

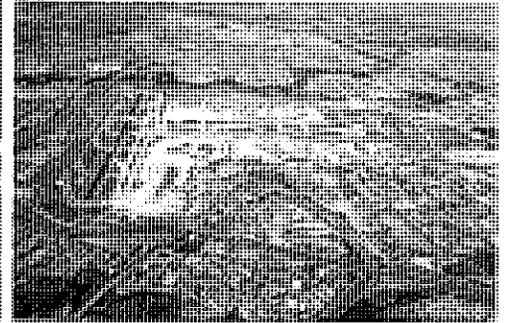


Toronto Noise Mitigation Initiatives Summary Report on Stakeholder Roundtables

Appendix B: Individual Stakeholder Submissions

Prepared by Lura Consulting
September 2015





Toronto Noise Mitigation Initiatives – Stakeholder Roundtable Agenda and Discussion Guide

July 29, 2015
Burnhamthorpe Community Centre
Mississauga

Optional

Name: _____

Organization: _____

Email: _____



Contact:

Community Relations Greater Toronto Airports Authority

Community.Engagement@gtaa.com

416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

July 29, 2015

Burnhamthorpe Community Centre

Mississauga

7:00 pm-9:00pm

Roundtable Purpose: Obtain your feedback on:

- 1) six ideas for mitigating noise impacts from Toronto Pearson Airport on surrounding communities; and
- 2) the process and next steps for further study of these noise mitigation initiatives.

AGENDA

7:00 pm Welcome, Introductions and Agenda Review

7:10 pm Overview Presentation and 6 Ideas Overview

7:20 pm Detailed Presentation on Ideas 1 – 6
(For each of the 6 ideas)

- Individual idea approach explained in detail
- Questions of clarification
- Feedback on idea

8:50 pm Feedback on Community Engagement Process and Next Steps

9:00 pm Adjourn

WIND

PARALLEL OPERATIONS

FLAT SEGMENT POWER CHANGE

SYSTEMS APPROACH

→ send docs via electronic.

→ best chance of success.

→ technology that exists today.

→ early turn jets "pilot" 1100 feet rather than 3000

IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

- considers additional option of noise mitigation
- continuous descent being looked at.
- GPS "segment" options.

2. What concerns do you have...why?

- need more information on management of number of flights, during certain hours. at night. — volume threshold is not determined as of yet.
- how does it fit with night time preferential runways?
- will it shift noise from one neighbourhood to another?

3. What should be considered as this idea is studied further?

- using GTAA noise monitors at night.
- include GTAA noise monitor review data.
- concern of pilot managing more of approach in busier airports?

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

- industrial corridor option a systems approach, is very promising!
- 40% higher – noise benefit.
- "further up, further out" – noise out of residential

2. What concerns do you have...why?

- does this open up to volume?
- volume thresholds to be set?

3. What should be considered as this idea is studied further?

- always consider change how it will impact "New" neighbourhoods or neighbourhoods impacted now

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

2. What concerns do you have...why?

→ many unknowns based on ~~flight~~ plane type mix
→ will ~~it~~ add noise to what neighbourhoods with different speed limits?

→ study of noise impacts
→ separation?

3. What should be considered as this idea is studied further?

→ further study of noise impacts, safety

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

- technology can get Toronto out of "High/Low" potentially
- controlled/automated environment

2. What concerns do you have...why?

- is there a noise benefit?
- how many aircraft in Toronto mix can do this?
- very costly for smaller.

3. What should be considered as this idea is studied further?

- regulatory approval
- need to gather data from other airports

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

- would be interesting to see what communities think.
- innovative

2. What concerns do you have...why?

- what "new" communities will be impacted?
- ROCKWOOD is already inundated due to location to airport - proximity.

3. What should be considered as this idea is studied further?

- seasonal?
- summer?

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

~~some comments~~ → review needed from 1972.

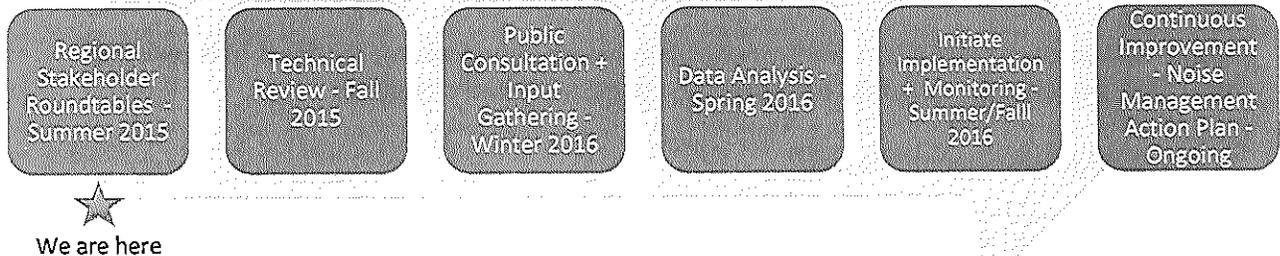
→ rating/ranking system?

2. What concerns do you have...why?

→ impact to Rockwood.

3. What should be considered as this idea is studied further?

Process and Next Steps



1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

→ safety
→ wind
→ parallel approach → hi/low reform
→ nothing that will add more noise to existing communities that ~~are~~ are impacted already

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

spreading out "noise impact" is one thing
moving it or adding is not
→ systems approach - all factors
→ need more data collected
→ include CENAC⁸/GTAS data from monitoring.

Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

Submit Your Responses!

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IDEA #1 – New approaches for night-time operations

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Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

Sounds very logical and more efficient. All good.

2. What concerns do you have...why?

~~Can't think of any~~

Is airplane use of GPS being mandated within a certain time frame?

3. What should be considered as this idea is studied further?

If night volume increases over time
will this approach still be feasible?

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

Seems superior to current climb to 3000ft approach

Do they climb at the same ascent rate to 5000ft as for 3000ft? ~~No~~

2. What concerns do you have...why?

None

3. What should be considered as this idea is studied further?

Ø

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

Again it seems logical.

2. What concerns do you have...why?

As opposed to #1 and #2 this one seems less ~~cert~~ certain to yield any noise reduction

3. What should be considered as this idea is studied further?

Because it's a fly

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

Technology is our friend - eventually!
Sounds good though.

2. What concerns do you have...why?

Sounds like this is well off in the future if
not all planes have GPS. let alone RNP.
Will airlines spring for this - sounds costly.

3. What should be considered as this idea is studied further?

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

This only seems fair as it shares the load more evenly.

2. What concerns do you have...why?

None, as this gives a respite to some who don't get it now.

3. What should be considered as this idea is studied further?

IDEA #6 – Alternate night-time preferential runways

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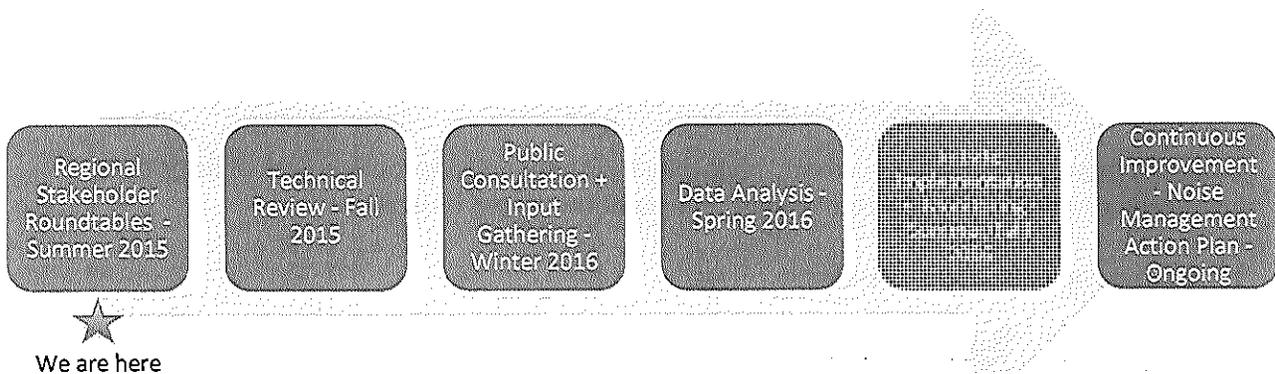
1. What do you like about this idea?

If it ~~helps~~ helps dissipate the noise it seems to make sense.

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Process and Next Steps



1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

They all seem positive. Is it too early to rank them from most practical/effective to least and those at the top of the list can be focused on.

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

This is a good process. MoRA is little impacted by these issues. Airport noise has never been raised at any of our AGMs over the 30 yrs I have lived there. (We are bordered by Q.E.W./Credit River/Dundas and Springbank Rd on the west).

I will report back to
our executive.

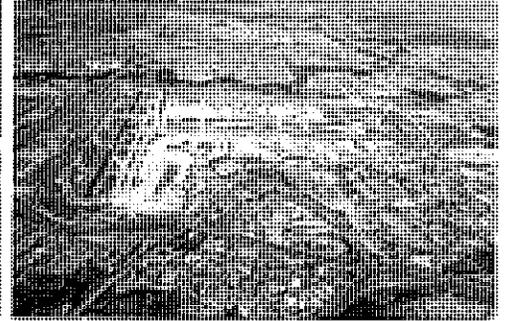
Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

See previous entry. Thanks.

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Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

Aircraft at Higher altitudes as they ~~not~~ make final turns to align to runways.

2. What concerns do you have...why?

Possible extension of hour of high traffic operation.

3. What should be considered as this idea is studied further?

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

Keeping air craft on a narrower corridor and higher altitude prior to turning and keeping them at or near industrial areas.

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea? *not much*

2. What concerns do you have...why?
needs more study and safety concerns due to 442 Runways being so close together

3. What should be considered as this idea is studied further?

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #6 – Alternate night-time preferential runways

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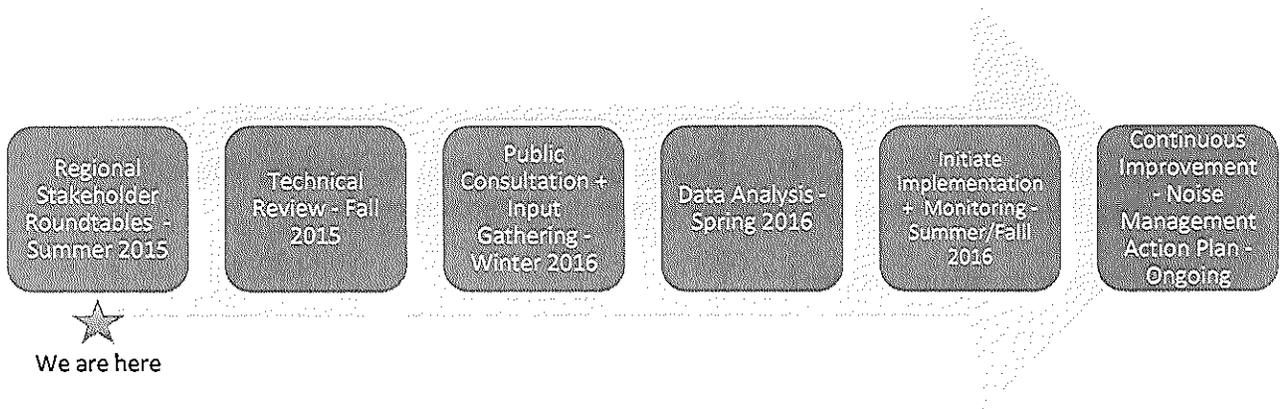
Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Process and Next Steps



1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

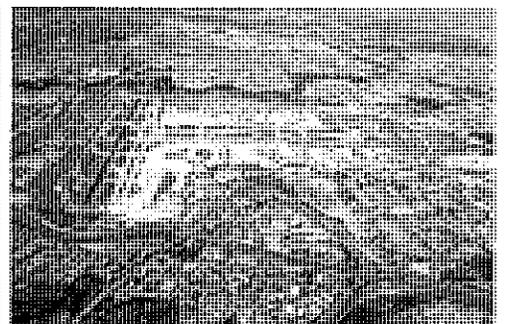
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1202#2

IDEA #2 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

THINKING OUTSIDE THE BOX

2. What concerns do you have...why?

NONE

3. What should be considered as this idea is studied further?

NARROW DOWN HOURS OF OPERATION

IDEA #1

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

YES: WOULD IMPACT & LESSEN NOISE ON HOUSEHOLDS UNDER FLIGHT PATH

2. What concerns do you have...why?

ONLY ONE RUNWAY IN OPERATION. WOULD LIKE TO SEE IF WE COULD USE I.E. 23L 23R + 23 FOR TAKE-OFF OR LANDINGS AT THE SAME TIME

3. What should be considered as this idea is studied further?

IMPACT ON NEW AREAS UNDER FLIGHT PATH

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

NEW IDEAS ARE GOOD - EXAMINATION WILL GIVE US ANOTHER OPPORTUNITY FOR CHANGE

2. What concerns do you have...why?

DOES ~~FLIGHT~~ FLIGHT DECK HAVE MORE JUDGEMENT CONCERNS WITH THIS CHANGE

3. What should be considered as this idea is studied further?

DISCUSSION WITH FLIGHT DECK RE IMPACT.

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

QUIETER APPROACHES + CLEAN!

2. What concerns do you have...why?

THAT IT WILL TAKE TOO LONG A STUDY BEFORE IMPLEMENTATION.

3. What should be considered as this idea is studied further?

TIME-LINE AS THIS COULD BE THE FUTURE. NEED TO BE PROACTIVE

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

CHANGES FROM PRESENT MAY OPEN UP
A CAN OF WORMS FOR RESIDENTS NOT
ACCUSTOMED TO FLIGHT PATH NOW OVER
THEIR HOMES. BUT - THINK OUTSIDE
THE BOX AND LOOK AT THE IMPACT.

2. What concerns do you have...why?

SEASONALIZE CHANGE - SUMMER VS WINTER ETC

3. What should be considered as this idea is studied further?

SEE #2 ABOVE

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

MORE INFORMATION ON IMPACT ON HOMES

What are the benefits of this idea? How does it address the noise impacts of aircraft operations? How does it address the noise impacts of aircraft operations? How does it address the noise impacts of aircraft operations?

2. What concerns do you have...why?

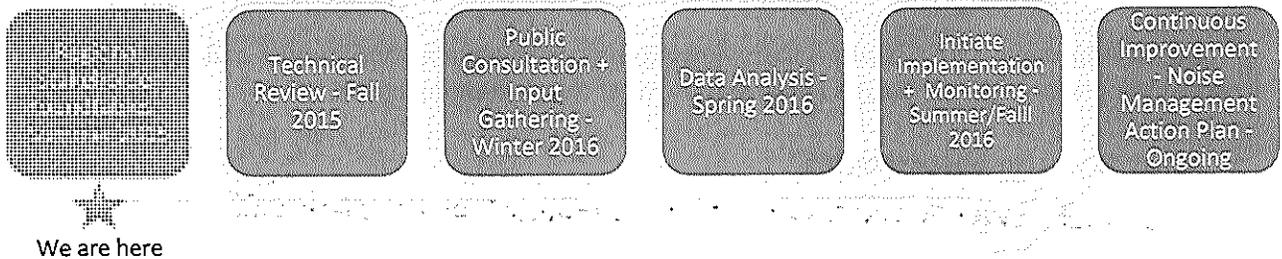
LOOK AT IMPACT ON RESIDENTIAL AREAS

What are the concerns of this idea? How does it address the noise impacts of aircraft operations? How does it address the noise impacts of aircraft operations? How does it address the noise impacts of aircraft operations?

3. What should be considered as this idea is studied further?

PICK THE IDEAL CASE FOR 50% OF THE TIME

Process and Next Steps



1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

- ① PRODUCE A PACKAGE FOR RESIDENTS EXPLAINING IN SIMPLE TERMS HOW THE AIRPORT/RUNWAYS OPERATE IE WINDS/WEATHER LIMITATIONS
- ② SHOW IN PACKAGE WHAT IS IN EVALUATION STAGE AND WHAT THIS MEANS TO RESIDENTS
- ③ THE AIRPORT IS HERE & UNDERSTAND LIMITATION

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

NEED TO IDENTIFY TO COMMUNITY WHAT IS DOABLE + LIMITATIONS TO WHAT CAN BE ALTERED

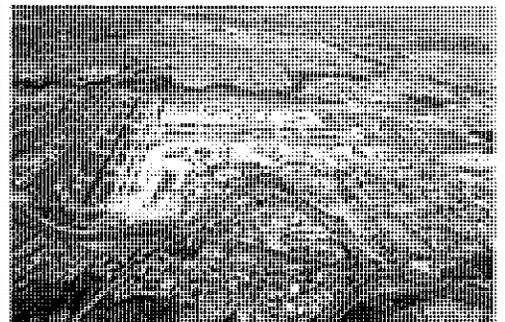
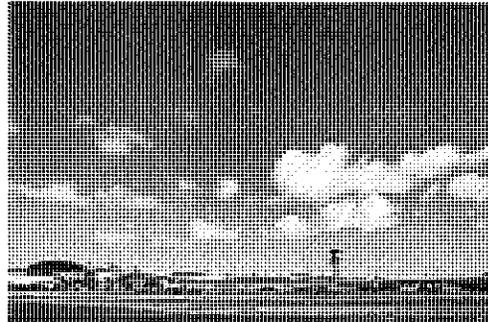
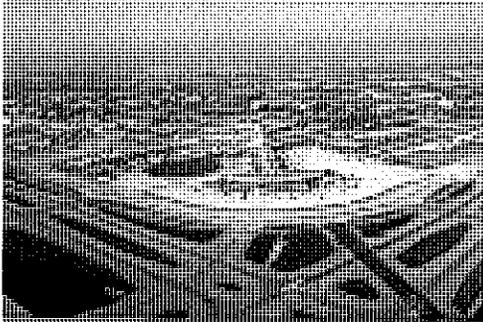
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(MOVE TO PICKERING) JUST KIDDING

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— Who gets rid of the word "trial" on the early turns?

— Value to committing to this process after so many years?!

ive needed

Landing 101 - Simplicity - how, why?

- wind, safety (separation), weather, demand?
- concept of spread around - how that isn't exactly possible.

Windrose plot a year - helpful

(for the public)

IDEA #1 - New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Would a flow chart of regulatory agencies be helpful?

Love the "Other Considerations" slide.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

Is this CDAs? What Inch was suggesting?

should pursue all options within their power to fly aircraft with the utmost in noise mitigation concerned.

2. What concerns do you have...why?

answered

- must complete pref night designation review first?! As would these new approaches not vary b/w runways.

meet

have we studied the success (noise) of the Fed Ex changes?

- have we considered what true noise effect Delta we will experience? Using our acoustic experts?

3. What should be considered as this idea is studied further?

- volume threshold needed b/c of growth.

- neighbourhood doesn't complain currently - must consider how changes can effect 'current' and potentially newly effected neighbourhoods.

- use Dr. Navak to his full capabilities

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

It is a review !! Hurray!
Love the words "Industrial corridor".
It works in tandem with [#]one. Not too complicated.

2. What concerns do you have...why?

- no volume concern here?

3. What should be considered as this idea is studied further?

- what percentage of complaints are made on departures? Considering let's not fix what isn't broken?!

Chicken + egg.

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

Again another prudent review of potential possibilities to reduce noise.

2. What concerns do you have...why?

— work for all fleet mix? answered.

3. What should be considered as this idea is studied further?

— must have an appreciable noise reduction!

— #1 thru #3 going to Pilot's for review??

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

This is a hard one. You need all facts at hand to evaluate whether this is prudent.

2. What concerns do you have...why?

— how many aircraft will truly be able to use this? 41% is actually more like 30% b/c of no ability of either planes or pilots.

3. What should be considered as this idea is studied further?

— should we shelve until we see how Denver comes out after a year? or so?
— is this a waste of \$?
— is this truly the future?

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

Very innovative, outside the box thinking!

2. What concerns do you have...why?

Don't innuovate Rockwood in this - I think they have unique circumstances.

3. What should be considered as this idea is studied further?

must look @ stats - review

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

Fantastic! / Way overdue!!

Michael's weighted idea is brilliant.

2. What concerns do you have...why?

— effecting new neighbourhoods and creating new wildfires.

3. What should be considered as this idea is studied further?

— a firm criteria as to why use which runway —

What makes one runway "better" than another?

ATC perspective.

① safety + wind

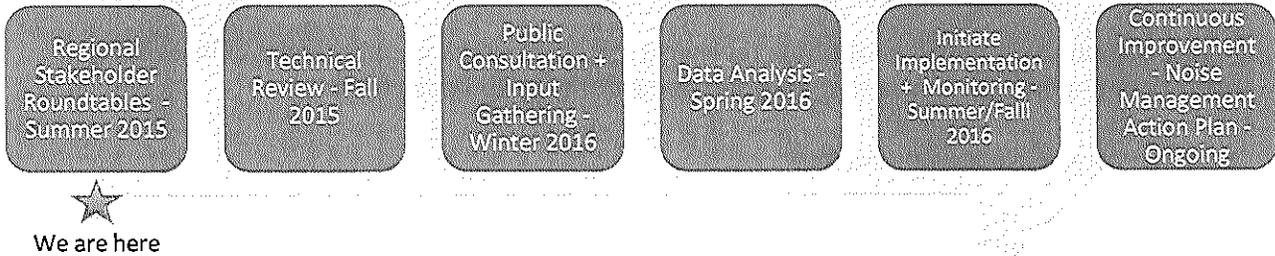
② ~~what~~ construction

③ equitability of noise

④ emissions

⑤ fuel savings

Process and Next Steps



1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

- ① maintaining all safety + wind concerns as per usual
- ② there has to be an appreciable noise change to consider.
- ③ We must consider all factors about the change - not just "make it fair" or NIMBY but the idea that if it isn't broken or it works currently,

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

There has to be consideration of what 'new' impact there will be from the change.

be careful. messages -

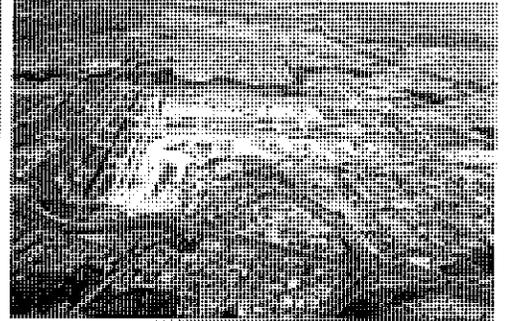
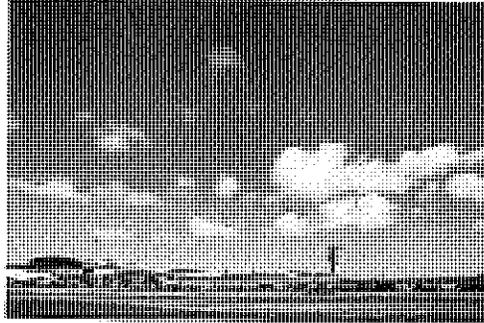
- ① We are listening
- ② We are considering changes
- ③ We are ALL in the same boat.

Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

Submit Your Responses!

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Toronto Noise Mitigation Initiatives – Stakeholder Roundtable Agenda and Discussion Guide

July 29, 2015
Burnhamthorpe Community Centre
Mississauga

Optional

Name: _____

Organization: _____

Email: _____



Contact:
Community Relations Greater Toronto Airports Authority
Community.Engagement@gtaa.com
416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

July 29, 2015

Burnhamthorpe Community Centre

Mississauga

7:00 pm-9:00pm

Roundtable Purpose: Obtain your feedback on:

- 1) six ideas for mitigating noise impacts from Toronto Pearson Airport on surrounding communities; and
- 2) the process and next steps for further study of these noise mitigation initiatives.

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- | | | |
|---------|--|---|
| 7:00 pm | Welcome, Introductions and Agenda Review | — |
| 7:10 pm | Overview Presentation and 6 Ideas Overview | |
| 7:20 pm | Detailed Presentation on Ideas 1 – 6
(For each of the 6 ideas) <ul style="list-style-type: none">• Individual idea approach explained in detail• Questions of clarification• Feedback on idea | |
| 8:50 pm | Feedback on Community Engagement Process and Next Steps | |
| 9:00 pm | Adjourn | |

*Jim
facilitator*

*Michele-NAV
Bishop
Robyn GTAA*

could use any
of the runway

IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Keep noise down as much as possible

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

→ over industrial corridor (away from residents)

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Keep noise levels down

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

2. What concerns do you have...why?

Safety is critically impct

3. What should be considered as this idea is studied further?

as long as noise isn't worse than current
noise impact

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

2. What concerns do you have...why?

→

3. What should be considered as this idea is studied further?

Find out if worth the \$ versus ↓ noise

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

~~think about if there is a noise effect~~ how does this effect residents with new noise

IDEA #6 – Alternate night-time preferential runways

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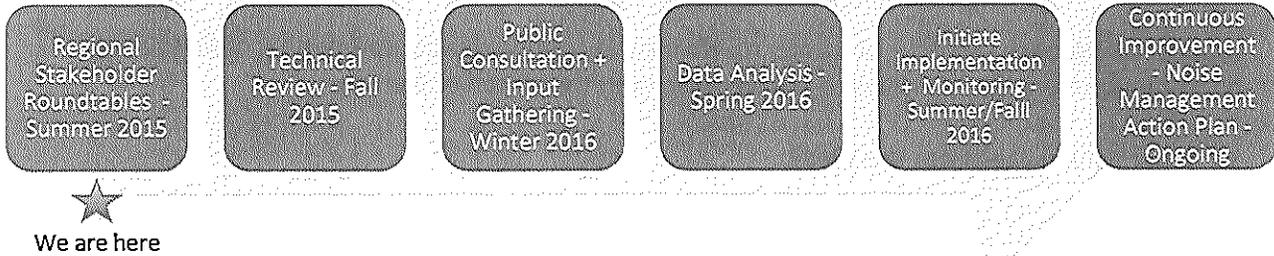
Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Process and Next Steps



1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.



2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

provide public with more information

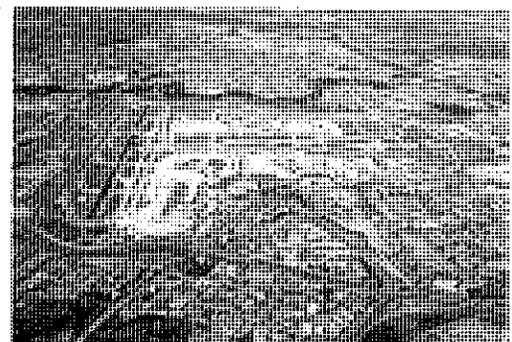
Other Feedback

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Toronto Noise Mitigation Initiatives – Stakeholder Roundtable Agenda and Discussion Guide

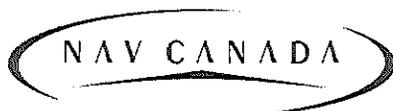
August 11, 2015
Halton/Georgetown
Gellert Community Centre, Georgetown

Optional

Name:

Organization:

Email:



Contact:

Community Relations Greater Toronto Airports Authority

Community.Engagement@gtaa.com

416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

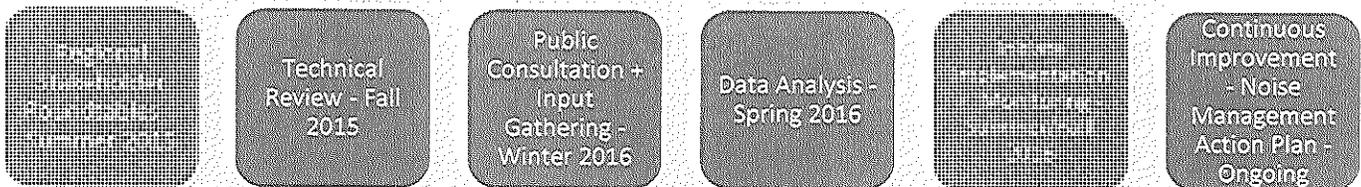
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We are here

IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

Makes sense.

Daytime we have a lot of low level flights over Georgetown. They should be drifting down like proposed here

2. What concerns do you have...why?

I don't understand why planes on parallel runways aren't staggered so they don't turn straight at each other.

3. What should be considered as this idea is studied further?

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

The departures aren't a big problem in Georgetown.

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

2. What concerns do you have...why?

safety : unknown consequences

3. What should be considered as this idea is studied further?

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

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Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #5 – Establish weekend preferential runways

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Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

Seems easy to implement - share the noise

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

- Fairness for all the communities surrounding the airport.
- < Plan for the future.
- > Make sure the pilots are consulted on the practicality and complexity of proposals.

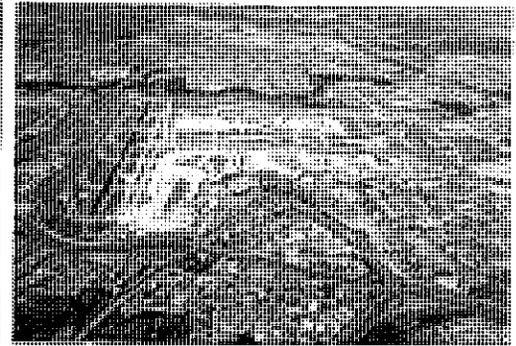
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Other Feedback

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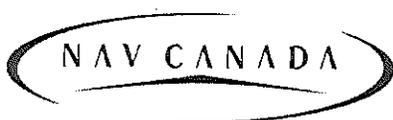
August 12, 2015
Davenport Perth Neighbourhood Centre, Toronto
1900 Davenport Road

Optional

Name: _____

Organization: _____

Email: _____



Contact:
Community Relations Greater Toronto Airports Authority
Community.Engagement@gtaa.com
416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

7:00 pm-9:00pm

Roundtable Purpose: Obtain your feedback on:

- 1) six ideas for mitigating noise impacts from Toronto Pearson Airport on surrounding communities; and
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- 9:00 pm Adjourn



IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

on paper it looks good,
but due to limited information
the best we can hope for
is Success

2. What concerns do you have...why?

will this open the door to heavier use
and more noise in 10-15 years time as
traffic warrants.

3. What should be considered as this idea is studied further?

Future engineering of aircraft
and increased volume.

Perhaps what is learned here can
be applied in other approaches.

If you use one Runway exclusively, why
not use the other 3 on a Rotation Basis?

what is done
at the other 12
Busy airports?

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

Seems logical, but
it concentrates the noise
to one narrow sector.

2. What concerns do you have...why?

Is noise a function
of acceleration (yes) so can the
3500' ASL be extended out to
lessen the acceleration noise.

3. What should be considered as this idea is studied further?

Concentrating noise is the
wrong way to go - spread it out.

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

This seems to produce more noise from 210 → 170 speeds to reduce the 220 → 210. However faster means noise for less time—hopefully!

2. What concerns do you have...why?

who gets more noise if some benefit?

3. What should be considered as this idea is studied further?

- Fuel usage and pollution,
- what happens as fleets change?

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

Really - you want one track over your house and my house but not John Torrey or Rob Ford's?

2. What concerns do you have...why?

once you have one path you will never change it!
NIMBY!

3. What should be considered as this idea is studied further?

maybe you can run it on the greenbelts around the new Pickering Airport!

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

*use all the runways
to spread out the noise*

2. What concerns do you have...why?

I may get more noise

3. What should be considered as this idea is studied further?

*why not if it
spreads it out.*

IDEA #6 – Alternate night-time preferential runways

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Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

looks good the way
it is given the
industrial/greenbelt
components around the airport

2. What concerns do you have...why?

Population impact

3. What should be considered as this idea is studied further?

Night is not really
a problem.

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

- ① Loudness
- ② Frequency
- ③ # of people adversely affected.

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

STAKEHOLDERS should have access to the essentials of the physics of aircraft operation and airport operation.

Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

① what will happen
with the shutdown
of Buttsville -> restriction of flight path
and added reroute to ~~the~~ Pearson.

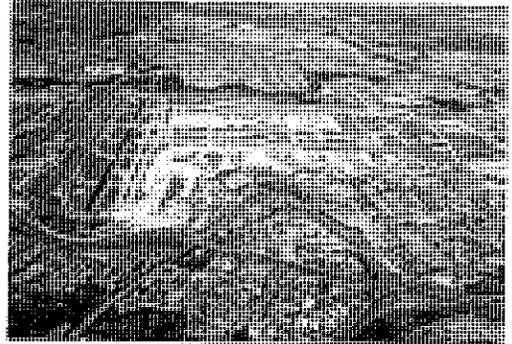
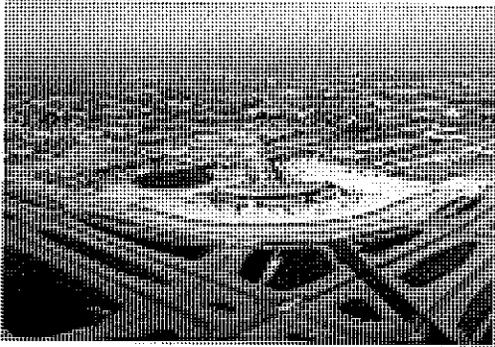
② IS Pickering an option?

③ what new technology is
coming on line for new quieter
aircraft & engines?

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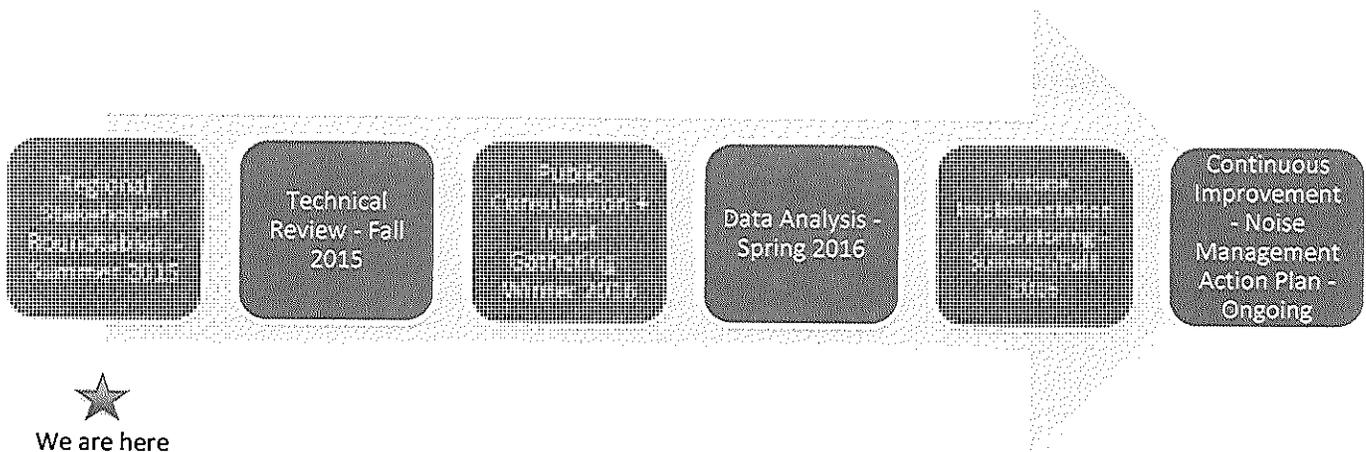
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Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

RNAV approach

2. What concerns do you have...why?

- Fix time clock - either 10:30 or 11:00 PM, ensure nothing before 6:00 AM.
- Fleet mix for application
 - How this scales to capacity increase?

3. What should be considered as this idea is studied further?

- Diagonal track proposal - YOUTH to 11:20:00, then invoke CDA
- 5 mi offset for R23 should be moved further north as part of revisions

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Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

If this involves R24, then totally against

2. What concerns do you have...why?

Any change to existing preferential

3. What should be considered as this idea is studied further?

Move offset for R23 2 mi north

Other Feedback

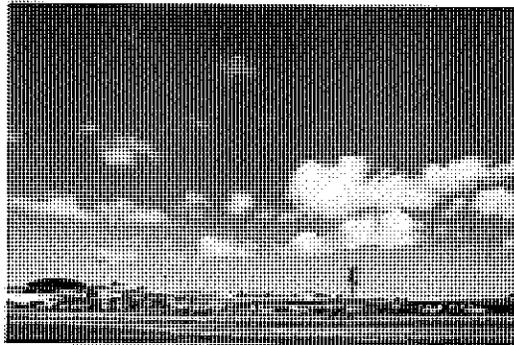
Please provide any other ideas or feedback regarding noise mitigation below.

Review usage of cargo flights during night time preferential hours.
to restrict this activity to before 11:00 PM or after 6:00 AM.

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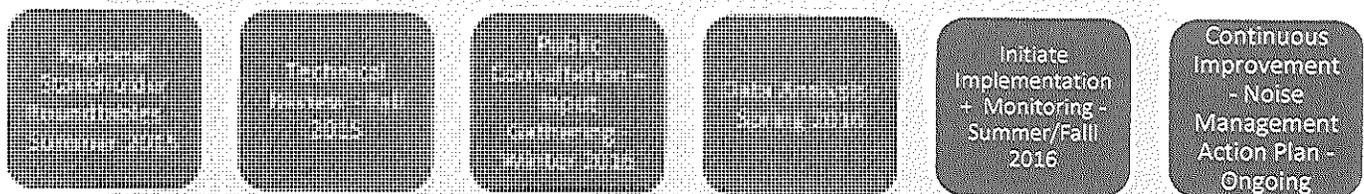
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- Individual idea approach explained in detail
 - Questions of clarification
 - Feedback on idea
- 8:50 pm Feedback on Community Engagement Process and Next Steps
- 9:00 pm Adjourn



We are here

IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

SPECIFIC NIGHT OR SINGLE RUNWAY OPERATIONS AREN'T NECESSARY TO IMPROVE DESCENT PROFILES. TRAFFIC VARIABILITY PROVIDES OPPORTUNITIES FOR CONTROLLERS TO MANAGE BOTH TURNS AND ALTITUDES BASED ON OPPOSITE PARALLEL TRAFFIC. LOW PRAG, HIGHER ALTITUDE ARE POSSIBLE AND CAN BE ACHIEVED EFFICIENTLY IF PUBLISHED DOWNWIND ALTITUDES ARE DELETED AND THE DESCENT IS INITIATED BY THE CONTROLLER JUST AS IT IS IN MANY OTHER AIRPORTS. FOR NIGHT TIME APPROACHES, THE GAP EXISTS TO MODIFY ALTITUDES AND TRACKS TO AVOID RESIDENTIAL AREAS TO GREATEST EXTENT POSSIBLE.

2. What concerns do you have...why?

I THINK BEFORE ANY REDESIGN YOU CAN IMPLEMENT ABOVE

3. What should be considered as this idea is studied further?

SEE ABOVE
WHAT IS WRONG WITH FLYING EAST/WEST OVER LAKE ONTARIO WHEN BILLY BISHOP CLOSES FOR THE NIGHT OR INDEED DURING THE DAY

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

2. What concerns do you have...why?

EXTENDING INITIAL CLIMB, EXTENSION ON RUNWAY
HEADS TO HIGHER ALT SIMPLY MEANS
SAME HOMES BEING OVERFLOWN WITH
MORE RECURRING

3. What should be considered as this idea is studied further?

Follow ground tracks that provide least impact over flight such as one employed in Europe, not only during nights but all hours. In case where a desirable ground track is not available, altitudes may offer some relief.

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

like it!

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

215 would be better

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

2. What concerns do you have...why?

New technology proposals will introduce low altitude, high drag, high recurrence approaches to even more and never before compacted residential areas.

3. What should be considered as this idea is studied further?

Providing for controller managed descents would reduce low altitude leveling.

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

2. What concerns do you have...why?

Anytime preferential runways are in use need proper spacing. This will mean final approach shared by alternating runway, but also that downwind leg is shared. Need 5 mile downwind leg.

3. What should be considered as this idea is studied further?

Controller initiated descents will provide best noise prevention on downwind & base legs

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

2. What concerns do you have...why?

The same downwind width and controlled
crabbed descent principles applies
to night-time preferential runways as it
would to preferential runway

3. What should be considered as this idea is studied further?

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

IMPACT ON ~~COMMUNITY~~ RESIDENTS
IMPACT ON ~~COMMUNITY~~ HEALTH
~~IMPACT ON~~ COMMUNITY

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

~~But~~ Much more thorough showing of information including all ideas that were considered before 6 were chosen.

Other Feedback

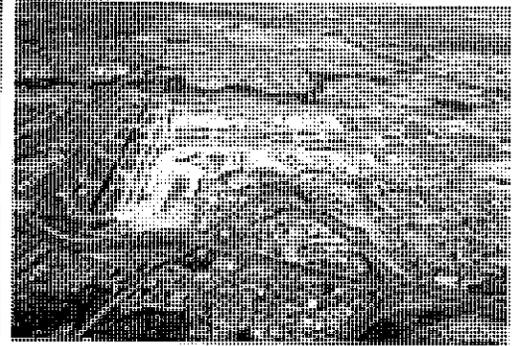
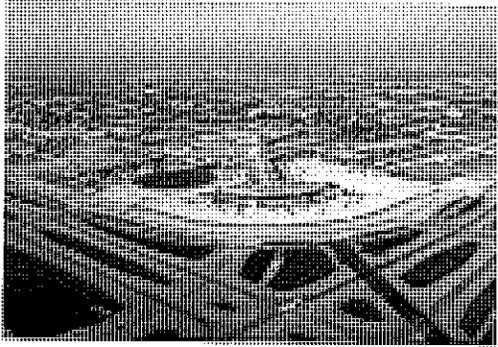
Please provide any other ideas or feedback regarding noise mitigation below.

Descents from 6000 should be controller based on actual traffic, not prescribed on STARs. Only 4 of top 25 airports in the world use prescribed downwind altitudes. This has been completely left out of document yet. It is an immediate fix.

Downwind legs should be 5 miles wide during preferential runway operations.

Submit Your Responses!

Please provide your answers in this Discussion Guide and return it at the end of the session. Alternatively you may submit your completed Discussion Guide via email to: info@lura.ca before August 31, 2015.



Toronto Noise Mitigation Initiatives – Stakeholder Roundtable Agenda and Discussion Guide

August 19, 2015
Toronto Centre
Leaside Gardens, 1073 Millwood Road

Optional

Name:

Organization:

Email:



Contact:
Community Relations Greater Toronto Airports Authority
Community.Engagement@gtaa.com
416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

7:00 pm-9:00pm

Roundtable Purpose: Obtain your feedback on:

- 1) six ideas for mitigating noise impacts from Toronto Pearson Airport on surrounding communities; and
- 2) the process and next steps for further study of these noise mitigation initiatives.

AGENDA

- 7:00 pm Welcome, Introductions and Agenda Review
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IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

Of course a higher descent profile would be desirable at night (as well as during days)
Constant descent should apply to day flights as well. The number of flights should be reduced to allow this to occur.

2. What concerns do you have...why?

Too many night flights 38! (2014)
Difficulty sleeping, awakened early.

3. What should be considered as this idea is studied further?

Overall Reduction of passenger flights.
64m by 2033 is completely unacceptable.
The health, quality of life, well being, property values and work environment of its citizens must be paramount.
Toronto is becoming less competitive and desirable due to GRWTH!

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

REDUCE NIGHT FLIGHTS OVERALL.

IDEA 1

CONSTANT DESCENT APPROACH ^{MAY} ~~WILL~~ HELP (for the area currently experiencing descent noise) in North Toronto. This should not occur however if base leg concentration increases.

2. What concerns do you have...why?

- The assumption that growth is desirable. ALL things considered:
- helps when winds are from east in North Toronto

3. What should be considered as this idea is studied further?

LIMITING PASSENGER FLIGHT GROWTH.

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds ^{OK}

1. What do you like about this idea?

FINE. Anything to reduce flap and air brake use is desirable
So long as increased power does not
increase noise.

2. What concerns do you have...why?

Elevations ^{should} ~~must~~ be maintained at or above
required for 200 knots speed.

3. What should be considered as this idea is studied further?

Higher landing approaches.

PA(TIME (MAINLY))

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

RNP deployment should be encouraged to increase constant descent opportunities. Noise reduced

2. What concerns do you have...why?

Too many aircraft currently not capable of flying with RNP deployment.

3. What should be considered as this idea is studied further?

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?



2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

*Flights should be shared more widely over
runways. 28% too high for
departures over North Toronto.*

2. What concerns do you have...why?

NOT sufficiently balanced.

3. What should be considered as this idea is studied further?

Reduce number of night flights.

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

- ① Altitude
- ② A more balanced sharing of runways
i.e. less concentration of flight paths
in general and over North Toronto specifically
- ③ Reduce number of passengers/flights in
general - growth is not desirable.

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

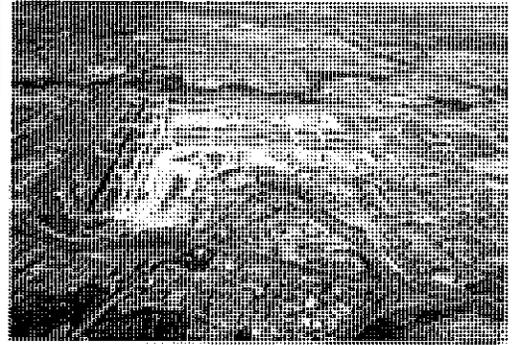
- ① Provide wider and more frequent notice of sessions.
- ② make sessions longer with breaks
- ③ Facilitator should speak less

Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

Submit Your Responses!

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before August 31, 2015.



Toronto Noise Mitigation Initiatives – Stakeholder Roundtable Agenda and Discussion Guide

August 24, 2015
Oakville/Halton
St. Volodomyr Cultural Centre

Optional

Name: _____

Organization: _____

Email: _____



Contact:
Community Relations Greater Toronto Airports Authority
Community.Engagement@gtaa.com
416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

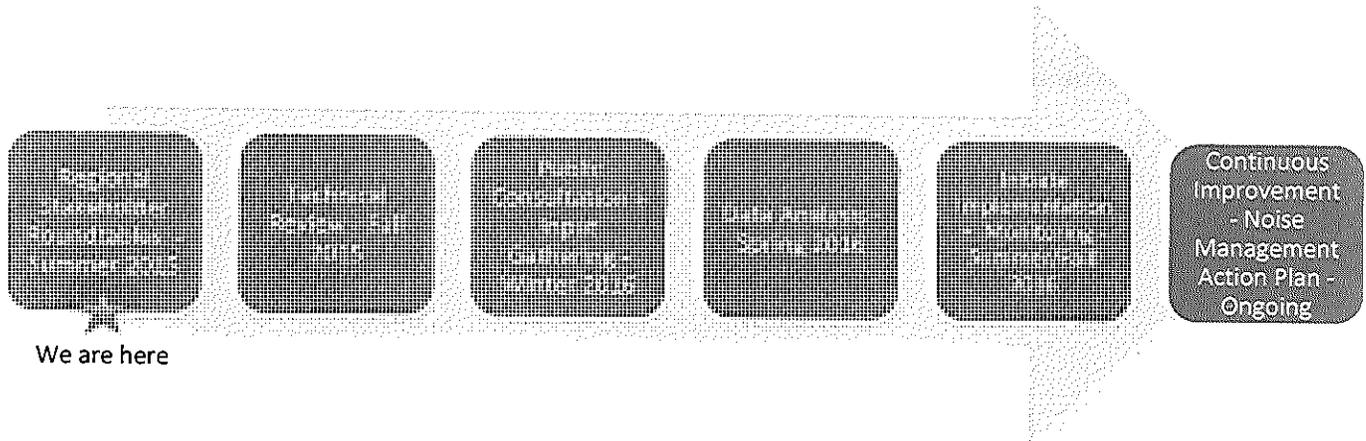
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Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

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Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

2. What concerns do you have...why?

possible impacts to other areas? not currently impacted?

3. What should be considered as this idea is studied further?

IDEA #6 – Alternate night-time preferential runways

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1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

- weekend + evening noise including early evenings starting \approx 6pm
- ~~the~~ Non-winter noise levels March-November when people are more likely outside or have windows open are most important.

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

- Need to show maps of the expected change in noise levels along flight paths
- Need to show a noise "intensity" map that shows decibel level + frequency
- Need to show impacts relative to pre-2012 noise levels and relative to current flight paths

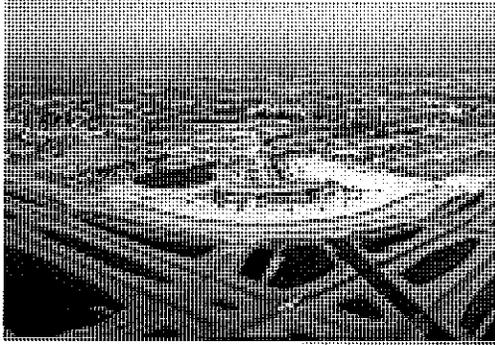
Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

- Each of the ~~the~~ concepts need to be evaluated.
- Need standards for noise from aircraft.

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Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

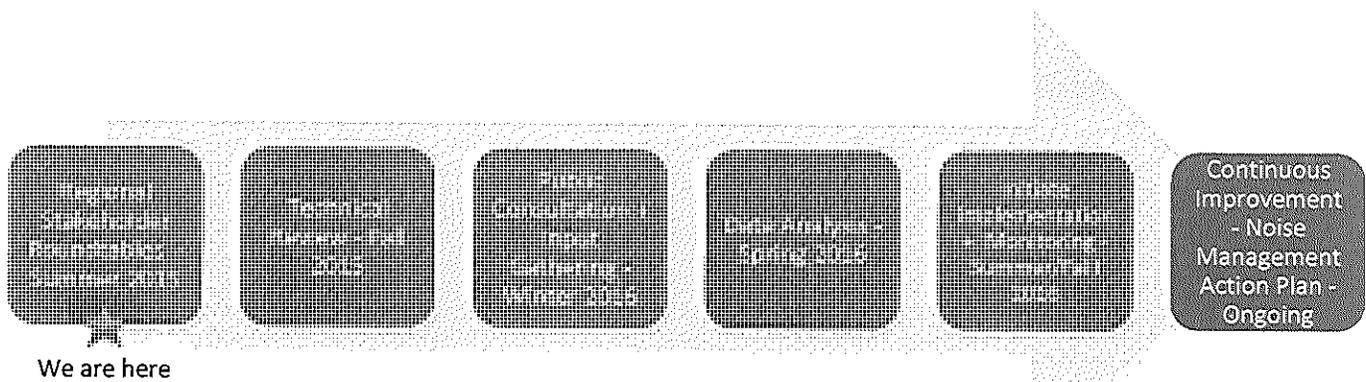
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IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

- how noisy will this be at night?
- already can't open windows at night - so noisy

2. What concerns do you have...why?

- how does this help with daytime noise?

3. What should be considered as this idea is studied further?

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

2. What concerns do you have...why?

-again how does this solve daytime noise?

3. What should be considered as this idea is studied further?

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

2. What concerns do you have...why?

does this mean more planes on weekends when you want to enjoy your time outside?

3. What should be considered as this idea is studied further?

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

2. What concerns do you have...why?

- does this mean you will not be able to get a peaceful night's sleep because planes are flying over?

3. What should be considered as this idea is studied further?

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

- ① stop/decrease noise all day/night
- ② how long will it take to see something being done.
- ③ whatever solution emerges be sure it is beneficial to all of Oakville.

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

inform the public well ahead of time of meetings with numerous reminders in newspapers + other media

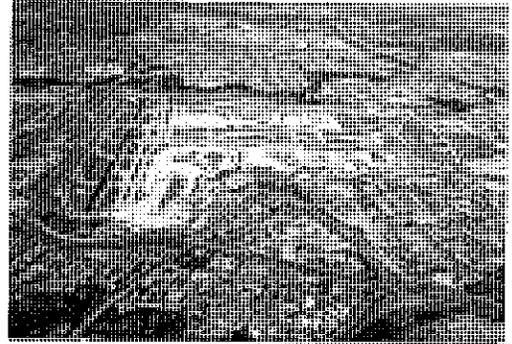
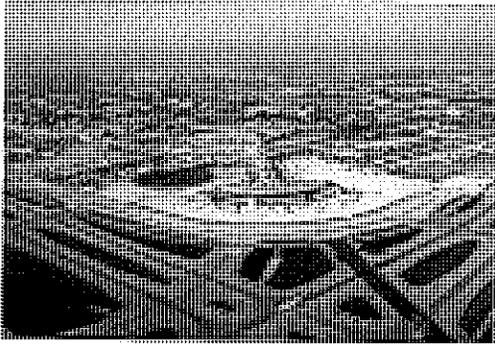
Other Feedback

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None of these suggestions are
actually addressing the
daytime ~~daily~~ constant noise? all day



Toronto Noise Mitigation Initiatives – Stakeholder Roundtable Agenda and Discussion Guide

August 24, 2015
Oakville/Halton
St. Volodomyr Cultural Centre

Optional

Name: _____

Organization: _____

Email: _____



Contact:
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Community.Engagement@gtaa.com
416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

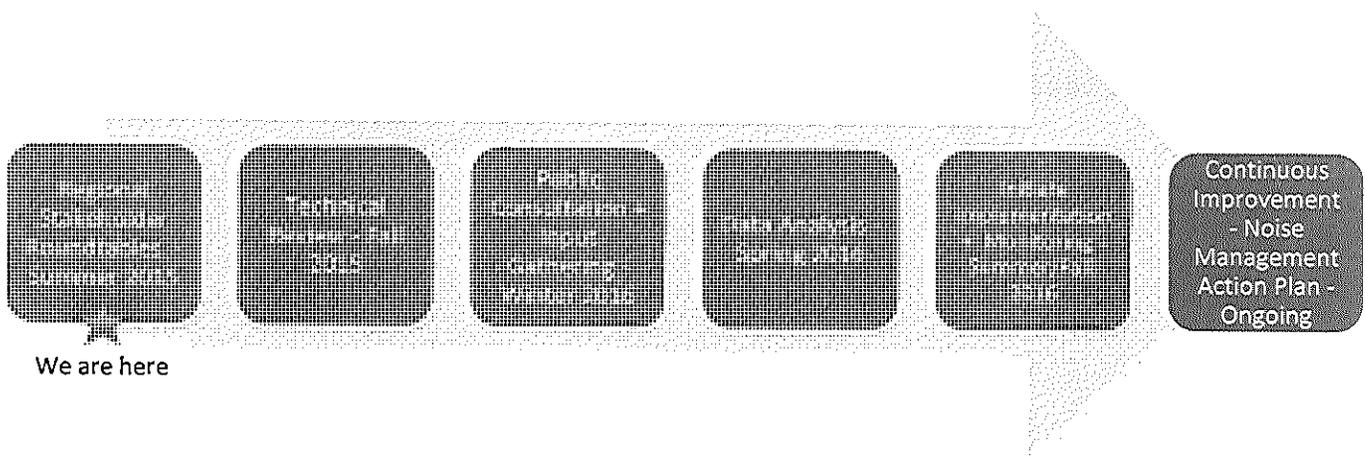
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IDEA #1 – New approaches for night-time operations

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Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

It is a great first step to accommodate the concerns of noise at night.

2. What concerns do you have...why?

The time to implement.

3. What should be considered as this idea is studied further?

What is the cost of implementation?

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

Any option is better than none.

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Can this option be utilized
during lower traffic times
during the day

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

It will marginally lower noise levels.

2. What concerns do you have...why?

How do you measure noise benefits? What is the indicator of a “real” benefit?

3. What should be considered as this idea is studied further?

There seems to be a limited difference in speeds thus the benefits will be marginal.

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

I really hope these technologies exist! Could there not be government subsidies to enhance the advancement in these areas.

2. What concerns do you have...why?

Even if there are new technologies what guarantee is there that these technologies will be implemented?

3. What should be considered as this idea is studied further?

How do we get the airlines "on board" for these advantages?

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

Great idea! That way the "pain" is shared by all!

2. What concerns do you have...why?

What criteria will be used determine the "preferred" runway?

3. What should be considered as this idea is studied further?

Could alternating runways be applied to lower traffic times during the week?

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

① Implementing the most viable initiatives as soon as possible

② Improving the communication of steps being ~~taken to the public~~ by NAV Canada to the public.

③ A "controller managed" descent.

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

① NAV Canada comes back in a reasonable time and communicates the progress that has been made.

Other Feedback

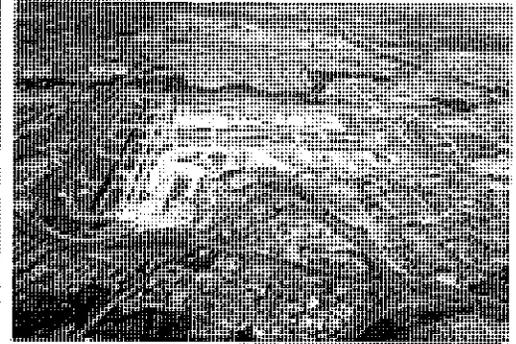
Please provide any other ideas or feedback regarding noise mitigation below.

① Thank you N A U Canada
for your informative presentation.

Working together we can solve
these issues!

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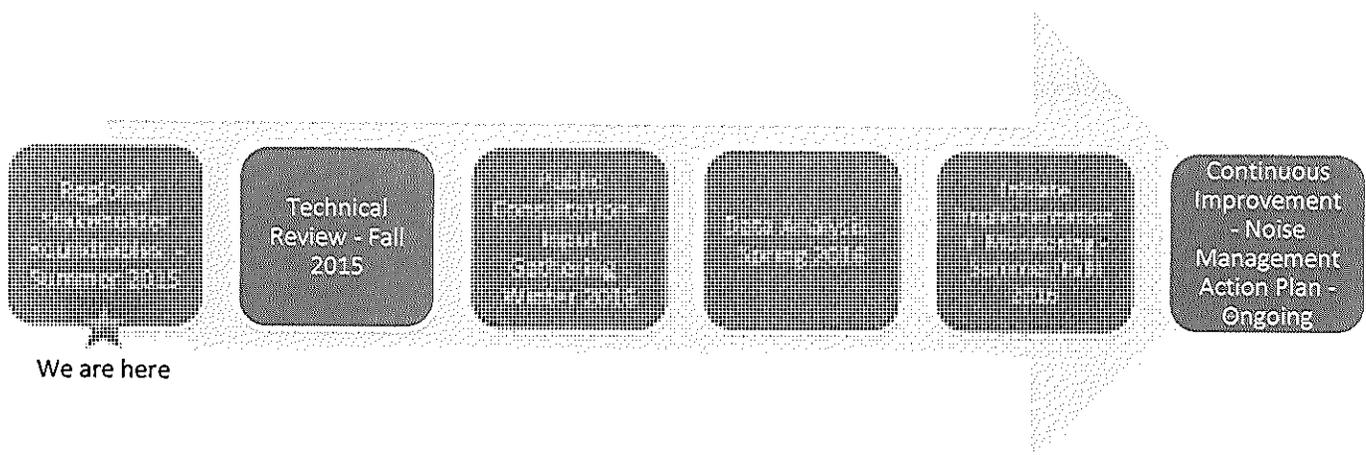
7:00 pm-9:00pm

Roundtable Purpose: Obtain your feedback on:

- 1) six ideas for mitigating noise impacts from Toronto Pearson Airport on surrounding communities; and
- 2) the process and next steps for further study of these noise mitigation initiatives.

AGENDA

7:00 pm	Welcome, Introductions and Agenda Review
7:10 pm	Overview Presentation and 6 Ideas Overview
7:30 pm	Detailed Presentation & Feedback Discussion on Ideas 1 – 6 <ul style="list-style-type: none">• Individual idea approach explained in detail (For each of the 6 ideas)• Feedback discussion on each idea and Process/next steps
8:40 pm	Roundtable Feedback Reports
9:00 pm	Adjourn



IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

2. What concerns do you have...why?

3. What should be considered as this idea is studied further?

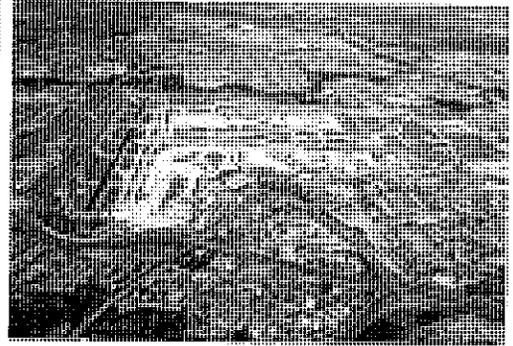
Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

① Restructure NAV Canada
to have Community Reps
on its Board of Director
and noise standards.

Submit Your Responses!

Please provide your answers in this Discussion Guide and return it at the end of the session.
Alternatively you may submit your completed Discussion Guide via email to: info@lura.ca
before August 31, 2015.



Toronto Noise Mitigation Initiatives – Stakeholder Roundtable Agenda and Discussion Guide

August 24, 2015
Oakville/Halton
St. Volodomyr Cultural Centre

Optional

Name: _____

Organization: _____

Email: _____



Contact:

Community Relations Greater Toronto Airports Authority

Community.Engagement@gtaa.com

416-776-5739

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

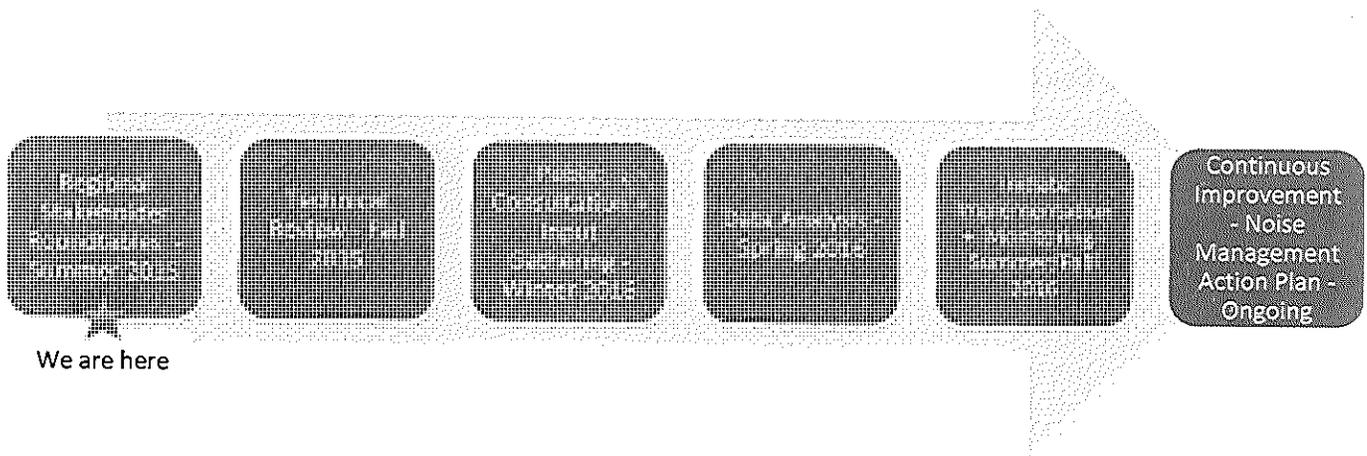
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IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

Should reduce noise levels from 12:30 to 6:00 AM

2. What concerns do you have...why?

That this would be a solution to increase night time traffic.

3. What should be considered as this idea is studied further?

*Improved Technology must be used to have a smooth glide path. (Higher would be better)
(RNAV)*

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

✓ See idea 1

2. What concerns do you have...why?

See idea 1 plus would you be extending time over residential areas.
Is my consideration given for residential growth.

3. What should be considered as this idea is studied further?

See idea 1

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

Should reduce noise

2. What concerns do you have...why?

✓

3. What should be considered as this idea is studied further?

Technology can be used STARS:

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

RNP
yes should be studied. or STAR 5/B 5,000 feet before descent

2. What concerns do you have...why?

safety

3. What should be considered as this idea is studied further?

roll-out technology.

IDEA #5 – Establish weekend preferential runways

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.

1. What do you like about this idea?

—

2. What concerns do you have...why?

*Concerns for increased noise & high entertaining period
when each resident has time off.*

3. What should be considered as this idea is studied further?

—

—

IDEA #6 – Alternate night-time preferential runways

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

1. What do you like about this idea?

—

2. What concerns do you have...why?

see idea #5

3. What should be considered as this idea is studied further?

—

Process and Next Steps

1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.

See other feed back.

2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?

Other Feedback

Please provide any other ideas or feedback regarding noise mitigation below.

Concerned about residential growth & addressing noise levels
Flight path (Arrivals over Hospital at Third Line & Dundas)
More flight paths over industrial areas / green space / lake.

Submit Your Responses!

Please provide your answers in this Discussion Guide and return it at the end of the session.
Alternatively you may submit your completed Discussion Guide via email to: info@lura.ca
before August 31, 2015.

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

Respondent	Question	Response
1	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	St. Paul's, Davenport, Parkdale-High Park
	Idea #1: What do you like about this idea?	Clearly a sensible idea. This proposal suggests NAVCAN can be elastic with night time routing and descent procedures, but in raising it does not yet know what times those might be possible. NAVCAN has also advised that these routes need to be loaded into planes' computers months before. There seems to be an asynchronous position here. If the elasticity is possible, then that suggests NAVCAN has elasticity is possible at other times, which is inconsistent with what we are being told that programming changes are a challenge due to the myriad of carriers and plane types.
	Idea #1: What concerns do you have...why?	
	Idea #1: What should be considered as this idea is studied further?	
	Idea #2: What do you like about this idea?	
	Idea #2: What concerns do you have...why?	This proposal merely reallocates the impact to those further down route on the climb to 5,000 before turning. This seems like a low value proposal with limit benefit.
	Idea #2: What should be considered as this idea is studied further?	
	Idea #3: What do you like about this idea?	Obviously helpful.
	Idea #3: What concerns do you have...why?	
	Idea #3: What should be considered as this idea is studied further?	
	Idea #4: What do you like about this idea?	Nothing.
	Idea #4: What concerns do you have...why?	The whole reason we have this problem and this stakeholder engagement process is because of he decision to cluster the downwind leg in 2012. What you don't say, is that the new technology will now cluster the base leg. It will exacerbate the problem we have. Secondly, I don't accept that every new technology is worthwhile, or that we should merely accept its impact and blithely worship at the altar of its newness. If the impact is vexatious, we need to rethink its implementation and blindly accepting all new technology is premise that needs to be carefully examined. I for one, don't accept that.
	Idea #4: What should be considered as this idea is studied further?	we need to study the impact of clustering of flights in the base leg with GPS - I think we will have the accusation of being tin-eared once again, with robotic and thoughtless acquiescence to new technologies, without concern for impact. The question needs to be asked, can we not use GPS (we aren't now on base leg) and what if we didn't? Why can we not say 'no'?
	Idea #5: What do you like about this idea?	Clearly a sensible idea.
	Idea #5: What concerns do you have...why?	
Idea #5: What should be considered as this idea is studied further?		
Idea #6: What do you like about this idea?	clearly a sensible idea.	
Idea #6: What concerns do you have...why?		
Idea #6: What should be considered as this idea is		

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

studied further?	
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	<p>1. Explain how the six were chosen, and what was discarded, and why. Who made the decision. By acting as a gating function on what gets looked at, the issue of a contrived outcome structured to be commodious only to those running the engagement process will prevail. If the intent is greater trust and outcome acceptance, we have a lot to fix on this process.</p> <p>2. Explain why the downwind leg just has to be clustered. Why are there no alternatives, even if it is a bit more fuel and a bit more work, we should look at them if they exist.</p> <p>3. Be honest about what we can and cannot do (such as changing the downwind leg?), rather than engage in best practices stakeholder engagement and consultation, knowing we can do nothing about the real No 1 reason residents are mad. When they find that out, they will be white hot. We need get honest about certain things now.</p>
What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?	
Please provide any other ideas or feedback regarding noise mitigation below.	A detailed session with CENAC on the B and K advisory session yesterday (which was superb) as to what we are doing, we we are doing badly (although well intentioned) and what we need to fix or change.

Respondent	Question	Response
2	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Don Valley West, Eglinton-Lawrence
	Idea #1: What do you like about this idea?	Improved descent profiles which allow aircraft to remain at altitudes and speeds that reduce the amount of noise that reaches residents.
	Idea #1: What concerns do you have...why?	The idea as presented is simply just another prescribed track with prescribed altitudes. When traffic requires flights to fly downwind farther than the prescribed track, aircraft will be lower than they need to be. In addition, because any prescribed track cannot be designed with the shortest downwind in mind. So aircraft on this prescribed track will either travel farther downwind than they might need to, overflying more homes than they need to, or be at too low an altitude unless they turn at the exact point that the STAR was designed for. There is no reference to indicate that the 5 mile downwind offset will be used on both left and right circuits for a single runway operation. This idea is presented only as a night-time solution. There are many times during the day when traffic on the parallel runway would allow for improved descent profiles managed dynamically by the controller.
Idea #1: What should be considered as this idea is studied further?	When runway 05 is in use, the downwind for runway 06 should not be used as this does not relieve residents under the 06 downwind from traffic. Downwind offsets should both be 5 miles when single runway operations are in progress. When only one runway is in use, high/low is not necessary and the descent below 6000 ft should be managed by the controller based on distance to fly. This way an early turn-in is possible if traffic allows or traffic having to travel farther downwind is not descending below a nominal descent profile.	

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

	It might work in areas where an extension of the current 5000 ft night time restriction might put an aircraft over rural land.
Idea #2: What do you like about this idea?	It might work in areas where an extension of the current 5000 ft night time restriction might put an aircraft over rural land.
Idea #2: What concerns do you have...why?	Simply extending the upwind leg over residential areas to a higher altitude will increase recurrence in those areas between 3600 ft and 5000 ft. Allowing aircraft to turn at 3600 does not increase total noise but dispersing traffic earlier reduces recurrence. The proposed track that was presented off runway 23 actually left aircraft over residential areas more than the current track. Encouraging pilots to climb inefficiently to a higher mid-altitude means that, in the next segment, they will be lower than they would have been had they been able to accelerate normally, meaning more noise for homes below the 5000-8000 ft segment.
Idea #2: What should be considered as this idea is studied further?	Use of turns after departure should be considered to ensure overfly of rural/industrial areas, even simple departures like that off 33 would improve some departures, especially at night in single runway operations. Mr. Arnold suggests that RNAV departures which could route aircraft away from residential areas are not possible because many aircraft are not GNSS equipped, yet GNSS departures would be possible by 100% of equipped aircraft because they have no dependence on previous or following traffic. In addition, Mr. Arnold indicated that non-GNSS systems for RNAV track departures cannot be used for parallel runway traffic separation. The idea being presented is for night-time during single runway operations so lateral traffic separation is not at issue.
Idea #3: What do you like about this idea?	It is an improvement.
Idea #3: What concerns do you have...why?	
Idea #3: What should be considered as this idea is studied further?	
Idea #4: What do you like about this idea?	If it can be used consistently and with underlying land use in mind, it is a good idea.
Idea #4: What concerns do you have...why?	The potential for aircraft to be lower in areas where they have never been before is high unless land use is considered. Overflight recurrence will be very high. I am also concerned that a fair amount of effort for this idea is required for an admitted low return on investment. Nav Canada has stated that enroute arrival spacing management is very difficult for YYZ due to the amount of traffic arriving from the US. RNP approaches have been met with significant opposition from all cities in the US where they have been implemented with the exception of DEN where the airport is many miles from any built up areas.
Idea #4: What should be considered as this idea is studied further?	Tracks should be planned over rural/industrial areas. While this has the potential for long term fuel savings, and maybe some noise savings if implemented properly, spending time on this idea to mitigate noise in the short term has low return due to small number of arrivals that will be able to take advantage of it.
Idea #5: What do you like about this idea?	Preferential runway operations can help relieve unbalanced flight over homes.
Idea #5: What concerns do you have...why?	Preferential would imply that one runway is preferred over another because a lower noise impact of using that runway. Just alternating runways is not “preferential”. While one runway is being preferred, homes affected by traffic to that runway will have high recurrence, followed by periods of low recurrence.

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

<p>Idea #5: What should be considered as this idea is studied further?</p>	<p>The effect of high recurrence followed by periods of no traffic should be considered in comparison with simply balancing the traffic. When preferential runways are in use, the downwind leg should be offset 5 miles based on the runway in use. Without this action, homes on downwind and base leg will get the same amount of overflight traffic regardless as to which runway is in use. When preferential runways are in use, there is no need for high/low lateral separation, so better profiles managed by controllers based on actual traffic and distance to fly without pre-defined anchor altitudes can be utilized.</p>
<p>Idea #6: What do you like about this idea?</p>	<p>Preferential runways imply that one runway is more acceptable from a noise perspective because the approach would impact fewer homes due to rural/industrial land. If this is the case, then it is a good idea. If this aspect is ignored just to alternate runways, then it is not preferential.</p>
<p>Idea #6: What concerns do you have...why?</p>	<p>Current STARs do not take residential areas into consideration. Simply alternating preferential runways without consideration of residential overflight just increases the number of homes impacted by arrival noise. Not all runways meet the criteria for being “preferred” in the true sense of the word. This seems to be simply a “sharing” concept.</p>
<p>Idea #6: What should be considered as this idea is studied further?</p>	<p>Lateral tracks should be designed to avoid residential areas. For example, a major navigation waypoint currently exists over Georgetown, if this waypoint were placed in a better location, it would reduce recurrence over that community. Arrival patterns do not consider rural/industrial opportunities. For example, arrivals from the north to Runway 23 during night operations and low volumes could be vectored consistently over the Vaughan rail yards, but are currently not. Descents should be managed by controllers based on actual traffic and distance to fly rather than by pre-defined anchor altitudes. Downwind leg 5 mile offset should be relative to the runway in use.</p>
<p>What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.</p>	<ol style="list-style-type: none"> 1. Evaluation of both the presented ideas and suggestions by submitters should be done by an independent third party. To date, the same individuals who designed and implemented the STARs have defended them for 3 years, selected the ideas currently under discussion, discarded 30+ alternatives and, apparently, will choose and implement the outcome from this process. 2. Return on effort should be considered. Any high-tech fix will take considerable time and effort with no guarantee of relief. 3. Simple alternatives should be considered to reduce residential noise by reducing generation (engine and aerodynamic), providing opportunities for attenuation (altitude) and reducing recurrence (track) where possible.
<p>What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?</p>	<p>Discarded alternatives should be presented with the arguments that Nav Canada used to discard them to allow discussion. The community should be presented with best practices from progressive airports around the world, and particularly in Europe and reasons why these best practices cannot be implemented in Canada.</p>
<p>Please provide any other ideas or feedback regarding noise mitigation below.</p>	<p>Current STARs are designed to work during specific "worst case" traffic conditions which occur only occasionally. Because cleared altitudes and information from controllers often conflicts with cockpit displays, pilots meet STAR requirements, but then manage their own descents once turning base, which often conflicts with traffic requirements. AT VIRTUALLY EVERY OTHER AIRPORT IN THE WORLD, when given a descent, pilots close the throttles and descend immediately. But not in YYZ. Part of the reason is that STARs are specific and we follow them, but after that, we think we have met the requirement and often</p>

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

	<p>reduce descent rates to provide a smooth descent for our passengers. Basically, pilots aren't used to these procedures and don't fly them as Nav Canada expects after leaving the downwind leg. 21 of the top 25 airports in the world use Controller Managed Descents, not STAR prescribed altitudes, to ensure that aircraft descend on an ideal profile based on current traffic, weather and distance to fly. Aircraft descend quite predictably at close to 300 ft/mile when at a constant speed. Controllers could easily match the current STARs by simply initiating descent at a specific location. This would not increase radio transmissions as the clearance to 3000 is almost always after a clearance to 6000. In fact, it would decrease transmissions because proactive controllers would not have to cancel the altitudes. But, in addition to being able to match the current STAR profile when necessary, this method allows the controller to optimize the descent for traffic, weather and expected distance to fly for ALL conditions... not just the "design" conditions which rarely occur. In a worst case situation, a controller could simply descend all aircraft at the same point all the time and we would be no worse off than we are today. Design conditions assume traffic on the other parallel all the time. This is rarely the case. There are many different conditions... no traffic on the other parallel, traffic on the other parallel turning in on tighter base, visual approaches, single runway operations, ... From a return on effort perspective, Controller Managed Descents could be tested and implemented quickly, simply by issuing a NOTAM advising that all downwind altitude restrictions are cancelled and to follow descent clearances promptly. Because these are not "designed" STARs and some controllers cancel downwind altitudes safely on an ad hoc basis today and no actual altitudes where aircraft fly are changed, limited design testing would be required. Noise mitigation techniques do not necessarily reduce efficiency. Things like Point Merge approaches, recently introduced in Europe, have the potential to reduce noise and maintain or increase efficiency. Another area not dealt with during these discussions is the initial approach area from farther out where traffic could be routed directly to a downwind point that would reduce residential overflight especially in low traffic periods at night and on the weekend. Direct tracks from FLINE to east of Georgetown for 05 or over the Vaughan rail yards for 23 would reduce residential overflight considerably. Stretching vectors at higher altitudes over rural areas or enroute speed control would mean that overflight of Brampton, Woodbridge, Richmond Hill and Georgetown would be reduced, and the downwind "trombone" is still an option for spacing when necessary. Controllers do clear traffic direct to a downwind point occasionally but STAR altitudes mean pilots must use speedbrakes to make up for the 8 mile distance difference. And one of those points, SELAP, is right over a city surrounded by rural areas. In addition to noise reduction, this would save 80 litres of fuel per flight and 250 kg of greenhouse gases. Similar tracks from each of the other directions could be achieved. This would save noise, fuel and greenhouse gases. From a return on effort perspective this would be a much better area to spend effort than the time and effort to design, test and implement RNAV or RNP approaches in the intermediate approach area. Finally, the goal should be to reduce residential noise wherever and whenever possible, not just at night and on the weekend. Almost all of the ideas presented deal with weekend or night operations. There are many opportunities during normal, weekday, daytime operations where removing prescribed altitudes would allow controllers to employ common procedures to reduce noise at every opportunity, both day and night, while maintaining the same high degree of safety that we have come to expect from our air navigation services provider.</p>
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Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

Respondent	Question	Response
3	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Oakville/Halton
	Idea #1: What do you like about this idea?	The Idea is fine as far as it goes.
	Idea #1: What concerns do you have...why?	The idea does not go anything like far enough.
	Idea #1: What should be considered as this idea is studied further?	There is no need to restrict this idea to night and single runway operations. Descent profiles could be improved at all times of the day and night with the implementation of continuous descent procedures.
	Idea #2: What do you like about this idea?	There is nothing to like about this idea, it is too restrictive.
	Idea #2: What concerns do you have...why?	New departures are very necessary for all times of day and night.
	Idea #2: What should be considered as this idea is studied further?	All Standard instrument departures (SID), not just those used during designated night-time periods, should be redesigned to be track oriented with the track designed to avoid residential areas to as great an extent as possible. The redesign should also include the objective of continuous climb to cruising level.
	Idea #3: What do you like about this idea?	This is a good idea.
	Idea #3: What concerns do you have...why?	Why the study? The effects of the use of flap are a well known phenomena, use of flap increases aerodynamic noise, there is a high probability that more engine power will be required since deployment of flap results in increased drag. More power means more engine noise, greater fuel consumption and thus more emissions.
	Idea #3: What should be considered as this idea is studied further?	There is no need to study the suggested increase in speed, just get on and implement the higher speed and remove the speed restrictions from the standard arrival route (STAR) charts.
	Idea #4: What do you like about this idea?	I do not like this idea.
	Idea #4: What concerns do you have...why?	Why await new technology, opportunity will be wasted with change and benefit delayed.
	Idea #4: What should be considered as this idea is studied further?	Implement continuous descent procedures. Eliminate the altitude restrictions designated on the STAR charts and give the controllers control of the operation.
	Idea #5: What do you like about this idea?	I do not like this idea.
	Idea #5: What concerns do you have...why?	It is unnecessary to establish weekend preferential runways. This would merely spread the noise around.
Idea #5: What should be considered as this idea is studied further?	The objective should be to reduce the overall noise by implementing continuous descent procedures with the traffic on low drag, low power descent profiles and with tracks and turning points over non-residential areas where possible.	
Idea #6: What do you like about this idea?	I do not like this idea.	
Idea #6: What concerns do you have...why?	I do not see any need to establish alternate night-time preferential runways.	
Idea #6: What should be considered as this idea is studied further?	This is similar to Idea 5 and the solution is the same. The objective should be to reduce the overall noise by implementing continuous descent procedures with the traffic on low drag, low power, profiles with tracks and turning points over non-residential areas where possible at all times of the day and night. A good start would be to move the downwind track, for arrivals from the east for the 06 runways, offshore, thus not overflying Mississauga and some areas of Oakville. Traffic from the south for RW 06 should not be using	

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

		this downwind leg at all but be routed direct to the base leg.
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.		<p>There is little point in evaluating the six noise mitigation initiatives, they are restrictive and totally insufficient. There are other factors that should be considered.</p> <ol style="list-style-type: none"> 1. THE ELIMINATION OF UNNECESSARY TRACK MILES. Unnecessary miles flown mean wasted fuel and more emissions. Examples of this at Pearson are the tracks from LINNG to VERKO, aircraft should be routed direct from LINNG to the base leg of the runway in use. There are other examples on other STARS where two sides of a triangle are being flown, all these should be replaced by direct tracks. 2. NAV Canada has not implemented procedures well recognized internationally and documented in the publications of the International Civil Aviation Organization (ICAO): continuous climb and continuous descent procedures. These should be implemented immediately. 3. THE INTRODUCTION OF THE POINT MERGE METHOD OF SEQUENCING ARRIVAL FLOWS. This method, developed by EUROCONTROL, uses existing technology and is already in use at several international and other, airports. It is one of the ICAO system block upgrades and is referenced as a technique to support continuous descent operations in ICAO Doc 9931, the Continuous Descent Operations Manual, first published in 2010 - five years ago. NAV Canada should have been actively studying this method with a view to its implementation to the greatest extent possible and as soon as possible.
What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?		I cannot believe that you are not intending to return for public consultation until December 2016. That is more that a year hence. This means that any action will not take place for, at the least, another year and probably two or even more. The amount of fuel wasted, unnecessary costs to the operators, unnecessary emissions generated and unnecessary noise visited upon the population over the past years of NAV Canada inaction must be very large with apparently several more years worth to come. This is absolutely inexcusable, immediate action should be taken where possible.
Please provide any other ideas or feedback regarding noise mitigation below.		I can only reiterate: eliminate unnecessary track miles; introduce continuous climb to cruising level; introduce continuous descent from cruising level; and introduce the point merge method of sequencing arrival flows.

Respondent	Question	Response
4	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Don Valley West, Eglinton-Lawrence
	Idea #1: What do you like about this idea?	Great. Too much focus on nighttime operations. What time is considered nighttime. I consider it 6 or at the latest 9 pm, not 1230am. Why wasn't this plan put into effect 4 years ago when this disaster was started?
	Idea #1: What concerns do you have...why?	That you are focusing too much on nighttime operations if you consider nighttime 1230am. 20 arrivals or 20 departures over my home between 1230am and 630 am are the least of my worries when I am getting 30 to possibly 40 an hour over my home for 18 hours a day.
	Idea #1: What should be considered as this idea is studied further?	Starting the nighttime cap earlier say at 1100pm so people can sleep. Listening to a plane every two minutes till 1230 am is despicable. Or how about banning nighttime flights as have been done in other

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

	countries. How about getting the planes higher as well at night as well as varying the routes so the twenty or so arrivals at night don't go over the same house.
Idea #2: What do you like about this idea?	Great. Why wasn't this thought of 4 years ago.
Idea #2: What concerns do you have...why?	Why do you need so much time to figure this out. Don't you have computers that could run simulations in a micro second. Waiting till summer 2016 is too long to wait for change considering you knew there was a problem since day one.
Idea #2: What should be considered as this idea is studied further?	Apply everything you are thinking to daytime flights. That is where the real relief is needed. Stop dragging your feet on this
Idea #3: What do you like about this idea?	Great. Couldn't you try this right away if your not changing the route. What is the delay
Idea #3: What concerns do you have...why?	As I brought up at the meeting if you have no control over whether pilots use there flaps at 200 what is going to stop them from using them at 210. If they are going faster won't they want to use them even more. And if they don't need too at 210 then why do some pilots and some don't use them at 200
Idea #3: What should be considered as this idea is studied further?	Let's get an answer about the noise now. Pick a day and do it to see if the noise is reduced. Get a response from stakeholders. Let them know when you do it to get real feedback. Captain Inch seems to be able to do it and at a higher altitude. Whatever the speed communicate with pilots and tell them not to use flaps.
Idea #4: What do you like about this idea?	Great. How long do you need to study this.
Idea #4: What concerns do you have...why?	Once again that you are dragging you feet on this issue. You knew there was a problem since day one and you are only now studying this solution. What have you been doing for the last 4 years?
Idea #4: What should be considered as this idea is studied further?	Tell stakeholders when it is in effect so we can judge the noise impact. We don't want to be told by you that there is a difference because you have no credibility
Idea #5: What do you like about this idea?	Great. How about looking at some of the ideas tang and Captain Inch have proposed. There is too much emphasis on your proposals and too much focus on night operations.
Idea #5: What concerns do you have...why?	Why can't you implement this right away. I'd assumed you had computers that could work this out in a millisecond or are you still using an abacus. This is something you could have done years ago as years ago you knew there was a problem. You could have helped us years ago with what seems a very simple solution yet you still need until summer 2016
Idea #5: What should be considered as this idea is studied further?	Don't wait until summer 2016 you have the ability to implement this right away with the technology you have. Why can't you try this right away?
Idea #6: What do you like about this idea?	Great. Something else you should have considered and done 4 years ago.
Idea #6: What concerns do you have...why?	Once again too much focus on nighttime operations. I'd be more interested if nighttime meant you started at 8pm to give relief to people that have to listen to 30 to 40 planes an hour all day long.
Idea #6: What should be considered as this idea is studied further?	To study it you need to implement it if you are going to determine if it will make a difference and if stakeholders are happy. You have computers, get it going now so we can tell you if there is a difference. Stop dragging your feet on all these solutions because if they don't work we want new ones fast.
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	Faster! Stop dragging your feet. Next summer too long. Let stakeholders know when you test your changes so we can tell you if there is a difference. If not we need new solutions fast.
What feedback or suggestions do you have	Stakeholders want you to consider other ideas such as those put forward by Tang and Captain Inch. Your

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	regarding the community engagement process moving forward and next steps?	meetings should have considered these. Too much emphasis on what you want and not what stakeholders want.
	Please provide any other ideas or feedback regarding noise mitigation below.	Stakeholders don't care about you cost savings by concentration. If you're worried about losing money then charge passengers more. Air flight is just like gasoline prices. No matter what you charge people will still pay it. Unconcentrate your flight paths. You have no idea what the noise is like until you have lived under it. Close you noise management call line. Making noise complaints is pointless. Proof? Four year of calling and what have they done for me? Nothing! And I'm still waiting.

Respondent	Question	Response
5	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Oakville/Halton
	Idea #1: What do you like about this idea?	
	Idea #1: What concerns do you have...why?	
	Idea #1: What should be considered as this idea is studied further?	
	Idea #2: What do you like about this idea?	
	Idea #2: What concerns do you have...why?	
	Idea #2: What should be considered as this idea is studied further?	
	Idea #3: What do you like about this idea?	
	Idea #3: What concerns do you have...why?	
	Idea #3: What should be considered as this idea is studied further?	
	Idea #4: What do you like about this idea?	
	Idea #4: What concerns do you have...why?	
	Idea #4: What should be considered as this idea is studied further?	
	Idea #5: What do you like about this idea?	
	Idea #5: What concerns do you have...why?	
	Idea #5: What should be considered as this idea is studied further?	
	Idea #6: What do you like about this idea?	
	Idea #6: What concerns do you have...why?	
	Idea #6: What should be considered as this idea is studied further?	
	What are the most important factors you would like	

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	to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	
	What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?	
	Please provide any other ideas or feedback regarding noise mitigation below.	<p>My comments are as follows: MP Terence Young was right on the mark when he stated that Oakville residents do not want to hear or see airplanes over their homes at any time of day. In the comments below, I refer to this as the objective. It appears that the noisy operation of airplanes has somehow superceded the right of residents to live in peace and quiet. I would add that of the 30 or so people at the roundtable, approx 10 were PR staff from NavCanada/GTAA with 1 ATC. Approx 15 were politicians and 5 were residents. Of all those attending I would estimate that there were only 5 people (mostly pilots or retired pilots) who were remotely qualified to make any judgement on portions of the initiatives presented. Even the ATC, at times, was unable to answer questions from the attendees. I would suggest that the objective stated by MP Young is something that NavCanada etc needs to meet in whatever manner they see fit. I don't care how it is done, as long as it is done. The initiatives need to take an "out of the box" approach. The ATC presenter noted several times that regulations etc do not allow certain operations. Rules and regulations can be changed and I am sure our local MPs will be glad to assist in getting those changes done. As an example, one attendee asked why the STAR over Oakville requires planes arriving almost to the airport be redirected over Miss. and Oakville and then directed to turn around and head back to the airport. Why can't the STAR portion over residential homes in miss/oakville be placed over the lake. Why can't planes headed to the airport be diverted earlier and directly to the leg leading to the airport, rather than over 1000's of Oakville and Miss. homes. Do whatever you need to do to achieve the objective of no planes/no noise or give reasons why it can't be done and done now. Any initiative that can lower noise or reduce the number of planes should be implemented as soon as possible. You do not need public consultation to do this. It has been over 3 years now when planes started flying over Oakville and NavCanada/GTAA studies and proposals will add at least another 2 years, with no assurance that relief will be provided. This should have been addressed long ago, prior to the changes in 2012.</p>

Respondent	Question	Response
6	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Halton/Georgetown
	Idea #1: What do you like about this idea?	like the idea of spreading the night flights to different runways, not only over Georgetown. Since this is an old 1970 format you presently use and new runways have been added etc. this would be a great idea. Am tired of being woken up at night by night flights over Georgetown. Why not avoid the heavier populated areas (lots of low populated areas, east, west, south and north of Georgetown)

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Idea #1: What concerns do you have...why?	Concerned that nothing will change and the night flights will still be on runway 5
Idea #1: What should be considered as this idea is studied further?	The number 1 concern should be for the population being affected by the night flights. The airplanes should be 2nd consideration at night.
Idea #2: What do you like about this idea?	Sounds good but depends on what runways will be used. Have been told that communities are avoided when possible at night presently but that sure is not happening in Georgetown.
Idea #2: What concerns do you have...why?	More detailed info needs to be available before I can make a decision as I do not know how this will affect us or other areas. We need our sleep and presently it is constantly interrupted and would like assurance this will get better. Feel that if it only slightly helps the noise than that is not enough.
Idea #2: What should be considered as this idea is studied further?	The presently affected night time areas should be considered first to see what can be done to alleviate the nighttime NOISE. If possible different runways should be used alternately as not to have all the nighttime traffic over one area only.
Idea #3: What do you like about this idea?	Like the idea. We hear the flap use and power ups all the time over Georgetown as they try to maintain a flat flight path. This is very NOISY.
Idea #3: What concerns do you have...why?	Feel that the planes are being stacked too low and some of these planes are in at around 3000 ft and since Georgetown is elevated at 846 ft it means these planes are flying over at just over 2100 ft and therefore NOISY, NOISY and hope the increase in speed will help this.
Idea #3: What should be considered as this idea is studied further?	The communities and planes
Idea #4: What do you like about this idea?	Everything. Sound like this might help.
Idea #4: What concerns do you have...why?	If this helps - none
Idea #4: What should be considered as this idea is studied further?	communities and planes
Idea #5: What do you like about this idea?	Great idea. At least some of the time the communities can have some peace and quiet and sleep.
Idea #5: What concerns do you have...why?	Not all runways will be considered. The north and south runways are barely used and certainly should be considered as well for weekends.
Idea #5: What should be considered as this idea is studied further?	The communities presently affected.
Idea #6: What do you like about this idea?	Love this idea as approx 60% go over the west runway. This should be alternated. Why not use the north and south runways at night as well.
Idea #6: What concerns do you have...why?	Concerned that again it will negatively impact Georgetown if the wrong decision is made and it is left as is. You have turned a quiet town into a noisy 24 hr a day area by changing where the planes now turn and this was unacceptable to the population but this was not considered when the change was made. Planes seem to be first on the list not the population affected.
Idea #6: What should be considered as this idea is studied further?	Consider the affected communities.
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	<ol style="list-style-type: none"> 1. consider avoiding high populated area where possible, i.e. Georgetown has low populated areas, east, west, north and south of it. Use these when possible. 2. try keeping the planes closer to the designated flight path. 3. spread the night flights to different runways, especially on weekends.

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	<p>What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?</p>	<p>Keep us informed. The changes to the international model were made and we were not involved or notified. No input from the area was requested. They had a community meeting but was not placed in the local newspaper. Most persons I spoke to did not even know it was scheduled. Would be a positive for you to keep everyone informed of what is being done to mitigate the noise. More residents would be involved if we were informed.</p>
	<p>Please provide any other ideas or feedback regarding noise mitigation below.</p>	<p>Why turn the planes around over a populated community i.e. Georgetown. Why not direct them a few kilometers further or less or just south of sideroad 10 and a lot less people would be affected by the noise of the planes. Pretty sad when we pray for a strong west wind so we can get some relief from the NOISE. Why have preferential runways? especially at night. Worried that the noise will only get worse and the noise mitigating steps will not be put in place or help much. The international model (not total international model) has negatively affected a whole community and feel that we do not matter. Why change to the international model when it cannot 100% be used? One cannot sleep with the windows open at night and we certainly cannot afford to run our airconditioning constantly and I am sure that the airplane industry/government will not help us with the cost. Planes first seems to be the most important. Amsterdam airport Schiphol, now has a no fly policy saturday nights from midnight to 7 am Sundays. What a great idea. Sorry to sound negative but I have lived her since 1982 and all was peaceful and then you made the change and since 2014 it has become very noisy in our town.</p>

Respondent	Question	Response
7	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Peel/Brampton
	Idea #1: What do you like about this idea?	I think that it is an excellent idea. NAV Canada should also look at options to allow arriving aircraft to descend "cleanly".
	Idea #1: What concerns do you have...why?	No concerns.
	Idea #1: What should be considered as this idea is studied further?	Looking at ways to allow arriving aircraft to descend "cleanly".
	Idea #2: What do you like about this idea?	I think this idea is excellent as it should in theory reduce the amount of noise that has been associated with lower height turns.
	Idea #2: What concerns do you have...why?	None.
	Idea #2: What should be considered as this idea is studied further?	The current "early turns" trial for certain aircraft should be concluded and this idea implemented.
	Idea #3: What do you like about this idea?	I have been told that this idea would allow pilots to approach "cleaner" and I am in favour of it.
	Idea #3: What concerns do you have...why?	None.
	Idea #3: What should be considered as this idea is studied further?	
	Idea #4: What do you like about this idea?	I am not clear about what those "new technologies" are, and a greater explanation or some examples would be useful.
	Idea #4: What concerns do you have...why?	I am unclear about what these "new technologies" are, and as such, I am reluctant to comment.

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Idea #4: What should be considered as this idea is studied further?	A better explanation of what these "new technologies" are.
Idea #5: What do you like about this idea?	I like this idea and NAVCan should look to see if there is any value in neighbourhoods "sharing the pain" of aircraft noise.
Idea #5: What concerns do you have...why?	
Idea #5: What should be considered as this idea is studied further?	Get a better understanding if there is any value in sharing the pain of aircraft noise.
Idea #6: What do you like about this idea?	This is the one idea that really needs to be looked at closely, as from what I understand, the existing preferential runways are approached by the aircraft over primarily industrially zoned lands. Alternate preferential runways may result in a greater amount of disturbance for people residing in residential neighbourhoods.
Idea #6: What concerns do you have...why?	See above.
Idea #6: What should be considered as this idea is studied further?	See above.
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	Can pilots fly aircraft cleaner than they currently are? Can Air Traffic Control Officers be used to allow for greater variance in the "downwind" legs of the landing, similar to the variance that is currently allowed in the "base" turn? Is there any value in 'sharing the pain" amongst residential neighbourhoods?
What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?	I am looking forward to a broader community base engagement.
Please provide any other ideas or feedback regarding noise mitigation below.	The session that I attended was excellent and the NAVCan representative (Curtis) did an excellent job in explaining the "ideas".

Respondent	Question	Response
8	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Oakville/Halton
	Idea #1: What do you like about this idea?	I like it, but can't endorse until I understand the full impact to my community
	Idea #1: What concerns do you have...why?	My concerns are 1. Will this increase more late night activity 2. What is the impact over my area 3. Will this increase overhead daytime arrivals
	Idea #1: What should be considered as this idea is studied further?	Noise impact study Elevation study to minimize noise Best practice from countries that are managing community impact better, eg Germany
	Idea #2: What do you like about this idea?	Same as previous

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Idea #2: What concerns do you have...why?	Communities near airport may not benefit as altitude may not be achieved in time
Idea #2: What should be considered as this idea is studied further?	Same as previous
Idea #3: What do you like about this idea?	Flap noise is an issue so I would be interested in hearing more about this study
Idea #3: What concerns do you have...why?	Impact to my direct community
Idea #3: What should be considered as this idea is studied further?	Vibration and noise impact
Idea #4: What do you like about this idea?	Use this in combination with higher altitude option could be a good solution
Idea #4: What concerns do you have...why?	Is this a cost prohibitive, longer term option ... Specifically the ability to have any impact within 5 years
Idea #4: What should be considered as this idea is studied further?	Can't be the only option, use as part of a multi-pronged solution
Idea #5: What do you like about this idea?	Keep to areas that are under known pre 2012 flight paths
Idea #5: What concerns do you have...why?	Impact to community during the time when most individuals are outside
Idea #5: What should be considered as this idea is studied further?	Ensure that the selection is not disturbing families as this is a time where families are outside more
Idea #6: What do you like about this idea?	Same as previous, that is if a runway is dedicated for night time traffic it should be specific to pre 2012 flight paths and not concentrated over communities that paid a premium for properties to avoid noise pollution
Idea #6: What concerns do you have...why?	Impact to my community and not having enough information to understand this option / direct impact
Idea #6: What should be considered as this idea is studied further?	Move traffic from established areas as the home owners choose to live in area outside of air traffic route
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	1 noise impact to my community since February 2012 change has negatively impacted my quality of life and real estate value 2 homes receiving discounts knowingly buying under flight paths are now less affected by noise 3 while I understand change needs to take place with community growth, but common sense must be exerted when developing new transportation corridors, ie planes should not be turning at 2800 feet over my house... More consideration should have been given to routing in minimizing the negative financial and quality of life impact to home owners that paid premium dollars
What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?	Full transparency to options and impact, listen and be sensitive to community impact as they will need to live with the impact of the solution
Please provide any other ideas or feedback regarding noise mitigation below.	Provide feedback forums before finalizing with full disclosure Provide for two way dialog with community

Respondent	Question	Response
9	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Halton/Georgetown
	Idea #1: What do you like about this idea?	I like the idea that both the GTAA and NAVCAN are being proactive and trying to address the issues.

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	<p>Night time operations in the past were considerably lower with T1 practically shutting down for the over night, T3 for a shorter period, as the slots get more congested then reality kicks in and we have to accept this.</p> <p>However, we do have weather patterns here in the GTA which may determine which approaches have to be used.</p> <p>I like the idea though that the airlines are changing to quieter engines and increasing their approach speed.</p>
Idea #1: What concerns do you have...why?	<p>Pearson Airport after 9/11 and during the last economy slump seemed to be stuck at 28/29 million passengers per year even though the forecast had been for 50 million by 2015 (I think).</p> <p>Confidence in safety and security as well as the economy has increased and we are now approaching 40 million I believe.</p> <p>Now it was pointed out at the last meeting by the GTAA's Robyn Connolly that this does not mean increased landings or take offs, however, it does suggest that the MTOW will increase therefore larger planes involved, which could see an increase in noise, depending the type of aircraft used.</p>
Idea #1: What should be considered as this idea is studied further?	<p>Currently the landings seem to occur parallel to Steeles Avenue, that's ok just now but residential development in Halton Hills seems to be on the increase in the vicinity of this path.</p> <p>However, there is an huge increase in commercial/industrial development along the 401 corridor and maybe that's a consideration for landings which seem to be the main reason for noise.</p>
Idea #2: What do you like about this idea?	<p>Departures are only a concern when they turn over Georgetown, I can still here them in the early hours of the morning, possibly Caribbean flights, so any attempt to limit this is more than welcome.</p>
Idea #2: What concerns do you have...why?	<p>I don't have a lot of concerns over departures, in fact I've witnessed practically a full sky some nights but with little noise.</p>
Idea #2: What should be considered as this idea is studied further?	<p>Reaching a high altitude AQAP.</p>
Idea #3: What do you like about this idea?	<p>Reduction in noise is welcome any time.</p>
Idea #3: What concerns do you have...why?	<p>None that I can think of.</p>
Idea #3: What should be considered as this idea is studied further?	<p>None come to mind</p>
Idea #4: What do you like about this idea?	<p>Using new technology can only help. Cost should not be the determining factor here.</p>
Idea #4: What concerns do you have...why?	<p>NAVCAN kike the GTAA is self sufficient and does NOT rely on government funding anymore (I think), so that does concern me when level of service due to financial concerns is compromised</p>
Idea #4: What should be considered as this idea is studied further?	<p>As stated above federal input would be a help, also provincial and municipal as well as we in the GTA are all affected.</p>
Idea #5: What do you like about this idea?	<p>Absolutely brilliant, personally I would prefer to fly out on the weekend. Less traffic on the approach to Pearson and less on arrival at most destinations.</p>
Idea #5: What concerns do you have...why?	<p>None come to mind</p>
Idea #5: What should be considered as this idea is studied further?	<p>Should also consider daytime flights to Europe.</p>

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Idea #6: What do you like about this idea?	Sharing the pain :-))))))
Idea #6: What concerns do you have...why?	Again none come to mind
Idea #6: What should be considered as this idea is studied further?	Reduction of aircraft over residential areas.
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	Reduction of noise Reduction of flights over residential areas Increased day time flights, especially to Europe.
What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?	There seemed to be a push back with involving the local municipality. Halton Region has a member on the Board. Get them more involved.
Please provide any other ideas or feedback regarding noise mitigation below.	Feel that I've exhausted this so far.

Respondent	Question	Response
10	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Peel/Mississauga
	Idea #1: What do you like about this idea?	sounds good in theory.
	Idea #1: What concerns do you have...why?	increased arrivals on the least used runways
	Idea #1: What should be considered as this idea is studied further?	noise management from increased airport flights.
	Idea #2: What do you like about this idea?	less jet fuel / fumes at ground level, as flights reach higher altitudes faster.
	Idea #2: What concerns do you have...why?	Is there a higher potential for aircraft accidents as a result of increased stress on the aircraft air frame
	Idea #2: What should be considered as this idea is studied further?	Contrail hazard
	Idea #3: What do you like about this idea?	fuel savings - less burned aviation fuel particles in the atmosphere
	Idea #3: What concerns do you have...why?	Air safety is compromised when faster response time of pilots to unforeseen changes that will occur.
	Idea #3: What should be considered as this idea is studied further?	Greater separation between aircraft on approach
	Idea #4: What do you like about this idea?	I live under the glad path for new runway 33 left nearest to Garnetwood Park Noise Monitoring station. Faster and higher arriving aircraft would help reduce air pollution at ground level.
	Idea #4: What concerns do you have...why?	Possible diminished aircraft safety.
	Idea #4: What should be considered as this idea is studied further?	On final approach with instrument landing keep greater separation for larger aircraft.
Idea #5: What do you like about this idea?	Nice theory	
Idea #5: What concerns do you have...why?	This could mean that those areas under the active arrival / departure could seem to have very little quiet time	

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Idea #5: What should be considered as this idea is studied further?	convene a plebiscite, and ask, preferential yes or no
Idea #6: What do you like about this idea?	ear protection and back to sleep.
Idea #6: What concerns do you have...why?	Increased noise complaints, from all areas affected
Idea #6: What should be considered as this idea is studied further?	Pilot confusion, upps wrong runway abort abort !
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	Aircraft and passenger - crew safety Aircraft separation VFR comparability.
What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?	I found the power point illustrations helpfull, and examples of airlines and airports that use this program today
Please provide any other ideas or feedback regarding noise mitigation below.	

Respondent	Question	Response
11	Did you attend a Stakeholder Roundtable?	Yes
	Which one?	Halton/Georgetown
	Idea #1: What do you like about this idea?	Any effort to reduce night noise from aircraft would be welcomed.
	Idea #1: What concerns do you have...why?	It has been my observation that in addition to the noise during descent the planes also make considerable noise during the start of their 180 degree turns to line up with the runway. Not knowing which aircraft fly at night is there a significantly high enough percentage equipped with RNAV to make a significant difference. The hours that this is being considered should comply with with times residents sleep i.e.: 10 to 7. Is this achievable based on current and future traffic volumes.
	Idea #1: What should be considered as this idea is studied further?	Have planes initiate their 180 degree turn after passing over Georgetown. Project into the future as to whether the increase in traffic is going to result is a real benefit to this solution. Assumptions would need to be made in terms of percentage of planes with and without RNAV capabilities. This comment is general to all alternatives. Noise levels need to be monitored along the ravine at the east side of Georgetown (10th Line area, the centre of Georgetown (Mountainview area) and the West side (currently 8th Line Area). I suggest along the ravine as it is my opinion the deep ravine also attributes to noise levels. The information gained prior to any of the alternatives being implemented should form a baseline for all future discussions and evaluations.
	Idea #2: What do you like about this idea?	As I noted in the previous comments I believe the turns during both descent and ascent are a major source of noise and therefore to have planes turn at a higher altitude makes sense as long as the planes are not achieving that higher altitude in a shorter distance
	Idea #2: What concerns do you have...why?	from my visual observation it seems planes departing and flying over my residence (15 Gollop Cr.) fly at varying altitudes. Some those that appear to be gaining altitude quicker make more noise.

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Idea #2: What should be considered as this idea is studied further?	Same as above,
Idea #3: What do you like about this idea?	
Idea #3: What concerns do you have...why?	As there are many other factors including atmospheric conditions that impact the noise levels on the ground the reduction of noise from this alternative maybe barely noticeable.
Idea #3: What should be considered as this idea is studied further?	Projections need to be closely examined as to the future mix of aircraft. Over the course of history we have gone from medium jets to heavier jets and now back towards medium jets. If there were to be a prediction there was even a levelling in the percentage of heavier jets then both would mean more heavier jets in the future and therefore a higher risk of overtaking.
Idea #4: What do you like about this idea?	This sounds like one of the better ideas for the long term trusting noise levels are reduced.
Idea #4: What concerns do you have...why?	This sounds from the information provided this maybe one of the harder alternatives to implement in that it requires specialized certified equipment in the aircraft, crew training and regulatory approval.
Idea #4: What should be considered as this idea is studied further?	Information should be gathered from other airports (where available) to determine the impact on noise levels at varying distances from an airport.
Idea #5: What do you like about this idea?	
Idea #5: What concerns do you have...why?	It is important that people can enjoy their backyards on the weekends without excessive noise. However, many places of business operating on 7 day schedules this does not cover the entire population as more and more some people have their days off during the week. The GTAA should take all possible steps to reduce noise seven days a week and 24 hours a day.
Idea #5: What should be considered as this idea is studied further?	
Idea #6: What do you like about this idea?	Spreading the traffic and the noise out as much as possible such that all residents experiencing noise are treated equally is the fairest approach of all.
Idea #6: What concerns do you have...why?	
Idea #6: What should be considered as this idea is studied further?	
What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.	As a resident of Georgetown since 2000 it is my opinion that in the past few years the GTAA has concentrated too much on saving fuel rather than balancing both environmental issues fuel saving and noise. It is unfortunate that we have arrived at the point today whereby the noise levels have increased from virtually no noise only 3 to 4 years ago to very high levels of noise today. As it is my understanding that any these alternatives may take a significant time to implement my concern is the increase in volumes will only result in more additional noise even some or all are implemented. As I repeatedly stated it is extremely important the GTAA collect good baseline information and work with it in looking at the suggested and future alternatives for reducing noise. It is also extremely important that the GTAA and residents of all the surrounding communities experiencing noise issues recognize that we are all neighbours in this together and the noise must be shared equally. Furthermore where planes can make noise producing moves where possible these should be done over sparsely populated areas where feasible. This should be a major consideration as all alternatives are reviewed. Also an hour by hour analysis of volumes should be reviewed as there maybe other opportunities to implement some of the proposed alternatives,

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable – Online Feedback

		especially those currently just considered for night time operations.
	What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?	When presentations are made in order to receive the most constructive comments provide hard / digital copies of the information at the time of the presentation not weeks later. Having these roundtables was a good idea. Unfortunately without the presentation information it was difficult to remember all that was said as the majority of people listening are learning many new terms. While receiving the presentation information last week was deemed to be a positive gesture it would have definitely helped myself if I had had the information immediately following the presentation. This way I may have been in a better position to recall the discussion and add more to my comments. Without the information I was left feeling less inclined to comment.
	Please provide any other ideas or feedback regarding noise mitigation below.	I believe there should be one more set of roundtables after you have had a chance to review and digest all the comments you received. This is an iterative process and their maybe comments made in other meetings that spur ideas and comments from other groups. This maybe helpful to all involved.

From: [REDACTED]
Sent: Monday, August 31, 2015 11:30 AM
To: ZZG-Community Engagement
Cc: [REDACTED]
Subject: RE: Follow up on the Brampton Stakeholder Roundtable

I really do not know what to say with regard to my attendance. The information about incoming flights and noise abatement procedures, and the futility of those procedures, was informative but not helpful.

Community Outreach was non-existent. I was the only member of the public independent from CENAC or the City.

The complaints in my neighbourhood and the adjoining subdivisions are about outgoing flights. I suppose the reason you do not get more complaints is the helplessness we have felt in dealing with the noise problem. Our Member of Parliament indicates he needs a petition before doing anything. Our municipal representatives have done nothing. Much energy was provided by villagers when there was an outreach well over 20 years ago with regard to airport expansion. The village presented to that outreach, but the committee disbanded itself on the basis that Transport Canada was not listening. This did not contribute to further participation, and will have contributed to the dearth of futile complaints.

The subdivisions west of Mavis and north of the 407 have very much noticed that flights have been lower, later and turn more quickly than they did a few years ago. Volumes of flights seem to be up significantly. It is not unusual to hear the next airplane as the noise from the previous airplane is dissipating. The prevailing flight path seems to have migrated about one kilometre to the north at Creditview Road.

The height of the airplanes and the fact that many are turning over the village of Churchville makes outdoor activity that is significantly interrupted and makes sleeping difficult for many residents.

The two large subdivisions were not warned about aircraft noise, as were the residents of Mississauga.

The solution is to get the airplanes up higher and not to permit turns east of Heritage Road.

[REDACTED]

[REDACTED]

From: [REDACTED]
Date: August 11, 2015 at 12:41:10 PM EDT
To: <info@lura.ca>
Subject: Stakeholder Meeting

New Arrival/ Departure Procedures (Ideas 1 & 2):

- 1) Will provide relief to areas under current operations on 23/05 and 24/06 .
- 2) This will introduce noise to areas that never experienced overflights.
It negates the efforts of those who researched current flight paths and purchased their property accordingly.
This could create a victim mentality in the affected communities.
While dispersing noise, it is contrary to a long held principal of this committee that controlling and mitigating noise is the paramount function, it just moves a problem to a different area/group.
What process/procedures would be required to determine the parameters for implementation?
- 3) The process to engage the affected communities and provide virtual noise models to demonstrate the expected effect.

Increased Downwind Arrival Speeds #3:

- 1) The potential to create a situation where the majority of aircraft maintain a clean configuration reducing noise.
- 2) The impact on certain classes of a/c having to operate near the limits of their operational parameters.
Would increased throttle settings create increased tip speeds generating more noise?
- 3) The net impact on the entire noise envelope.
This benefit of this change is very closely related to the a/c mix.

Use New Technology #4 :

- 1) It would reduce the number of a/c required to maintain a section of level flight during arrival.
- 2) Would this create additional work load and complexity for air traffic control and aircrew ?
- 3) Is there any potential to reduce safety margins?

Establish Weekend Preferential Runways 5#:

- 1) Would disburse the noise in a fairer manner.
- 2) Could create expectations that might not be able to be met consistently .
- 3) The ability to provide consistent rotation given the variables of maintenance, weather and traffic loads.

Alternate Night-Time Preferential Runways 6#:

- 1) Utilizes the entire east/west runway complex reflecting current configuration.
- 2) Is going to annoy residents under 24/06 flight paths, provide more fuel to residents focus groups complaints.
- 3) How to control and mitigate the affected community blow back.

Process and Next Steps:

- 1) Maintain existing flight paths do not introduce modifications that would shift noise over adjacent communities. This could negate municipal planning and specifications for housing construction.

Do not increase workloads or add complexities to the airport operations. (KISS)

Detailed analysis of the potential benefits / pitfalls of changes before introduction to the public.

- 2) The presentation was excellent, though far too technical for the general public, be prepared for slower simpler presentation with extensive questions. Have a complete package prepared specific to the area concerned to facilitate information transfer.

From: [REDACTED]
Date: September 4, 2015 at 11:44:57 AM EDT
To: "info@lura.ca" <info@lura.ca>
Subject: Feedback on NAV 6 point plan

To whom it may concern

I am encouraged to see the 6 points NAV proposed and recommends for further study to mitigate aircraft noise over mid Toronto residential communities.

However I was surprised to read that one solution is not being addressed. That of widening the flight path of planes descending into runway 24 at Pearson. Half of the problems related to airplane noise is the concentrated flight path over my neighbourhood (i.e., Don Mills) where 30 planes per hour fly over my house at least five times a day and night. I am not sure why the flight path can not be widened to include parts of Scarborough and east york and over the lake. Why does Don Mills have to suffer with 30 planes spaced minutes a part from one another while other neighbourhoods get none. I have visited relatives in east york where I did not hear or see one plane fly over head all evening and night and thought about how Don Mills used to be the same before runway 24 was built.

Thanks for your consideration of this issue.

Regards,

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Date: August 31, 2015 at 3:50:11 PM EDT

To: "info@lura.ca" <info@lura.ca>

Subject: Aircraft Noise Over Leaside

Reply-To: [REDACTED]

NORTHLEASIDERS' ASSOCIATION

August 24, 2015

Re: Health Problems Associated With Frequent Low-flying Aircraft Over Leaside

This is a revised report; the original report was dated January 30, 2013.

I am a physician with almost 40 years' experience in family medicine, emergency room medicine and public health. This report was written with some input from Peel Public Health in Mississauga and the Department of Psychiatry at Sunnybrook Health Sciences Centre.

Many of the problems of low-flying aircraft are associated with excessive noise, but some are due to other factors. Interruption of sleep, while not bothering everybody, is very detrimental to those affected. It causes shortening of life expectancy, chronic anxiety, depression, fatigue, irritability and impaired cognitive function. It can precipitate mania or psychosis. It exacerbates addictive behaviour and other behavioural problems in adults, teens, children and even infants.

I find no evidence that NAV Canada monitors actual decibel levels in Leaside. The noise levels we experience will not cause hearing loss in the healthy but will exacerbate some hearing problems. Veterans in Sunnybrook and others might have PTSD symptoms worsened. Patients with dementia become increasingly disoriented. Other conditions that can be exacerbated include epilepsy, Parkinson's disease and headaches, including migraine. The low-flying aircraft are especially stressful for the visually impaired; the CNIB is in our area. The Holland Bloorview Kids' Rehabilitation Hospital is here as well; the frequent low-flying aircraft cause behavioural and learning problems in children. It is particularly irritating for post-concussion patients.

Significantly increased air pollution has been recorded. Jet fuel emissions are extremely toxic. The fact that the aircraft often turn over our area increases our exposure to this and also increases the duration and intensity of the noise pollution. The increased air pollution exacerbates respiratory problems, such as bronchitis, asthma and pneumonia. An increased incidence of lung cancer has not been ruled out.

Another physical health problem noted is elevated blood pressure. It has been documented that the population living under similar flight patterns near Heathrow Airport has experienced a statistically

significant increase in the incidence of fatal heart attacks and strokes. Since there is no evidence that Health Canada is monitoring our area for similar problems, they cannot assure us that we don't have the same issues.

The increased low-flying air traffic over our area increases the risk of crashes with fatalities to people on the ground. Although you may claim that this is a remote possibility, it is a very real concern to my six-year-old grandson.

The federal government, including the Minister of Transport and the MP for Don Valley West, and agencies involved, NAV Canada, GTAA and Health Canada, who have ignored the contents of this report (originally produced January 2013) are liable legally for the health problems that have resulted. This is especially so since they are not even monitoring our neighbourhood for the occurrence and prevalence of these health problems.

I have additional evidence of these problems that I am not free to discuss, due to patient confidentiality. I am, however, prepared to support these patients if they choose to come forward to seek changes or compensation. Leaside is 30 km from Pearson International Airport. People choose to live in this relatively quiet neighbourhood, with every expectation of not having these frequent low-flying flights overhead. The highway in the sky over us is an arbitrary decision by NAV Canada (under the direction of the federal government). Since many flights are circling, we feel our area has been chosen to reduce air traffic over other politically sensitive areas, e.g. Lawrence Park. We are prepared to accept our share of air traffic. I would argue, however, that helicopter traffic in and out of Sunnybrook (an essential service) is in fact our share, so the other airline traffic should be directed elsewhere.

[REDACTED]

From: [REDACTED]
Date: August 31, 2015 at 4:11:41 PM EDT
To: "Petrie, Lee" <Lee.Petrie@gtaa.com>
Cc: Michelle Bishop <Michelle.Bishop@navcanada.ca>
Subject: **Re: Follow up on the Toronto Centre Stakeholder Roundtable**

Dear Lee and Michelle,

Why am I receiving this form ?

Yes,why ?

Because NAVCANADA & GTAA are DISINGENUOUS.

You created a process that is meant to sound like you really are 'consulting' the masses ,but it's just 'SMOKE &MIRRORS'and totally meaningless.

It's a trick for people who don't really have anything to say.

You are presenting us,we who are not specialists is'Flight Path'creation,just so that you can say you've 'consulted us'.

You aggressively ignored us,since 2012 and now you are pushing your clever agenda that still does not really address us,human beings living under these flight paths with highest priority and mindfulness.

There is no doubt that your engineers and specialists can easily come up with appropriate flight paths that will resolve this problem both for us and NAVCANADA .

And than present that solution to US.

With regards, [REDACTED]

Sentfrom my iP

From: [REDACTED]

Date: September 4, 2015 at 1:02:24 PM EDT

To: <info@lura.ca>

Subject: feedback from Roundtable

Sept 4 2015

To the Nav Canada and GTAA team:

Thank you for the opportunity to submit comments on the Noise Mitigation Initiatives recently undertaken. I feel that both your points three and four would alleviate many of the noise issues that affect our community in Oakville. Since the arrival routing placement for eastbound landings (on 06L and 06R) can not be adjusted to the pre-Feb 2012 time-frame it would alleviate some of the noise with the higher speeds (clean aircraft). Equally important is giving the controller the ability to keep the aircraft higher during the aircraft's decent profile rather than having a hard altitude (3000') by a certain fix (example: DANIP) as published with the IMEBA TWO arrival. In my 35 years of flying into Pearson I never experienced a downwind position at 3000'. It was more common be 8-6 thousand feet in descent and the downwind leg was even laterally closer to the final approach leg. The hard altitude of 3000' for intercept of the final approach course is very easy for the pilot to meet during his descent by using the predictor arc on the flight management systems of most aircraft. The CDA (constant descent angle) solution used internationally is a proven method to help address the noise issue.

As your review process works forward to solutions I would like to add a suggestion for the departure routings with the westbound take-offs from the south runways 24L and 24R. There have been many comments from our community about the 'rolling thunder' of the south/southwest bound aircraft (RSW,MIA,FLL,ATL etc). Since these may be routings to what are probably 'new' entry points into US airspace a delay of vectoring the aircraft to these points would greatly reduce the noise over Oakville and Burlington. If those flights off 24L and 24R could be given the initial vectors to the en-route airways only after they pass over the 407 highway or later, it would keep the aircraft over green space and farmland for much of the lower climb altitudes (15000' and below). It would add very little distance to the flight routing and the noise reduction would be significant to these communities. I do not see any conflict to the other SIDS or STARS for ATC operation.

From my past experience the Toronto ATC group are a very professional and capable organization. With continued dialogue and exchange of information to understand the complexities to the many issues I do believe there are solutions that keep operations efficient and acceptable to the communities, the airlines and Nav Canada.

Respectfully,

[REDACTED]

From: [REDACTED]
Date: September 4, 2015 at 9:33:35 AM EDT
To: "info@lura.ca" <info@lura.ca>
Subject: Feedback on GTAA/NAV Canada 6 Initiatives

Hi Lura,

I submitted quite a lot of info at the Mississauga meeting however, I would like to add the following...

- how many initiatives were originally considered?
- how did we end up with these six?
- what was not considered viable and why?
- who was involved in the vetting process?
- has Michael Belanger submitted his formal idea about "weighting" flights for night time movements?
- what consideration has Nav Canada given to the idea that controllers (outside of wind/safety) simply use runways that they are "used to"? Common practice only, no substantial consideration of any noise mitigation factors.

Many thanks,

[REDACTED]

Sent from Windows Mail

From: [REDACTED]
Sent: Tuesday, September 01, 2015 5:05 PM
To: ZZG-Community Engagement
Subject: Thompson Orchard Community Asspciation input

Hello GTAA

Below is a document that includes our concerns regarding proposed changes in arrivals and departures from CYYZ.

Please feel free to contact us further regarding any additional feedback that you may require. Hope that helps..

Cheers

TOCA

IDEA #1 – New approaches for night-time operations

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.

1. What do you like about this idea?

LESS NOISE. However ARE US CROSSING SEORS
TO GREATER NUMBER OF NIGHT ARRIVALS.

2. What concerns do you have...why?

TYPE OF AIRCRAFT ARRIVING / NOISE SENSATION
AND INCREASED NUMBERS - (BAD COMBINATION)

3. What should be considered as this idea is studied further?

ARRIVAL ROUTES AND TRADING AIRCRAFT OPERATION
DURING DAYTIME TO DECREASE NUMBER OF ARRIVALS
AT NIGHT.

IDEA #2 – New departure procedures for night-time operations

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.

1. What do you like about this idea?

Less noise = Happy people
(especially at night)

2. What concerns do you have...why?

Night operations should be kept at
minimum!

3. What should be considered as this idea is studied further?

Efficient & Quiet daytime arrivals
should be studied as an preferred option.

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Less noise = Happy people
(especially at night)

2. What concerns do you have...why?

Night operations should be kept at minimum!

3. What should be considered as this idea is studied further?

Efficient & Quiet daytime arrivals should be studied as an preferred option.

IDEA #3 – Increase downwind arrival speeds

Changing the published speeds on the "downwind" portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.

1. What do you like about this idea?

Yes! No ACROSS / CONSTANT DESCENT
to minimal ACROSS / POOR GLIDING.
Reducing VECTOR TIME OVER POPULATED
AREAS.

2. What concerns do you have...why?

Moving THESE ARRIVALS OVER THE THE
LAKE AS OPPOSE TO SHORE LINE AND
HANGING HIGHER ALTITUDES, BRINGING THEM DOWN
ON BASE AND FINAL TO MIN. 25 THY
NOISE.

3. What should be considered as this idea is studied further?

LOSS VECTORING OVER THE CITY. WITH
ARRIVAL PRIORITY OVER UNPOPULATED AREAS
AND THE LAKE TO THE SOUTH.

IDEA #4 – Use new technology to reduce the need for low altitude leveling by arriving aircraft

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV Canada will study the potential use of new technologies.

1. What do you like about this idea?

Constant high speed descent is the
right option,

2. What concerns do you have...why?

Separation of aircraft.

3. What should be considered as this idea is studied further?

Level of automation and possibility of
aircraft arrivals. / possibility of more
go-arounds and noise levels.

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Level of automation and possibility of
aircraft arriving. / Possibilities of more
go-arounds and noise levels.

From: [REDACTED]
To: [Lapworth, Roger](#) ; [Tom Adams](#) ; jeff.knoll@oakville.ca ; allan.elgar@oakville.ca
Cc: [John Oliver](#) ; [Lisa Raitt](#) ; terence.young@parl.gc.ca ; terence.young.oakville@gmail.com ; terence.young.c1a@parl.gc.ca
Sent: Friday, August 28, 2015 9:22 AM
Subject: Notes on Oakville Roundtable August 24 2015

To all concerned

I have attached my notes associated with the recent roundtable in Oakville.

For Ms Raitt's benefit I will summarize as follows

- if we are to have a big place at the table we must be asked for comments on the agenda
- there appears to be no relief in sight as mitigations ideas were portrayed as complicated. The only possible immediate relief is a roll back to pre February 2012 routes
- NAV Canada was evasive. If these roundtables are to be a success transparency is required

[REDACTED]
[REDACTED]
[REDACTED]

August 24 Round Table – Oakville

General Comment - Format

The Agenda was formulated by GTAA/NAV Canada. In the spirit of having a **big place at the table**, I would have added the following agenda items:

1. Discuss the return to pre February 2012 routing. Most of the routing over Oakville after February 2012 was to increase capacity to allow short bursts of take-offs and fuel savings and not necessitated by safety and security.
2. Discuss restructuring of NAV Canada to include community representation on their Board of Directors and some form of noise standards on their routing. Presently, NAV Canada is the airline industry representing their interests only
3. Display the NEP curves that are associated with the new flight paths.

I deem point 3 extremely significant as the NEP curves represent the noise curves that can be expected over the next 20 years. Also, the NEP-30 curve defines the Airport Operating Area which restricts development and houses in that area have on title a designation to indicate that they are located in a noise area.

The facilitator did permit the attendees to ask questions freely and this was appreciated.

Action Item: In future meeting to ensure that residents do actually have a big place at the table, ask if there are any additions to the agenda.

General Comment – Delivery of Mitigation Ideas

As an individual with two engineering degrees, I even would need more time to appreciate the technical details presented. I am not sure that the level of detail is required unless NAV Canada wanted to emphasize the complexities to dampen expectations. A more top down approach would also have been appreciated:

- River Oak Area has a problem with night time flights and here are proposed solutions
- Lakeshore Area has a problem with arrivals and here are proposed solutions.

I have noted that a major problem in our area is the rolling thunder that Mr. T Young has noted and certainly I have experienced. Although the aircraft are at 10,000 feet they are at full power and produce a rumbling sound for a long period of time. **Will NAV Canada propose solutions to this problem?**

It did not seem appropriate to comment on the Mitigation Ideas as there were no tangible measures to quantify their benefits. At best, it was appropriate to indicate that NAV Canada should study all ideas.

Action Item : NAV Canada to propose mitigation ideas to address the rolling thunder issue related to departures.

The 2012 Route Implementation

Mr. Elgar identified residents' concerns by referencing the fact the need for these routes was not understood as they impacted Oakville (Why so far to land? Why departures were brought inland). Further questions arose regarding the fact that NAV Canada was not transparent in admitting to increases in capacity at Pearson (e.g. not required by any changes in International Regulations) that resulted

Action Item: NAV Canada to supply Mr. Elgar with documentation which will explain the new routes over Oakville

Establish Weekend Preferential Runways

A question arose if NAV Canada implemented this procedure already as the 6:30 AM flights usually occur on a Saturday or Sunday. Oakville should monitor this situation carefully as these fly overs could become more frequent through the week. Also, the weekend departures would impact areas which have experienced arrivals through the week. NAV Canada was evasive as to whether this procedure was already implemented. NAV Canada indicated how a small delay of say 15 minutes was critical to the airline industry. The latter statement could reflect the numerous routes which permit additional movements into Pearson.

General Impression of RoundTable

There was disappointment as there did not appear to be any form of remedial implementations to relieve noise problems except to roll back to pre February 2012 routes. There was frustration that NAV Canada was evasive in at least two areas:

- There were new routes introduced in February 2012 to enhance operating efficiency which were not necessitated by International Standards
- There was not a clear answer as to whether preferred weekend runway operations were already in use

If the roundtable approach is to be a success, NAV Canada must be more transparent.

After Meeting Dialogue

In a conversation with Terrence Young he stated that of course NAV Canada incorporated new routes in the 2012 package to enhance capacity at Pearson. In a second conversation, I was told the NAV Canada must satisfy the demands of the airline industry in almost what I would term fanatical tone (airline industry overseeing itself).

Summary of Action Items

Action Item: In future meeting to ensure that residents do actually have a big place at the table, ask if there are any additions to the agenda.

Action Item : NAV Canada to propose mitigation ideas to address the rolling thunder issue related to departures.

Action Item: NAV Canada to supply Mr. Elgar with documentation which will explain the new routes over Oakville



September 3rd, 2015

LURA Consulting
505 Consumers Road
Suite 1005
Toronto, ON M2J 4V8

RE: Toronto Noise Mitigation Initiatives — Stakeholder Roundtables

A number of supporters of the Toronto Aviation Noise Group participated in these roundtables during August.

We submit that attached on their behalf as well as the hundreds of others who have lent their support to T.A.N.G. during the past three and one-half years.

We trust that the comments contained in this submission will be reflected in your final summary of the roundtable proceedings.

Sincerely,

[Redacted Signature]

Toronto Aviation Noise Group

[Redacted Signature]

Toronto Aviation Noise Group

c.c. Robyn Connelly
Lee Petrie



**GTAA/Nav Canada Noise Mitigation Proposals
Toronto Aviation Noise Group
Comments & Additional Feedback**

Representatives of the Toronto Aviation Noise Group attended four of the roundtables that the GTAA conducted in August, 2015, to present its six noise mitigation proposals. T.A.N.G.'s representatives also attended on their own behalf as residents of the areas for which the roundtables were being conducted.

The facilitators for the roundtables have invited further comments in writing on the six proposals as well as further feedback. We are pleased to provide both.

T.A.N.G. – Who We Are

Those considering the comments and submissions of the various participants should be aware of what T.A.N.G. is.

T.A.N.G. draws its support from multiple neighbourhoods across mid-town Toronto; from High Park in the west, through Bloor West Village, Davenport, South Hill, Casa Loma, South Eglinton, Leaside, Don Valley West to Don Valley East. We have an executive committee of 5, a core working group of more than 20, and a communications network of over 1200. There are a number of residents and ratepayers' associations supporting T.A.N.G.'s efforts as well as numerous elected officials at the municipal, provincial and federal level.

More detailed information is available at <https://northtoronto.wordpress.com/>

As acknowledged by the Honourable Lisa Raitt in her public statements on June 17th, 2015, this current process is due in significant measure to the persistent representations made by T.A.N.G. over the past three years.

Key Messages

There are certain key ideas that we wish to ensure the facilitators have and that are reflected in their summary. In order that these messages not get lost in the verbiage, we set them out here at the outset. The rationale for each is set out in our commentary and the appendices:

- **Independent Arbitrator** - There is a critical requirement for the involvement of an independent, expert authority responsible for assessing noise mitigation issues and for arbitrating, if necessary, any proposals for noise mitigation, regardless of who is proposing the measures. It has been made clear by the current process that there are deeply rooted competing interests as between Nav Canada and the airport authority on the one hand and residents on the other. It is acknowledged that this measure may require legislation;
- **Resident Representation** - There is a critical requirement for the integral involvement of a knowledgeable representative on behalf of residential populations affected by aircraft noise, or potential noise mitigation measures. This representative(s) would participate directly in the process for identification of noise mitigation measures and in the process for pre-implementation technical assessment and post-implementation evaluation of such measures. That, we believe, would bring the process more in keeping with Ms Raitt's assurances of a "big seat at the table";
- **This Consultation Process** – The roundtables were presented as being a very preliminary stage in the consultation process. Nevertheless, it is apparent the process is seriously flawed from the outset. The proposals as presented were not responsive to the concerns T.A.N.G. has been vocalizing for more than 3 years; the process by which these proposals were chosen for consideration and by which myriad others were not remains unexplained; there appeared to be no rhyme or reason to the

invitee list to the roundtable discussions. It was apparent that there was a dramatic disparity amongst the participants in knowledge and understanding of the factors affecting aircraft noise generation and viable mitigation.

The GTAA/Nav Canada Proposals

Notwithstanding our concerns with the process, the supporters of T.A.N.G. wish to continue to take a responsible and reasoned approach to having our concerns addressed. We therefore offer a summary of our comments regarding the 6 proposals in the attached [Appendix A](#).

We also wish to emphasize that we are particularly sensitive to the over-riding, paramount importance of safety and, in particular, to Nav Canada's primary purpose in that respect. We appreciate that is where they "are coming from."

As has been noted by residents' representatives in various forums, including these roundtables, those living under the flight paths also have a heightened concern for the safe movement of the machines that are flying directly over their homes.

At the same time, we would advocate that the process of risk assessment and risk management overall must include health-risk assessment and health-risk management. We have yet to see evidence that a scientific or analytical approach to health-risk assessment and health-risk management was incorporated into the review that led to the February, 2012 air route changes or has been part of the consideration in putting forward these 6 proposals.

Consultation Process Feedback and Next Steps

We think we have made known our concerns with the process that has been employed to date. We question the good faith basis behind the process, just as many of our supporters raised questions ([Appendix C](#)), that remain unanswered,

about Nav Canada's and the Canadian Airports Council's [Communications and Consultation Protocol](#), especially as that document provides the context and the framework for this particular process.

In terms of essentials going forward, we submit the following:

- 1. Redressing the February, 2012 “disaster”:** These initiatives alone are insufficient to begin to meaningfully deal with the impact of the February, 2012 changes. If Options 1,2,3,5 & 6 were to be implemented any mitigation to the downwind arrivals route into Runway 24 L/R will likely be minimal at best and Option 6 contains the prospect of those living under that route receiving an increased number of night flights, making their situation even more intolerable.¹ The concepts for noise mitigation that NAV CANADA has, apparently, unilaterally dismissed should be resurrected and re-examined with, as set out above, the participation of residents' representatives. The time-frame contemplated by this process is entirely unsatisfactory, especially given that there are steps that could be taken forthwith that would redress, to some degree, the impacts from 2012.
- 2. T.A.N.G.'s Proposals:** For additional options for consideration, we reiterate those that have been set out previously by T.A.N.G. and by Captain David Inch and are reviewable at <https://northtoronto.wordpress.com/>. To the extent that these proposals have been given any consideration, it has been in “one off” emails or conversations with individuals, rather than through dialogue or through an open and transparent process.
- 3. Social Policy Implications:** There must be recognition that there are social policy implications raised by air route changes over residential areas as well as by proposals for noise mitigation. The social policy question that remains unaddressed is who or what is the appropriate authority to make decisions about which populations are to bear the burden of the fallout from these initiatives, and to what degree? We believe that such decisions should not be left exclusively to those who may be experts in

¹ For additional proposals for noise mitigation, see the submissions by Captain David Inch and by the Toronto Aviation Noise Group to the Honourable Lisa Raitt from November, 2014 and September, 2014 respectively at <https://northtoronto.wordpress.com/>

technical but not necessarily social policy matters, particularly those employed by a private company serving the vested interests of the privately-run airports and the commercial airlines.

4. **Measureables:** Specific goals and benchmarks for the degree of noise mitigation being sought need to be established and the technical analysis directed then to achieving those goals.
5. **Guiding Principles:** Selection of which initiatives to pursue should be guided by principles established both for air route changes and for Air Traffic Controllers that integrate a consciousness of the need to minimize noise impacts on people as a principal objective. We offer for consideration, certain guiding principles set out in Appendix B. Residents are stakeholders too and their interests should be weighed equally to those currently deemed to be “stakeholders”.
6. **Training Implications:** Incorporate noise mitigation into the training for air traffic controllers – involve resident representatives in the training programme. For example, when one group of residents are subjected to a disproportionate burden of overflying aircraft, there should be constant monitoring for opportunities to mitigate noise and to not increase the burden on that group, as occurs now when night flights are directed onto the downwind arrivals leg for Runway 24 L/R, even when aircraft are landing on 23.
7. **De-concentration:** Adopt the principle of a fair sharing of the annoyance and health impacts caused by aircraft noise – integrate elected or resident representatives in that decision making process.(see point #3, above).
8. **Human Health Impacts:** Inherent in each of the above is the need to integrate the determinants of the impacts on human health of aircraft noise into each stage of the decision-making process.

Conclusion

We trust that the foregoing comments and those in the appendices to follow serve to underscore the shortcomings of the processes to date in accounting for

and addressing the impacts of noise from aircraft flying low and loud over residential areas, most especially newly affected residential areas.

Moreover, it is hoped that those to whom these comments are addressed will now be prepared to more fully and satisfactorily acknowledge the very real problem created by the February, 2012 changes and be willing to engage in a meaningful way both to redress those impacts and to put in place measures to mitigate any future such impacts.

Toronto Aviation Noise Group

August, 2015

Appendix A

Summary of T.A.N.G.'s Comments

On the Nav Canada/GTAA Noise Mitigation Proposals – August, 2015

PROPOSAL	OVERVIEW	Toronto Aviation Noise Group Comments
<p>1. New approaches for night-time operations</p>	<p>During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.</p> <p>Proposed Approach: NAV Canada will design new approaches for use during designated night-time operations.</p>	<p>The neighbourhoods represented by T.A.N.G. are primarily affected by flights using the STARs into Runways 24 L/R, which have been receiving more than 86,000 arriving flights per year, due to the February 2012 changes. T.A.N.G. will support any initiative that contains the prospect of alleviating the impact of this burden.</p> <p>However, we will not support this initiative if it means shifting more of the night-time “preferential” runway arrivals onto the existing STARs for 24 L/R, unless that STAR itself is shifted.</p> <p>To illustrate the problems created by the existing impact of the use of the 24 L/R STARs for night time arrivals and the concerns that this proposal raises, see the article authored by a mid-Toronto resident attached as Appendix D.</p> <p>We agree with the wisdom of Captain Inch on this issue. Making changes to improve descent profiles when traffic volumes are lighter and single runway operations are being used should be done whether at night or during the day. Our neighbourhoods are overwhelmingly affected by day-time operations; far more so than any other set of neighbourhoods.</p> <p>Consistent with the set of Guidelines that we propose and with T.A.N.G.’s motto, “Fair Flight Path”, shifting flight paths during low volume operations, including night-time, is a viable option and should be employed.</p>

PROPOSAL	OVERVIEW	Toronto Aviation Noise Group Comments
<p>2. New departure procedures for night-time operations</p>	<p>There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures.</p> <p>Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.</p> <p>Proposed Approach: NAV Canada will design new departures for use during designated night-time periods.</p>	<p>We support running trials of this proposal in accordance with the Protocol in order to determine whether there is a net benefit to this approach.</p> <p>The neighbourhoods represented by T.A.N.G. are primarily affected by arriving flights due to the high frequency but noise from night-time flights is uniquely disturbing as are the health implications.²</p> <p>While residents under the extended departures path may now come under the noise footprint of departing aircraft, if the departures are continuous ascent prior to turning, the aircraft will be at higher altitudes over those areas than they would be if they turned earlier into a level flight pattern. Accordingly, the ground-level noise impact of departing aircraft will be lessened and the experiencing of aircraft noise will be distributed more evenly, rather than concentrated; in other words “Fair Flight Paths”.</p> <p>We also whole-heartedly endorse Captain Inch’s recommendations for using lateral or alternate tracks, both to avoid overflights of residential areas but also to reduce the concentration of flights over specific residential areas.</p>
<p>3. Increase downwind arrival speeds</p>	<p>Changing the published speeds on the "downwind" portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.</p> <p>Proposed Approach: NAV Canada will study the noise benefits of increasing speeds.</p>	<p>We agree with the proposal and would advocate for an even higher speed as proposed in Captain Inch’s submission to the Honourable Lisa Raitt, November, 2014.³ (That submission also recommended that departures be permitted to ascend directly to cruising altitude.)</p> <p>There are additional options that could lead to the reduction in the use of flaps, speed brakes, and powering up over residential areas and these options, too, should be on the table for discussion, testing and trialing, e.g. altitude of 6000’ crossing MAROD, etc.</p>

² See “Air Traffic Noise & Human Health: A Review of the Medical Literature, by Dr. Maria Ivankovic, <https://northtoronto.wordpress.com/>

³ See “Decreasing Noise & Saving Fuel On the Standard Terminal Arrival Routes”, by Captain David Inch, <https://northtoronto.wordpress.com/>

PROPOSAL	OVERVIEW	Toronto Aviation Noise Group Comments
<p>4. Low altitude leveling by arriving aircraft</p>	<p>Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight.</p> <p>New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.</p> <p>Proposed Approach: NAV Canada will study the potential use of new technologies</p>	<p>It is this proposal that concerns us that this current process may be a public relations exercise dressed up as “consultation”.</p> <p>We understand that this idea describes the RNP approach system which is already moving towards implementation at Pearson Airport. In other words, it is an existing initiative being packaged and marketed, for the purpose of this process, as an idea aimed at noise mitigation.</p> <p>It concerns us that this methodology has been widely opposed in every city in which it has been introduced except Denver, which is entirely rural.</p> <p>We suspect that this is a proposal that NAV CANADA and the airports are fixed on pursuing in any event and that anything that residents have to say about RNP, positive or negative, will very likely not deflect the course of implementation. It adds to our concern that this is, to some extent, true of the other proposals as well.</p> <p>However, of greater concern for our current purposes is the timeline to implementation of RNP. An explanation of the RNP system was presented to CENAC in February, 2014. At that time it was explained that RNP for Toronto Pearson was “years away” given the complexities of the Pearson situation.</p> <p>To the extent that this idea holds any prospect of mitigating to any degree the noise impacts created by the February, 2012 changes, those benefits are likely several years, at least, in the future.</p>

<p>5. Establish weekend preferential runways</p>	<p>Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends.</p> <p>Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.</p> <p>Proposed Approach: NAV Canada and GTAA will study the feasibility of establishing weekend preferential runways.</p>	<p>We think this proposal has merit but should be tested and given a trial period, as per the NAV CANADA/CAC Protocol. The evaluation must have resident representation at all phases especially for the purposes of post-implementation evaluation.</p> <p>We concur with Captain Inch’s comments that the downwind leg offset must be adjusted in accordance with which runway is being used, otherwise there is the risk the existing STARs will be used. There is no relief for our neighbourhoods if the downwind leg for Runway 24 is used for flights arriving into Runway 23 when 23 is being used as a “preferential” runway.</p> <p>We also agree that this provides for the possibility of cleaner descent profiles, as acknowledged in the Overview comments for Option 1.</p>
<p>6. Alternate night-time preferential runways</p>	<p>Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people.</p> <p>The possibility to alternate use of night-time preferential runways might result in sharing nighttime noise impacts from aircraft operations across more communities.</p> <p>Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing nighttime preferential runways to ensure they meet the stated objectives.</p>	<p>Our comments on idea #1, above, are echoed here.</p> <p>The article authored by a T.A.N.G. member (Appendix D) also illustrates the concerns for this idea. Frequently, when Runway 23 is being used for night-time arrivals, nevertheless, the Air Traffic Controllers are directing the aircraft onto the downwind leg for the Runway 24 L/R arrivals but are then having them extend the northbound base leg by an extra 2 kilometres to bring them on to the arrivals leg for Runway 23. This has a dramatic impact on a series of residences that are already overly burdened by day time arrivals.</p> <p>Where a preferential runway is used during the night time, given low traffic conditions, adjustments should be made to ensure that flights are not overflying routes that receive high percentages of regular traffic.</p>

Appendix B



Guiding Principles for Air Noise Mitigation: Residents’ Interests vs. Commercial Interests

When considering which ideas to put forward for consultation with community groups, Nav Canada & the GTAA evidently had a list of up to 45 to select from. They chose the 6 that we have before us. Kurtis Arnold, in his presentation, indicated that they used the following guidelines, in part, to winnow the 45 down to 6. Apart from the first criterion, it is apparent that Nav Canada’s and the GTAA’s thoughts are guided by the commercial interests of the GTAA and the airlines.

T.A.N.G. offers additional guiding principles that take into consideration residents’ interests.

Toronto Aviation Noise Group	NAV CANADA/GTAA
Maintain equivalent, or improved, levels of safety	Maintain an equivalent level of safety
Noise mitigation measures must provide relief for night-time noise affected areas	Not reduce capacity below demand, and enable the airport to accommodate growth
Any noise mitigation measure must take into consideration urban density	Be manageable with current fleet mix
Reduce the volume and concentration of flights over existing residential areas, providing relief periods	Use technology that is currently available and surface infrastructure that is currently in existence
A priori evaluation of health impacts	Not materially increase operating costs
Minimize noise exposure for residential areas and maintain a balanced approach to address noise	Take a systems approach – discretionary changes can’t prioritize one area over another, or adversely impact operations at other airports

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Appendix C

*Airspace Change Communications & Consultation Protocol*⁴ A Document from NAV CANADA and the Canadian Airports Council

~

Toronto Residents' Critique June 29th, 2015

Introduction

On June 17th, 2015, the above named document was released jointly by NAV CANADA and the Canadian Airports Council (CAC). Although sub-headed “*A voluntary protocol of the aviation industry*” it is apparent that this is not an entirely accurate statement. Rather, it clearly is a response to the expressed concerns of the federal Minister of Transport.

Ms Raitt's attention was particularly focussed on this issue by, as she phrased it on June 17th ([see Appendix A](#)) the “disaster” that was the introduction of the airspace changes in Toronto in February, 2012. Ms Raitt, herself, was responding to the persistent representations of the [Toronto Aviation Noise Group](#) (T.A.N.G.) through **John Carmichael**, M.P. (Don Valley West), as well as to the many separate representations by municipal, provincial and federal elected representatives, to the correspondence of countless distraught residents in a variety of communities and neighbourhoods and to the thousands of complaints registered with the Greater Toronto and other airport authorities.

Given our experience with the manner in which NAV CANADA in particular as well as the GTAA's Community and Environmental Noise Advisory Committee have resisted engaging in an honest discussion of community complaints about the 2012 changes and how those changes were planned and implemented ([Appendix B](#)), we are left with no doubt that this document would not have been forthcoming but for these pressures.

The Document as a Whole

- It strikes us as somewhat ironic that this Protocol, intended to enhance communication and consultation, was developed without communication or consultation with the elected representatives or community groups that have pressed this issue; hence this critique.
- There is an obvious disconnect between the tenor of the Minister's public statements ([Appendix A](#)) on June 17th and the content of the Protocol and the manner of its introduction at the community level. T.A.N.G., we understand, has already conveyed its views about this to Ms Raitt. ([Appendix C](#))

Assured by the Minister that communities and residents would be accorded a significant seat at the table, when the Protocol subsequently was given its public roll-out at the CENAC meeting on June 17th no copies were made available and there was limited opportunity to ask questions about it. Interestingly, section 5.3 of the Protocol sets a standard of three weeks' notice of any meetings. We were given less than 24 hours' notice of the roll-out meeting.

- The document is replete with grammatical and syntactical errors, for example, divided clauses and incomplete sentences, giving rise to concerns as to just how carefully this document was reviewed. It is an open question whether these two organizations, NAV CANADA and the CAC, are genuinely invested in this Protocol or whether this is an exercise intended merely to mollify the Minister of Transport.

Given the foregoing comments, we think it only appropriate to consider the specifics of the document from a skeptical perspective.

Preface, Introduction, 1.0 & 2.0

The first 7 pages, half the document, offer little that is particularly new or edifying. They consist largely of material cut and pasted from the "who we are and what we do" pages of the web sites of the respective aviation industry principals.

There are lofty phrases that, when considered thoughtfully, change little, for example:

"1.0 Purpose: .. the goal will be to inform residents so that they are aware of a change, and not surprised by it."

Nav Canada representatives have often insisted that there was adequate notice given regarding the 2012 changes. They have, to date, never acknowledged that the community "engagement" during that process was inadequate or that they failed to give careful consideration to the potential impact of the changes on residents of the new neighbourhoods being overflown. Ms Michelle Bishop, a senior NAV CANADA official, in a letter to M.P. Carolyn Bennett stated:

*However, none of this (the consultation) changes the overriding fact that NAV CANADA must ensure flight paths meet international design standards and the standards required the previous flight path to be relocated. **Consultation would not have materially altered that fact.***

[emphasis added] (Letter to MP Bennett from M. Bishop of Nav Canada, Jan 17th, 2013)

This somewhat disingenuous assertion elides the possibility that, through early communication and consultation, i.e. starting in 2009, the new path may well have been implemented differently and without such a concentrated impact.

Further:

"... 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, [sic] is appropriate and will be undertaken."

Nowhere in the document is there a definition or description of what is meant by “robust”; again, lofty sentiment with no substantive underpinning.

Further, these sections of the Protocol paint a picture of very diffuse responsibility for noise management divided amongst a number of entities, the airport operators, the airlines, Transport Canada, municipal and “other levels” of government. Although the Protocol elsewhere mentions the desirability of having a single point of contact for community concerns it fails to clearly identify which entity carries the ultimate responsibility for ensuring that noise issues are thoroughly considered and, more to the point, noise complaints fairly addressed and resolved.

A characteristic of this document is that it is noteworthy as much for what it doesn't say as for what it does say. For example, NAV CANADA is not specifically named as having noise-management related responsibilities even though it is NAV CANADA's decisions that have given rise to this issue in Toronto as well as Vancouver, Calgary, Ottawa and Montreal.

Sections 3.0 & 4.0: Airspace Change and Consultation

If there were to be any real substance to this document, one would expect it here. However, again, the document is notable for what it doesn't say as much as for what it does.

For example, there's no specific undertaking to begin the "engagement" process at the front end rather than toward the tail end of any review process, as occurred in Toronto with the February, 2012 changes.

The Protocol phraseology focusses on providing information about the needed or planned changes, in other words justifying and defending rather than committing specifically to engaging in an exchange with residents as to how best to implement, or not, any proposed changes.

For example, we know that in Toronto, in implementing the new Standard Terminal Arrival Route into Runway 24 in 2012, NAV CANADA shifted the flight path to accord with the minimum separation set out in the International Civil Aviation Organization's (ICAO) guidelines. This had the effect of re-directing over 86,000 arrivals per year over mostly quiet residential neighbourhoods that had theretofore not been regularly overflown. Scant information has been provided as to why this particular track was chosen, other than it accorded with the minimum separation provided for in the ICAO guideline. A wider separation could have been chosen putting the track over areas where there would not have been such a dramatic difference between the ambient noise in those neighbourhoods, mostly commercial properties, and the noise levels produced by overflying aircraft. As best as we can discern, there appears to have been little if any thought given to weighing these different approaches let alone any meaningful discussion, debate or community input.

The current guiding philosophy as reflected in the Protocol is that airport operators are best positioned to understand local issues and concerns. With respect, airport operators have vested interests that are often at odds with the interests of local municipalities, neighbourhoods and residents. The voices and concerns of local communities should not be filtered or mediated through the airport operators.

When considering airspace changes that may potentially impact residential neighbourhoods, NAV CANADA should be consulting directly with local community representatives from the outset, independent of the airport operators. This approach would be more representative of according residents' representatives "a big place at the table" as Ms Raitt stated.

4. 1 & 5.0 & Appendix A: Types of Changes and Consultation Methodology

There are myriad questions about what, precisely, these sections describe. In fact, these sections and especially the Flow Chart raise more questions than they answer. This speaks to one of T.A.N.G.'s expressed dissatisfactions ([Appendix C](#)) with the public roll-out of this Protocol on June 17th and that was the inability to ask informed questions and obtain clarifications.

For example, the altitudes that will trigger certain kinds of consultations, why were those particular altitudes chosen? Also, does this mean, for the sake of argument, that High Park residents would not necessarily be consulted as the overflying aircraft arriving into Runway 24 at YYZ pass more than 4000 ft. AGL over that neighbourhood whereas the residents of North Toronto and Leaside would be consulted as those same aircraft would be at or below the 4000 ft. AGL height when overflying those neighbourhoods?

On a positive note, we are encouraged by the acknowledgement in sections 4.1.1 and 4.1.3 of the need to engage in environmental impact analysis and the potential for "trialing" of new flight procedures prior to implementation.⁵ We agree that the concept of environmental assessment will include noise impacts. We do, however, have several points to make about these positive aspects of the Protocol:

- It should be acknowledged that environmental analysis may be required for circumstances other than those described in section 4.1.1.
- An environmental analysis should examine differentials between ambient noise and aircraft-generated noise.
- In the spirit of "trialing" some of the proposed changes, we propose that all changes, once implemented, be considered to have trial periods with specific provision to evaluate the impacts at the end of the trial period. Section 7.1 sets out a 180-day review period but only for changes that were subject to consultation under the protocol. It may well be that changes that were not subject to the consultation provisions (e.g. above the 4000 or 6000 ft. AGL thresholds) turn out to have significant impacts.
- Local communities and residents should have a "seat at the table" for the purposes of any such evaluations.

5.0 & 5.1: Consultation Process and Responsibility

There is much to critique in these sections, for example "listening to stakeholders and the community". This reflects the mindset that "stakeholders" and "the community" are distinct entities. "The community" and the residents of those communities are stakeholders. We have a

⁵ Flight-testing proposed changes was done by Captain David Inch prior to making his proposals for noise mitigation strategies on behalf of T.A.N.G. - <https://northtoronto.files.wordpress.com/2015/02/inch-report.pdf>

stake in the decisions around the routing of aircraft over our homes that is every bit as meaningful to us as to the airline industry. This relates not simply to the peaceful enjoyment of our residences, as significant as that is, but also to safety. As both users of air services and also as residents of the neighbourhoods over which these machines are flying, we have a heightened stake in the safety of their movements.

However, we will rely on the comments of Ms Raitt who has given assurances that the airspace authorities will be expected to respect and to adhere to the spirit of the Protocol, noting that the federal government possesses the residual authority to regulate.

An issue at the heart of Toronto residents' complaints regarding the 2012 airspace changes that is not addressed by the Protocol is how, and by whom, decisions will be made that fundamentally and adversely impact the lives of residents. All that the Protocol provides for is that the views or concerns of such people will be "considered".

The decisions that NAV CANADA has made have led, in reality, to the expropriation of an important element in the enjoyment of private property by inflicting an annoyance that is perpetual and unavoidable. There is no other area of governance in Canada in which such a system exists without provision for a form of legally-structured expropriation or independent oversight process. As with the 2012 changes, unelected technocrats working for monopolistic (as characterized by the President and CEO of NAV CANADA) private corporations ought not to be the ones making such decisions.

There is nothing in the Protocol that describes either how or by whom such decisions are to be weighed nor a dispute resolution mechanism for those situations when positions as between industry and community are in opposition to one another.

What We Had Hoped To See in a Consultation and Communications Protocol

After three years of concerted efforts by dozens of individuals to "engage" in a constructive manner with the relevant authorities, Ms Raitt's public comments were extremely encouraging. They hold out the promise of meaningful engagement.

The Protocol document is a letdown. Implicit, we think, in the foregoing critique, is our concern with what is not included in the Protocol as much as what is there. Again, for example, what is not contained in the Protocol is a description as to how NAV Canada and the airport authorities will be held to account. How will their performance in adherence to the Protocol be measured?

Unfortunately, as noted at the outset, while NAV CANADA and the airport authorities had more than 10 months to develop the Protocol, an opportunity was not accorded those who had been raising concerns about the airspace changes for over 3 years to help to shape the document.

Accordingly, we set out below a few of the elements, in addition to those already mentioned above, that we would hope to have reflected in such a Protocol:

- A commitment to engage directly with community at the beginning of any review process

- Provisions for measuring compliance with the Protocol as well as accountability mechanisms
- A dispute resolution mechanism for resolving irreconcilable differences amongst the parties. This would involve an expert(s) not aligned with any vested interest but with demonstrated sensitivity to the impact of aircraft noise and frequency on residential communities
- A clearer statement of meaning behind such ambiguous terms as “robust”, “consultation”, “engagement”
- A commitment to undertake studies of or to maintain a watching brief on the developing body of scientific knowledge about the impacts of aircraft noise on human health. (see, for example, [Air Traffic Noise & Human Health: A Review of the Medical Literature](#), by Dr. M. Ivankovic, T.A.N.G., May 2015)
- Creation of an online registration system for those who wish to receive notices of any contemplated changes or amendments to airspace usage.

Finally, THE issue that cries out for redress in the current management structure of the civil air navigation system is that unelected technocrats in the employ of private corporations are left to make decisions that profoundly negatively impact significant numbers of citizens. There is no independent oversight of these decisions nor is there a review or appeal mechanism. It is a situation, we believe, without precedent or parallel in any other social policy area and requires rectification. However, we recognize that legislative amendment or regulation may be the most appropriate vehicle for such a change, rather than a voluntary protocol of the industry itself.

Conclusion

In the interest of having a process in place that will be more likely to lead to results that are tolerable for more people, as well as satisfying the priorities of the airline industry, we urge the signatories to the Protocol to revisit its provisions in light of these comments.

Sincerely,

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Remarks by the Honourable Lisa Raitt, Minister of Transport – Flight Path Consultation

June 17, 2015

Ottawa, ON

June 17, 2015

Check against Delivery

Good afternoon. It's a pleasure to be here today with my colleague, John Carmichael, Member of Parliament for Don Valley West.

John has worked tirelessly on the issue of airport noise and how the impact on residents can be minimized.

That's why today we are so pleased to recognize and support two exciting new initiatives to help mitigate aircraft noise concerns.

As Minister of Transport, and before that in my private-sector career, I have always advocated the consultation process as the main means to a positive end, particularly where it affects the lives of everyday Canadians.

Every day, Canadians with legitimate complaints must be heard, and that includes those impacted by aircraft noise over their back yards.

Literally over their back yards, not figuratively.

With that a given, I asked for an industry-led approach to resolving this issue and I am pleased to say today that NAV Canada, the National Airlines Council of Canada and the Canadian Airports Council have developed the Airspace Change Communications and Consultation Protocol.

It is a protocol that formalizes public consultations for flight path changes at major airports right across this country.

And it is now ready to be implemented.

Again, thanks to John's determination, we are also pleased to announce that NAV Canada and the Greater Toronto Airport Authority have developed the region-specific Toronto Pearson Noise

Mitigation Engagement Strategy, and have put forward several measures to deal with airport noise concerns over Toronto area, particularly in North Toronto and the Western GTA and GTHA.

Beginning this month, NAV Canada and the GTAA will launch a consultation process on these measures and conduct regional engagement meetings with the community and its leaders, as well local, provincial and federal elected officials.

Feedback from these meetings will be instrumental in developing a solution to concentrated flight paths and increased aircraft noise.

The concerns and complaints of various resident groups in Canada, and the GTHA in particular, over aircraft noise have not gone unheard by me or my department.

In fact, the first application of this protocol begins this evening at Pearson International with an open meeting of the Community Environment and Noise Advisory Committee.

And, as Minister of Transport, I expect the airline industry to follow the spirit and the intent of these consultations by undertaking broad community engagement, and by operating as transparently as possible in order to build community trust around airspace changes.

While there is no question that increased air traffic volumes and the accompanying aircraft noise are part and parcel of a strong economy, there is also no question that there is a growing frustration among those who live under those flight paths that they have little or no place at the table.

Today, I am here with John to tell you that those frustrations will end because there will be a place at the table — a big place.

With the initiation of the Airspace Change Communications and Consultation Protocol, impacted communities will have their say, and they will have it well in advance of any proposed airspace changes.

I encourage all residents with interest in this matter to get involved in these public meetings, and put their concerns directly to industry representatives.

As I said at the outset, the consultation process is not only a means to an end, but the best means to positive end.

It is encouraging to see an industry-led approach that improves stakeholder and public engagement on this issue that touches so many Canadians.

Thank you again John for your great work on this issue. I look forward to working with you and our many partners as we move forward with these consultations and public engagement.



TORONTO AVIATION NOISE GROUP

KEY ELEMENTS OF OUR INTERACTIONS

WITH

AIRPORT NOISE AUTHORITIES: 2012-2015

INTRODUCTION

For over three years the Toronto Aviation Noise Group has been seeking relief from the excessive aviation noise over our residential communities in midtown Toronto as the result of a route change, implemented by Nav Canada in February, 2012. What follows is a summary of the many misleading, sometimes false and frequently missing information which we have encountered in our interactions with the authorities responsible for the management of aircraft noise.

The many authorities involved seem to have reached an impasse. In our view we are at the point where third party adjudication is needed in order to ensure a fair and balanced examination of the issue and a resolution which considers the importance of citizens in the process of noise management.

Noise: May 31st, 2012

1. * John Crichton, CEO, Nav Canada "But I can tell you as someone who has been in this business all my life, there's less noise as a result of the changes we made than before." (Standing Committee on Transport, Infrastructure and Communities: 040: 1st Session: 41st Parliament. May 31st 2012)

Neil Bennett, Nav Canada acknowledged, in response to a question by S.Rokin, CENAC resident rep., that new communities would be affected by the flightpath change and the people under the new path would consistently have more traffic than before. The path would be narrower and more concentrated." (CENAC Minutes, Feb. 1st, 2012)

T.A.N.G. and the many citizens we represent know from experience that Mr. Bennett's statement is accurate.

2. * N. Bennett stated that "the planes would be descending more quietly so when they are turning there will be less noise." (Ibid.)

From the lived experience of the citizens under the path this statement is patently untrue. The planes screech and whine as brakes and flaps are used to descend the planes to low altitude over our neighbourhoods. The turns are particularly egregious. (Captain David Inch, 2015)

Consultation and Noise: 2012: Briefing Note to City Manager from Nav Canada

3.* Nav Canada claims meetings were held with city councillors.....and overall noise levels would not increase because of planes descending at lower power. (Letter to Toronto City Manager from Nav Canada in response to motion MM26.19, Oct 2,3 2102)

*Both statements are untrue. Meetings were not held in Toronto with **midtown** councillors and MP Carmichael was not informed. The Nav Canada language is misleading by implying that the changes were small. "The southern and western downwind were moved slightly." Nav Canada also stated that flight volumes will remain unchanged. (Nav Canada Briefing Note/PP Presentation Sept 20th 2011)*

*From the experience of citizens noise has **INCREASED** because of the unprecedented concentration, increased flight volumes and the use of aircraft flaps and speed brakes at low altitudes.*

A day care operator informed us that she had to bring the children indoors during their outdoor time because they were afraid of the aircraft noise.

Flight Volumes: January, 2013

4.* MP Carolyn Bennett asked if flight volumes had increased as a result of the change. (House of Commons: Question #1042: 01/13)

Nav Canada responded that "flight volumes on the downwind would not have changed with the relocation of the flight path." (Letter to MP Bennett from M. Bishop, Nav Canada, Jan 17th 2013.)

Flight volumes on R24 R/L have INCREASED by 20% or 14,253 flights annually which represents an increase of 6% of ALL Toronto arrivals. (CENAC Statistics) (See Runway Utilization- Chart Attached)

The increased numbers have added to the already high burden of flight FREQUENCY. For large blocks of time the sound of one plane has not ended before the roar of the next arrives.

Consultation: January, 2013

5. MP Bennett asked in the House about the consultation process regarding these changes.

Nav Canada responded that announcements were placed in various newspapers. In all cases these grossly inadequate, small scale advertisements lacked sufficient details and information to fully understand the personal impact of the change. In the case of the local midtown papers, announcements were inappropriately placed in the classified section near the dog walking ads.

In addition Ms. Bishop of Nav Canada wrote "HOWEVER, NONE OF THIS (the consultation) CHANGES THE OVERRIDING FACT THAT NAV CANADA MUST ENSURE FLIGHT PATHS MEET INTERNATIONAL DESIGN STANDARDS AND THE STANDARD REQUIRED THE PREVIOUS FLIGHT PATH TO BE RELOCATED. **CONSULTATION INPUT WOULD NOT HAVE MATERIALLY ALTERED THAT FACT**". (Letter to MP Bennett from M. Bishop of Nav Canada, Jan 17th, 2013)

T.A.N.G. would argue that no one in our neighbourhoods, many kilometres from the airport, could have had any sense of the impact of the changes on our communities. To the best of our knowledge NO ONE was aware of what was proposed. In addition we argue that pre implementation, NO ONE could have imagined the magnitude of the change.

*In any event, as noted above, our input on the matter would **NOT HAVE BEEN CONSIDERED**. In addition Captain Inch reports that the airlines were also not considered despite the fact that industry representatives voiced pre implementation concerns about the unwanted design.*

Noise: May 2013

6.* Nav Canada's Michelle Bishop wrote to MP Carmichael that "there are many communities more affected than Leaside for which mitigations simply are not possible." (Letter to MP Carmichael May 10th, 2013)

This is not true. Considering the distance we are from the airport and the volume of unnecessarily low flying aircraft we endure, there is NO more affected community than us. We have the highest arrivals percentage at 40%. We double any other runway. Next closest is 20%.

In addition we now know that mitigation is possible.

Altitude of STAR: May 2013

7.* "There are no operational reasons why an aircraft would want to be lower than the published approach...Raising the altitude at this point in the approach 5,500ft ASL, as was suggested, would require too steep a descent for safe operations, or alternatively, would require aircraft to extend the downwind leg much further from the airport, before turning back to intercept the glide path. This would have the effect of requiring the aircraft to burn more fuel and fly over many more homes en route" (Ibid)

Captain Inch has provided numerous examples of safe, practised approaches at these altitudes at other international airports.

Nav Canada Responsibility for Noise: August 2013/ January 2015

8. Nav Canada has NO RESPONSIBILITY for aviation noise: (Library of Parliament: Research Publications No. 2013-08-E).

This statement was repeated to Captain Inch by Nav Canada staff at a meeting at Pearson, January 2015

The Toronto Aviation Noise Group believes this to be an essential problem with the oversight structure of Nav Canada and that change is required.

Transport Canada Responsibilities 2013

9. "Transport Canada regulates aviation activities, enforces regulations pertaining to aircraft noise, investigates reports of infractions and issues money penalties in cases of proven infractions."
(Aircraft Noise Management in Canada. No. 2013-08-E)

In 2013 there was ONE noise penalty levied in Canada, in Montreal. In 2014 there were NONE.

10. Noise abatement and controls at Canadian airports may include: "aircraft departure and arrival procedures designed to minimize the noise impact on surrounding communities." (Ibid)

The flight path over midtown Toronto (86,436 low flying planes in 2013) has no such procedures in place. CENAC also has no mandate to effect change because of the inadequate Ground Lease Agreement that limits their role to a number gathering and reporting committee.

11. "Transport Canada has also developed a process by which stakeholders, such as airports and community groups, may request changes to the established noise abatement controls and procedures at airports. Proposals to change established procedures and controls must be made in consultation with stakeholders and NAV Canada and must be approved by the Ministry of Transport." (Ibid)

T.A.N.G. has been trying, unsuccessfully, for over three years to have the flight path under which we live amended. NO CHANGE HAS BEEN MADE. Engagement with the authorities is virtually impossible. However Calgary International Airport has somehow sought and achieved quick resolution of their aviation noise problem only 6 months young!

Use of the Lake: Jan 17th, 2013

12.* "It is also not possible to relocate the downwind leg of the approach south of the city over Lake Ontario." (Letter from Nav Canada to MP Carmichael January 17th, 2013)

We have MANY examples from WebTrak of this flight path in use.

Required Navigation Performance: Various Dates

13. (a) PBN will be implemented at Pearson no sooner than 3-5 years because of the volume of traffic and complexity. (CENAC Feb. 2014)

(b) Nav Canada is working with Jeppesen, Sandersen, Boeing Design Services to plan for RNP. (Nav Canada , Techwatch, Winter, 2015)

(c) "Eventually, maybe in a long time, once we have everyone equipped and the technology deployed appropriately-we hope we will be able to do this everywhere." (Nav Canada CEO Crichton. Standing Committee on Transport, Infrastructure and Communities, May 31st 2012.)

RNP or NO RNP? Very mixed messages. The likely midtown route, Captain Inch informs us, is over some of the same communities affected by the current path.

Continuous Descent Approach: 2014

14. * Nav Canada, S. Ghobrial and D. Dolezal, GTAA claim that CDA is used at Pearson. (CENAC Nov. 19th, 2014)

Nav Canada (Kurtis Arnold et al) told Captain Inch that CDA is not possible at Pearson because of the HI/LO rule

Changes to the WTM Corridor

15. R. Jacoby asked about the possibility of amendment to the WTM corridor. GTAA's L. McKee noted that there may be opportunities to make changes where all interests intersect. (Ibid)

No such commitment from Nav Canada

Protocol on Consultation and Communication Jan 2015

16. John Crichton announced that extensive work has been done to develop a draft proposal for consultation and communication of significant airspace changes, focussing especially on potential noise impacts and mitigation measures...will come into effect early 2015. (Nav Canada AGM Jan. 2015)

NO announcement or change

T.A.N.G. Proposals for Change: Jan 2015

17. Extensively documented proposals for change, prepared for us by Captain David Inch, were presented by T.A.N.G. to the Minister. Captain Inch then discussed these proposals with Nav Canada and Transport Canada staff in January, 2015

No response of any kind from Nav Canada or response to Captain Inch's email inquiries. We have received a letter of acknowledgement only from Transport Canada.

Nav Canada Seeking Solutions: Mar 2nd 2015

18. MP Bennett reports in a letter to the Minister that Nav Canada had told her that "they were aggressively reviewing other possible mitigation measures related to aircraft noise over St. Paul's."

NO results to date.

Update from MP Carmichael April 1st 2015

19. MP Carmichael wrote to T.A.N.G. to update us on the issues on which he has been working ie. altitudes, consultation, CENAC

No meaningful change to date on any of these issues

Nav Canada CENAC Briefing April 22nd 2015

20. Nav Canada made their presentation in camera.

T.A.N.G. was not invited even though Captain Inch's proposals were discussed.

T.A.N.G. Presentation at CENAC April 29th, 2015

21. We presented Captain Inch's proposals. In the Q/A M. Evans pointed out that Nav Canada had yet to acknowledge that there is a problem in midtown with aircraft noise.

T.A.N.G. HAD TO INSIST THAT CENAC HEAR OUR PROPOSALS. WE WERE NOT INVITED BY THE COMMITTEE.

Nav Canada remains silent on the matter.

Follow Up to CENAC Presentation May 2015

22. Robyn Connelly of GTAA writes that the meeting was "an important step in improving our lines of communication and shifting the dialogue...towards a dialogue of collaboration around potential solutions." (Email April 30th 2015)

No news of any further steps being taken although we had been told ahead of the meeting that CENAC would have initiatives to present.

Request for Follow Up Meeting May 1st, 2015

23. M. Evans wrote to GTAA V.P. Hillary Marshall requesting a follow up meeting with GTAA staff to cover issues not dealt with at CENAC.

Response from Ms. Marshall ignores the request for a meeting and states that "we will continue to make ourselves available to you and your colleagues as this matter progresses."

What does the above mean? Who is moving the process along? Is T.A.N.G investing valuable time and resources with a committee that selectively chooses our participation and ultimately can't help?

Email sent in Error to T.A.N.G. Member

24. "You are not aware of the changes that are being considered and if implemented would go some way to dealing with some of your issues. Your voice is being heard. Trust me." (Johan van't Hof ,May 6, 2015)

Interesting but unproductive comment. We find it astonishing that our COMMUNITY REPRESENTATIVE is instead representing Nav Canada and the GTAA. Trust? We don't think so!

Letter from Minister Raitt to MP Bennett: May 7th, 2015

25. This is the standard Ministry letter including how to make a noise complaint and visit CENAC. It DOES include a sentence about "...a proposal. The Minister is going to determine if it is sufficient and whether or not to move forward in the near future."

NO information on whether or not the proposal has anything to do with noise mitigation in midtown Toronto.

City of Toronto and Nav Canada/GTAA May 8th, 2015

26. “Nav Canada spoke briefly about the modelling they are undertaking to find ways to reduce airplane noise given the 2012 changes, including modelling suggestions from the community. We are planning a follow up meeting to get more information on the issues discussed in February.” (From City Manager, via Councillor Matlow’s office re meeting in Feb 2015 involving TPH, the city manager’s office, the GTAA and NAV Canada.)

No follow up action by the city or information from Nav Canada.

*** These items refer to misrepresentations related to the specifics of the flight path which is of particular concern to the Toronto Aviation Noise Group.**

Toronto Aviation Noise Group

May 20th, 2015



Appendix C

TORONTO AVIATION NOISE GROUP

RESPONSE TO LAST WEEK'S EVENTS RE AIRCRAFT NOISE

We are grateful for the opportunity provided by MP John Carmichael to summarize for him and the Minister of Transport, the Honourable Lisa Raitt our experience of and response to last week's events respecting the management and mitigation of aircraft noise. These comments follow the media announcement by the Minister on Wednesday and the CENAC meeting on the same day about the new *Airspace Change Communications and Consultation Protocol* and the *Toronto Noise Mitigation Initiatives*.

During our work on this issue we have had the unfailing support of MP Carmichael and have also understood, from the two meetings we have had with her, that Minister Raitt understands our concerns very well and believes that they merit serious consideration.

With this as background, we were surprised to learn, from the CENAC agenda which was forwarded to us on Tuesday June 16th, 2015, that both the issue of a new consultation protocol and a process to address relief from the problem created by the 2012 flight path changes, were to be presented at the CENAC meeting on Wednesday June, 17th 2015. We were not aware that these matters had reached that stage of development and had expected that these important announcements would be made by the Minister.

Shortly thereafter, we were alerted to the fact that the Minister, accompanied by MP Carmichael and others, was going to address these issues at a press conference on Wednesday midday.

We tuned in to CPAC to await the announcement and were very pleased to hear what the Minister had to say. At her direction the appropriate authorities had developed a protocol for future prior consultation about flight path changes which is to include "a big place" at the table for citizens. In addition, that evening at CENAC, consideration would begin on mitigation strategies to achieve relief from the "disaster" created **at Pearson** by the 2012 changes. While the government always has the ability to legislate, the Minister said, that has not been necessary in this case.

The chair and vice chair of T.A.N.G. , on behalf of our members, were relieved that our three year effort had produced the hoped-for result. Citizens would be heard and our particularly egregious problem would now be addressed immediately.

Following the media announcement Renee Jacoby and Marg Evans travelled out to Pearson for the CENAC meeting at 6:30 that evening.

We heard the two presentations related to our particular issues.

NAV CANADA

Michelle Bishop made the presentation about the Airspace Change Communications and Consultation Protocol. Her power point presentation contained four content slides out of a document of fifteen pages.

She covered none of the technical aspects of the protocol including the limits on Nav Canada's need to consult which NAV Canada has built into the process. The link to the purported Nav Canada presentation at CENAC is in the agenda link at the end of this material, June 17th, **second item** under **Additional Materials**

THE PRESENTATION SHOWN HERE IS NOT THE PRESENTATION GIVEN AT CENAC. THE TECHNICAL ASPECTS OF THIS PROTOCOL WERE EXCLUDED BY MS BISHOP AT CENAC. CONSISTENT WITH PREVIOUS PRESENTATIONS BY NAV CANADA (EG THE REASONS FOR FLIGHT PATH CHANGES ARE CHANGED AS TIME GOES ALONG) THE INFORMATION PROVIDED BY Nav Canada WAS ALTERED BETWEEN THE PRESENTATION AT CENAC AND THE POSTING ON THE WEB. We assume that the exclusion of the information at the meeting was done to avoid any need to deal there with these very important and likely contentious technicalities.

It is of note that only the three members of T.A.N.G. who were at the meeting, in addition to, presumably the Nav Canada staff, had read the protocol before the meeting. We know because we asked for a show of hands. The GTAA staff and political and citizen members had not. Such lack of attention to the content of the agenda confirms our longstanding opinion of the ineffectual nature of this committee.

Several members were absent including our one and only Toronto Councillor appointee who, in his term at CENAC, has never contacted T.A.N.G. and has attended less than 30% of the scheduled meetings. One councillor representative fell asleep and a senior member of Nav Canada's staff gave a good deal of attention to his telephone correspondence.

In addition no copies of the protocol were provided at the meeting. Therefore, with the minimal and misleading information provided by Ms Bishop, discussion of the document in detail was not possible.

Ms Bishop asked that we email her with our inquiries. Given that we have yet to receive responses from our previous email requests dating back to July/September 2014, we have little confidence that this process will be successful. More importantly our questions need to be discussed IN PUBLIC.

This is the **ANTITHESIS of a TRANSPARENT PROCESS** as envisaged by the Minister in her announcement. Obfuscation rules the day at Nav Canada.

GTAA

Robyn Connelly provided the presentation on *Toronto Noise Mitigation Initiatives: Public Participation Plan*. During Ms. Connelly's remarks there was discussion **ONLY OF PROCESS**, one that is to take

A MINIMUM OF A YEAR. The process proposed appears unnecessarily circuitous and designed to delay, for as long as possible, actually doing anything about our problem.

THERE WAS NO MENTION WHATSOEVER OF THE MITIGATION STRATEGIES REFERENCED BY THE MINISTER IN HER MORNING PRESENTATION. The presentation about the mitigation strategy process at Toronto Pearson is also in the agenda link at the end of this material, June 17th, **third item** under **Additional Materials.**

When staff was asked, *twice*, who was in charge of this process, NO ANSWER was offered. Following a thorough consultative study by Earncliffe last year, CENAC's attempt to earn respect, build trust and be accountable has not been achieved.

In the carefully controlled open part of the agenda there were no favourable comments from the floor on this process. Those who spoke were appalled at the length of the process and the apparent inability of the appropriate authorities, after three years and many well documented proposals having been put forward, to present for timely consideration the best proposals for mitigation of the 2012 created problem.

The plan to begin consultation over the summer months, when resident groups and municipal politicians are on vacation, is inefficient and unsatisfactory. One well organized month of consultation in the Fall with the half dozen affected areas would accomplish what they suggest would require a full year. In addition, many of T.A.N.G.'s proposals don't require any consultation about flight path location. They are aircraft technologies that can be implemented immediately.

After over three years wait we need a **TIMELY PROCESS.** A year or more does not do it.

OUR CONCLUSIONS RE THE TORONTO PROCESS

This approach to addressing our over three years "disaster" is completely unacceptable, in our view. The new protocol itself speaks of a 45 day comment period.

We are dealing here with a problem that is of long duration and has had many proposed mitigation strategies put forward by T.A.N.G. and we believe others. The planning of a lengthy series of events (workshops, they were called) around the GTAA for at least a year is an outrageous approach to our issues.

A citizen suggested at the meeting that, since CENAC is SUPPOSED to have a mandate to deal with these matters, a better approach would be that CENAC be the public and single locale for a discussion of mitigation strategies for the midtown and west GTHA problems. This suggestion makes very good sense to T.A.N.G. provided that CENAC can assemble the expertise and energy to manage that process.

FINALLY

In general Wednesday June 17th was a noteworthy day!! It began with the high point: a public statement addressing the need for change in the management and mitigation of aircraft noise from a Minister who

fully understands the issue and has chosen to deal constructively with it. It ended at the low point of hearing from air industry staff who gave every appearance of having no interest whatsoever in living up to **the letter and spirit of the Minister's message**.

Our collective task is by no means completed. We appeal yet again to the Minister to use the authority of her office to ensure that these processes match her own high expectations for the outcomes of her initiatives. Without her further intervention we do not believe that these outcomes will be achieved.

The Minister's clear directive has been lost in translation.

As we proposed in our last letter to the Minister, T.A.N.G. believes, more strongly than ever, that we may be at the stage where, at the very least, third party oversight of the implementation of these plans is required.

<http://www.torontopearson.com/en/cenacpastagendasandminutes/##>

June 22nd, 2015

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Appendix D

Airplanes in the Night

- or -

The Curious Compulsion of Air Traffic Controllers

It occurs to us, perhaps it will to you as well, that it is somewhere beyond the bounds of reasonable that communities experiencing in excess of 200 low and loud arriving flights each day from 6:30 a.m. through to 12:30 a.m. are expected to also bear the impact of jet aircraft thundering overhead in the middle of the night; airplanes as alarm clocks in other words.

Bear in mind, these are communities that are many, many kilometres away from the airports that the planes are travelling to. In fact, these aircraft are flying away from the airport as they transit these communities. The planes are flying downwind in order to position themselves to turn 180 degrees to land into the wind.

“While there is no question that increased air traffic volumes and the accompanying aircraft noise are part and parcel of a strong economy, there is also no question that there is a growing frustration among those who live under those flight paths that they have little or no place at the table.

Today, I am here with John to tell you that those frustrations will end because there will be a place at the table — a big place.”

-- Lisa Raitt, June 17th, 2015

The unreasonableness of this middle-of-the-night phenomenon is exacerbated by the reality that those same communities, from High Park in the west, through Bloor West Village, Davenport, South Hill, Casa Loma, South Eglinton, Leaside, Don Valley West to Don Valley East were inflicted with a new flight-arrivals path in 2012, effectively without notice let alone consultation; a process that the federal Minister of Transport herself recently acknowledged was “a disaster”. Literally overnight, a new “highway in the sky” appeared above these residences.

But the irritation and annoyance is not restricted only to “daytime” hours. Today, that new Standard Terminal Arrivals Route (STAR) into the twinned Runways 24, both Left & Right, is bringing with it an ever increasing number of night flight arrivals and, as the quota for night-time movements increases annually, the frequency of these disturbances is bound to increase too. And the decision to do this was taken by technocrats working for a private company, not by public officials with a duty to consider the social impacts.

No consultation. Virtually no communication. It simply happened.

Having a standard route that all aircraft follow may make perfect sense when the traffic volumes of both arriving and departing aircraft are high; when, in order to guarantee safety, there is a need for disciplined orderliness, with the airplanes travelling paths that are pre-programmed into their computers.

The over-the-top annoyance for those living in association with the STAR for Runways 24 L/R is that Air Traffic Controllers, for reasons that have not been clearly explained, employ the Standard Terminal Arrival Route into those runways even when the conditions for using that STAR don't exist, that is, when the skies are virtually clear of any other traffic and weather presents no problem.

At night when there are only one or two aircraft in the sky over all of the Greater Toronto Area and the routing options are abundant, the Air Traffic Controllers continue to default to the STAR and to cause those planes to fly low and loud over the same homes. Not just loud; the sound has been likened to that of a falling missile, lasting from 45 to 60 seconds.

Figures 1, 2 & 3 below, illustrate the problem. Figure 1 shows an Embraer 170 arriving from Houston, Texas at 2:29 a.m. on Monday, August 17th. It is directly over a home that lies on the Standard Terminal Arrivals Route for Runway 24. It is 16 kilometres from Pearson Airport and is flying away from the airport. Even though it still has over 30 kilometres to fly the aircraft is down to 4,100 feet Above Sea Level, or 3,500 feet above ground level (AGL) at that point. It's noise awakens the resident of the home.

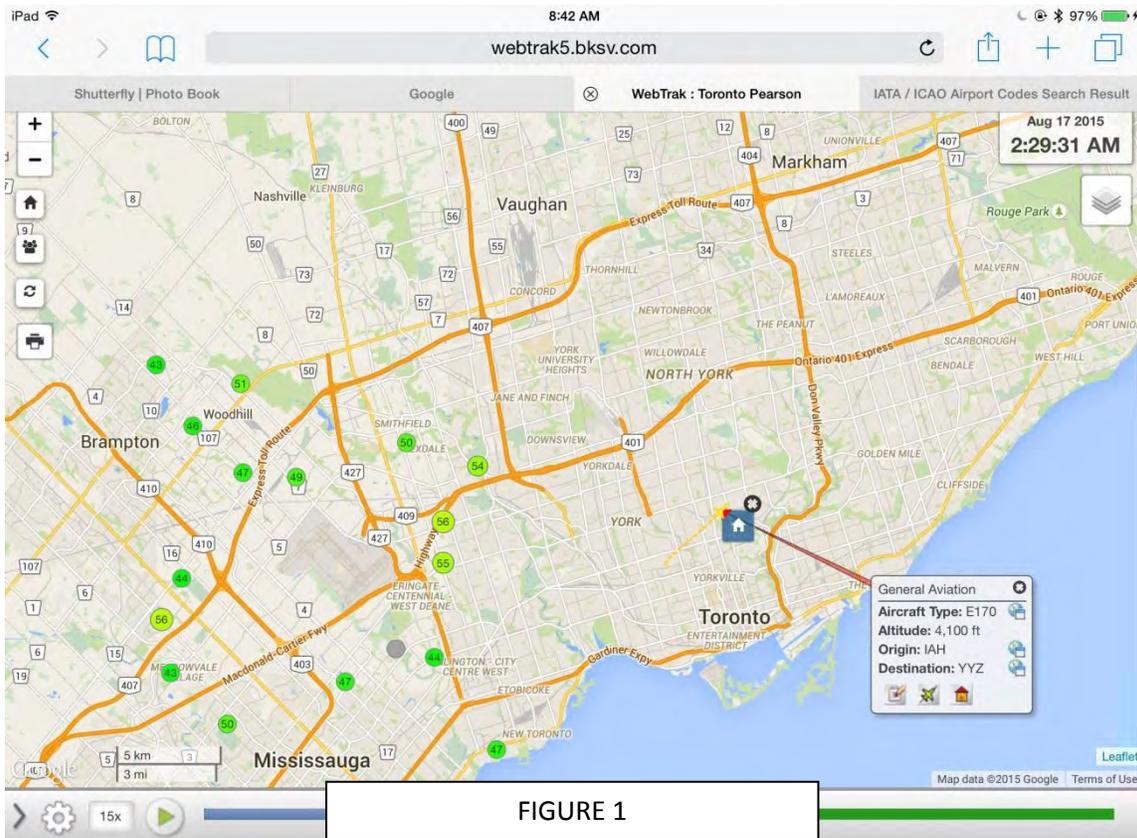
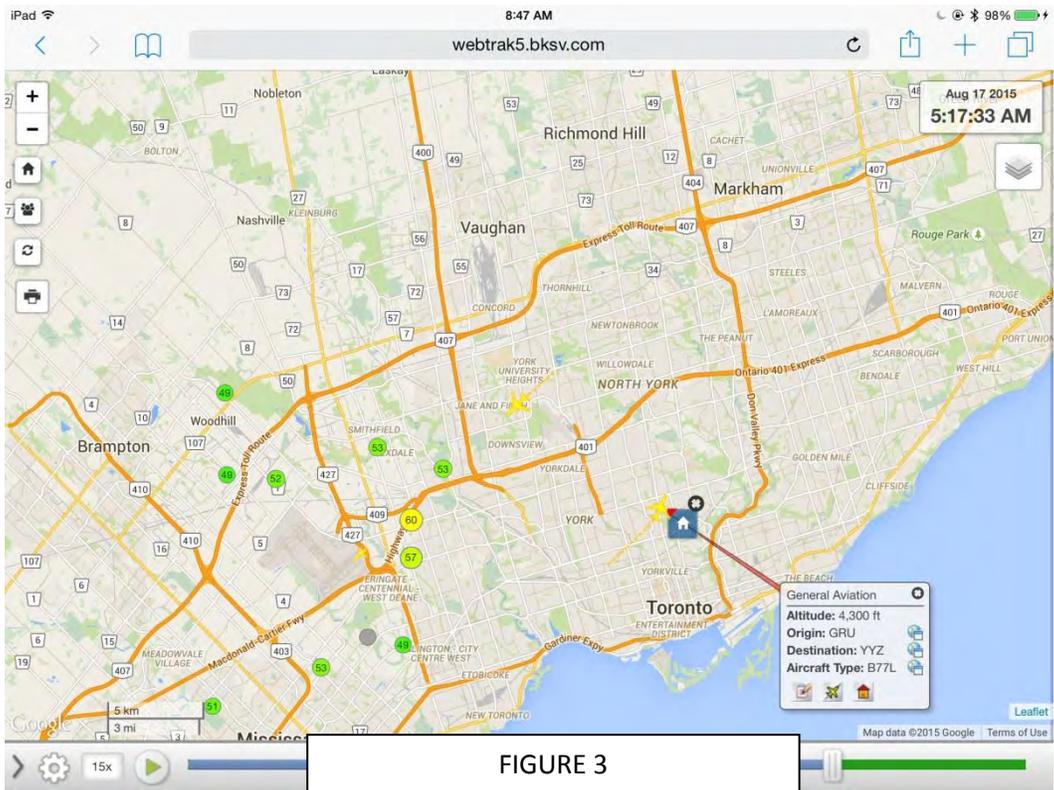
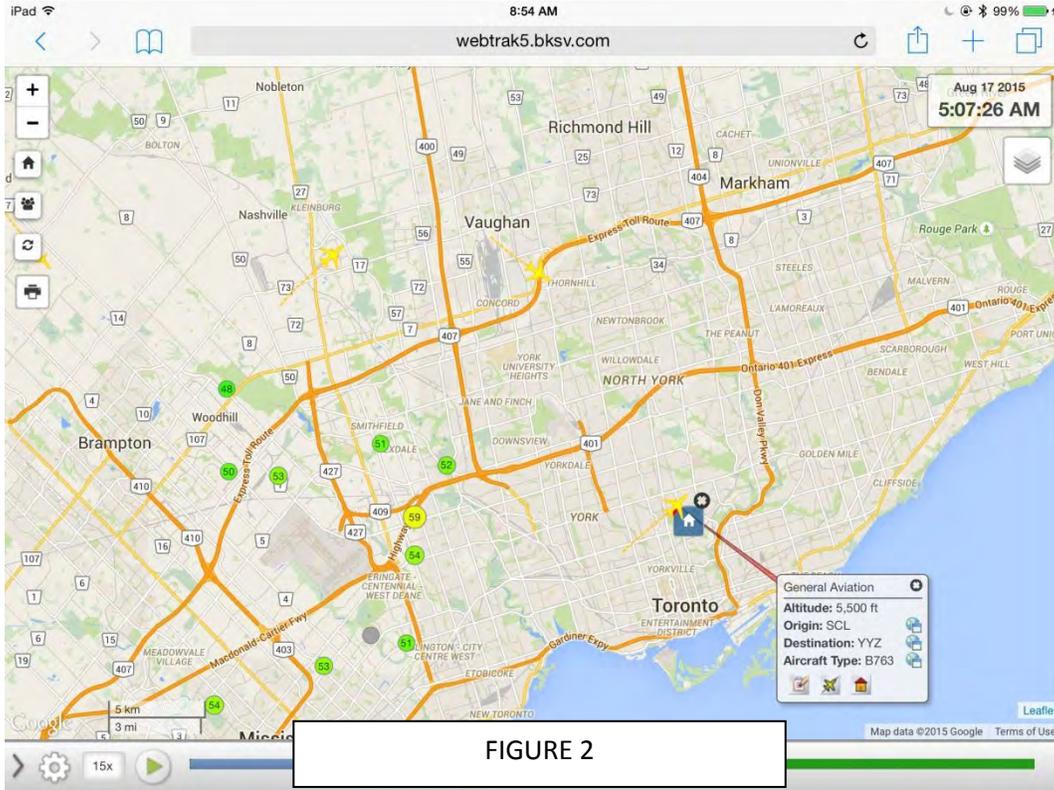


Figure 2 shows a Boeing 763 arriving from Santiago, Chile, later that same morning flying over that same home at 5:07 a.m. at 4,900 feet AGL. Again waking the resident, it is followed 10 minutes later, Figure 3, by a Boeing 777 arriving from Grenada flying at 3,700 feet AGL guaranteeing that the resident, whose own alarm is set for 6:30 a.m., will not fall back to sleep.

Surrendering, he gets up and puts the coffee on.



This was the experience of just one resident amongst thousands living under the path of each of those aircraft on just one typical evening. In each instance, there were many options available to the Air Traffic Controllers to provide noise mitigation directions to the pilots of the aircraft in order to avoid concentrating the noise impacts at such a vulnerable hour.

However, they routinely do not employ the alternate measures available to them and, to date, neither the Greater Toronto Airport Authority nor Nav Canada, the private company that employs the Air Traffic Controllers, has explained why they do not.

Seem reasonable to you?

If not, raise this issue with the candidates for federal office when they come knocking on your door asking for your support. Better still, get to the all-candidates meetings in your riding and ask them to publicly state what they will do about the problem if elected. It's a federal Department of Transport issue.

The Canadian skies are public domain. Those who make decisions with profound public health implications in such areas should be held accountable.

It's the Canadian way of doing business. That, we believe, is reasonable.



Prepared by [REDACTED] and Better Flight Paths Group

September 4, 2015

Comments on summer 2015 Stakeholder Roundtable Discussions

Meaningful measures of noise should be implemented and reported regularly for all flight lanes over Metropolitan Toronto not just close to the Pearson International, and for all periods of day and night. Locations should be subject to review by all stakeholders, not just Nav Canada. Excuses regarding ambient noise are unacceptable.

The 6 initiatives presented during the summer of 2015 do not provide relief from aircraft noise sought by the Better Flight Paths Group. Most if not all the initiatives provide limited relief during a period when there should be not air traffic, that being 0030 to 0600 hours local. Four of the initiatives have some value, while from our point of view the remaining 2 fall well short of our expectations, and none move or limit air traffic during waking hours. Why not?

The 4 initiative that have some value are;

1. New RNAV night-time approaches

2. Increased downwind arrival speeds
3. Use of RNP technology
4. New night-time departure procedures

2 initiatives that have little to no value are;

1. Establish weekend preferential runways
2. Alternate night-time preferential runways

From a big picture point of view the majority of the initiatives brought forward appear to be designed to provide some relief from aircraft noise but only during the restricted hours at Toronto International. There appears to be no attempt to address community concerns daily between the hours of 0600 to 0030 no matter what the density or frequency of air traffic. Why is that? Concentration of flight paths has been brought forward as an issue but not one suggestion discusses the matter. Why is that? It is known that aircraft arrival traffic can be characterized into at least 3 periods of density; light, medium, heavy. The fact that GTAA and Nav Canada did not present one idea for at least light air traffic during the normal course of a day is disappointing and bordering on tragic. This situation will only get worse as the airport projects big growth in the future.

Better Flight Paths Group wonders: just how serious Nav Canada and the GTAA are about discussing and trying to work with communities around Toronto airport to really tackle aircraft noise and concentrated flight paths? During the August 12 presentation we became suspicious that the 6 solutions presented to community representatives had already been heavily filtered and selectively chosen by airline users of the airport. Not once was there mention that some of the initiatives came from community representatives. How did that come about? We feel the initiatives chosen were pre-selected because if implemented the users would have little to no impact on their operations. It is known that some 30-40 arrival flights occur nightly during restricted hours while some 1000 or more flights occur during the time periods 0600 to 0030 daily. How does that help the communities of Toronto affected by daily aircraft movements to and from Toronto International?

Better Flight Paths Group initiated a discussion about moving south arrival aircraft traffic to over the lake using the Billy Bishop airspace during the later evening period. No mention was made during the August 12 meeting about the concept.

We would like to know why. Concentrating hundreds, maybe thousands of arrival aircraft over specific communities of Toronto has to be addressed. Nav Canada is fixated on the current arrivals downwind flight path from the west and has an inability to think 'outside the box' as to what could alleviate the noise on all residents underneath it by moving it further South over the lake - this portion of the flight lane impacts a huge number of residents in Toronto. This alternative has potential benefits for all major stakeholders and an environmental/ feasibility study should be undertaken asap. This must take into account a true cost/ benefit analysis including impacts on residents' health, such as sleep deprivation and pollution impact, and should be undertaken by an independent third party paid for by the federal and other levels of government. This is especially important when considering that Nav Canada is a private corporation that is generating in excess of 1 billion dollars in revenues with little government accountability or transparency.

Community members are concerned that GTAA and Nav Canada will describe in the future that consultation has occurred with communities around Toronto airport. We wish to state that this is not true and would be a misrepresentation. If community proposals were discussed and acted on in a forum then we might be going somewhere. Residents/Communities are major stakeholders and this must be acknowledged as such in conjunction with and by airlines, Nav Canada and the GTAA which is currently not the case. This is apparent when evaluating the criteria that were used to develop the 6 initiatives – these criteria focused on the financial interests of the airlines and GTAA without a proper consideration of the human resident factors including health and the environment.

A number of international cities such as San Francisco, Frankfurt, Munich and London have tried to resolve real aircraft related noise and flight path concerns. We have not experienced a similar attempt concerning Toronto.

We ask that you bring to the table initiatives that address concentrated flight path relief. We ask that you discuss moving flight paths away from overhead downtown residential communities in Canada's biggest city before you lose control of the issues.

The Better Flight Paths Group is willing to share aircraft noise and flight path issues with other communities around Toronto. We do not subscribe to “not in our back yard” concepts. We urge you to withdraw some of the poorer initiatives and discuss the real issues that are related to thousands of arrivals that affect Toronto residents during normal hours of operation and not just focus on the more minor initiatives proposed during restricted hours.

In summary – the Minister of Transportation has called the February 2012 concentrated flight path implementation over Central Toronto a “disaster” for affected residents. Residents have been advocating for changes and for a transparent and real dialogue on the issue. To date, Nav Canada has demonstrated a complete disregard of the concerns of residents and has not shown any real willingness to work creatively at finding an acceptable alternative which the Better Flights Group knows is possible based on independent expert advice and international precedent. In this situation, while Nav Canada often claims its recognized leadership in the design and implementation of flight paths, in our opinion they have shown a complete failure to act responsibly, properly, and taking into account residential stakeholders. We hope the Minister recognizes that Nav Canada and the GTAA are not implementing a transparent and respectful process or protocol as instructed by the Minister.

Respectfully Yours

[REDACTED]

Chair Casa Loma Residents Association

[REDACTED]

Chair South Hill Ratepayers Association

[REDACTED]

President, Hillcrest Residents Association

[REDACTED]

President, Ardwold Gate Residents Association

Toronto Noise Mitigation Initiatives – Stakeholder Roundtable

Nav Canada; GTAA; LURA

August 4, 2015

Eatonville Library, Etobicoke

Meeting notes from the Markland Wood Homeowners Association

Our overarching objective:

The Markland Wood Homeowners Association believes that a truly new approach would focus on decreasing and even eliminating night flights wherever possible. The trend worldwide is moving in this direction with London and Frankfurt as current leadership examples.

Idea #1 – New approaches for night-time operations

1. In Idea #1 we note the growing awareness that there is a Toronto sleep protection problem with night flights, particularly with the increasing of them.
2. Our concerns include the fact that, with this option, additional Toronto communities may be impacted without any reduction in the number of night flights, thereby gaining little in sleep protection but serving to disturb more people than ever.
3. At this point, given that the MWAH sees the 1997 standard for calculating night flight approvals as the maximum number of night flights we should experience in the 21st century, we do not see this as a productive work assignment to proceed with.

Idea # 2 – New departure procedures for night-time operations

1. As in #1 this option recognizes that there is a Toronto problem from aircraft noise, particularly at night, often denying sound sleep.
2. What is particularly interesting is that our professional air corridor officials have taken over ½ century to think of this option. This suggests either some unrecognized complication in considering this consideration years ago, or it

displays a base disregard for noise on the part of a responsible agency over these many disappointing years.

3. We suggest that in conjunction with a decrease or elimination of non-emergency night flights or a return to the 1997 night-time flight budget formula as a maximum number of movements, this idea be pursued if something in the order of a 20% reduction from current noise levels can be achieved through these techniques.
4. Obviously reducing the number of night flights would greatly enhance this option.

Idea # 3 – Increase downwind arrival speeds

1. If, in conjunction with a decrease or elimination of non-emergency night flights or a return to the 1997 night-time flight budget formula, the technique here results in noise reduction in the order of 20% through such activities, particularly at night, this is worth pursuing.
2. We assume that safety and control aspects will be examined and cleared.
3. This idea should be studied with a particular emphasis upon controlling night flight noise.

Idea # 4 – Use new technology to reduce the need for low altitude leveling of arriving aircraft

1. This idea appears to have merit. Again, we would hope to find a reduction of noise in the order of 20% together with a return to the 1997 night flight budget formula as a maximum number of night-time flights should these not be decreased or eliminated entirely but for emergencies.
2. However, if there is a fuel usage increase, there is faint hope that airlines will either support or follow the protocol.
3. If fuel is an issue, this should be set aside because experience suggests that it does not look particularly useful at this time. Perhaps in the future.

Ideas # 5 & 6 – Establish weekend preferential runways AND Alternate night-time preferential runways

1. Based upon the discussion at the meeting these two ideas seemed without substance and may be regressive. There is little benefit in further interfering with the public's health, irritating more people than you must.
2. Concerns are the lack of any reduction in total noise produced, and the potential to confuse both national and international pilots unnecessarily. Either you have preferential runways or you do not. The GTAA's rationale has always been that is that the least number of people should be disturbed and there is nothing here which improves that thinking.
3. Again, as in earlier comment, should night flights not be eliminated but for emergencies, we press for a return to the 1997 night-time flight budget formula to be the upper limit toward controlling such noise.
4. As noted earlier, reducing or eliminating non-emergency night flights would solve much of this challenge.
5. These two ideas, #5 and #6, should be set aside.

Process and Next Steps

1. We are interested in protecting our Toronto community sleep now and into the future. While our obvious preference is eliminating non-emergency night flights, the MWA understands the conflicting interests at stake here. Hence, if night flights are to continue, then controlling the number of night flights at a frequency level that our community has been exposed to since 1997 is the only reasonable option we see. Increasing night flight frequency as in the 'new' 2013 standard does not aid community sleep protection and worse, sets a most undesirable precedent for future revisions through 'bump ups'.
2. Community engagement must happen with knowledge of substantive reductions in noise from aircraft. Without such data, no one will take this seriously and rather will suspect that this was a pre-election mode of drawing attention off the noise-related issues at Toronto Pearson. We have offered a discussion percentage at 20% as a minimum objective to shoot at in our discussions.

Other Feedback

Health Canada must create human health based noise standards for application to all federal operations, using the most relevant and comprehensive data-based decision making and information sources.

We should also note again, as we have several times in the text, that we hold the 1997 formula standard for calculating the number of approved night flight as the maximum allowed in this, the 21st century. Optimally, we should like to see Toronto Pearson join several other leading world airports toward zero night flights, emergencies aside. Such leadership would be truly admired worldwide and move Toronto to its 'world class' and 'most livable city' aspirations. We emphasize once more, this is the 21st century and adding more preventable sleep challenges through increasing night flights is hardly "keeping up" with the times, and is certainly not leadership on noise control.