

Toronto Pearson Noise Management Forums Political Briefing

April 5th, 2022



Welcome + Introductions

Agenda

- Airport Situational Updates
 - Airport Update
 - Operational Trends and complaints
- GTAA Updates
 - Runway 06L/24R Rehabilitation
 - Noise Management Action Plan Update
 - Engine run updates
- NAV CANADA Updates
- Discussion and Roundtable



Airport situational Updates

2021 ANNUAL RESULTS



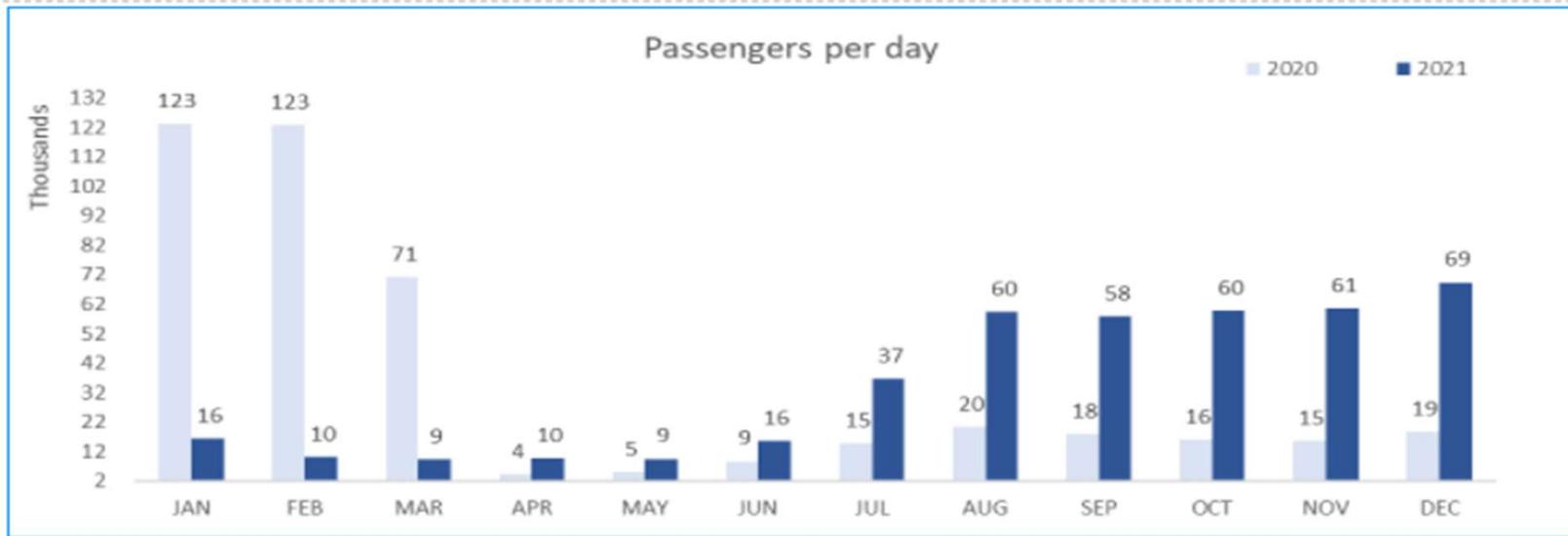
12.7 Million Passengers

A decrease of 5% year over year from 2020 which saw 13.3 million passengers



\$350 Million Net Loss

A reduction of \$33 million year over year from 2020's \$383 million net loss.



INVESTMENT APPLICATIONS

ACIP – Approved funding \$142 million

- **Technology Transformation (\$76 million)** - \$38 million approved to support accessible kiosks, biosecurity enabled check-in/boarding processes and lower touch immigration clearance.
- **Airside Pavement Restoration (\$214 million)** - \$81.25 million approved to restore critical airside pavements to ensure safety and upgrade Runway 06L-24R for Transport Canada regulatory compliance.
- **Eglinton LRT Airport Segment (\$22.8 million)** - \$22.8 million approved to support concept design and tender specifications to bring project to a state of procurement readiness.
- **Biosecurity (\$920,000)** - \$460,000 approved for infrastructure to improve flow of passengers through testing. i.e, software development, walls, seating and other furniture

National Trade Corridor Fund – two components

- **Northside Air Cargo Development (\$150 million)** – Development of taxiway, apron, and servicing to support increased cargo capacity. Will allow increased throughput at full capacity.
- **Southside Air Cargo Development (\$30 million)** - Reconfiguration of the land at Convair Drive and Renforth Road to bring airside. The project will increase the efficiency of the transfer of connecting cargo between planes as well as multimodal connection to onsite Non-Passenger Screening for Vehicles (NPSV)

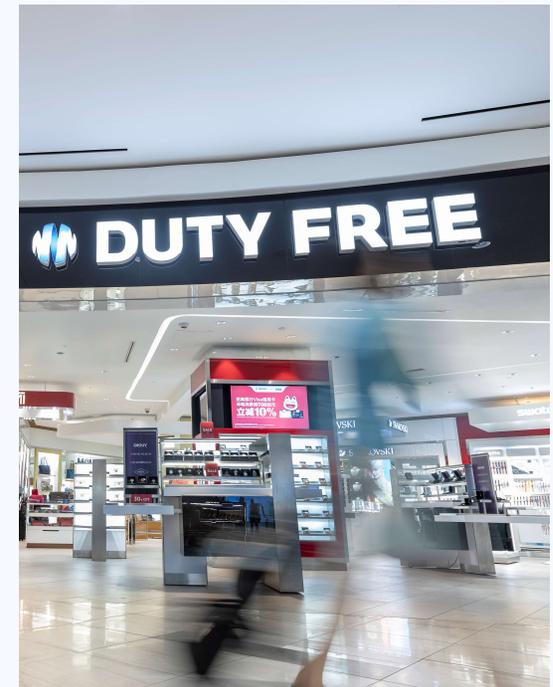
GTAA BUDGET 2022 PRIORITIES

National & Global Harmonization of Travel Rules – Harmonize travel rules with provincial rules and make the air travel process in Canada seamless and comparable to other countries. A leadership role should be taken to harmonize global rules by working with Canada's G7 and G20 partners, and through bodies like the International Civil Aviation Organization (ICAO) and the World Health Organization (WHO).

Rent Reinvestment - To develop 21st century infrastructure the Government of Canada must explore innovative financing suggestions such as redirecting airport rent to strategic airport investment that support Canada's competitiveness and national objectives. A 10-year commitment results in \$1 billion investment in a national asset.

Infrastructure Investment – In the short term continue and increase funding infrastructure investment through programs like the Airport Critical Infrastructure Program and the National Trade Corridor Fund to support Canada's competitiveness.

Arrivals Duty Free - Modernize its duty-free policies and regulations to allow the establishment of Arrivals Duty Free (ADF) and Dual Shop Stores (DSS) at Canadian Airports to further support small and local businesses.



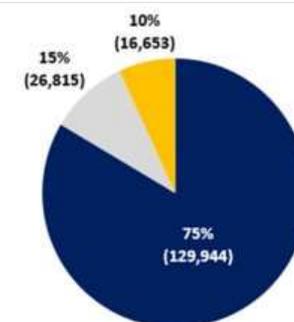
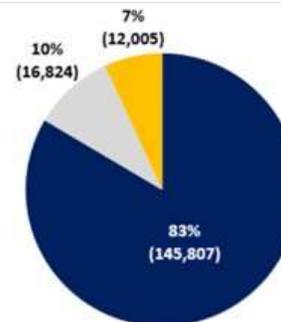
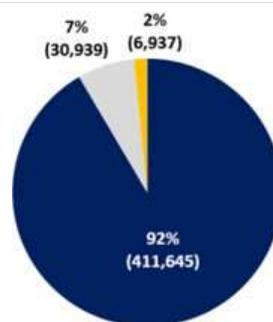
Operations – Full-Year Comparison

	2019	2020	2021
 Aircraft Movements	449,521	174,636	173,412



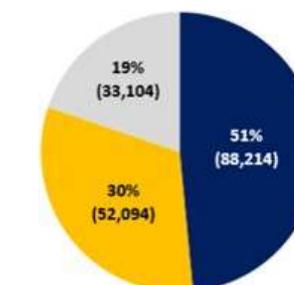
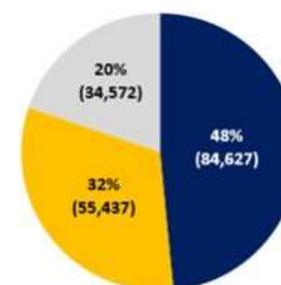
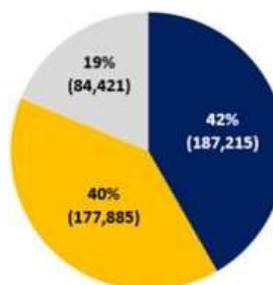
Type Splits

- PAX
- Business Aviation
- Cargo

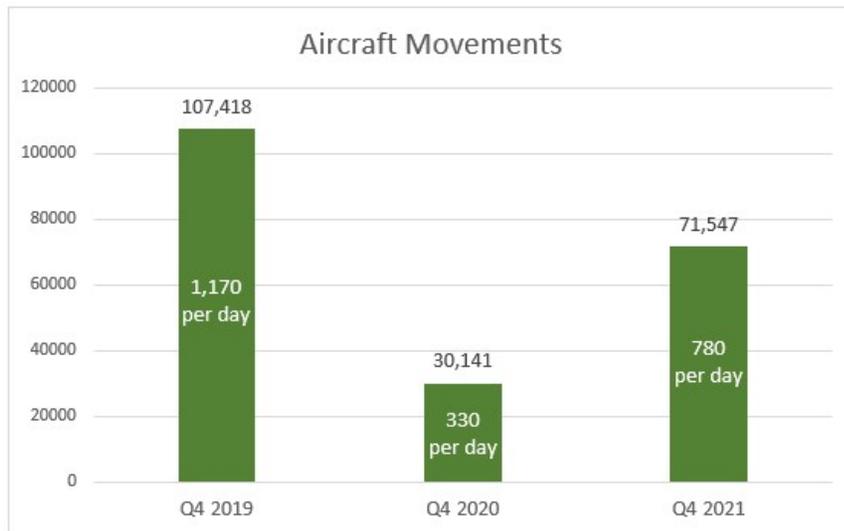


Sector Splits

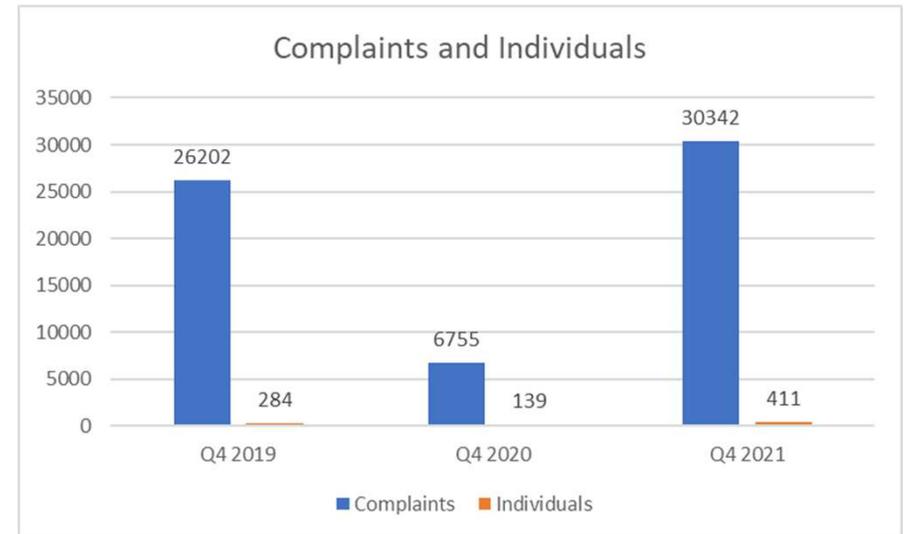
- DOM
- TB
- INT



Operations & Complaints – Q4 comparison



- Movements were **+137%** comparing Q4 2021 with Q4 2020
- However, movements were still **-33%** compared to Q4 2019



- 349% increase in complaints and 196% increase in individuals comparing Q4 2021 with Q4 2020
- 15.8% increase in complaints and 44.7% increase in individuals comparing Q4 2021 with Q4 2019

GTAA Noise Management Updates

Runway Rehabilitation



Slide 12

MM13 [[@Woods, Cynthia](#)] Should we talk about high level impacts to surrounding ridings in this section? Maybe as we talk about phases?

Mendel, Michael, 4/4/2022



Temporary Closure of 06L/24R

- Like all major infrastructure, our runways need regular maintenance to keep them safe.
- Starting April Spring 2022, Pearson will begin an eight-month rehabilitation of 06L/24R, the airport's second-busiest runway.
- First built in the 1960s, The 3-km runway needs to be fully rehabilitated due to the wearing down of its concrete sub-structure as a result of weather conditions, use and time.



Project Benefits



SAFETY: The project will ensure the continued safety of operations at Pearson, including the safety of passengers, employees and our communities.



WORKING GREENER: Environmentally friendly construction practices include using crushed concrete from the runway pavement removal for the sub-base and base materials and recycled milling asphalt materials to build approach roads in the vicinity of the runway.



BUILDING BACK BETTER: A strong Toronto Pearson will support a strong region, strong province and strong Canada, enabling foreign direct investment, trade, tourism and critical goods movement to keep Canada's supply chain moving. This work will contribute millions of dollars to the local economy and create meaningful jobs



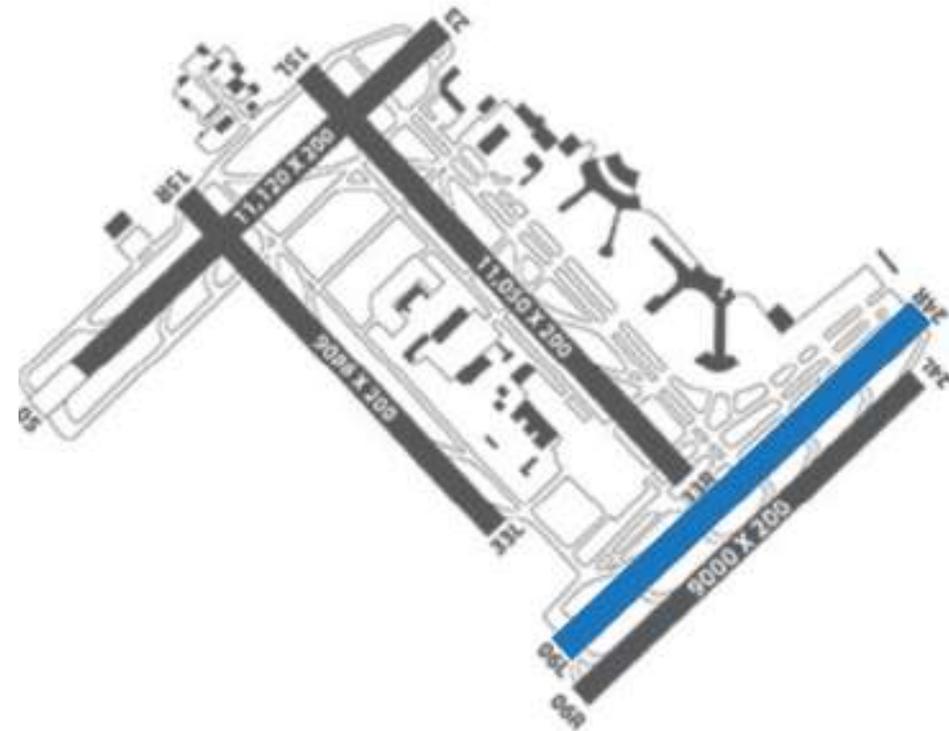
FUELING THE REGION: The runway rehabilitation project will create jobs and inject millions of dollars into Ontario's economy, helping to spur a strong recovery for the region and the country.

Mitigating impacts



We are working closely with our industry partners and construction contractor to deliver a project that is safe and that minimizes impacts:

- Project will be complete in months, instead of over the span of years
- Reduced airline schedules (arrivals and departures) to minimize delays and impacts
- Noise Abatement procedures and Noise Operating restrictions (Nighttime Preferential Runway system)
- May lead to some additional flights during the night flight restricted hours though the Night Flight Restriction Program remains in place, and we will not exceed the budget



06L/24R Temporary Closure



Phase 1 April – Late June

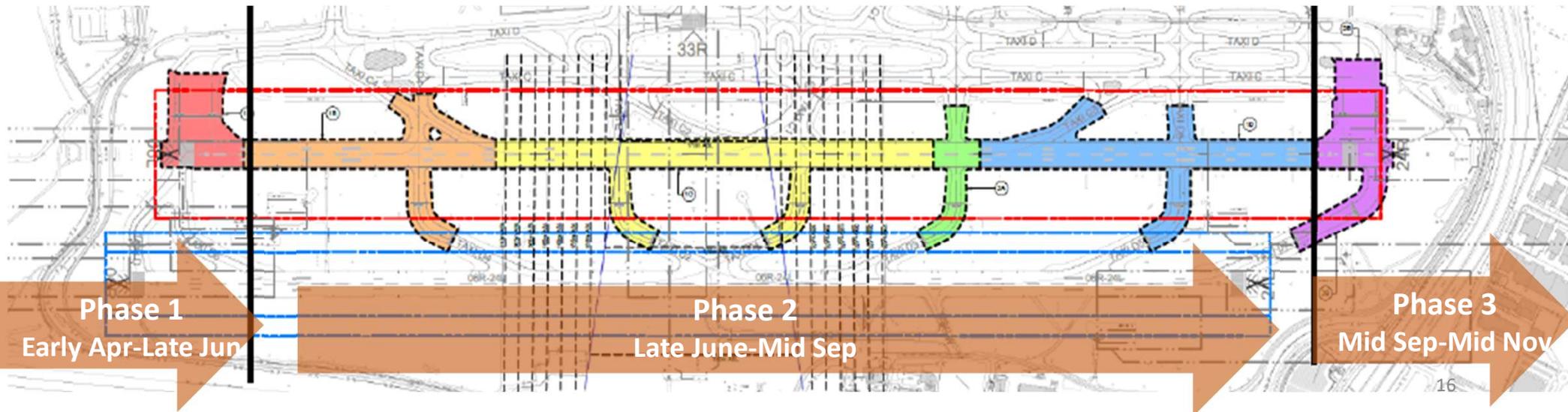
Work in holding bay and
threshold of 06L
(red)

Phase 2 Late June – Mid Sept

Work on middle
portion of Runway
06L/24R
(orange to blue):

Phase 3 Mid-Sept – Mid Nov

Work in holding bay and
threshold of 24R
(purple)



Our Commitment

Our commitment to you is to keep you informed and up-to-date:

- torontopearson.com/runwayrehab
- 2x front-page ads in local Metroland Newspapers to 460K households
- 2x Canada Post postcard drop to 50K residents
- 2x Automated Phone calls to +116K residents
- Paid and organic social media campaign
- Checking In newsletter to 11,500 subscribers

2022 RUNWAY REHABILITATION

SAFETY
The project will ensure the continued safety of operations at Pearson.

BUILDING BACK BETTER
This work will contribute millions of dollars to the local economy, create meaningful jobs, use sustainable construction practices and position Pearson to contribute strongly to Canada's post-COVID recovery.

THE WORK
Modern innovation and advanced planning will allow Pearson to complete the project in months, instead of over the span of years.

MITIGATING IMPACTS
We have reduced airline slots and adjusted schedules for the duration of the project to mitigate operational and community impacts.

STAY IN THE KNOW
Check our dedicated runway rehabilitation page: torontopearson.com/runwayrehab
Sign up for our monthly newsletter: torontopearson.com/checkingin
Learn more about airport operations and community impacts: airportnoise.torontopearson.com

2022 RUNWAY REHABILITATION torontopearson.com/runwayrehab Toronto Pearson

the guardian
etobicoke

THURSDAY
MAY 13, 2021

Closure of Runway 06L/24R
Toronto Pearson 2022 runway rehabilitation project

Like all major infrastructure, our runways need regular maintenance to keep them safe.
Starting in spring 2022, Pearson will close runway 06L/24R, the airport's second-busiest runway, for a full rehabilitation.
The project will be one of the largest runway repair projects in the airport's history. Modern innovation and advanced planning will allow Pearson to complete the project in eight months, instead of over the span of years.
We are working to close partnerships with our industry partners and construction innovation to deliver a project that minimizes impacts to both you in our communities, and to the airport operation. Despite these efforts, significant noise impacts are expected for the duration of the work.
Our commitment to you is to keep you informed and mitigate impacts where possible. We are still in the planning stages and expect more detail on the schedule, community impacts and mitigations in the coming weeks. To stay up-to-date, visit: torontopearson.com/runwayrehab

2022 RUNWAY REHABILITATION Toronto Pearson





How to stay informed



Visit dedicated web page www.torontopearson.com/runwayrehab



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



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



Email us at community.engagement@gtaa.com



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



Public Noise Management Forum – April 7th, register at torontopearson.com/nmf

Noise
Management
Action Plan



Noise Management Action Plan

Six Ideas	<ul style="list-style-type: none">▪ Updated Trial of the Nighttime Preferential System - survey closed on February 28th, 2022. 62 responses received.▪ Showed that community members understand the reports and find them useful▪ Due to the feedback and high adherence to the system, the GTAA move forward with an application to Transport Canada to formalize the trial as the permanent Nighttime Preferential Runway system at Toronto Pearson.
School HVAC Pilot Program	<ul style="list-style-type: none">▪ The GTAA provided funding to the Peel District School Board to cover the costs of HVAC installation at Marvin Heights Public School in Mississauga (Malton). This school was selected based on a criteria matrix▪ Project complete Fall 2021▪ We have learned lessons and started working on plans to evolve the program, however given the airport's current financial constraints, developing next phase of the program is on hold.
Community-Proposal Review Process	<ul style="list-style-type: none">▪ The process is a formalized way to have community-submitted noise management proposals reviewed by aviation experts.▪ Launched, received submissions, one accepted for further study by INMB

Noise Management Action Plan – 2022 Priorities

<p>Quieter Fleet Incentive Program</p>	<ul style="list-style-type: none"> ▪ Phase 1 A320 series retrofit program - 86% of A320 series operations 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. <p>Noise Chapter Analysis complete:</p> <ul style="list-style-type: none"> ✓ Established a Noise Chapter database and a process to maintain it over time ✓ Significant percentual decrease in overall use of Chapter 3 aircraft in favour of Chapter 4 or higher (Chapter 3: 32% of operations in 2019, 29% in 2020 and 19% in 2021) ✓ Daytime Cargo Operations doubled in 2020 compared to 2019 and tripled in 2021 over 2019 numbers, all while reducing the proportion of Chapter 3 aircraft used by 33 percentage points from 2019 (Chapter 3: 55% of daytime cargo operations in 2019, 28% in 2020 and 22% in 2021)
<p>Fly Quieter/Greener</p>	<ul style="list-style-type: none"> ▪ Develop metrics and engage with industry and community stakeholders for the Fly Quieter and Greener Reporting Program. – <i>underway</i>
<p>Noise Reporting & Metrics</p>	<ul style="list-style-type: none"> ▪ Continue to publish noise data and enhance content on InsightFull. InsightFull reporting and enhancements continue.

Changes to Engine Run Procedures



Engine Runs

What are Engine Runs?

- Engine runs are conducted by airline maintenance staff to assess and confirm functionality of the aircraft returning to service
- There are different kinds of runs depending on the nature of the maintenance conducted



Low vs High Power Runs

- Some types of engine maintenance require high power tests before the aircraft can be returned to service
- This involves running of the engines at or near full power in one of the designated positions for several minutes' duration, sometimes alternating between low and higher power settings
- Noise operating restrictions apply for this activity due to the noise that can be generated

Engine Run Noise Operating Procedures

Noise operating restrictions related to Engine Run-Ups

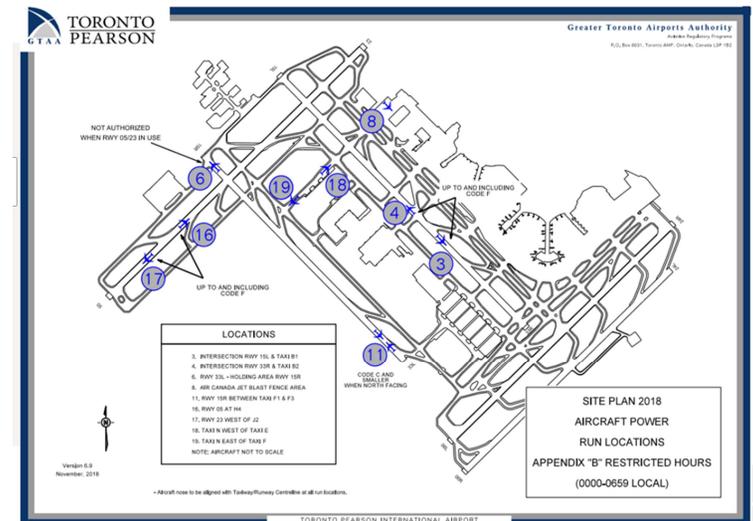
- GTAA approval required for all high-power engine runs
- All such runs must take place at designated locations, as far as possible from neighbouring communities.
- May not take place between midnight and 7:00 am unless the aircraft is scheduled to depart prior to 12:00 pm.
- Overnight power runs cannot exceed 15 minutes.

What is changing?

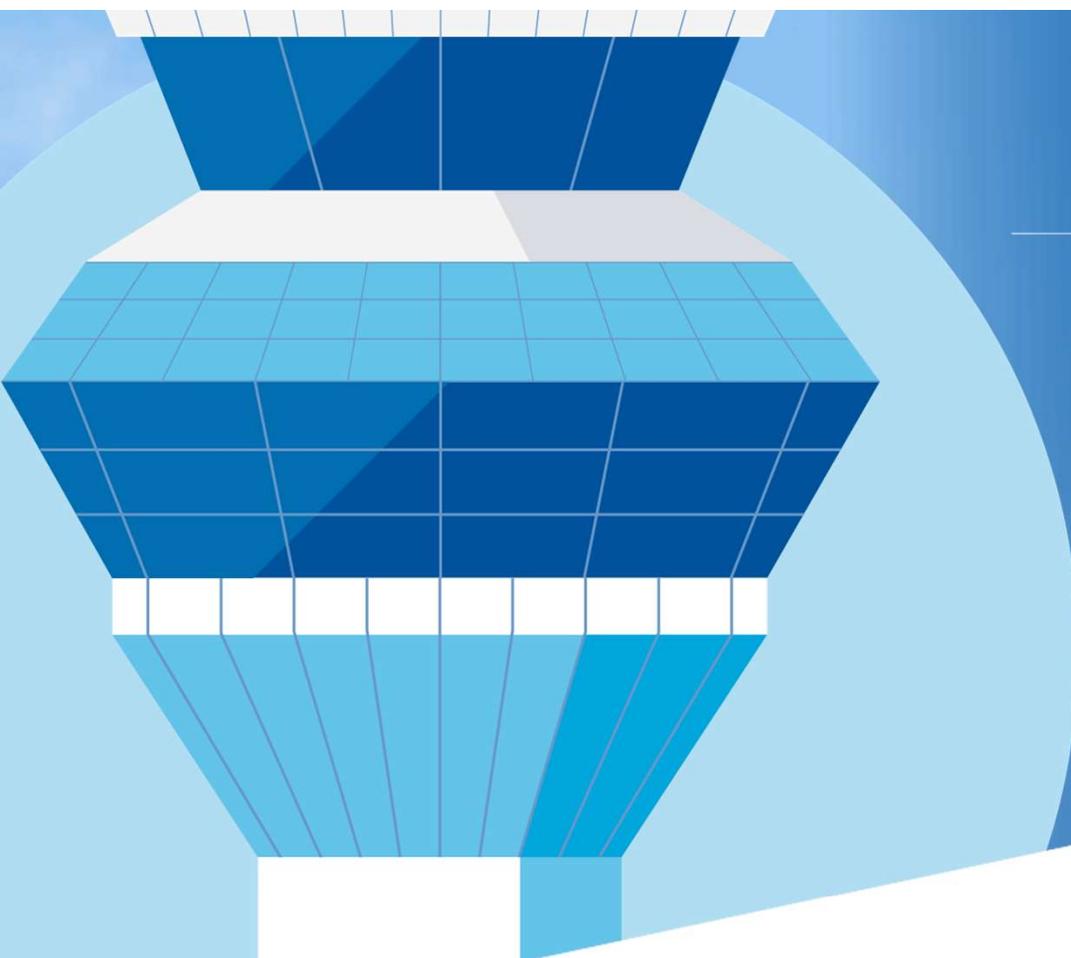
- Approvals will be granted for aircraft not scheduled for a departure flight prior to 1200L, *if identified as a spare/back up aircraft to support the operations.*
- All other aircraft remain subject to the 12:00pm departure requirement

Noise Complaints

- No complaints directly attributed to engine runs in 2021. There were 8 complaints made by 2 individuals regarding engine runs in 2019



NAV CANADA Update



December 2021

NAV CANADA UPDATE

Serving a world in motion
navcanada.ca



RNP-AR – THE PROJECT

- › Leveraging RNP-AR to introduce new procedures to Toronto Pearson
- › Originates from recommendations made in the Helios Report
- › Opportunity to reduce the need for the High-Low split
- › Delivers CDO and shorter track mileage
- › No changes to departures or existing RNAV procedures
- › Leverages new ICAO standard (Established on RNP)

Recommendation 3A: NAV CANADA should design Required Navigation Performance Authorization Required procedures that can reduce the need for a high / low operation, taking due consideration of the location of the tracks, and proceed to consultation to facilitate implementation as soon as is practicable.

Recommendation 3B: NAV CANADA should maximise the use of the Required Navigation Performance Authorization Required (RNP AR) procedure to incentivise those airlines not already capable of RNP AR to invest, as the RNP AR approach route will offer airlines a more fuel efficient arrival route.

WHY ARE WE DOING THIS?



THE BENEFITS

- › Improved operations
 - › Reduction in track miles
 - › Reduced time in system and fuel savings
- › RNP AR approach track containment
 - › No risk to safety
 - › Reduces use of parallel visual approaches
- › Environmental benefits
 - › Reduces the requirement for low altitude level segments on downwind
 - › Overall community noise benefit
 - › Significant reduction in GHG

RNP-AR Usage at Calgary International Airport (CYYC)

- › Since EoR – over 3000 approaches per month
- › Approx. 35,000 track miles saved per month
 - › Roughly equates to a reduction of 140 hours of low altitude, power on flight in populated areas per month

WHY NOW?

- › Continuing to advance Helios work and noise mitigation
- › Supports airline recovery through reduced fuel burn
- › Aligns with environmental goals
- › Benefits to ANS, operators, the airport, and the community



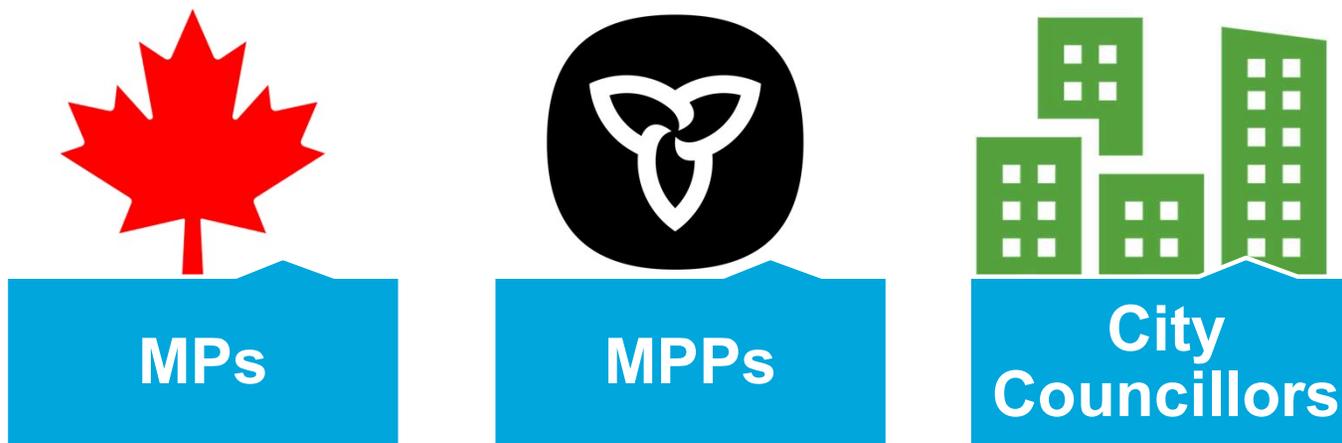
PUBLIC CONSULTATION

OVERVIEW

- › Goal: Accurately communicate and seek feedback on expected impacts and benefits to affected areas, as per the Airspace Change Communications and Consultation Protocol.
- › Consultation launched November 1st; closed December 22nd
- › Close collaboration between NAV CANADA and GTAA teams

CONSULTATION HIGHLIGHTS TO-DATE

Briefings to Elected Officials



Advanced sharing of information to offices of 71 elected officials with option for targeted briefings. Additional communications through the GTAA Noise Forums (Elected Official Briefing).

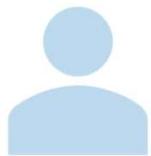
CONSULTATION HIGHLIGHTS TO-DATE

Public Information Sessions



Public Information Sessions

- 8 sessions
- 557 session registrations by 460 unique people
- 269 recorded attendees



One-on-One Information Sessions

- 119 sessions made available for booking
- 14 30-minute sessions delivered

CONSULTATION HIGHLIGHTS TO-DATE

Promotion



Social Media & Web

- 531,000 impressions
- 165,000 people reached
- 4,200 unique pageviews of NAV CANADA RNP website



Print Media

- 12 local advertisements (six papers for two insertions)
- 391,000 combined weekly readership



Automated Calls

- 55,700 households called
- 16,200 heard the message

CONSULTATION HIGHLIGHTS TO-DATE

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THANK YOU



Uplift fund 2022 Call for Proposals

- The Propeller Project's Uplift Fund invests in programming, research and advocacy initiatives that address the social issue of underemployment in the region
- Despite the dramatic impacts of COVID-19 on Toronto Pearson's business, the commitment to surrounding communities remains a priority
- We are demonstrating this commitment by issuing a call for proposals to support new initiatives for a total of **\$350,000**.
- **We are focusing on supporting programs/initiatives that :**
 - Facilitate engagement, collaboration and establish meaningful partnerships and interventions with employers to work together to reduce underemployment and integrate workers with in-demand skills into workforce generating benefits for both
 - Provide enhanced wraparound support services in employment programs to ensure that people are able to successfully integrate into the labour market, retain and advance in their careers
 - Expand existing programming into Peel region (Mississauga, Brampton, and/or Etobicoke)
- Organizations can apply for 1-year sponsorships between \$25K and \$75K
- Timelines:
 - Call open: March 21, 2022 | Call close: April 20, 2022 | Notice of decision: Late May 2022

www.torontopearson.com/propellerproject



Discussion + Questions



Thank You

Next Meeting: September 20th, 2022