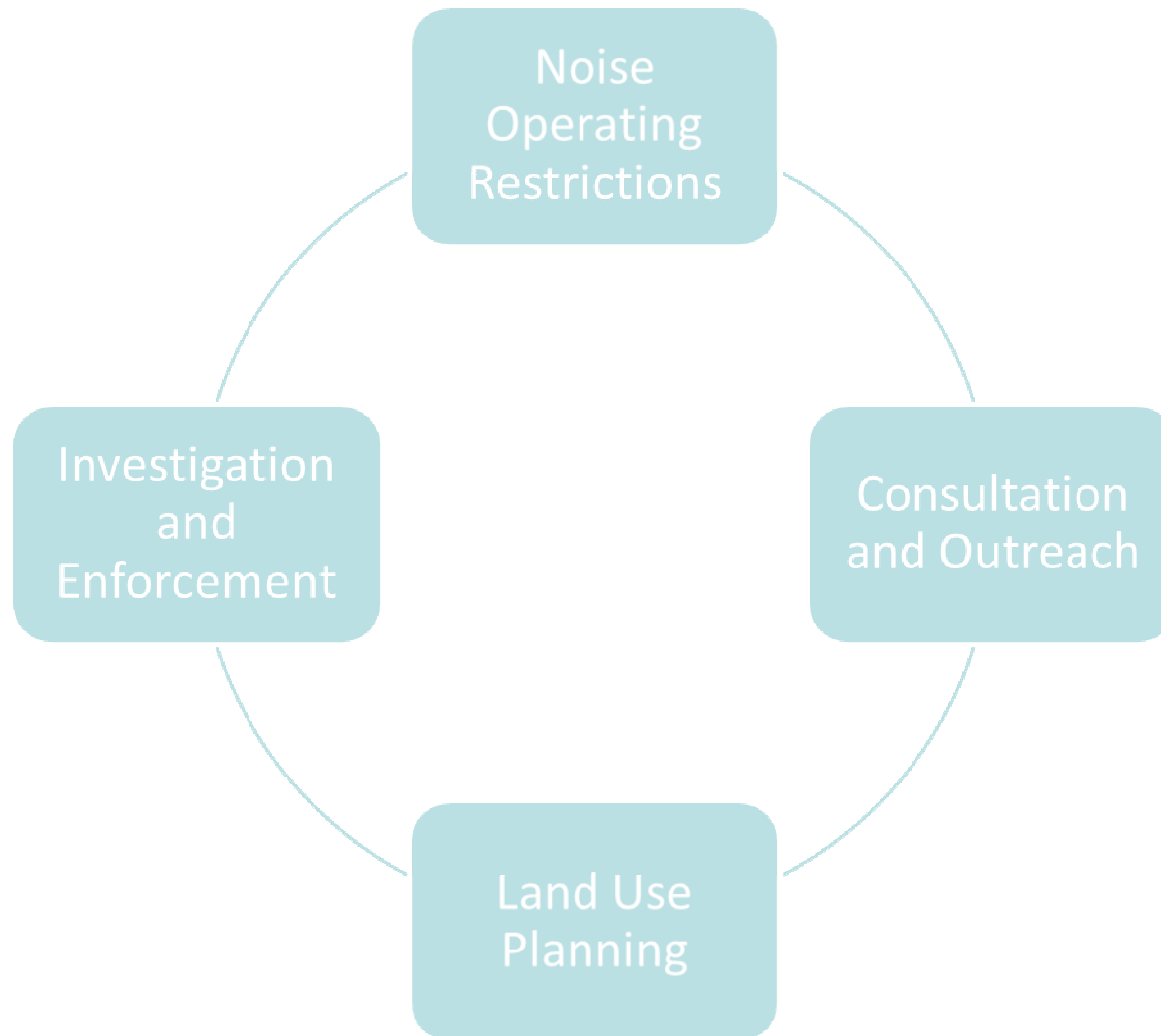# GTAA Noise Management Program Review

# Noise Management Program - Mandate

The purpose of Toronto Pearson's Noise Management Program is to mitigate the noise impacts of its operations on neighbouring communities, while operating the airport in a safe, secure, financially viable and efficient manner for the general benefit of the public.

## Objective

1. Overview of current Noise Management Program

2. 5 Year Noise Management Action Plan – why have one, and what should it consistent of

3. Review of draft framework for the GTAA's 2013-2017 Noise Management Action Plan

4. CENAC's role and next steps

# Components - Noise Management Program



Noise Operating Restrictions

Consultation and Outreach

Land Use Planning

Investigation and Enforcement

# Components - Noise Management Program

**Noise Operating Restrictions**

- Night Flight Restriction Program
- Engine Run-Up Restrictions
- Preferential Runway Assignment
- Noise Abatement Procedures
- Aircraft operating restrictions

**Land Use Planning**

- Noise Exposure Forecast
- Airport Operating Area

**Consultation and Community/Stakeholder Outreach**

- Noise Management Office
- CENAC
- Technical Noise Committee
- Community Outreach & Education
- Publications and TorontoPearson.com/community

**Investigations and Enforcement**

# Developing a 5 year Action Plan

# Why undertake a Noise Management Action Plan?

Toronto Pearson has a corporate mandate to serve the aviation needs of Southern Ontario and Canada. This inevitable growth, has consequences for our adjacent communities.

A 5-Year Noise Management Action Plan will:

- Set a roadmap for 2013-2017
- Review and validate current noise program components
- Make recommendations for improvements/updates to the current program
- Introduce new measures that will continue the GTAA's commitment to a pro-active approach to managing noise impacts
- Increase transparency and accountability by setting clear objectives, tactics and evaluations of each initiative
- Guide the work of the Noise Office, Community Engagement, aviation partners and CENAC

# Best practice suggests…

**Successful Noise Management Programs are considered those that include the following components**:

1. *Land Use Planning* – maintain compatible land use (as locally defined)

2. *Ground Operations* – manage ground operations to minimize operational noise to the extent possible

3. *Flight Procedures* – optimize terminal area flight procedures to minimize impact

4. *Monitoring and Flight Tracking* – maintain up-to-date noise monitoring and flight tracking systems that provide an accurate history of noise events

5. *Community Outreach & Education* – continuously communicate information to all stakeholders that both responds to and manages public expectations

# Recommended Initiatives

- We have drafted a framework of recommended initiatives
- Initiatives have been identified through:
  - Feedback from area residents
  - Issues arising at meetings of the CENAC and Technical Noise Committee
  - GTAA regular operations, priorities and procedures
  - Trends and issues identified by Noise Management team
  - Industry best practices
  - Transport Canada and obligations in Airport's Ground Lease

# Five Year Noise Management Action Plan
# Recommended Initiatives

# Introduction

- For each component of the Draft Noise Management Program Action Plan, we've:
  – Identified initiatives that would be undertaken for review
  – Suggested the approach we recommend for communication and CENAC/community/stakeholder engagement

- Key Questions for CENAC:

1. As we review these initiatives, are there others that you believe should be added or removed from the Action Plan?
2. Do you agree with the suggested communication and outreach recommendations?

# Land Use Planning

**Objectives:**

- Maintain compatible land use (as locally defined)

**Initiatives for discussion/review/presentation:**

- Noise Exposure Forecast
- Airport Operating Area

**Approach:**

- CENAC/public workshops on these tools, their background, how they are used, reporting on them going forward
- Consultation with external/industry stakeholders (e.g. municipalities, as necessary)
- Web updates, feedback loops

# Ground Operations

**Objectives:**

- Manage ground operations to minimize operational noise to the extent possible

**Initiatives for discussion/review/presentation:**

- Annual review run-up procedures
- Standardization of enforcement audits

**Approach:**

- Internal working groups to examine initiatives and identify opportunities to enhance process
- Consultation with external/industry stakeholders (e.g. NavCan, airlines, etc.)
- Ensure transparency in communications of current programs through CENAC/public workshops, web updates, feedback loops

# Flight Procedures

**Objectives:**

- Optimize flight procedures to minimize impact

**Initiatives for discussion/review/presentation:**

- Preferential Runway System
- Noise Abatement Procedures
- Nighttime Standard Instrument Departures
- RNAV, Continuous Descent Arrivals
- Aircraft Technology and Fleet Mix
- Standardization of Enforcement and Auditing Procedures (eg benchmark and consultation criteria around trials for potential new procedures)

**Approach**

- Internal working groups to examine initiatives and identify opportunities to enhance current program
- Consultation with external/industry stakeholders (e.g. airlines, NavCan, etc.)
- Ensure transparency in communications of current programs through CENAC/public workshops, web updates, feedback loops

# Monitoring and Flight Tracking

**Objectives:**

- Maintain up-to-date noise monitoring and flight tracking systems that provide an accurate history of noise events

**Initiatives for discussion/review/presentation:**

- System tool upgrades (e.g. noise monitors)
- Implementation of new in-house noise system – ANOMS
- Implementation of public Flight Tracking System -WebTraks
- Noise Inquiry procedure update
- 10 Nautical Miles Assessment
- Standardization of tracking and reporting
- Standardization of Enforcement and Auditing Procedures (eg assessment of nighttime violations)

**Approach**

- Engage with CENAC and community to build familiarization of the new system, set criteria for tracking and reports, set criteria for noise inquiry trend analysis
- Consultation with external/industry stakeholders (e.g. TC, airlines, NavCan, etc.)
- Ensure transparency in communications of current programs through CENAC/public workshops, web updates, feedback loops

# Community Outreach & Education

**Objectives:**

- Continuously communicate information to all stakeholders that both responds to and manages public expectations

**Initiatives for discussion/review/presentation:**

- Clarify roles and responsibilities and objectives of GTAA, NAV Canada, TC, Noise Office, Community Programs, CENAC
- Develop Noise 101 Communications Toolkit
- Update and enhance Noise Program Web Portal
- Review strategy for community outreach and education

**Approach**

- Regular development of communications tools for CENAC review and input
- Roll out of community outreach and education strategy

**The Role of CENAC & Community Outreach**

## Next Steps

- Use each component of the Noise Management Action Plan as a topic for future CENAC meeting
- In the meeting we will review in detail:
  - Objectives of each initiative
  - Roadmap/workplan for achieving the objective
  - Update on work progress to date
  - Discussion about the evaluation
  - Discussion about the broader community engagement strategy

# CENAC

We are looking for CENAC's involvement in the following ways:

- **Validate –** Are there initiatives that you feel should be added or removed from the Action Plan?
- **Accountability** – We will be reporting on the progress of initiatives at CENAC meetings – are we meeting the objectives?
- **Involvement –** Many of the initiatives require consultation with others (communities, industry, government, etc.). We will be looking to CENAC for feedback, advice and engagement
- **Identify –** Help identify issues or themes that emerge that should be addressed as future initiatives

# Thank you

**GTAA**

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