

## **TORONTO PEARSON NOISE MANAGEMENT FORUMS**

Toronto Pearson is committed to being a good neighbour and growing together with the communities it serves. While airports have impacts and noise can't be eliminated entirely for local communities, we believe that improvements should be studied, discussed, and implemented with communities. And as the aviation industry recovers from the effects of the pandemic, we need to better manage operational impacts.

Due to the effects of the global pandemic, traffic levels decreased by 73.6% from over 50 million passengers in 2019 to 13.3 million passengers in 2020. Despite the lower traffic levels, Toronto Pearson remains committed to managing its impacts now and as air travel recovers.

In fact, we are committed to 'build back better' which includes not only how we manage our impacts but how we work with communities. In 2019, we introduced a new community engagement structure with the Noise Management Forums. The forums are a series of briefings, tables, and working groups that help the airport work smarter with its communities and collaborate better with industry to help manage aircraft noise.

The pandemic makes it difficult to meet in person, yet we continued to meet virtually through the forums with engaged stakeholders, elected officials and industry stakeholders. By maintaining and enhancing the community engagement structure we seek to build stronger working relationships with Pearson's stakeholders and partners. With this in mind, we are adding a new engagement avenue to the Noise Management Forums with the introduction of the Community Proposal Review process (CPRP).

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## **Community Proposal Review Process**

### **PURPOSE**

Periodically, the GTAA receives noise management ideas and suggestions from community members. The CPRP encourages and facilitates community sourced ideas for noise mitigation and provides a formalized, transparent and streamlined process.

The value in implementing the CPRP includes:

- Potential for the addition of new initiatives to further mitigate aircraft noise
- Provides residents with guidance and structure for submitting noise management ideas
- Manage resident expectations around proposed noise management ideas:
  - Only new ideas will be considered that will not introduce 'new noise'
  - Residents must provide fulsome details on ideas
- Educates residents on recent studies and initiatives
- Efficient use of resources to assess potential ideas

The Community Proposal Review Process will result in recommendations for consideration by the Industry Noise Management Board (INMB) for inclusion in their workplan.

## COMMUNITY PROPOSAL REVIEW PROCESS and TIMELINE

### Phase 1: Resident Submission (ongoing/rolling applications)

- Resident completes the application form to submit idea.
- Only those submissions meeting all criteria will proceed to next assessment phase.

### Phase 2: Review: (timeline 3-6 months from submission)

#### GTAA and NAV CANADA review

- GTAA reviews submission against criteria and shares those that pass with NAV CANADA
- NAV CANADA conducts preliminary review
- Proposals that meet criteria progress to Phase 3
- GTAA updates proponent and next steps if applicable

#### NAB and Neighbourhood Table Update

- The GTAA provides details on submissions proceeding to phase 4 to Noise Accountability Board and Neighbourhood Table
- Members may request additional information

#### Industry Noise Management Board (INMB) Review

- Phase 4 consists of a high-level feasibility assessment of forwarded ideas during next INMB meeting
- Ideas with merit based on the above assessment will be incorporated into the INMB workplan for further consideration
- If further time or information is required for assessment, assessment will continue at next INMB meeting. Additional information may be requested from proponent.

**NOTE – a pass in this phase does not necessarily mean implementation of an idea**

### Phase 3: Review: (within 8 weeks of INMB meeting)

#### Close process and Report Back

- The process for a submission is concluded with the acceptance of an idea into INMB's workplan or a denial based on the assessment.
- The GTAA will report back to the resident with the INMB's decision.

## Roles and Responsibilities

### Resident/Proponent

Resident submissions must meet a set of criteria to be accepted into the Community Proposal Review Process:

- A proposal must be a new concept that has not been previously studied
- A proposal should acknowledge the guiding principles and values outlined in the [Residents' Reference Panel report](#)
- For acceptance to phase 2 of the CPRP the proponent must fully complete the submission form and acknowledge the following:
  - I have fully explored the [InsightFull](#) web portal and understand how runways are assigned, the various traffic flows and patterns and what operations affect my area.

- I have reviewed the Noise Management materials at [Torontopearson.com](http://torontopearson.com), including the [Noise Management Best Practices study](#), the [2018-2022 Noise Management Action Plan](#), the [Six Ideas report](#), the [Residence Reference Panel guidelines](#).
- I have reviewed the Independent [Toronto Airspace Noise review](#) and recommendations, and [NAV CANADA's response](#).
- My recommendation has not already been considered in any of the above studies/initiatives.
- My recommendation does not 'move noise' from one community to another
- I believe that my recommendation will mitigate noise from aircraft at or below 7000' Above Ground Level (aircraft noise is most noticeable below this altitude and therefore mitigations will be of greatest benefit)
- I have reviewed and understand the Community Proposal Review Process Backgrounder.

*See Appendix A for examples of community proposed ideas*

### **The Greater Toronto Airports Authority**

- The Greater Toronto Airports Authority (GTAA) is the operator of Toronto Pearson International Airport and is responsible for mitigating the impact of its operations on communities.
- The GTAA maintains and enhances a Noise Management Program that follows a balanced approach to mitigate aircraft noise. This includes actively engaging with community members on issues related to aircraft noise. This is done mainly through the Toronto Pearson Noise Management Forums that includes the Community Proposal Review Process.
- The GTAA is responsible for the administration of the process including communicating with proponents and providing updates to the Noise Accountability Board and Neighbourhood Table.
- The GTAA conducts the initial vetting of a submission to determine whether it meets the criteria.
- The GTAA forwards any proposals they consider as meeting the criteria (listed under Resident roles and responsibilities)
- The GTAA prepares the report back to the proponent that includes the final assessment by the INMB, if applicable.
- GTAA representatives are members of the INMB and therefore will participate in any Phase 4 assessments conducted by the INMB.

### **NAV CANADA**

- NAV CANADA operates Canada's air traffic control and civil air navigation system. It is responsible for the safe coordination and the efficient movement of aircraft and for planning and managing airspace, including flight paths and airways used by airlines.
- NAV CANADA follows noise management practices where applicable to their role, works in collaboration with the GTAA on enhancement of the Noise Management program and has actioned its own noise mitigation efforts including the establishment of the Industry Noise Management Board.
- As NAV CANADA is most familiar with airspace related noise initiatives, they will review any proposals forwarded by the GTAA in Phase 2.
- NAV CANADA representatives are members of the INMB and therefore will participate in any Phase 4 assessments conducted by the INMB

### **Industry Noise Management Board**

- The Industry Noise Management Board is a technical forum for the purpose of discussing and making recommendations on the viability and impact of various noise mitigation initiatives under consideration for implementation at Toronto-Pearson airport. It was established in 2018 by NAV CANADA on the recommendation of the Independent Toronto Airspace Review.
- This includes items that have been put forward to them through the Noise Management Forums (CPRP) and/or other industry groups.
- The INMB has the technical expertise and knowledge of Toronto Pearson operations to conduct assessments. It includes representatives from: NAV CANADA, airlines, National Airlines Council of Canada, and the GTAA. Transport Canada attends as an observer.
- The INMB's role in the CPRP is to assess proposals submitted by the GTAA that have passed through phases 1 through 3.
- The INMB is the decision maker in the CPRP process for proposals that reach phase 4.
- The INMB provides regular workplan updates at the Noise Management Forums. These would include any updates on proposals accepted to the workplan.

### **Neighbourhood Table and Noise Accountability Board**

- Members of the Neighbourhood Table and Noise Accountability will have the opportunity to review submissions that will be forwarded to the INMB
- Members may ask for additional information or clarification in support of further assessment

## **COMMUNITY NOISE MANAGEMENT SUBMISSIONS**

To streamline the collection of noise management suggestions and ideas from community members, the GTAA has provided a submission form on the Toronto Pearson Noise Management Forums webpages.

Residents may submit more than one idea but must only include one idea per submission form. Each form must be fully completed to be considered for the process.

The GTAA will acknowledge receipt of each submission and will provide updates to the proponent for each phase of the process.

Each submission reviewed by the INMB will receive a response from the GTAA upon assessment completion that outlines decisions and next steps.

Once the assessment is finalized, the report will be made publicly available on the GTAA [Noise Management Forums webpages](#).

## ***DECISIONS***

The INMB will review and consider each community noise management proposal forwarded to them as part of Phase 4. Conclusions and decisions by the INMB are final and will not be reinvestigated.

The INMB will conduct a high-level assessment of a proposal for its potential merit based on, but not limited to:

- operational feasibility
- safety implications
- potential effectiveness

- mitigates noise from aircraft at or below 7000 feet above ground level
- environmental impact etc.
- impact on airport or airspace capacity
- economic implications

The INMB will not recommend reinvestigation of an already completed study or reviewed proposals, unless there are transformative changes in technology, fleet equipage, capacity requirements or airport development.

The INMB will provide a determination as to whether a submission will be:

- 1) accepted to the workplan for further study; or
- 2) not accepted based on initial assessment.

In support of its assessment, the INMB may request additional information from the proponent, including a possible presentation on the idea.

## **BACKGROUND**

The Community Proposal Review Process Backgrounder will be updated as required to ensure the process remains current and appropriate.

### **Appendix A – Samples of community proposed ideas**

**APPENDIX A – Examples of Community Proposed Ideas**

The chart below includes examples of ideas proposed by one or more community member and the outcome for each.

Community proposed Idea	Outcome
Move downwind flights over the lake/don't use a downwind	<p>The Independent Toronto Airspace Review included study of moving the downwind phase of arriving flights further than 5 nautical miles from final approach ie moving the south side downwind over the lake. The study concluded that moving the downwind farther from its current location would have sequencing implications and was therefore not viable. (<a href="#">Independent Toronto Airspace Noise Review</a>, page 108)</p> <p><b>Note</b> – The downwind phase of flight is required for sequencing aircraft in a busy airspace. With the lower traffic levels related to the pandemic, the downwind is not consistently required for sequencing. Many arriving aircraft are now routed directly to the base turn thereby avoiding flying over many residents under the downwind.</p>
Update the Preferential Runway System to reflect current developments in the community and the airport.	A <a href="#">review of the Preferential Runway System</a> was included as part of the Six Ideas for noise mitigation. A new system reflecting the latest operational and population environment was proposed and accepted through community consultation. A <a href="#">trial of the system</a> is currently underway to determine compliance.
Provide respite on weekends	A <a href="#">weekend runway alternation program</a> was included as one of the Six ideas for noise mitigation. A program was developed that alternated weekends of operations for affected communities. Following consultation, the program was tested, then trialed. An assessment of both the test and trial concluded that the program was not effective at providing respite and the community was not in support of its implementation. For these reasons, the program was not implemented
Noise sharing to include increased use of the North/South Runways	The <a href="#">Residents' Reference Panel</a> assessed feedback from the 2017 survey on Airport Growth and Noise Fairness survey and other community engagement avenues to develop a recommendation related to noise sharing. The Panel recommended the GTAA explore all other options to mitigate noise on the ground before implementing a noise sharing program and that it should only be pursued if respite afforded to communities is meaningful and predictable.