



Minutes

- Date:** December 7, 2011 at 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
Chris Fonseca, City of Mississauga Councillor
Tina Rizzuto-Willan, City of Mississauga Resident
Maja Prentice, City of Mississauga Resident
Johan Cornelis Van 'T Hof, City of Toronto Resident
Sheldon Rokin, City of Toronto Resident
Gordon Stewart, City of Mississauga Resident
- Regrets:** Vincent Crisanti, City of Toronto Councillor
Charles Gonsalves, City of Brampton Resident
David Thomas, Alternate for City of Brampton Councillor John Sprovieri
- Technical Members:** GTAA: Diana Dolezal, Wil MacMillan, Russ Cruickshank, Robyn Connelly, Lorrie McKee, John Sharp, Jody Hodgkinson, Allison Barrett, Derek Gray, Fran Donaldson, Kathy Bochan, Cynthia Woods, Lokesh Hindocha, Todd McConnell; NAV Canada: Sam Ghobrial; Transport Canada: Clifford Frank, Robbi Jordan; FedEx: Kevin Ackroyd; City of Mississauga: Karen Crouse; Pilot Community: Brian Harkness
- Secretariat:** K. Stefanazzi
- Also Present:** R. Boehnke, Toronto Resident, Mr. & Mrs. E. Madden, Mississauga Residents
M. Hlibchuck, Toronto Resident
T. Collings, Mississauga Resident, G.Crymble, Mississauga Resident
S. Kapur, Mississauga Resident, M. Barras, Mississauga Resident
- Attachments:** CENAC Information Update, December 7, 2011
- Next meeting:** February 1, 2012 – 4:00 p.m.

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1.0	Preliminary Items
1.1	<i>Welcome and Roll Call conducted by R. Cruickshank</i>
1.2	<i>Review and approval of Agenda</i>
	S. Rokin requested to defer Item 5.0 (Discussion of the 10 Nautical Mile Radius Area of Responsibility) to allow additional time for the Night Flight Outreach discussion. Item was

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	deferred.
1.2.1	<ul style="list-style-type: none">• T. Rizzuto-Willan approved agenda and B. Green seconded.
1.3	<i>Review and approval of previous Meeting Minutes – September 21, 2011</i>
1.3.1	<ul style="list-style-type: none">• M. Prentice requested an update on the Downsview Air and Space Museum.• M. Prentice approved minutes and T. Rizzuto-Willan seconded.
1.3.2	<ul style="list-style-type: none">• T. Lennox welcomed new Toronto resident members Sheldon Rokin and Johan Cornelis Van 'T Hof. It was noted that both members recently participated in the October 12, 2011 Night Flights Workshop.
1.4.0	<i>Matters Arising From Previous Meeting - September 21, 2011</i>
1.4.1	<ul style="list-style-type: none">• There were two recommendations made to have sessions on 'Airport Operations' and an 'Airport 101'.<ul style="list-style-type: none">○ The Community Engagement team is working to incorporate these suggestions into the broader Toronto Pearson Community Engagement Program, and will be exploring tools and programs to improve communication with our neighbours, and to have a more informative and interactive website.
1.4.2	<ul style="list-style-type: none">• G. Stewart requested a breakdown of Night Flight Extensions.<ul style="list-style-type: none">○ This information was subsequently provided to the CENAC members by e-mail. The statistics from 2010 and 2011 break down into several categories such as mechanical, weather, emergencies, and air traffic control delays.
1.4.3	<ul style="list-style-type: none">• M. Prentice recommended that the GTAA respond to M. Hlibchuck's outstanding queries in an email and copy CENAC members.<ul style="list-style-type: none">○ T. Lennox reported that a response had been sent to Mr. Hlibchuck and CENAC members were copied.
1.4.5	<ul style="list-style-type: none">• Councillor Fonseca inquired if GTAA could provide information on how many flights have been denied operations at Toronto Pearson.<ul style="list-style-type: none">○ There are two primary categories of night flights: exemptions and extensions.○ Exemptions are operations that are approved months in advance to operate during the restricted hours. These exemptions are usually allotted during winter and summer scheduling seasons and account for approximately 80 per cent of the night flight budget.○ In 2011, approximately 1,000 exemptions were denied because they could not be accommodated during the night restricted hours. These represent some of the pent-up demand for night flights.○ The GTAA also reserves approximately 20 per cent of the budgeted flights to allow for situations outside of our control, such as: weather delays, mechanical delays, Medevac flights, or military and police operations. These

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	<p>are called “day-of extensions”, or “uncontrollables”.</p> <ul style="list-style-type: none">○ Extensions are not often denied, though airlines are required to receive approval from the GTAA. The type of “day-of extension” which were recently denied are usually General Aviation operators that aren’t Toronto based. <ul style="list-style-type: none">● C. Fonseca asked how the penalty policy applies.<ul style="list-style-type: none">○ T. Lennox indicated the penalty policy was developed at Toronto Pearson many years ago when the night time budget was new.○ The fine (or penalty) is 16 times the landing fee and only applies to operations that were flying into Toronto Pearson without a pre-approved exemption, or an approved and validated day-of extension.○ Through the work of the Noise Office to proactively educate operators about our noise abatement procedures, and the issuance of advisories, no penalties have had to be handed out so far.● T. Rizzuto-Willan also brought up that if a violation is suspected, the process is begun by the Noise Office, and then Transport Canada levies the fine (if warranted)<ul style="list-style-type: none">○ D. Dolezal reminded all that, on a daily basis, the Noise Office reviews all flights that operate during the restricted hours, ensuring each flight had permission to operate with either an extension or an exemption.○ The names of offending airlines/corporations, along with a summary of their offences and the resulting sanctions, can be found on the Transport Canada website.○ CENAC played a leadership role in encouraging Transport Canada to publish the names.● M. Prentice noted that, many years ago, the fines issued by Transport Canada were much lower than they are today. <hr/>
1.4.6	<ul style="list-style-type: none">● Update on the Air and Space Museum at Downsview Airport<ul style="list-style-type: none">○ T. Lennox reported that the Air and Space Museum was in negotiations about their arrangements and would contact the GTAA if they felt it was necessary.○ He also noted that the museum cannot simply be relocated to Toronto Pearson, but that we would certainly pursue relocating some of the artifacts if they did end up closing completely. <hr/>
1.4.7	<ul style="list-style-type: none">● T. Rizzuto-Willan inquired what happens when one calls the noise office.<ul style="list-style-type: none">○ T. Lennox noted a process chart is currently in development. <hr/>
1.5	<p>Toronto Pearson Airside Construction Program – 2011 - Update</p> <ul style="list-style-type: none">● The program is now complete for 2011. <hr/>
2.0	Regular Items

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2.1 Committee Information Update (handout was reviewed briefly)

- M. Prentice noted that there were more complaints related to arrivals than departures: in the past complaints tended to be related to departures.
 - T. Lennox reported that complaints are very situational and can change (for example, the recent decrease of noise complaints in Mississauga).
 - Traditionally departure complaints have been higher than arrival complaints. However the downwind leg turn procedure has affected neighbourhoods such as Lawrence Park east of downtown Toronto, which may account for the increase in complaints.
- T. Rizzuto-Willan questioned the status of the early turns as a trial, recalling that W. MacMillan had given a presentation on the early turn procedure that had indicated that it was essentially no longer a trial.
 - W. MacMillan responded that on the east-west runways early turns are a permanent procedure while on the north-south runways early-turns remain a trial.
- C. Fonseca asked if there was a more detailed way to break down the calls in the Mississauga neighbourhoods. She has recently received complaints from areas that are not typical Mississauga locations.
 - T. Lennox replied that we could provide that additional detail.
 - W. MacMillan indicated that there have been times where the Noise Office has provided a map to show the location plots. C. Fonseca responded that this would be helpful for reference.

3.0 Discussion Items

3.1 Night Flight Outreach – Update and Discussions

PRESENTATION

- The GTAA made a formal presentation to the committee on the status of the Night Flight Outreach that was undertaken to address capacity challenges. The presentation included an overview of the proposal and a summary of themes that came up in the public comments as well as the GTAA's responses to these questions and concerns.
- Please see the attached for the full presentation.

DISCUSSION

- M. Prentice noted that many residents are confused about what Toronto Pearson is asking for in a percentage increase, and how that compares to the increase in numbers of passengers. Some people do not realize that, as per the ground lease, Toronto Pearson automatically gets an increase based on annual passenger growth.
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She also commented that sometimes people felt they weren't getting the full story.

- R. Connelly responded that the GTAA website has had 800 page views where the average time spent on the website, per page, was two minutes. Typically, webpage views average 20 seconds. This suggests that those who visited the site were taking the time to review and learn from the information.
- T. Rizzuto-Willan inquired why print advertising or road signs were not used to promote the Community Open Houses.
 - R. Connelly responded that past experience proves that elected officials, neighbours, and word-of-mouth are the best tools to spread the word.
 - However, as a number of people raised concerns at the outreach sessions about the lack of print media, that is a lesson for going forward.

- S. Rokin noted that, as a new member of CENAC, he did not initially fully understand the significance of what was being proposed in the new Night Flight Budget proposal until he read the GTAA Annual Report from 2010, and compared the operations of other airports.
 - Mr. Rokin emailed a summary of his findings to all CENAC members prior to the meeting and also read those out during the meeting.
 - Please see attached for the summary in full.
 - His document was submitted as part of the Transport Canada submission
- J. Van 'T Hof commented that all airports in Canada are under a 60-year lease, and are non-profit authorities, and they all have to set their rates and charges with respect to recovering their capital. This is not about profit but about better utilization.
- J. Van 'T Hof noted his residence is located at Yonge Street and the 401. Given the ambient noise from the vehicles on the 401, he wondered what the threshold was when planes actually become the dominant noise event over the ambient noise.
 - T. Rizzuto-Willan commented that some noise monitoring had been undertaken in Mr. Rokin's neighbourhood at Yonge and Lawrence. The monitoring indicated that the ambient noise in the neighbourhood was dominant noise factor, largely due to the nearby hospital.
- J. Van 'T Hof inquired what the economic impact would be if Toronto Pearson did not operate at night.
 - T. Lennox noted that 38,000 people work directly at Toronto Pearson within the fence line. And there are an additional 185,000 jobs directly dependant upon the airport operating. As an example, one additional daily flight supports about 100 direct, indirect and induced jobs.
 - With the changing nature of Toronto's population and diversity it's no longer simply an economic analysis. We have a large population that requires

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looking at increasing connections.

- B. Green inquired how the additional Night Flights will be reflected in the Noise Exposure Forecast (NEF) contours.
 - T. Lennox clarified that the NEF is a land-use planning tool created by the federal government that measures the level of noise annoyance.
 - M. Nowicki responded that GTAA staff assessed the impact and concluded that the additional night flights, in the context of overall activity, would not have a significant impact on the NEF contours.
 - B. Green disagreed and felt that due to the relative weighting they would have an impact.
 - It was noted that Toronto Pearson's noise footprint is smaller today than at the date the GTAA took over operations; even with the additional weighting given to night flights in the NEF contour, given relatively small number of night flights (three per cent of overall operations), the impact on the NEF is minimal.
 - S. Rokin inquired if there was a public process with the local councils to talk about the GTAA's Global Hub Strategy.
 - T. Lennox replied by noting that the strategy has been shared with the City of Mississauga, the regions, the City of Toronto, and elected officials at all levels.
 - He also reminded all that the GTAA's mandate in our letters patent is to be an enabler for economic development in the region.
 - Approximately four or five years ago, the GTAA engaged in consultation with the municipalities, the federal government, and the air carriers. Feedback from those consultations suggested that Toronto Pearson was not providing the kind of development support that municipalities were looking for.
 - The GTAA's Board of Directors (which comprises members of the community and industry) then directed management to work on a new strategy (the Global Hub Strategy) to maximize the airport's potential.
 - M. Prentice added there was outreach to the various Boards of Trade.
 - She also highlighted that there is no other economic engine in the City of Mississauga greater than Toronto Pearson. Mississauga has supported the GTAA and confirmed they want Toronto Pearson to operate respectfully in the community, while supporting the economic growth of the city.
 - S. Rokin noted that Toronto City Councillor J. Robinson had contacted him as she had received many calls opposed to the proposed increase in night flights, and that several other Toronto City Councillors also received complaints.
 - Mr. Rokin felt that these calls aren't reflected in feedback statistics because they weren't brought to the CENAC meeting and/or weren't registered with
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- the GTAA.
- It is worth noting the communications tools employed to support the outreach included:
 - Communication sent by e-mail to a list of more than 3,500 residents and stakeholders, including:
 - Existing Resident/Stakeholder Lists.
 - People who signed up via the 'Stay in the Know' function on our website.
 - 1,500 Street Festival registrants and 100 volunteers.
 - Resident and ratepayers associations.
 - Outreach website and online feedback form:
www.torontopearson.com/nightflightsoutreach
 - Greater than 1,000 unique pages views; with average visit longer than two minutes.
 - Voice Recording on the Noise Complaint Line.
 - Facebook (numerous postings).
 - Promotional Flyers at the Open House venues.
 - Follow up e-mail to Open House attendees to address questions.
 - T. Rizzuto-Willan inquired what number of night flights would constitute too many.
 - T. Lennox reported that currently there is no ultimate cap.
 - This current proposal is to request three increases of 10 per cent, each increase occurring once demand for night time flights reaches 95 per cent of the budget. Given we reached 95 per cent of the 2011 budget, the first proposed increase would be in budget year November 1, 2011 – October 31, 2012.
 - The second and third increases would only occur if demand warrants and the 95 per cent trigger is met.
 - The increases we are seeking are based on current forecasts out to 2025.
 - If, in future, demand suggests that we need to revisit the budget, we would be required to make a new submission to Transport Canada and engage with our community.
 - T. Rizzuto-Willan felt that there has to be a ceiling: Toronto Pearson cannot fly the same amount of flights at night as it does during the day.
 - J. Sharp commented that the GTAA's Global Hub Strategy focuses on improving connections. The primary drivers are our two major airlines (Air Canada and Westjet) who operate in a hub-and-spoke fashion. Night operations are only approximately 3 per cent of the GTAA's movements.
 - B. Green asked for clarification on the ground lease and the automatic increase approval.
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- T. Lennox responded that, based on the current night budget formula, the allowance for nighttime operations will continue to grow modestly depending on the rate of passenger growth.
 - Growth at this rate will not accommodate the demand for night flights that's expected and nighttime passenger growth is outpacing daytime growth
 - To highlight an example that is driving this growing demand, J. Sharp noted that many Asia flights used to depart Toronto Pearson outside of the restricted hours, with a stop-over in Anchorage.
 - Now, due to the newer long-haul aircraft, non-stop flights are possible. The result is that these flights now need to leave Toronto Pearson during the restricted hours to arrive at their Asian destinations at daybreak.
 - This demand for night time operations is occurring at many other major airports in North America as well.
 - C. Fonseca has submitted a number of questions to the GTAA that she had received over the past few weeks (please see attached)
 - Ms. Fonseca mentioned that a resident from the Rockwood Ratepayers Association is concerned regarding the management of the current cap, and that it's not clear how the night flight budget works.
 - There was one inquiry about whether implementation of the NAV Canada airspace review would impact noise abatement procedures.
 - D. Dolezal was advised there won't be an impact to noise abatement procedures as a result of the NAV Canada airspace changes; however, aircraft may be flying new routes.
 - The Councillor noted the information confuses people who don't understand the roles of the GTAA and Nav Canada.
 - The current Mississauga Council understands the economic benefits to Mississauga and to the Greater Toronto Area. However, C. Fonseca stresses that a moderate increase in night flights cannot be taken lightly.
 - She noted that residents also felt that the information wasn't put out in a timely fashion. She received the information, sent it out on her e-mail, put it on her website, and in her newsletter, but it was suggested that she also hand out a flyer.
 - T. Rizzuto-Willan recommended mobile signs, which Councillor Fonseca agreed were a good idea. It was noted that there also are many residents who do not have e-mail and instead request that the information be published in the newspaper.
 - The GTAA has met individually with councillors but C. Fonseca requested that the GTAA also make a presentation to the Mississauga council.
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4.0	Correspondence Items
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- Correspondence Received – Sheldon Rokin had emailed comments to CENAC’s email address. Responses were subsequently emailed to all members. No other correspondence was received prior to today’s meeting

5.0	Public Comments
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- T. Collings, a resident who lives at the Burnhamthorpe and Pony Trail area of Mississauga, was involved in the discussions of the newest north-south runway. The GTAA had then forecasted that his area wouldn’t be impacted and he was pleased to share that this has been true.
 - T. Collings further noted that there is, however, a difference between daytime and night time flights. The number of flights on that runway is minimal at 5 per cent, but the number of complaints is quite a bit higher.
- Resident M. Hlibchuck asked committee members directly whether they supported the GTAA’s proposal.
- He further noted that, if the committee members truly represent the residents, he felt they would unanimously say “forget it” to the GTAA’s proposal and they should ask why the GTAA should be granted any increase when there are existing problems with night flights.
 - T. Rizzuto-Willan inquired what Mr. Hlibchuck perceived as an existing night flight problem. He responded that he is awakened by existing night flights. M. Hlibchuck’s concerns pertain primarily to preferential runway use.
- M. Hlibchuck said he was originally affected by the departures on the 33 runways (towards the north) several years ago before FedEx converted their Boeing 727 fleet to quieter Boeing 757’s.
- Now that the FedEx issue has improved, there are still problems with rollback noise from other departures on these runways. In addition, he feels that Cathay Pacific is a primary offender, departing on Runway 15L (to the south) quite often when the winds are relatively calm.
- This problem still continues, primarily in the spring and summer, and he feels he has not received an adequate response. (Although he received a response yesterday that didn’t satisfy his concerns.)
- He reminded all that he has attended CENAC meetings for several years and feels those issues have not been addressed.
 - M. Prentice commented that noise disturbances are a very subjective thing.
 - For example, when the new runway was opened in 1997, there were a lot of noise complaints from Mississauga Ward 3. In one case Ms. Prentice received a complaint from a constituent in an area that normally didn’t generate many

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| | noise complaints. |
| | <ul style="list-style-type: none">○ At that time, the GTAA provided a lot of statistical data, and subsequently Ms. Prentice discovered that the man complaining had recently lost his job, and was now at home all day. When the man found a new job, the complaints stopped.○ Ms. Prentice finds it difficult to believe that the flights have such a horrendous impact on Toronto (as noted earlier specifically regarding Lawrence Park, when closer neighbourhoods in Mississauga and some areas of Brampton have aircraft flying much lower. The aircraft in those areas are much noisier with higher decibel readings.○ She felt that this was one of the questions that needed to be answered at the CENAC level. As a member of this committee, she was going to find it difficult to make a recommendation without this information. |
| • | G. Stewart noted that during the CENAC meetings, it is often the same concerns being repeatedly raised. |
| • | He added that a few years ago, the Ontario Minister of Transport changed the regulations on the use of jake compression brakes on transport trucks to 24 hours a day, and those trucks now are operating with a noise that is louder than a lot of aircraft approaches. <ul style="list-style-type: none">○ To this, T. Lennox commented that through this process, the GTAA has learned that we need to focus on community engagement and continuing with an “Airport 101” type educational process so that residents have a better general understanding about airport operations. |
| • | R. Boehnke noted that the highways were constructed to service the airport and should also be factored into to discussions around the environmental impacts of the airport. |
| • | On the subject of outreach, R. Boehnke inquired if Councillor Holyday was advised about the outreach. <ul style="list-style-type: none">○ R. Connelly responded in the positive. |
| • | R. Boehnke didn’t recall hearing about the outreach or the Open Houses. <ul style="list-style-type: none">○ R. Connelly reported e-mails were sent to 3500 – 4000 residents informing them about the night flights, elected officials were advised and asked to promote the open houses, as well as the online consultation. |
| • | R. Boehnke recommended that the GTAA be mindful when they use the word balance when discussing the airport’s interest and the community’s interest as he is not sure it is perceived as a balanced issue. <ul style="list-style-type: none">○ M. Prentice inquired if R. Boehnke had contacted his MP on all of this.○ One of the things she advises residents is that CENAC is a community citizen committee. Members can make recommendations but there is nothing that any municipal politician can do to force the GTAA, Transport Canada or Nav |
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Canada to make changes.

- The GTAA is going to submit their request to Transport Canada. As Transport Canada is part of the Federal Government and residents elect federal politicians, contacting their federal representative is the route residents should take if they wish to comment on the proposal for a slight increase in night flights.
- C. Fonseca commented that, as an elected official and on behalf of her residents, she cannot support the request for additional night flights at this time because there are still too many questions to be answered.
- She inquired if the GTAA had met with the MP's prior to the community engagement sessions.
 - T. Lennox responded that, after the spring election, the GTAA met with many MPs to share Toronto Pearson's new gateway strategy.
 - The GTAA then met with local MPs and Councillors and briefed each of them on the new night flight proposal. R. Connelly noted that the outreach was targeted at the wards that had the highest number of complaints.
- C. Fonseca advised that a resident contacted her office because she had read in the Mississauga news about the Community Meeting that had taken place. The resident lived in Ward 9, and was impacted by night flights in the summer. Councillor Fonseca wondered that if the GTAA does not get a lot of input, it may be because many people are simply not aware the new night flight proposal.
- Another resident from the public attending the meeting commented he sees flights overhead in the summer as they fly from the east to the west off the runways and then turn around and go east. He did not understand why they can't fly west to east.
 - T. Lennox responded that aircraft have to take off and land into the wind. Residents often do not believe the wind affects the aircraft, because they checked wind directions on the public forecasts. But aviation routes are designed to operate with the prevailing winds and sometimes winds on ground level are different than winds aloft. It is not uncommon to switch directions as winds shift during the day.
- Resident E. Madden wanted to address the issue of transparency. He noted that W. MacMillan had mentioned that the early turn procedures that affect the east-west runways are permanent procedures, while in the north-south direction it remains a trial. The east-west runway is the one that affects him, and therefore asked when the GTAA brought in the early turn procedure.
 - W. MacMillan responded that the early turn procedure was a trial conducted with the smaller Regional Jet aircraft. The GTAA conducted a noise comparison footprint between the propeller aircraft and these jet aircraft and found that they are very similar. The trial was designed to determine if these aircraft could take off more quickly and reduce the departure queues. (This in turn allows more efficient use of the runways, more aircraft to operate and

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creates less air pollution.)

- Mr. Madden inquired if the early-turn procedure generates more revenue for the GTAA.
 - W. MacMillan responded that it reduces cost for carriers, reduces greenhouse gases and allows aircraft to get off the ground more quickly.
 - T. Rizzuto-Willan wanted to know what CENAC members should do in regards to the Night Flight Outreach.
 - R. Connelly noted the GTAA looks to CENAC to advise and inform as they are presently doing.
 - The GTAA is not looking for an official endorsement, but simply looking to CENAC members as informers and advisers.
 - For example, in this advisory capacity, at a workshop for CENAC members (held on October 12th) the participants gave the GTAA some direction on communicating the outreach plans, which was instrumental in how the GTAA moved forward.
 - As citizens, CENAC members are invited to submit their comments.
 - M. Prentice noted she was not prepared to endorse the proposal because there hasn't been enough information presented to the public. She suggested that more information still needs to be brought to the community. A presentation to Mississauga and other Councils would also be helpful as suggested.
 - She agreed that workshops are important. The GTAA should re-engage the public as was done in 1997-1999. The GTAA did an excellent job educating the public back then but we're now entering a new era with new issues and new concerns.
 - T. Lennox stated that he will look to the committee for recommendations on how to proceed with future community outreach.
 - An example for future consideration is participating in existing community Town Halls, such as those being hosted by Mississauga Councillor Crombie. The GTAA was invited to update residents on activities and opportunities to start to build awareness at the sessions in December 2011.
 - J. Van 'T Hof reported that he had worked with 11 other Airport Authorities across Canada and was involved with their transfers from Transport Canada. He mentioned that many residents are suspicious of GTAA's motives believing it is purely for profit.
 - He reminded all present that the GTAA has a lease, it is a non-profit organization, and that the GTAA's Board of Directors is made up of constituent bodies.
 - He agreed that an "Airport 101" program is important so residents understand how an airport operates.
 - He believes the night flight proposal is indeed as stated and required because of demand.
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- He also recommended that the GTAA examines where aircraft noise overtakes ambient noise.
- He also inquired about further data on the economics and specifically how an increase in night flights impacts jobs in the GTA.

Adjournment

The next CENAC meeting is scheduled for February 1, 2012.

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