



Minutes

- Date:** January 26, 2011 4:00 p.m.
- Location:** GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B
- Chair:** Toby Lennox, Vice President, Corporate Affairs and Communications
- Attendees:** Brad Green, City of Brampton Resident
Larry Perlman, City of Toronto Resident
Tina Rizzuto-Willan, City of Mississauga Resident
Gordon Stewart, City of Mississauga Resident
Paul Clarke, City of Toronto Resident
Chris Fonseca, City of Mississauga Councillor
Darrel Carvalho, City of Mississauga Resident
Richard Poersch, City of Brampton Resident
David Thomas, Alternate for City of Brampton Councillor John Sprovieri
Vincent Crisanti, City of Toronto Councillor
- Regrets:** Eve Adams, City of Mississauga Councillor
Larry Perlman, City of Toronto Resident
- Technical Members:** GTAA: Eric Tolton , Randy McGill, Diana Dolezal, Keith Medenblik, Russ Cruickshank, Derek Gray, Kathy Bochan, Fran Donaldson, Cynthia Woods, Lokesh Hindocha
NAV Canada: Sam Ghobrial
Air Canada, Brian Harkness
Karen Crouse
- Secretariat:** K. Stefanazzi
- Also Present:** K. Ackroyd, FedEx
R. Boehnke, Toronto Resident
G. Russell, Toronto Resident
- Attachments:** CENAC Information Update, January 26, 2011
- Next meeting:** April 6, 2011 – 4:00 p.m.

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1.0	Preliminary Items
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1.1	<i>Welcome and Roll Call conducted by R. Cruickshank</i>
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1.2	<i>Review and approval of Agenda</i>
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1.2.1	T. Rizzuto-Willan approved agenda and David Thomas seconded.
1.3	<i>Review and approval of September 8, 2010 Meeting Minutes</i>
1.3.1	T. Lennox made comments on the minutes that were raised from Mr. Russell and Mr. Stewart regarding section 1.4.5 (Mr. Russell's request for a presentation on the future of aircraft engines), clarifying that it was not a new request, but simply restating a request that was made in June. G. Stewart was concerned about the issue he had raised regarding the Ministry of Environment (MOE) and the noise standards that MOE standards. Environment of He felt his concerns were not accurately reflected in the minutes. T. Lennox advises the minutes will not be approved until the next meeting so that there is time to make the corrections. T. Lennox noted that E. Tolton will be retiring from the GTAA after 15 years of service and thanked him for his contributions to the committee. There are two newly elected councillors that recently became members of CENAC. Councillor Chris Fonseca from the City of Mississauga is replacing Councillor Maja Prentice, also Councillor Vincent Crisanti from the City of Toronto replacing former Councillor Rob Ford. In addition, Karen Crouse is replacing staff representative John Calvert from the City of Mississauga. There was an article to bring to the Committee's attention in the Mississauga News about FedEx's fleet replacement program. This article outlines how fleet choices and business decisions are made. The committee spent a lot of time trying to get the Boeing 757 aircraft to replace the Boeing 727 at Toronto Pearson, and the new aircraft are now coming online. The provincial Ministry of Environment is reviewing the previously mentioned noise standards. The committee should work with Mr. Stewart and others with respect to these standards to understand the direction of the MOE. The MOE does not regulate aviation, but do provide standards for dba noise levels for other modes of transportation. When dealing with aviation, the Ministry refers to the NEF contours and standards established by Transport Canada. D. Carvalho noted that at the last meeting, there was talk about having a working group to look at the noise contours. T. Lennox agreed that a working group would be looking at this issue. B. Green reminded of all the times the committee tried to stop housing developments from being built near Toronto Pearson because of potential noise impacts, and was

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	<p>totally ignored by the Municipalities.</p> <p>T. Lennox stated that one of the measures cities will be looking at is densification. Currently land use in the vicinity of the airport is managed by designation of the Airport Operating Area which is in the land use plans of Toronto, Mississauga, Brampton and Peel. There is no suggestion now that is going to be eroded, but over time the pressures to build further within the operating area will likely come. He noted that the materials Mr. Stewart has provided were appreciated. The GTAA usually deals with the Ministry of Municipal Affairs with respect to noise because it is a land use planning issue.</p> <p>C. Fonseca noted densification is part of the Mississauga Master Plan. The City of Mississauga has looked at how the weather patterns and noise have affected the type of buildings and where the densification happens.</p> <p>T. Lennox commented that, as we start looking ahead at the next few years, the Highway 427 corridor and the lands adjacent to that corridor are prime areas for densification.</p>
1.4.0	<i>Matters Arising From Previous Meeting November 10, 2010</i>
1.4.1	<p>T. Rizzuto-Willan recommended the committee look at noise monitoring equipment in a specific neighbourhood. The GTAA will arrange a tour in the spring.</p> <p>T. Rizzuto-Willan recommended a working group meet to discuss the CENAC's mandate, objectives and the direction we want to take. GTAA will arrange.</p>
1.4.2	<i>Matters Arising from Previous Meeting June 16, 2010</i>
1.4.3	<p>G. Russell inquired if CENAC could provide a presentation on where engine manufacturers are going in the future, how they will mitigate noise and engine design. R. McGill will be doing a presentation at today's meeting. We invited Bombardier to speak on this, but they were unable to attend. We will arrange for Bombardier to present at a future meeting.</p>
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	Noise Complaints
	<p>Toronto Pearson logged 1,245 noise complaints in 2010 yet 1,900 in 2009.</p> <p>The GTAA modified the Night Flight Restriction Program changing the process by which we administer airline requests for operations during the restricted hours.</p>

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These administrative changes have resulted in fewer enforcement investigations.

T. Rizzuto-Willan inquired if committee members could receive a copy of the restricted hour operations program and be advised how the policy has changed.

T. Lennox responded in the affirmative.

T. Rizzuto-Willan stated that she had a question about the top 5 callers of Noise Complaints in Toronto because Toronto encompasses such a large area. She inquired if the statistics could be broken down to which part of Toronto they reside in. (Subsequent to this meeting the members of the noise office staff met with T. Rizzuto-Willan and explained that since the amalgamation of Etobicoke with Toronto, the GTAA complaint data base no longer recognizes Etobicoke as a municipality. It was also indicated that if anyone would like a further breakdown of the complaints it will be available verbally.)

Traffic at Toronto Pearson has increased and aircraft movements are up over 2009. There has been incredible growth in international traffic. Air Canada has reported an increase of 22% percent growth over the Pacific in particular.

Copa Airlines will launch new service to Panama City, Panama. Non-stop service will be offered four times weekly. Hainan Airlines recently introduced service from Toronto Pearson to Beijing three times per week. In April, LAN Airlines and Virgin America will both cease operations at Toronto Pearson for business reasons.

T. Rizzuto-Willan inquired if the new aircraft that are coming in are in the GTAA's nighttime budget.

E. Tolton responded that Hainan Airlines flights are in the middle of the day. Copa Airlines are late evening arrival, early morning departure but also outside the restricted hours.

3.0 Discussion Items

3.1 Toronto Pearson's New Strategic Direction

T. Lennox noted that one of the projects he has been involved with as a member of the Executive Team is developing a new strategic direction for the GTAA. This new direction is to increase traffic. The new vision is "Toronto Pearson wants to be North America's premier portal to a world of possibilities." Toronto Pearson is the nineteenth busiest airport in North America, and 85,000 passengers travel through the terminals each day. There are 32 million passengers per year, and it's the fourth largest entry point into North America. We are the second largest airport in North America for international flights. Toronto Pearson also operates the single largest

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U.S. Customs and Border Patrol (CBP) facility.

Cities are asking Toronto Pearson for global reach. Toronto Pearson is ensuring businesses in Mississauga, Toronto and Brampton have easy access for passengers and cargo. Toronto Pearson moves half of Canada's cargo each year, which is very time sensitive. To be North America's Premier Portal, our competition as a hub is Chicago, Detroit, New York and Miami. Toronto Pearson can attract traffic here by exceeding other airports operationally. Toronto Pearson has better on-time performance and quicker connections than our competitors.

The GTAA has a new set of values for the organization, and recognizes that it has two customers. The GTAA is focusing on passengers (guests) but also on air carriers.

The other factors that can impact Toronto Pearson's growth are strong Canadian anchor airlines, new aircraft technology, airline industry alliances, its geographic location, economy and growth sectors, and immigration and diversity.

Air Canada is making a strong statement that Toronto Pearson is going to be its hub. They want to allocate more aircraft to Toronto Pearson such as the Boeing 777 and 787. Air Canada is also in an alliance with Continental, Lufthansa, United Airlines, and U.S. Airways and they want that alliance to connect passengers in Toronto. The objective for Air Canada is to increase their percentage of American traffic to Asia and Europe. (International opportunities in Asia Pacific, Latin America and Europe are increasing demand for both O & D traffic as well as connecting traffic.)

Westjet's growth strategy is to increase operations in Toronto.

E. Tolton noted that he was walking through the Terminal that morning at 7:30 a.m. and saw 150 passengers from Brazil arriving in Toronto and connecting to Tokyo.

T. Lennox noted the economic benefit of having a hub in a region means a level of growth which is about 3 – 6 percent. It is estimated that approximately 10,000 – 20,000 additional jobs are created by becoming a hub.

Toronto is one of the most diverse cities in the world. By providing fast, affordable links to Canadians' countries of origin, the rich multicultural fabric of our local communities is strengthened.

Toronto Pearson did an analysis regarding its geographic location. It has shorter distances to Asia than most North American cities and is even closer to some Asian cities than Vancouver because of air routes over the pole.

Canada has "approved destination status" from the Chinese government which

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makes it much easier for Chinese nationals to visit Canada.

Toronto Pearson also has significant new incentives, and has lowered landing fees four years in a row. The GTAA now offers free WiFi, has introduced new parking products (T3 Valet parking) and received an award from IATA in 2010 for Most Improved Airport in the World. The GTAA is striving to become a customer-focused business.

T. Lennox noted economic development is key, and that Toronto is regarded as the entry point to Canada.

The four key cornerstones for success are:

1. Capacity – longer term strategy needed to develop new approach to maximize global hub potential.
2. Sustainability - maintaining positive momentum on environmental performance which includes the issue of noise. Toronto Pearson is also working with Metrolinx and provincial agencies on transit and transportation issues.
3. Passenger Facilitation – improving passenger flows to ensure connections can be achieved.
4. Security – ensuring Toronto Pearson has an augmented level of security.

T. Rizzuto-Willan stated that every page of the presentation should say “is a responsible neighbour”.

T. Lennox inquired in the context of this committee as to what a responsible neighbour means.

T. Rizzuto-Willan noted a responsible neighbour means that it is paramount that within the GTAA’s mandate of economic growth and sustainability, the community is a concern.

T. Lennox commented that GTAA would like to involve CENAC with its community outreach and engagement.

T. Rizzuto-Willan asked if passengers are counted once or twice when arriving at Toronto Pearson on connecting flights.

E. Tolton mentioned that the passengers that flew into Toronto Pearson this morning from Brazil would be counted as 150 arriving passengers, and 150 departing

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passengers. When they return that's 150 arriving and 150 departing back to Brazil which equals 600 passengers in total.

T. Lennox stated that Toronto Pearson currently has 25% connecting traffic, and anticipate growth over the next five years to approximately 35%. We do not plan on connections like Atlanta which is at 85%. The number of operations we have is going to increase because of the increase in economic activity.

B Green noted that if Toronto Pearson becomes a connecting hub and starts using larger aircraft for longer flights, it may be a different dynamic than smaller aircraft, especially during the arrivals. He felt it will have an impact on people trying to sleep during the night time restricted hours.

T. Lennox noted this is a long range plan. The B787 which Air Canada will be flying is even quieter than what we currently have landing and departing.

B. Harkness remarked the B787 aircraft is the size of a B767, but the engines are much quieter because of the high bypass. The B787 will replace the B767.

G. Stewart noted that during the presentation there wasn't any mention that this would all take place during the restricted hours.

T. Lennox noted that it will put pressure on our ability to manage the restricted hours budget will be put under increased restrictions but that the majority of the increase in traffic would not take place during the restricted hours.

G. Stewart noted there has been a lot of talk in the media regarding the recent security incident at the airport in Moscow. How do airports prevent incidents like this from occurring again.

T. Lennox responded that what happened at Domodedovo Airport in Moscow was terrorists were targeting crowds, and had gone to Metro stations prior to this incident at the airport. The issue for Toronto Pearson is to consistently move passengers so we don't end up with long line-ups which become a security risk. The second thing is improved intelligence sharing.

C. Fonseca noted the connecting hub is very important, and Toronto is at 25% hub and will increase by 10%. How does the origin and destination (O & D) travelling through Toronto play a role in the restrictions and parameters.

T. Lennox stated the GTAA have conducted studies on the propensity to travel in Toronto, and Torontonians desire to travel by air is fairly low. It is lower than a similar size U.S. city, but also far lower than it is in Vancouver. The difference

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between Toronto and Vancouver is living in Vancouver you have to travel a great distance to get anywhere. In Toronto you can drive to Ottawa, to get to Calgary, you would fly if you lived in Vancouver. In the U.S. the low cost carriers have stimulated travel. There is no presence of a low cost carrier of that scale in Canada because the distances are longer, the population is smaller, the tax structure is very different and it would be a challenge for a low cost carrier to come here and replicate that. The GTAA doesn't see a growth in O & D traffic that would realize that kind of growth. When businesses are choosing markets, accessibility is in the top five. In Mississauga's economic development plan, there is a map that indicates where the Fortune 500 companies are located in Mississauga, which are across the road from Toronto Pearson or in T. Rizzuto-Willan's Mississauga neighbourhood of Meadowvale.

T. Rizzuto-Willan noted we often get these presentations that are discussing economics but wondered if a presentation could be made on the strategy and how it's going to impact noise and the environment. It's now important for the committee to take the 5-year plan and mitigate what is going to happen later on.

T. Lennox responded that the GTAA would be pleased to discuss these issues in a future presentation.

C. Fonseca suggested that, to ensure the message gets out to the community, using economic development, green plan and working with some of the other partners would also be beneficial.

3.2 Changes in Engine Technology and its Impacts on Air and Noise Emissions

R. McGill gave an overview on how aviation is governed and how environmental improvements are made. Aviation is handled by the International Civil Aviation Authority. Un-ICAO, International Civil Aviation Authority governs aviation, individual states generally adopt standards. The CAEP Committee on Aviation Environmental Protection addresses aircraft air and noise emissions, addresses GHGs – internationally. The UN-FCCC United Nation Framework Convention on Climate Change governs climate change, GHG reduction nationally.

The aviation industry is taking a balanced approach when looking at environmental improvements and the CENAC has its role.

- Technological approach
 - Operational efficiency
 - Infrastructure improvements
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- Economic measures

Over the past 40 years, aircraft have become 70 percent more fuel efficient. Traffic growth is 5% annually while CO2 growth is 3%. The 787 will use 20% less fuel per passenger than airplanes in the sky today. The 787 will have a noise footprint that is 60% smaller than competing airplanes.

The new high bypass engines can provide up to 16% percent lower fuel consumption and a 75 percent reduction in noise footprint and will be coming in by 2016.

The geared turbofan will offer around a 15-20% fuel improvement and 20dba noise reduction (400%) will be coming in by 2013.

The Open Rotor will offer 25-30% fuel improvements and will meet Chapter 3 requirements by 2020.

The Chapter 2 compliant aircraft completed their operational phase out in April 2002. Chapter 3 standards are more stringent and are now in effect. Chapter 4 standards apply to newly certified aircraft as of January 1, 2006. This improves on the existing Chapter 3 standards by a cumulative margin of 10 dba.

There was a noise study conducted years ago and 35 percent of the noise complaints came from 3 percent of our aircraft. The 3 percent of aircraft were the hush-kitted.

T. Lennox noted that doesn't mean that residents that are in the noise impacted areas are not still affected. Certain aircraft engines have a different pitch, that some people find can be irritating the high bypass engine can have a bit of a whine to it.

R. McGill stated the new turbo fan is geared and it will run slower, but it will not make the whine.

There is a focus to enhance technology reduce weight, friction, and increase engine efficiency, and reduce operational time and distance.

There is talk about using biofuels in aircraft, and there is approximately 80% reduction in CO2. In 2020, they are trying to get 15% of aircraft to use biofuels.

The Intergovernmental Panel on climate change estimates up to 18% of all aviation fuel is wasted as a result of inefficient infrastructure and operations.

NAV Canada estimated fuel cost savings and emissions reductions from 1996 – 2016 projected to be \$4.3 billion and 13.4 million tones of GHG emissions. Shortening flying times by a minute saves at least 100kg of CO2 per flight. By 2050, airlines committed to halving net emissions based on 2005 levels, and the early turn procedures.

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In infrastructure improvements, the GTAA established the 2020 GHG reduction policy where they are looking to reduce emissions by 20% by 2020. The GTAA have reduced electrical consumption by 7%, operate over 100 electric vehicles, monitor aircraft operations, CENAC and Noise Abatement procedures, continuous operational improvements, and land use – operating area.

In terms of economic measures, airlines have agreed to 1.5% efficiency improvement per year until 2020. They are capping emissions growth from aviation by 2020. They are halving net emissions based on 2005 levels by 2050.

T. Lennox noted the one thing to empathize, on noise technological solutions are going to take time. Increase in fuel savings is going to drive the changeover in technology far more than noise concerns.

T. Rizzuto-Willan inquired what the final impetus for ICAO to say Chapter 2 aircraft should cease operations.

T. Lennox responded that Chapter 2 aircraft are still in use in Africa, Latin America and Canada's Arctic. The phase out of Chapter 2 aircraft is very complex. The developing world especially in Africa and Latin American are saying they can't operate if they phase out Chapter 2 aircraft, a lot of African aircraft are still flying into Europe.

E. Tolton stated that Toronto Pearson is still obligated to allow Chapter 2 aircraft during daytime hours, primarily because First Air which services Canada's Arctic out of Ottawa occasionally needs to perform maintenance that can't be done in Ottawa. Toronto Pearson hasn't had a Chapter 2 at the airport for a year.

D. Thomas inquired if the two presentations were available for committee members.

T. Lennox responded in the affirmative.

G. Stewart stated that he had a concern that biofuels have an impact on food costs.

T. Lennox noted a lot more research is being conducted on biofuels as it is a relatively new alternative fuel source for aircraft.

4.0 Correspondence Items

CENAC E-mails.

Members were given the list received by the CENAC e-mail address.

5.0 Update from Committee Members

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No updates at this time.

6.0 Public Comments

T. Lennox noted that the committee was made aware at our last meeting that letters were sent by Mr. Russell and other members from Lawrence Park to the Minister of Transport. Mr. Russell hasn't received a response, and neither have we. Once a response is tabled, a full discussion will be held.

R. Boehnke noted that he appreciated the presentation on the Strategic plan, but was concerned about additional planes at Toronto Pearson in the future even though they may be quieter. This may be the opportunity to do a Health study on the impact of noise.

T. Rizzuto-Willan responded that we have had a couple of noise studies in the past. Ms. Rizzuto-Willan found one in her office recently from Dr. Sheela Basrur which was very thorough from the City of Toronto and offered to bring in a copy.

R. Boehnke noted that he had a copy of the report, and the report appears on the City of Toronto website.

T. Lennox noted the GTAA will check to see what current health studies are available.

Mr. Boehnke also noted he had walked on the Etobicoke trail was very impressed with the trail. Immediately north of 401 as you follow the trail, there were very beautiful trees, and it looks like someone had chopped off the tops of the trees off.

R. McGill noted the GTAA had made the arrangements because of airport zoning. To meet the rules and regulations, we had to bring in an arborist in to take the tops off.

T. Lennox advised the GTAA work in a very wide area that extends quite a distance from the airport in conjunction with NAV Canada to identify areas these intrusions.

R. Boehnke noted that the GTAA should not use a decrease in noise complaints a measure of community acceptance.

T. Lennox stated that a re-invigorated community outreach is one thing the GTAA is looking at people to assist us with this. And we talk about community we're talking about the communities that are mostly affected by the airport, working with ratepayers association and local councillors. The GTAA is also upgrading the website.

G. Russell had an inquiry regarding the Greening Initiative Article published in the

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Toronto Star on Friday November 12, 2010. T. Lennox was quoted in saying that the GTAA was interested in continuous descent in green landings for future improvements. In Mr. Russell's years of attending the CENAC meetings he has never heard this issue discussed.

T. Lennox stated that continuous descent is something the GTAA would like to bring in with Nav Canada. It brings a number of challenges that are unable to be addressed yet. It would work well for the air carriers, it saves fuel, and some noise reduction, but the airspace around Toronto makes it very complex, and we could discuss it another time. It is not within the airport authority's ability to force continuous descent.

G. Russell noted when he asked this question before about continuous descent with noise reduction benefits. Someone from the committee had said the geographic location or tract below 10,000 feet would not change drastically.

T. Lennox stated the actual flight track for the downwind leg, the turn and the alignment with the runway would not change. The continuous descent is the nature of the approach that is bringing the aircraft into the airspace as opposed to stepping down to the same approach.

G. Russell inquired if the committee could see some timely updates of airspace redesign, such as the performance space navigation. Mr. Russell thought it would be interesting to see the airspace redesign work with the connecting flight traffic that Toronto Pearson is looking at.

T. Lennox stated airspace redesign is information the GTAA will discuss with the committee. Airspace redesign is done with respect to safety and capacity. There will not likely be any significant changes to approach and departure procedures in the immediate vicinity of Toronto Pearson.

Adjournment

The next CENAC meeting is scheduled for April 6, 2011.

For additional information, please contact Kim Stefanazzi at (416) 776-3941.

Copies: All invitees listed in Attendees and Regrets sections above.