



Minutes

- Date:** April 6, 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
 David Thomas, Alternate for City of Brampton Councillor John Sprovieri
 Vincent Crisanti, City of Toronto Councillor
- Regrets:** Richard Poersch, City of Brampton Resident
- Technical Members:** GTAA: Randy McGill, Diana Dolezal, Russ Cruickshank, , Eileen Waechter,
 Jody Hodgkinson, Allison Barrett, Fran Donaldson, Cynthia Woods, Lokesh Hindocha, NAV Canada: Sam Ghobrial
 Karen Crouse, City of Mississauga
- Secretariat:** K. Stefanazzi
- Also Present:** R. Boehnke, Toronto Resident
- Attachments:** CENAC Information Update, April 6, 2011
- Next meeting:** June 1, 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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T. Lennox noted Mississauga’s committee appointments were recently announced. M. Prentice has been appointed as a citizen member representing Ward 3, T. Rizzuto-Willan has been appointed for another citizen term representing Ward 11 and G. Stewart will again represent Ward 1. T. Lennox offered congratulations on behalf of the committee.

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1.2	<i>Review and approval of Agenda</i>
1.2.1	B. Green moved approval of the agenda and T. Rizzuto-Willan seconded. Approved
1.3	<i>Review and approval of November 10, 2010 and January 26, 2011 Meeting Minutes</i>
1.3.1	<p>T. Lennox noted there were two sets of minutes to be approved at today's meeting. There were comments on the November 10, 2010 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), and it was clarified that this was not a new request, but simply rephrasing a request that was made in June.</p> <p>G. Stewart mentioned the issue he had raised regarding the Ministry of Environment (MOE) noise standards: He felt his concerns were not accurately reflected in the minutes. The minutes now reflect that the committee will be looking to review the decibel level issue.</p> <p>P. Clarke moved approval of the November 10, 2010 Minutes, and T. Rizzuto-Willan seconded. Approved.</p> <p>C. Fonseca moved approval of the January 26, 2011 Minutes, and B. Green seconded. Approved.</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>G. Stewart inquired if the committee could look at more than one location, as he would like to see how the readings compare to the MOE statistics.</p> <p>T. Rizzuto-Willan stated that the last time the committee had a noise monitoring tour, the GTAA visited three locations.</p> <p>T. Lennox responded that several locations can be visited to see how noise monitoring is done. Mr. Lennox also advised that D. Dolezal will make arrangements for a tour.</p> <p>T. Rizzuto-Willan recommended a working group meet to discuss the CENAC's mandate, objectives and the direction that the committee wants to take. The GTAA is hiring a Manager of Community Engagement and that new manager will assist in that endeavour.</p>
1.4.2	<i>Matters Arising from Previous Meeting January 26, 2011</i>

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1.4.3	<p>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. Diana Dolezal will be providing a presentation on this matter.</p> <p>T. Rizzuto-Willan requested a future presentation on how the GTAA's new strategy will impact noise and the environment. T. Lennox agreed the GTAA would provide a future presentation.</p> <p>R. Boehnke requested a study on the impact of noise on health. T. Lennox noted that the GTAA will look into what health studies have already been done and are available before starting a new study.</p> <p>D. Thomas requested copies of the New Strategic Direction and the Changes in Engine Technology presentations. [Presentations were e-mailed to committee members.]</p>
1.4.4	<p>Night Flight Restriction Program - Presentation</p> <p>Diana Dolezal noted members were given a copy of the most recent directive with respect to the Night Flight Restriction Program (NFRP) – Winter 2010 and Summer – 2011. The Night Flight Restriction Program was revised slightly back in November 2009. Transport Canada has imposed limits on the total number of restricted hour flights at Toronto Pearson, calculated annually. The GTAA is required to manage and maintain the number of operations during the restricted hours (00:30 to 6:29 local) within this allowable limit. The Night Flight budget for 2011 (November 2, 2010 to October 31, 2011) is 13,207 operations which includes all operations during the restricted hours including police, medevac, violations and weather diversions.</p> <p>The Night Flight Restriction Program is an administrative tool that allows the GTAA to manage the number of flights operating during the restricted hours. It is based on permission to operate. Operators planning to arrive or depart within the restricted hours must have permission from the GTAA, either by a pre-planned/scheduled exemption, an operating extension on the day of operation, or a General Aviation (GA) night flight approval. No Chapter 2 aircraft operations will be permitted to operate within these hours.</p> <p>GTAA Slot and Facility Allocations department processes airline scheduling requests for operating during the restricted hours. Approval may be granted if the annual night-time operations capacity will not be exceeded. Operations that are approved as exemptions are pre-allocated in the Night Flight Budget which means that delays to these flights do not have to be re-approved when they delay on a given night.</p> <p>Aircraft operations scheduled within normal airport hours (06:30 to 00:29L)</p>

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experiencing delays on the day of operation may request an operating extension. All requests for extensions require thorough justification and may be granted on the day of operation only for delays caused by weather, mechanical, security, or Air Traffic Control problems. Operating extension approvals are limited and some flights have indeed been denied.

A limited number of night time operations of Toronto Pearson based GA operators are permitted within the framework of the NFRP. Priority is given to requests for arrivals, but considerations for departures will be given on a per case basis.

Medevac/Air Ambulance operations of any priority are permitted during the restricted hours.

All aircraft operations are monitored for compliance with night flight restrictions, preferential runway use and noise abatement procedures.

One change that was introduced with respect to the revised Night Flight Restriction program addresses an operator operating during the restricted hours without approval from the GTAA. They may be subject to a monetary penalty equivalent to sixteen times the landing fees (based on Maximum Take-Off Weight) in addition to enforcement action by Transport Canada. Changes introduced in November 2009 streamlined the process by which the GTAA managed the NFRP without increasing the number of operations allowed within the Night Flight Budget: Once approval to operate is obtained no further re-approval is required. These changes to the NFRP align with GTAA corporate goals to improve operations during the restricted hours. As a result, there is greater compliance with the NFRP and a reduction in the number of Enforcement Investigations.

Another change the GTAA has made is internal. The air carriers now call to request an extension through the apron management unit (AMU).

T. Lennox noted the point about air carriers already having extensions doesn't increase the amount of operations during the restricted hours, it just decreases the amount of phone calls.

G. Stewart inquired if an aircraft would be allowed to land at Toronto Pearson in the event of severe weather if it was originally destined for Hamilton or Billy Bishop Island Airport. T. Lennox responded that was the case and added that Toronto Pearson is the alternate airport, however the operation would still count against the night flight budget.

T. Rizzuto-Willan inquired if flights affected by weather are flights you cannot prevent. D. Dolezal noted they are referred to as weather alternates.

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	<p>T. Rizzuto-Willan inquired if the penalties involved were on a sliding scale. T. Lennox responded the penalties are calculated on the basis of the weight of the aircraft times sixteen.</p> <p>T. Rizzuto-Willan inquired if she could get an example of sixteen times a landing fee for a typical aircraft. D. Dolezal responded that the noise office will provide examples.</p>
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	Noise Complaints
	<p>T. Lennox noted on the CENAC Update the Noise complaint callers in January and February are 110 from 34 callers, and that is down by 275 complaints from the same period last year. There were 25 enforcement investigations in 2010, and they have increased to 86 in 2011 for the same period of time, and inquired of GTAA staff what had occurred and to report back to the Committee.</p> <p>D. Dolezal stated, as recently as November 2010, the GTAA changed who would handle rules and responsibilities and approve the daily night flights. The Apron Management unit was given this task. As there is a learning curve, the Noise Office is working closely with the AMU to ensure all the coding is done correctly. This doesn't necessarily mean there are additional night violations, only that there is an increase in investigations based on an internal process and maybe a training issue.</p> <p>T. Lennox would like to know how many investigations were referred to Transport Canada.</p> <p>D. Dolezal will respond at a future meeting.</p> <p>C. Fonseca inquired about maintenance power-runups. D. Dolezal explained that maintenance power-runups are routine regulatory aircraft engine maintenance tests that are conducted throughout the day, but in some cases they are done at night. There are specific locations on the airfield to conduct these tests in the evening to ensure the noise doesn't propagate to the residential communities close to the airport.</p> <p>T. Lennox stated that the GTAA is launching a new website at the end of May, and some of the CENAC members assisted with the development of this new website. The GTAA is now seeking volunteers to participate in a usability study, and a script, template and access to the website. Members interested in providing feedback were</p>

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asked to contact K. Stefanazzi.

COPA Airlines will begin operations at Toronto Pearson on June 16th from Panama City Panama. Virgin America and LAN Chile have ceased operations at Toronto Pearson however traffic remains robust. For the first time, international traffic alone now exceeds domestic traffic.

B. Green inquired if the GTAA is still working on implementing new software like Web Trak which plots the flights in and out of Toronto Pearson.

D. Dolezal reported that the Noise Office is still in the process of upgrading their internal software and that Web Trak is an option being reviewed.

3.0 Discussion Items

3.1 Toronto Pearson Airside Construction Program - 2011

Lokesh Hindocha noted that construction and maintenance of the airfield ensures that operational safety is maintained at all times and conforms with legislation regarding aviation in Canada. The majority of work is carried out during the summer months. He then provided a summary of runway availability for the coming construction season:

- May: Runway 33L/15R and 05/23 will be unavailable due to rehabilitation work on that runway intersection.
- June: Runway 33R/15L will be unavailable due to heating system upgrades. Rehabilitation work on Runway 06L-24R.
- July: Runway 33R/15L will be unavailable due to heating system upgrades. Rehabilitation work for Runway 06L-24R.
- Aug. Runway 05/23 will be unavailable (first week).
- Sept. Runway 33R/15L and 06R/24L will be unavailable due to rehabilitation work.
- Oct. Runway 15R/33L and 06R/24L will be unavailable due to rehabilitation work.

The dates and times can change subject to weather and unforeseen circumstances.

On June 18, 2011 the GTAA has its annual Runway Run, which is a runway closure, but it will not impact on noise.

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T. Rizzuto-Willan asked if there are invitations to the Runway Run.

R. Cruickshank noted that it is posted on the GTAA website, and that members can register to run.

This summer's construction season is much more active than 2010. Runways 06L-24R and 06R-24L will see a higher amount of traffic due to unavailability of Runway 05-23. Runway 33L/15R will also see increased activity due to the closure of Runway 33R-15L. Construction is a dynamic process and variations to the current plan are more than likely; updates will be posted on GTAA.com as firm dates become available.

T. Rizzuto-Willan inquired when the final program will be posted on the website.

L. Hindocha responded that they will post information on an interval basis, as some information may change because of weather etc.

T. Rizzuto-Willan stated that it may be valuable for Councillor Fonseca to receive some of this information so she can advise her constituent regarding additional noise. T. Lennox responded the GTAA will contact Councillor Fonseca and other councillors regarding the general construction program to advise about the upcoming program.

L. Perlman inquired how Councillor Fonseca and committee members find this information. T. Lennox reported that GTAA will provide the information via e-mail.

G. Stewart inquired what the total hours have been scheduled for this job, and requested a copy of the initial slide with the monthly schedule outlining the jobs that are to be done.

T. Lennox agreed that the GTAA can forward the presentation to the members.

T. Lennox noted that the GTAA monitors contractors very well in response to a discussion about scheduling of work versus actual accomplishments.

L. Perlman suggested regular updates would be very much appreciated.

T. Lennox stated noise is created on the opposite runway from the runway that is closed. The GTAA is trying to keep the schedule at certain times of the day so that capacity is maintained, but also noise impact is minimized.

C. Fonseca noted monthly updates would be appreciated because the information could be sent out from her website or as an e-blast.

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3.2	Earth Hour
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Allison Barrett, Manager Air Quality and Meteorology noted Earth Hour at Toronto Pearson was held on Saturday March 26, 2010 from 8:30 p.m. to 9:30 p.m. Earth Hour began in 2007 in Sydney, Australia, and as of 2010, 128 countries participated. It has become a symbol for people to show support for climate change initiatives. For one hour, people everywhere are encouraged to turn off the lights and reduce electricity use. Toronto Pearson started participating in 2008, and was the first airport in North America to participate.

Earth Hour is an opportunity to see what is going to work for the GTAA over a longer term, and some things that the GTAA have tried in past Earth Hours have been applied permanently.

The GTAA's Energy Reductions are:

- 2008 – 10.5%
- 2009 – 10%
- 2010 - 6.4%
- 2011 - 7%

GTAA had the best annual results at the beginning of the Earth Hour concept because some things became permanent and hence could not improve further.

- Reduced lighting load between midnight and 0430.
- Reduced lighting in service corridors at night.
- Unused facilities are "mothballed" (Infield Terminal, T3 Satellite, T1 Satellite) – minimal HVAC and lighting.
- Architectural lighting.

T. Rizzuto-Willan noted there has been a lot of negative discussion about this year's Earth Hour worldwide as it costs industries more in energy just implementing these measures. A. Barrett noted the Energy Management group always looks forward to participating in Earth Hour because they can look for different ways to reduce the GTAA's energy use.

T. Lennox noted, as an example, that making adjustments to the speed of the escalators, elevators and inter-terminal train, or operating less hours has allowed a lot of these moving devices to be scheduled to reduce the amount of power.

T. Lennox also reminded everyone not to confuse the work the GTAA does to reduce

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	<p>our emissions, and our energy conservation measures, with those of the air carriers.</p> <p>L. Perlman inquired if the committee will be looking at the Terms of Reference. T. Lennox responded when the GTAA hires the new Manager of Community Engagement, he/she will review this process.</p>
4.0	Correspondence Items
	<p>CENAC E-mails.</p> <p>Members were given the list received by the CENAC e-mail address.</p>
5.0	Update from Committee Members
	<p>No updates at this time.</p>
6.0	Public Comments
	<p>R. Boehnke agreed that it is necessary to schedule construction. Mr. Boehnke also mentioned to members of the beauty of the Etobicoke Trail, and the fifteen deer that he has observed on his walks, as well as a coyote.</p> <p>T. Lennox noted that the GTAA has not heard from the Transport Minister regarding Mr. Russell's response however the GTAA continue to hear from Mr. Russell on a number of points. [Subsequent to this meeting, Mr. Russell provided Mr. Lennox with a copy of a letter he received from the Minister of Transport, and this was forwarded to committee members by e-mail.]</p> <p>T. Rizzuto-Willan asked if the Community Engagement Manager would be sitting on this committee.</p> <p>T. Lennox replied in the affirmative and added that this person will be advising further community engagement with this committee.</p> <p>T. Rizzuto-Willan inquired who is the second Councillor from Mississauga as usually there are two on CENAC.</p> <p>T. Lennox noted E. Adams has taken a leave and we have not been advised of a replacement.</p> <p>C. Fonseca reminded that following the federal election the committee can find out what is taking place in that regard.</p> <p>G. Stewart inquired about the new GTAA website.</p>

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T. Lennox responded that the GTAA is completing the redevelopment of the website. The project is being broken down into different phases. The first phase is a complete redesign that is primarily oriented towards the passenger. That site will go live at the end of May. There will also be an employee site, a community site and a mobile site. The community site will improve the way the GTAA interacts with respect to noise issues.

T. Rizzuto-Willan inquired if there could be an update from Partners in Project Green.

T. Lennox noted that C. Rickett is invited to the Annual Public meeting, and there is information on Partners in Project Green in the Annual Report which the GTAA can distribute to members.

Adjournment

The next CENAC meeting is scheduled for June 1, 2011

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