safety and Security](#)

To complete the tasking, please submit the following by the deadline:

1. Provide a response using the inquiry form;
2. Provide a **signed PDF** Statement of Completeness in the **language of your choice**;

Important reminders:

1. Refer to the **Parliamentary Returns Checklist** when preparing your response as we will review your response against the checklist.
2. If you have questions regarding the basics of how to complete any one of the returns, please consult the **Parliamentary Returns 101** document:  [Parliamentary Returns 101 \(EN\) \(2022\).pptx](#)
3. If you are unable to provide a comprehensive response by the deadline stated above, please consult Parliamentary Affairs ASAP to discuss next steps.

DUE IN DGO: MONDAY, JULY 17 COB

Trudi Klassen

Issues Management Officer / Agente de Gestion des questions d'intérêt

Office of the Director General, Civil Aviation | Bureau du Directeur général, Aviation civile

Transport Canada | Transports Canada

Trudi.klassen@tc.gc.ca

From: Fox, Caroline (TC/TC) <Caroline.Fox@tc.gc.ca>

Sent: Tuesday, July 11, 2023 11:52 AM

To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>

Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; KLASSEN, Trudi (TC/TC) <trudi.klassen@tc.gc.ca>

Subject: Tasking: 441-01583- (Port Moody-Coquitlam)_Prepare assessment of the noise and emissions impacts greater Vancouver flightpaths

FYI – as previously discussed.

Due date to **ADMO** is **Wednesday, July 19th COB**.

Thank you,

Caroline

From: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>

Sent: Tuesday, July 11, 2023 11:40 AM

To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>

Cc: Fox, Caroline (TC/TC) <Caroline.Fox@tc.gc.ca>; Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>

Subject: FW: Tasking: 441-01583 [REDACTED] Port Moody-Coquitlam)_Prepare assessment of the noise and emissions impacts greater Vancouver flightpaths

Good morning,

Please see the below tasking for AA which now has an updated deadline given tasking consultations and the PCO deadline. Please let me know if you have any questions!

Thank you,

Ethan Camarena

(he, him, il)

Parliamentary Affairs Officer, Parliamentary and Cabinet Affairs, Corporate Secretariat

Transport Canada, Government of Canada

ethan.camarena@tc.gc.ca | Cel: 343-573-0161 | TTY: 1-888-675-6863

Agent des affaires parlementaires, Affaires parlementaires et du Cabinet, Secrétariat ministériel

Transports Canada, Gouvernement du Canada

ethan.camarena@tc.gc.ca | Cell. : 343-573-0161 | ATS : 1-888-675-6863



From: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>

Sent: Monday, June 26, 2023 9:19 AM

To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>

Cc: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>

Subject: Tasking: 441-01583 [REDACTED] Port Moody-Coquitlam)_Prepare assessment of the noise and emissions impacts greater Vancouver flightpaths

Lead: Safety and Security

Deadline: July 21, 2023

CCM#: N/A

Comments/guidance from Parliamentary Affairs:

1. Please refer to this SharePoint tasking folder to access the documents which are necessary to complete for this tasking: [REDACTED] 441-01583 Safety and Security

The following Petition from Ms. Zarrillo (Port Moody-Coquitlam) has been tasked to the Department for a response (prayer excerpt):

We, the undersigned, residents of the Greater Vancouver region, call upon the Minister of Transport to prepare an independent environmental assessment of the noise and emissions impacts of the proposed flightpaths, including recommendations for minimizing such impacts, prior to the proposed changes taking place. This environmental assessment should be based on the latest global research and recommendations for noise and emissions limits, should be independent of NAV CANADA, and should be made public when completed.

To complete the tasking, please submit the following by the deadline:

3. Provide a **bilingual** response using the inquiry form;
4. Provide a **signed PDF** Statement of Completeness in the **language of your choice**;

Important reminders:

4. Refer to the **Parliamentary Returns Checklist** when preparing your response as we will review your response against the checklist.
5. If you have questions regarding the basics of how to complete any one of the returns, please consult the **Parliamentary Returns 101** document:  [Parliamentary Returns 101 \(EN\) \(2022\).pptx](#)
6. If you are unable to provide a comprehensive response by the deadline stated above, please consult Parliamentary Affairs ASAP to discuss next steps.

Should you have any questions, please contact us at PA-AP@tc.gc.ca. You may also contact **Ethan Camarena** at ethan.camarena@tc.gc.ca or through Teams.

Thank you,
Parliamentary Affairs

Sous la gouverne de: Safety and Security

Échéancier: 21 juillet 2023

Numéro de CCM: S/O

Commentaires ou directives des Affaires parlementaires:

2. Veuillez vous référer à ce dossier SharePoint pour accéder aux documents nécessaires à la réalisation de cette tâche :  [441-01583 Safety and Security](#)

La pétition suivante de Mme Zarrillo (Port Moody-Coquitlam) a été envoyée au ministère pour une réponse (extrait de prière) :

Nous soussignés, résidents de la grande région de Vancouver, prions le ministre des Transports de préparer une évaluation environnementale indépendante sur les impacts des trajectoires de vol proposées relativement au bruit et aux émissions, y compris des recommandations destinées à minimiser ces impacts, avant la mise en œuvre des changements proposés. Cette évaluation environnementale devrait s'appuyer sur les plus récentes recherches et recommandations mondiales en matière de limites applicables au bruit et aux émissions, se tenir de manière indépendante de NAV CANADA, et ses résultats devraient être rendus publics lorsque complétés.

Pour compléter la tâche, veuillez soumettre les documents suivants avant la date limite:

1. fournir une réponse **bilingue** en utilisant le formulaire de demande de renseignements;
2. Fournissez une attestation de conformité **PDF complète signée** dans la **langue de votre choix**

Rappels importants:

1. Veuillez faire référence à l'**aide-mémoire pour les retours parlementaires** lors de la préparation de votre réponse, car nous examinerons la réponse avec les détails de l'aide-mémoire en tête
2. Si vous avez des questions sur l'essentiel de la façon de remplir l'un des rapports, veuillez consulter le document **Déclarations parlementaires 101:  Parliamentary Returns 101 (FR) (2022).pptx**
3. Si vous n'êtes pas en mesure de fournir une réponse complète dans les délais indiqués ci-dessus, veuillez consulter les Affaires parlementaires dès que possible pour discuter des prochaines étapes.

Si vous avez des questions, veuillez nous contacter à PA-AP@tc.gc.ca. Vous pouvez également contactez **Ethan Camarena** à ethan.camarena@tc.gc.ca ou par le biais de Teams.

Merci,

Les affaires parlementaires

From: Bailey, Wendy
Sent: Tue, 27 Jun 2023 13:53:27 +0000
To: KLASSEN, Trudi (TC/TC); AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC); Bourgeois, Gilles (TC/TC); McDonald, Ted (TC/TC)
Cc: TC.F NCR AAR Input / Contribution RCN F.TC
Subject: RE: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Attachments: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation

Good morning – We sent our reply in yesterday. Please see attached.

Wendy Bailey

Chief, Environmental Protection and Standards, Civil Aviation
 Transport Canada, Government of Canada
wendy.bailey@tc.gc.ca / Tel: 613-291-4590 (cell)

Chef, Protection de l'environnement et des normes, Aviation civile
 Transports Canada, Gouvernement du Canada
wendy.bailey@tc.gc.ca / Tel: 613-291-4590 (cell)

From: KLASSEN, Trudi (TC/TC) <trudi.klassen@tc.gc.ca>
Sent: Tuesday, June 27, 2023 9:36 AM
To: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC) <TC.AARTQuestions.TC@tc.gc.ca>; Bailey, Wendy <wendy.bailey@tc.gc.ca>; Bourgeois, Gilles (TC/TC) <gilles.bourgeois@tc.gc.ca>
Cc: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Importance: High

Good morning, AART,

Just following up on this one, as mentioned below, this is not a formal tasking yet, at this point we are only being asked to confirm whether CivAv would be in a position to respond?

Wendy/Gilles: I am including you as I have been advised that you might be in the best position to answer this.

Thank you,

Trudi Klassen
 Issues Management Officer / Agente de Gestion des questions d'intérêt
 Office of the Director General, Civil Aviation | Bureau du Directeur général, Aviation civile
 Transport Canada | Transports Canada
Trudi.klassen@tc.gc.ca

From: KLASSEN, Trudi (TC/TC) <trudi.klassen@tc.gc.ca>
Sent: Friday, June 23, 2023 11:33 AM
To: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC) <TC.AARTQuestions.TC@tc.gc.ca>
Cc: Mason, Stacey (he,him | il,lui) (TC/TC) <stacey.mason@tc.gc.ca>; Larsen, Andrew (TC/TC) <andrew.larsen@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Importance: High

Good morning, AART,

We are in receipt of the following Petition to the Minister of Transport.

441-01583 (e-4397)

Petition to the Minister of Transport

Whereas:

- Transport Canada establishes the regulatory framework for NAV CANADA;
- That regulatory framework includes minimizing the impact of aircraft noise and emissions on communities; and
- NAV CANADA is proposing to change the flightpaths over the Greater Vancouver region in ways that will increase noise and emissions in many residential areas currently unaffected by flightpaths.

We, the undersigned, **residents of the Greater Vancouver region**, call upon the **Minister of Transport** to prepare an independent environmental assessment of the noise and emissions impacts of the proposed flightpaths, including recommendations for minimizing such impacts, prior to the proposed changes taking place. This environmental assessment should be based on the latest global research and recommendations for noise and emissions limits, should be independent of NAV CANADA, and should be made public when completed.

Please be advised that this is not a formal tasking. We are currently only being asked to confirm whether we would be in a position to respond – can you please advise at your earliest convenience?

For awareness: your group responded to a similar petition last year:  [441-00197 TC B.pdf](#)

Trudi Klassen
Issues Management Officer / Agente de Gestion des questions d'intérêt
Office of the Director General, Civil Aviation | Bureau du Directeur général, Aviation civile
Transport Canada | Transports Canada
Trudi.klassen@tc.gc.ca

From: Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>
Sent: Thursday, June 22, 2023 2:39 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; Fox, Caroline (TC/TC) <Caroline.Fox@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Importance: High

Good afternoon,

Could you please confirm if CivAv can respond to this petition? If so, a formal tasking will be sent with a deadline.

Thanks,

Catherine

From: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>
Sent: Thursday, June 22, 2023 10:34 AM
To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>
Cc: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Importance: High

Good morning,

Can S&S please review the below petition which PCO is asking if TC can respond and if S&S is the correct group to respond? I found this petition which is somewhat similar given flight path concerns and NAV CANADA.  [441-00197 TC B.pdf](#)

Thank you,
Ethan Camarena

(he, him, il)

Parliamentary Affairs Officer, Parliamentary and Cabinet Affairs, Corporate Secretariat

Transport Canada, Government of Canada

ethan.camarena@tc.gc.ca | Cel: 343-573-0161 | TTY: 1-888-675-6863

Agent des affaires parlementaires, Affaires parlementaires et du Cabinet, Secrétariat ministériel

Transports Canada, Gouvernement du Canada

ethan.camarena@tc.gc.ca | Cell. : 343-573-0161 | ATS : 1-888-675-6863



From: Therien, Christine <Christine.Therien@pco-bcp.gc.ca>
Sent: Thursday, June 22, 2023 8:03 AM
To: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>
Subject: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation

Good morning,

Can you please take a look at this new petition and verify if your department can provide a response?

Thank you kindly for your help! Have a great day!

Christine

441-01583 (e-4397)

Petition to the Minister of Transport

Whereas:

- Transport Canada establishes the regulatory framework for NAV CANADA;
- That regulatory framework includes minimizing the impact of aircraft noise and emissions on communities; and
- NAV CANADA is proposing to change the flightpaths over the Greater Vancouver region in ways that will increase noise and emissions in many residential areas currently unaffected by flightpaths.

We, the undersigned, **residents of the Greater Vancouver region**, call upon the **Minister of Transport** to prepare an independent environmental assessment of the noise and emissions impacts of the proposed flightpaths, including recommendations for minimizing such impacts, prior to the proposed changes taking place. This environmental assessment should be based on the latest global research and recommendations for noise and emissions limits, should be independent of NAV CANADA, and should be made public when completed.

From: Bailey, Wendy
Sent: Mon, 26 Jun 2023 16:23:40 +0000
To: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC); Bourgeois, Gilles (TC/TC)
Cc: McDonald, Ted (TC/TC)
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Attachments: Transport Canada - CYYZ Amended Preferential Runway Trial Request (Oct 2022).pdf, Aviation Industry Airspace Change Communications and Consultation Protocol-EN.pdf

Hi Mark,

Gilles' opinion appears below. This is for internal information only. (Not to be cut and pasted as a response externally.)

Thanks,

Wendy Bailey

Chief, Environmental Protection and Standards, Civil Aviation
Transport Canada, Government of Canada
wendy.bailey@tc.gc.ca / Tel: 613-291-4590 (cell)

Chef, Protection de l'environnement et des normes, Aviation civile
Transports Canada, Gouvernement du Canada
wendy.bailey@tc.gc.ca / Tel: 613-291-4590 (cell)

From: Bourgeois, Gilles (TC/TC) <gilles.bourgeois@tc.gc.ca>
Sent: Monday, June 26, 2023 7:12 AM
To: Bailey, Wendy <wendy.bailey@tc.gc.ca>
Subject: RE: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation

Hi Wendy,

For internal consideration...

I do not recall participating in the response to the identified petition. However the paragraph related to YVR is particularly relevant. Larger airports such as Vancouver have in documents related to their lease some form of obligation (they differ between leases) to create noise management or community outreach committees. YVR has been quite dynamic within its community over the years on a variety of outreach issues including noise. The previous response references an Airspace Review. To my knowledge these Reviews and their results are and have been objectively analyzed, assessed and consulted upon with the airport outreach committees. Their primary purposes are usually safety and efficiency but also taking into account the impacts of noise and now also emissions.

Although efforts to consider noise in the process and outreach to communities is conducted , airspace changes do invariably generate changes to where aircraft fly. New areas overflown are rarely welcoming of the new path.

Notable items in the process are:

The attached 2015 voluntary Airspace Change Communications and Consultation Protocol (ACCCP), outlines airports and NAV Canada's commitment to transparency and effective engagement with communities potentially affected by proposed changes to airspace.

Although not everything that makes a change in noise results in a noise abatement procedure under CAR 602.105 *Noise Operating Criteria*, should that be the case the process in AC 302-002 focusses heavily on the nature and results of consultation.

During the past decade a similar but different project led to the development at YYZ developed *A Quieter Operations Roadmap* that contained a number of recommendations. One of which resulted in changes to nighttime runway usage for which a request pursuant to CAR 602.105 has been made and is under review. The process was consulted upon through related community committees from the beginning and included a trial period and has led to the process to formalize. Refer to request attached.

Although we have processes in place that seem to work from a consultation perspective, a primary element references in the petition where we are limited is criteria. We have the NEF which is based on annoyance but it is a blunt instrument in this context. Studies continue outside Canada on determining aircraft noise levels in dB(A) protects from speech interference, sleep disturbance and other physiological events. They vary in their conclusions and in their application. We had a number of years ago approached Health Canada to be our guide in these areas but they were not resourced for this kind of projects. How much is too much is historically difficult between operations and residential living.

From a response perspective it appears that what we would have to offer is context on the overall process supplemented by details of the Airspace Review on community engagement issues.

From: Bailey, Wendy <wendy.bailey@tc.gc.ca>

Sent: Friday, June 23, 2023 1:33 PM

To: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC) <TC.AARTQuestions.TC@tc.gc.ca>; Bourgeois, Gilles (TC/TC) <gilles.bourgeois@tc.gc.ca>; McDonald, Ted (TC/TC) <ted.mcdonald@tc.gc.ca>

Subject: RE: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation

Gilles

Can you please advise on this? See highlighted section below.

From: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC)
 <TC.AARTQuestions.TC@tc.gc.ca>
Sent: Friday, June 23, 2023 1:30 PM
To: Bourgeois, Gilles (TC/TC) <gilles.bourgeois@tc.gc.ca>; McDonald, Ted (TC/TC)
 <ted.mcdonald@tc.gc.ca>
Cc: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC)
 <TC.AARTQuestions.TC@tc.gc.ca>; Bailey, Wendy <wendy.bailey@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Importance: High

FYI

From: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC)
 <TC.AARTQuestions.TC@tc.gc.ca>
Sent: Friday, June 23, 2023 12:00 PM
To: Bailey, Wendy <wendy.bailey@tc.gc.ca>; Nassif, Christine (TC/TC) <Christine.Nassif@tc.gc.ca>;
 Obnamia, Jon Albert <jonalbert.obnamia@tc.gc.ca>; Mercier, Francis (TC/TC) <francis.mercier@tc.gc.ca>
Cc: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC)
 <TC.AARTQuestions.TC@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Importance: High

Good morning,

Please find below a petition received from DGO.

They request the following - Please be advised that this is not a formal tasking. We are currently only being asked to confirm whether we would be in a position to respond – can you please advise at your earliest convenience? For awareness: your group responded to a similar petition last year:  [441-00197 TC B.pdf](#)

Whereas:

- Transport Canada establishes the regulatory framework for NAV CANADA;
- That regulatory framework includes minimizing the impact of aircraft noise and emissions on communities; and
- NAV CANADA is proposing to change the flightpaths over the Greater Vancouver region in ways that will increase noise and emissions in many residential areas currently unaffected by flightpaths.

Additional info:

We, the undersigned, **residents of the Greater Vancouver region**, call upon the **Minister of Transport** to prepare an independent environmental assessment of the noise and emissions impacts of the proposed flightpaths, including recommendations for minimizing such impacts, prior to the proposed changes taking place. This environmental assessment should be based on the latest global research and recommendations for noise and emissions limits, should be independent of NAV CANADA, and should be made public when completed.

Thank you.

Mark Zappa

Administrative Assistant
Safety Promotion and Education (TPEC), Civil Aviation
Transport Canada, Government of Canada
Mark.Zappa@tc.gc.ca | tel.: 613-952-4373 | facs.: 613-998-2558 | ATS : 1-888-675-6863

Assistant Administratif
Promotion de la Sécurité et Éducation (PTEC), Aviation civile
Transports Canada, Gouvernement du Canada
Mark.Zappa@tc.gc.ca | tél.: 613-952-4373 | téléc.: 613-998-2558 | ATS : 1-888-675-6863

From: KLASSEN, Trudi (TC/TC) <trudi.klassen@tc.gc.ca>
Sent: Friday, June 23, 2023 11:33 AM
To: AART Civil Aviation Standards Secretariat / AART Secrétariat des Normes de l'Aviation civile (TC) <TC.AARTQuestions.TC@tc.gc.ca>
Cc: Mason, Stacey (he,him | il,lui) (TC/TC) <stacey.mason@tc.gc.ca>; Larsen, Andrew (TC/TC) <andrew.larsen@tc.gc.ca>; TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
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Trudi Klassen

Issues Management Officer / Agente de Gestion des questions d'intérêt
Office of the Director General, Civil Aviation | Bureau du Directeur général, Aviation civile
Transport Canada | Transports Canada
Trudi.klassen@tc.gc.ca

From: Brideau, Catherine (TC/TC) <catherine.brideau@tc.gc.ca>
Sent: Thursday, June 22, 2023 2:39 PM
To: TC.F NCR AAR Input / Contribution RCN F.TC <AARInput-Contribution@tc.gc.ca>
Cc: SS Information / Information SS <TC.SSInfo-InfoSS.TC@tc.gc.ca>; Fox, Caroline (TC/TC) <Caroline.Fox@tc.gc.ca>
Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
Importance: High

Good afternoon,

Could you please confirm if CivAv can respond to this petition? If so, a formal tasking will be sent with a deadline.

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Catherine

From: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>
Sent: Thursday, June 22, 2023 10:34 AM
To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>
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Subject: FW: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation
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Ethan Camarena

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Parliamentary Affairs Officer, Parliamentary and Cabinet Affairs, Corporate Secretariat

Transport Canada, Government of Canada

ethan.camarena@tc.gc.ca | Cel: 343-573-0161 | TTY: 1-888-675-6863

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Transports Canada, Gouvernement du Canada

ethan.camarena@tc.gc.ca | Cell. : 343-573-0161 | ATS : 1-888-675-6863



From: Therien, Christine <Christine.Therien@pco-bcp.gc.ca>

Sent: Thursday, June 22, 2023 8:03 AM

To: Parliamentary Affairs -Affaires parlementaires <PA-AP@tc.gc.ca>

Subject: [External/Externe]: Petition 441-01583 (e-4397): for tasking consultation

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Can you please take a look at this new petition and verify if your department can provide a response?

Thank you kindly for your help! Have a great day!

Christine

441-01583 (e-4397)

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REQUEST TO AMEND

The published Noise Operating Restrictions at
Toronto Pearson International Airport

Transport Canada

October 2022

Updated Original Submission



Toronto Pearson

International Airport | Aéroport International

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Introduction

The Greater Toronto Airports Authority (GTAA) is requesting permission from Transport Canada to finalize the trial of the Amended night-time Preferential Runway System at Toronto Pearson International Airport and as a result update the published preferential runway assignment section on the CYYZ Noise Operating Restrictions in the Canada Air Pilot.

The amended preferential runways system trial began on February 27, 2020 for a period of one year and then was extended due to concerns from the community that the significant reduction in number of flights in 2020 might affect trial results. Compliance was closely monitored throughout the duration of the trial. The observed results have shown a significant increase in adherence to the Amended Preferential Runway System as well as overall reliability and increased transparency to the community.

With the trial coming to an end, GTAA is submitting this request to ensure a smooth continuation in the use of the amended system. We have also requested approval to extend the amended preferential runway system trial beyond the initial end date of February 26, 2021, until such time as Transport Canada renders a verdict on this application and the new procedures are published by NAV CANADA.

This document contains the information required as per steps one through four of Transport Canada's Advisory Circular 302-002 Implementation of New or Amended Noise Abatement Procedures. Additionally, the following supporting documents are also being submitted:

- **A Quieter Operations Roadmap**, which outlines the significant consultation process undertaken by the GTAA and NAV CANADA and feedback received for all six ideas for noise mitigation. The amended preferential runway system is [Idea 6](#). By clicking on the title the reader can access the appendices in addition to the main report attached.
- **GTAA Advisory** to the aviation community (including air operators and fixed base operators) regarding the amended preferential runway system and proposed trial (included as Appendix A)
- **Letters that were sent to CBAA, COPA and ATAC**, advising them of the trial and providing them the opportunity to respond with feedback (included as Appendix B, Appendix C and Appendix D). Note, the GTAA changed the trial start date after the letters were sent; all organizations were immediately notified via email.
- **Amended Preferential Runway System Trial Report for Q3 2021** - Appendix E. This is the latest report to be published and references data from July 1st - September 30th, 2021. Results are published quarterly and additional reports are available on the [trial webpage](#).
- **Overall Trial Adherence and Runway Usage Statistics** - Appendix F. This report includes monthly adherence and runway usage numbers for the trial to date along with pre-trial adherence, for reference.
- **Existing CYYZ Noise Operating Restrictions** page from the Canada Air Pilot as well as suggested wording to reflect the Amended Preferential Runway System (Appendix G)

Advisory Circular No.302-002

Step One: The noise issue is clearly identified by the proponent. Supporting documentation shall consider (where applicable) but not limited to the following, where applicable:

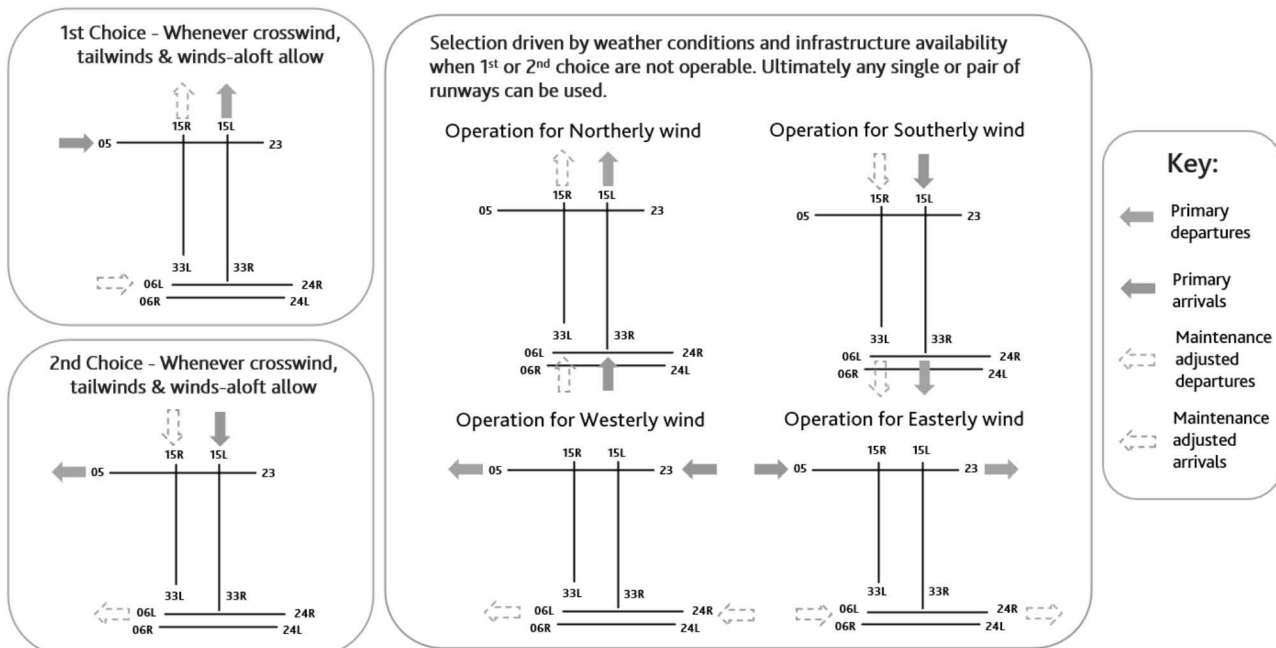
a. Description of the problem

The current preferential runway system is decades old, surrounding communities have grown significantly since then, and the airport has added two new runways in that time. The objective of a preferential runway system is to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight. The GTAA believes that the existing preferential runway system is not meeting the intended objective as defined by Transport Canada in the AIM.

Additionally, the current preferential runway system does not account for factors such as wind, weather, or runway availability, which necessitate the use of runways that were not identified as preferential and led to low adherence levels. The amended system that is currently being trialed provides air traffic controllers with more flexibility for wind-dictated operations, as well as alternatives during maintenance work, snow clearing, etc.

b. Proposed solution (including exceptions)

Rather than a preferential runway system that lists three runway options for departures and three for arrivals in order of preference (current system), the GTAA has developed a system of two runway pairings (arrival/departure configurations) and provisioned for one preferential runway in each direction to allow NAV CANADA to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability. The amended preferential runway system is as follows:



The following tables provide a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	Arrivals	Departures
1	05	23
2	15L	33R
3	06L	24R

In the pre-trial system, the first-choice runway for departures and the first-choice runway for arrivals could never be used together as they are opposite ends of the same runway. Therefore, if the first-choice runway for departures was being used, the second or third choice would have to be used for arrivals and vice versa to avoid head-on operations.

In addition to that, the pre-trial Preferential Runway System did not account for factors such as wind, weather or runway availability which could necessitate the use of runways that were not identified as preferential, leading to low adherence levels.

Amended Preferential Runway System			
Preference	Arrivals	Departures	Notes
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24R/L)	Use as a Pair
<i>* Runways in brackets may be used when the corresponding preferential runway is not available</i>			
Provision for Weather and Infrastructure Availability**			
Option	Arrivals	Departures	Notes
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation
<i>** Nav Canada may use any of these runways as required when the first and second preference pairs are unavailable or not an appropriate choice</i>			

The new pairings were created to minimize the total population impacted by aircraft noise of 45 dBA CNEL or higher. The threshold of 45 dBA was selected because, as determined in our technical analysis, it would be difficult to distinguish it from ambient noise in an urban environment at night.

The amended system also provides air traffic controllers with more flexibility for wind-dictated operations, as well as alternatives during maintenance work, snow clearing or other events that would render a preferred runway inoperable.

Furthermore, the amended Preferential Runway System better reflects how the airport operates and, as such, allows for more reliable usage of the system.

c. Alternatives (such as alternative procedures or land uses in the community)

To continue to operate with the currently published preferential runway system, however as stated above this is problematic because the objective of a preferential runway system is not being met and it also does not give NAV CANADA enough into wind options to utilize.

d. Costs (such as revenue impact, direct and indirect costs to the community, airport operator and airport users)

Direct Costs – Not Applicable. The runway pairings are a procedural change.

Indirect Costs – While some residents may experience an increase in traffic, the majority of the community will benefit from the proposed amendment. These pairings have been proven to over fly the least amount of people.

e. Noise impacts of the proposed solution

The GTAA worked with a consultant to model the proposed options to fully understand the impact of the amended preferential runway system. The proposed pairings were selected because these runways will direct more air traffic away from noise sensitive areas.

20 (1) (b), 20 (1) (c)

Illustrations of the modelling that was conducted to determine the noise impact for the amended preferential runway system are included next.

First Choice Runway Pairing (least impactful):**Idea 6 - Preferential Runway System Review**

→ Noise Modelling: 1st Choice - Arrive Runway 05 / Depart Runway 33R



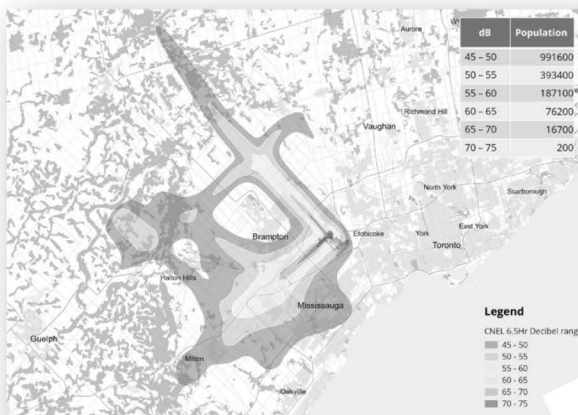
Average noise level between 00:00 to 06:30



Number of noise events greater than 60dB between 00:00 to 06:30

Second Choice Runway Pairing:**Idea 6 - Preferential Runway System Review**

→ Noise Modelling: 2nd Choice - Arrive Runway 15L / Depart Runway 23



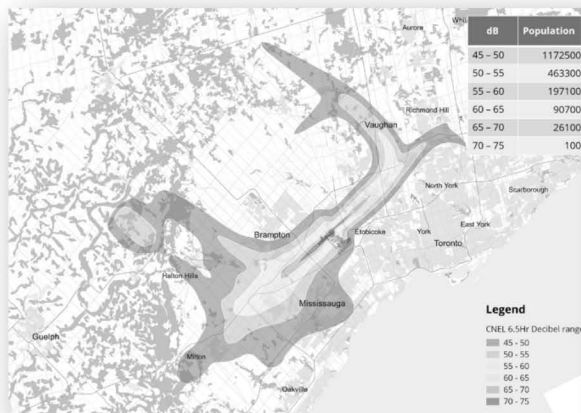
Average noise level between 00:00 to 06:30



Number of noise events greater than 60dB between 00:00 to 06:30

Wind Driven – Westerly:**Idea 6 - Preferential Runway System Review**

→ Noise Modelling: Wind driven Westerly - Arrive Runway 23 / Depart Runway 23



Average noise level between 00:00 to 06:30



Number of noise events greater than 60dB between 00:00 to 06:30

Wind Driven – Easterly:**Idea 6 - Preferential Runway System Review**

→ Noise Modelling: Wind driven Easterly - Arrive Runway 05 / Depart Runway 05



Average noise level between 00:00 to 06:30



Number of noise events greater than 60dB between 00:00 to 06:30

Wind Driven – Northerly:**Idea 6 - Preferential Runway System Review**

→ Noise Modelling: Wind driven Northerly - Arrive Runway 33R / Depart Runway 33R



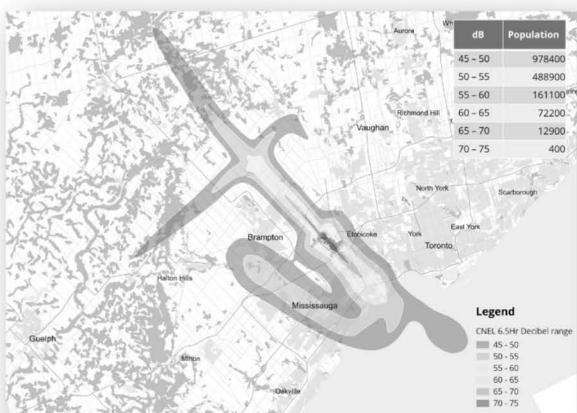
Average noise level between 00:00 to 06:30



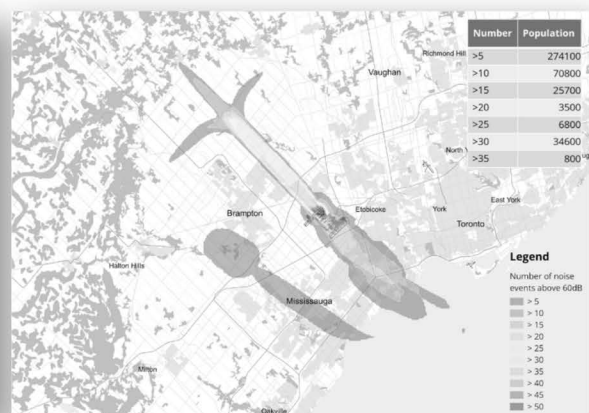
Number of noise events greater than 60dB between 00:00 to 06:30

Wind Driven – Southerly:**Idea 6 - Preferential Runway System Review**

→ Noise Modelling: Wind driven Southerly - Arrive Runway 15L / Depart Runway 15L



Average noise level between 00:00 to 06:30



Number of noise events greater than 60dB between 00:00 to 06:30

f. Effects on aircraft emissions

There will be no change or effects on aircraft emissions because the runways being paired in the amended preferential runway system that is currently being trialed are the same runways being used under the published system.

g. Effect on current and future airport capacity

The amended preferential runway system will not impact current and/or future airport capacity.

h. Implications of not proceeding with the proposal

Feedback gathered as part of the consultations prior to the trial show there is support for the change, and the GTAA has not received feedback during the trial that would counter this support. The adherence reports from the trial to date show a significant improvement in the adherence to the amended preferential runway system when compared to the current system.

Not proceeding with the proposal means that the GTAA would be reverting back to a system that is out of date and does not meet the objective of a preferential runway system as defined in the Transport Canada Aeronautical Information Manual (RAC 7.6.1), which indicates that a preferential runway system should be used to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight.

Furthermore, the GTAA has committed to a greater level of transparency and adherence with the amended system that simply cannot be achieved with the current system. The year over year adherence comparison reports have been included in this package as Appendix A and show that the first full year of the Amended Preferential Runway Trial (February 27, 2020 – February 26, 2021) had an overall adherence of 94.1% compared to 58.8% during the pre-trial year (February 27, 2019 – February 26, 2020). At the end of the one-year trial, the Greater Toronto Airports Authority (GTAA) requested an extension due to concerns from the community that the significant drop in operations in 2020 might affect the results of the trial. With that, a lot more data was gathered and in the additional nine months (March – November 2021) the adherence percentage of 94.4% has shown that the Amended Preferential Runway System is reliable and resilient.

i. Implementation issues (e.g.: aircraft technology; availability of replacement aircraft; ground facilities)

There were no issues with implementing a trial, which has been running successfully for over a year and 9 months. At this time the GTAA is ready to proceed with the close-out of the trial and is requesting that the associated amendments to the YYZ Noise Operating Restrictions described in the Canada Air Pilot (CAP) be approved by Transport Canada. Since the proposed system is already in use (via the extended trial) no implementation issues are expected.

The amended preferential runway system is not dependent on aircraft technology or ground facilities/infrastructure.

j. Impact on the Aviation System

There will be no impact on the Aviation System. As previously stated, the amended preferential runway system uses the same runways that are in the current system, however; it offers a preferential pairing that does not put the arrivals and departures in opposite directions. To date, the trial has shown a high adherence and no impact on the aviation system has been detected.

k. Safety implications

There are no safety implications with the amendment of the current preferential runway system. The amended preferential runway system will use the same runways that are utilized under the current system but will pair the runways differently. Rather than a system that lists three options for departures and three for arrivals in order of preference, the GTAA has developed runway pairings (arrival/departure configurations) and provisioned for one runway in each direction to allow NAV Canada to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability. The GTAA has not found any safety implications resulting from the trial.

l. Air Traffic Management

There are no anticipated air traffic management impacts.

m. Fleet impact

There will be no fleet impact. The amended system will not limit how slots are assigned during these hours.

Step 2: The proponent conducts consultation on the proposal with all affected parties to include the following:

a. Airport management/operator

The GTAA is the operator and manager of Toronto Pearson Airport. It was the GTAA's initiative to update the preferential runway system, beginning in 2015.

b. Noise management committee (where applicable)

The GTAA initially introduced the idea of amending the preferential runway system through the Community Environment and Noise Advisory Committee (CENAC). This was first discussed in June 2015 and then throughout several meetings over the following three years.

Since the trial began in February 2020, the GTAA has shared updates on the trial, including reporting on the usage and adherence at the Noise Management Forums (NMF) which have replaced CENAC. The NMF includes a Noise Accountability Board for industry and government stakeholders, Neighbourhood Table for community representatives, Political Briefings for elected officials, and Public Meetings that are open to the general public. The reports are also published online on our website.

c. Community representatives

The GTAA engaged community representatives through multiple avenues and in accordance with the *Airspace Change Communications and Consultation Protocol*. The GTAA hosted a stakeholder roundtable to discuss noise mitigation initiatives, including an amended preferential runway system, in the summer of 2015. The roundtable included leaders of local community associations and groups, elected officials and the GTAA's CENAC members.

Once the modelling results were received and a formal amendment was finalized, the GTAA, jointly with NAV CANADA, undertook an extensive public consultation on all six noise mitigation initiatives, between February 27, 2018 – April 20, 2018. The consultation outreach exceeded 3 million people through multiple communications channels, from online surveys, robocalls and newspaper ads

The consultations began with two technical briefings for community leaders and representatives. Following that, the GTAA and NAV held 13 drop-in style open house meetings in the evenings and two full-day Saturdays at 15 different communities within the Greater Toronto Area. Storyboards were set up and a presentation was also given on the Saturdays, which was also available online. Residents who attended were able to speak with GTAA and NAV technical experts one-on-one about the amended preferential runway system and were able to provide feedback on paper at the consultations, and/or online. A total of 430 people attended all events.

Full details of the consultation process can be found within the *Six Ideas Public Engagement Report*.

As noted above, the Noise Management Forums, which includes community representatives through its Neighbourhood Table, have been kept informed on the progress throughout the trial period. Presentations from these meetings are available on our [website here](#).

At the December 2020 Neighborhood Table, the GTAA solicited feedback on the Idea 6 trial. A member stated that she supported the trial and indicated that she believed the more codified method of assigning preferential runways under the new trial system is much better and clearer than how it was done previously.

Most recently, at the December 2021 Neighbourhood Table members of the public have expressed their appreciation of the amended preferential runway system's resilience and reliability even through complex construction seasons in the two years it has been in use.

With respect to the general public, the trial of the amended preferential runway system was extensively communicated, and members of the community were invited to submit feedback during the trial period. This included:

- Dedicated notes to Elected Officials with Frequently Asked Questions
- Elected Officials and Neighbourhood Table briefings
- Advertisements in local papers
- Social media
- Checking-in e-newsletter
- A new dedicated website

The online feedback form was initially posted on the Toronto Pearson website from February 15, 2020 to February 28, 2021, for a full year after the implementation of the trial. 44 respondents submitted feedback through the form during that time.

The overwhelming majority of respondents, 91%, said they understood the purpose of a nighttime preferential runway system. Of the 44 total responses, 61% reported noticing a decrease in number of flights after the implementation of the trial, with 20% having noticed an increase and another 19% seeing no change. When asked if the usage reports provided readers with the information they needed to understand how the airport operates at night, 52% of the respondents agreed.

Respondents also used the open-ended comments to provide additional context on their views and opinions. Only 68% of these comments were related to the trial itself with the balance being made up of comments related to aircraft movements or aircraft noise in general. Of the trial-related comments, 80% expressed concern over assessing the results of the amended preferential runway system trial during the peak of the COVID-19 pandemic which had dramatically changed flight volumes and patterns in general, as well as night flights specifically. As a result, GTAA requested an extension of the trial and got approval from Transport Canada to do so.

Nearing the end of the second trial year and with positive feedback from the Neighbourhood Table the decision was made to submit the application to Transport Canada to make the amended preferential runway system the new permanent system at Toronto Pearson. Before doing so, the

GTAA reopened the feedback survey from January 31 through to February 28, 2022. Another 17 responses were received.

The most notable change from the initial survey results was pertaining to the trial-related comments (47% of all comments). Of the 8 comments that were specifically related to the trial in the second survey, only 25% (2 respondents) expressed concern over running the trial during the pandemic. 38% reported having a favourable view on the trial, 13% had negative feedback and the balance of respondents had comments about the trial reports and consultation process.

Full results of both surveys will be included with this application.

Based on our experience with the trial of Idea 5: Summer Weekend Runway Alternation Program, we have found that the community will submit feedback on a trial where there has been a negative impact. The GTAA ultimately did not pursue a runway alternation scheme based on those results.

Overall, the low number of survey respondents in this instance combined with the positive feedback received during the consultation period in 2018, as well as from the Neighbourhood Table members indicate the success of the trial.

The GTAA also reports on adherence and runway usage as part of the amended preferential runway system trial on a quarterly basis. These reports are available on the [trial webpage](#).

d. NAV CANADA

As previously mentioned, NAV CANADA participated with the GTAA in a robust engagement plan/consultation in the spring of 2018 in strategic locations across the region. No dissent was received on this initiative.

e. Air Transport Association of Canada (ATAC) (secretarially or by delegate)

Advised via email letter on December 17, 2018 (included in package) and given two weeks to provide comments. No dissent was received on this initiative.

f. Canadian Business Aircraft Association (CBAA) (secretarially or by delegate)

Advised via email letter on December 17, 2018 (included in package) and given two weeks to provide comments. No dissent was received on this initiative.

g. Canadian Owners and Pilots Association (COPA) (secretarially or by delegate)

Advised via email letter on December 17, 2018 (included in package) and given two weeks to provide comments. No dissent was received on this initiative.

h. All scheduled Operators who operate at the airport

Prior to the trial, Air Canada and WestJet were briefed via the GTAA's Technical Noise Working Groups in 2016 and 2017, as well as at the Industry Noise Management Board of the proposed amendment to the preferential runway system.

No dissent was received on this initiative. The GTAA notified all scheduled operators of the trial via the Advisory that was included as part of the package, as well as an Aeronautical Information Circular.

The GTAA further issued a specific call for comment to all members of the Toronto Pearson Airline Operating Committee - AOC (see Appendix H). The AOC is comprised of all operators at Toronto Pearson and is currently chaired by representatives from Air France, Cathay Pacific, and the GTAA. While one carrier noted that the process for obtaining an exemption from night preferential runways, when required, remains an ongoing manual process, this would be no different under the previous model. No comments were received from any carrier related to the new configuration of the Preferential Runways vs the previous model.

i. Transport Canada

Transport Canada was consulted and approved the request for the amended preferential runway trial on January 28, 2019 (Appendix I), as well as the extension of the trial on February 19, 2021 (Appendix J).

Additionally, Transport Canada representatives attended multiple CENAC meetings where the initiative was discussed, as well as a community consultation. No dissent was received on this initiative.

j. All Fixed Base operators on the airport.

The GTAA notified all scheduled operators of the trial via the Advisory that was included as part of the package, as well as an Aeronautical Information Circular.

Additionally, GTAA outreach directly to the Canadian Business Aircraft Association provided a further channel to Fixed Base Operators and their client operators.

Step Three - the proponent:

- a. Fully and clearly explains the impacts to all parties, documenting this consultation and the information produced by this process such that it is clear what has been transmitted to whom and any reactions received.*

During the consultation period in 2018, surveys were available online and at the consultations for community members and stakeholders to fill out. Further information can be found here:

<https://www.torontopearson.com/conversations/#>

Community residents have also been encouraged to provide feedback on the trial since it began in February 2020, along with information on what the trial entails and the previous consultation on the [trial webpage](#). As noted above, only 6 respondents have opted to submit feedback, and this feedback does not contradict the support received during the consultation period where residents supported the trial of the amended preferential runway system.

Impact to systems and stakeholders can also be referenced in the following areas in this document:

- pg. 5, para II – IV Runway assignment and planning;
 - pg. 6, e – Noise impact;
 - pg. 10, f – Emissions impact;
 - pg. 10, g – Current and future airport capacity;
 - pg. 11, j – Aviation System impact;
 - pg. 11, k – Safety impact;
 - pg. 11, l – Air Traffic Management impact;
 - pg. 11, m – Fleet impact
- b. Where all parties agree with the proposal, the airport operator shall submit a description of the proposal and the consultation process. Included in the package will be a signoff indicating agreement of the participants.*

During the 2018 consultation, the GTAA collected all feedback received from members of the public on the amended preferential runway system proposal. Approximately 71% of the total 461 survey respondents indicated that they are currently impacted by night flights almost every night or were often impacted by night flights.

Of the 461 respondents, 64% were in favour or unsure of the impacts and benefits of an amended preferential runway system in their neighbourhoods. 63% of the respondents were either in favour or not opposed to a trial of the amended preferential runway system.

Full details of the survey results and feedback received can be found within the [Six Ideas Public Engagement Report Appendices](#).

- c. *The consultation process will include descriptions of what information was considered and an explicit indication of agreement to not consider particular items*

The GTAA hired a consulting firm, Helios, to conduct the analysis and modeling of the amended preferential runway system. The only item the GTAA decided not to proceed with was as follows: The technical analysis showed that 33R and 33L had comparable number of residents that would be impacted by arrivals on those runways. It was determined that based on the analysis, 33R would be the northerly wind option because of it being more operationally suitable to most of the fleet that operate at Toronto Pearson Airport, particularly due to its length

Step four - where there is no consensus, the proponent shall document the consultation in the same manner as b) above, include any dissenting views, and will forward this information to the airport operator for onward transmission to Transport Canada. Dissents should contain all reasons for the position taken.

The GTAA did not receive any dissenting views from aviation industry stakeholders during the consultation or trial phase.

During the consultation period in 2018, the majority of the community was agreeable to the idea of trialing the amended preferential runway system, however; 37% (171 respondents) of the community responded that they disagreed to a trial. For full details, refer to the *Six Ideas Public Engagement Report*, included with this submission.

During the trial period from February 2020 to date one in six residents (16.7%) stated that they had noticed a difference between the nighttime preferential runway system compared to the one in place prior to February 27, 2020.

Appendix A

GTAA Advisories to the aviation community



Advisory # **2020-A-012**

Subject: Trial of Proposed Amended Preferential Runway System

From: Aviation Services

Contact: [19 (1)]@gtaa.com [19 (1)]

Date of Issue: 2020-02-24

Effective Date: 2020-02-27

Background and Impact: As part of the Toronto Noise Mitigation Initiatives (Six Ideas) and [the 2018-2022 Noise Management Action Plan](#), the GTAA is proposing an amendment to the existing Preferential Runway System in place at CYYZ, and is conducting a one-year trial beginning February 27th, 2020.

The objective of a preferential runway system is to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight (Transport Canada *Aeronautical Information Manual* (AIM) RAC 7.6.1). The current system is decades old, surrounding communities have grown significantly since then, and the airport has added two new runways in that time. The GTAA believed it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the AIM.

After an extensive analysis of population numbers and the noise levels that communities were experiencing, the GTAA determined that the existing first and second choice runways (05 and 15L for arrivals, and 23 and 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas.

The amended system will package the runways differently. Rather than a system that lists three options for departures and three for arrivals in order of preference, the GTAA has developed runway pairings (arrival/departure configurations) and provisioned for one runway in each direction to allow NAV CANADA to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability.

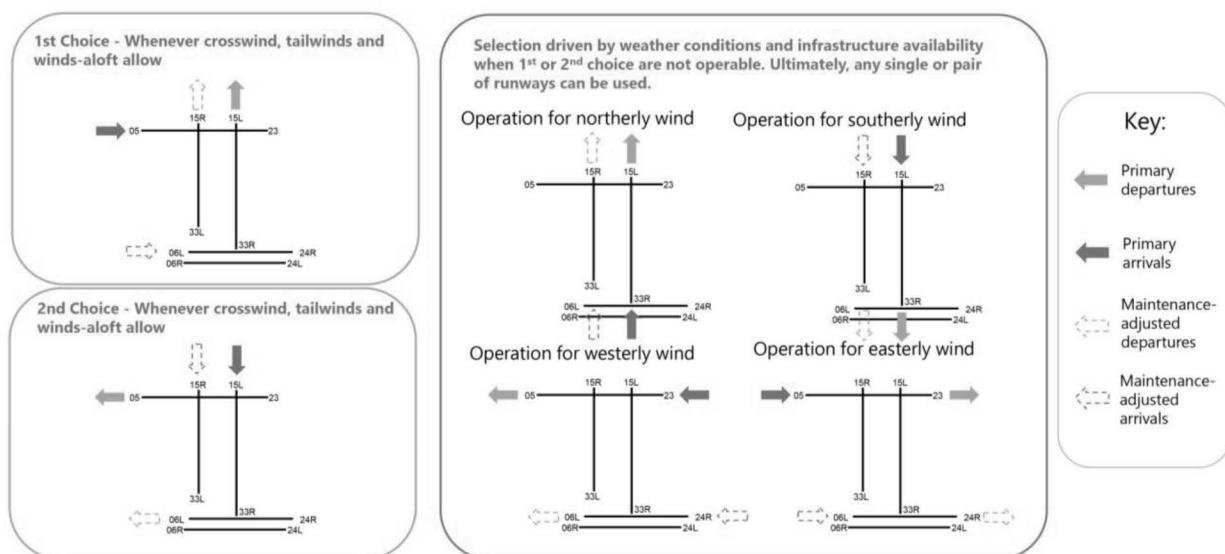
Advisory

Toronto Pearson Advisory

: Trial of Proposed Amended Preferential Runway System

2020-02-24

The proposed amended preferential runway system is illustrated below:



The following tables provide a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	Arrivals	Departures
1	05	23
2	15L	33R
3	06L	24R

Amended Preferential Runway System			
Preference	Arrivals	Departures	Notes
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24L/R)	Use as a Pair
* Runways in brackets are available when the corresponding preferential runway is not available.			
Provision for Weather and Infrastructure Availability**			
Option	Arrivals	Departures	Notes
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation
** NAV CANADA may use any of these runways, as required, when the first and second preference pairs are unavailable or not an appropriate choice.			

Toronto Pearson Advisory

: Trial of Proposed Amended Preferential Runway System

2020-02-24

The amendment to the preferential runway system is part of a commitment that the GTAA has made to surrounding communities to continue to meet the objectives of a preferential runway system, improve the reliability of the system and to be transparent through publicly available usage reports.

The GTAA's Noise Management Action Plan is available on Toronto Pearson's website at: <https://www.torontopearson.com/noisemanagement/#>. When available, further details or links to information relating to the trial can be found on the Toronto Pearson website at: www.torontopearson.com/conversations

Expected Action: The trial starts at 0000L on February 27th, 2020. On this date, the amended preferential runway system will replace the existing preferential runway system. Operators are reminded that they are still required to seek permission from the GTAA Airport Duty Manager if they wish to depart off or land on a non-preferential runway that is not in use during the preferential runway hours, and that the Night Flight Restriction Program remains in effect. Permission to operate on a non-preferential runway that is not in use will be granted by the Airport Duty Manager only in extremely unusual and/or unforeseen circumstances.



Supersedes # 2020-A-012

Advisory # 2021-A-010

Subject: Trial of Proposed Amended Preferential Runway System - Extended

From: Airport Operations

Contact: [redacted] 19 (1) @gtaa.com, [redacted] 19 (1)

Date of Issue: 2021-03-23

Effective Date: 2021-03-23

Background and Impact: As part of the Toronto Noise Mitigation Initiatives (Six Ideas) and [the 2018-2022 Noise Management Action Plan](#), the GTAA is proposing an amendment to the existing Preferential Runway System in place at CYYZ. Since February 27th, 2020 the GTAA has been conducting a trial of the proposed amended Preferential Runway system. Initially the trial was for one year but has now been extended until further notice.

The objective of a preferential runway system is to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight (Transport Canada *Aeronautical Information Manual* (AIM) RAC 7.6.1). The current system is decades old, surrounding communities have grown significantly since then, and the airport has added two new runways in that time. The GTAA believed it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the AIM.

After an extensive analysis of population numbers and the noise levels that communities were experiencing, the GTAA determined that the existing first and second choice runways (05 and 15L for arrivals, and 23 and 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas.

The amended system will package the runways differently. Rather than a system that lists three options for departures and three for arrivals in order of preference, the GTAA has developed runway pairings (arrival/departure configurations) and provisioned for one

Advisory

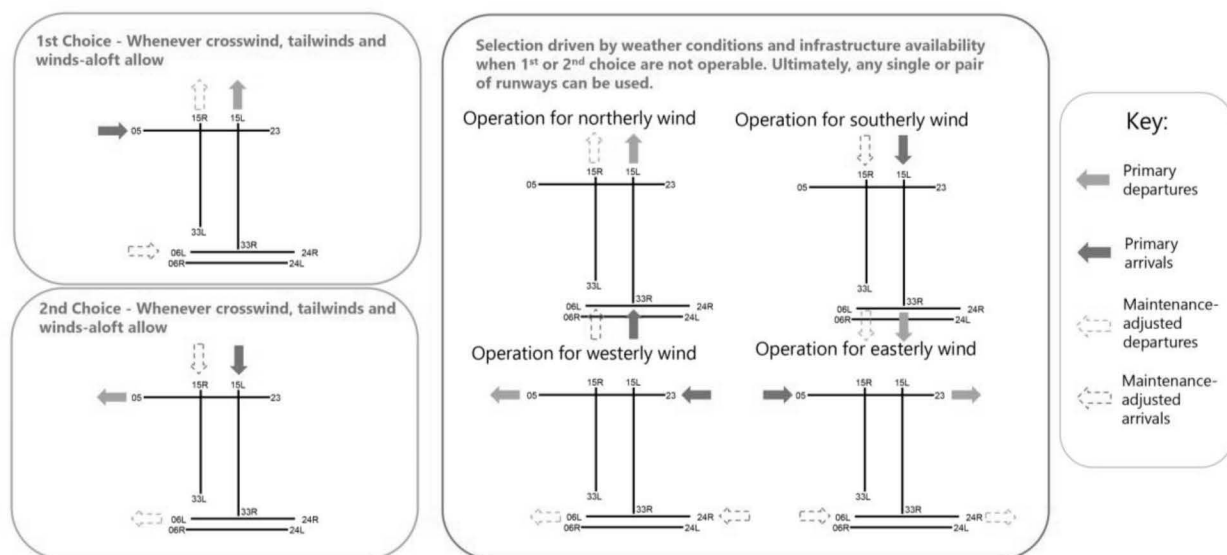
Toronto Pearson Advisory

: Trial of Proposed Amended Preferential Runway System - Extended

2021-03-23

runway in each direction to allow NAV CANADA to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability.

The proposed amended preferential runway system is illustrated below:



The following tables provide a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	Arrivals	Departures
1	05	23
2	15L	33R
3	06L	24R

Amended Preferential Runway System			
Preference	Arrivals	Departures	Notes
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24L/R)	Use as a Pair
* Runways in brackets are available when the corresponding preferential runway is not available.			
Provision for Weather and Infrastructure Availability**			
Option	Arrivals	Departures	Notes
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation
** NAV CANADA may use any of these runways, as required, when the first and second preference pairs are unavailable or not an appropriate choice.			

Toronto Pearson Advisory

: Trial of Proposed Amended Preferential Runway System - Extended

2021-03-23

The amendment to the preferential runway system is part of a commitment that the GTAA has made to surrounding communities to continue to meet the objectives of a preferential runway system, improve the reliability of the system and to be transparent through publicly available usage reports.

The GTAA's Noise Management Action Plan is available on Toronto Pearson's website at: <https://www.torontopearson.com/noisemanagement/#>. When available, further details or links to information relating to the trial can be found on the Toronto Pearson website at: www.torontopearson.com/conversations

Expected Action: The trial started at 0000L on February 27th, 2020 and the amended preferential runway system replaced the existing preferential runway system. Operators are reminded that they are still required to seek permission from the GTAA Airport Duty Manager if they wish to depart off or land on a non-preferential runway that is not in use during the preferential runway hours, and that the Night Flight Restriction Program remains in effect. Permission to operate on a non-preferential runway that is not in use will be granted by the Airport Duty Manager only in extremely unusual and/or unforeseen circumstances.

Appendix B

Letter sent to CBAA



December 17th, 2018

Anthony Norejko
Canadian Business Aviation Association
1 Rideau Street, Suite 700
Ottawa, ON K1N8S7

**Greater Toronto
Airports Authority**

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

P 416.776.3000
F 416.776.7746

GTAA.com

Dear Mr. Norejko:

Re: Trial of Amended Preferential Runway System at CYYZ

On behalf of the Greater Toronto Airports Authority (GTAA), I am writing to share with you our plans to conduct a one-year trial of an amended preferential runway system at Toronto Pearson as defined within the Noise Operating Restrictions and Canadian Aviation Regulations (CARs) and to ask for your comments. The trial is proposed to commence on January 29th, 2019.

The objective of a preferential runway system is to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight (Transport Canada *Aeronautical Information Manual* (AIM) RAC 7.6.1).

The current system is decades old, and surrounding communities have grown significantly since then. We felt it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the AIM.

After an extensive analysis of population numbers and noise levels that communities were experiencing, we determined that the existing first and second choice runways (05 and 15L for arrivals, and 23 and 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas.

What differs is how the system is being packaged. Rather than a system that lists three options for departures and three for arrivals in order of preference, we have paired up the runways and provisioned for one runway in each direction to allow NAV CANADA to still adhere to the system while selecting runways based on weather conditions and infrastructure availability.



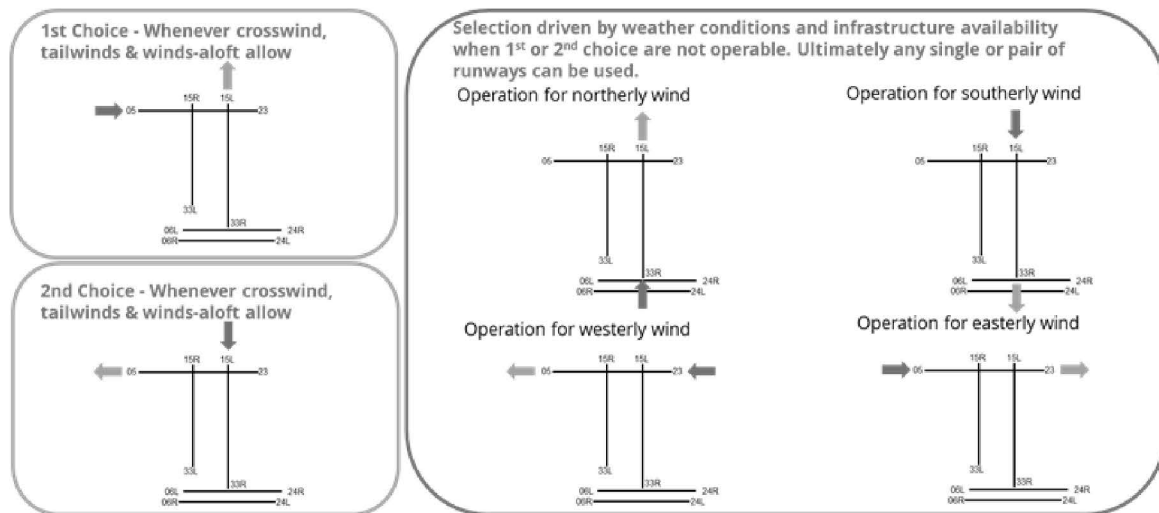
**Toronto
Pearson**
International Airport
Aéroport International

torontopearson.com

Mr. Anthony Norejko
 CBAA
 December 17th, 2018
 Page 2 of 3



The proposed updated preferential runway system is illustrated below:



The following table provides a comparison of the existing and amended systems:

Existing Preferential Runway System			Amended Preferential Runway System			
Preference	Arrivals	Departures	Preference	Arrivals	Departures	Notes
1	05	23	1	05	33R	Use as a Pair
2	15L	33R	2	15L	23	Use as a Pair
3	06L	24R	Provision for Weather and Infrastructure Availability*			
			Option	Arrivals	Departures	Notes
			Northerly	33R	33R	Single Rwy Operation
			Southerly	15L	15L	Single Rwy Operation
			Westerly	23	23	Single Rwy Operation
			Easterly	05	05	Single Rwy Operation

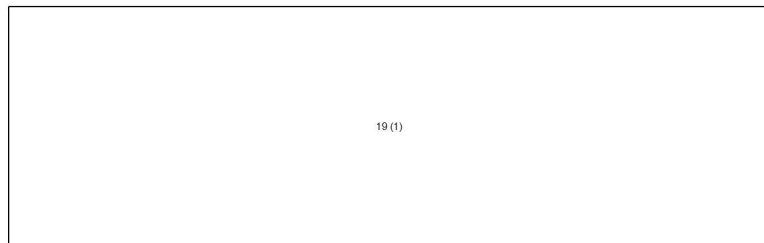
*NAV may use any of these runways as required when the first and second preference pairs are unavailable or not appropriate.

To proceed with the trial, consultation is required as defined within Advisory Circular 302-002. To date, we have completed an extensive consultation with nearby communities and are now collecting feedback from our airport partners and stakeholders. Please provide your comments on our proposal within two weeks, by December 31st, 2018. On this date, we will be applying to Transport Canada for approval to conduct a one-year trial of the proposed preferential runway system. As part of the approval process, we will be providing Transport Canada with all feedback received.

Mr. Anthony Norejko
CBAA
December 17th, 2018
Page 3 of 3



Yours truly,



Greater Toronto Airports Authority, Aviation Services
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, ON L5P 1B2

19 (1) @gtaa.com
19 (1)

c 19 (1) GTAA
19 (1) GTAA

Robert Gillespie, Transport Canada
Clifford Frank, Transport Canada

Appendix C

Letter sent to COPA



December 17th, 2018

Bernard Gervais
Canadian Owners and Pilots Association
75 Albert Street, Suite 903
Ottawa, ON K1P5G7

**Greater Toronto
Airports Authority**

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

P 416.776.3000
F 416.776.7746

GTAA.com

Dear Mr. Gervais:

Re: Trial of Amended Preferential Runway System at CYYZ

On behalf of the Greater Toronto Airports Authority (GTAA), I am writing to share with you our plans to conduct a one-year trial of an amended preferential runway system at Toronto Pearson as defined within the Noise Operating Restrictions and Canadian Aviation Regulations (CARs) and to ask for your comments. The trial is proposed to commence on January 29th, 2019.

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The current system is decades old, and surrounding communities have grown significantly since then. We felt it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the AIM.

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What differs is how the system is being packaged. Rather than a system that lists three options for departures and three for arrivals in order of preference, we have paired up the runways and provisioned for one runway in each direction to allow NAV CANADA to still adhere to the system while selecting runways based on weather conditions and infrastructure availability.



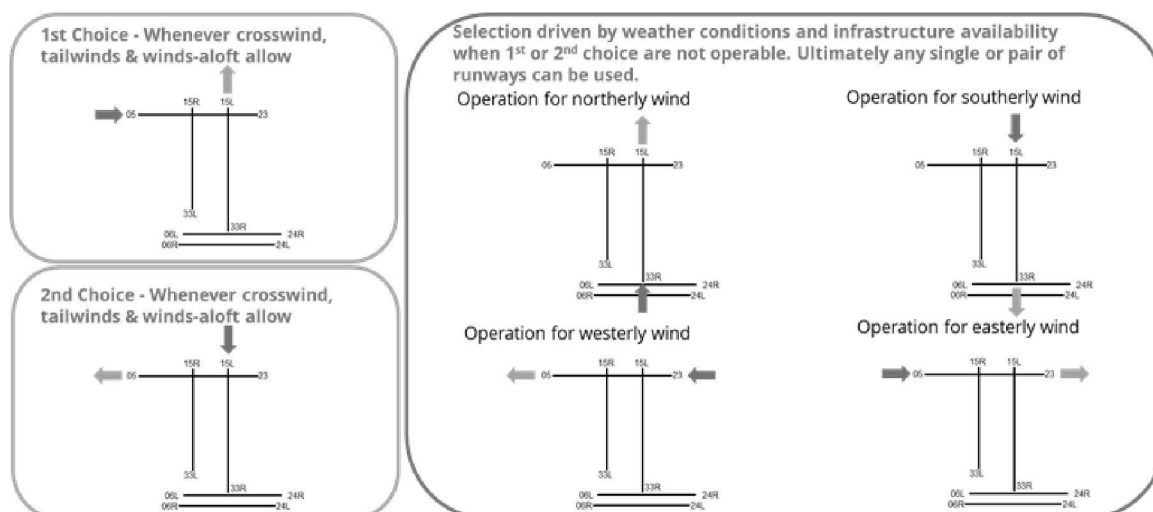
**Toronto
Pearson**
International Airport
Aéroport International

torontopearson.com

Mr. Bernard Gervais
COPA
December 17th, 2018
Page 2 of 3



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The following table provides a comparison of the existing and amended systems:

Existing Preferential Runway System			Amended Preferential Runway System			
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			Option	Arrivals	Departures	Notes
			Northerly	33R	33R	Single Rwy Operation
			Southerly	15L	15L	Single Rwy Operation
			Westerly	23	23	Single Rwy Operation
			Easterly	05	05	Single Rwy Operation

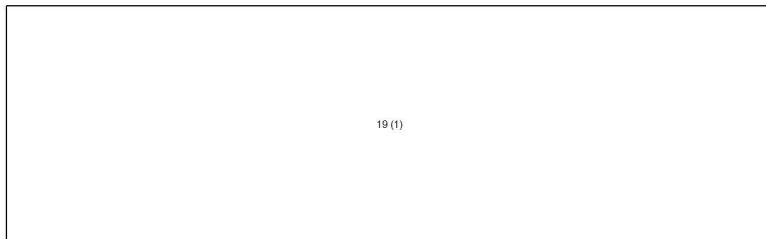
*NAV may use any of these runways as required when the first and second preference pairs are unavailable or not appropriate.

To proceed with the trial, consultation is required as defined within Advisory Circular 302-002. To date, we have completed an extensive consultation with nearby communities and are now collecting feedback from our airport partners and stakeholders. Please provide your comments on our proposal within two weeks, by December 31st, 2018. On this date, we will be applying to Transport Canada for approval to conduct a one-year trial of the proposed preferential runway system. As part of the approval process, we will be providing Transport Canada with all feedback received.

Mr. Bernard Gervais
COPA
December 17th, 2018
Page 3 of 3



Yours truly,



Greater Toronto Airports Authority, Aviation Services
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c 19 (1) GTAA

19 (1) GTAA

Robert Gillespie, Transport Canada
Clifford Frank, Transport Canada

Appendix D

Letter sent to ATAC



December 17th, 2018

John McKenna
Air Transport Association of Canada
222 Queen Street, Suite 1505
Ottawa, ON K1P5V9

**Greater Toronto
Airports Authority**

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

P 416.776.3000
F 416.776.7746

GTAA.com

Dear Mr. McKenna:

Re: Trial of Amended Preferential Runway System at CYYZ

On behalf of the Greater Toronto Airports Authority (GTAA), I am writing to share with you our plans to conduct a one-year trial of an amended preferential runway system at Toronto Pearson as defined within the Noise Operating Restrictions and Canadian Aviation Regulations (CARs) and to ask for your comments. The trial is proposed to commence on January 29th, 2019.

The objective of a preferential runway system is to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight (Transport Canada *Aeronautical Information Manual* (AIM) RAC 7.6.1).

The current system is decades old, and surrounding communities have grown significantly since then. We felt it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the AIM.

After an extensive analysis of population numbers and noise levels that communities were experiencing, we determined that the existing first and second choice runways (05 and 15L for arrivals, and 23 and 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas.

What differs is how the system is being packaged. Rather than a system that lists three options for departures and three for arrivals in order of preference, we have paired up the runways and provisioned for one runway in each direction to allow NAV CANADA to still adhere to the system while selecting runways based on weather conditions and infrastructure availability.



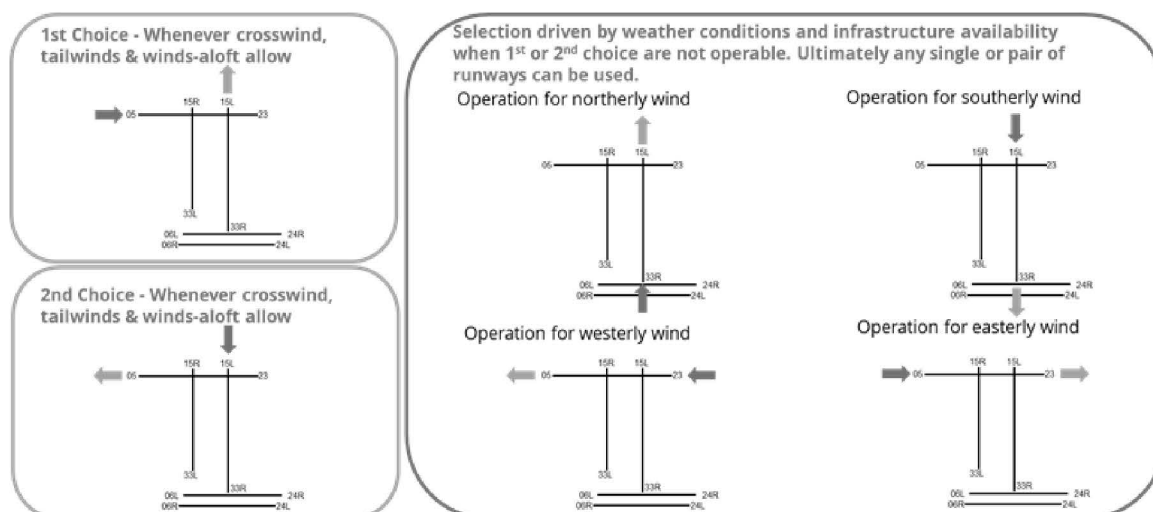
**Toronto
Pearson**
International Airport
Aéroport International

torontopearson.com

Mr. John McKenna
 ATAC
 December 17th, 2018
 Page 2 of 3



The proposed updated preferential runway system is illustrated below:



The following table provides a comparison of the existing and amended systems:

Existing Preferential Runway System			Amended Preferential Runway System			
Preference	Arrivals	Departures	Preference	Arrivals	Departures	Notes
1	05	23	1	05	33R	Use as a Pair
2	15L	33R	2	15L	23	Use as a Pair
3	06L	24R	Provision for Weather and Infrastructure Availability*			
			Option	Arrivals	Departures	Notes
			Northerly	33R	33R	Single Rwy Operation
			Southerly	15L	15L	Single Rwy Operation
			Westerly	23	23	Single Rwy Operation
			Easterly	05	05	Single Rwy Operation

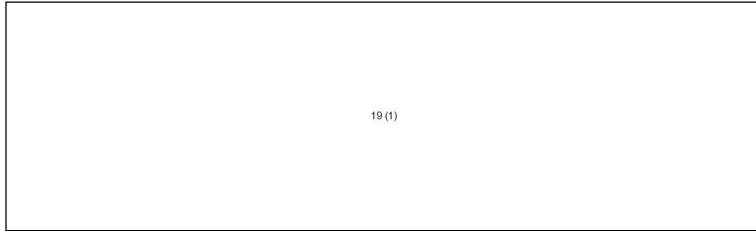
*NAV may use any of these runways as required when the first and second preference pairs are unavailable or not appropriate.

To proceed with the trial, consultation is required as defined within Advisory Circular 302-002. To date, we have completed an extensive consultation with nearby communities and are now collecting feedback from our airport partners and stakeholders. Please provide your comments on our proposal within two weeks, by December 31st, 2018. On this date, we will be applying to Transport Canada for approval to conduct a one-year trial of the proposed preferential runway system. As part of the approval process, we will be providing Transport Canada with all feedback received.

Mr. John McKenna
ATAC
December 17th, 2018
Page 3 of 3



Yours truly,



Greater Toronto Airports Authority, Aviation Services
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, ON L5P 1B2

19 (1) @gtaa.com

19 (1)

c: 19 (1) GTAA

19 (1) GTAA

Robert Gillespie, Transport Canada
Clifford Frank, Transport Canada

Appendix E

Amended Preferential Runway System Trial

Latest Published Report (Q3 2021)

Amended Preferential Runway System Trial Report

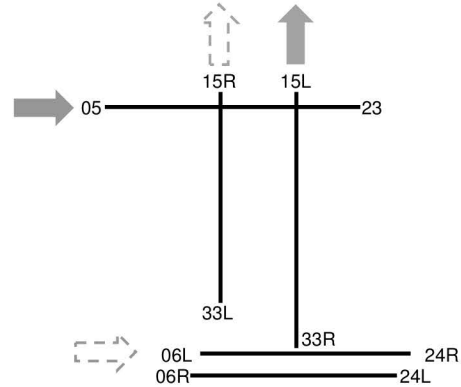
July to September 2021 (Q3 2021)



Toronto Pearson
International Airport | Aéroport International

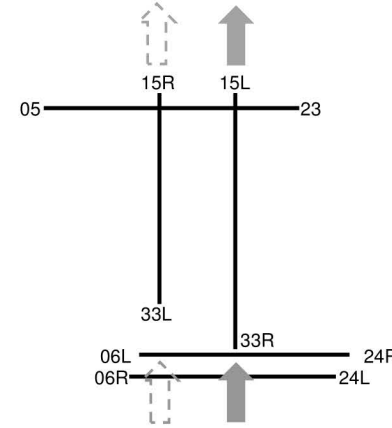
Amended Preferential Runway System

1st Choice - Whenever crosswind, tailwinds & winds-aloft allow

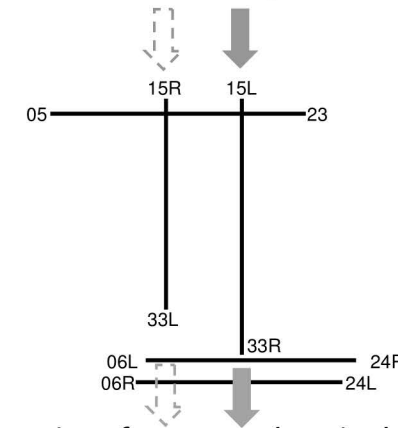


Selection driven by weather conditions and infrastructure availability when 1st or 2nd choice are not operable. Ultimately any single or pair of runways can be used.

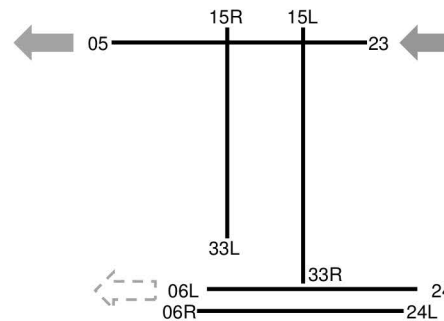
Operation for northerly wind



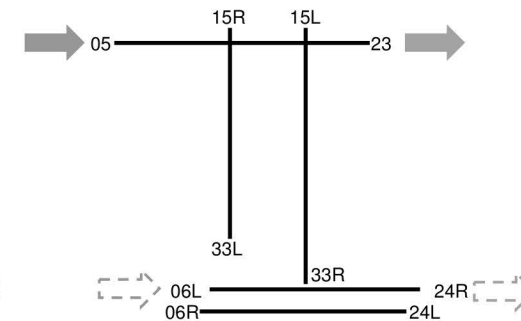
Operation for southerly wind



Operation for westerly wind



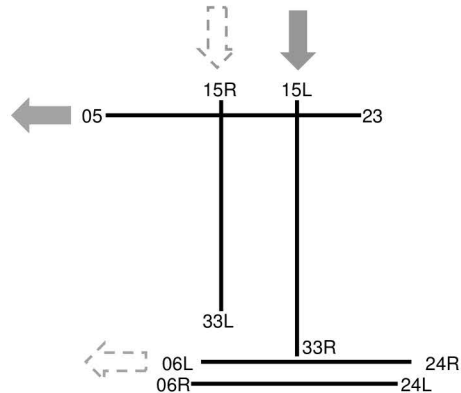
Operation for easterly wind



Key:

-  Primary departures
-  Primary arrivals
-  Maintenance adjusted departures
-  Maintenance adjusted arrivals

2nd Choice - Whenever crosswind, tailwinds & winds-aloft allow



Adherence and Non-Adherence Meaning

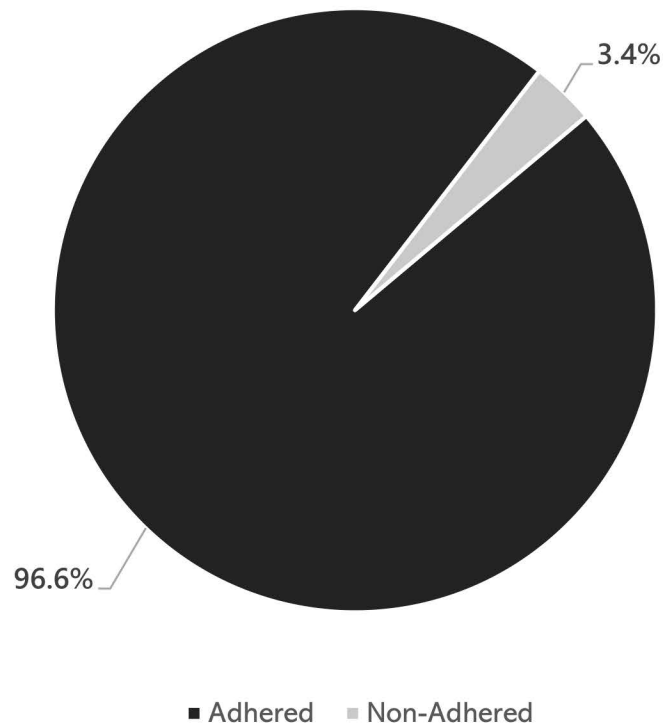
- Operations that occur on the 1st or 2nd choice runways, or their maintenance adjusted counterparts, are considered to have adhered to the Preferential Runway System.
- When the 1st or 2nd choice are not operable, the wind dictated runway(s) or the maintenance adjusted counterpart(s) will be used. These are still part of the Preferential Runway System and are therefore considered as adherent.
- Non-adherent operations can occur when an aircraft arrives or departs off a runway that isn't part of the 1st, 2nd or wind driven runways that are in use at that time. This could happen as a result of:
 - Heavy traffic caused by a weather event earlier in the day requiring the use of additional runways (e.g. due to winds Runway 33R is being used for arrivals and departures, however some arrivals are offloaded onto Runway 33L. These offloads are considered non-adherent).
 - A medevac aircraft requesting the use of a non-preferential runway for safe and expedited patient transport (e.g. departed Runway 23 when the 1st choice was being used).
 - The aircraft was assigned a runway before the start of the preferential runway hours but ended up operating after midnight (e.g. aircraft already lined up for departure off Runway 23, cleared to take off even though the airport had just switched to the 1st choice configuration).
 - An active runway is temporarily unavailable due to snow clearing or a bird strike (e.g. the 1st choice configuration is in use, but during snow clearing on Runway 05, several aircraft arrive on Runway 06L and are considered non-adherent).

Monthly Adherence – January to September 2021

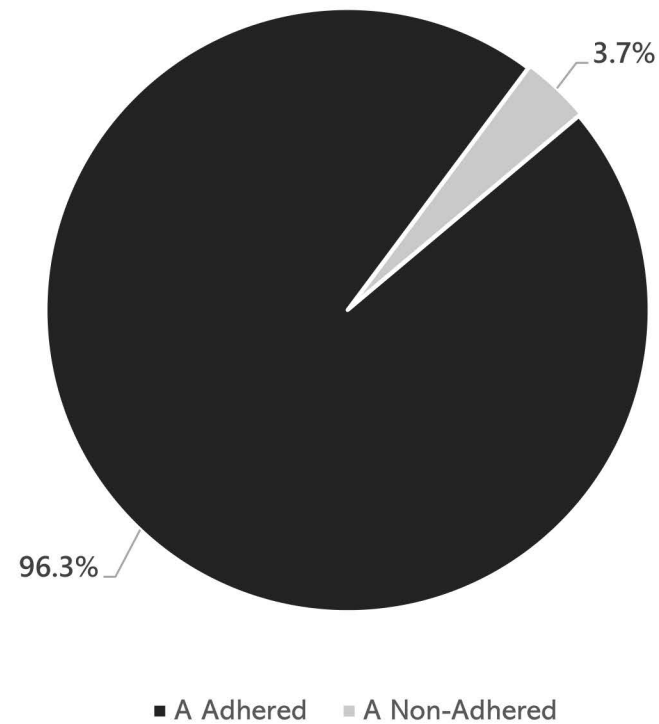
Month	Adhered	Non-Adhered
January	95.5%	4.5%
February	95.8%	4.2%
March	97.6%	2.4%
April	98.8%	1.2%
May	98.3%	1.7%
June	96.8%	3.2%
July	98.4%	1.6%
August	95.2%	4.8%
September	97.0%	3.0%
October		
November		
December		
Total	96.9%	3.1%

Adherence Breakdown – July to September 2021

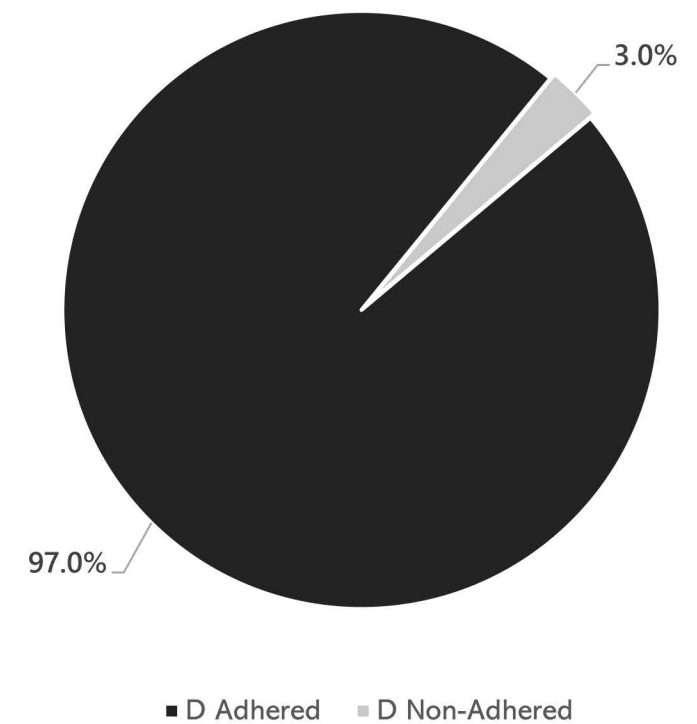
All Movements



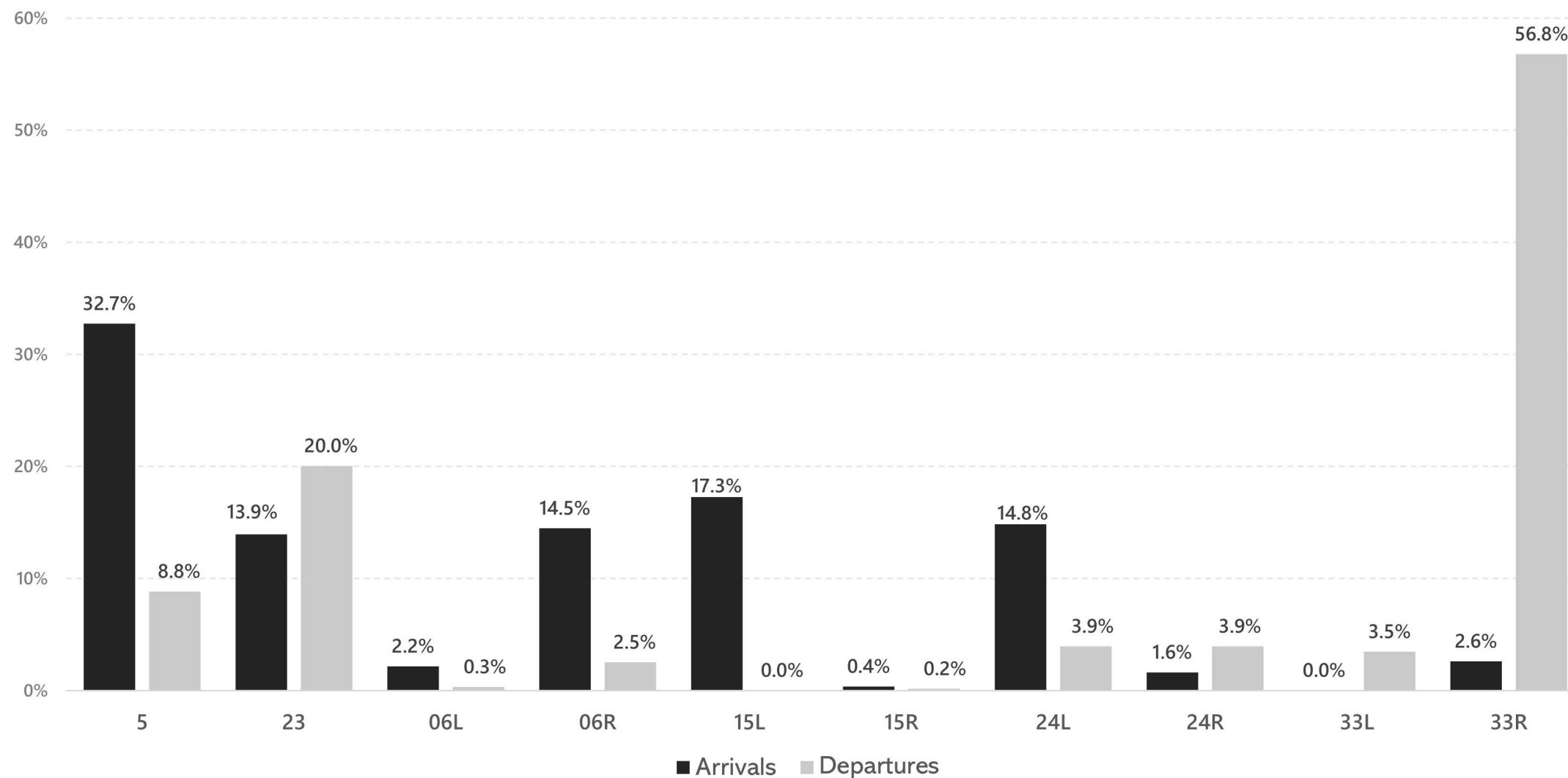
Arrivals



Departures

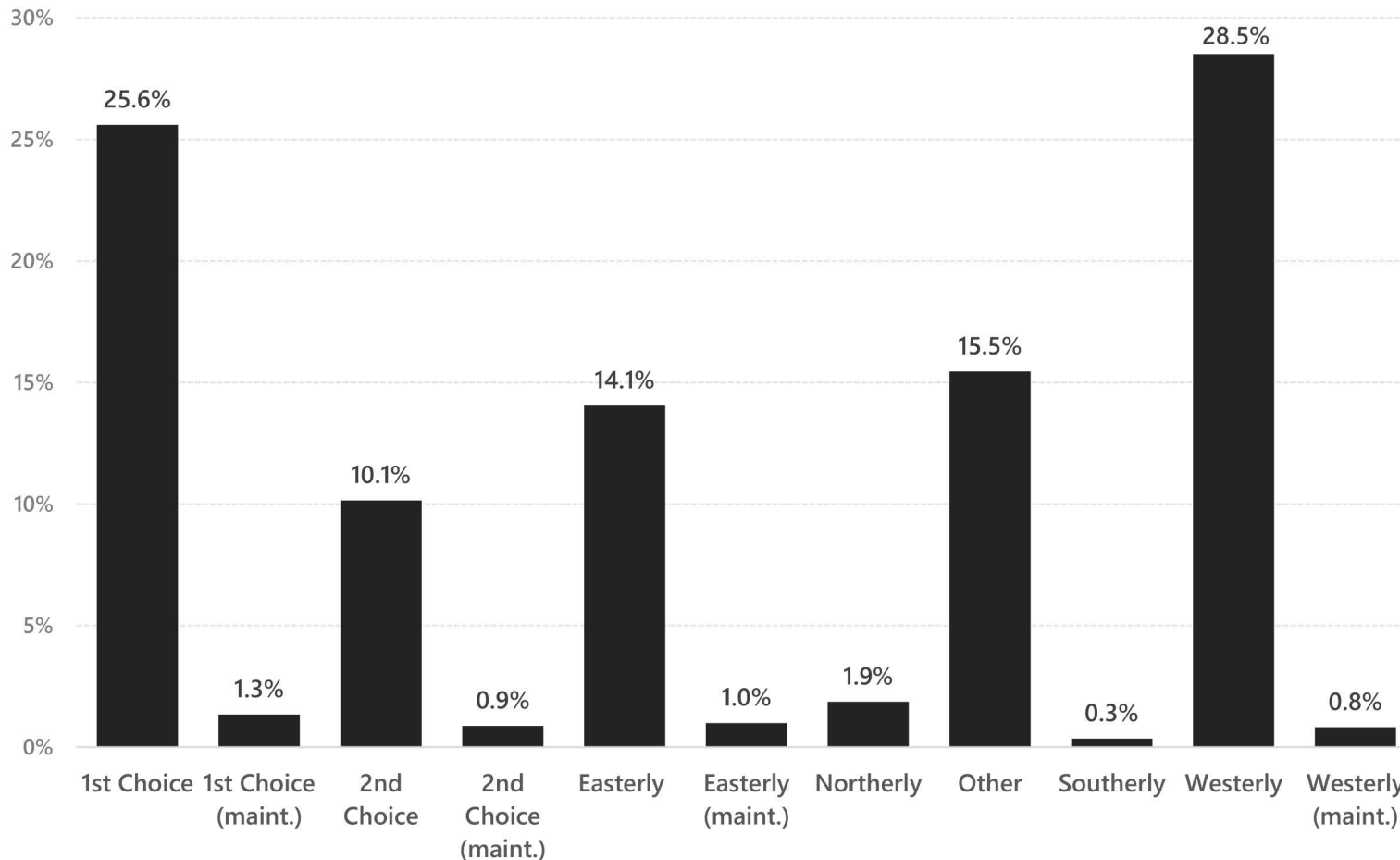


Runway Usage – July to September 2021



Primary Configuration by Hours – July to September 2021

This chart shows the percent of total hours spent in each configurations listed below. This only reflects the primary configuration in use at the time and does not mean that all operations during that hour used that configuration. For example, the hour may have had a non-adherent operation that occurred on a different runway, or a change in winds towards the end of the hour may have required a runway change.



Arr	Dep	Configuration
05	33R	1st Choice
06L	33R	1st Choice (maintenance)
06L	33L	1st Choice (maintenance)
05	33L	1st Choice (maintenance)
15L	23	2nd Choice
15R	23	2nd Choice (maintenance)
15L	24R	2nd Choice (maintenance)
15R	24R	2nd Choice (maintenance)
05	05	Easterly
06L	06L	Easterly (maintenance)
23	23	Westerly
24R	24R	Westerly (maintenance)
15L	15L	Southerly
15R	15R	Southerly (maintenance)
33R	33R	Northerly
33L	33L	Northerly (maintenance)

Appendix F

Trial Adherence and Runway Usage Statistics

Trial Adherence and Runway Usage Statistics

General notes

- ✓ Operations that occur on the 1st or 2nd choice runway configurations, or their maintenance adjusted counterparts are considered to have adhered to the Preferential Runway System.
- ✓ When the 1st or 2nd choice are not operable, the wind dictated runway(s) or the maintenance adjusted counterpart(s) will be used. These are still part of the Preferential Runway System and are therefore considered as adherent.
- ✓ Non-adherent operations can occur when an aircraft arrives or departs off a runway that isn't part of the 1st, 2nd or wind driven runways that are in use at that time.

Trial results

The trial implementation of the amended preferential runway system at Toronto Pearson International Airport was able to deliver on the expected benefits by achieving consistently higher adherence numbers in a predictable and reliable way.

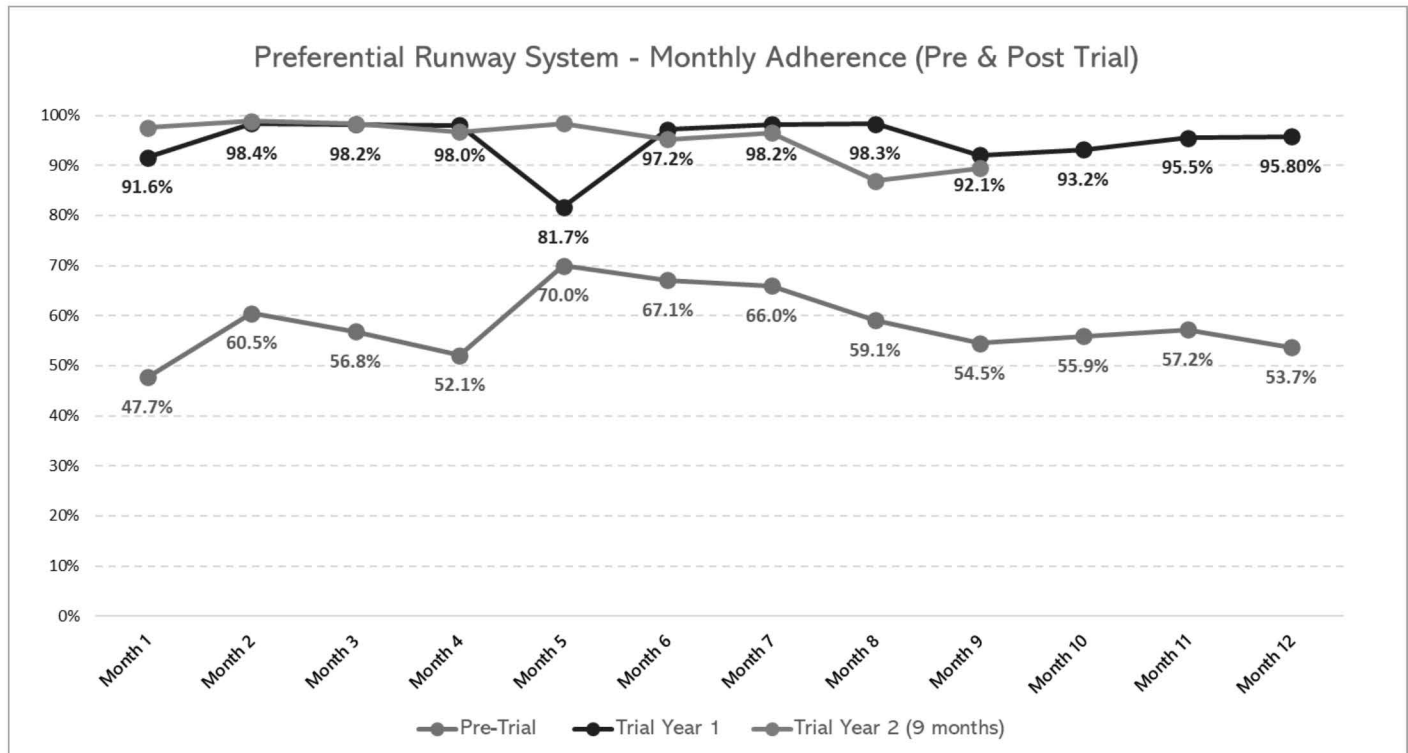
The yearly preferential runway adherence changed from just over **58%** in the year before the trial to over **94%** in its first trial year and has maintained at a high level 9 months into the second trial year with **94.4%** year to date.

Additionally, the amended preferential runway system trial has shown resilience and reliability through not one, but two capital construction seasons both with important impact on preferential runways and has remained at significantly higher adherence levels than the previous system, currently still published in the Canada Air Pilot.

Runway usage during the preferential runway hours was very consistent in the first year of the trial compared to the pre-trial year with small differences brought on by the variable nature of factors that influence the active runway configuration which include: wind direction and speed, runway length, runway surface conditions and availability. For the second trial year, of which we are now in the 9th month, we saw more fluctuations in the runway usage patterns as one of the main runways in the preferential runway system was closed during night-time hours for multiple weeks for a full reconstruction.

A deep dive in the adherence percentages year over year as well as runway usage trends pre- and post-trial are included in the following materials. These statistics are also posted on the Toronto Pearson website in the form of quarterly reports so that they can be easily accessible to the community.

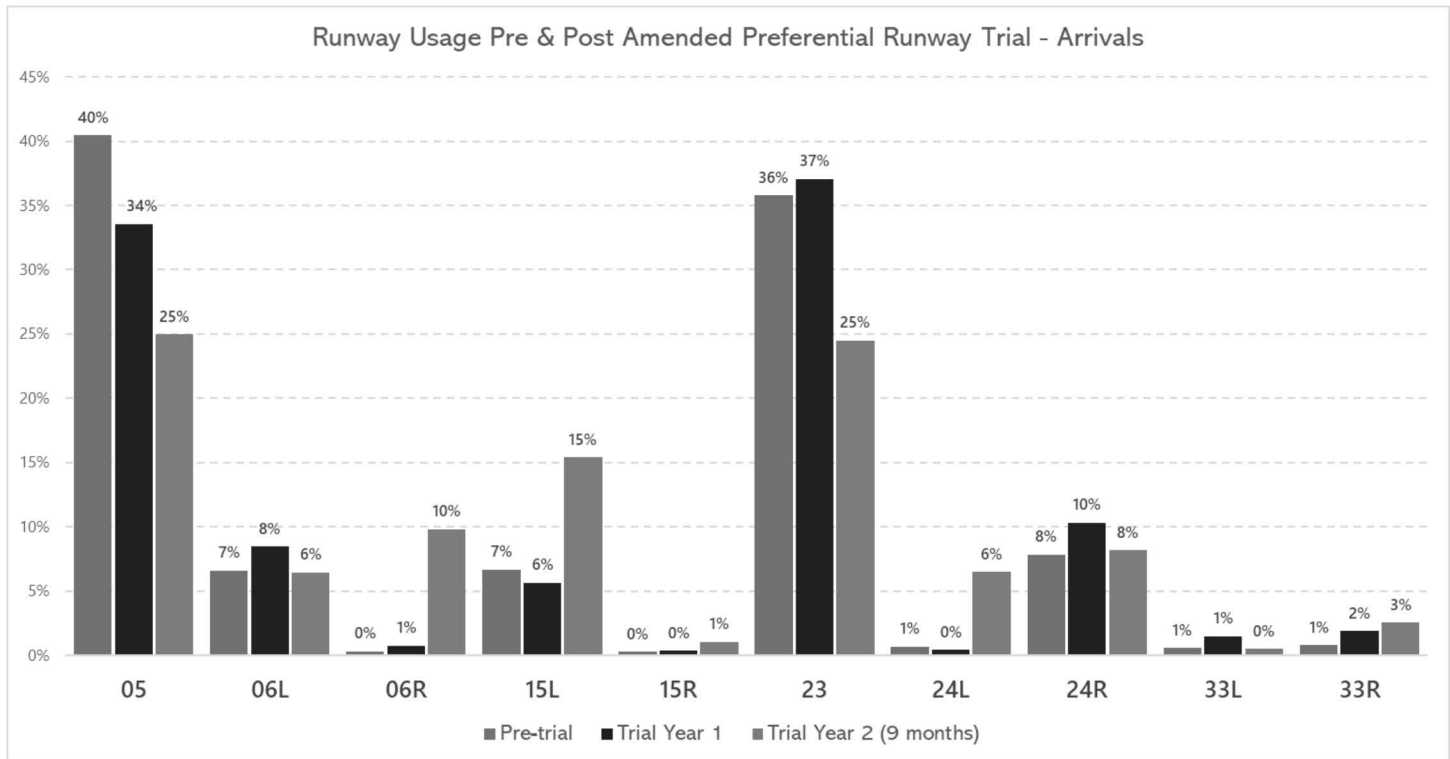
Adherence to the Amended Preferential Runway System



Detailed monthly adherence numbers are also included in the table below, for reference:

	Pre-Trial Adherence		Trial Year 1 Adherence		Trial Year 2 Adherence (9 months)	
Month 1	Feb 27-Mar 31, 2019	47.7%	Feb 27-Mar 31, 2020	91.6%	Mar 2021	97.6%
Month 2	Apr 2019	60.5%	Apr 2020	98.4%	Apr 2021	98.8%
Month 3	May 2019	56.8%	May 2020	98.2%	May 2021	98.3%
Month 4	Jun 2019	52.1%	Jun 2020	98.0%	Jun 2021	96.8%
Month 5	Jul 2019	70.0%	Jul 2020	81.7%	Jul 2021	98.4%
Month 6	Aug 2019	67.1%	Aug 2020	97.2%	Aug 2021	95.2%
Month 7	Sep 2019	66.0%	Sep 2020	98.2%	Sep 2021	96.5%
Month 8	Oct 2019	59.1%	Oct 2020	98.3%	Oct 2021	86.9%
Month 9	Nov 2019	54.5%	Nov 2020	92.1%	Nov 2021	89.4%
Month 10	Dec 2019	55.9%	Dec 2020	93.2%		
Month 11	Jan 2020	57.2%	Jan 2021	95.5%		
Month 12	Feb 1-26, 2020	53.7%	Feb 2021	95.8%		

Preferential Runway Usage - Arrivals

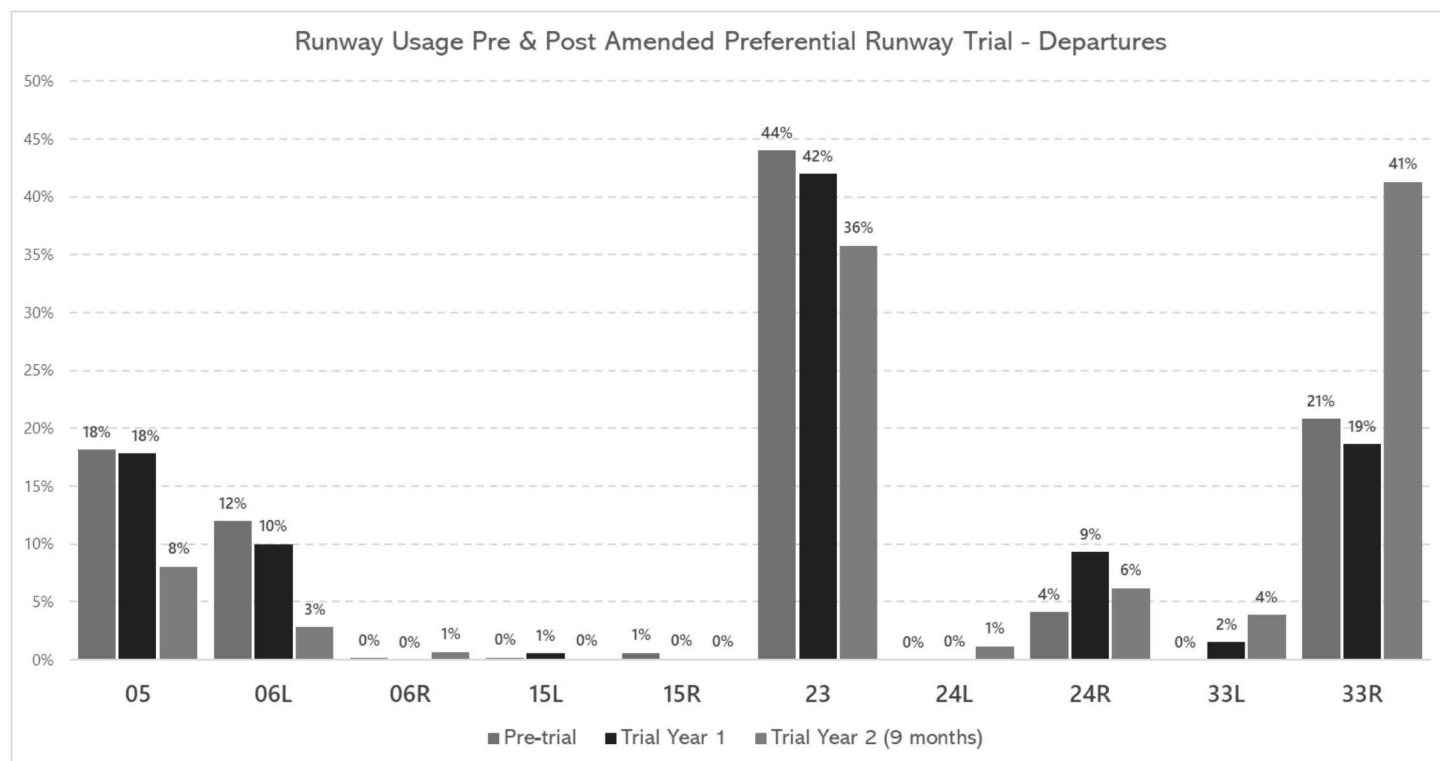


In the year before the Amended Preferential Runway trial was implemented, specifically the period between Feb 27, 2019 - Feb 26, 2020, runway **05** was the most used arrival runway with 40% of overall arrival operations during preferential runway hours (00:00 - 06:30 local), followed closely by the opposite runway end, **23** with 36% of arrivals. The other runways with noteworthy arrival levels were runway **24R** (8%) and runways **06L** and **15L** (each with 7% of yearly arrivals).

Initially the Amended Preferential Runway trial was planned to take place between Feb 27, 2020 and Feb 26, 2021. This period is marked as 'Trial Year 1' and saw similar runway use for night-time arrivals as the year prior, with a 6% decrease in use of runway **05** which was offset by increases in the use of runway **24R** (+2%) as well as runways **23**, **33R** and **06L** (each with a 1% increase).

With the extension of the trial, we had the benefit of additional data and that is also included in this analysis (as Trial Year 2). The second trial year which started Feb 26, 2021 and just concluded its ninth month saw a bigger variation in the night-time runway usage for arrival operations and the main reason for that was the Capital Construction project for summer 2021 which focused on the reconstruction of runway **05/23** which is the main preferred runway for night-time use. Given that runway **05/23** was closed for night-time construction work for multiple months, the usage percentages were significantly reduced to 25% of arrivals on runway **05** and another 25% on runway **23**. As a result, there was a substantial increase in the use of runways **15L** and **06R** for night-time arrivals, each with a 9% increase year over year.

Preferential Runway Usage - Departures



For the pre-trial period the most used runways for night-time departures were runway **23** (44% of departure traffic), runway **33R** (21%) and runway **05** (18%) followed by runway **06L** (12%) and runway **24R** (4%).

When looking at runway use for night-time departures, much like in the case of arrivals, Trial Year 1 had very comparable numbers to the pre-trial distribution of traffic. The most used runways followed the same pattern as the year before with most used being runway **23** (-2%), followed by **33R** (-2%), runway **05** (steady at 18%), runway **06L** (-2%) and runway **24R** with the biggest percentual increase of 5%.

The impact of the capital construction project in 2021 is visible in the departure runway usage as well with noteworthy percentual drops year over year for use of runways **05** and **23** (-10% and -6% respectively) but also for runways **06L** (-7%) and **24R** (-3%), all contributing to a 21% increase in runway **33R** use for departures.

Appendix G
Existing CYYZ Noise Operating Restrictions
&
Proposed Changes

NOISE OPERATING RESTRICTIONS

CYYZ

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

Restrictions:

1. Arrivals and departures of all aircraft are restricted as per the table below:

Aircraft	Restricted Hours – local time
Noise Certification or Type	Arrivals & Departures
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 (subject to paragraph 4 or 5)	0030 – 0630
All other aircraft (subject to paragraph 4 or 5)	0030 – 0630

2. Non-noise certificated jet powered aircraft are prohibited from departing on runways 05, 06L, 06R, 15L, 15R and 33L.
3. Between 0000 and 0630 local time, departures are prohibited on runways 05, 06L, 06R, 15L & 15R and arrivals are prohibited on runways 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.
4. 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 GTAA with justification at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552). For advance exemption requests or information, make submission in writing to the:

Manager
Slots Coordination
Greater Toronto Airports Authority
Toronto Pearson International Airport
P.O. Box 6031, Toronto AMF, Ontario L5P 1B2
(Fax 416-776-3483)

5. **All other operators are required to obtain permission to operate during the restricted hours** by contacting the GTAA on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552).

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: 05 15L 06L

Departures: 23 33R 24R

Non-preferential runway request must be approved by the GTAA Airport Duty Manager at 416-776-1104.

Engine Run-ups

Between 0000 – 0700 local time, maintenance run-ups are prohibited unless authorized by the GTAA (416-776-3056).

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 1-800-368-4831).

Source of Canadian Civil Aeronautical Data: © 2021 NAV CANADA All rights reserved

Proposed new wording for the Canada Air Pilot

Preferential runway assignment (0000 – 0630 local time)

Consistent with operational safety (i.e. wind, weather, runway conditions, approach aid availability, etc.), ATC shall assign runways in the following order of priority: Use as a pair

Amended Preferential Runway System			
Preference	Arrivals	Departures	Notes
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24R/L)	Use as a Pair
* Alternate runways (in brackets) may be used when the corresponding preferential runway is not available			
Provision for Weather and Infrastructure Availability**			
Option	Arrivals	Departures	Notes
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation
** Used as required when the first and second preference pairs are unavailable or not an appropriate choice			

Non-preferential runway requests must be approved by the GTAA Airport Duty Manager at 416-776-1104.

Appendix H
Toronto Pearson Airline Operating Committee
Call for Comments

Toronto Pearson Int'l Airport – Preferential Runway Trial – Additional Call for Comments/Consultation

From: [REDACTED] 19 (1)

Sent: Tuesday, September 13, 2022 5:38 PM

To: [REDACTED] 19 (1) @gtaa.com>

Subject: Call for comments - Toronto Pearson Night Preferential Runway System Trial

Sue – thank you for the discussion on this item today and your offer to circulate this request for feedback to the AOC. Any comments that carriers would like to make on their experience of the trial can be forwarded to me **by end of day, September 29, 2022.** [edit - **extended from Sept 19**]

Please also when able provide a list of airline committee members for our records – many thanks.

From: [REDACTED] 19 (1)

To: [REDACTED] 19 (1) @CATHAYPACIFIC.COM> [REDACTED] 19 (1)

[REDACTED] 19 (1) @airfrance.fr>

Subject: Call for Comments-Toronto Pearson Night Preferential Runway System Trial

[REDACTED] 19 (1)

As per our conversation, please send out to the community

ATTN: Toronto Pearson Airline Operating Committee

PURPOSE: To share an update regarding the ongoing trials of an amended night preferential runway system at Toronto Pearson as defined within the Noise Operating Restrictions and Canadian Aviation Regulations (CARs).

BACKGROUND

The above trial has been running since late January 2019 (with the exclusion of 06L/24R this construction season) -- you have likely heard from the GTAA about this initiative before through previous operations bulletins.

The current system is decades old, and surrounding communities have grown significantly in the intervening years. As the objective of a preferential runway system is to direct aircraft away from noise sensitive areas during the initial departure and final approach phases of flight (Transport Canada *Aeronautical Information Manual* (AIM) RAC 7.6.1) we felt it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada.

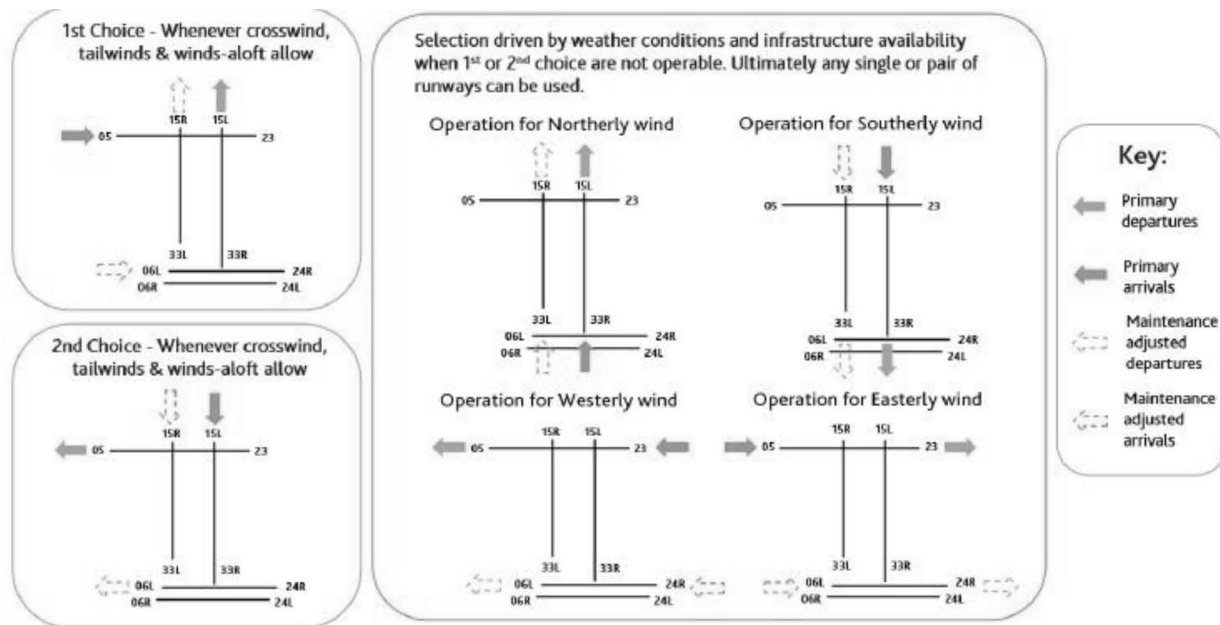
After an extensive analysis of population numbers and noise levels that communities were experiencing, we determined that the existing first and second choice runways (05 and 15L for

Toronto Pearson Int'l Airport – Preferential Runway Trial – Additional Call for Comments/Consultation

arrivals, and 23 and 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas.

What differs is how the system is being packaged. Rather than a system that lists three options for departures and three for arrivals in order of preference, we paired up the runways and provisioned for one runway in each direction to allow NAV CANADA to still adhere to the system while selecting runways based on weather conditions and infrastructure availability.

The proposed updated preferential runway system that is being trialed is illustrated below:



The following table provides a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	Arrivals	Departures
1	05	23
2	15L	33R
3	06L	24R

In the pre-trial system, the first-choice runway for departures and the first-choice runway for arrivals could never be used together as they are opposite ends of the same runway. Therefore, if the first choice for departures was being used, the second or third choice would have to be used for arrivals and vice versa to avoid head-on operations. In addition to that, the pre-trial Preferential Runway System did not account for factors such as wind, weather or runway availability which could necessitate the use of runways that were not identified as preferential, leading to low adherence levels.

Toronto Pearson Int'l Airport – Preferential Runway Trial – Additional Call for Comments/Consultation

The new pairings as represented below were created to minimize the total population impacted by aircraft noise of 45 dBA Community Noise Equivalent Level (CNEL) or higher. The threshold of 45 dBA was selected because, as determined in our technical analysis, it would be difficult to distinguish it from ambient noise in an urban environment at night.

Amended Preferential Runway System			
Preference	Arrivals	Departures	Notes
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24R/L)	Use as a Pair
<i>* Runways in brackets may be used when the corresponding preferential runway is not available</i>			
Provision for Weather and Infrastructure Availability**			
Option	Arrivals	Departures	Notes
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation
<i>** Nav Canada may use any of these runways as required when the first and second preference pairs are unavailable or not an appropriate choice</i>			

The amended system also provides air traffic controllers with more flexibility for wind-dictated operations, as well as alternatives during maintenance work, snow clearing or other events that would render a preferred runway inoperable.

Furthermore, the amended Preferential Runway System better reflects how the airport operates and, as such, allows for more reliable usage of the system.

REQUESTED ACTION

The GTAA is still accepting comments and feedback on this trial until 12pm EST, Thursday, September, 29th for any operational partners who have not yet had an opportunity to provide them. Please forward to 19 (1) [@gtaa.com](mailto:19(1)@gtaa.com) and we will be sure to include them in our submissions to Transport Canada.

For those interested in seeing past quarterly reports of the trial, they can be downloaded at [this link](#).

Regards

19 (1)

Greater Toronto Airports Authority | Airport Operations

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

Phone 19 (1) | Fax 19 (1) | Mobile 19 (1)

www.TorontoPearson.com

Appendix I

Transport Canada approval for YYZ Amended Preferential Runway Trial

Amanci, Anca

From: Amanci, Anca
Sent: Wednesday, October 12, 2022 10:56 AM
To: Amanci, Anca
Subject: FW: CYYZ Request to Transport Canada to Trial an Amended Preferential Runway System
Attachments: GTAA Preferential Runway System Trial Request to Transport Canada FINAL 2019JAN11.pdf; 2018DEC17 Letter to ATAC - GTAA Request for Feedback on Amended Pref Rwy System.pdf; 2018DEC17 Letter to CBAA - GTAA Request for Feedback on Amended Pref Rwy System.pdf; 2018DEC17 Letter to COPA - GTAA Request for Feedback on Amended Pref Rwy System.pdf; Advisory - Trial of Amended Preferential Runway System FINAL 2019JAN03.pdf; Six_Ideas-Public_Engagement_Report.pdf; RE: CYYZ Request to Transport Canada to Trial an Amended Preferential Runway System; FW: CYYZ: Proposed Trial of Amended Preferential Runway System; 2018DEC17 Letter to CBAA - GTAA Request for Feedback on Amended Pref Rwy System.pdf

From: Frank, Clifford <clifford.frank@tc.gc.ca>
Sent: Monday, January 28, 2019 8:34 PM
To: [REDACTED] <[REDACTED]@gtaa.com>
Cc: [REDACTED] <[REDACTED]@gtaa.com>; Gillespie, Robert <robert.gillespie@tc.gc.ca>; Gregory Nicholl <gregory.nicholl@tc.gc.ca>; Waljee, Imi <imi.waljee@tc.gc.ca>; Rudge, Tamara <tamara.rudge@tc.gc.ca>; Sincennes, Robert <robert.sincennes@tc.gc.ca>; Bourgeois, Gilles <gilles.bourgeois@tc.gc.ca>
Subject: FW: CYYZ Request to Transport Canada to Trial an Amended Preferential Runway System

Hello [REDACTED]

The request from the Greater Toronto Airport Authority (GTAA) to conduct a 12-month trial of a structured nighttime preferential runway system at Toronto Lester B. Pearson International Airport (CYYZ) from midnight to 06:30 has been approved as per the proposal received and subject to 2 conditions:

1. The GTAA to provide Transport Canada with a minimum of 2 status reports during the trial and a full report prior to the end of the trial. The timing of which to be agreed between Transport Canada's Regional Office and the GTAA;
2. The GTAA to collect data and report accordingly as indicated.

Please contact Rob Gillespie to discuss the preparation of the related NOTAM.

Regards,

Clifford Frank Jr.

Associate Director, Operations West
 Transport Canada / Government of Canada
clifford.frank@tc.gc.ca / Tel: 416-952-0173 / TTY: 1-888-675-6863

Directeur associé, Opérations Ouest
 Transports Canada / Gouvernement du Canada
clifford.frank@tc.gc.ca / Tél. : 416-952-0173 / ATS : 1-888-675-6863



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From: [REDACTED] 19 (1) @gtaa.com]

Sent: Friday, January 11, 2019 1:04 PM

To: Gillespie, Robert <robert.gillespie@tc.gc.ca>

Cc: Frank, Clifford <clifford.frank@tc.gc.ca>; Nicholl, Gregory <gregory.nicholl@tc.gc.ca>; Waljee, Imi <imi.waljee@tc.gc.ca>; Rudge, Tamara <tamara.rudge@tc.gc.ca>; Sincennes, Robert <robert.sincennes@tc.gc.ca>; [REDACTED] 19 (1) @gtaa.com>; [REDACTED] 19 (1) @gtaa.com>; [REDACTED] 19 (1) @gtaa.com>; [REDACTED] 19 (1) @gtaa.com>

Subject: CYYZ Request to Transport Canada to Trial an Amended Preferential Runway System

All: Apologies but I had to resend this email due to Transport Canada's email servers blocking emails with zip files attached.

Good afternoon, Robert:

Attached is the Greater Toronto Airports Authority's (GTAA) formal request to Transport Canada to conduct a trial of an amended preferential runway system, starting February 19th, 2019, for a one year period.

As outlined in the formal request, the GTAA consulted extensively with aviation and community stakeholders. Full details of the consultations and feedback received from communities can be found in the attached supporting documents, as well as on the torontopearson.com website where noted in the submission.

As we will be undertaking an extensive campaign to notify stakeholders of the trial start date, including advertisements, government officials briefings and robocalls, please advise us of your decision by January 25th 2019.

If you have any questions or require further information, please let me know.

Regards,



[REDACTED] 19 (1)
Greater Toronto Airports Authority | Aviation Services
 P.O. Box 6031, 3111 Convoir Drive, Toronto AMF, Ontario, L5P 1B2
Phone [REDACTED] 19 (1) **Fax** [REDACTED] 19 (1) **Mobile** [REDACTED] 19 (1)
www.TorontoPearson.com

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Any views or opinions presented are solely those of the author and do not necessarily represent those of the Greater Toronto Airports Authority.

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

Appendix J
Transport Canada approval for YYZ
Amended Preferential Runway Trial extension



Transport Canada Transports Canada

4900 Yonge St.
4th Floor
Toronto ON M2N 6A5

Your file Votre référence

Our file Notre référence
5151-1-157
RDIMS Number Numéro de SGDDI
17273563

February 19th, 2021

19 (1)	19 (1)
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Greater Toronto Airports Authority
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, ON L5P 1B2

Re: Preferential Runway System Trial Extension

Dear 19 (1)

Transport Canada has conducted a review of submitted documentation to extend the ongoing trial of the preferential runway system as requested on January 12, 2021.

The Greater Toronto Airport Authority (GTAA) is approved to continue the trial of the preferential runway system at Toronto Lester B. Pearson International Airport (CYYZ) from midnight to 06:00 as per the proposal received and subject to 2 conditions:

1. The GTAA shall provide Transport Canada with a status report within 60 days of the date of this letter, and include a full report with the submission of documentation supporting the amended of noise abatement procedures as per Transport Canada Advisory Circular 302-002.
2. The GTAA to collect data and report accordingly as indicated.

This trial will continue until the process for the amendment of noise abatement procedures as per Transport Canada Advisory Circular 302-002 is completed and the new procedures are implemented and specified by the Minister in the Canada Air Pilot or Canada Flight Supplement in accordance with Canadian Aviation Regulation 602.105(a) or unless specified by the Minister.

Should you require any further information, please contact Inspector Adam Biffin at (416) 669-1651.

Yours truly,

Mary Pollock

Mary Pollock
Technical Team Lead – Operations Specialties
Operations East

Cc: 19 (1) – Principal Inspector – Pearson International Airport

A QUIETER OPERATIONS ROADMAP

Six Ideas to reduce noise impacts for our neighbours
Public Engagement Report

JULY 2018

JOINTLY PRESENTED BY:



Toronto Pearson



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To see appendices, please visit torontopearson.com/conversations

A: Glossary of Terms

B: Consultation and Reference Materials

C: Feedback and Survey Analysis

D: Communications

FOREWORDS



As the operator of Toronto Pearson International Airport, the Greater Toronto Airports Authority (GTAA) recognizes that airports have impacts, such as noise, on local communities. While airport noise can't be eliminated entirely, the GTAA believes that continuous improvements should be studied, discussed and implemented with our neighbours.

We know that as we continue to grow and deliver benefits in the form of jobs and economic development, we need to better manage the impacts of our operations. And we need to step up and lead a process that not only involves our neighbours, but also our industry partners.

Three years ago, in partnership with NAV CANADA, we started studying six ideas to minimize operational impacts on our neighbours. We launched this work in direct response to our neighbours who were clear in their expectations: do more to manage the airport's impact, and get better at addressing community concerns and suggestions.

Over the course of this process, residents have shown their commitment and resolve as they have asked us to do more. They have continued to work with us—helping us scope the ideas, participating in technical briefings along the way, and most recently taking part in our large-scale, seven-week consultation.

This input has guided our work, and we are ready to report back. In the pages that follow, we outline a roadmap that explains how we will deliver on the Six Ideas and ultimately, quieter operations at Toronto Pearson.

The Six Ideas are just one example of how we work at being a good neighbour. From our most recent Noise Management Action Plan, our broad-ranging environmental sustainability programs, and community-building initiatives through our Community Investment Program, to our advocacy work to bring more transit options to the airport, we think as much about where our community is heading as we do about our passengers.

Thank you to everyone who has engaged in the consultation process for the Six Ideas. We look forward to many more meaningful conversations with our neighbours and industry partners as we work towards reducing noise impacts for communities affected by operations at Toronto Pearson.

Hillary Marshall
Vice President
Stakeholder Relations and Communications
Greater Toronto Airports Authority



NAV CANADA is committed to safely managing our country's skies while identifying opportunities to reduce the industry's impact on our communities and the environment.

Whether increasing the use of quieter, Continuous Descent Operations or leveraging technology to reduce overflight of residential areas at night, the ideas discussed during this consultation process are expected to result in real improvements for residents.

NAV CANADA intends to move quickly on the recommendations that follow. But at the same time we know that there is more work to do. We commit to continuing to work together as an industry to reduce noise and other environmental impacts.

Challenging the way of doing things—from new applications of satellite-based navigation technologies, to considering procedures in a new light—have been part and parcel of this process and will continue to shape how we look at opportunities to reduce noise impacts for communities.

Productive engagement with the public has been essential to this process. The Six Ideas reflect community input and, through consultation, residents across the region were provided an opportunity to collectively weigh their merit.

We will continue the dialogue as we work with the GTAA and our industry partners to develop and consider new opportunities and remain committed to effective public engagement.

We extend our gratitude to residents across the region who took the time to learn about our proposals and to share their feedback. Thank you for exploring these Six Ideas with us and for challenging us to be better neighbours.

Rudy Kellar
Executive Vice President, Service Delivery
NAV CANADA

INTRODUCTION

Toronto Pearson is more than an airport—it is one of Canada's vital economic engines. At a national level, it creates jobs, drives economic growth, and supports immigration. More locally, it builds healthy, prosperous communities, and it gives residents of the Greater Toronto Area (GTA) a chance to discover new experiences and opportunities around the globe.

Nearly 49,000 people are directly employed by 300+ organizations operating at Toronto Pearson. Additionally, hundreds of thousands of Southern Ontarians and neighbouring community members enjoy benefits made possible by the connectivity the airport provides. Toronto Pearson also boosts the productivity of industries across the country by linking Canadian firms with vibrant markets, commercial partners, and investors worldwide. As the airport evolves into a top-tier global hub, it is expected to connect Canada to more than 80 per cent of the global economy—creating more jobs, fuelling exports, and attracting foreign investment.

While there are many benefits of Toronto Pearson's growth, it can have an impact—especially on surrounding communities. Being responsible members of the aviation and local community means listening to different voices on aircraft noise and better understanding how our operations potentially impact individuals in their homes and throughout their daily lives.

In June 2015, the GTAA and NAV CANADA began conversations with communities across the GTA to explore noise mitigation ideas. These conversations led to the creation of the Toronto Noise Mitigation Initiatives Engagement Plan, commonly known as the Six Ideas.

The Six Ideas represent a three-year collaborative effort between our two organizations—with extensive input from our neighbours—to study and pursue new means of providing noise relief to the communities affected by Toronto Pearson's operations.

Toronto Pearson is located in the heart of a densely populated urban region. Conversations about opportunities to provide noise relief or minimize the total number of people impacted by aircraft noise needed to involve the communities surrounding the airport each step of the way.

With this in mind, NAV CANADA and the GTAA committed to an extensive public outreach and consultation process for the Six Ideas. We wanted to make sure residents had the opportunity to learn about our proposals and to participate in the dialogue. Information about the Six Ideas and the consultation period reached more than 2.9 million people through multiple communications channels, from online surveys, technical briefings, to sitting down and speaking one-on-one with a NAV CANADA air traffic controller about aircraft operations. Between March 3 and April 20, 2018, more than 430 residents attended meetings held across the region, and more than 900 residents provided feedback.

This public engagement report provides an overview of each of the Six Ideas and their benefits and impacts, summarizes what we heard over the seven week period from residents who engaged with us, and shares our roadmap to delivering some of the benefits we have been discussing.



Toronto Pearson

MEETING THE DEMAND FOR AIR TRAVEL

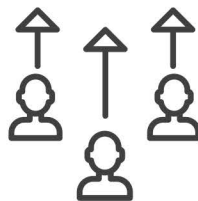
Over the next three decades, Ontario is set to experience significant growth—its population will reach 15 million and its GDP will double reaching \$1.1 trillion. This means that regional demand for air travel is on the rise.

By 2037, passenger traffic is expected to increase at an annual rate of 3.1 per cent from the current 47 million to 85 million.

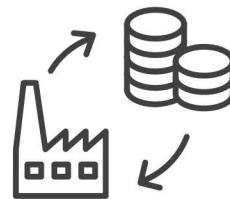
Over the same period, aircraft movements  are projected to increase at a lower rate than passenger traffic, at 1.5 per cent per year from 478,000 to 632,000 movements.

The two growth rates are different because of an industry-wide shift to larger, high-density, and more fully occupied aircraft.

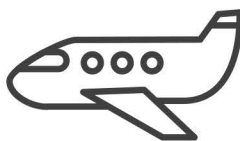
WHAT FACTORS INFLUENCE TORONTO'S PASSENGER TRAFFIC GROWTH?



POPULATION



ECONOMY



AIR TRAVEL DEMAND



GLOBAL HUB

ADDRESSING AIRCRAFT NOISE FOR RESIDENTS

NAV CANADA and the GTAA have each produced a number of recent studies and reports related to noise mitigation:

NAV CANADA

Independent Toronto Airspace Noise Review

In summer 2016, NAV CANADA announced a review of Toronto airspace, to determine whether all reasonable actions to reduce aircraft noise were being considered with respect to design and operation of the Toronto area airspace for aircraft operating in and out of Toronto Pearson.

NAV CANADA Response to Independent Toronto Airspace Noise Review

This document outlines NAV CANADA's response to the recommendations of the Independent Toronto Airspace Noise Review and provides information on implementation plans and timelines.

GTAA

Noise Management Program Benchmarking and Best Practices Study

As part of the 2016 deliverables for the Five-Year Noise Management Action Plan, the GTAA benchmarked Toronto Pearson's Noise Management Program against similar airports to identify potential new programs or initiatives to pursue.

Residents' Reference Panel Report on Airport Growth and Noise Fairness

In 2017, the GTAA conducted an outreach and consultation program on Airport Growth and Noise Fairness, including a Residents' Reference Panel. These conversations resulted in a set of Values and Guiding Principles, co-created with the community, to guide the GTAA's decisions and ensure the community voice is reflected in the choices the airport makes.

Growing Responsibly: 2018–2022 Noise Management Action Plan

Following a two-year process that included extensive community engagement, the GTAA released an updated Noise Management Action Plan that outlines ten new commitments related to consultation, environmental responsibility, operational changes, monitoring and reporting aircraft noise, and industry collaboration.



THE SIX IDEAS

OVERVIEW

The Six Ideas consultation was launched as a three-phase plan that included community feedback from conception to completion.

PHASE 1: STAKEHOLDER ROUNDTABLES (SUMMER 2015)

PHASE 2: TECHNICAL ANALYSIS (2015–2017)

PHASE 3: PUBLIC CONSULTATION (2018)

PHASE 1: STAKEHOLDER ROUNDTABLES

NAV CANADA and the GTAA hosted a series of eight Stakeholder Roundtable discussions with small groups of highly engaged community members in July and August 2015. Attendees included leaders of local community associations and groups, elected officials, and the GTAA's Community Environment and Noise Advisory Committee (CENAC) members. Feedback from the Stakeholder Roundtable discussions helped shape the process, criteria for decision-making, and next steps.

PHASE 2: TECHNICAL ANALYSIS

Each idea underwent technical analysis to determine the benefits and impacts for local communities and feasibility, given the demand forecast for Toronto Pearson.

The technical analysis focused on:

- Understanding the base case using 2015 air traffic data
- Identifying future option cases
- Feasibility analysis of the option cases against the base case, including projected traffic levels, fleet mix, and fleet equipage, completed by a third-party, independent consultant
- Noise Modelling for each option case against the base case to understand any potential noise benefits and impacts, completed by a third-party, independent consultant

In May 2016, Stakeholder Roundtable participants were invited to attend a briefing for a Phase 2 progress update. The feedback from the technical briefing session helped finalize options for the next steps in the Technical Analysis. Technical analysis of each idea was completed in late 2017.

PHASE 3: PUBLIC CONSULTATION

Communications and outreach for the Six Ideas began in February 2018. Multiple communications through a variety of stakeholder networks, digital, and print channels reached more than 2.9 million people.

The official comment period for the public consultation ran over seven weeks from March 3 to April 20, 2018, and offered several different options to provide input. More than 430 people attended 15 public meetings throughout the region. Feedback was received from more than 900 people through a survey. Paper copies of the survey were given to participants at public meetings, and the survey was available online at torontopearson.com/conversations for the duration of the consultation period.



I think this proposal when initiated will be an excellent start to addressing airplane noise.”

—Six Ideas Consultation Survey Respondent



PROPOSALS, FEEDBACK, AND NEXT STEPS



Idea

D1

NEW NIGHTTIME APPROACHES

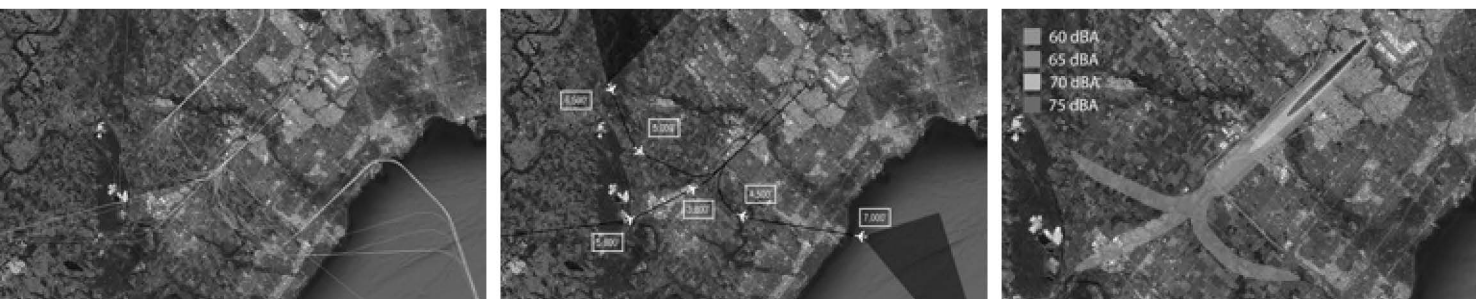
While traffic levels are significantly lower at night than during the day, aircraft noise events can be more noticeable for some residents during these periods as ambient community and household noise levels are typically lower.

Lower demand and fewer aircraft in Toronto Pearson's airspace at night provide the opportunity to employ routes that impact fewer people.

WHAT WAS PROPOSED

NAV CANADA proposed leveraging satellite-based navigation technology, known as Area Navigation (RNAV), to design new nighttime approaches that better avoid residential areas. Nighttime approaches will be used between the hours of 12:30 a.m. and 6:30 a.m. If possible, usage would start earlier; however, use would be limited to very low traffic periods overnight as these approaches require relatively low traffic levels to be operationally feasible. Spikes in traffic increase complexity and require other approach types to be used. Weather conditions and poor visibility—when pilots will need to use an Instrument Landing System—will also affect utilization. While approaches have been developed for all runways, some would see low usage given that the nighttime preferential runways are in place at Toronto Pearson.

The figures below show, a sample of flight tracks as flown on a recent day, a composite of the proposed flight paths, and a composite of the associated noise footprint for Runway 23.



EXPECTED BENEFITS AND IMPACTS

The new procedures were designed to enable continuous descent and therefore would enable aircraft to be higher on portions of the approach compared to procedures that require aircraft to employ low altitude level segments as they approach the airport. They have been designed to reduce overflight of residential areas where possible in order to reduce the noise impacts. Noise modelling analysis has resulted in the following estimated reduction in population overflown for each runway.

RUNWAY	PERCENTAGE CHANGE in population overflown at greater than 60 dBA* (depending on the transition flown)
23	-8% to -44%
24 L/R	-10% to -24%
05	-7% to -22%
06 L/R	-2% to -30%

* Based on the modelled noise footprint of a 737-800 aircraft.

On average, there are approximately 40 arrivals per night over the period the nighttime arrival procedures would be in use. Those flights would be further distributed between the multiple approaches to each runway, depending on where aircraft are arriving from.

Visit torontopearson.com/conversations for more in-depth analysis and resources.

SUMMARY OF WHAT WE HEARD

At consultation meetings in some areas affected by nighttime air traffic, there was support for the proposed night RNAV designs and efforts to move night operations over non-residential areas where possible. However, it is acknowledged that for many residents on final approach their experience following the implementation of the new procedures will be comparable to today. Residents at meetings in Georgetown, Leaside, Oakville and Vaughan were particularly supportive.

A total of 481 respondents provided full or partial feedback through the survey tool on Idea 1. Approximately 55 per cent of question respondents indicated that they support the idea of different nighttime arrivals while 17 per cent indicated that they were neutral and 28 per cent were opposed to the idea. When asked if the proposal would result in benefits for surrounding communities overall, responses were almost evenly split between the expectation that there will be improvements (35 per cent) and that there won't be improvements (32 per cent) and not being certain (33 per cent).

Respondents were asked to indicate whether they expected aircraft noise to increase or decrease at their specific location as a result of Idea 1. Of

463 respondents who answered, approximately 42 per cent indicated that they expected noise to increase at their location while 28 per cent expected it to decrease and 29 per cent expected it to remain the same. Analysis shows that respondents from Etobicoke, Mississauga, Brampton, Toronto and Oakville were more likely to expect noise to increase. Some residents expected increases in aircraft noise despite there not being any anticipated changes in their area. For instance, the proposed redesign of nighttime approach procedures does not positively or adversely affect Etobicoke; however, many residents in this area expressed opposition to the idea. It appears that many who indicated that they expect overnight noise to increase were expressing a concern about increases in traffic volume over time.

For more detail on survey responses and analysis, please see Appendix C: Feedback and Survey Analysis available at torontopearson.com/conversations

NEXT STEPS

Given positive feedback overall and anticipated benefits for many residents surrounding Toronto Pearson, the implementation of new nighttime approach procedures will proceed. NAV CANADA will work towards an implementation in fall 2018, at which point the procedures will be published in the Canada Air Pilot 4.

As part of the follow-up process under the Airspace Change Communications and Consultation Protocol, NAV CANADA will complete a Post-Implementation Community Impact Assessment. This assessment takes place approximately six months following the implementation of changes.

Idea

02

NEW NIGHTTIME DEPARTURES

Aircraft departures at night can also be more noticeable for some residents as ambient community and household noise levels are typically lower.

Lower demand and fewer aircraft in Toronto Pearson's airspace at night provide the opportunity to employ departure procedures that better avoid populated areas and impact fewer people.

WHAT WAS PROPOSED

NAV CANADA proposed a mix of strategies to provide better departure routings. These include changing the location where aircraft turn towards their destination—either by increasing the required altitude they must reach before turning, or identifying an optimized location for their turn. Nighttime departure procedures will be used between the hours of 12:30 a.m. and 6:30 a.m. If possible, usage would start earlier, but use is limited to low traffic periods.

EXPECTED BENEFITS AND IMPACTS

New proposed nighttime departures have been optimized to avoid more households than a typical departure that is flown today. Opportunities to overfly industrial or greenspace were identified. Depending on the specific runway, strategies include either delaying the point at which an aircraft turns by increasing the required altitude they must reach before turning, or identifying an optimized location for their turn. There are on average six departures overnight. While the frequency of departures is low, they can be more noticeable because of the higher thrust settings. The following table shows the estimated reduction in homes overflown for each proposed departure when compared to a typical, sample departure.

**RUNWAY PERCENTAGE CHANGE in population
 overflowed at greater than 60 dBA***

05 to east	-39%
05 to west	+6% (-20% decrease at 65 dBA)
23 to east	-67%
23 to west	-54%

* Based on the modelled noise footprint of a 737-800 aircraft.

Visit torontopearson.com/conversations for more in-depth analysis and resources.

SUMMARY OF WHAT WE HEARD

Night departure routings are not a significant concern in many communities because of the low number of departures that occur at night. Residents attending consultation meetings in locations west of the airport were generally supportive of efforts to ensure that departing aircraft turns occur at higher altitudes beyond residential areas.

A total of 464 respondents provided full or partial feedback through the survey tool on the subject of new nighttime departure procedures. Approximately 51 per cent of respondents viewed the initiative positively, indicating that they support the idea. Close to 28 per cent indicated that they do not support the idea of different nighttime departure procedures while just over 21 per cent indicated that they neither support nor oppose the idea. When asked if the proposal would result in benefits for surrounding communities overall, responses were balanced between the expectation that there will be improvements (31 per cent), that there won't be improvements (33 per cent) and uncertainty (36 per cent).

Close to 41 per cent of respondents indicated that they expected the proposed departures to increase noise over their specific area. Meanwhile, 29 per cent felt that it would stay the same and another 29 per cent felt that the procedures would result in a decrease. As with Idea 1 it appears that some of those expressing expectations of increased noise are concerned about overnight traffic growth.

For more detail on survey responses and analysis, please see Appendix C: Feedback and Survey Analysis available at torontopearson.com/conversations

NEXT STEPS

While the proposal affects a very small portion of the airport's traffic, it aims to deliver benefits during the overnight period when community ambient noise levels are lowest. On balance, there appears to be support for the idea accompanied with some expectation that noise exposure will increase for some. As a result of this balanced feedback, implementation of new nighttime departure procedures will proceed in fall 2018.

As with all of the ideas, NAV CANADA is committed to following up after implementation to report on operational usage, associated noise complaints, and other relevant factors with a Post-Implementation Community Impact Assessment.

Idea

03

INCREASED SPEED ON THE DOWNWIND— *IMPLEMENTED*

Changes to the published speeds on the downwind portion of the arrival flight path from 200 knots to 210 knots were implemented effective April 27, 2017 via an amendment to the Canada Air Pilot, the aeronautical publication used by pilots that includes all flight procedures for Toronto Pearson. This change in speed restriction is intended to reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed as they approach the airport.

As this idea had been raised as part of the Six Ideas in 2015, we used the public outreach to communicate that it has been actioned. No further action is planned.

Idea

04

INCREASE QUIETER CONTINUOUS DESCENT OPERATION

In busy airspace such as that surrounding Toronto Pearson, level flight segments can be necessary to safely manage traffic flows. In order to keep aircraft at a level altitude, pilots must increase thrust and drag which can create more noise. Increasing the use of Continuous Descent Operations will enable more aircraft to operate in a quieter flight profile on approach.

WHAT WAS PROPOSED

NAV CANADA is proposing to leverage satellite-based navigation technology, known as Area Navigation (RNAV), to design new transitions to the final approach that provide for continuous descent. In some cases, the RNAV procedures will enable "shortcuts" to the final approach to the runway that reduces use of the downwind portion of the existing flight path. These approaches can be used during daytime and evening periods when traffic is relatively light. Usage will depend on capacity demands and tactical sequencing requirements; a relatively small proportion of traffic will be cleared to use these approaches. Busy traffic periods at Toronto Pearson require use of a high-low procedure to ensure safe separation between aircraft and use of the new approaches would be precluded. The approaches for Runways 15 and 33 would also be used as nighttime approaches, as the base leg portion of the approaches are already outside the boundaries of the residential area.

EXPECTED BENEFITS AND IMPACTS

Continuous descent approaches are the quietest type of approach, offering noise reductions between 1 and 5 decibels depending on the phase of flight. A reduced noise footprint from continuous descent results in fewer households overflown at noise levels above 60 dBA. The following table shows the estimated reduction in population impacted at specific noise levels for composite approaches to each runway, assuming the usage of common downwind and base legs.

RUNWAY	PERCENTAGE CHANGE in population overflown at greater than 60 dBA* (depending on the transition flown)
23	-5% to -8%
24 L/R	-10% to -14%
05	-1% to -7%
06 L/R	-6% to -13%
15L	-7%
15R	-2% to -12%
33L	-8% to -30%
33R	-4% to -30%

* Based on the modelled noise footprint of a 737-800 aircraft.

In addition to reducing the noise footprint of some aircraft, the new RNAV transitions will make it easier for air traffic controllers to enable "shortcuts" to the final approach, which reduces the use of the downwind portion of the existing flight path during quiet traffic periods.

Some communities under the base leg portion of the flight path may experience increased regularity of aircraft passing overhead. As this type of approach will allow more aircraft to "short-cut" the final approach, areas under the downwind may experience less traffic while other areas may experience more.

It should also be noted that this change was a recommendation of the Independent Toronto Airspace Noise Review by Helios following

consultation and study of various measures to reduce noise impacts (Recommendation 3C and 6A).

SUMMARY OF WHAT WE HEARD

Of the three ideas that involve flight path changes (i.e. Ideas 1, 2 and 4), Idea 4 received the highest level of support. Close to 80 per cent of 459 respondents that provided full or partial feedback were either supportive or neutral as it relates to increasing use of continuous descent operations during quiet periods; 59 per cent indicated they are supportive while 20 per cent were neutral. Close to 20 per cent did not support the idea of increasing the use of continuous descent.

When respondents were asked if they expect the proposal to result in an increase or decrease to their noise exposure, close to 39 per cent expect an increase, 32 per cent expect it to stay the same while close to 29 per cent expect it to decrease.

For more detail on survey responses and analysis, please see Appendix C: Feedback and Survey Analysis available at torontopearson.com/conversations

NEXT STEPS

With the potential to bring aircraft higher on the existing downwind track, this change is viewed as a net benefit for communities exposed to this stage of flight. While the base leg portion—which is amongst the existing traffic distribution—will bring some repeatability, it will also enable aircraft to approach at a higher altitude.

Upon review of the public feedback received, the implementation of new RNAV approach procedures to enable increased use of continuous descent will proceed as proposed—targeting an implementation date in early 2019. Changes will be published in the Canada Air Pilot 4.

As with all of the ideas, NAV CANADA is committed to following up after implementation to report on operational usage, associated noise complaints, measured noise levels as part of the Post-Implementation Community Impact Assessment.

Idea

05

SUMMER WEEKEND RUNWAY ALTERNATION PROGRAM

Many top-tier international airports provide residents with predictable respite from aircraft noise by rotating runway usage. The practice of runway rotation is most common when traffic levels are lower and the runways can be operated with greater flexibility.

A program like this at Toronto Pearson could provide residents throughout the GTA with some predictable relief during low-traffic periods.

As part of the technical analysis, we looked at two operational concepts: first, a program involving all runways (dedicated east/west or dedicated north/south), and the second, a program involving only the east/west runways.

Both concepts were reviewed with the same criteria to determine viability.

Any potential program must:

- adhere to a published schedule; the program would alter from the schedule only when operations would need to alter due to wind, weather or runway availability;
- maintain its ability to meet capacity requirements in terms of hourly arrival and departure demand; and
- consider the values and guiding principles provided by the Residents' Reference Panel.

A program that includes all runways was not feasible as north/south runway operations have capacity limitations that would not meet traffic demand. However, a program with only the east/west runways was deemed feasible.

WHAT WAS PROPOSED

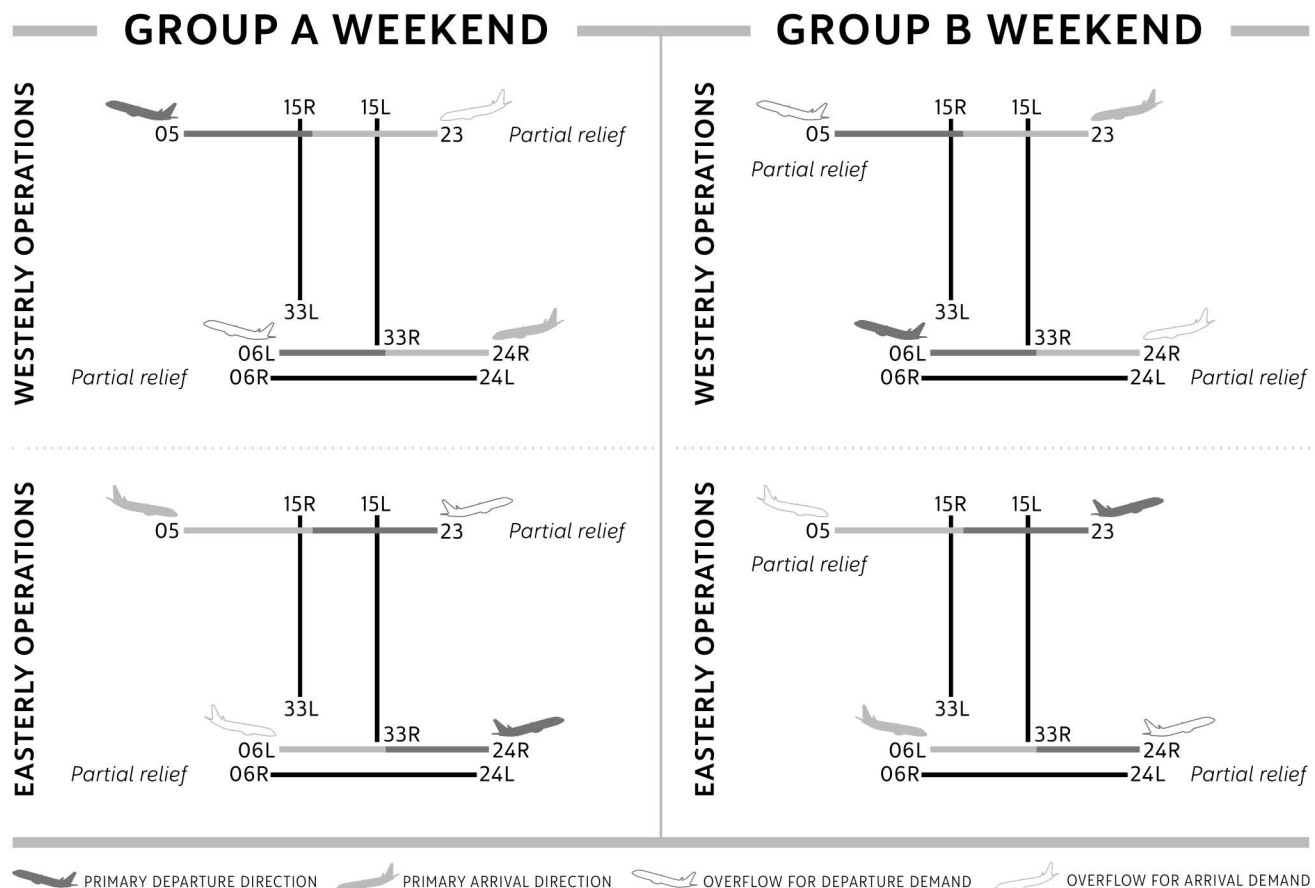
Based on an east/west operation, the proposed summer weekend runway alternation program will:

- run from May to October (26 weekends)—this could mean full or partial respite on 13 weekends over the summer, when residents are outdoors, or are more likely to open their windows;
- run from 6:30 a.m. to 11:59 p.m. outside of nighttime preferential runway hours;
- publish a reliable schedule, with up to 98 per cent certainty (based on historical wind information) as to which weekends residents can expect relief; and

- provide predictable noise reduction to communities under the east/west final approach and initial departure paths.

Please note:

- the proposed summer weekend runway alternation program will not provide respite to communities under the east/west downwind segments;
- all three east/west runways may be required to accommodate traffic during busier periods on the weekend, i.e. when a triple operation is required;
- the north/south runways are not included in the program, but like always, will be used if the weather conditions or safety dictates a change in operations. Runway selections are always reliant on safety and weather related factors.



EXPECTED BENEFITS AND IMPACTS

Over the course of the 26 weekends, the program would more evenly distribute the departures and arrivals across the runways.

Communities to the **northwest and southeast** may see a potential percentage decrease in operations overhead during the program weekends. Additionally, these communities will also benefit from some weekends of respite.

Communities to the **northeast and southwest** will potentially experience increased operations overhead during the program weekends. Given the lower overall traffic levels in the summer, it is likely that any increase would only be incremental and not significantly change the current experience in these communities. These communities will also benefit from some weekends of respite.

Again, while the north/south runways are not included as part of the program, these runways will continue to be used as they currently are (as required when wind, weather, or runway availability dictates).

Visit torontopearson.com/conversations for more in-depth analysis and resources.

SUMMARY OF WHAT WE HEARD

A total of 475 respondents provided full or partial feedback through the survey on Idea 5–Summer Weekend Runway Alternation Program.

Approximately 33 per cent of feedback for Idea 5 was submitted by respondents in communities south of the airport. The Idea 5 proposal does not include the north/south runways, and residents living south of the airport will not experience a change. Therefore, analysis of Idea 5 survey questions excludes the feedback from residents south of the airport.

Analysis of the remaining feedback shows that 26 per cent of respondents believe that a summer weekend runway alternation program would positively benefit them, while the rest of the respondents were comparably split between a belief that such a program would have a negative impact (35 per cent) or were unsure about the impacts or benefits to their neighbourhoods (39 per cent).

Three questions posed about Idea 5 were centred around the concept of noise fairness and the willingness to accept more frequent air traffic in order to receive predictable respite. There was a strong correlation between responses on these questions. If a resident was unwilling to accept more frequent air traffic on some weekends to provide respite for themselves on alternating weekends, they were also unlikely to accept more frequent air traffic to provide respite for others and did not believe that an every-other-weekend trade off was worth it. The majority of respondents were not willing and did not believe a trade off was worth it (55 per cent) or were somewhat willing but unsure about the benefits of a trade off (30 per cent).

However, when respondents were directly asked if they object to a test of a summer weekend runway alternation program, the majority of respondents did not oppose (52 per cent).

For more detail on survey responses and analysis, please see Appendix C: Feedback and Survey Analysis available at torontopearson.com/conversations

NEXT STEPS

Feedback provided through the Six Ideas survey tool regarding Idea 5–Summer Weekend Runway Alternation program is mixed.

The Residents' Reference Panel discussed noise sharing specifically and recommended that the GTAA should only pursue a noise sharing program if respite afforded to communities is meaningful and predictable. Idea 5—Summer Weekend Runway Alternation Program is, in essence, a noise sharing program. The technical analysis of the Idea 5 proposal predicts an operational adherence rate of 98 per cent, which the GTAA considers both predictable and meaningful.

Testing

The Idea 5—Summer Weekend Runway Alternation Program test will run from July to September 2018.

The GTAA will proceed with a test of Idea 5. The test will validate the technical analysis prediction and include opportunity for the community to confirm if the program meets its standards for meaningful and predictable respite.

The duration of the test will allow sufficient time for operational data collection, including data through differing weather conditions. It will also afford the community time to fully experience the program, which will better inform their feedback.

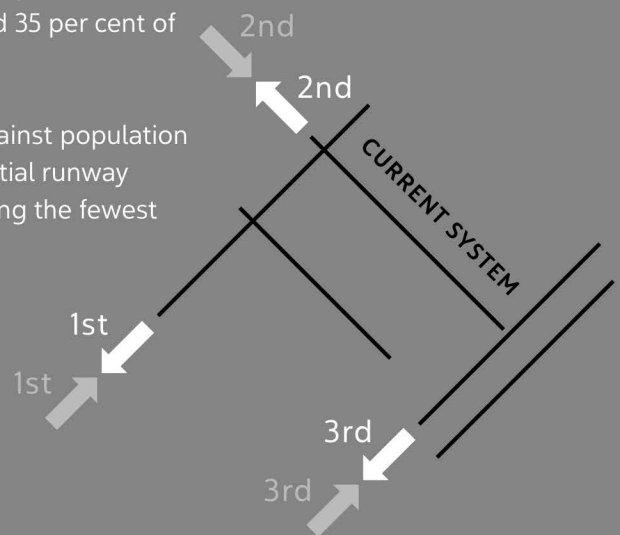
Information about the Idea 5 test, including the schedule, benefits and impacts, and how to provide input throughout the testing period will be made available online at torontopearson.com/conversations

A final decision about the permanent implementation of a summer weekend runway alternation program will follow the testing and assessment of community feedback.

06

NIGHTTIME PREFERENTIAL RUNWAY REVIEW

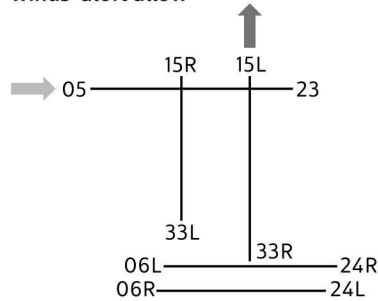
The GTAA's Noise Management Program Benchmarking and Best Practices Study found that many major international airports have a preferential runway program aimed at overflying the least populated areas.



RECOMMENDED NIGHT PREFERENTIAL RUNWAYS

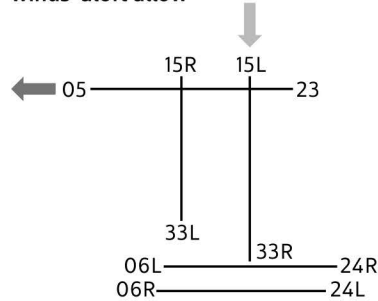
1ST CHOICE:

Whenever crosswind, tailwinds & winds-aloft allow



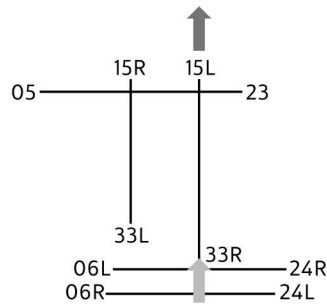
2ND CHOICE:

Whenever crosswind, tailwinds & winds-aloft allow

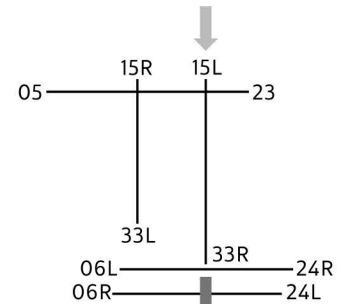


Selection driven by weather conditions and infrastructure availability when 1st or 2nd choice are not operable. Ultimately any single or pair of runways can be used.

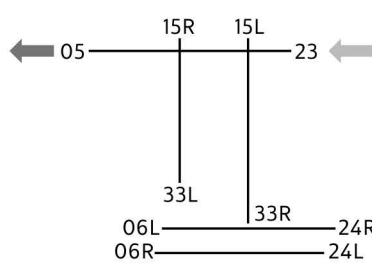
Operation for NORTHERLY WIND



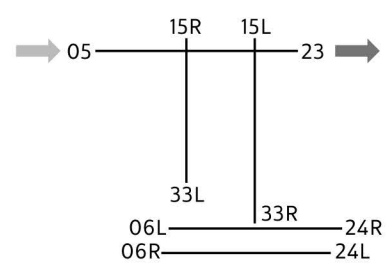
Operation for SOUTHERLY WIND



Operation for WESTERLY WIND



Operation for EASTERLY WIND



WHAT WAS PROPOSED

The proposed preferential runway system will:

- minimize the total population impacted by aircraft noise at night;
- enable more consistent use of runways identified as the preferential runways;
- provide alternatives for into the wind configurations for each direction; and
- provide residents with greater clarity on preference runway pairings.

Combined with Ideas 1 and 2 (new nighttime arrival and departure paths) the new system will minimize the total population impacted by an average noise (L_{night}) of over 45 decibels (dBA). The threshold of 45 dBA was selected because it would likely be difficult to distinguish it from ambient noise in an urban environment at night. Anything above that level could be considered a disturbance because it is higher than the background noise.

EXPECTED BENEFITS AND IMPACTS

The proposed changes to the preferential runway system will minimize the population affected by nighttime aircraft noise and provide residents with more clarity on which runways will be used under which conditions.

As is the case today, non-preferential runways may be used when required by weather, wind, or runway availability.

Communities in the north

- May see increased traffic as Runway 33R will be the first choice for departures, and Runway 15L will be the second choice for arrivals.

Communities in the northeast

- Residents impacted by Runway 23 arrivals or Runway 05 departures will continue to experience night flights as they currently do because these operations are frequently required for wind-dictated reasons.

Communities in the northwest

- May see an increased traffic as Runway 05 will be the first choice for arrivals, while Runway 23 will be the second choice for departures.
- A test of the new preferential runway system would enable us to gather data on how it will compare to historical use to better understand the actual impacts.

Communities in the south

- Departures to the south or arrivals from the south will continue to be used when required by winds or when a preferential runway is unavailable, for example, due to maintenance work.

Communities in the southeast

- Runway 24R arrivals and Runway 06L departures are not part of the preferential runway system, but may be used if other runways are unavailable, for example during maintenance work.
 - Residents in the area impacted by Runway 23 arrivals or Runway 05 departures may continue to experience night flights as in the past.
-

Communities in the southwest

- Runway 06L arrivals and Runway 24R departures will no longer be a part of the preferential runway system, though they are rarely used today.
 - Residents will likely see a similar amount of traffic, as these runways may be used at times if other runways are unavailable, for example during maintenance work.
 - Residents in the area impacted by Runway 05 arrivals or Runway 23 departures may continue to experience night flights as in the past.
-

Visit torontopearson.com/conversations for more in-depth analysis and resources.

SUMMARY OF WHAT WE HEARD

A total of 477 respondents provided full or partial feedback through the survey on Idea 6–Nighttime, Preferential Runway System Review.

Respondents were asked about their experience with aircraft noise at night. Approximately 71 per cent of the respondents indicated that they were impacted by night flights almost every night or were often impacted by night flights. The remaining 29 per cent were rarely impacted or were not bothered at all by night flights.

As Idea 6 is also designed to improve reporting on the effectiveness of the preferential runway system, residents were asked whether they believed this type of reporting would be beneficial to them.

Of the 461 respondents to this question, a majority agreed that this would be beneficial to them (56 per cent), whereas the remaining respondents were split between the belief that the reporting would not be beneficial (23 per cent) or were uncertain of the benefits (22 per cent).

Analysis shows that 21 per cent of respondents believe that the proposed preferential runway system would positively benefit them, while 43 per cent believed that such a program would have a negative impact, and 43 per cent were unsure about the impacts or benefits to their neighbourhoods.

However, when residents were directly asked if they object to a test of the proposed preferential runway system, 50 per cent of respondents did not oppose, while 37 per cent objected to a test program, and 13 per cent indicated that they were uncertain.

For more detail on survey responses and analysis, please see Appendix C: Feedback and Survey Analysis available at torontopearson.com/conversations

NEXT STEPS

As part of the Growing Responsibly: 2018-2022 Noise Management Action Plan, the GTAA has committed to exploring enhancements to the existing Night Flight Restriction Program. The proposed changes to the preferential runway system will minimize the population affected by nighttime aircraft noise.

The GTAA will proceed with the test program of Idea 6 that will follow the implementation of NAV CANADA's new nighttime arrival and departure procedures (Ideas 1 and 2).

Testing

The Idea 6—Preferential Runway System Review test is anticipated to take place from late 2018 to mid 2019.

The test duration will allow sufficient time for operational data collection, including through differing weather conditions. It will also afford the community time to fully experience the program.

The GTAA and the Residents' Reference Panel co-created guiding principles that included the importance of clear communications and information sharing with the communities impacted by airport operations. As part of the proposed test, the GTAA will regularly report on Idea 6 test effectiveness.

Information about the Idea 6 test, including benefits and impacts, will be made available online at torontopearson.com/conversations

A final decision about the permanent implementation of the new preferential runway system will follow the testing.



PUBLIC

CONSULTATION

OVERVIEW

NAV CANADA and the GTAA committed to a public participation process that provided the community with factual, accurate information and the opportunity to provide input before any major change is implemented.

As the Six Ideas had the potential to result in flight path and runway utilization changes, the Airspace Change Communications and Consultation Protocol was used as a base for the consultation approach.

2.9 M

Print Advertisements
Circulated

250K

Social Media
Advertisements Viewed

8,761

Unique Website
Views

18,400

E-newsletter
Subscribers Reached

166K

Households Notified by
Phone

177

Elected Officials
Engaged

23

Community and
Stakeholder Groups
Invited

4

Briefings with
Government Leaders
and Community Groups

15

Public Meetings Were
Hosted in the Greater
Toronto Area

430

Residents Representing 27 Communities Attended
the Consultations

BRIEFINGS AND EVENTS

ELECTED OFFICIALS

Elected officials are advocates for their communities and an important stakeholder in the Six Ideas consultation. NAV CANADA and the GTAA engaged elected officials to inform, review, and advise on the Six Ideas and the potential benefits and impacts to the communities they represent.

NAV CANADA and the GTAA also looked to them for advice on outreach to community leaders and groups, and assistance with circulating information to their constituents using their own communication vehicles.

In total, 177 elected officials were provided notice in advance of the consultation period and were regularly updated during the consultation period. The breakdown of the elected officials includes:

- 40 Federal Members of Parliament and Ministers
- 26 Members of Provincial Parliament
- 45 City of Toronto Councillors including the Mayor
- The Chair of Peel Region
- 10 Brampton Councillors including the Mayor
- 12 Mississauga Councillors including the Mayor
- Chair of Halton Region
- Mayor of Burlington
- 10 Halton Hills Councillors including the Mayor
- 10 Milton Councillors including the Mayor
- 12 Oakville Councillors including the Mayor
- 9 Vaughan Councillors including the Mayor

Elected officials were also invited to attend an in-person briefing hosted by NAV CANADA and

the GTAA in Ottawa on February 26, 2018 and/or a webinar on February 27, 2018 in advance of the first consultation on March 3, 2018.

Additionally, all regional elected officials received email updates. Many shared the general updates to their broader constituency through their own email lists and websites, helping grow the outreach process.

For more detail on emails sent to elected officials, please see Appendix D: Communications available at torontopearson.com/conversations

COMMUNITY AND STAKEHOLDER GROUPS

Outreach to engaged community stakeholders was made prior to the commencement of the public consultation. This audience included stakeholders who were originally part of the 2015 Stakeholder Roundtables, CENAC members, and representatives of new community groups that had formed since 2015.

- Alderwood Airplane Noise
- Ardwold Gate Ratepayers' Association
- Better Flight Paths
- Bloor West Village Residents' Association
- Casa Loma Residents' Association
- Community Alliance for Air Safety (CAAS)
- Don Mills Residents Inc.

- Helena and Wychwood Residents' Association
- Hillcrest Residents' Association
- Iroquois Ridge Residents' Association
- Lawrence Park Ratepayers' Association
- Leaside Property Owners' Association
- Lytton Park Residents' Organization
- Markland Wood Homeowners' Association
- Mississauga Oakridge Ratepayers' Association
- Neighbours Against the Airplane Noise
- Residents' Aviation Noise Group Oakville
- Rockwood Homeowners' Association
- South Eglinton Ratepayers' and Residents' Association
- South Hill District Homeowners' Association
- St. Andrew's Ratepayers' Association
- Thompson Orchard Community Association (TOCA)
- Toronto Aviation Noise Group (TANG)

Groups listed above were invited to two technical briefings in advance of the public consultation. A total of 12 community representatives attended the briefings.

The GTAA and NAV CANADA encouraged community and stakeholder groups to share consultation information through their communications channels to raise awareness and to promote attendance at the public meetings in their respective neighbourhoods. Information provided included links to the consultation website and information on meeting locations, dates and times, copies of consultation materials, and copies of advertisements that could be included in their own communications.

For more detail on emails sent to engaged stakeholders and community groups, please see Appendix D: Communications available at torontopearson.com/conversations

GTA RESIDENTS

NAV CANADA and the GTAA made significant efforts to engage community members across the GTA who could potentially be impacted by the Six Ideas.

Website

In March 2018, torontopearson.com/conversations was launched and also served as a platform to collect feedback. The website included the background, the results of the Technical Analysis, and the current proposals for each idea. All consultation materials were shared online, and all communications tools directed residents to the website to provide their feedback through the survey.

Open Houses

A total of 15 public meetings were held in communities specifically chosen based on their potential to see change from the Six Ideas.

They included:

- 2 full-day Saturday meetings held in a central location close to the airport, and,
- 13 drop-in style open house meetings held in the evening.

At all meetings, detailed information boards and reference materials were available. In addition, information kiosks staffed by subject matter experts allowed residents to receive an individualized, location-specific briefing on the proposals using their specific address or postal code.

The full-day Saturdays also included two daily technical briefings followed by a question and answer period. The technical briefing was recorded and the video was shared on the website for community members who could not attend.

Paper copies of the online survey were available for those who came out to any of the meetings to fill out and leave behind at the event.

Consultation Event Schedule

Saturday, March 3, 2018
10:00 a.m. to 4:00 p.m.
Westin Toronto Airport, Sutton
Ballroom
950 Dixon Rd.
Etobicoke, ON M9W 5N4

Tuesday, March 6, 2018
7:00 to 9:00 p.m.
Vic Johnson Community Centre–
Hazel McCallion Hall
335 Church St.
Streetsville, ON L5M 2C2

Wednesday, March 7, 2018
7:00 to 9:00 p.m.
St. Volodymyr Cultural Centre
1280 Dundas St. W
Oakville, ON L6M 4H9

Thursday, March 8, 2018
7:00 to 9:00 p.m.
Swansea Town Hall–Rousseau
Room
95 Lavinia Ave.
Toronto, ON M6S 3H9

Tuesday, March 20, 2018
7:00 to 9:00 p.m.
Edithvale Community Centre
131 Finch Ave. W
Toronto, ON M2N 2H8

Monday, March 26, 2018
7:00 to 9:00 p.m.
Neilsen Park Creative Arts Centre
56 Neilson Dr.
Etobicoke, ON M9C 1V7

Tuesday, March 27, 2018
7:00 to 9:00 p.m.
Victory Hall
3091 Victory Cres.
Mississauga, ON L4T 1L5

Wednesday, March 28, 2018
7:00 to 9:00 p.m.
Langstaff Community Centre
155 Red Maple Rd.
Richmond Hill, ON L4B 4P9

Tuesday, April 3, 2018
7:00 to 9:00 p.m.
Gellert Community Centre,
Kingsman Hall
10241 Eighth Line RR2
Halton Hills, ON L7G 4S5

Wednesday, April 4, 2018
7:00 to 9:00 p.m. Vellore Village
Community Centre
1 Villa Royale Ave.
Woodbridge, Ontario

Thursday, April 5, 2018
7:00 to 9:00 p.m.
Milton Sports Centre
605 Santa Maria Blvd.
Milton, ON L9T 6J5

Saturday, April 7, 2018
10:00 a.m. to 4:00 p.m.
Four Points by Sheraton,
Windsor Hall
6257 Airport Rd.
Mississauga, ON L9V 1E4

Tuesday, April 10, 2018
7:00 to 9:00 p.m.
Albion Library
1515 Albion Rd.
Etobicoke, ON M9V 1B2

Wednesday, April 11, 2018
7:00 to 9:00 p.m.
Flower City Seniors Centre,
Lawn Bowling Facility
8870 McLaughlin Rd.
Brampton, ON L6Y 5T1

Thursday, April 12, 2018
7:00 to 9:00 p.m.
Leaside Memorial Community
Gardens
1073 Millwood Rd.
Toronto, ON M4G 1X6

Community members were encouraged to register to attend any meeting through Eventbrite. This tool allowed for reminder emails to be automatically sent the day before the meeting to all those who registered. Furthermore, the day following each meeting, all who attended or who registered and did not attend, were sent a follow-up email directing them to the Six Ideas website and survey. In total, more than 430 residents attended the meetings across the GTA.

For more detail on meeting attendance, please see Appendix D: Communications available at torontopearson.com/conversations



PROMOTION

COLLATERAL MATERIALS

A brochure outlining the Six Ideas was provided to all meeting attendees. The brochure was also made available on the consultation website.

For a copy of the Six Ideas brochure, please see Appendix B: Six Ideas Consultation and Reference Materials available at torontopearson.com/conversations

EMAIL CAMPAIGN

Communications were sent by email to a list of more than 1,400 community members who had requested to be kept current on all initiatives undertaken by the GTAA. The email notified them of the Six Ideas consultation and the meeting dates, locations, and registration information. The email list included CENAC members, CENAC meeting attendees, community members who have attended meetings where GTAA was invited to participate, community partners such as rotary club members, and community members who signed up to the distribution list through the 2017 Residents' Reference Panel Civic Lottery Process.

TORONTO PEARSON'S COMMUNITY E-NEWSLETTER

Notification of the consultation, including the launch of the website, was included in Toronto Pearson's e-newsletter, *Checking In*, which is distributed to over 17,000 subscribers interested in airport issues.

Updates were provided in the February, March, and April editions which included meeting locations and links to the website with a wrap up story in the May edition. All editions of *Checking In* can be found at torontopearson.com/checkingin

PRINT ADVERTISEMENTS

Half-page, colour advertisements appeared in Toronto Metroland community newspapers and the Saturday edition of the Toronto Star two weeks before the start of the consultation period and then were repeated again approximately one month later. Advertisements were also posted in 10 multi-cultural publications and two French language publications. Newspaper circulation across the GTA totalled more than 2.9 million copies. Advertisements were also placed in two community papers: the Rockwood Homeowners' Association and the April edition of Leaside Life.

For more detail on publications, distribution, and dates of advertisements, please see Appendix D: Communications available at torontopearson.com/conversations

EARNED MEDIA

Several news/association outlets provided coverage of the consultation effort, including:

- The Etobicoke Guardian
- Milton Canadian Champion
- MyFM 101.3 Radio

WEBSITE

All traditional and social media collateral materials directed people to **torontopearson.com/conversations**

The Conversations page served as the main landing page and provided an overview of the project to date. From there, people could access more detailed and specific information about the Six Ideas, public meetings, roles and responsibilities in noise management, airport terminology glossary, and presentations and supporting materials.

The landing page was visited more than 8,600 times (unique views). Social media accounted for approximately half of the traffic to the website. Approximately 25 per cent of people went directly to the website, which meant that traditional outreach communications tactics (print media, monthly e-newsletter, emails) were also effective in reaching residents and driving traffic to the website.

Most visitors clicked on the additional links to garner more information. The combined unique views of all the subpages were 8,761. The most viewed subpage was the public meetings page that provided information to dates and locations for Open Houses, with approximately 1,900 views. The remainder of the subpages were relatively equal and spread out in terms of page views.

PAID SOCIAL MEDIA PLACEMENT

The main social media platforms used for the Six Ideas outreach were Twitter and Facebook. In total, the NAV CANADA and GTAA ads were viewed more than 250,000 times with, approximately 118,000 unique views, meaning that many were exposed to the ad more than once on their devices. Of those 118,000 social media ad views, approximately four per cent of people clicked through to the website to learn more.

AUTOMATED PHONE NOTIFICATION

Two automated phone notification campaigns were conducted, reaching approximately 166,000 households to notify of the upcoming meetings and directing them to the website for more information. The first was launched on March 1 to a total of 82,999 households. On March 23, a second round was launched to another 83,000 households. A total number of 58,581 community members heard the full message.

*For more detail on Automated Phone Notification statistics, please see Appendix D: Communications available at **torontopearson.com/conversations***

COMMUNITY FEEDBACK

ABOUT THE SURVEY

In total, 866 valid survey responses were received during the seven-week consultation period that ran from March 3 to April 20, 2018. Two versions of the survey were available online. Residents had the opportunity to provide feedback on specific ideas or to complete a longer questionnaire that sought feedback on all Six Ideas. The latter was significantly more popular with 831 respondents filling the longer questionnaire.

For more detail on survey responses and analysis, please see Appendix C: Feedback and Survey Analysis available at torontopearson.com/conversations

In both versions of the survey, questions for each idea included both multiple choice and/or scaled answer questions, as well as open-ended questions. The long questionnaire also included a section with general questions to better gauge the respondent's perception of current operational impacts.

Feedback provided through the general questions and open-ended questions was analyzed to identify common concerns experienced by residents.

The feedback provided on individual ideas was analyzed and taken into consideration by GTAA and NAV CANADA in the determination of recommendations and next steps.

Respondents were asked to identify the area that they live in by providing their postal codes to help identify common feedback in geographic clusters.

For more detail on idea specific feedback, please refer to The Six Ideas: Proposals, Feedback, and Next Steps section.

COMMON THEMES

Respondents had the opportunity to identify the operations that most concerned them by answering the general questions or explaining their concerns in the open-ended questions.

CONCERNS BY OPERATION	COUNT OF SURVEY RESPONSES
Concerned about Arrivals	498
Concerned about Night Flights	427
Concerned about Departures	317

Many respondents used the open-ended questions to comment on: aircraft noise in general, current level of traffic at the airport, and the altitude of arriving aircraft when they are on final approach. Other comments addressed issues of health, environment, quality of life, and safety.

COMPLAINT THEMES	COUNT OF SURVEY RESPONSES
------------------	---------------------------

General Noise Complaint Issues	85
Concerned about Health and/or Environment	47
Concerned about Quality of Life	16
Concerned about Safety	11
Other	4

Other themes that emerged from the review of the open-ended questions focused on how Toronto Pearson currently operates and the organizations that play a role in operating it. Comments in this section included suggestions about runway usage, communications tactics, and comments for airport partners.

INDUSTRY THEMES	COUNT OF SURVEY RESPONSES
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Idea-specific comments	94
Comments regarding NAV CANADA	49
Support status quo of runway operations	41
Comments regarding GTAA	40
Support for using runways differently	34
Expressed Distrust	26
Communications concerns and suggestions	26



QUESTIONS, CONCERNS, AND ANSWERS

Review of the open-ended survey comments as well as commentary we received during consultation events identified common questions, concerns, and misconceptions. In order to provide some clarity, the GTAA and NAV CANADA have prepared a summary of key questions and responses.

YOUR QUESTIONS & CONCERNS	AREA OF RESPONSIBILITY	RESPONSE
<i>Night flights are a concern to me.</i> How is the airport managing night flights and will this change?	 Toronto Pearson	Toronto Pearson is open 24 hours per day, 365 days a year. The airport manages a Night Flight Restriction Program during restricted hours (12:30–6:30 a.m.) which includes an annual limit to the total number of night flight movements, imposed by Transport Canada. As part of our <u>Growing Responsibly: 2018–2022 Noise Management Action Plan</u>, the GTAA has committed to explore changes to our Night Flight Restriction Program, as we understand from the <u>Noise Management Program Benchmarking and Best Practices Study</u> that our Night Flight Restriction Program could evolve to be more in line with international best practice.
<i>Airport operations and the impact they have on the environment and my health are concerning.</i> <i>I am concerned about potential health effects from being exposed to aircraft noise so often.</i> What studies has the airport undertaken to understand the environmental and health effects of operations?	 Toronto Pearson	In 2015, the GTAA released the results of the most recent Air Quality and Human Health Impact Assessment (AQ and HHIA) Report. This work helps us understand the impact of our operations by assessing the air quality in a defined area and studying the potential for any adverse health effects due to the air quality. The GTAA's 2015 study forecasts out to 2032. In support of the study, the GTAA formed a Community Advisory Committee (CAC) as a mechanism to seek input from industry and community stakeholders. Findings indicate that the general population is not likely at risk of adverse health effects due to Toronto Pearson's operations. All materials, including an executive summary, can be found online by visiting torontopearson.com/Air_Quality_Study With regard to the human health impacts of airport noise, this falls under Health Canada's jurisdiction. The last major study from Health Canada on aircraft noise is from 2010 and is available online. Following a commitment made at our CENAC meeting on June 21, 2017, the committee submitted a letter to Health Canada on September 21, 2017 recommending that they update their 2010 study. CENAC and the GTAA offered their support for any such study.

YOUR QUESTIONS & CONCERNS**AREA OF RESPONSIBILITY****RESPONSE**

I've noticed a change in my neighbourhood; it seems like a new or moved flight path.

Did something change?



While the airport has experienced growth in traffic over time, there has not been a change in airspace structure since 2012. However, other factors such as runway utilization, runway construction and weather may affect the amount of traffic you observe.

If changes to airspace or established flight paths are considered that would impact the community in material ways, then public consultation as per the Airspace Change Communication and Consultation Protocol is required.

My community was impacted by the flight path change in 2012.

Can the south downwind be moved over the lake?



The Independent Toronto Airspace Noise Review undertaken by Helios examined the possibility of moving the south downwind over the lake, but concluded that with today's capacity demands and the current technology available, moving the south downwind over Lake Ontario is not currently a viable option. The full report is available online at torontoairspacereview.ca

I support the airport changing the way they use the runways so that aircraft noise is more balanced.

I do not support the airport changing the way they use the runways.

How will impacts on my community be considered when planning runway usage?



The air travel industry, aviation technology, and the makeup of the communities around the airport have all changed significantly in recent years, and will continue to evolve. Toronto Pearson's operations must also continue to adapt to reflect these changes.

The GTAA will continue to consider community impacts when determining how we use all runways at Toronto Pearson. We're working to continuously improve noise mitigation in all communities around the airport.

As per the Airspace Change Communication and Consultation Protocol, consultation would be required before changes could be made to how we operate.

YOUR QUESTIONS & CONCERNS

AREA OF RESPONSIBILITY

RESPONSE

My community feels impacts from current operations, and I am concerned about increased impacts as the airport grows.

How is the airport going to balance growth and impacts?

Toronto Pearson



Our region is growing, and that growth is driving air travel demand.

While Toronto Pearson forecasts 85 million passengers in 2037, up from 47 million in 2017, aircraft movements will not grow at the same rate due to an industry-wide trend to shift to larger, high-density, fully occupied aircraft. In fact, over the next 20 years, Toronto Pearson expects average annual movement growth of 1.5 per cent per year compared to the 3.1 per cent per year growth in passenger numbers.

The GTAA is committed to continuous improvement and recently released our updated [Noise Management Action Plan](#) that outlines ten new commitments related to consultation, environmental responsibility, operational changes, monitoring and reporting aircraft noise, and industry collaboration. We believe this plan will help us grow responsibly, in step with our neighbours.

I rely on Toronto Pearson for my travel needs and my livelihood.

How does the airport contribute to the economy?

Toronto Pearson



As one of the world's premiere global hub airports, Toronto Pearson connects people and goods to all corners of the globe.

A recently updated study on the economic impact associated with Toronto Pearson found that the number of direct jobs at the airport has grown from 40,000 to 49,000 since 2011. In total, Toronto Pearson generates or facilitates 332,000 jobs in Ontario, which accounts for \$42 billion or 6.3 per cent of Ontario's GDP. By 2030, it's estimated that Toronto Pearson could generate and facilitate 542,000 jobs in Ontario.

YOUR QUESTIONS & CONCERNS**AREA OF RESPONSIBILITY****RESPONSE**

I am concerned that the north/south runways will be included in the summer weekend runway alternation program.



The proposed Idea 5--Summer Weekend Runway Alternation Program **does not include** the north/south runways. The north/south runway configuration did not meet our criteria for success during the technical analysis phase and was therefore not included in the final Idea 5 proposal.

Will a summer weekend runway alternation program include the north/south runways?

I am concerned about how I will get information about the upcoming tests of Ideas 5 and 6.



Ideas 5 and 6 tests will be promoted through a robust set of communications channels to ensure residents in neighbourhoods with the potential to see benefits and impacts are aware of the testing and understand how to get in touch throughout the testing period.

How will the tests be communicated transparently?

Your proposed flight path is over/closer to my area.



How did you choose this location?

In examining potential changes to flight paths we have sought opportunities to reduce the number of people overflown when and where possible. The result is a set of flight paths that can be used during lower traffic that better target overflight of non residential areas. Unfortunately, there are very few options in an urban area to design flight paths that do not fly over a residential area at some point. Noise modeling analysis was used to compare typical current flight profiles against the proposed procedures to ensure that there would be a reduction in population impacted at noise levels above 60 dBA.

YOUR QUESTIONS & CONCERNS	AREA OF RESPONSIBILITY	RESPONSE
<i>Low traffic periods at the airport are limited.</i> Why can't you use the flight path changes more regularly?		Safely managing the many aircraft arriving to and departing from Toronto Pearson and other area airports is a challenge. However, during quiet traffic periods, there are options to avoid residential areas that are not possible when it is busy.
<i>Not enough is being done through this process.</i> When can I expect to see improvements?		The Six Ideas represent a significant step forward and are expected to result in improvements for many residents surrounding Toronto Pearson International Airport. Improving the noise environment for communities surrounding the airport is complex, but we remain committed to collaboratively working across the industry to make improvements and to keep the public informed and engaged on key issues.
<i>Some of the solutions use RNAV.</i> Doesn't this mean you will be increasing concentration?		RNAV can result in predictable, repeatable operations. Depending on how it is used, it can also facilitate opportunities to transition direct to a point <i>versus</i> using the downwind leg (an option that becomes available under certain conditions as part of Idea 4). In addition, the proposals will use RNAV to increase overflight of non-residential areas where possible and will support continuous descent which will result in some aircraft being significantly higher than they are today.

CONCLUSION

As we reflect on the hundreds of one-on-one conversations we've had with community members, elected officials, and our industry peers, we would like to thank all of you for getting engaged and sharing your voice.

We've listened and learned from you, and we understand that as an industry we need to do more to address the impacts of airport operations in collaboration with our community.

The mitigation of noise for communities surrounding the airport remains a complex issue, with varied interests and impacts from community to community. The joint public consultation process undertaken by NAV CANADA and the GTAA is an example of significant collaboration between industry stakeholders and communities to bring about improvements for residents across the GTA.

This model is one that both organizations are committed to as we continue to move forward. The Six Ideas offer practical opportunities to better manage noise, particularly at night and during low traffic periods.

While we are faced with real, large-scale challenges of managing growth, investing in cleaner technology, and prioritizing the safe movement of thousands of aircraft and their passengers, we also pledge to consider the needs of all stakeholders, including residents in surrounding communities.

We would like to express gratitude to our neighbours and industry partners for joining us as we explore opportunities to reduce impacts for communities. No effort can achieve its potential without full participation from all stakeholders, and your feedback has been an essential ingredient in this process. We look forward to continuing the conversation.

*To learn more about the Six Ideas, please visit
torontopearson.com/conversations*



Thank you
 for your hard
 work on these
 initiatives.”

—Six Ideas Consultation
 Survey Respondent

ABOUT GREATER TORONTO AIRPORTS AUTHORITY (GTAA)

The Greater Toronto Airports Authority (GTAA) is the operator of Toronto Pearson International Airport. The GTAA continues to focus on growing Toronto Pearson's status as an international gateway: enhancing the customer experience, safety, security, the success of our airline partners and the regional economy.

The GTAA believes being a good neighbour means balancing operations by engaging with communities that surround the airport.



Toronto Pearson

ABOUT NAV CANADA

NAV CANADA is a private not-for-profit company, providing air traffic control, airport advisory services, weather briefings and aeronautical information services for more than 18 million square kilometers of Canadian domestic and international airspace. The Company manages 3.3 million flights annually and has over 40,000 customers.

NAV CANADA is internationally recognized for its safety record and innovative technology used by Air Navigation Service Providers (ANSPs) world wide.





Toronto Pearson

IDEA 6 - TRIAL FEEDBACK RESULTS

Do you understand the purpose of a Nighttime Preferential Runway System?	Survey 1		Survey 2	
	Count	%	Count	%
No	4	9%	3	18%
Yes	40	91%	14	82%
Grand Total	44	100%	17	100%

What was the nature of the change?	Survey 1	
	Count	%
No change	8	18%
Decreased number of flights	27	61%
Increased number of flights	9	20%
Grand Total	44	100%

Do the reports on the usage of the Nighttime Preferential Runway System provide you with the information you need to understand how the airport operates at night?	Survey 1		Survey 2	
	Count	%	Count	%
No	21	48%	3	18%
Yes	23	52%	14	82%
Grand Total	44	100%	17	100%

Open comments - Themes	Survey 1		Survey 2	
	Count	%	Count	%
N/A	7	16%	0%	
Non-trial - general aircraft movement comments	5	11%	2	12%
Non-trial - general	2	5%	1	6%
Non-trial - general aircraft movement concerns (electromagnetic emissions)	1	2%		0%
Non-trial - general aircraft movement concerns (flightpaths)	2	5%	1	6%
Non-trial - general aircraft noise	7	16%	7	41%
Non-trial - general aircraft noise	3	7%	3	18%

Non-trial - general aircraft noise (night flights)	4	9%	4	24%
Trial related comments	25	57%	8	47%
Trial - more consultation needed	2	5%	1	6%
Trial - negative feedback		0%	1	6%
Trial - pandemic means not good time to test	20	45%	2	12%
Trial - positive feedback	2	5%	3	18%
Trial - report suggestions	1	2%	1	6%
Grand Total	44	100%	17	100%

Non-blank comments	Survey 1		Survey 2	
	Count	%	Count	%
Non-trial - general aircraft movement comments	5	14%	2	12%
Non-trial - general	2	5%	1	6%
Non-trial - general aircraft movement concerns (electromagnetic emissions)	1	3%		0%
Non-trial - general aircraft movement concerns (flightpaths)	2	5%	1	6%
Non-trial - general aircraft noise	7	19%	7	41%
Non-trial - general aircraft noise	3	8%	3	18%
Non-trial - general aircraft noise (night flights)	4	11%	4	24%
Trial related comments	25	68%	8	47%
Trial - more consultation needed	2	5%	1	6%
Trial - negative feedback		0%	1	6%
Trial - pandemic means not good time to test	20	54%	2	12%
Trial - positive feedback	2	5%	3	18%
Trial - report suggestions	1	3%	1	6%
Grand Total	37	100%	17	100%



Airspace Change Communications and Consultation Protocol

A voluntary protocol of the aviation industry
June 2015

Preface

The primary duty of the aviation industry in Canada is to ensure the safety and security of aircraft and passengers. Collectively, we endeavour to achieve this while balancing costs, efficiency, noise, and aircraft environmental emissions.

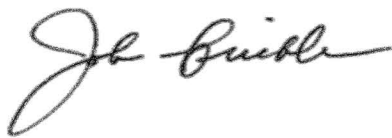
The aviation sector in Canada serves over 120 million passengers a year and contributes more than \$35 billion dollars to the national GDP. It supports the economic and social goals of the country by providing for the essential transport of goods and people in the country with the second largest landmass in the world. We must also consider the impact of our operations on airlines, the traveling public and the communities we serve, as well as the significant economic benefits aviation provides.

NAV CANADA and the Canadian Airports Council have signed this protocol to signal an industry-wide commitment to open and transparent engagement with our stakeholders and community. We recognize that airspace and airport operations, and updates or changes to these operations, can impact communities in material ways. Our aim is to minimize these impacts while ensuring we collectively provide the critical infrastructure required to support social and economic growth at a local, regional and national level.

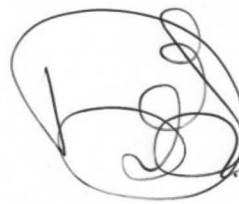
This document, the Airspace Change Communications and Consultation Protocol (ACCCP), outlines our commitment to transparency and effective engagement with communities potentially affected by proposed changes to airspace.

A Work in Progress

This document is not intended to end the conversation on aircraft noise and its impact on communities in Canada. Rather, from a genuine interest in ensuring open and collaborative communications, this document is intended to frame the conversation and outline our approach to engagement with communities on the challenges posed by aircraft noise. While intended to be broadly appropriate throughout the country, for some airports and communities it will serve as a guide for the development of local Public Participation Plans.



John Crichton
President and CEO
NAV CANADA



Daniel-Robert Gooch
President
Canadian Airports Council

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1.0 Purpose

The aviation industry is committed to engaging with the public on changes to airspace design over residential communities. Neighbourhoods and individuals expect to be informed and consulted when changes to airspace are proposed that would alter current aircraft noise exposure in their neighbourhoods.

This protocol describes our approach to engagement with our stakeholders, including the communities, in which we operate, the value we place on that engagement and the various methods of consultation that the industry will use. This protocol establishes a framework to ensure residents have the opportunity to know that a change may be taking place, why the change is necessary, and to learn and understand how the change may affect them. It also enables residents to provide input that will be taken into consideration as part of the design process. The industry is committed to identifying impacted stakeholders and communicating in transparent, timely, and easy-to-understand ways.

Different levels of community outreach and engagement are appropriate depending on the type of change being proposed. In all cases, the goal will be to inform residents so that they are aware of a change, and not surprised by it. For larger-scale projects, such as changes to existing flight paths or the addition of a new runway, a robust public participation process with the opportunity for comment and response, is appropriate and will be undertaken.

1.1 Background

The aviation sector in Canada serves over 120 million passengers a year and contributes over \$35 billion dollars to the national GDP. While contributing greatly to the economy, providing vital air services to the remote areas and the North, and supporting the community's desire for air travel, aircraft noise and emissions challenges are also important factors being considered by Canada's aviation sector when contemplating airspace changes.

The aviation industry is committed to reducing its impact on the environment and has set ambitious goals in that regard. Over the years, airlines have upgraded their fleets to reduce both noise and emissions. As a result, aircraft operating around the world today are approximately 30 dB quieter (a 90 per cent reduction in the noise footprint area) compared to early jet aircraft. Already with one of the youngest, quietest and most efficient fleets in the world, airlines in Canada are investing more than \$20 billion over the next thirteen years in newer, more modern and quieter aircraft.

In addition, the aviation industry in Canada has made commitments to reduce greenhouse gas emissions and all parties are signatories to *Canada's Action Plan to Reduce Greenhouse Gas Emissions from Aviation*. This plan identifies a number of key measures to reduce greenhouse gas emissions, including efficiently designed airspace that improves capacity, reduces unnecessary track miles flown and provides for more efficient trajectories and direct routings. The aviation industry recognizes there is a need for an appropriate balance between reducing emissions and noise impacts, particularly at lower altitudes. The industry's challenge is to ensure that noise abatement measures and emission reduction strategies complement each other and can be accomplished without significant negative impact or compromise to either.

1.2 Roles and responsibilities

Managing aircraft noise exposure on a community is a collective effort of a number of parties. This section provides a high level summary of roles and responsibilities of key parties.

International Civil Aviation Organization

The International Civil Aviation Organization (ICAO) is an agency of the United Nations and was created to promote the safe and standardized development of international civil aviation. ICAO sets standards and regulations necessary for aviation safety, security, efficiency and regularity, air navigation, and environmental protection (including noise and emissions). ICAO endorses the concept of a "Balanced Approach" to aircraft noise management. This approach aims to identify and implement the most cost effective means to address noise problems at an airport, including: noise reduction at source; land-use planning and management; and, noise abatement operational procedures and operating restrictions.

Transport Canada

Transport Canada is the regulator of aviation in Canada. Its role is to develop transportation policies and legislation that provide for a high level of safety and security and support a successful, stable aviation sector in Canada. The responsibilities of Transport Canada with regards to noise include reviewing, approving, and publishing of new proposed noise control measures at airports, as well as conducting enforcement of suspected violations to published Noise Abatement Procedures.

Transport Canada establishes noise and emissions standards and is responsible for setting the criteria that governs flight path design. These standards and criteria are based on the United States Standard for Terminal Instrument Procedures (TERPS). Transport Canada must also review and approve any new or proposed changes to Noise Abatement Procedures at an airport. The proponent of any proposed noise abatement procedures must follow the requirements outlined in *Advisory Circular (AC) No. 302-002 Implementation of New or Amended Noise Abatement Procedures*.

Transport Canada document TP1247, which provides guidance for land use planning authorities on noise levels that is compatible with residential areas.¹ It uses the Noise Exposure Forecast (NEF) system, which encompasses a summation of noise from all aircraft operating in an area, the number of times a disturbance occurs and the daily distribution of noise events. Transport Canada discourages residential and other non-compatible land uses in areas exposed to greater than NEF 30 (NEF 25 at new aerodromes). However, significant disturbances are often reported by individuals living in areas where noise falls below this threshold. Nothing in this document is intended to modify existing requirements.

Airport Operators

Canada's largest airports were commercialized or transferred to private operation under the Government of Canada's National Airport Policy starting in the 1990s. Today, most major commercial airports in Canada are operated by local airport authorities – in most cases, non-share capital corporations with full responsibility

¹ TP1247E 2013/2014. *Land Use In The Vicinity of Aerodromes*. 9th Edition. Transport Canada. Part IV – Aircraft Noise.

for managing airport operations. Canada's airports are responsible for managing their facilities and runways in ways that ensure safe operations and support the ongoing demand for air services, including managing the airport's growth. In many cases, airports have been assigned the responsibility for noise management, which includes responding to community concerns, noise monitoring and developing Noise Abatement Procedures for their airport.

NAV CANADA

NAV CANADA provides air traffic management and information services in Canadian airspace and international airspace delegated to Canadian control. NAV CANADA is responsible for the safe co-ordination and the efficient movement of aircraft and is also responsible for planning and managing airspace, including flight paths and airways used by airlines. Major facilities operated by NAV CANADA include control towers, area control centres, flight information centres and flight service stations. In addition, the Company operates and maintains navigation and approach aids and equipment.

Airlines and other operators of aircraft

Airlines and other aircraft operators are responsible for conducting their operations in accordance with Transport Canada regulations and published Noise Abatement Procedures. Airline and air operator subject matter experts also are actively involved in working groups and teams that support improvements to aviation safety and efficiency through responsible development of performance-based navigation and airspace design.

Municipalities and other levels of government

The role of municipalities is to ensure compatible development occurs around the airport through the development and exercise of land use planning controls. While Transport Canada provides guidelines for land use in the vicinity of airports, planning is delegated to local cities that may or may not choose to follow the guidelines.

Some provinces, such as Alberta, have taken proactive steps to protect land around airports through provincial regulations (i.e. Alberta's *Municipal Government Act* provides for Airport Vicinity Protection Areas).

2.0 Noise management

When airports were transferred to local control under the National Airports Policy, a fundamental principle was that noise issues are best handled at the local level. Local airport personnel have intimate knowledge of regional matters and are generally best able to respond to local concerns. Therefore, airports will be the single point of contact for the public to register complaints.

Many larger airports have comprehensive noise management programs with dedicated personnel and support resources. To support engagement with the community, airport noise offices have trained personnel and access to sophisticated noise monitoring and flight tracking systems to track noise levels in

the community and ensure concerns against a specific flight can be fully investigated. These tools allow the airport operator to track, analyze and identify trends, and report on concerns received. This data is made available to the community and presented to relevant airport committees. Contact information for where and how the public can register noise concerns is available on airport websites.

While noise programs and procedures may differ slightly among airports to account for regional differences, core elements generally include:

- Procedures to receive and respond to community questions and concerns;
- Committees made up of industry and community representatives that meet regularly on aircraft noise issues;
- Published noise abatement procedures, created in accordance with Transport Canada Advisory Circular 302-002 (Implementation of New or Amended Noise Abatement Procedures);
- Multi-year noise management plans;
- Airport noise monitoring and flight tracking systems.

Receiving and responding to noise concerns is a critical component of a noise management program. Airports routinely make themselves accessible to the community, often through face-to-face meetings, a dedicated noise information telephone line, augmented with a dedicated email, or other community outreach programs.

Safety is everyone's top priority and given the complexity of airspace around major airports, it is not always a simple matter to change air routes or procedures to eliminate over-flights of populated areas. Noise management practices at one airport are often not applicable at another airport due to the differences in the region and nature of aircraft operations. Airport noise management committees provide a forum to discuss all noise issues as membership generally includes all stakeholders. In some communities, they bring together not only the airport with air carriers and NAV CANADA, but also local community organizations and Transport Canada. The scope and mandate of these committees is to provide advice and feedback to the airport operator on noise management efforts, and to find consensus on issues where possible.

As these committees meet on a regular basis, they can provide an avenue to discuss upcoming changes to airspace and procedures and to solicit feedback on mitigation measures and noise monitoring efforts. Other methods to engage with communities may be required, depending on the change being proposed and the anticipated community impact and/or interest.

3.0 Making airspace change

NAV CANADA is responsible for planning and managing Canadian airspace under the *Civil Air Navigation Services Commercialization Act*. However airlines, airports and NAV CANADA all have a role to play when airspace changes are contemplated and/or implemented.

In addition to the primary users of airspace, airlines and other aircraft operators, the parties to this protocol agree that airports are well positioned to contribute to the airspace design process and therefore will be engaged early and throughout the development phase of new procedures or redesign of airspace to provide support and advice to NAV CANADA whenever change is being considered. By contributing their knowledge regarding current noise exposure, identification of noise sensitive areas and other community concerns, the active participation of airports in the design process can result in better design outcomes.

When flight path changes are implemented adverse community reaction can result, particularly if new areas are overflown. In the case of an airspace change, aircraft operators, NAV CANADA and local airports are committed to a public participation process that provides the community with factual and accurate information before and after a change is implemented. Following implementation of a change, NAV CANADA and aircraft operators will provide appropriate technical expertise to support airport discussions with the community.

The objectives of the advisory and support functions provided by airports include the following:

- Providing NAV CANADA or the proponent of airspace changes with advice and input on flight paths and procedures where opportunity exists.
- Coordinating presentations and facilitate discussions with airport noise committees.
- Gathering information from NAV CANADA and/or the aircraft operators to respond to community questions.
- Ensuring timely and consistent responses are provided to the community.
- Providing the organization that proposes making an airspace change with an understanding of the local area and community issues and provide input into the consultation plan and participate in the consultation process where appropriate.
- Identifying opportunities to consult given their knowledge of the local area.
- Identifying opportunities for before/after noise monitoring.

4.0 When consultation will occur

We are committed to open and timely communication and consultation. Communication and consultation will occur on a range of issues, for example:

- infrastructure projects, which may result in or require changes to flight paths or the manner a flight path is used, and
- flight path and procedural changes, particularly if residents are newly overflown

While open and timely communication with potentially affected communities is always the goal, the consultation procedures outlined in this protocol will apply to proposed changes to arrival and departure

instrument procedures at airports with more than 60,000 annual Instrument Flight Rules (IFR) movements.² At airports with lower traffic volumes, but which are nevertheless located in metropolitan areas, this protocol serves as a useful guide for the industry and can be tailored to individual circumstances as appropriate.

For greater clarity, additional details on the types of changes that will take place and the use of this protocol are contained in the following section. Nevertheless, nothing in these sections is intended to preclude communication and consultation when doing so would further the shared objectives of this protocol.

4.1 Types of airspace changes

When flight path design changes are expected to result in aircraft over-flying new areas around an airport, residents and local municipal governments in the newly affected areas will be informed. Even when new flight paths result in aircraft flying at high altitudes and the noise impact to residents is anticipated to be minimal, residents will be informed in advance of the change to build awareness and understanding.

Whenever flight path design changes are proposed at lower altitudes, consultation will be necessary prior to implementation. The following principles will be applied:

1. Flight path design changes that affect the lateral positioning of an Instrument Flight Rules (IFR) flight path on which aircraft will operate at an altitude below 4,000 ft above ground level (AGL) over a residential area will be subject to analysis of environmental impact, including noise impact and to a public consultation process as described in Section 5.

Environmental impact analysis should consider anticipated noise and emissions, including the number of people likely to be positively and/or negatively affected, flight frequency, distribution of traffic night/day, and the pre-existing exposure to aircraft operations.

2. For flight path design changes to IFR flight paths above 4,000 ft AGL communication will occur to ensure transparency of decision making and provide information on anticipated impact, particularly for changes between 4,000 and 6,000 ft AGL. For flight path changes above 6,000 ft AGL but still in the vicinity of an airport, communications will be tailored depending on the potential for new communities to be overflown.
3. There may be occasions where the trialing of a new flight procedure would be useful to determining its impact on efficiency and/or noise. Affected communities will be informed prior to the commencement of any trial, with full consultation undertaken as per this protocol before a procedure change is made permanent.
4. Airspace or procedure changes sometimes occur that do not change the lateral location of the flight path but nevertheless affect noise profiles or flight frequency.

² For the purpose of determining which airports meet this criterion, TP 577 will be used, *Aircraft Movement Statistics: NAV CANADA Towers and Flight Service Stations: Annual Report*.

Flight frequency can be influenced by a number of procedure changes designed to affect hourly airport arrival and departure rates. The changes may be temporary (e.g. due to runway rehabilitation) or permanent. Consultation will be held regarding permanent changes that would increase flight frequency in a particular area below 4,000 ft AGL by 30 per cent or more during the day or by 15 per cent or more during nighttime hours (0000-0600).

5. Where the implementation of new advanced navigational technologies such as RNP results in a new procedure that replicates an existing IFR route or flight path communication will occur to inform communities in advance of the change even though no change in the flight path will occur. For RNP procedures, the airspace change proponent will monitor and report back to noise committees and other stakeholders on how new flight tracks adhered to the existing flight corridor. Where new procedures, including RNP, replicate existing VFR flight paths or a visual flight route, NAV CANADA or the proponent of the change will determine with the airport operator if consultation is required given the area to be overflown and the projected impact of the added RNP track.

5.0 How consultation will occur

Interested parties will be provided with the opportunity to learn and understand how a change may impact them, why it is necessary and to provide an opportunity for feedback.

We commit to:

- Listening to stakeholders and the community
- Acknowledging and considering feedback
- Communicating decisions and the reasons for them
- Working collaboratively as an industry so the public has a single point of contact and clear understanding how to get more information.

The industry will use a wide range of consultation tools, depending on the situation and scope of the airspace change contemplated. They will range from one-way communication (notices in newspapers) to more robust, interactive discussions with communities and stakeholders.

Consultation materials will be developed to assist those participating in the consultation to understand the expected noise impact of the change, the reasons for it (such as impact on airport capacity, flight safety or efficiency), and any options that were considered. These materials will be made available on the website of the airspace change proponent. The proponent will work with the airport operator to ensure a notice is available on the airport website directing residents to where consultation materials can be located.

The consultation materials developed will be shared with airport noise management committees or community consultative committees as well as with municipal governments, municipal staff, and other local elected officials.

In some instances, public information meetings will be held to enable residents to better understand potential impacts of a proposed change and to facilitate dialogue on options and obtain community feedback.

Regardless of the nature of a proposed flight change, media inquiries will be handled by the airspace change proponent. Technical support from other parties will be provided as required.

In all cases, regardless of the proponent initiating the change, the industry will work collaboratively on communications and/or consultation planning, including the identification of stakeholders.

5.1 Responsibility for the consultation

The lead responsibility for consultation will be assumed by the organization (the 'proponent') that proposes making the change, working in close collaboration with other industry partners. In some instances agreement may be made for an alternate arrangement, however in general:

- In the case of IFR instrument procedure changes at major airports, the proponent will in most cases be NAV CANADA. In instances where privately designed approaches or departures are developed for airports subject to this protocol, either NAV CANADA or the change proponent will be responsible for consultation and communications requirements. This will be determined on a case by case basis between NAV CANADA and the change proponent.
- In the case of airport infrastructure changes that either require new flight paths and/or changes to existing flight paths (e.g. new runway construction) or would otherwise meet the requirements in Section 4.1, the airport operator will be responsible for the public consultation as the proponent. This will be the case even in instances where the airspace redesign is done by NAV CANADA as the technical expert. Consultation will be undertaken in coordination with other existing requirements that such changes may be subject to, such as the *Canadian Environmental Assessment Act (CEAA 2012)*, so as to avoid duplication. NAV CANADA and airports will work together in a collaborative manner when presenting information on proposed changes to communities, regardless of which party is the lead proponent.

5.2 Audience definition

In all cases, regardless of the proponent initiating the change, the industry will work collaboratively on communications and/or consultation planning, including the identification of stakeholders.

Airport noise management committees, where they exist, or a similarly constructed airport community consultative committee will be actively engaged at various stages. These committees will be engaged during the design process, prior to the commencement of consultation and when final decisions are made.

Local and municipal authorities will be consulted directly. Different forms of consultation and engagement with the broader public will be employed depending on the type of change proposed and whether the

impacts are anticipated to affect a broad or narrow group of residents. When impacts are expected to be widespread, broad consultation will be required. When the impacts are anticipated to be more narrow and stakeholders more easily identifiable, direct consultation with a community may be appropriate.

Other organizations that represent the interests of individuals living in the immediate vicinity of the area under which the flight path change is proposed will be included where appropriate in the consultation process (e.g. municipal authorities, community groups, rate payers associations).

In all cases, when a change is being proposed the airport operator will work with the organization that proposes making the change to determine the level of consultation to be undertaken and will take into account the scale and impact of the proposed change and the range of potential stakeholders involved as well as their ability to contribute, either directly, or through a representative body, such as an elected official or neighbourhood association.

5.3 Time period

A sufficient amount of time must be provided for individuals to submit comment. A 45-day minimum comment period will be provided following publication of the consultation materials and community notification.

If public information meetings are held as part of the consultation, notices should be published in newspapers and other sources providing at least three weeks' notice of any meetings.

5.4 Local Public Participation Plans

It is anticipated that in some communities, this document will serve as a guide to develop more specific local Public Participation Plans. For significant airspace changes with material community impacts, these plans will describe how industry will,

- Set the scope for the consultation process
- Identify key stakeholders
- Inform stakeholders, including the community
- Provide an opportunity for further information to be obtained
- Make information accessible and easily understood
- Invite feedback
- Consider feedback before making a final decision
- Communicate our decisions to stakeholders and the community.

Local plans may further describe some of ways that industry will engage with communities. Whichever method is used, consultation will be undertaken in a transparent and accessible manner. The methods of consultation used will be appropriate and proportional to the change being proposed or project being undertaken and the number of stakeholders involved.

6.0 Exceptional circumstances

There are a limited number of situations in which airspace changes may be unavoidable for safety, security or other reasons where full consultation under this protocol may be impossible or impractical. Communications should nevertheless be undertaken where appropriate.

Safety and security related changes

Flight route changes are sometime made to resolve immediate safety issues or for national defence or security reasons. This also applies to redesign of infrequently used routings whose purpose is to maintain safety, such as missed approach procedures.

Airspace classification

Airspace classification determines the type of air traffic control services offered in a particular block of airspace, or designates a block of airspace as restricted to certain activity. Airspace classification changes are made based on the need to provide safe service and do not generally change airspace usage.

Visual Flight Rules (VFR) routes

VFR operations do not generally follow established routes. Under VFR operations, pilots use visual reference to the ground and navigate using coastlines, highways, and other ground based landmarks. As such, VFR operations tend to occur with more randomness. In some instances VFR routes are established to aid pilots in coordinating activities in areas of dense operations. These routes are not mandatory and may be established in uncontrolled airspace. Their purpose is to reduce hazards to flight safety.

Regulatory driven design criteria changes

Flight paths are designed to meet strict design criteria, as outlined in Transport Canada's *Criteria for the Design of Instrument Procedures, TP308*. These criteria are established based on international standards and ensure the safety of procedures. Criteria are updated from time to time and when that occurs, instrument procedures are required to be updated to meet current criteria within set timeframes. NAV CANADA will involve airports as early as possible in this process and work with airports to assess the potential community impacts of any airspace changes.

Changes made as a result of altered design criteria, which would otherwise meet requirements set out in Section 4.1, will be communicated to residents in potentially affected areas. Where appropriate, local Public Participation Plans will be developed and communicated.

Temporary routing changes

Occasional routing changes that are temporary, such as the need to route traffic around a specific event or due to factors such as runway construction.

Vectoring and visual approaches

Aircraft do not operate solely on designed flight paths. Air traffic controllers provide vectors or visual approach clearance to pilots in order to sequence traffic for safe and efficient flow management or for other reasons such as to avoid severe weather.

7.0 Decision making and communication of final decisions

Following the consultation, input received will be assessed and considered. A final decision by the organization proposing the flight change will be announced along with a description, if relevant, of any changes to the original proposal. The decision will be available on the website of the airspace change proponent and in cases in which the airport is not the proponent, the relevant airport. The decision will be issued at least three weeks prior to implementation. A document summarizing the comments received during the consultation and reasons for the final decision will be available.

7.1 180-day review

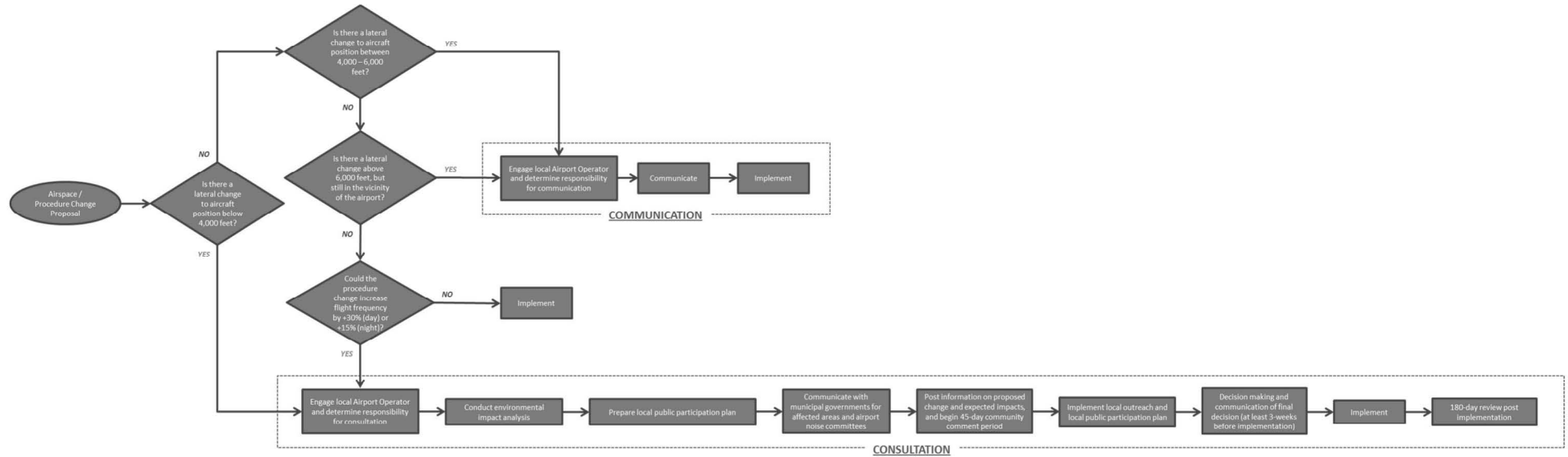
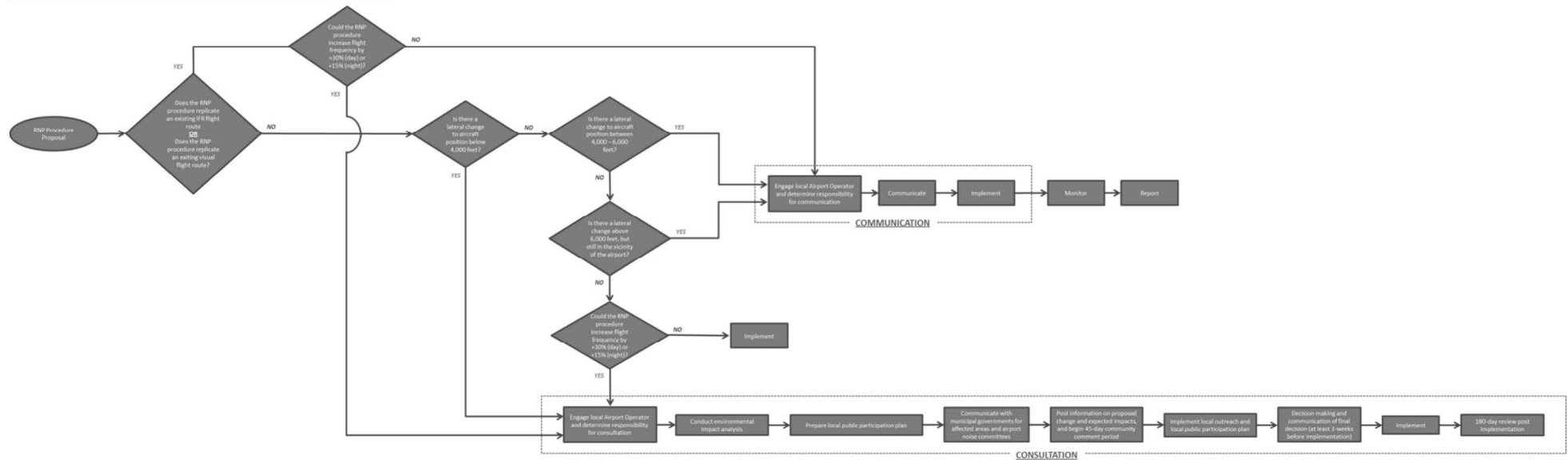
For airspace changes subject to consultation under this protocol, an assessment of the change will be made by the organization implementing the change and the affected airport operator within 180 days following implementation. This assessment will examine whether noise levels are in line with what was anticipated and should include actual decibel measurements taken in the affected area.

8.0 Commitment to review protocol

As outlined above, this protocol is intended to frame communications and consultations with communities potentially impacted by changes to airspace design.

The aviation industry will continue to be proactive in managing the impact of noise from aircraft operations. As flight propulsion technology and community expectations change over time, the aviation industry will review this protocol to ensure the processes outlined remain relevant and sufficient. A review will be undertaken after one year and every five years from the introduction of a final communications and consultation protocol.

Appendix A

FLOW CHART: Airspace or procedural change proposal**FLOW CHART: RNP procedure proposal**

From: Fox, Caroline (TC/TC)
Sent: Wed, 29 Mar 2023 20:28:42 +0000
To: Thibodeau, Mathieu (TC/TC)
Cc: SS Information / Information SS; MacGowan, Robyne (TC/TC); Dubé, Maxime (TC/TC)
Subject: FOR ADM APPROVAL: TIME SENSITIVE: Lines/key messages on noise complaints near Oshawa Airport / training school
Attachments: Key Messages - Oshawa noises complaints.docx

UNCLASSIFIED / NON CLASSIFIÉ

Requestor:	DMO
File Number:	N/A
Date/Time of Request:	March 29, 2023
Question/Request/Task Details:	Seeking your approval on KMs to address stakeholders in Oshawa regarding noise complaints near the Oshawa airport/training school. Note; we have recycled previously used media lines
Material/Response Requiring Approval:	KMs
Approved by:	DG, CivAv RDG, ON Region
Due to Requester Date:	March 30, 2 PM
Analyst:	Caroline

From: Thomas, Sara (TC/TC) <sara.thomas@tc.gc.ca>
Sent: Wednesday, March 29, 2023 12:21 PM
To: TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>
Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>
Subject: TIME SENSITIVE: Lines/key messages on noise complaints near Oshawa Airport / training school
Importance: High

Good afternoon S&S colleagues,

MinO has kindly requested some standard lines / key messages with regards to noise complaints pertaining to the Oshawa Airport/Training School, that can be used to

address stakeholders in Oshawa on March 31st. They've noted that they expect this topic to be raised as they've received several complaints.

Can the department please provide some standard lines / key messages on this subject by **tomorrow (March 30th) at 2pm?**

Please do not hesitate if you have any questions or concerns.

Thank you,

Sara Thomas

Coordination and Special Projects Officer
Issues Management Directorate, Deputy Minister's Office
Transport Canada | Government of Canada
sara.thomas@tc.gc.ca | Tel: 343-575-6374

Agente de coordination et des projets spéciaux
Bureau de la gestion des enjeux, Bureau des sous-ministres
Transports Canada | Gouvernement du Canada
sara.thomas@tc.gc.ca | Tél. : 343-575-6374

Key Messages: Noise complaints near Oshawa Airport / Training school

- Transport Canada is aware that noise from aircraft can be a concern for communities near airports.
- Noise management is a complicated and often difficult issue faced by airport authorities and communities. It is an issue that must be managed while ensuring that aviation safety and flight operations are not compromised.
- Transport Canada's experience has shown that noise issues are most effectively addressed at the local community level. We encourage residents to contact the airport manager directly to find a collaborative way to address the issue and find a solution.
- Transport Canada regulates civil aviation activities under the authority of the *Aeronautics Act* and the *Canadian Aviation Regulations*.
- According to these regulations, aircrafts are typically not permitted to fly below 1,000 feet above the highest obstacle in a built-up area, or elsewhere, closer than 500 feet to any person, vessel, vehicle or structure, except during take-off and landing.
- Under Section 602.15 (2)(b)(iv) of the *Canadian Aviation Regulations* additionally states that aircraft are able to fly at lesser distances, without creating a hazard to persons or property on the ground, when flight training is conducted by or under the supervision of a qualified flight instructor.
- If Transport Canada was to receive a complaint containing enough information to identify the pilot and verify that there was a contravention of the *Canadian Aviation Regulations*, an administrative monetary penalty may be issued or, depending on the nature and severity of the infraction, the pilot's license may be suspended. Transport Canada publishes a list of Corporate Offenders and Non-Corporate Offenders on its website to serve as a deterrent and to increase public awareness and education concerning aviation safety.
- If at any time residents suspect that a pilot is operating an aircraft in an unsafe manner and in contravention of the *Canadian Aviation Regulations*, we encourage them to record as much information as possible (e.g. date, time, registration number, colour of aircraft, other identifying marks) and provide those details to services@tc.gc.ca.

Transport Canada regulates civil aviation activities under the authority of the *Aeronautics Act* and the *Canadian Aviation Regulations*.

In Canada, aircraft are typically not permitted to fly below 1,000 feet above the highest obstacle in a built-up area, or elsewhere, closer than 500 feet to any person, vessel, vehicle or structure, except during take-off and landing. Section 602.15 (2)(b)(iv) of the *Canadian Aviation Regulations* additionally states that aircraft are able to fly at lesser distances, without creating a hazard to persons or property on the ground, when flight training is conducted by or under the supervision of a qualified flight instructor.

If Transport Canada was to receive a complaint containing enough information to identify the pilot and verify that there was a contravention of the *Canadian Aviation Regulations*, an administrative monetary penalty may be issued or, depending on the nature and severity of the infraction, the pilot's license may

be suspended. Transport Canada publishes a list of Corporate Offenders and Non-Corporate Offenders on its website to serve as a deterrent and to increase public awareness and education concerning aviation safety. The information is updated monthly: Aviation corporate offenders and Aviation non-corporate offenders.

If at any time residents suspect that a pilot is operating an aircraft in an unsafe manner and in contravention of the *Canadian Aviation Regulations*, we encourage them to record as much information as possible (e.g. date, time, registration number, colour of aircraft, other identifying marks) and provide those details to services@tc.gc.ca or complete an incident report using the online form: <http://www.wapps.tc.gc.ca/saf-sec-sur/2/IR-RI/av-i-r.aspx?lang=eng>.

From: Fox, Caroline (TC/TC)
Sent: Fri, 4 Aug 2023 16:29:21 +0000
To: TC.F NCR AAR Input / Contribution RCN F.TC
Cc: SS Information / Information SS
Subject: FOR ACTION: MPQ: Oshawa Airport Noise Study (11062)
Attachments: DS 22-12 Jan 5 2022 Oshawa Noise Study Final.pdf
Importance: High

Hi CivAv,

Please see below an MPQ being re-routed to HQ given that it has to do with the noise abatement process. Can you please confirm if you are best to lead on this?

Thank you,

Caroline

From: Thomas, Sara (TC/TC) <sara.thomas@tc.gc.ca>
Sent: Friday, August 04, 2023 10:37 AM
To: Easton, Amy (TC/TC) <amy.easton@tc.gc.ca>; Henderson, Olivia (TC/TC) <olivia.henderson@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>; TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>
Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>; XMSC-Chief, Chef <Chef.XMSC-Chief@tc.gc.ca>
Subject: RE: MPQ: Oshawa Airport Noise Study (11062)

Good morning Amy,

Thanks for letting us know. @TC.F NCR AA ADMO / BSMA RCN F.TC can you confirm that you will lead on the below tasking? Once confirmed we will update CCM accordingly.

Merci,

Sara Thomas

Coordination and Special Projects Officer
 Issues Management Directorate, Deputy Minister's Office
 Transport Canada | Government of Canada
sara.thomas@tc.gc.ca | Tel: 343-575-6374

Agente de coordination et des projets spéciaux
 Bureau de la gestion des enjeux, Bureau des sous-ministres
 Transports Canada | Gouvernement du Canada
sara.thomas@tc.gc.ca | Tél. : 343-575-6374

From: Easton, Amy (TC/TC) <amy.easton@tc.gc.ca>
Sent: Friday, August 04, 2023 10:30 AM
To: Henderson, Olivia (TC/TC) <olivia.henderson@tc.gc.ca>; TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMLIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>; TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; XMSC-Chief, Chef <Chef.XMSC-Chief@tc.gc.ca>
Subject: RE: MPQ: Oshawa Airport Noise Study (11062)

Good morning Olivia,

Our regional Civil Aviation group has advised that the noise abatement process is lead by the HQ Standards group, so they would be in a better position to address this and should be the lead on this MPQ, not Ontario region.

Let me know if you have further questions.

Amy Easton

A/Executive Service Officer, Regional Director General's Office - Ontario Region
 Transport Canada | Government of Canada
amy.easton@tc.gc.ca | Tel: 437-993-4685

A/Agente des services exécutives, Bureau du Directeur général régional - Région de l'Ontario
 Transports Canada | Gouvernement du Canada
amy.easton@tc.gc.ca | Tél: 437-993-4685

From: Henderson, Olivia (TC/TC) <olivia.henderson@tc.gc.ca>
Sent: Thursday, August 03, 2023 4:49 PM
To: TC.F ONT PX RDGO / BDGR PX F.TC <ONTPXRDGO-BDGRPX@tc.gc.ca>
Cc: TC.F NCR XM Issues Management / Gestion des enjeux XM RCN F.TC <XMLIssuesManagement-GestiondesenjeuxXM@tc.gc.ca>; TC.F NCR AA ADMO / BSMA RCN F.TC <AAADMO-BSMA@tc.gc.ca>; XMSC-Chief, Chef <Chef.XMSC-Chief@tc.gc.ca>
Subject: MPQ: Oshawa Airport Noise Study (11062)

Good afternoon Ontario region colleagues,

We have received an MPQ pertaining to the following:

Constituents have expressed concerns about noise levels and the frequency of flights for the flight training schools at the Oshawa airport.

The City of Oshawa Council Development Services Committee sent the results of a noise study at the Oshawa Airport (attached) in March 2022 to the department and are looking for a response.

The individuals are looking for a status on the report and a clarification on the process/timelines for those engaged with the issue.

Would it be possible for the team to please provide background information that MinO can share with the MP?

Due date: Thursday, August 17, 2023

Thank you,

Olivia Henderson (she/her/elle)
Coordination and Special Projects Officer
Issues Management Directorate, Executive Office
Transport Canada
Cell: 613-558-7750

Agente de coordination et des projets spéciaux
Direction de la gestion des enjeux, Bureau de la haute direction
Transports Canada
Cell: 613-558-7750

The following request has been assigned to you for appropriate action in Tasking Database. To access it, click on the « GOTO » link.

La demande suivante vous a été transférée pour exécution dans la base de données des tâches. Pour y accéder, cliquez sur le lien « GOTO ».

=====

Tasking # / No de tâche: **TASK-011062**

Request Type / Type de demande: MPQ

Topic / Sujet: MPQ: OSHAWA AIRPORT NOISE STUDY

Assigned To / Assigné à: PX

Submit By / Date de soumission: **8/17/2023**

Request / Demande: PLEASE FIND ALL CONTEXT IN TASKING EMAIL.

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<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fccmenterprise.tc.gc.ca%2FEnterprise%2FServices%2FAuthorization%2FLogin%3Frootid%3D16735318%26segmentid%3D2989866&data=05%7C01%7Ccolivia.henderson%40tc.gc.ca%7C056c46a9a231457238fc08db945ee425%7C2008ffa9c9b24d979ad94ace25386be7%7C0%7C0%7C638266907502335472%7CUnknown%7CTWfpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjojV2luMzliLCJBTiI6lk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=dDLW1zA%2BywU2K%2BZc8cmEMi3bhopsjCn194jEnh%2B%2BtM%3D&reserved=0>



Public Report

To: Development Services Committee

From: Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Report Number: DS-22-12

Date of Report: January 5, 2022

Date of Meeting: January 10, 2022

Subject: Oshawa Executive Airport Air Quality and Noise Study

Ward: Ward 2

File: F-2510-0015

1.0 Purpose

The purpose of this Report is to provide the details of Phase 2 of the Air Quality and Noise Study that was undertaken for the Oshawa Executive Airport (the "Airport") between July and early September of 2021.

On June 24, 2019, Council considered Report DS-19-128 dated June 19, 2019 which advised Council that the Commissioner of Development Services recommended R.W.D.I. Consulting Engineers and Scientists ("R.W.D.I.") as the preferred consultant based on its proposal including experience and passed the following resolution:

"That Report DS-19-128 dated June 19, 2019 concerning proposals for an Air Quality Assessment and Noise Study at the Oshawa Executive Airport be received for information."

R.W.D.I. was subsequently retained by the Airport Manager and proceeded to prepare the requisite studies. R.W.D.I.'s air quality monitoring took place at four locations near the end of the runways between July 4 and September 22 of 2019. Similar to the air quality monitoring program, R.W.D.I.'s noise monitoring took place at four locations near the end of the runways between July 4 and October 11 of 2019.

Staff were subsequently directed by Council on October 15, 2019 to expand the scope of work to include a second phase, involving noise and air quality monitoring in the residential areas surrounding the Airport.

On March 29, 2021, Council considered Report DS-21-44 dated March 3, 2021 which presented Council with a draft proposed 2021-2022 Oshawa Executive Airport action plan ("Draft Proposed Action Plan") in lieu of an Airport Business Plan for the balance of this term of Council. Included in the report was a status update containing the results of

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R.W.D.I.'s initial phase of noise and air quality monitoring conducted in 2019. Also identified in the report were 14 separate draft proposed action items, of which one (Item 5) was to complete Phase 2 of the Air Quality and Noise study with data to be collected from within the residential community surrounding the Airport in July and August of 2021.

On May 10, 2021, the Development Services Committee held a public meeting for the purpose of receiving input on the Draft Proposed Action Plan. Based on input received during the meeting, four proposed locations for the noise monitoring units and the air quality monitoring units were identified.

On June 21, 2021, pursuant to Memorandum DS-21-137 dated June 2, 2021, Council endorsed the 2021-2022 Oshawa Executive Airport Action Plan (the "Action Plan"), including Item 5 directing staff to undertake Phase 2 of the Air Quality and Noise Study.

Subsequent to Council's endorsement of the Action Plan, staff solicited feedback on the proposed monitoring locations from all community members who had attended any of the Airport-related meetings since the Airport Community Liaison Committee ("A.C.L.C.") hosted a Town Hall meeting on September 24, 2019 to obtain public input on what should be included or addressed in the next Airport Business Plan update. In addition, the owners of all properties within a general one block radius of the proposed air quality monitoring locations were provided the opportunity to comment on the proposed monitoring locations.

Ultimately, based on the input received from the community, the monitoring locations were updated to include a fifth location each for an additional noise and air quality monitoring unit, and one air quality monitoring unit was relocated from Reservoir Park to a Somerville Street location.

Phase 2 of R.W.D.I.'s air quality monitoring took place between July 8 and September 10 of 2021.

Phase 2 of R.W.D.I.'s noise monitoring took place between July 6 and September 13 of 2021.

The second phase of monitoring was initially planned for 2020. However, the monitoring program was postponed due to the onset of the COVID-19 pandemic.

Attachment 1 is Report DS-19-128 dated June 19, 2019 outlining the proposals received from consultants to undertake an updated Air Quality Assessment Study and Noise Study for the Airport. Owing to its size it is not attached but can be viewed at the following link: http://app.oshawa.ca/agendas/Development_Services/2019/06-24/REPORT_DS-19-128.pdf.

Attachment 2 is a map showing the runways, taxiways and noise berms at the Airport.

Attachment 3 is a study entitled "Oshawa Executive Airport Air Quality Monitoring", dated October 28, 2020, prepared by R.W.D.I. outlining the results of the initial phase of air quality monitoring undertaken by R.W.D.I. on the Airport property. Owing to its size it is not attached but the entire study can be viewed at the following link (and is identified as

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Attachment 8 to Report DS-21-44):

http://app.oshawa.ca/agendas/development_services/2021/03-08/report_ds-21-44.pdf.

Attachment 4 is a study entitled "Oshawa Executive Airport Noise Monitoring", dated October 28, 2020, prepared by R.W.D.I., outlining the results of the initial phase of noise monitoring undertaken by R.W.D.I. on the Airport property. Owing to its size it is not attached but the entire study can be viewed at the following link (and is identified as Attachment 9 to Report DS-21-44):

http://app.oshawa.ca/agendas/development_services/2021/03-08/report_ds-21-44.pdf.

Attachment 5 is a copy of the revised proposal by R.W.D.I. dated October 28, 2020 to address air quality and noise matters at the Airport, to be based on further air quality and noise monitoring including monitoring at locations in the residential area surrounding the Airport.

Attachment 6 is a map showing the general location of the noise complaints received by the City in the areas surrounding the Airport for the period between January 1, 2020 and April 20, 2021.

Attachment 7 is map showing the original four proposed locations selected for both the air quality and noise monitoring units.

Attachment 8 is a copy of a letter providing information on Phase 2 of the Air Quality and Noise Study and outlining the original four proposed locations selected for both the air quality and noise monitoring units. The letter was emailed on June 24, 2021 to all community members who had attended any of the Airport-related meetings since the Airport Community Liaison Committee ("A.C.L.C.") Town Hall meeting of September 24, 2019, and also was mailed out to the owners of properties within a general one block radius of the air quality monitoring units.

Attachment 9 is a map showing the updated and final five locations selected for both the air quality and noise monitoring units.

Attachment 10 is a copy of an updated letter mailed out to properties within a one block radius of the air monitoring units providing information on Phase 2 of the Air Quality and Noise Study and outlining the updated and final five locations selected for both the air quality and noise monitoring units.

Attachment 11 is a copy of a report entitled "Oshawa Executive Airport Ambient Air Quality Monitoring", dated January 2, 2022, prepared by R.W.D.I. outlining the results of Phase 2 of air quality monitoring undertaken by R.W.D.I. in residential areas generally southwest, south, southeast and east of the Airport. Owing to its size the appendices have been removed from the report and do not form part of the attachment. However, the entire report is available for viewing at City Hall. To make a viewing appointment, please contact Service Oshawa. Alternatively, the entire report can be viewed at the following link: <https://www.oshawa.ca/business-and-investment/resources/airport/Oshawa-Executive-Airport-Phase-2-Air-Quality-Monitoring-Report.pdf>.

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Attachment 12 is a copy of a report entitled "Oshawa Executive Airport Noise Study", dated January 2, 2022, prepared by R.W.D.I. outlining the results of Phase 2 of noise monitoring undertaken by R.W.D.I. in the residential areas generally southwest, south, southeast and east of the Airport. Owing to its size the appendices have been removed from the report and do not form part of the attachment. However, the entire report is available for viewing at City Hall. To make a viewing appointment, please contact Service Oshawa.

Alternatively, the entire report can be viewed at the following link:

<https://www.oshawa.ca/business-and-investment/resources/airport/Oshawa-Executive-Airport-Phase-2-Noise-Monitoring-Report.pdf>.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

That, pursuant to Report DS-22-12 dated January 5, 2022, Development Services staff be directed to include the finalized Air Quality and Noise Study reports for Phases 1 and 2 of the study, as generally outlined in Report DS-22-12, as supplemental information in the City's forthcoming submission to Transport Canada under the Advisory Circular AC-302-002 process for the establishment of new noise abatement procedures at the Oshawa Executive Airport.

3.0 Executive Summary

Not Applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Airport Manager
- R.W.D.I.
- H.M. Aero Aviation Consulting

5.0 Analysis

5.1 Phase 1 of the Air Quality and Noise Study (2019)

On June 24, 2019, Council considered Report DS-19-128 dated June 19, 2019 (see Attachment 1), a report of the Commissioner of Development Services, which advised Council that the Commissioner of Development Services recommended R.W.D.I. as the preferred consultant based on its proposal including experience and passed the following resolution:

"That Report DS-19-128 dated June 19, 2019 concerning proposals for an Air Quality Assessment and Noise Study at the Oshawa Executive Airport be received for information."

R.W.D.I. was subsequently retained by the Airport Manager and proceeded to prepare the requisite studies.

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R.W.D.I.'s air quality monitoring took place at four locations near the end of the runways between July 4 and September 22 of 2019. The four locations for the monitoring were chosen to be just off the ends of the runways. This was in consideration of the fact that based on R.W.D.I.'s experience and the numerical dispersion modelling done previously, these locations would be expected to have the greatest concentrations of aircraft related pollutants. The monitoring showed very low levels of all pollutants. All measured pollutants were below the Province of Ontario's Ambient Air Quality Criteria. The low-level results did not show any significant differences between the different stations which would suggest that the greatest impact on air quality was the general background levels.

Similar to the air quality monitoring program, R.W.D.I.'s noise monitoring took place at four locations near the end of the runways between July 4th and October 11th of 2019. The monitoring was undertaken as an investigation into current conditions.

The detailed daily analysis showed that where there was a consistent runway in use, the difference between the active and non-active runway location was roughly 10 decibels (dBA), or an order of magnitude in terms of sound pressure levels over the daytime period. The differences between the takeoff end of the runway and the landing end of the runway was typically between 2 and 4 dBA which is roughly equivalent to double the sound pressure level. The station at the threshold of Runway 12 (see Attachment 2) had the highest minimum value, which was due to the proximity of Thornton Road North and Taunton Road West.

Data based on the preliminary work on these monitoring exercises was presented to the public at the A.C.L.C. Town Hall meeting held on September 24, 2019.

The final results of the initial phase of monitoring, based on monitoring stations installed by R.W.D.I. on the Airport property near the ends of runways, are contained in the following two studies:

1. Oshawa Executive Airport Air Quality Monitoring, dated October 28, 2020, prepared by R.W.D.I. (see Attachment 3); and,
2. Oshawa Executive Airport Noise Monitoring, dated October 28, 2020, prepared by R.W.D.I. (see Attachment 4).

Common themes raised at the Town Hall Meeting were noise and air quality. Some initial comments suggested that the data collection methodology needed to be updated with increased and preferred data source points, reflecting a desire for monitoring to be completed in the surrounding residential community as opposed to the monitoring locations on the Airport property.

Staff were subsequently directed by Council on October 15, 2019 to expand the scope of work to include a second phase, involving noise and air quality monitoring in the residential areas surrounding the Airport.

5.2 Phase 2 of the Air Quality and Noise Study (2021)

On October 15, 2019, City Council considered and adopted the following motion as Item DS-19-183, in response to comments submitted at the Town Hall meeting held on September 24, 2019:

“Whereas on September 24, 2019 the Airport Community Liaison Committee hosted a Town Hall meeting to obtain public input on what should be included or addressed in the 2020-2024 Airport Business Plan; and,

Whereas, approximately 175 people attended the Town Hall meeting which included Oshawa residents, aviation industry representatives and other stakeholders; and,

Whereas, a number of Oshawa residents passionately and clearly expressed significant concerns with airport noise, safety and air quality and, in particular, concerns with the amount of flight training aircraft traffic and the circuit patterns and operating hours of flight training aircraft traffic; and

Whereas, it is extremely important that there be a better balance and respect to the Oshawa residents quality of life while continuing to recognize the economic benefits of the Oshawa Executive Airport;

Therefore, be it resolved:

1. That Development Services staff be directed to review the issues raised at the September 24, 2019 Airport Community Liaison Committee Town Hall meeting and specifically review issues concerning flight training with a view of reducing the amount of flight training aircraft traffic, altering the circuit patterns, addressing hours of operation, addressing noise mitigation opportunities and obtain input from NAV Canada and Transport Canada as appropriate in order to provide better balance and respect of Oshawa residents quality of life; and
2. That Development Services staff be directed to expand the scope of work related to noise and air quality monitoring to include noise and air quality monitoring in the residential areas surrounding the Oshawa Executive Airport, that the work be advanced consistent with Purchasing By-law 45-2016, and that such funds required for this expanded scope of work come from an appropriate account determined by the Commissioner of Finance/Treasurer; and,
3. The staff be directed to host a series of small workshops (e.g. maximum of 20 participants) with residents, airport businesses and stakeholders to discuss matters related to a number of questions raised at the Town Hall meeting before any draft Airport Business Plan is presented to Development Services

Committee with the number of workshops and their form and content to be the satisfaction of the Commissioner of Development Services; and,

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4. That staff be directed to prepare an information report outlining the current status of the agreement between Oshawa and the Federal Government and any concerns that staff feel should be addressed prior to initiating discussions with Transport Canada and the Federal Government regarding the terms of the 1997 Operating Agreement for the Oshawa Executive Airport including but not limited to termination dates; and,
5. That a copy of this resolution be sent to the Prime Minister, the Federal Minister of Transport and all Durham Region M.P.s, Transport Canada and Nav Canada after the October 21, 2019 Federal Election.”

In accordance with Item 2 of the above noted resolution, Development Services staff, with the assistance of the City's Airport Manager and R.W.D.I., undertook to expand the scope of work with respect to air quality and noise monitoring to include a second phase, involving noise and air quality monitoring in the residential areas surrounding the Airport.

The second phase of monitoring was initially planned for 2020. However, the monitoring program was postponed due to the onset of the COVID-19 pandemic. At the virtual Workshops held on September 29, 2020 and October 1, 2020 to further discuss matters initially raised at the September 24, 2019 Town Hall meeting, it was noted that collecting data during the pandemic when flight training activity should be lower was not preferred.

In October of 2020, staff obtained an updated proposal from R.W.D.I. to undertake Phase 2 of the noise and air quality study findings with increased and preferred data collections sources (see Attachment 5). Based on the experience with flight training aircraft activity throughout the entirety of 2020, it is evident that apart from the initial lockdown phase of the pandemic, flight training activity during the pandemic was not appreciably lower.

5.3 Site Selection for Phase 2 of the Air Quality and Noise Study Data Collection

On March 29, 2021, Council considered Report DS-21-44 dated March 3, 2021 which presented Council with the Draft Proposed Action Plan in lieu of an Airport Business Plan for the balance of this term of Council. Included in the report was a status update containing the results of R.W.D.I.'s initial phase of noise and air quality monitoring conducted in 2019. Also identified in the report were 14 separate draft proposed action items, of which one (Item 5) was to complete Phase 2 of the Air Quality and Noise Study with data to be collected from within the residential community surrounding the Airport in July and August of 2021.

On May 10, 2021, the Development Services Committee held a public meeting for the purpose of receiving input on the Draft Proposed Action Plan.

During the May 10, 2021 public meeting, a map was presented outlining the primary areas from which the community noise complaints were received for the period between January 1, 2020 and April 20, 2021 (see Attachment 6).

Based on input received during the meeting, four proposed locations in proximity to the Airport for the air quality and noise monitoring units were selected and a map was

Report to Development Services Committee
Meeting Date: January 10, 2022

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prepared showing the proposed locations (see Attachment 7). The four air quality monitoring units were proposed to be installed in Deer Valley Park, Bermuda Park, Reservoir Park and on Marigold Avenue. The four noise monitoring units were proposed to be installed in locations on Revelstoke Court, Barbados Street, Bedford Avenue and Juniper Street.

On June 21, 2021, pursuant to Memorandum DS-21-137 dated June 2, 2021, Council endorsed the Action Plan, including Item 5 directing staff to undertake Phase 2 of the Air Quality and Noise Study.

On June 24, 2021, the location map identified above (Attachment 7) along with an information letter was emailed to all community members who had attended any of the Airport-related meetings since the A.C.L.C. Town Hall meeting of September 24, 2019, and also was mailed to the owners of properties within a general one block radius of the noise and air quality monitoring units (see Attachment 8).

Individuals were requested to provide input on the proposed locations by Friday, July 2, 2021. Based on input received following the circulation of the information, the monitoring locations were updated to include a fifth location on Woodlea Crescent for an additional noise and air quality monitoring unit. One of the proposed locations for the air quality monitoring units was moved from Reservoir Park to a Somerville Street location, and one of the proposed locations for the noise monitoring units was moved from Bedford Avenue to a Bessborough Drive location (see Attachment 9).

On July 7, 2021, a revised map and information letter was emailed to all community members who had attended any of the Airport-related meetings since the A.C.L.C. Town Hall meeting of September 24, 2019, and also was mailed to the owners of properties within a general one block radius of the noise and air quality monitoring units (see Attachment 10).

Phase 2 of the air quality monitoring component of the study commenced on Tuesday, July 8, 2021 and continued until Sunday, September 10, 2021. Phase 2 of the noise monitoring component of the study commenced on Tuesday, July 6, 2021 and continued until Monday, September 13, 2021.

5.4 Air Quality Study Results

R.W.D.I.'s air quality monitoring took place at five locations covering areas of the residential community generally situated southwest, south, southeast and east of the Airport, between July 8 and September 10 of 2021. The monitoring showed very low levels of all pollutants. All measured pollutants were below the Province of Ontario's Ambient Air Quality Criteria. The low-level results did not show any significant differences between the different stations. This suggests that the greatest impact on air quality was the general background levels that typically exist in an urban area from various sources, most notably general air pollution from automobiles.

5.5 Noise Study Results

Similar to the air quality monitoring program, Phase 2 of R.W.D.I.'s noise monitoring took place at five locations covering areas of the residential community generally situated southwest, south, southeast and east of the Airport, between July 6th and September 13th of 2021. The monitoring was undertaken as an investigation into current conditions.

The sites chosen were all residential rear yard locations, located away from front or exterior yards adjacent to roads, which was intended to demonstrate actual impacts in the community. The sites were all in low density subdivisions on properties adjacent to local roads rather than collector or arterial roads. A notable urban "hum" was measured at all five locations. There was also fairly constant background noise emanating from air conditioners and other domestic mechanical equipment at the sites.

The relevant provincial noise guidelines do not apply in this case. The Noise Exposure Forecast (N.E.F.) standards are not directly comparable to Equivalent Sound Level (L.E.Q.) measurement data, although as a rough conversion the N.E.F. 35 limit is generally comparable to a 24-hour L.E.Q. limit of 67 dBA. All of the 24-hour L.E.Q. measurements were below this level.

There is undoubtedly noise impact from aircraft at all the locations, but it is not definitively obvious from the measured data. All of the locations show generally high levels of ambient noise. There is certainly a fairly high level of background noise due to the urban hum, mechanical noise, and other domestic sounds. The night-time values are high even though aircraft movements for the Airport are sparse during night-time hours. In the comparative assessment of high traffic days, data from August 5, 2021 and August 6, 2021 would indicate that high aircraft volumes add roughly 3 to 5 dBA at receptors on the flight path which equates to roughly a doubling of the sound pressure level. The August 25, 2021 and August 31, 2021 data does support that hypothesis also but only at the Revelstoke and Barbados stations which were on take-off paths on those days. No 24-hour L.E.Q. measurements above 67 dBA were recorded. As a result, the N.E.F. assessment that allowed development at the monitoring locations is still valid.

For comparative purposes, it is noted that there were many occurrences where the measured values were above the levels contained in the guidelines used by the World Bank to assess noise associated with new industrial and infrastructure developments, to ensure that lenders do not sponsor projects that cause problems in existing communities. However, this is not an applicable standard and it is presented for comparative purposes only.

5.6 Next Steps

The finalized Air Quality and Noise Study reports for Phases 1 and 2 of the study will be included as supplemental information in the City's submission to Transport Canada as part of the Advisory Circular 302-002 process to establish new noise abatement procedures at the Oshawa Executive Airport. H.M. Aero Aviation Consulting has reviewed the contents of both the noise and air monitoring reports and concur with the inclusion of both reports as appendices to the Transport Canada submission regarding Advisory Circular AC-302-002.

6.0 Financial Implications

The cost of Phase 1 of the Air Quality and Noise Study was \$69,800 plus H.S.T.

The cost of Phase 2 of the Air Quality and Noise Study was \$104,800 plus H.S.T.

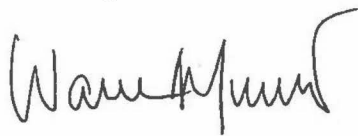
In addition to the costs noted above, the Airport needed to provide power at each of the monitoring locations at a total combined cost of approximately \$10,000.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation in this Report advances the Accountable Leadership, Economic Prosperity and Financial Stewardship, and Environmental Responsibility goals of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Item: DS-22-12
Attachment 2

Subject: Oshawa Executive Airport Air Quality and Noise Study
Address: Ward 2
File: F-2510-0015

City of Oshawa
Development Services Department



REVISED PROPOSAL



Oshawa Airport Air Quality and Noise Monitoring

OSHAWA, ONTARIO

AIR QUALITY & NOISE MEASUREMENT PROPOSAL

RWDI #1903663JD

October 28, 2020

SUBMITTED TO

Stephen Wilcox, A.A.E.

Airport Manager

swilcox.oshawa.ca

SUBMITTED BY

John DeYoe, d.E.T., B.A.

Senior Consultant / Principal

john.deyoe@rwdi.com

Total Aviation and Airport Solutions

1200 Airport Blvd. Suite 200

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L1J 8P5

T: 905.576.8146 x 3858

RWDI

600 Southgate Drive,

Guelph, Canada, N1G 4P6

T: 519.823.1311

F: 519.823.1316

REVISED PROPOSAL

Dear Stephen,

In response to your recent enquiries regarding ambient air quality and noise monitoring in the community around the Oshawa Executive Airport site, we are pleased to submit this proposal. RWDI has performed thousands of air quality and noise projects. The request to complete the community monitoring was in response to comments received from a public meeting forum.

Thank you for the opportunity to present this proposal. Should you have any questions or require additional information on any aspect of this proposed work, feel free to give me a call at 1-519-823-1311 x 2258. We look forward to working with you on this project.

Yours very truly,

A handwritten signature in black ink, appearing to read 'John DeYoe', written in a cursive style.

John DeYoe, B.A.
Project Director / Principal

JD

REVISED PROPOSAL

SCOPE OF WORK

Total Aviation and Airport Solutions (TAAS) has contacted RWDI to complete an ambient air quality monitoring and noise program near the Oshawa Airport. TAAS is planning to conduct air quality and noise monitoring at four locations. Four locations will be in the residential area surrounding the airport or near the ends of runways. The monitoring results will be compared to specific requirements relating to air quality as outlined in the Ministry of Environment Conservation and Parks (MECP) Ambient Air Quality Criteria (AAQC). The proposed monitoring would take place for a 2-month period. The monitoring stations will consist of High-Volume Air Samplers (Hi-Vol) for Total Suspended Particulate (TSP) which will also capture the airborne lead portion. The sampling stations will also have passive samplers for nitrogen dioxide. The TSP/lead samples will be taken for a 24-hour duration, once every other day. Though a different sampling schedule can be worked out if requested. The passive nitrogen dioxide samples are one month in duration.

Air Quality Parameters

The parameters examined in the Environmental Assessment (EA) are listed below:

Pollutant	Averaging Period	AAQC
		($\mu\text{g}/\text{m}^3$)
Total Suspended Particulate (TSP)	24-hour	120
	Annual	60
Lead	24-hour	0.5
	30-day	0.2
Nitrogen dioxide (NO ₂)	1-hour	400
	24-hour	200

Noise Parameters

The noise emanating from airports does not fall under the NPC-300 noise guideline limits and it would be anticipated that the noise levels would be above the exclusion limits listed. Airports are exempted from the process, as are roadways and railways.

Class 2 Limit	Time of Day	Exclusion Limit
One-Hour LEQ	700- 1900	50
	1900-700	45

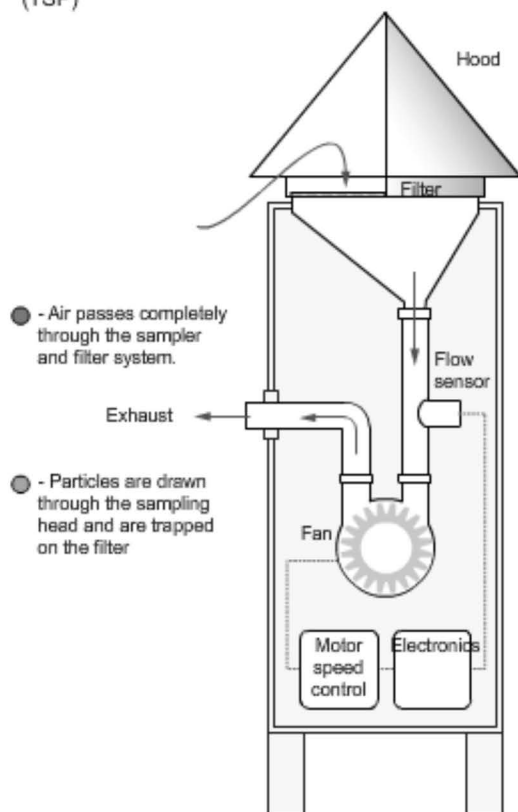
Assuming Classification as a Class 2 area. Simplified limit. Equivalent Sound Level (LEQ).

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Particulate Matter/Lead

We are proposing to use standard Hi- Volume Air Samplers (Hi-Vols) for particulate and lead. We are also proposing to monitor Total Suspended Particulate (TSP) using one of these instruments. The samples will be collected on pre-weighed quartz filters. The filters will be conditioned and weighed after sampling to determine mass gain (TSP concentration) and an aliquot of the filter will be extracted and analyzed using atomic absorption techniques to determine lead concentrations. All sampling and analytical techniques will comply with the Ministry of Environment's Operations Manual for Air Quality Sampling and USEPA Method IO-2. The duration of sampling is assumed to be 2-months with a sampling frequency of every other day. This can of course be altered if requested and pricing will be altered accordingly.

High volume sampler
for Total Suspended Particulates
(TSP)



Schematic



Photograph

Hi- Volume Air Sampler

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Gaseous Pollutants

In addition to the particulate monitoring, we will complete monitoring for Nitrogen dioxide (NO₂) at the monitoring locations. The monitoring is proposed to be completed with passive air samplers. The samplers will be installed and will take a single one-month long integrated sample. This method is used in several locations in North America and Europe. It requires no shelters or power and provides a good indication of potential impacts. The ambient air diffuses across a special membrane to react with the sample media. The samples will be sent to Maxxam Laboratories in Edmonton, Alberta to be analyzed. Once the mass of pollutant in the media is determined, the average concentration of pollutant in the air, over a one-month period, is calculated from the known diffusion rate.



Passive Air Samples

Meteorological Measurements

Wind speed and direction data will be compiled from the data collected at the airport for interpretation of the air quality sampling results.

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Noise Measurements

Sound level measurements will be recorded with either Bruel & Kjaer or Larson Davis instrument fitted with a Class 1 microphone. The instrument will record one-hour LEQ values for the duration of the project.

Definition: Equivalent Sound Level (LEQ): An energy-average sound level taken over a specified period of time. It represents the average sound pressure encountered for the period. The time period is often added as a suffix to the label (i.e., $L_{eq}(24)$ for the 24-hour equivalent sound level). L_{eq} is usually A-weighted. An L_{eq} value expressed in dBA is a good, single value descriptor of the annoyance of noise.

RWDI will supply more sophisticated sound level meters that will also record sound if there any periods are above the guideline values. This will allow us to determine if elevated levels are related to airport or non-airport activities. If the measurements reveal levels that are above guideline values the audio recordings for those periods will be reviewed.

The records of aircraft movements during the monitoring period will also be gathered. The movements will be compared to levels assumed for the Environmental Assessment to compare measured data with the predictive modelling that RWDI completed previously. The levels will also be compared to NPC-300 guideline values.

Measurement Locations

One air quality and one noise station will be installed near four locations that will be on the flight paths near the end of the runways along flight paths. The noise and air quality stations should be separated by roughly 100 metres so that the noise from the air sampling does not interfere with the noise measurements. The noise locations do not necessarily require electrical power however the air quality stations will require electrical power. It would be best if the air quality stations were sited on rooftops though it is not strictly required. The noise stations would be better sited at ground level.

Timing of Sampling

There have been some discussions as to what the timing of the sampling campaign. Currently it is planned to start monitoring for the summer flying season. This means that the site selection process needs to start as soon as possible

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Schedule

RWDI can begin monitoring within three weeks of securing the monitoring location and authorization.

A report will be issued at the conclusion of the monitoring though updated results will be sent on an on-going basis via email. The report will contain summaries of measured data, comparison to Ambient Air Quality Criteria and noise guidelines, graphics showing instrument location and details regarding conditions during the measurement will also be included. The report will contain all measured data in tabular form and will contain analysis of pollutant concentrations with meteorological conditions. The report will also contain a comparison to predicted levels from the EA report.

Siting Considerations

Please note that it is assumed that the airport staff and/or the municipality will be the key decision makers in the site selection process with input from RWDI. Currently the municipality is undertaking a mapping of complaints to determine locations of complaint clusters to better accommodate public concerns. RWDI will be required to examine candidate locations and negotiate with land owners, there will be additional charges that are not included in our currently proposed scope of work which will be billed on a time rate basis. Additionally, if there are costs associated with obtaining electrical power or security requirements (fencing), these will be billed additionally.

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BUDGET

RWDI's fixed fee cost for completing the scope of work as defined \$75,000, which includes professional fees and expenses but is exclusive of applicable taxes. This does not include the site selection process which will be billed on a time rate basis. If the frequency or duration of the sampling is altered the pricing can be adjusted.

Expenses

Hi-Vols (8) @ \$300/month	\$5,300
Passives	\$800
Travel	\$3,200
Laboratory (10% blanks)	\$16,300
Hardware	\$1,200
Sound Level Meters	\$8,800
Total Expenses	\$35,600

Fees

Startup	\$1,800
Bench test/ Install	\$8,700
Sampling	\$14,100
Data Management/Analysis/Updates	\$7,700
Reporting	\$9,800
Total Fees	\$44,100

TOTAL COST **\$79,700**

Site Selection and Preparation (Time rate basis) \$10,000 (est.)

Please note that the pricing assumes 4 stations each for air quality and noise. The program may be altered to reduce the number of stations and the costing will be reduced accordingly if this is the case.

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WORKING WITH RWDI



THE PEOPLE

RWDI is an environmental and engineering consultancy located in Guelph, Ontario. RWDI enjoys a trusted 45-year reputation for our deep knowledge and sophisticated technology solutions for wind engineering and environmental projects. From offices in Canada, United States of America, England, India and Asia, our consultants meet the world's most complex air quality and noise challenges with experience, knowledge and superior service.

Additional details on company experience and Resumes are provided in the, attachments.

RWDI has completed thousands of air quality assessments. John DeYoe will act as project manager and senior specialist on the project. Other RWDI staff will help as required.

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LETTER OF AGREEMENT

We hereby authorize Rowan Williams Davies & Irwin Inc. (RWDI) to provide the services outlined in this proposal, reference #1903663JD, dated January 29, 2020 This Letter of Agreement together with the terms noted in the proposal constitutes the entire agreement. Please initial the options you would like to authorize. No other agreement shall take precedence unless agreed to by both parties in writing.

_____ Name (Please Print)	_____ Company
_____ Title	_____ Date
_____ Signature (I am authorized to bind this corporation)	

RWDI and the Client agree that this Proposal may be communicated and/or accepted by email or facsimile transmission and that the said communication and/or acceptance shall be legal and binding upon RWDI and the Client. RWDI and the Client further agree that reproductions of signatures by telecommunications will be treated as original signatures.

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RWDI aims to accommodate. If you require this document in a different format in order to aid accessibility, please contact the sender of this document, email solutions@rwdi.com or call +1.519.823.1311

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SUPPLIER PROFILE

CORPORATE BACKGROUND

The RWDI Group of Companies is an international consulting engineering company, specializing in environmental and wind engineering. Founded in 1972, we have a trusted reputation for delivering understandable and useful results to a wide variety of clients, including government agencies, architects/ engineers, and industry. The RWDI Group of Companies employs over 300 professional engineers, scientists, and technologists that are focused on excellence, accountability and responsiveness in all that we do.

RWDI AIR Inc. (RWDI) is part of the RWDI Group of Companies, which enjoys a trusted 46-year reputation for our deep knowledge and sophisticated technology solutions for complex environmental and engineering problems. RWDI is 100 % owned by the RWDI Group of Companies and both companies are private corporations that are headquartered in Guelph, Ontario.

RWDI is one of Canada's largest air quality modelling and measurement consulting firms, with offices and staff in Guelph, Dartmouth, Windsor, Ottawa, Calgary, Victoria, Vancouver, and Thunder Bay. RWDI's proven track record and years of permitting work have built an excellent reputation with clients and regulatory agencies across Canada and around the world. Numerical modelling and ambient monitoring have been core competencies at RWDI for over 25 years.

Our resources include a full suite of state-of-the-science air quality modelling software, specialized ambient and stack testing measurement equipment, our extensive reference library, and of course, our versatile expert staff that are specialized in air quality modelling and monitoring. Company Brochures are included in **Appendix A**.

With our extensive knowledge of meteorology, industrial processes, atmospheric chemistry, and regulatory guidelines, we provide another level of service that few competitors can match. We understand that our clients not only require accurate measurements, but also that the data is interpreted and communicated back to the client in an appropriate manner. Public presentation of results is another client service RWDI provides and ambient monitoring is one of the most credible demonstrations of compliance for open houses, public liaison committees, etc.

RWDI's extensive experience allows us to provide the results our clients' need, from simple permitting and approvals through extensive sampling programs and monitoring networks, public presentations and expert witness testimony. We pride ourselves on our ability to provide you with easy to understand data and advice - "... complicated issues made simple".

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BC HYDRO SITE C RESERVOIR

2009 TO PRESENT

RWDI installed and is maintaining a network of four ambient air quality stations and six meteorological stations for BC Hydro's Site C Clean Energy Project. The network has been upgraded and modified to align with changing regulatory requirements. The Site C monitoring network was initially installed to collect baseline data to be used in the environmental effects assessment for the proposed project. RWDI was retained to continue operation/maintenance of the monitoring network, and currently provides this service through our partnership with the Halfway River First Nation.

Currently, the main purpose of this network is to monitor the effects of project construction on air quality as it relates to protecting the health of surrounding communities, including First Nations. As such, the analyzers are maintained and audited to BC Ministry of the Environment standards, and data is shared for use on the BC MOE's near real time air quality data portal, which is accessible to the public. Climate/meteorological data is also being collected for baseline purposes, to compare with data to be collected once the dam is in place, to determine the effects of the reservoir on local microclimate, which is an important consideration for agriculture in the area.

The network currently consists of ten monitoring stations in the Fort St. John and surrounding area. Station data is collected on a continuous basis for the following parameters:

- particulate matter including PM₁₀ and PM_{2.5};
- gases including NO_x, SO₂ and CO; and
- climate/meteorological parameters including wind speed, wind direction, air temperature, precipitation, relative humidity, barometric pressure, all solar radiation components, turbulent flux, visibility, soil temperature, soil moisture and soil heat flux.

RWDI utilizes local staff in Fort St. John, and the RWDI Vancouver and Calgary offices and our in-house remote diagnostics/repair system ("Hornet") to efficiently and effectively troubleshoot and administer repairs, to allow for maximum analyzer up time.

The data is collected remotely, reviewed and validated. Both live and validated datasets are available for client viewing on RWDI's Envision data portal. Current data completeness is typically above 90% which is well above the required 75% minimum. The live data is also used with RWDI's Envision alerting system, which is programmed to send a text or email alert to BC Hydro and the construction contractors if particulate or gas levels are approaching allowable ambient objectives. Annual reports are created that summarize all of the readings taken each year and provide a discussion with respect to compliance and annual trends.

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Example of Site C meteorological station



Example of Site C gas monitors

RESOLUTE FOREST PRODUCTS INC. – THUNDER BAY, ON

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2003 TO PRESENT



RWDI was initially retained by Bowater Canadian Forest Products (now Resolute Forest Products Inc.) to manage budget requirements, final siting details and data management options for two ambient air quality monitoring stations to be operated by Bowater in Thunder Bay. Bowater and RWDI entered into a 10-year agreement whereby RWDI would be responsible for the procurement and commissioning of the two new ambient stations, and the routine maintenance and calibration of the instruments within the stations. Furthermore, RWDI is responsible for data acquisition, quality control and quality assurance as they relate to the data handling and any required reporting (e.g., quarterly, annual, etc.).

The following parameters are currently being sampled continuously as part of the monitoring network (not all parameters sampled at both locations):

- total reduced sulphur;
- respirable particulate matter PM_{2.5};
- wind speed/direction;
- ambient temperature;
- incoming solar radiation;
- relative humidity; and
- barometric pressure.

Non-continuous samples for total suspended particulate matter (TSP) are also obtained at both locations.

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The equipment is housed in pre-fabricated stations. All monitoring equipment was bench tested in our Guelph office prior to shipment to Thunder Bay for installation. RWDI also participated in the negotiation and acquisition of land required for the ambient stations and made arrangements for site preparations including building pad installation, line power and telephone hook-ups, and site security. Each station was pre-assembled in Guelph to ensure that all equipment was operating correctly. After the installation of the stations on the sites, RWDI staff commissioned the air quality and meteorological equipment and conducted the preliminary calibrations required for the monitoring equipment. RWDI staff conduct weekly station inspections and monthly calibrations at the two sites.

Through the course of completing several large scale ambient monitoring programs, RWDI has developed a system of QA/QC procedures that ensure a high rate of data recovery and ensure the accuracy of the results. Many of these procedures have their basis in the reference sampling and monitoring methodologies stipulated in reference methods from monitoring and reporting programs. The Thunder Bay monitoring program follows the requirements outlined in the MOE's Operations Manual for Air Quality Monitoring in Ontario, dated March 2008. The stations are audited by the MOECC on a quarterly basis. The station uptime is currently running at better than 90%.

One minute, five minute and hourly average readings from both stations are downloaded daily from a host computer located in Thunder Bay. Daily zero/span values from the previous night are reviewed to ensure that the analysers are operating within tolerances. Data is processed monthly. Reports are generated on a quarterly and annual basis and include percentile summaries, data trends, wind and pollution roses (frequency plots), and comparison to applicable ambient air quality objectives and ON risk standards.

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HOLCIM (CANADA) INC. – MISSISSAUGA, ON

2014 TO PRESENT



RWDI was retained by Holcim (Canada) Inc. to select ambient monitoring locations, complete siting requirements, complete the commissioning, day-to-day operations, all calibrations, manage ON MOE audits and data management for two ambient air quality monitoring stations. Holcim voluntarily completed the program in order to assist with the collection of current state ambient monitoring data at their cement facility. RWDI also provides advice and participates in meetings with the ON MOE regarding the stations, and reporting and address any technical aspects related to the project.

RWDI was responsible for the procurement and commissioning of the two new ambient stations, routine maintenance, and calibration of the instruments. Furthermore, RWDI is responsible for data acquisition, quality control and quality assurance as they relate to the data handling and also any required reporting (e.g., quarterly, annual, etc.).

The following parameters are currently being sampled continuously and periodically (not all parameters sampled at both locations):

- carbon monoxide;
- oxides of nitrogen (NO/NO_x/NO₂);
- sulphur dioxide;
- respirable particulate matter;
- wind speed/direction;
- ambient temperature;
- relative humidity;
- inhalable particulate matter (PM₁₀)
- volatile organic compounds;
- ammonia;
- hydrogen chloride;

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- dioxins and furans); and
- polycyclic aromatic hydrocarbons.

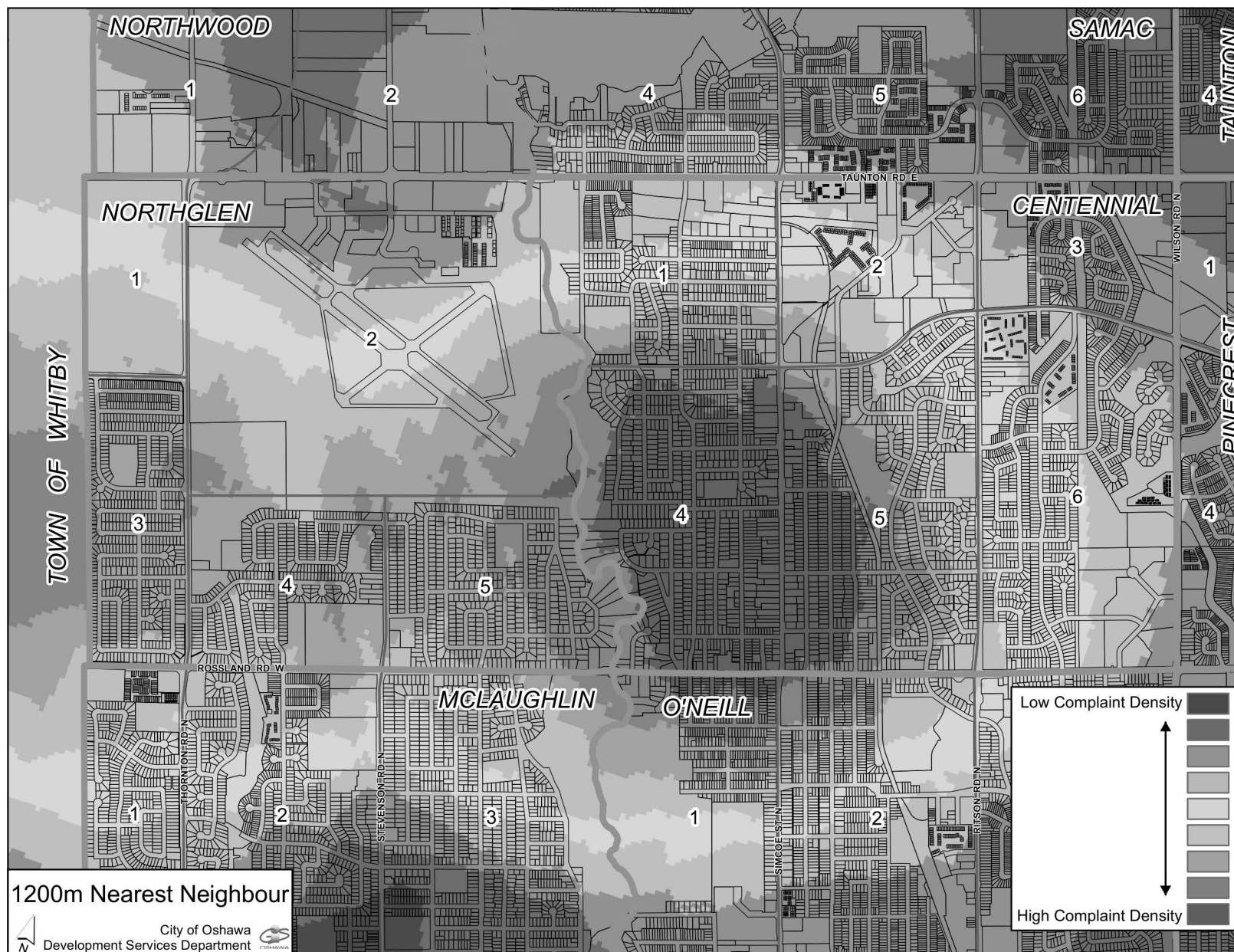
The equipment is housed in pre-fabricated stations. All monitoring equipment was pre-assembled and bench tested in our Guelph office prior to shipment to Mississauga for installation to ensure that all equipment was operating correctly. After the installation of the stations on the sites, RWDI staff commissioned the air quality and meteorological equipment and conducted the preliminary calibrations required for the monitoring equipment. RWDI staff conduct weekly station inspections and monthly calibrations at the two sites.

Through the course of completing several large scale ambient monitoring programs, RWDI has developed a system of QA/QC procedures that ensure a high rate of data recovery and ensure the accuracy of the results. Many of these procedures have their basis in the reference sampling and monitoring methodologies stipulated in reference methods from monitoring and reporting programs. The monitoring program follows the requirements outlined in the MOE's Operations Manual for Air Quality Monitoring in Ontario. The stations are audited by the MOE on a quarterly basis. The station uptime is currently running at better than 90%.

One minute average and hourly average readings from both stations are downloaded daily from our offices in Guelph. Daily zero/span values from the previous night are reviewed to ensure that the analyzers are operating within tolerances. Data is processed once per month and reports are generated on a quarterly and annual basis and include percentile summaries, data trends, wind and pollution roses (frequency plots), and comparison to applicable ambient air quality objectives and ON risk standards.

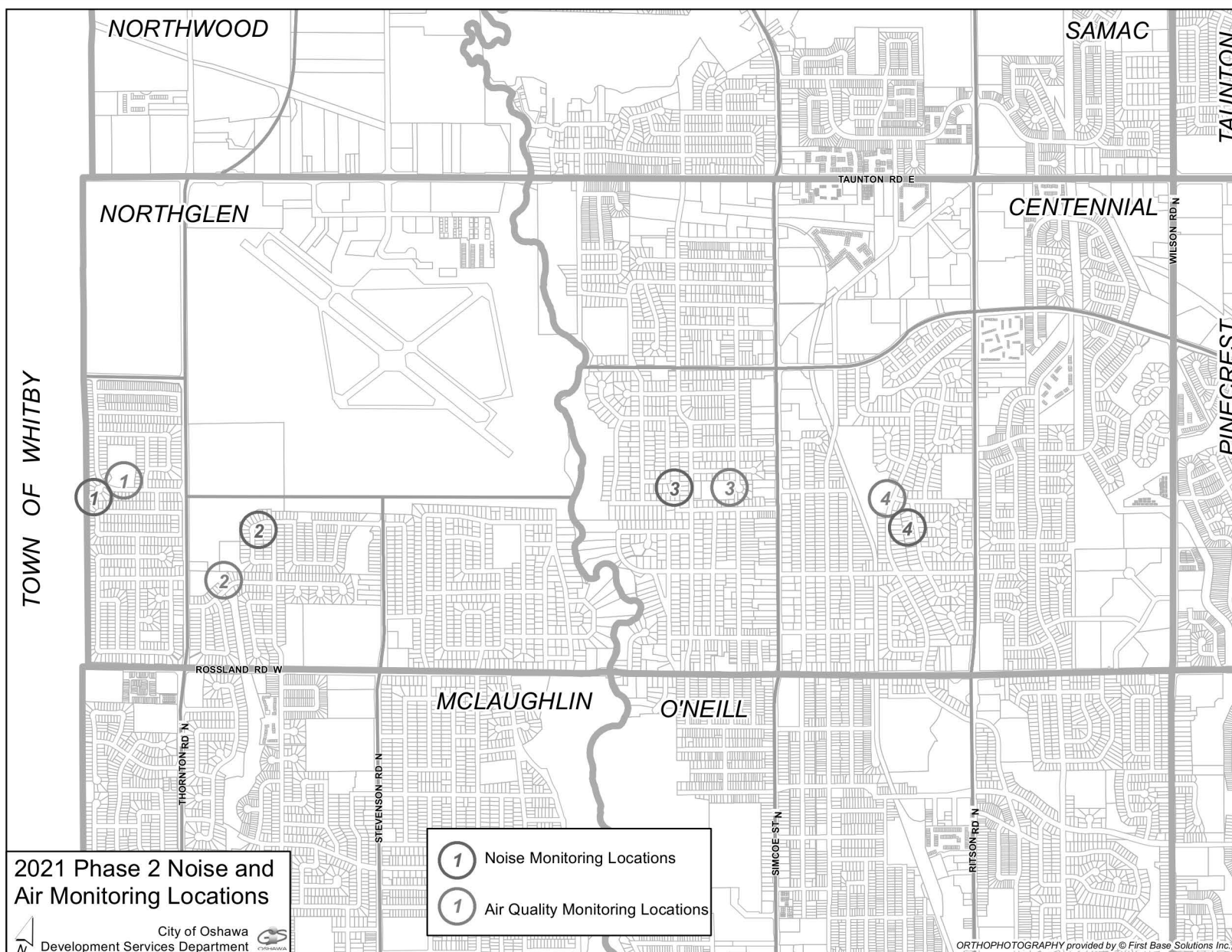
Title: General Location of the Noise Complaints Received by the City in the Areas Surrounding the Airport for the Period Between January 1, 2020 and April 20, 2021
Subject: Oshawa Executive Airport Air Quality and Noise Study
Ward: Ward 2
File: F-2510-0015

City of Oshawa
Development Services Department



Title: Original Four Proposed Locations Selected for Both the Air Quality and Noise Monitoring Units
 Subject: Oshawa Executive Airport Air Quality and Noise Study
 Ward: Ward 2
 File: F-2510-0015

City of Oshawa
Development Services Department



Airport Air Quality and Noise Monitoring in the Vicinity of the Oshawa Executive Airport

You are receiving this notification given that the Oshawa Executive Airport has retained RWDI Consulting Engineers and Scientists to complete phase two of an air quality assessment and noise study, with monitoring units in your neighbourhood. The study is anticipated to begin July 5th and will run until September 3rd. The results of this monitoring will be considered in the preparation of an updated Airport Business Plan.

Noise Monitoring

Four noise monitoring units will be installed in the following locations in proximity to the Airport:

- Revelstoke Court
- Barbados Street
- Bedford Avenue
- Juniper Street

Data collected from the noise monitoring units will be compared to aircraft movement data to identify trends in noise relating to volume, duration, movement type and aircraft type. This will assist in the potential development of new noise and traffic management strategies targeted to help reduce the impact of aircraft noise on neighbourhoods surrounding the Airport.



Air Quality Units

Four air quality units will be installed in the following locations in proximity to the Airport:

- Deer Valley Park
- Bermuda Park
- Reservoir Park
- Marigold Avenue

The air quality units will measure particles that contribute to air pollution along with lead, nitrogen dioxide and nitrogen monoxide. This data will help the City to assess the impact of aircraft traffic and airport-related activity. Results will be compared to the Ministry of the Environment, Conservation and Parks Ambient Air Quality Criteria. While monitoring air quality, it is normal to hear a sound from the device similar to the sound of a vacuum running. The unit will operate alternate days continuously for a 24 hour period.

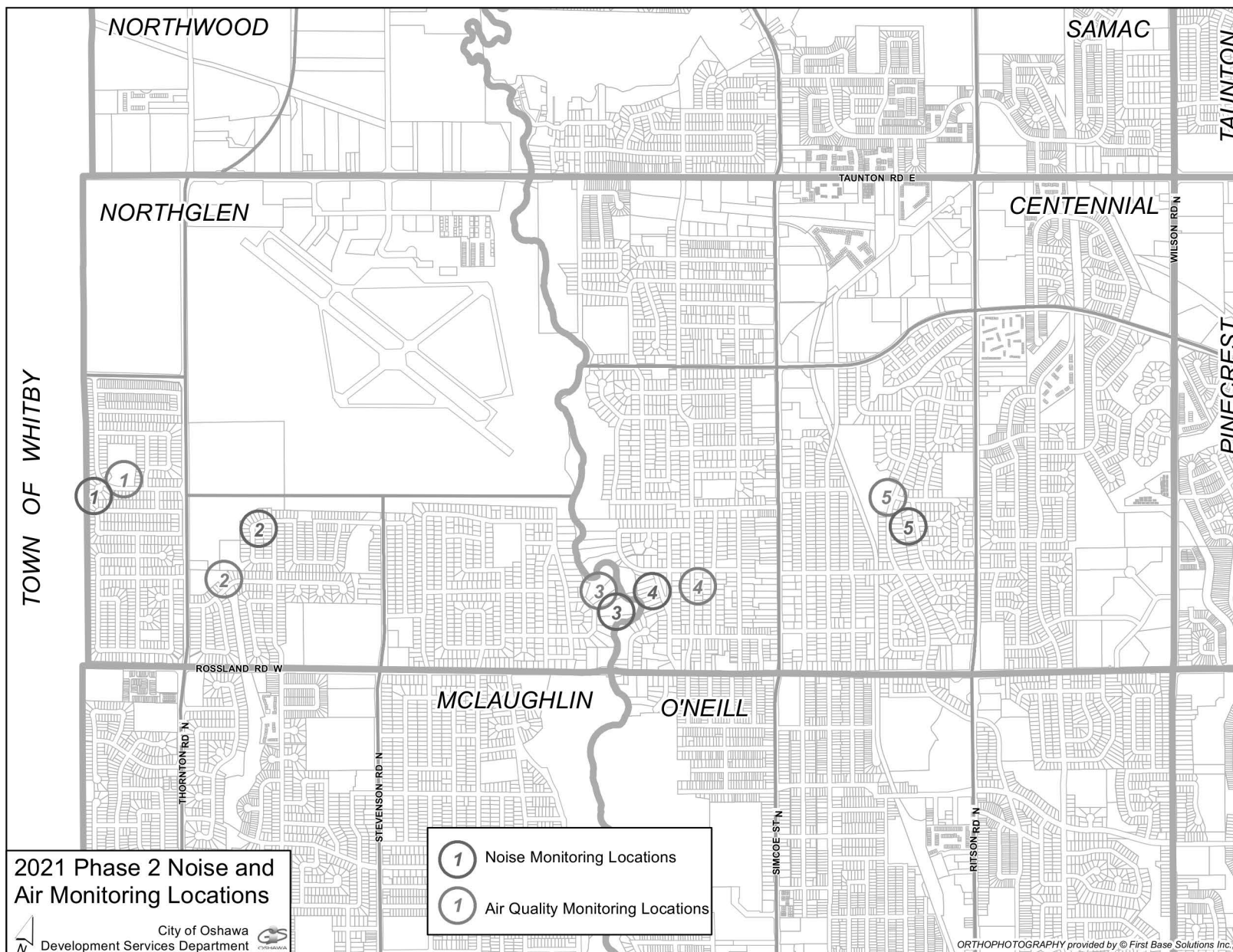


Have a Concern?

Community members who have any concerns over the above noted locations are asked to contact Stephen Wilcox, Airport Manager at 905-576-8146 ext. 3858 or by email at swilcox@oshawa.ca no later than 4:00 p.m. on Friday, July 2nd.

Stay informed on the latest news and information about the Oshawa Executive Airport by subscribing ([Oshawa.ca/Subscribe](https://oshawa.ca/Subscribe)) to the Airport news feed. Additionally, be sure to follow the Oshawa Executive Airport on Twitter @OshExecAirport. For more information on the Oshawa Executive Airport, visit: Oshawa.ca/Airport or call 905-576-8146.

Title: Updated and Final Five Locations Selected for Both the Air Quality and Noise Monitoring Units
Subject: Oshawa Executive Airport Air Quality and Noise Study
Ward: Ward 2
File: F-2510-0015



Airport Air Quality and Noise Monitoring in the Vicinity of the Oshawa Executive Airport

You are receiving this notification given that the Oshawa Executive Airport has retained RWDI Consulting Engineers and Scientists to complete phase two of an air quality assessment and noise study, with monitoring units in your neighbourhood. The study will run until the first week of September. Results will be considered in the process to establish new noise and traffic mitigation measures in accordance with the Transport Canada process AC-302-002.

Noise Monitoring

Taking into consideration community input, five noise monitoring units will be installed in the following locations in proximity to the Airport:

- Revelstoke Court
- Barbados Street
- Bessborough Drive
- Juniper Street
- Woodlea Crescent

Data collected from the noise monitoring units will be compared to aircraft movement data to identify trends in noise relating to volume, duration, movement type and aircraft type. This will assist in the potential development of new noise and traffic management strategies targeted to help reduce the impact of aircraft noise on surrounding neighbourhoods.



Air Quality Units

Taking into consideration community input, five air quality units will be installed in the following locations in proximity to the Airport:

- Deer Valley Park
- Bermuda Park
- Somerville Street
- Marigold Avenue
- Woodlea Crescent

The air quality units will measure particles that contribute to air pollution along with lead, nitrogen dioxide and nitrogen monoxide. This data will help the City to assess the impact of aircraft traffic and airport-related activity. Results will be compared to the Ministry of the Environment, Conservation and Parks Ambient Air Quality Criteria. While monitoring air quality, it is normal to hear a sound from the device similar to the sound of a vacuum running. The unit will operate alternate days continuously for a 24 hour period.



Example of an air quality unit.

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REPORT



OSHAWA EXECUTIVE AIRPORT

OSHAWA, ONTARIO

AMBIENT AIR QUALITY MONITORING

RWDI # 2104007

January 2, 2022

SUBMITTED TO

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**STUDY TYPE: AMBIENT AIR QUALITY MONITORING
OSHAWA EXECUTIVE AIRPORT**

**RWDI#2104007
January 2, 2022**



GLOSSARY

TSP	Total Suspended Particulate - Multiple source pollutant from combustion and general background dust.
Pb	Lead - Multiple source pollutant from combustion of leaded gasoline, industrial sources and general background dust.
AAQC	Ambient Air Quality Criteria - Guideline levels set for various pollutants by the Ontario Ministry of Environment Conservation and Parks. The guidelines may be for different averaging periods, e.g. 24-hr, annual.
MECP	Ontario Ministry of Environment Conservation and Parks (formerly the Ministry of the Environment).
NO ₂	Nitrogen Dioxide - Multiple source pollutant from combustion sources and photochemical reactions.

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1 BACKGROUND

RWDI was retained by Oshawa Executive Airport to complete Air Quality and Noise monitoring programs at the Airport. The monitoring was undertaken as an investigation into current conditions. The monitoring took place at five locations in the neighborhood surrounding the airport between July 8 and September 10 of 2021.

The five locations for the air quality monitoring were selected to be in the neighborhood surrounding the airport. Based on our experience and on the numerical dispersion modelling done previously, these locations will likely yield concentrations that are representative of any aircraft related pollutants impacting the surrounding community. The specific locations chosen were selected in consultation with the Oshawa Executive Airport, the City of Oshawa staff and the residents living at the addresses selected for monitoring.

The air quality monitoring locations are shown in Figure 1.

The air pollutants of concern were total suspended particulate (TSP) and airborne lead (Pb). In this case there was also a concern with combustion by products. Therefore, concentrations of Nitrogen dioxide (NO₂) were also examined.

Meteorological measurements were collected from the Environment Canada station located on-site.

1.1 Community Location Notes

Throughout this report, the locations are referenced by the home addresses. Samplers 1A/1B were located at Deer Valley Park, 2A/2B at Bermuda Park, 3A/3B at Woodlea Crescent, 4A/4B at Sommerville Street and 5A/5B at Marigold Avenue. All the monitoring locations were selected to be under the active flight paths that are used regularly. The locations were spread throughout the surrounding community ranging from east to southwest of the airport. The five locations were selected so that the impacts of different flight paths could all be captured and assessed.

2 METHODOLOGY

PARTICULATE MATTER/LEAD

RWDI used standard Hi- Volume Air Samplers (Hi-Vols) for total suspended particulate and lead. The samples were collected on pre-weighed quartz filters. The filters were conditioned and weighed before and after sampling to determine mass gain (TSP concentration) and an aliquot of the filters were extracted and analyzed using atomic absorption techniques to determine lead concentrations. All sampling and analytical techniques complied with the Ministry of Environment's Operations Manual for Air Quality Sampling and USEPA Method IO-2.

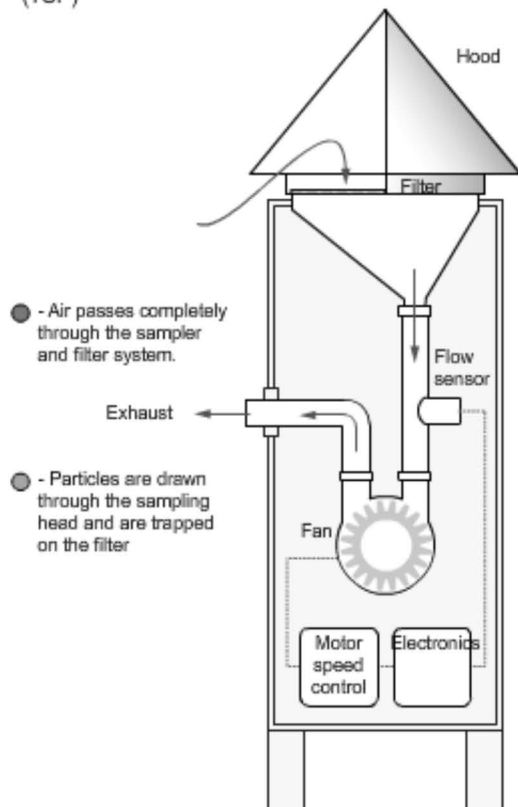
There was a desire for a large amount of data and therefore 24-hour samples were collected every other day.

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High volume sampler
for Total Suspended Particulates
(TSP)



Schematic



Photograph

Figure 2.1: Hi- Volume Air Sampler

The samples were collected by RWDI staff and analyzed by Bureau Veritas Laboratories, located in Mississauga, Ontario. A number of unexposed samples were selected as blanks to determine if there were any contaminating interferences with the samples. No blank corrections were made to any of the analytical values as a result of the blank values.

Field sampling parameters and analytical results were tabulated in a spreadsheet to calculate volumes and concentrations.

NITROGEN DIOXIDE

In addition to the particulate and lead monitoring, there was a desire to complete monitoring for Nitrogen Dioxide (NO₂) at the location. The monitoring was completed with passive air samplers. The samplers were installed at the same locations as the particulate samples and took two sets of single, one-month long integrated samples. This method is used in several jurisdictions within North America by regulatory agencies. It requires no shelters or power and provides a good indication of potential impacts. The ambient air diffuses across a special membrane to react with the sample media. The samples were sent to Maxxam Laboratories in Edmonton, Alberta to be analyzed.

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Once the mass of pollutant in the media is determined, the average concentration of pollutant in the air, over a one-month period, is calculated from the known diffusion rate.



Figure 2.2: Passive Air Samples

METEOROLOGICAL MEASUREMENTS

Wind speed and direction data has been compiled from the Environment Canada station located at the Oshawa Executive Airport and was used for interpretation of the air quality sampling results as required.

ONTARIO AMBIENT AIR QUALITY CRITERIA

Ontario ambient air quality criteria are detailed in Ontario Regulation 419 and are presented in the Table below.

Pollutant	24-Hour AAQC's
TSP	120
Lead*	0.5
NO₂	200

*There is also a 30-day guideline (0.2 µg/m³) for lead which is based on an arithmetic average of lead taken at 6-day intervals which was not considered applicable for this program.

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3 RESULTS

3.1 Total Suspended Particulate and Lead Monitoring Results

The detailed results of the monitoring are shown in the Tables section and are summarized in Table 3.1.1 below. The table shows the average of all Daily (24-hr) samples as well as the maximum Daily (24-hr) samples for each location. The locations of the samplers are shown in the Figure 1.

Table 3.1.1 Summary Table of TSP and Pb Results, July 8 to September 10, 2021

	Deer Valley Park Concentration ($\mu\text{g}/\text{m}^3$)	Bermuda Park Concentration ($\mu\text{g}/\text{m}^3$)	197 Woodlea Concentration ($\mu\text{g}/\text{m}^3$)	781 Sommerville Concentration ($\mu\text{g}/\text{m}^3$)	171 Marigold Concentration ($\mu\text{g}/\text{m}^3$)	Combined ($\mu\text{g}/\text{m}^3$)	AAQC ($\mu\text{g}/\text{m}^3$)
Average Daily TSP	20.3	23.4	19.1	19.1	20.3	20.5	120
50 th Percentile of TSP	19.1	22.0	16.8	18.5	16.8	19.0	120
Maximum Daily TSP	44.2	51.0	44.2	44.7	56.7	56.7	120
Average Daily Lead	0.0022	0.0024	0.0021	0.0020	0.0019	0.0021	0.5
Maximum Daily Lead	0.0096	0.0108	0.0088	0.0066	0.0054	0.0108	0.5
Number of Samples	29	33	31	33	29	155	-

*There were no exceedances of the Ontario Ambient Air Quality Criteria (AAQC). Though the 30-day lead standard of $0.2 \mu\text{g}/\text{m}^3$ is not necessarily applicable, it was mentioned in the public meeting. Clearly the lead values are all below that criterion also.

3.2 Passive Gaseous Measurements

All the analytical results for the passive gaseous measurements are included in Appendix B. The results are summarized in Table 3.2.1.

Table 3.2.1 Nitrogen Dioxide Results (NO_2 ($\mu\text{g}/\text{m}^3$))

	Deer Valley Park	Bermuda Park	197 Woodlea	781 Sommerville	171 Marigold	AAQC	AAQC
6 Jul - 4 Aug	1.4	1.0	1.2	1.2	1.2		
4 Aug - 7 Sep	1.3	1.1	1.2	1.0	1.0		
24-hour						200	
Annual							34

Notes: AAQC denotes Ontario Ambient Air Quality Criteria

*There is no MECP Annual criterion for NO_2 . The value shown here is the Environment Canada CAAQS.

None of the measured concentrations were in excess of guideline values.

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3.3 Comparison with Predicted Results

An air quality impact assessment was undertaken during 2015¹. The examined scenario utilized an annual average aircraft movement of 102,000 movements. The table below presents the measured results in conjunction with the modelled scenario for the parameters that overlapped between both studies.

Table 3.3.1 Comparison of Modelled and Measured Values

Pollutant	Averaging Period	Modelled Results ($\mu\text{g}/\text{m}^3$)	Measured ($\mu\text{g}/\text{m}^3$)
NO₂	24-Hour	41	1.4 (1-month)
Pb	24-Hour	0.4	0.0108

3.4 Comparison with Typical Concentrations

In order to put the measured results in context, data from other monitoring surveys was examined. The MECP does not maintain the monitoring network that it once did, so monitoring results from other sources have also been incorporated.

3.4.1 Nitrogen Dioxide Comparison with MECP Durham College Results

The MECP maintains an air quality monitoring station at the Durham College campus located at 2000 Simcoe Street North in Oshawa that continuously measures Nitrogen Dioxide. The latest year of data available is from 2017².

Annual Average NO₂ Concentration (Oshawa MECP 2017) **12.5 $\mu\text{g}/\text{m}^3$**

Average NO₂ Concentration (Oshawa Executive Airport 2019) **2.5 $\mu\text{g}/\text{m}^3$**

Average NO₂ Concentration (Oshawa Executive Airport 2021) **1.2 $\mu\text{g}/\text{m}^3$**

The average of all measurements taken over the Summer of 2021 was less than the annual averages recorded during the 2019 monitoring program and at Durham College during 2017.

3.4.2 Suspended Particulate Comparison with Environment Canada Results

The MECP has not maintained air quality monitoring stations for total suspended particulate since the early 2000's. Environment Canada still maintains a network for suspended particulate monitoring. The most recent year that data is available for is 2016. The two most applicable sites are the stations located in West Toronto and The Experimental Farm in Simcoe. The samples were collected using High-Volume Air Samplers in the same manner as was completed in the Oshawa Executive Airport study

¹ Oshawa Municipal Airport, Oshawa, Ontario, Final Report, Air Quality Assessment. RWDI #1400980, April 10, 2015

² Air Quality Monitoring in Ontario 2017 Report, Ontario Ministry of Environment Conservation and Parks

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	Average	Maximum
TSP Concentration (Simcoe Experimental Farm 2016)	37 µg/m³	136 µg/m³
TSP Concentration (West Toronto 2016)	32 µg/m³	59 µg/m³
TSP Concentration (Oshawa Executive Airport 2019)	16 µg/m³	41 µg/m³
TSP Concentration (Oshawa Executive Airport 2021)	21 µg/m³	57 µg/m³

The average and maximum of all measurements taken over the Summer of 2021 were less than the averages and maximums recorded at both of the Environment Canada Stations but slightly higher than what was measured during the 2019 monitoring program.

3.4.3 Airborne Lead Comparison

The MECP has not maintained air quality monitoring stations for airborne lead since the early 2000's. The most recent year that data is available for is 2001. The 2021 airport data was much lower than what was measured in 2019 and also the data measured in 2001 by the MECP.

Average Lead Concentration (Oshawa Executive Airport 2019)	0.011 µg/m³
Average Lead Concentration (Oshawa Executive Airport 2021)	0.002 µg/m³

4 DISCUSSION

The monitoring program was completed entirely within the busy summer season. The monitoring showed very low levels of all pollutants. All measured pollutants were below the Ontario Ambient Air Quality Criteria.

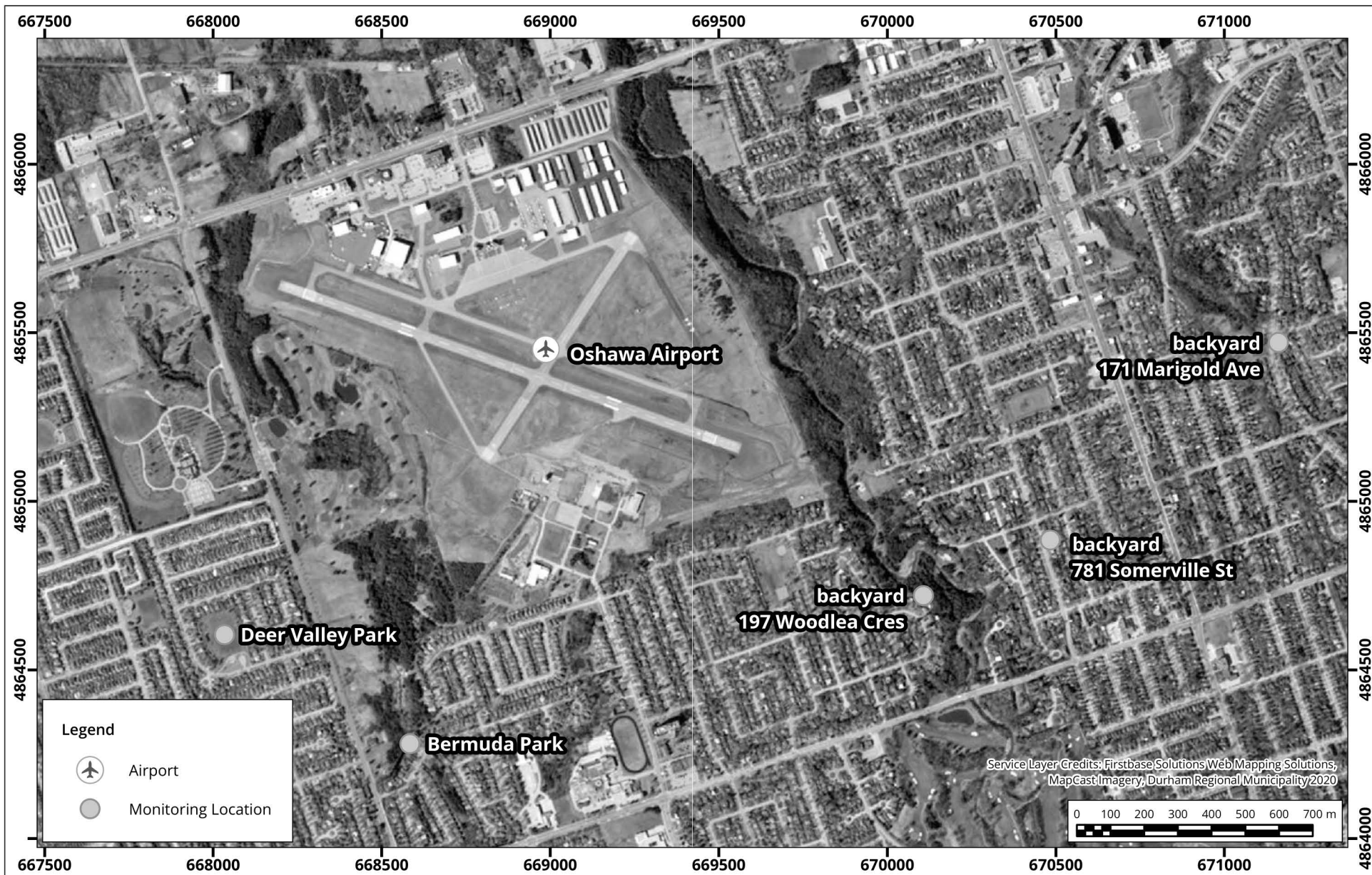
The low-level results did not show any significant differences between the different stations which would suggest that the greatest impact on air quality was the general background levels.

The data collected at the Oshawa Executive Airport was generally lower than the most comparable data available.

The comparison of the modelled and measured results showed that the modelling assumptions were conservative and higher than the measured values. This comparison however is based on limited data.

A large graphic on the left side of the page, featuring a dark grey triangle at the top left corner, a white curved line, and a large light grey curved shape that dominates the left half of the page.

FIGURES



Oshawa Airport Air Quality Monitoring Program **July 8 to September 10, 2021 - Monitoring Locations**

Map Projection: NAD 1983 UTM Zone 17N
 Oshawa Airport Air Quality - Oshawa, ON



Project #: 2104007	Drawn by: RL	Figure: 1
	Approx. Scale: 1:16,000	
	Date Revised: Oct 13, 2021	



REPORT



OSHAWA EXECUTIVE AIRPORT

OSHAWA, ONTARIO

NOISE STUDY

RWDI # 2104007

January 2, 2022

SUBMITTED TO

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REPORT TYPE: NOISE STUDY
OSHAWA EXECUTIVE AIRPORT

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GLOSSARY

Ambient Sound	Existing sound conditions due to current airport operations, including sound from other existing industrial facilities, transportation sources, animals, and sounds of nature.
dB (decibel)	A unit of measure of sound pressure that compresses a large range of numbers into a more meaningful scale. Hearing tests indicate that the lowest audible pressure is approximately 2×10^{-5} Pa (0 dB), while the sensation of pain is approximately 2×10^2 Pa (140 dB). Generally, an increase of 3 dB is perceived as twice as loud.
dBA	The decibel (dB) sound pressure level filtered through the A filtering network to approximate human hearing response at low frequencies.
INM	Integrated Noise Model – A model by the FAA for sound from airports and airborne aircraft engaged in takeoff and landing operations.
ISO	International Standards Organization.
L _{AEQ}	The L _{AEQ} is the average A-weighted sound level over a specified period of time. It is a single-number representation of the cumulative acoustical energy measured over a time interval. If a sound level is constant over the measurement period, the L _{EQ} will equal the constant sound level where f is the fraction of time the constant level L is present.
L _{AEQD}	The L _{AEQ} for daytime hours (07:00-22:00).
L _{AEQN}	The L _{AEQ} for nighttime hours (22:00-07:00).
L _{DEN}	The average sound for a 24-hour period that accounts for increased sensitivity to sound during evening and nighttime hours by applying a penalty of 5 dB for sound in evening hours, and a 10 dB penalty for sound occurring during nighttime hours. The penalty causes an increase in the calculated sound level occurring during the period. Daytime hours are 07:00 to 19:00, evening hours are 19:00 to 22:00, and nighttime hours are defined from 22:00 to 07:00.
Sound	A dynamic (fluctuating) pressure.

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Figure 1: Sound Level Meter Locations

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Appendix A: Detailed monitoring results

Appendix B: Daytime L_{EQ5}

Appendix C: Air Traffic Volumes



1 INTRODUCTION

RWDI was retained by Oshawa Executive Airport to complete a noise monitoring program in the community surrounding the Airport. The monitoring was undertaken as an investigation into current conditions. The monitoring took place at five locations beneath flight paths, between July and September of 2021. The locations were selected based on their proximity to the airport and their proximity to flight paths and are shown in Figure 1. The locations were :

Location 1 – backyard Revelstoke Court – departure path for runway 23, landing path for runway 05

Location 2 – backyard Barbados Street – departure path for runway 23, landing path for runway 05

Location 3 – backyard Woodlea Crescent – departure path for runway 12, landing path for runway 30

Location 4 – backyard Bessborough Drive – departure path for runway 12, landing path for runway 30

Location 5 – backyard Juniper Street – flightpath for runways 12/30

Besides the considerations listed above the sites were not in proximity to noise interferences, were secure and had residents who volunteered their properties. The sites were selected by airport staff with some input from RWDI.

1.1 Measurement Methodology

Sound pressure level measurements at the locations were performed using Larson Davies 820 or 812 precision Integrating Sound Level Meter (SLM). The SLMs use a preamplifier and a PCB, Class 1 condenser microphone. The SLM was field calibrated using a precision acoustic calibrator prior to measurements and at several points throughout the monitoring. A windscreen was used during all measurements.

Figure 1 shows the ambient survey locations. The monitoring locations were checked at numerous times during the monitoring periods. The data from the instruments was also downloaded during these periods.

1.2 Airport Location Notes

Throughout this report, the locations are referenced by the runway numbers. This is the end of the runways that the airplanes land on. The airplanes take off over the other end of the runway. For instance, when runway 12 is in use the airplanes are landing at the threshold of runway 12 but taking off over the samplers at the threshold of runway 30. The runways are named for the direction the airplanes are heading. For example, when the airplanes are using runway 30, they are travelling on an azimuth angle of 300 (NW); using runway 12 they are travelling on an azimuth angle of 120 (SE).



1.3 Environmental Conditions

The sound monitoring was conducted from July 6th, 2021 to September 13th, 2021. Meteorological data for the sound measurement period was taken from the Environment Canada public information for the station located at the Oshawa Executive Airport. Measurement data was excluded when windspeeds exceeded 20 km/hr and/or when the relative humidity exceeded 95%.

When wind speeds are elevated the noise from the wind begins to dominate the noise measurements. This is partly alleviated by the wind screen foam that covers the microphone but only to a point. High humidity event can cause microscopic condensation on the microphone which creates a hissing background.

1.4 Monitoring Results

The differences in number of valid records at the monitoring location can be attributed to unexpected equipment downtime because power related issues. Table 1 shows the A-weighted averaged sound level (L_{AEQ}) of valid data within the different specified time periods. Appendix A shows detailed results for each of the five locations. Appendix B shows Daytime L_{EQ} 's for the monitoring period. Appendix C shows the aircraft movements.

Table 1: Measurement Results

Station	1	2	3	4	5
Street	Revelstoke	Barbados	Woodlea	Bessborough	Juniper
Overall L_{EQ} (dBA)	54.1	56.1	53.7	54.8	52.9
Daytime L_{EQ} (dBA)	55.3	57.2	54.7	55.8	54.2
Nighttime L_{EQ} (dBA)	46.0	48.9	47.1	48.2	44.2
Number of Readings	1528	1523	1291	1578	1521
Valid Readings	1084	1081	908	1117	1085
Nighttime % over 45 dBA	50.2	73.7	67.2	66.6	25.4
Daytime % over 55 dBA	18.9	21.2	20.5	32.1	13.7
Data Recovery %	92	92	78	97	91

1.5 Monitoring Results Cross Comparison

As a comparison of impacts at different locations, four days were examined. This was to determine the level of difference between locations where the airplanes depending on aircraft activity. On August 5 there were 511 movements that were predominantly from Runways 12/30. On August 6 there were 451 movements which were predominantly on Runway 23. August 25 had 413 movements predominantly on Runway 23. August 31 had 437 movements predominantly on Runway 30.

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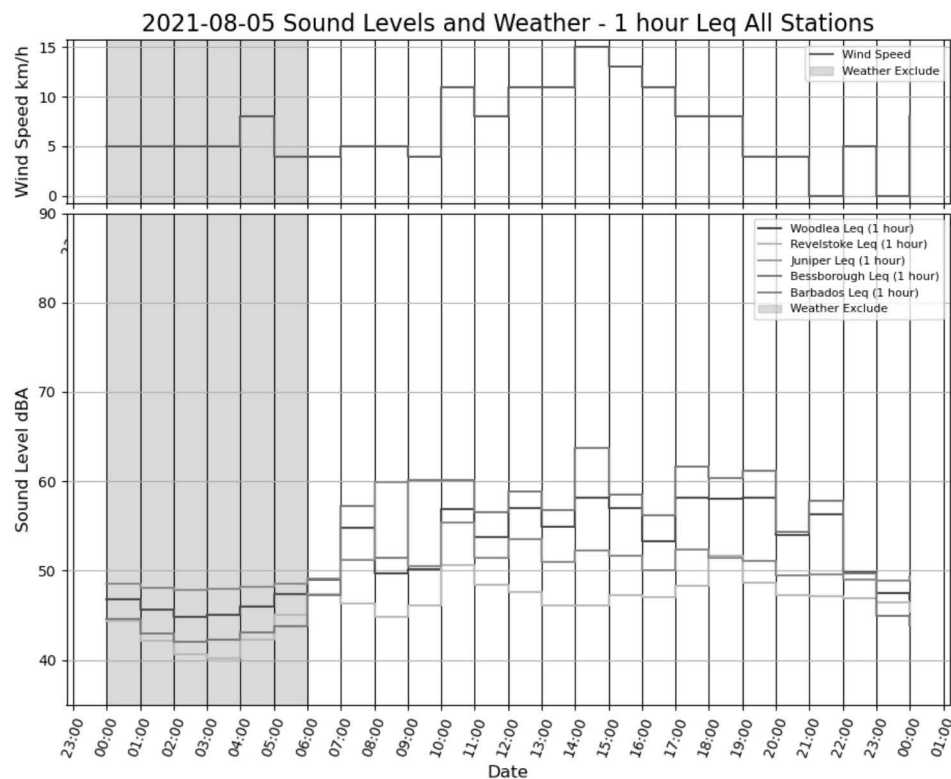


Figure 1.4.1

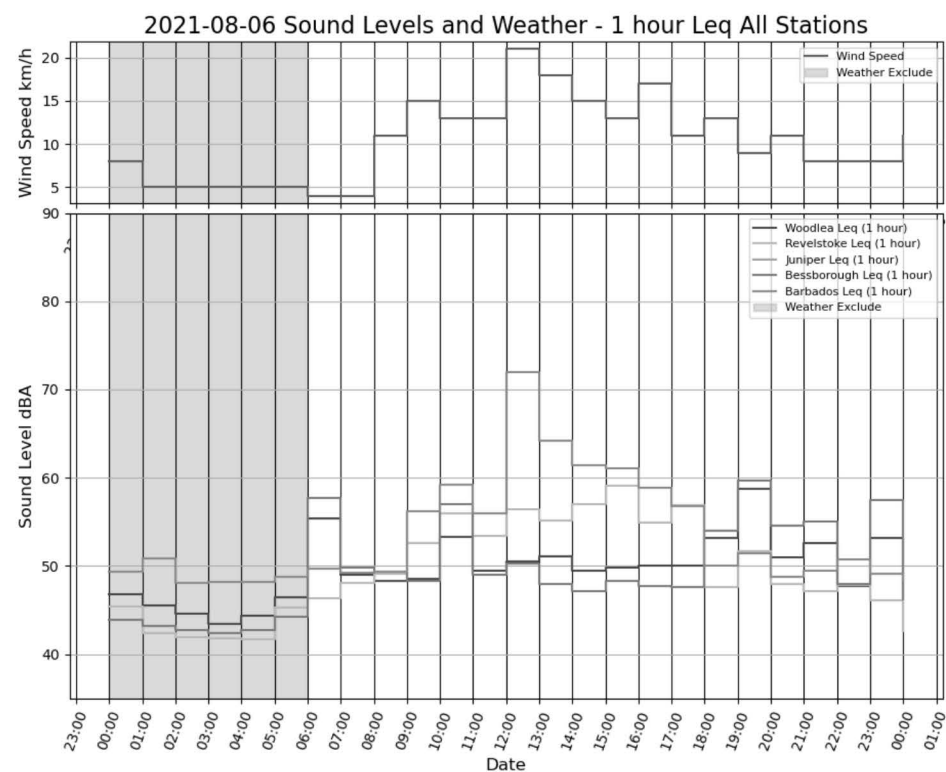


Figure 1.4.2

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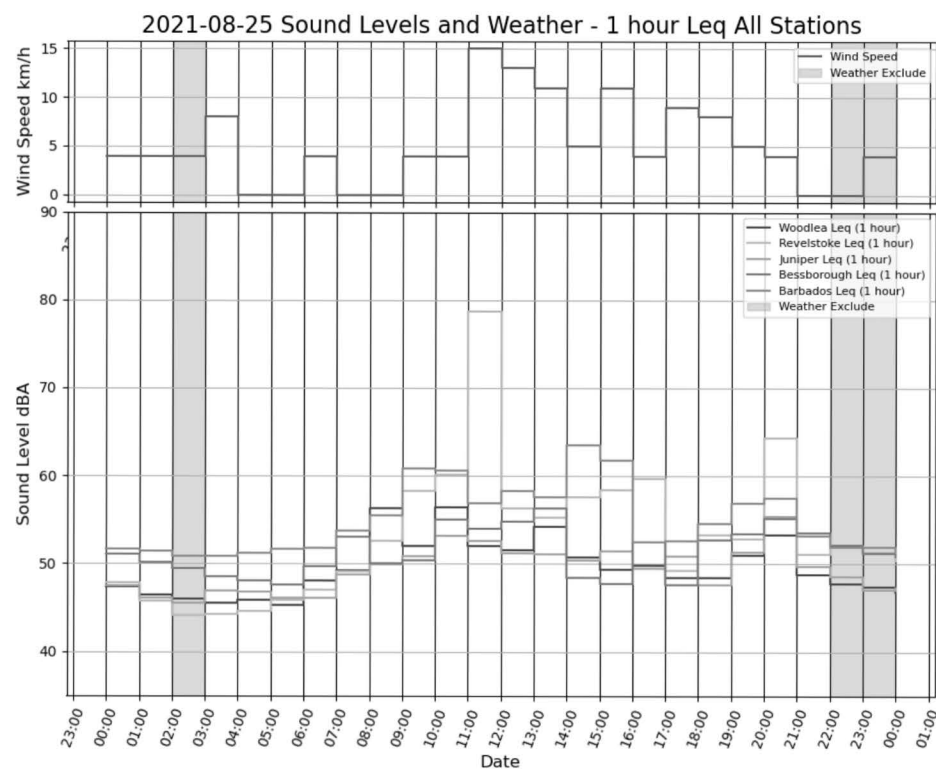


Figure 1.4.3

*** Please Note: Revelstoke 11:00 am adjusted to 56.8 dBA due to 5-minute anomaly

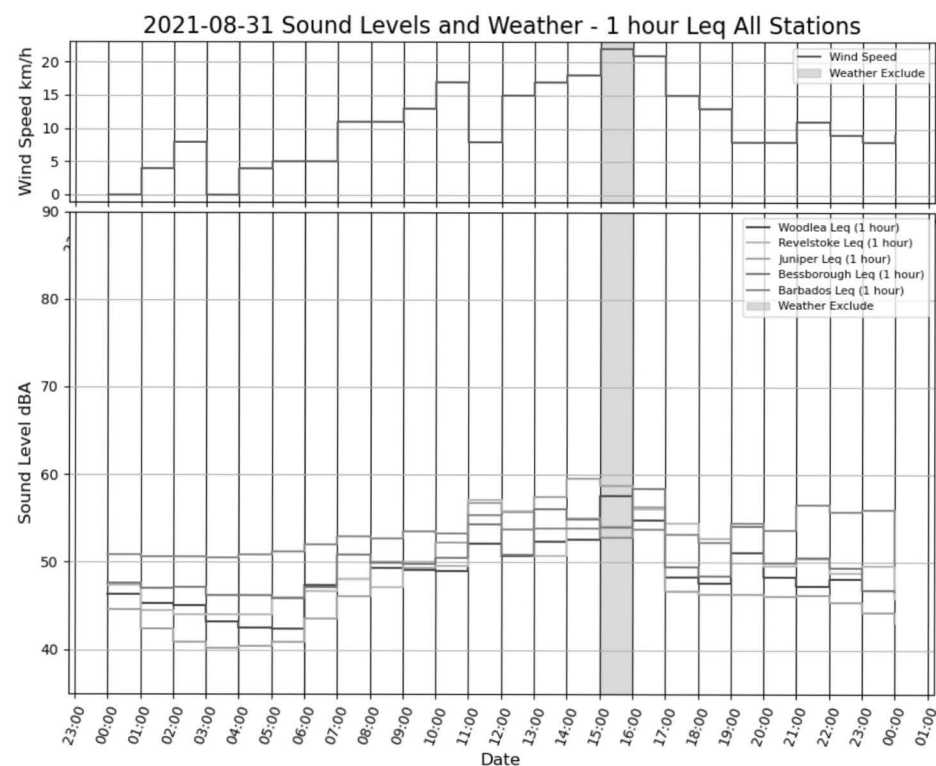


Figure 1.4.4

**Table 1.4.1: Daytime L_{EQ} values for Select Days**

Station	Street	August 5 RW 12/30 in use, Flights above Stations 3,4,5	August 6 RW 23 in use, Flights above Stations 1,2	August 25 RW 23 predominant, Flights above Stations 1,2	August 31 RW 30 in use, Flights above Stations 3,4,5
1	Revelstoke	47.8	54.2	56.7	52.7
2	Barbados	53.2	58	58.4	54
3	Woodlea	56	52.1	52.3	50.1
4	Bessborough	55.3	53.2	53.1	52.2
5	Juniper			52.4	53.5

1.6 Distribution of Air Traffic Movements

It is important to note that the aircraft noise is not a constant and that the heavy traffic days with more than 300 movements occurred just less than 50 % of the time during the study period. The table below shows the distribution of air traffic movements.

Table 1.6.1: Distribution of Aircraft Movements

Days with < 100 flights	10
Days with 100 -200 flights	12
Days with 200 -300 flights	13
Days with 300 - 400 flights	13
Days with 400 -500 flights	19
Days with >500 flights	2
Total # of Days	69

2 DISCUSSION

The sites chosen were all in backyards which was intended to demonstrate actual impacts in the community. The sites were all in subdivisions fairly near to, but not adjacent to arterial roads. There is a notable urban hum at all the locations. There was also a fairly constant background of air conditioners and other mechanical equipment at the sites.

The provincial noise guidelines do not apply in this case. The Noise Exposure Forecast (NEF) standards are not actually comparable to L_{EQ} measurement data though as a rough conversion the NEF 35 limit is roughly comparable to a 24-hour L_{EQ} limit of 67 dBA and all the 24-hour L_{EQ} 's were below that.

The world bank guideline is not applicable either, but it has been used at other airports. The World Bank guidelines are typically used for new industrial and infrastructure developments to ensure that lenders do not sponsor projects that cause problems in existing communities.

**Table 2.1 : World Bank Group Noise Level Guidelines**

Receptor	Noise Level Guidelines	
	L _{AEQD} 07:00 - 22:00 (dBA)	L _{AEQN} 22:00 - 07:00 (dBA)
Residential; institutional; and educational	55	45
Industrial; commercial	70	70

There is undoubtedly noise impact from aircraft at all the locations, but it is not definitively obvious from the measured data. All the locations show generally high levels of ambient noise. There is certainly a fairly high background due to the urban hum, mechanical noise, and other domestic sounds. The nighttime values are high even though aircraft movements for this airport are sparse during nighttime hours.

In the comparative assessment of high traffic days, the August 5 and 6 data would indicate that high aircraft volumes would add roughly 3 to 5 dBA at receptors on the flight path which equates to roughly a doubling of the sound pressure level. The August 25 and August 31 data does support that hypothesis also but only at the Revelstoke and Barbados stations which were on take-off paths on those days.

There were no 24-hour L_{EQ}'s that were above 67 dBA so the NEF assessment that allowed development at the monitoring locations is still valid.

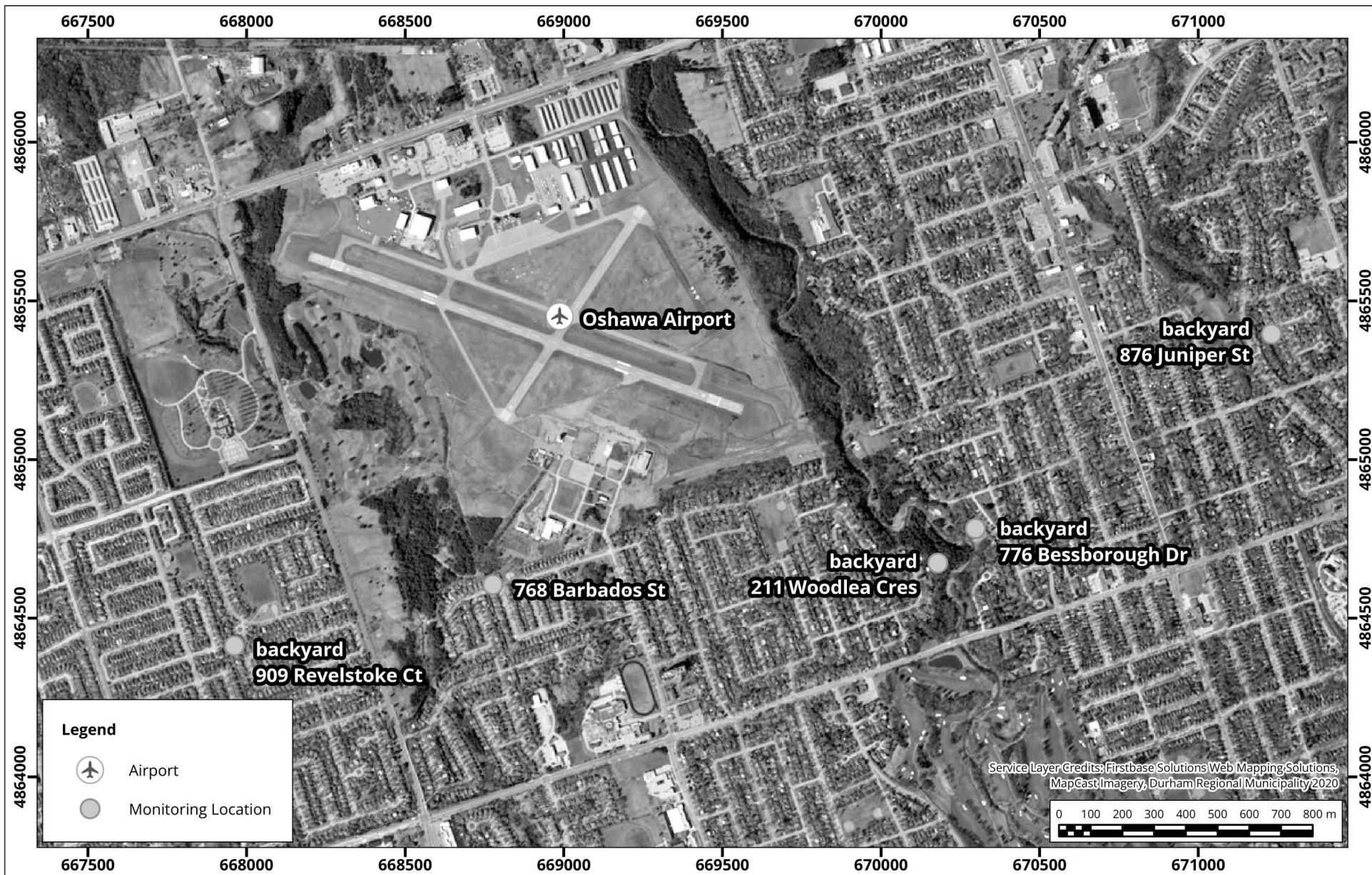
There were many occurrences where the measured values were above the World Bank guidelines, though this is not an applicable standard, but it is presented for comparative purposes.

A finalized copy of this report will also include a frequency analysis of intervals with elevated events. Unfortunately, that analysis is not available at the present time.



FIGURES





Oshawa Airport Noise Monitoring Program **July 7 to September 13, 2021**

Map Projection: NAD 1983 UTM Zone 17N
 Oshawa Airport Air Quality - Oshawa, ON



Project #: 2104007	Drawn by: RL	Figure: 1
	Approx. Scale: 1:17,000	
	Date Revised: Oct 13, 2021	



Technology Limitations

January 5, 2022

The City of Oshawa is committed to creating an accessible online experience by making web content available to everyone. The City makes it a priority to provide all documents in an accessible format; however we acknowledge that not all website documents will meet everyone's needs and this document is not accessible due to technology limitations. If this information is required in an accessible format, please contact Service Oshawa: Telephone: 905-436-3311; or email: service@oshawa.ca or in person at City Hall, 50 Centre Street South, Oshawa.

A handwritten signature in black ink, appearing to read "P. Ralph".

Paul Ralph
Chief Administrative Officer

From: Thibodeau, Mathieu (TC/TC)
Sent: Thu, 30 Mar 2023 14:43:22 +0000
To: Fox, Caroline (TC/TC)
Cc: SS Information / Information SS; MacGowan, Robyne (TC/TC); Dubé, Maxime (TC/TC); Brideau, Catherine (TC/TC)
Subject: APPROVED (See comment) KMs: Noise Complaints Near the Oshawa Airport/Training School
Attachments: Key Messages - Oshawa noises complaints.docx

UNCLASSIFIED / NON CLASSIFIÉ

Hey there – I made several revisions – mostly re: the flow of the bullets, and some minor corrections – see tracks! 😊

KMs: Noise Complaints Near the Oshawa Airport/Training School

Thursday, March 30, 2023
8:41 AM

Requestor:	DMO
File Number:	N/A
Date/Time of Request:	March 29, 2023
Question/Request/Task Details:	Seeking your approval on KMs to address stakeholders in Oshawa regarding noise complaints near the Oshawa airport/training school. Note that previously prepared MLs have been used in response to this task.
Material/Response Requiring Approval:	<<Key Messages - Oshawa noises complaints.docx>>
Approved by:	DG, CivAv RDG, ON Region
Due to Requester Date:	March 30, 2 PM
Analyst:	Caroline

- ☒ **Lisa Approved**
- ☐ **Nick Approved**
- ☐ **Not Approved**
- ☐ **See Comments**
- ☐ **Leave for second ADM review**

Created with OneNote.

Key Messages: Noise complaints near Oshawa Airport / Training school

- Transport Canada regulates civil aviation activities under the authority of the *Aeronautics Act* and the *Canadian Aviation Regulations*.
 - According to these regulations, aircrafts are typically not permitted to fly below 1,000 feet above the highest obstacle in a built-up area, or elsewhere, closer than 500 feet to any person, vessel, vehicle or structure, except during take-off and landing.
 - Additionally, under Section 602.15 (2)(b)(iv) of the *Canadian Aviation Regulations*, it states that aircraft are able to fly at lesser distances, without creating a hazard to persons or property on the ground, when flight training is conducted by or under the supervision of a qualified flight instructor.
 - If Transport Canada was to receive a complaint containing enough information to identify the pilot and verify that there was a contravention of the *Canadian Aviation Regulations*, an administrative monetary penalty may be issued or, depending on the nature and severity of the infraction, the pilot's license may be suspended. Transport Canada publishes a list of Corporate Offenders and Non-Corporate Offenders on its website to serve as a deterrent and to increase public awareness and education concerning aviation safety.
 - If at any time residents suspect that a pilot is operating an aircraft in an unsafe manner and in contravention of the *Canadian Aviation Regulations*, Transport Canada encourages them to record as much information as possible (e.g. date, time, registration number, colour of aircraft, other identifying marks) and provide those details to services@tc.gc.ca.
 - That said, Transport Canada is aware that noise from aircraft can be a concern for communities near airports.
 - Noise management is a complicated ~~and often difficult~~ issue faced by airport authorities and communities. It is an issue that must be managed while ensuring that aviation safety and flight operations are not compromised.
 - Transport Canada's experience has ultimately shown that noise issues are most effectively addressed at the local community level. We encourage residents to contact the airport manager directly to find a collaborative way to address the issue and find a solution.
- ~~Transport Canada regulates civil aviation activities under the authority of the *Aeronautics Act* and the *Canadian Aviation Regulations*.~~
- ~~According to these regulations, aircrafts are typically not permitted to fly below 1,000 feet above the highest obstacle in a built-up area, or elsewhere, closer than 500 feet to any person, vessel, vehicle or structure, except during take-off and landing.~~
- ~~Under Section 602.15 (2)(b)(iv) of the *Canadian Aviation Regulations* additionally states that aircraft are able to fly at lesser distances, without creating a hazard to persons or property on the ground, when flight training is conducted by or under the supervision of a qualified flight instructor.~~
- ~~If Transport Canada was to receive a complaint containing enough information to identify the pilot and verify that there was a contravention of the *Canadian Aviation Regulations*, an administrative monetary penalty may be issued or, depending on the nature and severity of the infraction, the pilot's license may be suspended. Transport Canada publishes a list of Corporate Offenders and Non-Corporate Offenders on its website to serve as a deterrent and to increase public awareness and education concerning aviation safety.~~

- If at any time residents suspect that a pilot is operating an aircraft in an unsafe manner and in contravention of the *Canadian Aviation Regulations*, we encourage them to record as much information as possible (e.g. date, time, registration number, colour of aircraft, other identifying marks) and provide those details to services@tc.gc.ca.

Transport Canada regulates civil aviation activities under the authority of the *Aeronautics Act* and the *Canadian Aviation Regulations*.

In Canada, aircraft are typically not permitted to fly below 1,000 feet above the highest obstacle in a built-up area, or elsewhere, closer than 500 feet to any person, vessel, vehicle or structure, except during take-off and landing. Section 602.15 (2)(b)(iv) of the *Canadian Aviation Regulations* additionally states that aircraft are able to fly at lesser distances, without creating a hazard to persons or property on the ground, when flight training is conducted by or under the supervision of a qualified flight instructor.

If Transport Canada was to receive a complaint containing enough information to identify the pilot and verify that there was a contravention of the *Canadian Aviation Regulations*, an administrative monetary penalty may be issued or, depending on the nature and severity of the infraction, the pilot's license may be suspended. Transport Canada publishes a list of Corporate Offenders and Non-Corporate Offenders on its website to serve as a deterrent and to increase public awareness and education concerning aviation safety. The information is updated monthly: [Aviation corporate offenders](#) and [Aviation non-corporate offenders](#).

If at any time residents suspect that a pilot is operating an aircraft in an unsafe manner and in contravention of the *Canadian Aviation Regulations*, we encourage them to record as much information as possible (e.g. date, time, registration number, colour of aircraft, other identifying marks) and provide those details to services@tc.gc.ca or complete an incident report using the online form: <http://www.wapps.tc.gc.ca/saf-sec-sur/2/IR-RI/av-i-r.aspx?lang=eng>.

From: Myles-MacLean, Jesse (he,him | il,lui) (TC/TC)
Sent: Thu, 14 Aug 2025 12:25:39 +0000
To: Bergeron, Michelle (TC/TC)
Cc: SS Information / Information SS; Brideau, Catherine (TC/TC)
Subject: APPROVED - SEE LISA COMMENT: Pearson Airport Noise - for DM/Min meeting
 Friday August 15

UNCLASSIFIED / NON CLASSIFIÉ

Pearson Airport Noise - for DM/Min meeting Friday August 15

Wednesday, August 13, 2025
 4:27 PM

Requestor:	DMO
File Number:	N/A
Classification	Unclassified
Date/Time of Request:	August 12, 2025
Question/Request/Task Details:	Seeking your approval on information prepared by the Ont Region (and approved by DG Aviation) regarding Pearson Airport noise complaints. This information is prepared to support the DM's meeting with the Minister on Friday. Request – for reference: The Minister received a call from Judy Sgro about noise complaints from her constituents. The DM told the Minister that every time we receive a complaint of the sort, we look at it with the airport but have not found anything beyond the normal noise at Pearson to date. He committed to coming back to her with some things we can do with the community to address her constituents

- ☒ **Lisa Approved**
- ☐ **Nick Approved**
- ☐ **Not Approved**
- ☒ **See Comments**
- ☐ **Leave for second**

	concerns (e.g., showing we are listening, what are already in place).
Material/Response Requiring Approval:	Proposed Response: ● Transport Canada (TC) is responsible for developing and overseeing the transportation policies, programs, and goals set by the Government of Canada to ensure the national transportation system is safe, efficient, and accessible to all its users. ● TC confirms that the Greater Toronto Airports Authority (GTAA) is fulfilling its

ADM review

☐ **Leave for second ADM info**

Minor edits

obligations and responsibilities regarding noise management in a responsible and effective manner.

- One of the tools available to assist airports includes a process through which airport operators develop noise abatement procedures and operating restrictions by consulting aviation stakeholders and local communities. Noise abatement procedures for Toronto Pearson International Airport are in place, including the Night Flight Restriction Program (known as the night flight budget). This program limits the number of movements during the restricted hours of 12:30 am to 6:29 am and aims to reduce nighttime noise while balancing a growing regional demand for air travel. For more information on the GTAA's Night Flight Restriction Program, please visit: [Noise Management Program | Pearson Airport](#).
- TC continues to monitor the total number of permitted annual flights during the restricted hours. Over the past five years, the GTAA has consistently adhered to the threshold of total permitted number of flights during the restricted hours.

- Should there be any deviances to the number of permitted flights, TC's National Enforcement Program (NEP) investigates the occurrences and alleged violations to ascertain whether or not a violation has occurred. When a regulatory non-compliance is identified, NEP will take the appropriate enforcement action. For more information regarding the roles and responsibilities of the NEP, you may wish to visit: [Aviation Offences and Enforcement](#). For a list of published enforcement actions, please see: [Aviation Corporate Offenders](#) and [Aviation Non-Corporate Offenders](#).
- Under the GTAA's Noise Management Committee, there is a dedicated website, [InsightFull for Toronto Pearson](#) offering interactive monthly and quarterly operational reports, complaints reports, and is supported by their "Enforcement Office," which monitors every flight for compliance with noise abatement procedures and the Night Flight Restriction Program.
- TC acknowledges that noise management is a complicated and often difficult issue faced by airport authorities and

	communities around the country. It is an issue that must be managed while ensuring that aviation safety is not compromised. TC's experience has shown that noise issues are most effectively addressed at the local community level. Therefore, the department encourages dialogue with the airport authority directly, as Transport Canada is not involved in the daily operations of airports, including Toronto Pearson International Airport.
Approved by:	DG, Aviation A/RDG, Ont Region
Due to Requester Date:	August 14 – noon
Analyst:	Michelle