Transcript of Pearson Public Meeting – December 2, 2021

00:00:00.000 --> 00:00:10.470
Connelly, Robyn
Good evening everyone. This is Robyn Connelly from the Greater Toronto Airports Authority. It's by 6:00 PM now we'll just give folks a couple more minutes to join and then we'll get started. Thank you.

00:01:35.770 --> 00:01:39.500
Connelly, Robyn
Good evening everyone. Why don't we get started? I'm next slide please.

00:01:45.410 --> 00:01:52.270
Connelly, Robyn
So as I mentioned, my name is Robyn Connelly and I am the director of Sustainability and social impact for the Greater Toronto Airports Authority.

00:01:53.410 --> 00:01:54.990
Connelly, Robyn
So I'm trying to make cameras, sure, sorry.

00:01:56.890 --> 00:01:57.680
Connelly, Robyn
Uhm?

00:02:00.120 --> 00:02:31.340
Connelly, Robyn
And I am the Co chair of the Pearson public meeting. I would also like to acknowledge my my Co chair Michael Belanger, director of Aviation safety regulation and performance all who is also here this evening. Thank you all for joining us. I wish to start by acknowledging that the land on which they airports. It's is part of the Treaty lands of the territory. They Mississauga of the credit First Nations we are thankful to be welcomed on these lands and friendship. We understand and appreciate their connection as original caretakers of this land and offered this IG knowledge. Minton, respectfully.

00:02:31.520 --> 00:02:41.010
Connelly, Robyn
And in appreciation for all indigenous peoples who cared for and continue to care for the land, and we acknowledge that we share in that responsibility for stewardship of these lands.

00:02:43.290 --> 00:03:14.160
Connelly, Robyn
So this evening you have joined us for our final 2021 Pearson public meeting, which are part of the Airports Noise Management forums. These meetings provide residents with a chance to learn more about airport operations and how your area is impacted, to hear updates from the Greater Toronto Airports Authority in our partners navcanada about noise management efforts and to ask questions or raise concerns related to airport operations. Each meeting starts with a drop in style session where residents can ask questions about the operations.

00:03:14.220 --> 00:03:44.030
Connelly, Robyn
One on one and that was just prior to this meeting and then this is the public meeting session which includes presentations from us and then, uh, public question. Period before I share it. Overview of the agenda for this evening. I would like to let you know that this meeting is being supported by representatives from the Greater Toronto Airports Authority and NAV Canada. My colleagues will introduce themselves as they present during the evening, this during the during this evening's meeting. College is a couple more housekeeping items before we move on to the agenda.

00:03:44.450 --> 00:03:50.940
Connelly, Robyn
I would like to remind folks at this evening's meeting is being recorded and will be made available along with the presentation on our website.

00:03:51.840 --> 00:04:21.030
Connelly, Robyn
I ask that all those attending put their mikes on mute and their cameras on off. We will pause at the end of each section for questions. Feel free to use the raise your hand function or to type your question in the chat to help you remember and will pause along the way and when as a resident if you do, I have a question. When you speak, we just ask that you introduce yourselves just your name, your first name, and the closest intersection. It's will help us understand the operations overhead. To answer your questions.

00:04:21.830 --> 00:04:23.020
Connelly, Robyn
And now onto the agenda.

00:04:24.430 --> 00:04:25.260
Connelly, Robyn
Next slide, please.

00:04:31.740 --> 00:04:35.840
Connelly, Robyn
Times, like someone who's joined us, I'm just gonna ask you to go on mute. Just we're able to.

00:04:35.890 --> 00:04:37.670
Connelly, Robyn
Why are you?

00:04:38.750 --> 00:04:39.770
Connelly, Robyn
You don't mind, thank you.

00:04:41.230 --> 00:05:00.090
Connelly, Robyn
And this is just an overview of the noise management. Roles and responsibilities are the greater trying to airports authority as a not for profit business and we manage and operate Toronto Pearson Airport now.

If Canada is the air navigation service provider in Canada and responsible for the safe and efficient movement of aircraft and the designing of error.

00:05:02.610 --> 00:05:24.890
Connelly, Robyn
Airspace, excuse me. The airlines also have a role in the noise management to responsibilities and they must operate in accordance with Transport Canada regulations and the GTAA zone. Noise abatement procedures and noise operating restrictions and Transport Canada is also a player in the noise management ecosystem and the regulator for aviation in Canada. Next slide please.

00:05:29.800 --> 00:05:30.350
Connelly, Robyn
Excited.

00:05:35.890 --> 00:05:40.020
Connelly, Robyn
So as I'm great, thank you, I'm just a little overview about.

00:05:41.260 --> 00:06:01.750
Connelly, Robyn
The GTAA before we get started in just a pre and post COVID snapshot to give you some to give you some context. In 2019 we had 50.5 million passengers and in 2020 we concluded with 13.3 million with the 1st 10 million in fact happening in the first quarter of 2020.

00:06:02.670 --> 00:06:28.650
Connelly, Robyn
I'm movements in 2019. We're just about 450,000, while in 2020 we stopped, we finished out at just almost 100 and 75,000 and saw over 500,000 tons of cargo in 2019, which was down to 300 and 88,000 tons in 2020. So this is just some quick stats to give you a snapshot of operations at Toronto Pearson.

00:06:31.060 --> 00:07:01.470
Connelly, Robyn
And just, you know, building off of what I mentioned earlier in terms of the players. For Toronto over noise management, I try to Pearson and we haven't environment management and environmental management system, which focuses on 7 areas ranging from climate change, resiliency. I'm strategic energy use and natural environment, and of course also includes noise management. And you were joining us here this evening to learn about our noise management efforts and every five years we have a rolling noise management.

00:07:01.520 --> 00:07:15.280
Connelly, Robyn
Action plan, which is our blueprint for how we review our noise management program and introduced new programs and initiatives and so that will be a cornerstone of our updates here this evening. So just to give you that context for how Toronto Pearson manages impacts.

00:07:16.780 --> 00:07:17.470
Connelly, Robyn
Next slide, please.

00:07:18.580 --> 00:07:49.070
Connelly, Robyn
So now Regina. So this evening we will start with an airport overview of operations and overflown communities. This is just a chance to give you like an airport 101 so you can understand how the airport operates in Scituate, where you live in terms of those operations, followed by that we will be joined by our colleagues from NAV Canada who will give an update on an ongoing public consultation that is in fact happening right now and then. The GTAA will give an update on our noise management program and our noise management action plan as well as in airside maintenance update.

00:07:49.490 --> 00:08:06.600
Connelly, Robyn
So once we've concluded that, then we open the floor to you for questions and clarification. So after is image with. After each section we will also stop for questions related to that section, but then ask that you hold your questions specifically about operations or that aren't related to any of these matters until the end of the evening.

00:08:07.780 --> 00:08:11.470
Connelly, Robyn
And so with that I will hand it over to my colleagues to give the airport update.

00:08:14.140 --> 00:08:34.380
Lees, Ryan
Hey, good evening everyone, my name is Ryan leaves. I'm a specialist in the air traffic management and Noise Performance group at the GTA. So as Robin mentioned, I'll just be given a quick update on Toronto Pearson. The current situation with our operations and a bit of an airport 101 briefing to get everyone up to speed on some of the basics of of our operations.

00:08:35.550 --> 00:09:01.440
Lees, Ryan
So Toronto Pearson is a massive airport. It's one of the biggest in the in the world and prior to COVID-19 happening in 2019, fifty million passengers passed through our terminals and almost half a million flights operated to and from the airport and facilitating all of that activity. Of course, takes a huge number of people and almost 50,000 people were employed at the airport in 2019.

00:09:02.280 --> 00:09:21.350
Lees, Ryan
Now obviously COVID has had huge impacts on the airports and on these numbers, but we do hope to be back to numbers like these as soon as we can, and as you'll see, shortly we've started to see some initial recovery in our passenger numbers in in our flight volumes due to some of the recent travel restrictions that have been lifted.

00:09:22.270 --> 00:09:44.780
Lees, Ryan
So Toronto Pearson, not it is open 24 hours a day, every day of the year and each operating day is split into two parts. So the first part of the day is what we call our normal operating hours, which run from 6:30 AM to 12:30 AM. And then we have what we call our restricted hours, which run from 12:30 AM to 6:30 AM.

00:09:30.750 --> 00:09:31.060
+14*******92
Here.

00:09:45.650 --> 00:09:59.740
Lees, Ryan
Yeah, and the main difference is that during the restricted hours far less aircraft are allowed to operate, and that's to try and minimize the noise impact that aircraft operations have on surrounding communities during the nighttime hours when people are sleeping.

00:10:01.080 --> 00:10:01.930
Lees, Ryan
Next slide, please.

00:10:03.990 --> 00:10:33.390
Lees, Ryan
So I like to talk a little bit about our runways inner runway operations, so Pearson has five runways, three East West runways and two North South runways. And each of these five physical runways can be used from either end, meaning that there's actually 10 operational runway ends. Deman aircraft can use to land or depart from the airport, so that's why each of the five runways listed here has two numbers on them, and if we go to the next slide, we can see a graphic of the runways.

00:10:34.180 --> 00:11:02.380
Lees, Ryan
Uh, with the numbers are known to them, so you can see here the five physical runways, each with a number at each end and the way that these numbers are determined is that they're based on the direction in degrees that the runways point towards. So if you imagine a giant compass around the airport runway 33 for example, would point towards 330 degrees on that compass runway, 15 would point towards 150 degrees, and so on.

00:11:03.170 --> 00:11:22.180
Lees, Ryan
It's worth noting that we refer to these runways as our East, West and North, North, South runways, and as you can see from the map here, the the runways don't point directly East West or North South, but they're pretty close to those directions, so again we referred to them as our East West and are North South runways for simplicity sake.

00:11:23.480 --> 00:11:53.910
Lees, Ryan
And then finally, you may be wondering why the runways actually points in in these directions, and it's not just random the the directions were quite carefully chosen aircraft, they have to land in the part into the winds. So runways are built to be oriented towards prevailing winds. Here in the GTA and prevailing winds here in the GTA come from the West and the east, and so therefore most of the time aircraft will be approaching or departing our airport from the West or the East.

00:11:53.960 --> 00:11:57.900
Lees, Ryan
And so there's those three East West runways there to accommodate that demand.

00:11:58.990 --> 00:12:13.060
Lees, Ryan
But even though the winds are typically from the east and the West, there are times where they'll go north South, and so again because aircraft need to land into part into the wind. We do have those two north South runways there to support that demand when that happens.

00:12:14.790 --> 00:12:15.810
Lees, Ryan
So moving on.

00:12:18.090 --> 00:12:46.750
Lees, Ryan
In order to to get the arriving and departing aircraft to and from our runways, NAV Canada publishes many detailed and complex arrival and departure procedures that help these aircraft move safely and efficiently through Toronto airspace. So I won't go into too much detail about these procedures, but there is one related concept that I want to touch on, and that's what's called EU runway circuit pattern. So when aircraft enter into Toronto airspace they come from.

00:12:47.040 --> 00:13:16.890
Lees, Ryan
Different directions and it's the job of the air traffic controllers at NAV Canada to take all of these aircraft coming from the different directions and put them in a sequence line lined up with the runway safely separated to land and the runway circuit pattern is the procedure that pilots and air traffic controllers used to achieve that here in Toronto and on top of that, it's also a pattern that gives pilots are very structured flight path and the time necessary to safely descend down to the ground.

00:13:17.440 --> 00:13:47.960
Lees, Ryan
And the the the runway circuit pattern is broken up into three parts, and those three parts are called the downwind, the base lighten the final approach. So as you can see on the diagram here, the downwind is where the aircraft or put in a line parallel to the landing runway, but in the opposite direction of landing. The aircraft will then make a turn towards the runway on to what's called the base leg, and then from the base leg that aircraft will make one final turn onto final approach and final approach is where that aircraft is.

00:13:48.010 --> 00:13:52.120
Lees, Ryan
Lined up with the runway and making their final descent down to the ground to land.

00:13:53.680 --> 00:13:56.350
Lees, Ryan
I'm in the part of the sorry. If you go to the next slide.

00:13:57.650 --> 00:14:18.300
Lees, Ryan
The part of the circuit that I'd like to highlight is the base leg, and you can see from the diagram here that the downwind and the final approach sections are quite concentrated, and that's because aircraft on these legs need to be sequenced and aligned and spaced very precisely apart from one another, whereas the base legs you can see are more dispersed.

00:14:18.610 --> 00:14:48.590
Lees, Ryan
Uh, and the reason for that is because just like in all other areas of the airspace, aircraft that are being sequenced onto the final approach need to be kept safely separated from each other and so the location of where these base turns need to occur is going to change and has to be strategically timed based on where the other aircraft on final approach are, and so that's naturally going to result in some variants. So I'm on the location of those based terms so when traffic levels are high and the final approach fills up.

00:14:48.640 --> 00:15:03.430
Lees, Ryan
These base turn locations will expand and when traffic levels are low and the final approach is clear, these base turn locations will contract and this expanding and contracting of the base turns is what creates that dispersion in the flight tracks.

00:15:04.170 --> 00:15:14.910
Lees, Ryan
So coming up here, I have a set of slides that has some pictures of actual flight tracks and you'll be able to see this this base turn and runway circuit pattern very clearly on these slides.

00:15:15.850 --> 00:15:16.560
Lees, Ryan
Uhm?

00:15:17.250 --> 00:15:47.710
Lees, Ryan
So the next set of slides we like to go through these slides just to give everybody a good idea of what operations off of each runway look like and to give everyone on the call and idea of which communities are primarily overflown based on on which runways in which operations are are operating on those runways. But to start out with we have arrivals on runway 23, which is this slide here and then the next slide we have runways to 05 sorted departures off of runway 05.

00:15:48.270 --> 00:16:06.620
Lees, Ryan
Uh, and the primary communities that would be overflown here would be Maple von Richmond Hill, Thornhill and Rexdale. So again, you can see arrivals on runway 23 on the slide here, and if we flip to the next slide, will see departures off of runway 5.

00:16:08.920 --> 00:16:11.810
Lees, Ryan
Perfect, so runways off of runway expires.

00:16:12.200 --> 00:16:14.410
Lees, Ryan
Yeah, I keep saying runners departures off runway 5.

00:16:15.420 --> 00:16:30.510
Lees, Ryan
Uh, moving on will take a look at our rivals to Runway 24, left and right and departures off of runway 06, left and right, and the primary communities overflown here would be mid town, Toronto, North York Westin and Markham.

00:16:31.320 --> 00:16:36.640
Lees, Ryan
So we'll start out with the flight tracks for arrivals to runways 24 left and 24 right.

00:16:38.960 --> 00:16:44.230
Lees, Ryan
And then flipping over 2 departures off of runways 6 left and six right.

00:16:47.010 --> 00:16:47.450
Lees, Ryan
Correct?

00:16:48.910 --> 00:17:04.960
Lees, Ryan
Moving along will now take a look at arrivals onto Runway 5 and departures off of runway 23 and primary. Communities overflowing on these operations would be Brampton, Georgetown, Milton, Meadowvale and Streetsville.

00:17:06.590 --> 00:17:10.030
Lees, Ryan
So first we'll look at arrivals off runway or two runway 5.

00:17:12.750 --> 00:17:15.520
Lees, Ryan
And then departures off of runway 23.

00:17:18.830 --> 00:17:19.480
Lees, Ryan
Perfect.

00:17:20.820 --> 00:17:31.770
Lees, Ryan
And then finally, for East West flows we have arrivals to runway at 6 left and six right, and departures off runways 24 left 24 right.

00:17:37.580 --> 00:17:46.210
Lees, Ryan
Perfect yeah. Primary community is overflowing here. Would be Meadowvale alderwood Erin Mills, Streetsville Clarkson Poor Credit and Oakville.

00:17:47.170 --> 00:17:51.700
Lees, Ryan
So again, we'll start with the arrivals, so arrivals to Runway 6 left and six right.

00:17:52.960 --> 00:17:56.910
Lees, Ryan
And then departures off of runways 24 left and 24 right.

00:17:59.420 --> 00:18:02.530
Lees, Ryan
Perfect and then we'll move on to our North South runways.

00:18:03.390 --> 00:18:14.500
Lees, Ryan
So First off, arrivals to runway 15 left 15 right and departures off of runways 33 left and 33 right, which primarily overflow overfly Brampton and Malton.

00:18:15.950 --> 00:18:19.920
Lees, Ryan
So we have some flight tracks for Arrivals, 215 left, 15 right?

00:18:21.690 --> 00:18:25.270
Lees, Ryan
Then then departures off of 33 left 33 right.

00:18:27.780 --> 00:18:39.750
Lees, Ryan
And then last but not least, we'll take a look at Arrivals 233, left and right and departures off of 15 left and right, mainly overflying a tobico Lakeshore, Alderwood Long Branch and Mark Lynnwood.

00:18:42.140 --> 00:18:45.280
Lees, Ryan
So arrivals to runways 33 left and right.

00:18:46.750 --> 00:18:50.720
Lees, Ryan
And then departures off runways 15 left and 15 right.

00:18:53.100 --> 00:19:22.580
Lees, Ryan
So those are all our primary flows just to give everybody again an idea of what operations may be impacting them depending on which communities that you live in. And then finally, I just wanted to give a quick situational update on on what we've been seeing in terms of our aircraft operations. So as I mentioned, we have started to see a bit of initial recovery in our flight volumes. You can see from the graph there that in the most recent third quarter we had almost 55,000 aircraft operations.

00:19:22.910 --> 00:19:52.930
Lees, Ryan
And that's compared to just under 30,000 of Q3 of 2020, so an 83% increase since last year, again with

some of those travel restrictions that have been eased. But also you can see Q 320 nineteen, which is which is pre COVID. We had almost 100 and 22,000 aircraft operations in Q3 of 2019. So still at flight volumes less than half of what we saw pre COVID despite some of that initial recovery that we have seen.

00:19:52.980 --> 00:20:18.830
Lees, Ryan
Recently and then on the complaint side, along with the operations we have seen increase in complaints as well so you can see in Q3 of 2021 we had around 27,000 complaints from 571 individuals, and that's compared to just under 5000. Complaints from 152 individuals in Q3 of 2020. So again as operations have been increasing, so two of the complaints.

00:20:20.870 --> 00:20:52.500
Lees, Ryan
And then for just the final slide, I have similar statistics, just broken out on a month by month basis so you can see that looking back right around May as when we started to see some of that initial recovery in traffic back in May we had about 250 operations per day and as of the end of the third quarter we were up to 710 flights per day. So some good month over month growth in traffic volumes there. But as we saw in the last slide, still it's still a ways to go compared to what we were out pre COVID.

00:20:53.810 --> 00:21:01.880
Lees, Ryan
So pause here just to see if there's any questions on the the complaints or any of those flight tracker runway slides that I ran through.

00:21:11.350 --> 00:21:16.620
Lees, Ryan
K I'm not seeing any hands go up or any. Oh there is a hand Stephanie, please go ahead.

00:21:20.350 --> 00:21:23.550
Stephanie Kimmerer
Thank you actually. This is more of a statement.

00:21:24.390 --> 00:21:36.580
Stephanie Kimmerer
I didn't realize until tonight that a departing aircraft uses the opposite number, so I thought you know if a plane arrives on 06 left.

00:21:37.530 --> 00:21:44.040
Stephanie Kimmerer
One that's taking off takes off from 06 left, but that's not the case. So thanks, thanks.

00:21:42.740 --> 00:22:08.910
Lees, Ryan
I don't know Stephanie. You are corrected that that is the case. So if we're if we're arriving in departing on 06 left as as you gave in your example, then both arrivals and departures would be considered an operating off of 6 left. The the slides. The reason that we showed, for example, arrivals on 6 left and departures off of 24, right? For example, is because those two would.

00:22:09.160 --> 00:22:31.280
Lees, Ryan
Overfly the same communities, so if we're if we're arriving on runway 6 left, for example, those arrivals would be flying over the West. The communities to the West of the airport, and the departures off 6 left would be flying over the communities to the east of the airport, so those slides were just designed to to show operations that impact the same communities.

00:22:20.980 --> 00:22:21.380
Stephanie Kimmerer
Yeah.

00:22:31.590 --> 00:22:34.340
Stephanie Kimmerer
OK, good, I can stick with my original knowledge.

00:22:34.680 --> 00:22:35.510
Lees, Ryan
Yes, you're correct.

00:22:35.350 --> 00:22:36.040
Stephanie Kimmerer
Thank you.

00:22:36.510 --> 00:22:37.090
Lees, Ryan
No problem.

00:22:40.810 --> 00:22:52.100
Lees, Ryan
OK, I don't see any more questions, so I'll hand it over to Jason. He'll talk a little more in detail about the complaints as well as some of the ongoing airfield maintenance activities that have been happening on the airfield.

00:22:53.170 --> 00:23:25.670
Van Laethem, Gijs
Thank you very much Ryan. I'm chasing with the noise management office at Toronto Pearson so as Ryan had already indicated, we've seen a rise in flight operations over the last couple of months and complaints have definitely followed the same trend. We can even say that those complaints are growing quite heavily, a little faster than the operations are, and there's a couple of reasons for that. So when we just compare Q three 2021 to Q3 2020, we've of course seen that there has been approximately a 470%.

00:23:25.730 --> 00:23:55.650
Van Laethem, Gijs
Increase in complaints and a 275% increase in the number of individuals submitting those complaints. And of course, more flight operations logically means more complaints, so we've seen more residents that many complaints in general all over the Greater Toronto area, and a little bit up outside of that. But most evident, as you're seeing on the maps on this slide, there are the areas to the north and the South of the airport and just east of the airport, and this is likely related to the.

00:23:55.810 --> 00:24:22.150
Van Laethem, Gijs
Road construction program. That we had this year that did prompt the use of some more North South runway operations as well as departures off of runway 6 right, which of course puts the departing aircraft slightly further South and departures off of Runway 6 left as well as of course the return of traffic leading to an increase in the use of the downwind phase of flight for an arriving aircraft.

00:24:22.680 --> 00:24:29.270
Van Laethem, Gijs
Uh, I don't think there's another complaints like here and I see that Paul has his hand up Paul, go ahead.

00:24:35.340 --> 00:24:41.490
Paul Devitt (Guest)
Just wondering if there's a breakdown by area of where those complaints are coming from.

00:24:42.270 --> 00:24:46.410
Van Laethem, Gijs
So I I'm a little ahead of you that are Paul. If you have a look at the chat.

00:24:47.060 --> 00:24:54.950
Van Laethem, Gijs
And there is a link there for the complaints reports in insight full that break them down monthly by federal writing or city.

00:24:58.610 --> 00:25:00.060
Van Laethem, Gijs
And I hope that answers the question.

00:25:00.900 --> 00:25:03.660
Van Laethem, Gijs
If not, let us know perfect next slide please.

00:25:08.590 --> 00:25:39.800
Van Laethem, Gijs
So of course, I just mentioned that we had some north South operations prompted by some of the airfield maintenance work that happens over the course of the summer and and the early fall. So just a quick refresher. Ryan did a great job, so total of five runways at Toronto Pearson with ten runway ends, two roughly north South and three roughly east West. The work that happened, the key work that happened in 2021 was some threshold work on runway zero. 523 on the runway, 23 end phase. One of that work was completed in October 2020.

00:25:39.850 --> 00:26:10.520
Van Laethem, Gijs
One and phase two of that work is scheduled for early 2022. We had a closure of runway 6 left 24 right, which is one of the two southern East West runways highlighted in yellow on the map to the left, and that closure was prompted due to some taxiway work that was adjacent to the runway and that was completed. Also in October 2021 and on the green on the map, the box highlighted on the northwest side of the airfields Bumbar J is constructing a new assembly facility on the airfield.

00:26:10.810 --> 00:26:12.300
Van Laethem, Gijs
Uh, that has impacted.

00:26:12.390 --> 00:26:30.010
Van Laethem, Gijs
Uh flight operations on runway 523, which is the northern most East West runway. Some of that work is continuing overnight, impacting the availability of runway 523, and that work is ongoing through December through to March 2022.

00:26:30.600 --> 00:26:31.640
Van Laethem, Gijs
Next slide, please.

00:26:37.050 --> 00:27:06.600
Van Laethem, Gijs
When Runway 523 is unavailable during the nighttime, that of course, impacts our preferential runway system. Now, what is our preferential runway system? It is in effect between the hours of midnight and 6:30 AM and its main aim is to try and minimize the impact on residential neighbourhoods during those nighttime hours by trying to keep the initial phases of flight the initial departure, and the final approach over the biggest industrial areas close to the airport, so that would be around Airport Road to the north.

00:27:06.940 --> 00:27:27.550
Van Laethem, Gijs
And dairy Rd to the northwest of the airport. So there's a first and second choice for that preferential runway and you can see that runway fire life 23 is part of that first and second choice. Now when 523 is not available, those flight operations will move to the maintenance suggested runway, which would be runway 6 left 24 rights.

00:27:28.380 --> 00:27:29.490
Van Laethem, Gijs
Next slide, please.

00:27:31.660 --> 00:28:02.530
Van Laethem, Gijs
A little preview of what's ahead in 2022, 'cause runway maintenance and construction is a never ending story, as runway surfaces always need to be regularly maintained because they eventually do degrade due to wear and tear. The freezing and thawing cycle of the weather and of course, overtime Runway 6 left, 24 right is the big project on the docket for next year. The runway is approximately 60 years olds and its surface has degraded to the stage.

00:28:02.580 --> 00:28:33.410
Van Laethem, Gijs
That does require a full reconstruction to enable continued safe operations, which is of course our priority. This reconstruction is slated for 2022, and we do anticipate extensive community impacts now. What's next for this is details such as duration, and timelines will be confirmed once the contract is

awarded in early 2022, and Communications will begin in the first quarter of 2022 and will include briefings on the work timelines as well as expected community impacts. And you can see a couple of.

00:28:33.470 --> 00:28:41.310
Van Laethem, Gijs
Pictures on the right hand side there of a not so pretty looking runway and any questions on the airside maintenance piece.

00:28:42.580 --> 00:28:46.730
Van Laethem, Gijs
Paul, I don't know if that's an old hand or a new hint. Feel free to let us know.

00:28:56.020 --> 00:29:08.950
Paul Devitt (Guest)
It was an old one, but Allah I'll use the opportunity I I why you were speaking. Additionally, I was trying to find the actual report that would break it down by area and I wasn't able to.

00:29:09.880 --> 00:29:13.410
Paul Devitt (Guest)
Is there any way you could mail it to me after the session?

00:29:14.260 --> 00:29:22.300
Van Laethem, Gijs
Yeah, what will definitely do Paul. I'll email you the link is there. I think you're you're mostly going to be interested in in Brampton.

00:29:16.390 --> 00:29:16.930
Paul Devitt (Guest)
Thank you.

00:29:23.250 --> 00:29:24.160
Paul Devitt (Guest)
That is correct.

00:29:24.560 --> 00:29:30.260
Van Laethem, Gijs
Perfect and if not Paula, I'm more than happy to set up a call somewhere next week to to walk you through it reports as well.

00:29:31.000 --> 00:29:31.910
Paul Devitt (Guest)
Thank you so much.

00:29:33.780 --> 00:29:38.200
Van Laethem, Gijs
Very welcome, Paul. Ah, I see George has his hand up as well. George, go ahead.

00:29:49.400 --> 00:29:55.620
Van Laethem, Gijs

George, we're we're not hearing anything. If you have any microphone issues, feel free to type your question in the chat.

00:30:13.140 --> 00:30:19.340
Van Laethem, Gijs
In the interest of time, will will swing back around and check in which words, maybe in the general question period.

00:30:31.220 --> 00:30:32.280
Connelly, Robyn
Chris over to you.

00:30:33.710 --> 00:30:49.780
Csatlos, Christopher
Thanks very much Robyn. Hello everyone, my name is Chris Chat Loci work at NAV Canada and in our stakeholder and it is sure relations group. So happy to be providing you an update today on on what's going on on our side of things. Next slide please.

00:30:51.580 --> 00:31:21.080
Csatlos, Christopher
So our focus right now is is mostly on the ongoing public consultation related to the proposed RNP AR. The required navigation performance authorization required approach procedures and I'll go into a little bit more of the more detail on each of these is just a summary. We have completed a majority of our briefings to to elected officials in in those areas, and we continue to collect.

00:31:21.140 --> 00:31:45.040
Csatlos, Christopher
Feedback through our online survey form. Just a reminder that that consultation does conclude December 17th. So in in just over 2 weeks. So any any comments or feedback you have at that point? If you could submit it before then for consideration and and last I'll provide a couple quick updates on the industry Noise Management Board and next slide please.

00:31:48.630 --> 00:32:18.660
Csatlos, Christopher
So a bit of context as to why this change is being initiated now. So in addition to the environmental benefits from RNP AR, so the environmental benefits being from the noise and the emissions side of things, the pandemic has obviously had a quite an impact on the aviation industry as as she I send an Ryan had showed through some of those numbers, so any changes that we can make that.

00:32:18.720 --> 00:32:32.250
Csatlos, Christopher
You know, provide, you know, provide some benefit to the industry as a whole, as well as providing those environmental benefits from the noise and the emission standpoints are definitely seen favorably these days.

00:32:33.840 --> 00:32:47.470
Csatlos, Christopher

And as always, you know the the success of the entire industry, you know and recovery depends on finding innovative solutions to to operate in in more efficient ways. And next slide please.

00:32:51.430 --> 00:32:55.710
Csatlos, Christopher
So a bit of what it means for communities, so overall.

00:32:55.980 --> 00:33:25.790
Csatlos, Christopher
Uh, and this is a just to clarify. It's not a not a comprehensible review of the the RNP our proposal. There are still some some sessions that folks can sign up for if you do require more information, but as a whole project overall we do expect that if the proposed changes are implemented that up to about 140,000 fewer residents would be overflown by aircraft at noise levels above 60 decibels.

00:33:26.060 --> 00:33:56.140
Csatlos, Christopher
Based on those revised routes that come with the RNP procedures, we also expect that it'll give us a bit more bit more capability on how we manage our traffic over the the South side of the airport. So communities like Oakville, Mississauga and through Toronto, where even though RNP is only being introduced on the north side Zero 523. It also provides some.

00:33:56.370 --> 00:34:17.520
Csatlos, Christopher
Some benefits on the South and some ability to keep some aircraft higher in the downwinds on the South side of the airport and thus keeping them a bit quieter. And then finally based on those changes that are proposed if they are implemented based on the the shorter routes, that aircraft would be expected to fly when flying those approaches.

00:34:18.170 --> 00:34:35.180
Csatlos, Christopher
We would expect that over about 10 years it would result or I should say, prevent the release of about 100 and 78,000 tons of CO2 over that 10 year period. So roughly equivalent to about 43,000 vehicles being removed from the road and next slide please.

00:34:42.650 --> 00:34:47.710
Csatlos, Christopher
So just a quick summary as to to what that looks like.

00:34:48.080 --> 00:34:55.710
Csatlos, Christopher
A man with the the approach to to runway 05 being shown up.

00:34:56.670 --> 00:35:01.200
Csatlos, Christopher
And I think if we hit the slide one more time, I think we should see an animation.

00:35:07.380 --> 00:35:31.830
Csatlos, Christopher

Perhaps you could just click oh there we go. I think after that pops in, so this is the the root of the new RNP procedures. So this is the one to runway 05 with aircraft coming from the east joining the approach over Brampton aircraft coming from the north joining just north of Georgetown and then aircraft from the West. Sort of continuing to what what they're doing now and next slide please.

00:35:37.580 --> 00:35:40.670
Csatlos, Christopher
And maybe just click one more time so we can get the RNP.

00:35:43.520 --> 00:36:02.810
Csatlos, Christopher
And so this is the sort of mirrored version of that same procedure. So the RNP approach to runway 23 with aircraft from the West, again joining over Brampton and then aircraft from the north, sort of cutting in between Bolton and Nobleton and joining that sort of Arc as they as they approached the airport next slide.

00:36:08.130 --> 00:36:38.500
Csatlos, Christopher
So one of the main goals of the consultation is to ensure that that residents in all these areas and the GTAA have the opportunity to learn about the proposed changes and provide their input based on that. The consultation itself is designed in accordance with the airspace change communications and Consultation protocol, which was a document put together a few years ago detailing things like you know what should be consulted publicly under what situations. So the triggers for doing that, how it should be done.

00:36:38.550 --> 00:36:49.680
Csatlos, Christopher
You know, for what durations and and that kind of thing, so sort of defining how the consultation itself works, and so this consultation was designed in accordance with that next slide.

00:36:53.030 --> 00:36:56.120
Csatlos, Christopher
So as of and I think if we click one more time.

00:37:00.320 --> 00:37:08.870
Csatlos, Christopher
Perfect so as of right now, we're sort of in that that second column there the consultation period, which runs from November 1st to December the 17th.

00:37:09.290 --> 00:37:39.550
Csatlos, Christopher
And there have been eight public information sessions scheduled. Six of those are complete with two remaining one next Monday and the second general information session on Tuesday, December 7th. I believe it is so. If anybody wants a lot more detail about exactly what this proposed change involves, then the session on December 7th would be the ideal time to do so. Following the consultation period, concluding on the 17th.

00:37:40.490 --> 00:38:01.930
Csatlos, Christopher
We would put together a consultation report detailing all of the feedback that we received during the consultation and put that together into a report. Sort of targeting end of January, perhaps early February. For that to be a publicly available and any implementation would obviously be subject to the outcome of the consultation itself.

00:38:02.840 --> 00:38:30.250
Csatlos, Christopher
But if there were any changes implemented, there would be no earlier than late March, early April of 2022. So in the springtime, and then again, if any changes are implemented, there would be 180 day post implementation review. So after 180 days of implementation we would go back and look at how that implementation went and was. Was that implementation as it was intended to be? Next slide, please.

00:38:33.790 --> 00:38:53.230
Csatlos, Christopher
And click one more time. So I think we we. I think I sort of went over most of this already. We have six of the sessions that have already been already been done and the two remaining on December 6th and the 7th and next slide please.

00:38:56.840 --> 00:39:23.240
Csatlos, Christopher
Just a quick opportunity if if part of that consultation. If you have reviewed the materials, let's say or attended one of the sessions just a quick reminder to please fill out the feedback survey, because you know, we're obviously a happy to take any you know. Any comments and answer questions in forums like this? The survey itself is is the best way to ensure that your your feedback and comments are captured along with everyone else is.

00:39:23.600 --> 00:39:29.330
Csatlos, Christopher
Uh, so that we can sort of look at it all all together in in one source and next slide please.

00:39:33.920 --> 00:39:58.790
Csatlos, Christopher
And so a couple updates on the industry Noise Management Board. So the INMB is one part of the overall noise management program, so the last INMB meeting was held on Monday, October 25th with attendance from the the airport Greater Toronto Airport authority and NAV Canada.

00:39:59.730 --> 00:40:30.040
Csatlos, Christopher
The representatives from from the airlines as well as observers from Transport Canada, so couple highlights from the meeting included some discussions on improving and adopting, you know, or proving the use I should say of a continuous descent operations and both from the air traffic control standpoint and the airline operation standpoint. So trying to trying to do better there and improve the and increase the use.

00:40:30.090 --> 00:40:40.200
Csatlos, Christopher
Of continuous descent. Also provided some updates to that membership on these upcoming RNP public consultations, which we're going now.

00:40:41.480 --> 00:41:11.750
Csatlos, Christopher
And there was a submission through the Community proposal review process that the GTAA runs that was passed on to the INMB for consideration. So this was a proposal that was received to to try and provide some some noise benefits to some communities. So through through an idea that was submitted, it was reviewed by INMB and it was agreed that the idea I showed merit for potential noise mitigation.

00:41:12.280 --> 00:41:30.250
Csatlos, Christopher
And that it should be considered fully and incorporated into into the groups workplan for further study. So you know, doing more detailed analysis on the operational side of things, for example and and looking at the the feasibility of the proposal, and in much greater detail and next slide, please.

00:41:33.300 --> 00:41:44.730
Csatlos, Christopher
And that is, that's what I had for the moment, but I'm happy, too happy to take any questions on on the NAV Canada presentation.

00:41:48.000 --> 00:41:53.910
Csatlos, Christopher
Sorry, I see there is a question from George. I'm just gonna read it. See if it's for a NAV Canada.

00:42:03.250 --> 00:42:24.540
Csatlos, Christopher
So OK, I think it is fair enough Canada. So when is there to be another space airspace review I assume was supposed to be every four years last was 2012 downwind for 24 is diagonally over the city of Toronto over residential neighborhoods. Far from the airport. To be fair, that review needs to happen. It's been nine years.

00:42:24.980 --> 00:42:54.460
Csatlos, Christopher
Uh, so I'm not familiar with the review that you're referring to that supposed to happen every four years, and there are certain in that airspace change protocol that I mentioned. There are certain triggers that would that would trigger a a public consultation, for example. So if we're proposing any kind of changes to to routing or approaches that meet those criteria, then we would do one of the public consultations other than that.

00:42:54.720 --> 00:43:24.380
Csatlos, Christopher
NAV Canada is continuously reviewing all of our approach and departure procedures to ensure that we're adhering to all of the Transport Canada regulations. So we do that. You know continuously every

single day looking at weather changes to regulations require us to to change those procedures. So we are doing reviews in that sense. But there is not. There isn't typically from the navcanada side of things any kind of comprehensive airspace review that occurs.

00:43:24.620 --> 00:43:25.310
Csatlos, Christopher
Every four years.

00:43:27.460 --> 00:43:36.020
Csatlos, Christopher
So another question, I think for for me how is uptake or usage by pilots of the proposed continuous descent?

00:43:37.120 --> 00:43:43.280
Csatlos, Christopher
So there is some some reports that are available on on usage of continuous descent.

00:43:43.650 --> 00:44:14.900
Csatlos, Christopher
Uh, we just produced a an updated one very recently for the third quarter, I believe of 2021. There was a short period of time where unfortunately we were not able to produce those reports during the pandemic because of some some resource constraints. But we are still committed to to publishing them and and we did produce the one for for third quarter 2021 to to try and try and do that as much as we can.

00:44:15.370 --> 00:44:26.330
Csatlos, Christopher
Uh, and I believe I believe it will be on the NAV Canada website if it's not already, but if it isn't it will be there very shortly along with some of the other historical reports.

00:44:27.030 --> 00:44:36.180
Csatlos, Christopher
And I think the last question is perhaps more for the GTA. How was air quality monitored in Oakville area near Cornwall and Ford?

00:44:39.330 --> 00:44:58.490
Connelly, Robyn
Hi Teresa, if you're speaking to air quality in this is Robin from the Greater Toronto Airports, choose Me Airports Authority. The GTAA does an atom every ten years or so undertaken air quality study of airport of the airport impact and that study actually is limited to.

00:44:58.540 --> 00:45:14.580
Connelly, Robyn
To about 7 1/2 kilometres around the airport. Because at that point, then the particulate matter is to dissipate to dissipate it, to be able to track and monitor, so there wouldn't be an air quality assessment undertaken by the GTA that would extend as far as Oakville.

00:45:16.200 --> 00:45:16.630
Theresa Ball (Guest)
Thanks.

00:45:19.920 --> 00:45:27.990
Csatlos, Christopher
Bert, well, thanks very much everyone and I'll continue to be here at the end of the presentation if there's any more questions for her navcanada.

00:45:33.660 --> 00:45:45.930
Woods, Cynthia
Hi, it's Cynthia Woods son from the noise management office, so I'll just give you a brief update on the noise management action plan we do produce by biannually.

00:45:45.980 --> 00:45:57.930
Woods, Cynthia
The UM updates and post them on our website so the most recent one was for mid year 2021 and will be producing another year end one shortly.

00:45:59.000 --> 00:46:24.330
Woods, Cynthia
Uhm, you may recall that we have a trial going on for idea 6. The review of the preferential runway system. So we are approaching two years of that trial. Now we have proposed that its time to conclude the trial given that the travel restrictions have eased. We're starting to see traffic return. We've been through a couple of maintenance seasons now and we still see very high adherence.

00:46:25.210 --> 00:46:33.410
Woods, Cynthia
Uhm, this school HVAC pilot program, so this was something that we had initiated under the action plan.

00:46:33.970 --> 00:47:02.450
Woods, Cynthia
Uhm, to identify a school within an area around the airport to install HVAC system. So that was we did support the Peel District School Board for a school in Malton. Marvin Heights Public school. The HVAC has been installed and is now functioning so that provides a nicer environment for students and employees as well as the board feels that it also will improve the air quality.

00:47:03.760 --> 00:47:14.290
Woods, Cynthia
We have launched the Community proposal review process and as Chris said, we've had some submissions and one of which has been accepted by the industry Noise Management Board for further study.

00:47:15.940 --> 00:47:47.310
Woods, Cynthia
The quieter fleet incentive program. So we have spoken previously about the success of the A320 series retrofit program. We produce regular reports and we're currently seeing that 94% of A320 series aircraft operations are performed by retrofitted aircraft, so this the link here shows you where you can find

those reports, so we're now moving into phase two of the quieter fleet incentive program to explore further options for the program we are currently.

00:47:47.430 --> 00:47:59.240
Woods, Cynthia
Undertaking a data data collection to identify aircraft that are operating at Toronto Pearson by noise certification. Known as chapters and that will help inform development of its phase two.

00:48:00.650 --> 00:48:13.650
Woods, Cynthia
We're in the process to of developing metrics and working with the industry and community stakeholders for the fly quieter and greener reporting program. So we'll have more to report on that at a future meeting.

00:48:14.290 --> 00:48:26.510
Woods, Cynthia
And we've continued to update our noise webportal insight full. We've continued to add reports and update with information such as the effects of COVID.

00:48:28.720 --> 00:48:29.300
Woods, Cynthia
10

00:48:30.320 --> 00:49:00.490
Woods, Cynthia
and then just this slide is just a resource for you to see some ways that you can stay in touch and learn more information about noise management. We've got to the noise management webpages and that really is the place to start where you can learn a lot about the noise management program and it'll take you to other areas such as our noise advisories. This is where we post information on airside maintenance work, with the potential for community impact. There's a link to insightful, that's that the interactive noise web portal.

00:49:00.790 --> 00:49:08.410
Woods, Cynthia
You can go onto their putting your address and you'll start to see information that's specific to your area.

00:49:09.700 --> 00:49:39.960
Woods, Cynthia
Web Trak is a flight tracking tool that you can also access through the website. You can look at flight set of operated over a period of time that you select and it also has the option where you can submit a noise complaint directly from from web trak and then there's the section on noise management forums and that's where you'll find materials from meetings such as this one including the recording of this meeting that will be posted in the next few days and then I really encourage people to sign up for our checking in newsletter.

00:49:40.030 --> 00:49:58.500
Woods, Cynthia

This is a a monthly community focused E newsletter and we use this to provide information on like airport updates activities and meeting notices. So it's it's a really handy way of just staying on top of what what's going on at the airport that may affect you or your area.

00:49:59.990 --> 00:50:01.260
Woods, Cynthia
Are there any questions?

00:50:16.050 --> 00:50:16.960
Woods, Cynthia
OK.

00:50:19.230 --> 00:50:19.760
Stephanie Kimmerer
Oh no.

00:50:21.970 --> 00:50:25.020
Stephanie Kimmerer
I forgot to lift my hand. Can I jump in?

00:50:24.560 --> 00:50:26.480
Woods, Cynthia
Oh yeah, definitely.

00:50:25.190 --> 00:50:26.750
Connelly, Robyn
Of course, Stephanie please.

00:50:26.910 --> 00:50:28.210
Stephanie Kimmerer
Oh OK, sorry.

00:50:32.080 --> 00:50:46.190
Stephanie Kimmerer
I I downloaded the UM plan, you know the 2018 to 2022 plan. Before this meeting I didn't really have a chance to go through it, but I just wanted to ask.

00:50:46.930 --> 00:51:03.520
Stephanie Kimmerer
How successful has it been? Where are you folks in that plan? 'cause you're talking about all these other things, and some of them sound new butter. Are you on track with that plan? 'cause there's a new one coming, right? So anyway, that's my question, thanks.

00:51:04.460 --> 00:51:34.480
Woods, Cynthia
Sure, and I encourage you to take a look at the updates that we post. We do give our updates here at the meeting on on where we're at a most recently, so these items that are listed here are all items that are included in the action plan. So while we were further along in some areas than others, we have

made a great deal of progress. Especially, I would say the quieter fleet incentive program with the A320 series retrofit program. So that's a that's an achievement as well as.

00:51:35.250 --> 00:51:36.880
Woods, Cynthia
The complete.

00:51:38.440 --> 00:51:56.790
Woods, Cynthia
Review and an implementation of new noise forums. We that was a complete change and that was again something that we had identified in the action plan. The insightful, providing more information and interactive information to residents. That was again something listed in there.

00:51:57.950 --> 00:52:06.550
Woods, Cynthia
So yes, we're not through the plan yet, and we have more work to do, but we have made quite a bit of progress on on what was identified in that original plan.

00:52:07.720 --> 00:52:09.300
Stephanie Kimmerer
OK, thank you very much.

00:52:09.490 --> 00:52:10.210
Woods, Cynthia
You're welcome.

00:52:17.640 --> 00:52:18.550
Woods, Cynthia
So.

00:52:18.930 --> 00:52:49.260
Connelly, Robyn
Alright then, with no further questions on this, this is where we move into the general part of the meeting and open the floor to our attendees to ask any questions. So please feel free to raise your hand or type in the chat and then like I mentioned if you could just maybe mention your name and the intersection where you reside. Just the intersection so we can sort of get a sense of what operations impact you. And again please just include your first name as we are recording and will post so we don't need to share that information publicly. Are there any general questions?

00:52:49.640 --> 00:52:50.530
Connelly, Robyn
Or comments?

00:53:01.030 --> 00:53:01.630
Connelly, Robyn
Really.

00:53:03.120 --> 00:53:04.040
Connelly, Robyn
Going once.

00:53:04.410 --> 00:53:05.750
Stephanie Kimmerer
OK, I'm jumping in again.

00:53:06.450 --> 00:53:07.490
Connelly, Robyn
I hate.

00:53:07.760 --> 00:53:13.590
Stephanie Kimmerer
I just want to say that everyone who has spoken tonight and has presented tonight.

00:53:14.440 --> 00:53:20.650
Stephanie Kimmerer
Uhm, you you've all done a really good job. Whether it was that half hour meeting before or this one.

00:53:21.300 --> 00:53:23.770
Stephanie Kimmerer
And I have really appreciated it, so thank you.

00:53:26.290 --> 00:53:55.640
Connelly, Robyn
Well, I didn't specifically call for compliments, but of course they are also and positive feedback. But that is of course also welcome. Thank you very much, Stephanie, and there's sent then excuse me as Cynthia mentioned, a big core piece of this noise management action plan for the 2018 to 2023. One was in fact making sure that we came up with better, more interactive, more informative ways to work with the community and and certainly your feedback like that demonstrates that we've been able to make some progress on that.

00:53:55.930 --> 00:53:56.680
Connelly, Robyn
Thank you very much.

00:54:02.010 --> 00:54:20.400
Connelly, Robyn
All right folks, I'm well. Then we'll consider that a wrap. This is the final noise management public meeting for 2021. I would just like to conclude by saying a tremendous thank you and huge round of applause for all my colleagues on this call.

00:54:20.850 --> 00:54:51.180
Connelly, Robyn
Uhm from NAVCANADA, Chris and Jonathan to my colleagues from the GTAA I'm you are all outstanding and have committed to this work and making sure that we are giving our residents that the information that they need. So thank you very very much for that. This has taken many evenings so we appreciate

that and to all the residents who come, we do appreciate that you come. You probe you ask questions and we we learn from that and are always continuously improving. So we also benefit tremendously from your participation.

00:54:51.250 --> 00:55:15.380
Connelly, Robyn
So thank you very much. The 2022 Noise forums schedule is to be determined, but I'll just add that we do anticipate having a sense of the 2022 airside construction plan towards the end of January or early February. So do you watch your calendars or checking in or our website for some updates on the opportunity to attend briefings in relation to that?

00:55:16.710 --> 00:55:19.860
Connelly, Robyn
So in the meanwhile everybody stay safe. Stay well.

00:55:19.920 --> 00:55:25.540
Connelly, Robyn
Well, I'm stay good humored and I will look forward to seeing you all in 2022.

00:55:28.390 --> 00:55:29.150
Connelly, Robyn
They weren't out.

00:55:30.890 --> 00:55:31.700
Csatlos, Christopher
Thanks very much.

00:55:38.800 --> 00:55:39.500
Pollock, Mary
Thank you.