

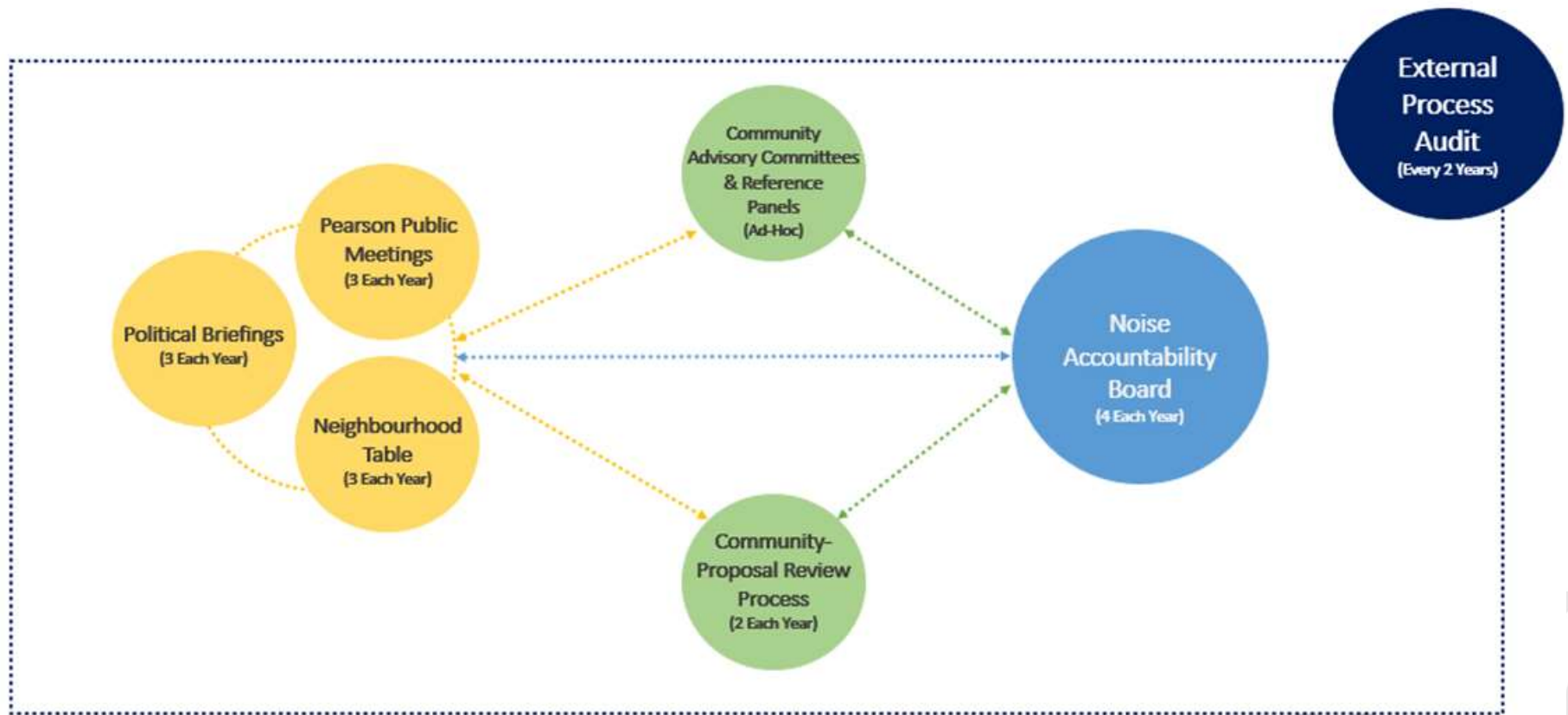
Toronto Pearson Noise Management Forums Political Briefing

November 30, 2021



Welcome + Introductions

Noise Management Forums



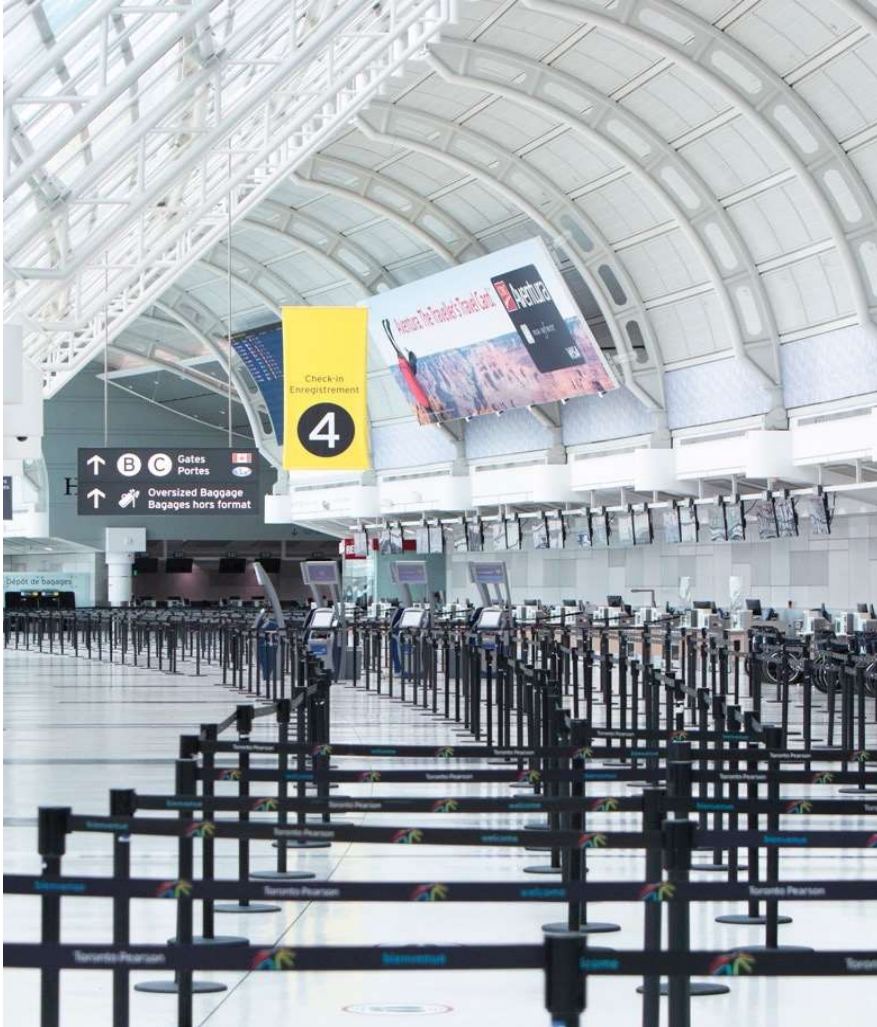
Agenda

- Airport Updates
 - Third Quarter Results
 - Healthy Airport Initiatives
 - Travel restrictions
 - Review - Operations & Complaints
- NAV CANADA Updates
 - Required Navigation Performance (RNP) Consultation
- GTAA Noise Management Program Updates
 - Airside Maintenance Update
 - Update: Noise Management Action Plan
- Discussion and Roundtable



Airport Updates





OPERATING ON DEBT FINANCING



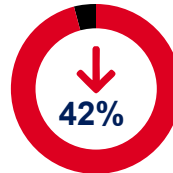
Corporate Structure

GTAA a private, not-for-profit corporate structure with revenue tied to passenger



\$804M Net Income Loss

In the last seven quarters, the airport is operating almost exclusively on debt financing; it will take at least 5 years to recover this net loss



Passenger Traffic Trends



A reduction of 42% in passenger traffic year-over-year through Q3 2021

HEALTHY AIRPORT – READY TO TRAVEL






With the measured easing of travel restrictions, the GTAA is well positioned to welcome back passengers in a healthy manner. We're ready when they're ready to travel.

! Passengers should expect delays as there are additional government checks that are required. [Learn more](#) →

TRAVEL CORPORATE COMMUNITY FRANÇAIS

Toronto Pearson  Departures Arrivals Connections While you're here Transportation and Parking Accessibility 

Travel Information Hub

-  Overview
-  What to expect
-  What's open at the airport
-  COVID-19 testing
-  Measures in place and travel requirements

WORKING WITH GOVERNMENT



Border Resourcing

CBSA and US CBP resources to meet demand for travel and keep passenger wait times down as the airport grows

Digital Health Credentials

Universal health verification certificates that can be integrated into existing border and airline processes, and streamlined for our passengers

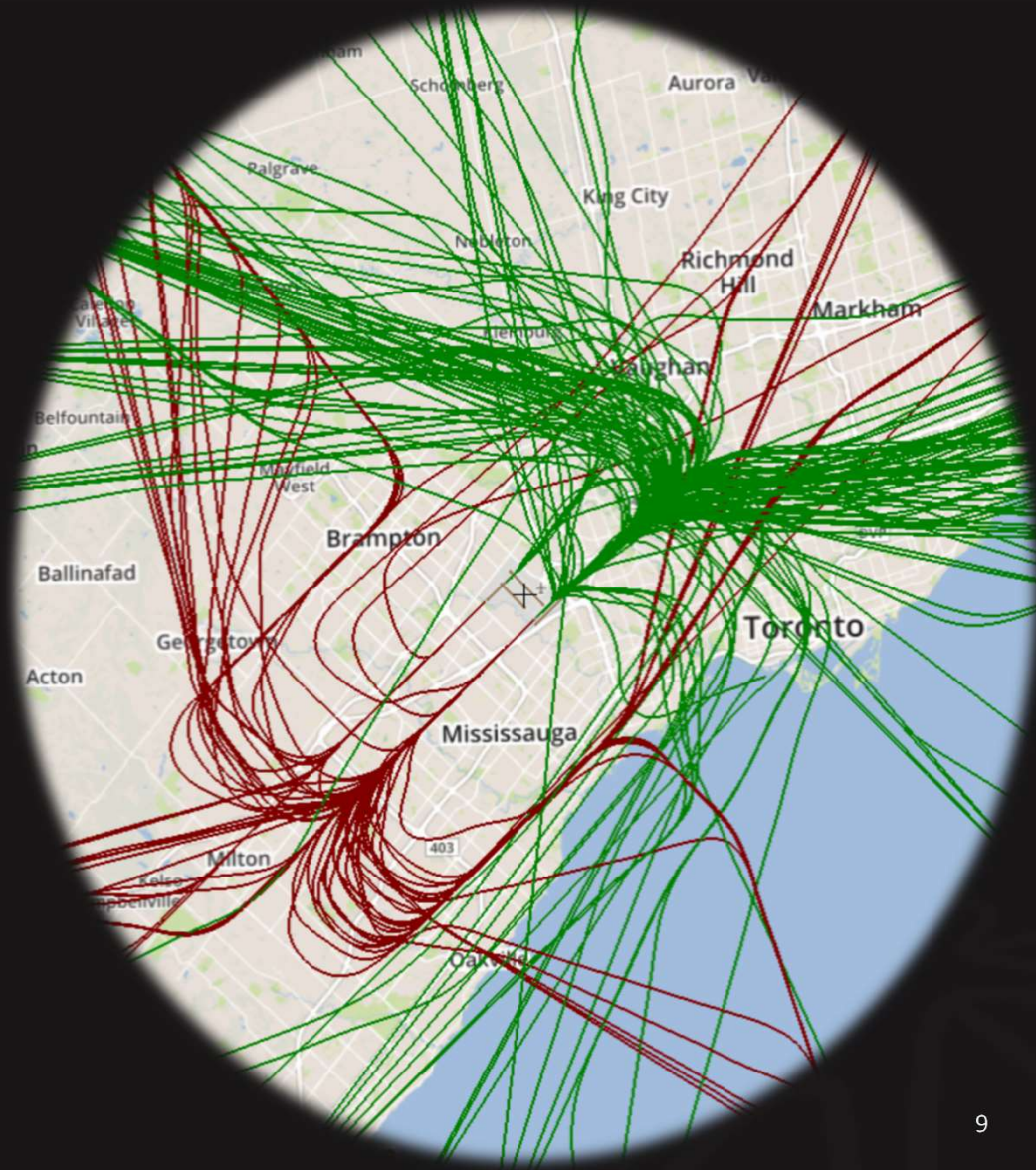
Infrastructure Investment

Funding (and rent forgiveness) to invest in critical airport infrastructure that supports Canada's competitiveness, including border modernization, runway rehabilitation, transit and COVID-19 testing

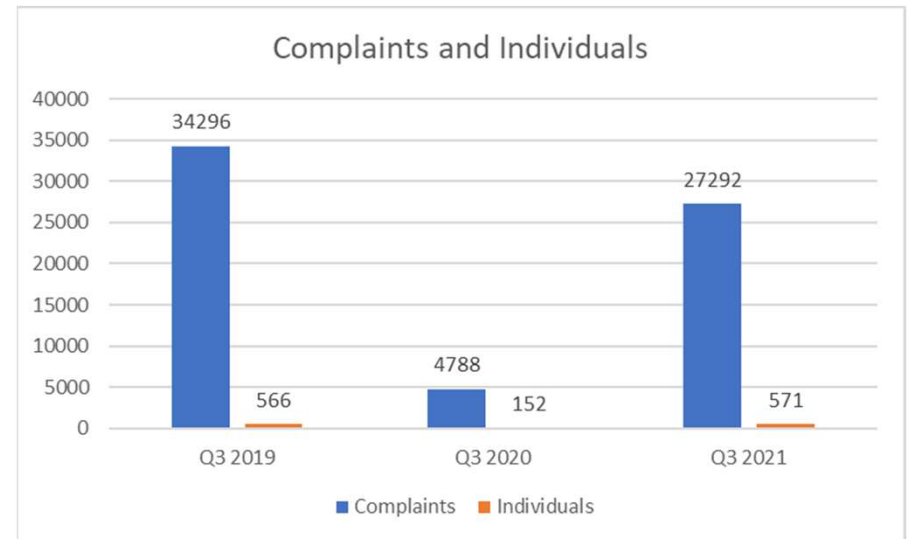
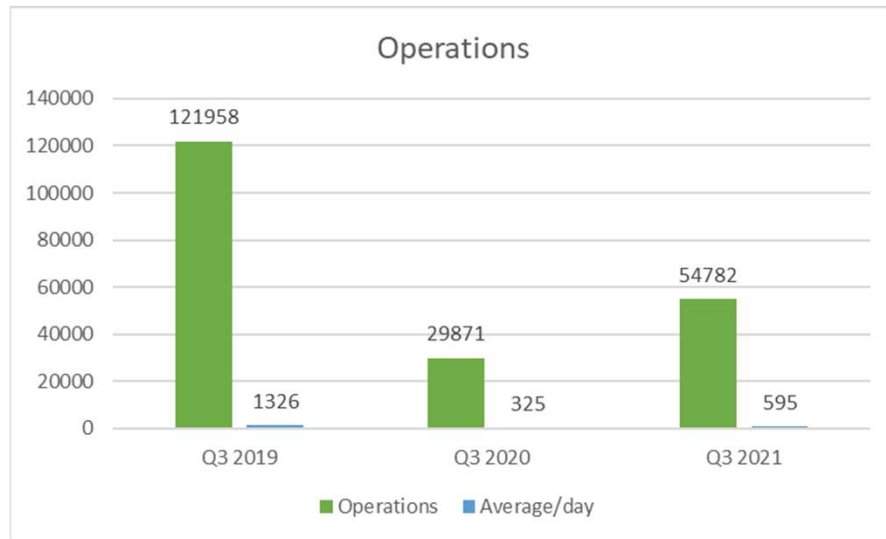
Revenue Opportunities

Facilitate non-aeronautical revenue opportunities at the airport: Arrivals Duty Free; Dual Shop Stores; retail cannabis; iGaming

Trends in Operations & Complaints

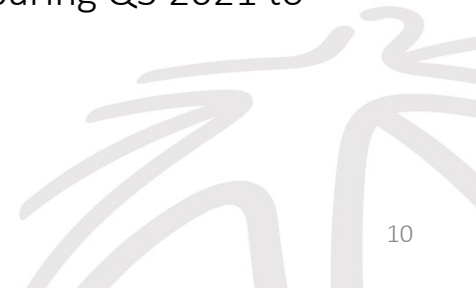


Operations & Complaints – Q3 comparison



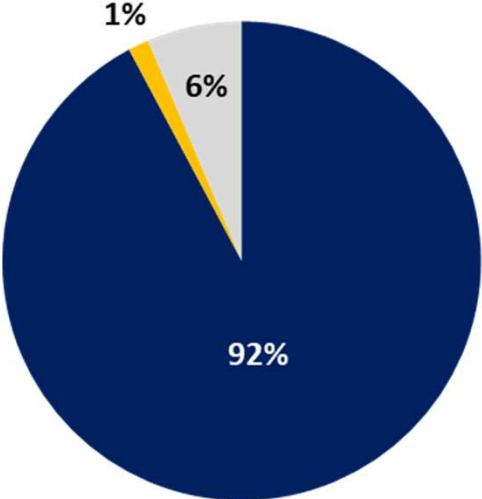
- Movements are **+83%** comparing Q3 2021 with Q3 2020
- However, movements are still **-55%** compared to Q3 2019

- 470% increase in complaints and 275.7% increase in individuals comparing Q3 2021 to 2020



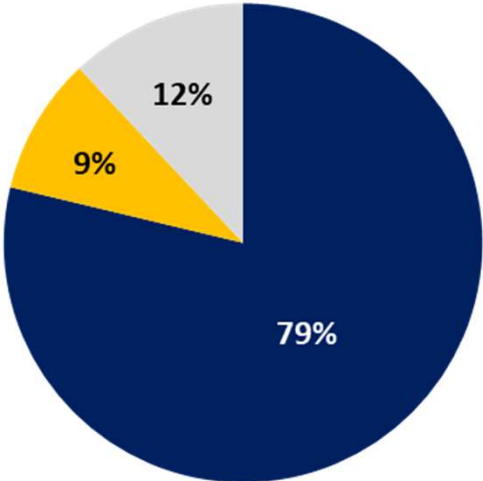
Operations by Type

Q3 2019



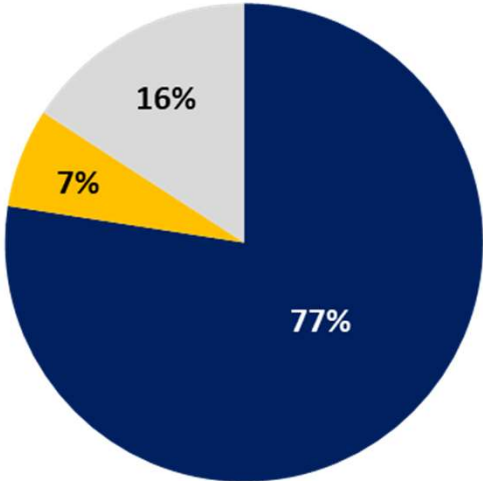
■ PAX ■ Cargo ■ Business Aviation

Q3 2020



■ PAX ■ Cargo ■ Business Aviation

Q3 2021

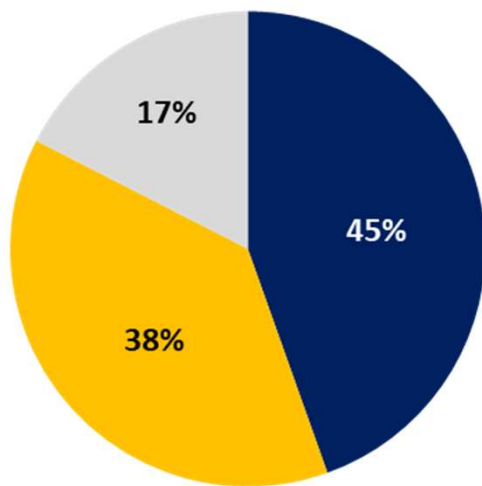


■ PAX ■ Cargo ■ Business Aviation



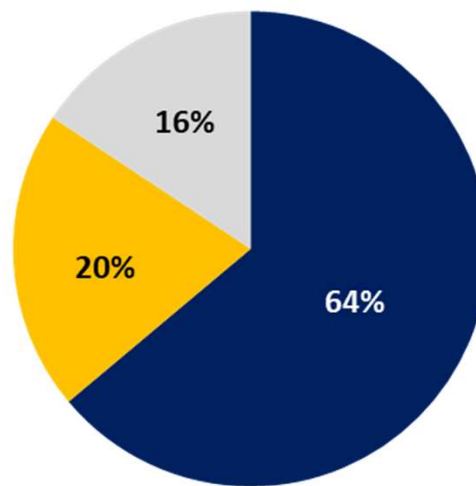
Operations by Sector

Q3 2019



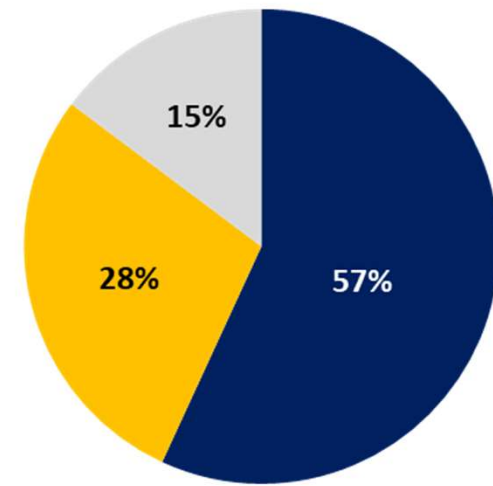
■ DOM ■ TB ■ INT

Q3 2020



■ DOM ■ TB ■ INT

Q3 2021



■ DOM ■ TB ■ INT



Complaints At-a-Glance

Q3 2019

34,296 complaints
from **566** individuals
281 complaints per 1000
movements
4.6 individuals per 1000
movements

Q3 2020

4,788 complaints
from **152** individuals
160 complaints per 1000
movements
5 individuals per 1000 movements

Q3 2021

27,292 complaints
from **571** individuals
498 complaints per 1000
movements
10 individuals per 1000
movements

The increase in complaints - Q3 2020 vs Q3 2021 reflects increasing traffic levels and construction related impacts:

- Complaints and individuals submitting complaints are up significantly over Q3 2020, and is similar to Q3 2019
- North/South operations caused by airfield construction in late summer/early Fall 2021 prompted a rise in complaints
- The increase in complaints is more pronounced than the increase in individuals for this period in 2020 and 2019. This difference could be due to a small number of individuals submitting many complaints

NAV CANADA Update



December 2021

NAV CANADA UPDATE

Serving a world in motion
navcanada.ca



OVERVIEW



Currently focused on public consultation



Majority of briefings to elected officials are complete



Collecting feedback through online survey form



Consultation concludes December 17



Industry Noise Management Board Updates

WHY IS THIS CHANGE BEING INITIATED?

- › The industry is committed to continuous improvement and working toward minimizing and mitigating environmental impacts – noise and emissions – where possible.
- › The pandemic had a devastating impact on the entire travel and tourism ecosystem, directly impacting the millions of people who rely on the aviation sector for safe travel, tourism, trade, and employment.
- › The aviation sector's successful recovery depends on continuing to find innovative ways to operate in an efficient and environmentally sustainable way, and support a competitive sector with affordable air travel.
- › These procedures support environmental sustainability efforts by significantly reducing greenhouse gas emissions and delivering noise mitigation to many communities, while reducing flight times and improving operations to meet future demand for air travel

WHAT IT MEANS FOR COMMUNITIES

RNP AR supports environmental sustainability efforts by delivering noise mitigation to many communities and reducing greenhouse gas emissions.

- › Delivers noise benefits when compared to an existing approach procedure
 - Up to 142,000 fewer residents will be overflowed at noise levels above 60 dB(A)
- › Allows more efficient manoeuvring of aircraft over certain areas
 - RNP AR on the northern runway (05/23) has a beneficial effect on the south runways
 - This allows them to stay higher and quieter resulting in an additional 46,000 fewer residents overflowed at noise levels above 60 dB(A)
- › Prevents release of 178,000,000 kg (178,000 Tons) of CO₂ over 10 years
 - That's about the same as removing 43,475 vehicles from the road ¹

¹ This assumes the average vehicle on the road has a fuel economy of 9L/100km, drives 20,000km per year, and that every litre of gasoline burned creates about 2.34kg of CO₂.

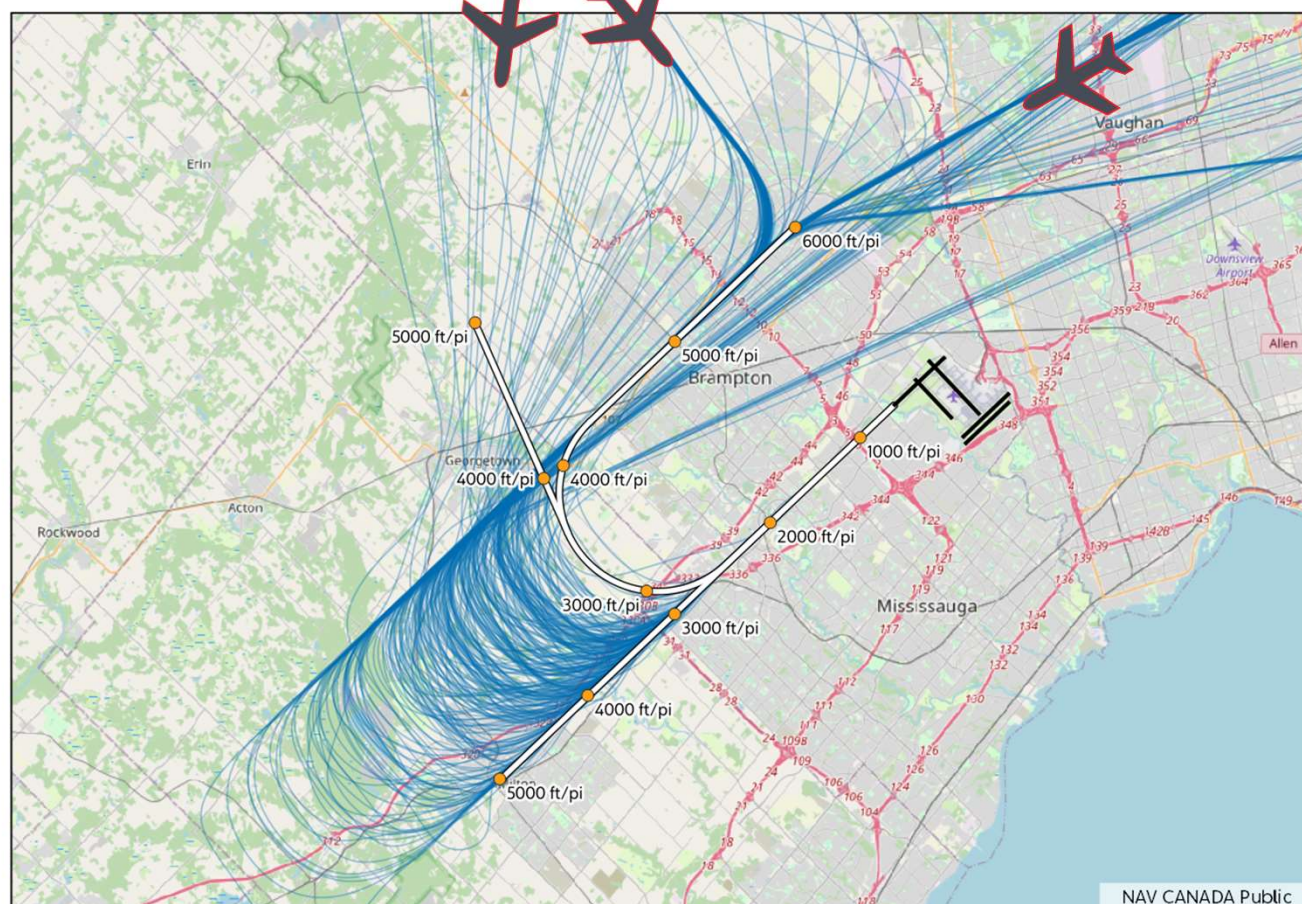
APPROACH TO RUNWAY 05 (TODAY & FUTURE)



**RNP Approach and Historical Tracks -
Approche RNP avec des routes
historiques
Runway 05 - Piste 05
Overview - Aperçu**

Map / Carte

Region of Interest / Région d'intérêt	
Runways / Pistes	
RNP planned altitude above sea level Altitude planifié au-dessus du niveau de la mer	
RNP Approach path centre line Axe de la trajectoire d'approche RNP	
Historical Tracks / Routes historiques	



For additional information, visit
www.navcanada.ca/YZRNP
pour information supplémentaire






Updated November 2021
Mis à jour en novembre 2021

APPROACH TO RUNWAY 23 (TODAY & FUTURE)

NAV CANADA

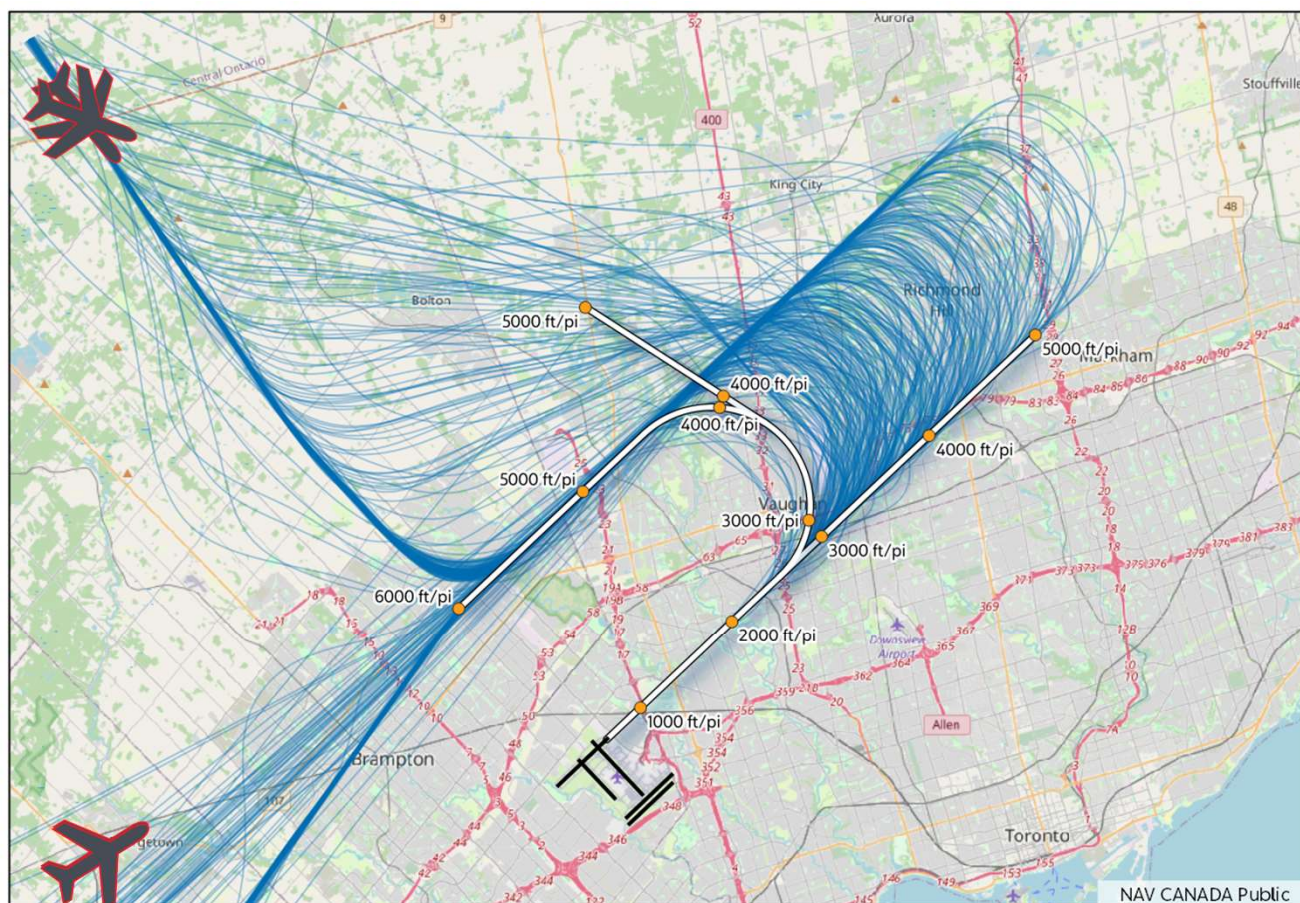
**RNP Approach and Historical Tracks -
Approche RNP avec des routes
historiques
Runway 23 - Piste 23
Overview - Aperçu**

Map / Carte

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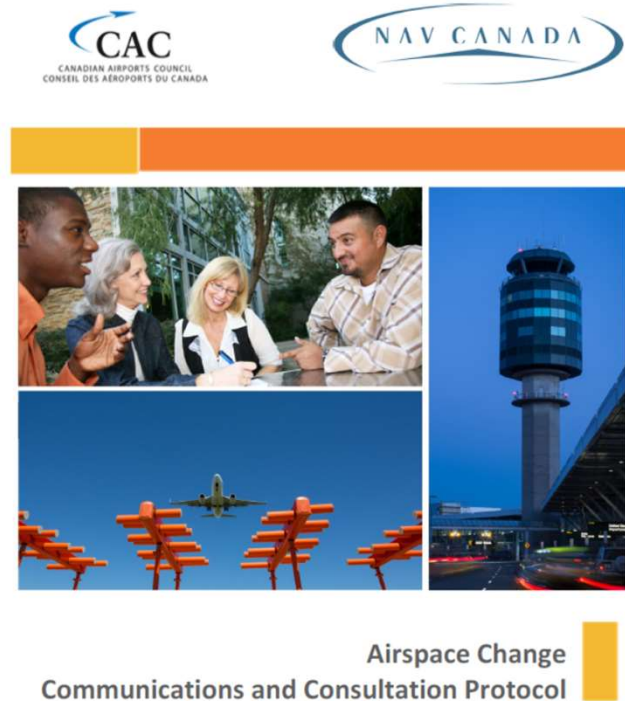
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CONSULTATION GOALS

- › Accurately communicate information about expected changes and benefits to communities, as per the Airspace Change Communications and Consultation Protocol.
- › Ensure that residents and businesses have the opportunity to learn about the proposed changes and provide their input.



A voluntary protocol of the aviation industry
June 2015

CONSULTATION MILESTONES



Pre-Consultation

Oct 18 – Oct 31

- > Advanced briefing to elected officials
- > Other Pre-Consultation Briefings

Official Consultation Period

Nov 1 – Dec 17

- > Eight Online Consultation Events
- > Online Information Package, including noise modeling
- > Promotion
- > Feedback Survey

Post-Consultation

Dec 18 – Jan 31

- > Consultation Report

Implementation

• Subject to consultation

Beginning Spring 2022

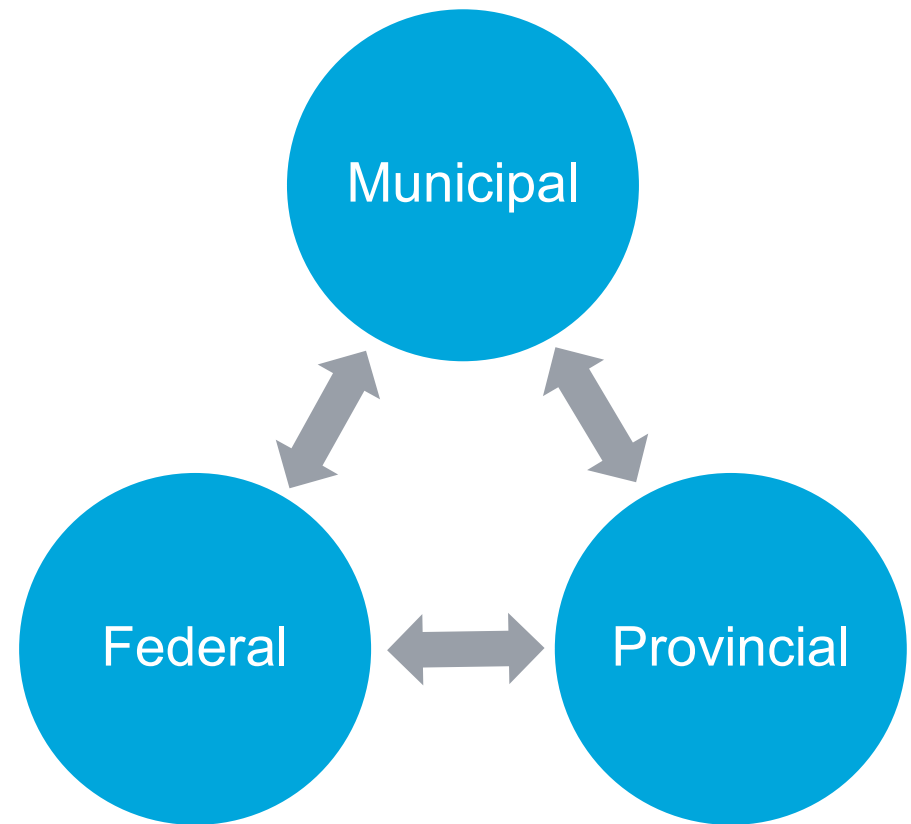
- > 180-day post-implementation Community Impact Assessment later in implementation period (fall 2022)

CONSULTATION EVENT SCHEDULE

Event	Date	Registration Link
✓ General Information Session #1	November 22, 5:00 p.m.	https://www.eventbrite.ca/e/197843072957/
✓ Community-Specific (Halton Hills)	November 23, 5:00 p.m.	https://www.eventbrite.ca/e/197886573067/
✓ Community-Specific (Brampton)	November 24, 5:00 p.m.	https://www.eventbrite.ca/e/197890123687/
✓ Community-Specific (Caledon & King)	November 25, 5:00 p.m.	https://www.eventbrite.ca/e/197891006327/
✓ Community-Specific (Vaughan)	November 29, 5:00 p.m.	https://www.eventbrite.ca/e/197894015327/
Community-Specific (Oakville)	November 30, 5:00 p.m.	https://www.eventbrite.ca/e/197895519827/
Community-Specific (High Park, Parkdale, Mid-Town Toronto, Leaside, Don Mills)	December 6, 5:00 p.m.	https://www.eventbrite.ca/e/197897746487/
General Information Session #2	December 7, 5:00 p.m.	https://www.eventbrite.ca/e/197898819697/

BRIEFINGS TO ELECTED OFFICIALS

- › Reached out to over one hundred elected officials all three levels of government to raise awareness about the public consultation
- › Almost twenty briefings conducted to-date providing detailed information on the proposal as it relates to communities
- ›



ONLINE FEEDBACK SURVEY

- › Feedback received through the online survey form will be reviewed and considered as part of consultation report
- › To ensure comments are included for consideration as part of the consultation, they must be submitted via the online feedback survey



Link to online feedback survey

<https://www.research.net/r/VBRBSQ7>

INDUSTRY NOISE MANAGEMENT BOARD

- › INMB meeting held on Monday, October 25
- › Meeting highlights include:
 - Discussion on improving use and adoption of continuous descent operations both from air traffic control and airline operations standpoint
 - Updated the board on upcoming Toronto RNP public consultations
 - Briefing from GTAA on submissions received through the Community Proposal Review Process
 - › Submission was reviewed by the board who agreed the idea shows merit and potential for noise mitigation. It will therefore be incorporated into the INMB's workplan for further study.

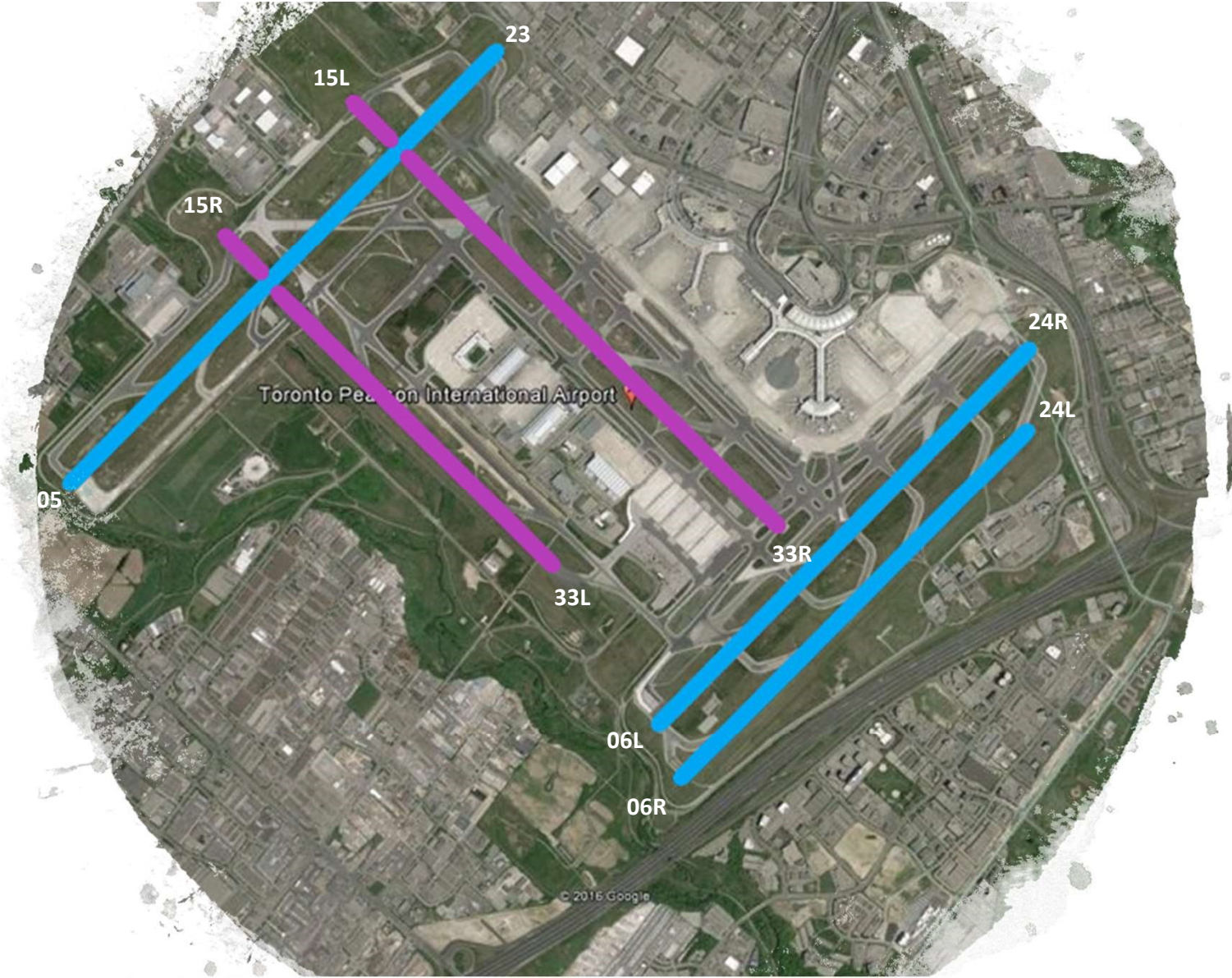
THANK YOU



GTAA Noise Management Program Updates

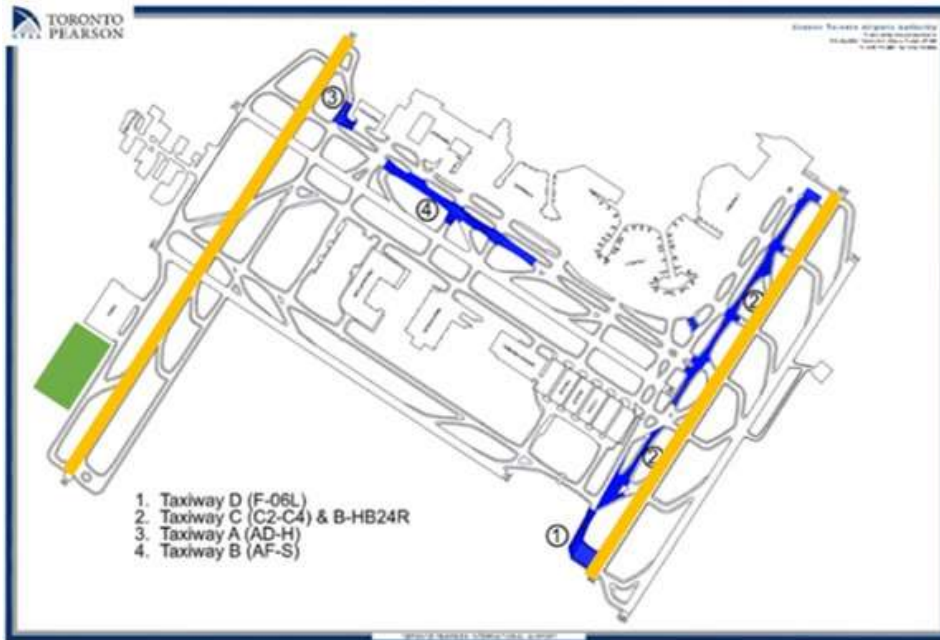
Airside Maintenance Updates





East-West
North-South

2021 Airside Maintenance Work



1. Work on the airfield:

- Threshold work on Runway 05/23
 - Phase 1 completed in October 2021
 - Phase 2 scheduled for early 2022
- Closure of Runway 06L/24R
 - Taxiway work completed in October 2021

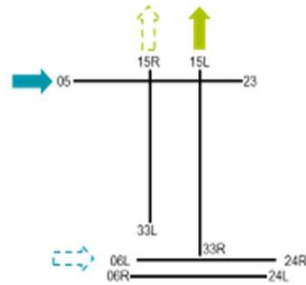
2. Bombardier constructing a new facility:

- December 2021 to March 2022
- Work continues, affecting intermittent availability of Runway 05/23 overnight

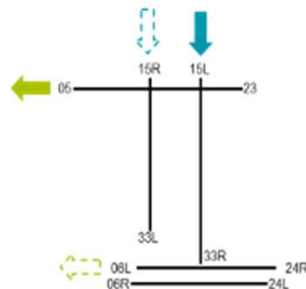
Nighttime Impact for remaining 2021

Maintenance Preferential runways 06L/24R may be used during preferential hours (12:00am – 6:30am)

1st Choice - Whenever crosswind, tailwinds & winds-aloft allow

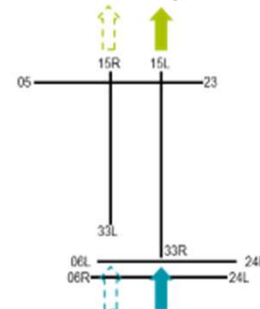


2nd Choice - Whenever crosswind, tailwinds & winds-aloft allow



Selection driven by weather conditions and infrastructure availability when 1st or 2nd choice are not operable. Ultimately any single or pair of runways can be used.

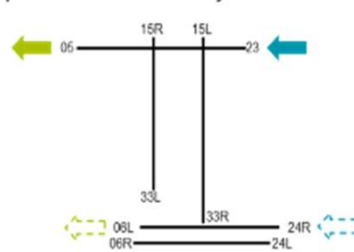
Operation for northerly wind



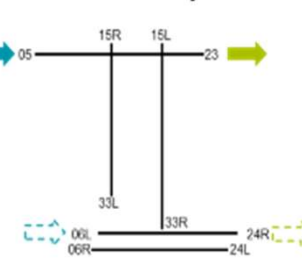
Operation for southerly wind



Operation for westerly wind



Operation for easterly wind



Key:

- Primary departures
- Primary arrivals
- Maintenance adjusted departures
- Maintenance adjusted arrivals

2022 Airside Maintenance Project

Reconstruction of Runway 06L/24R

Condition of Runway 06L/24R

- Despite regular maintenance on runways, surfaces eventually degrade due to wear, weather (freezing and thawing) and time.
- Runway 06L/24R is approximately sixty years old. Its surface has degraded to the stage that it requires a full reconstruction to enable continued safe operations.
- This reconstruction is slated for 2022, significant community impacts expected.

Next Steps

- Details such as duration and timelines will be confirmed once contract is awarded in early 2022
- Communications will begin in Q1 2022 including briefings on the work, timelines and community impacts



Night Flights



Night Flight Restriction Program

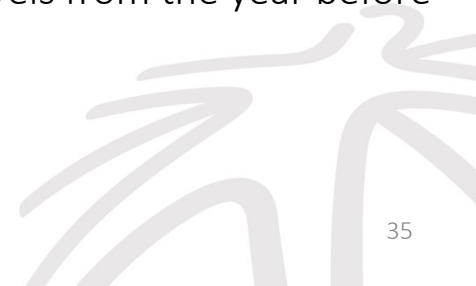
Night flights are flights that operate between 12:30 am and 6:30 am (Restricted Hours)

Night Flight Restriction Program

- Night Flight budget was established by Transport Canada in 1997
- Limits the number of night flights that operate annually – November 1-October 31; only Canadian airport with a budget, or cap
- 80% is scheduled flights, 20% is day-of extensions (eg. delays, Medevac)

Formula: Night Flight Budget

- Previous year's budget (aircraft movements) + % passenger growth
- As of 2013, also eligible for three 10% "bump ups" in years when the previous year's budget reached 95%
 - Have not yet activated a 10% bump up
- Budget growth is not capped/limited - can grow in perpetuity
- Budget does not increase in years when there has been no passenger growth.
- Grows again when Passenger traffic level surpasses the levels from the year before the decrease (i.e. surpass 2019 PAX levels in this case)



Night Flights Actuals 2020/2021

- Due to the impacts of COVID-19, night flight traffic was lower this past budget year than it was when the night flight budget was established in 1997 (~9,600)

Budget Year	Budget	Actual	% of Budget
2018/2019	20,433	16,532	81%
2019/2020	20,889	10,023	48%
2020/2021	20,889	6,403	30.7%

- Based on the current system, the night flight budget remains at its current level until there is passenger growth beyond 2019 levels.
- Traffic is now increasing as travel restrictions are lifted. As a result, there will likely be more night flights in the 2021/2022 budget year than there were in the past two budget years.

Noise Management Action Plan



2021 NMAP Workplan

2021 NMAP mid-year update available under Action Plan updates on the [NMAP webpage](#)

- Six Ideas - Trial extension continues for Idea 6: Review of the Preferential Runway System with quarterly reports. *Propose that process for concluding the Trial begins given the easing of travel restrictions.*
- School HVAC Pilot Program – *project complete Fall 2021. HVAC installed and functioning at Marvin Heights Public school in Malton.*
- Launch Community-Proposal Review Process – *launched, received first submissions, one accepted by Industry Noise Management (INMB) for further study.*
- Quieter Fleet Incentive Program
 - Phase 1 A320 series retrofit program. *Reports now indicate that 94% of A320 series aircraft are performed by retrofitted aircraft.* Reports available under [A320 Retrofit program usage reports](#).
 - Phase 2 –Explore further options for program. Identify aircraft operating at Toronto Pearson by Noise certification ‘chapter’ to inform Phase 2. - *By fleet type complete, by chapter underway*
- Develop metrics and engage with industry and community stakeholders for the Fly Quieter and Greener Reporting Program. - *underway*
- Continue to publish noise data and enhance content on InsightFull. [InsightFull](#) reporting and enhancements continue.





Stay in Touch

- Noise Management Forums
 - Elected Officials briefing
 - Neighbourhood Table meeting
 - Public meeting
- Emails to Elected Officials
- Checking In – community monthly e-newsletter
- Social media
- Residents can find the most up-to-date information on the [Noise Advisory webpage](#)

Discussion + Questions

Thank You

Next Meeting: November 30, 2021