

10 Nautical Mile Complaint Restriction



For You. The World.



Toronto Pearson
International Airport | Aéroport International



Assessment of 10 NM Complaint Restriction



Objectives

1. Provide background of 10 NM complaint restriction
2. Discuss recommendation to lift restriction
3. Discuss benefits and impacts
4. Gather feedback from CENAC
5. Next Steps



10 NM Complaint Restriction Background

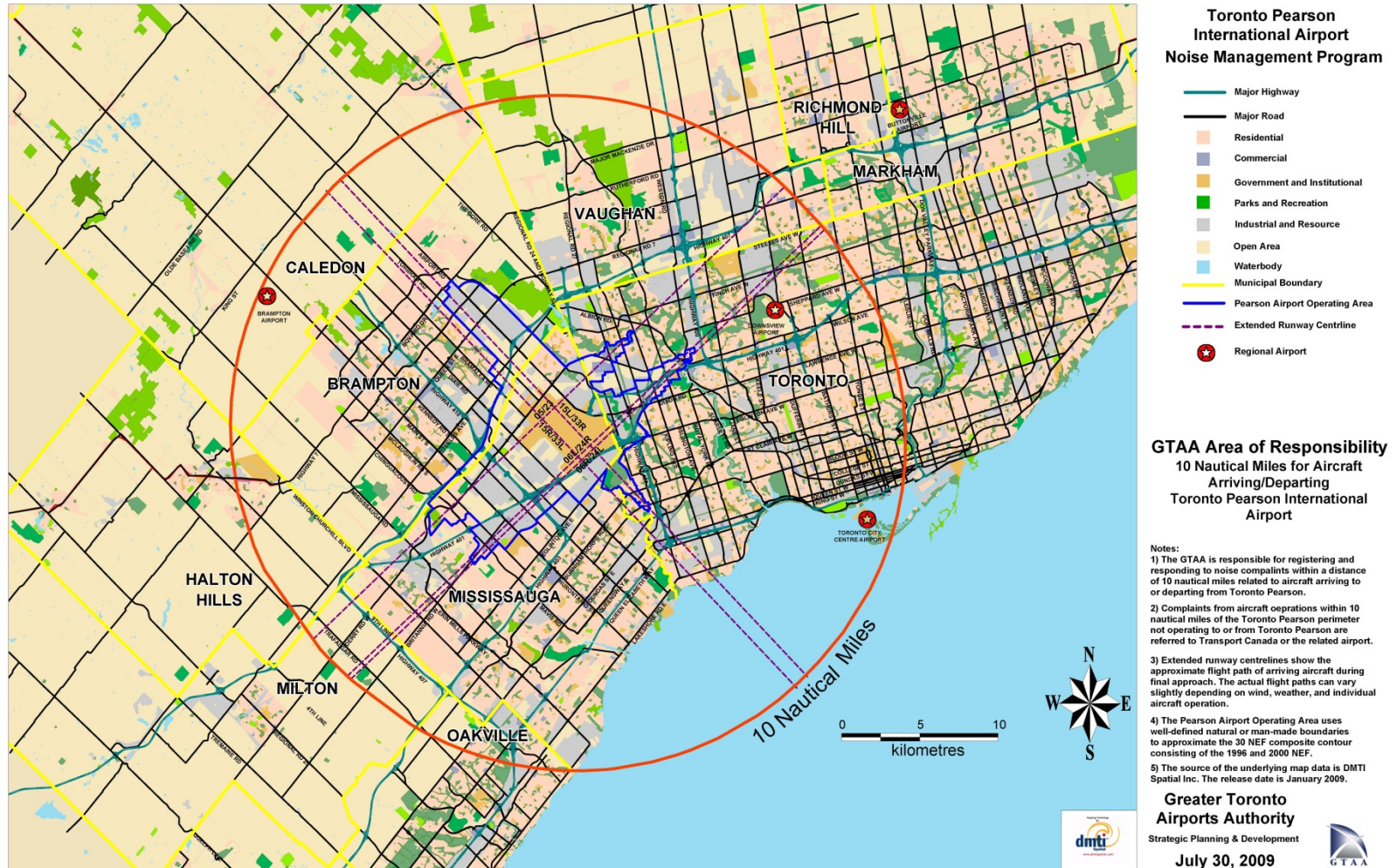


Background

Ground Lease

- **8.12.03 of The GTAA's Ground Lease with Transport Canada states:**
 - The Tenant shall be responsible for dealing with and shall, in accordance with its powers, deal with any **noise complaints** and for determining the need for and undertaking noise monitoring related to aircraft operations **within a distance of ten (10) nautical miles** from any point on the perimeter of the Demised Premises, except where such noise is related to aircraft en-route operations.
- **A condition of airport ground leases across the country**

10 Nautical Mile Boundary



Background

Noise Management Program

- **Noise Operating Restrictions:** Night Flight Restriction Program, Engine Run-Up Restrictions, Preferential Runway Assignment
- **Noise Abatement Procedures:** Flight procedures for pilots to follow to assist in reducing aircraft noise
- **Land Use Planning:** includes an Airport Operating Area (AOA) that is incorporated in the official plans of the surrounding municipalities to limit incompatible land use within the area
- **Enforcement Office:** investigates, audits and reports on potential violations of the noise operating restrictions, Noise Abatement procedures and Night Flight Restriction program
- **Consultation and Community Outreach:** Community Relations program builds awareness about the airport. This includes meetings of CENAC
- **Noise Office:** investigates and registers noise complaints and acts as an information resource to the community and elected officials

Background

The Role of Noise Complaints

Complaints help in understanding impacts of airport operations on the community:

- Gauge level of concern over a specific procedure or operation
- Assist in determining where to focus community outreach
- Trend analysis
- Part of assessing Trials
- Opportunity to communicate with community members and provide accurate information
- A tool for elected officials to understand community concerns
- Help assess future impacts of growth

Background

How Beyond 10 NM Complaints are Managed

- The Noise Office discusses operations affecting a resident outside of the GTAA's area of responsibility, but directs him/her to Transport Canada to register a complaint
- Complaints made to the Noise Office by those living beyond 10 NM have historically been filed in a binder, but are not registered in the noise complaint database

Background

Current State

- Restriction has been questioned by residents and elected officials from outside of boundary
- Current noise complaint records do not represent all areas affected by Toronto Pearson operations
 - Perception that as complaints are for Toronto Pearson operations, Toronto Pearson should register the complaints
- Confusion when determining if resident lives within boundary (use of measurement “Nautical Mile” further causes confusion)

**Assessment of the 10 NM restriction identified as part of the
5 Year Action Plan**

Background – Five Year Action Plan

Monitoring and Flight Tracking Initiative

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

Background – Sample Flight Tracks/Altitudes



Background – Sample Flight Tracks/Altitudes





Recommendation to Lift Restriction

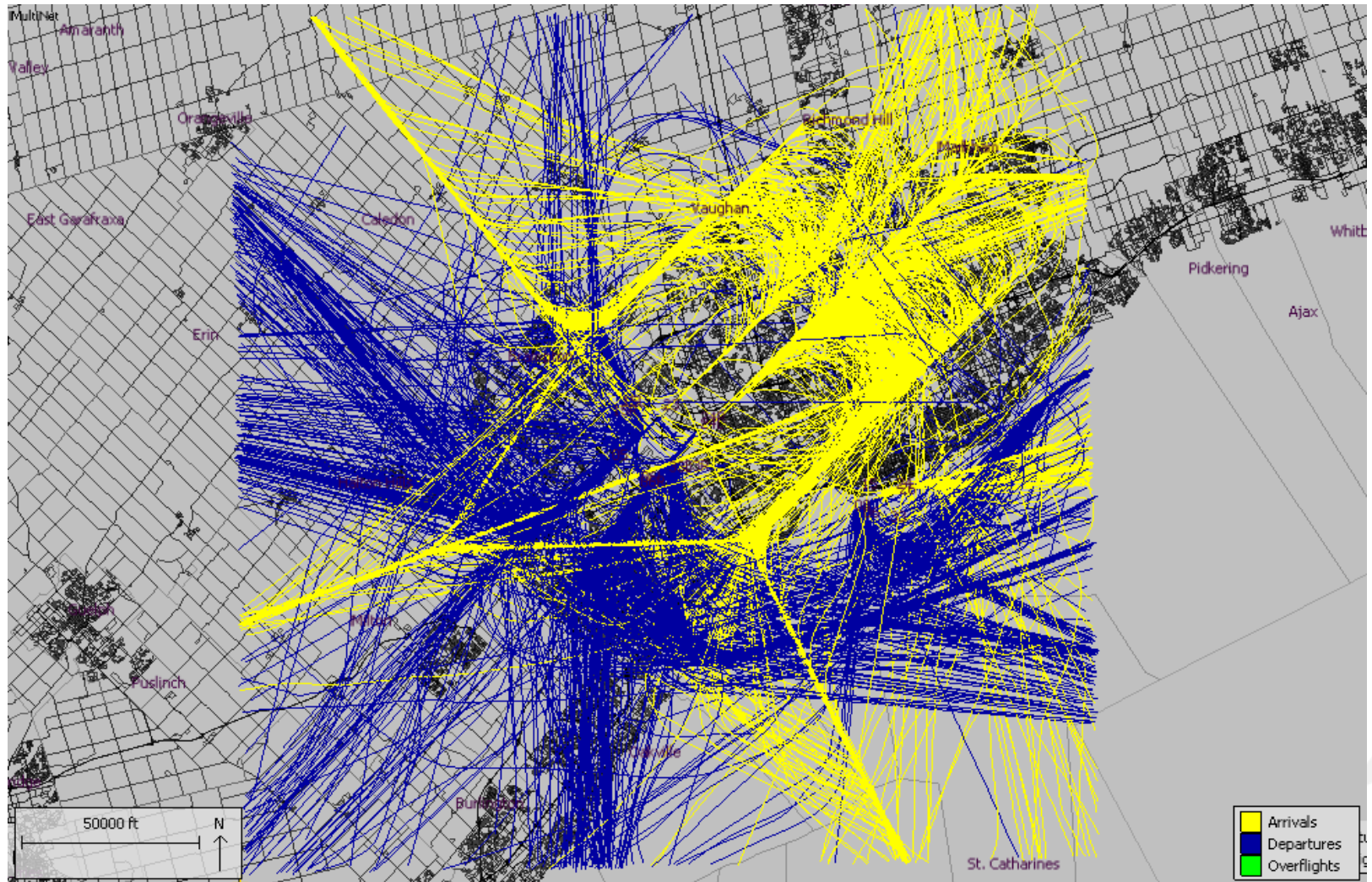


Recommendation

Lift the 10 NM Complaint Restriction

- Revise GTAA's policy that restricts the registration of noise complaints to those residents living within 10 NMs of the airport
- Register complaints for flights departing from or arrive to Toronto Pearson; no flyovers
- Register complaint if both **address** and **flight track** are visible within the Noise Management software viewing screen

Recommendation – Proposed Area of Responsibility



Recommendation

Benefits

Benefits

- Increases transparency about our operations, particularly for those currently excluded by the 10 NM restriction
- Reduces confusion for residents when trying to determine whether in or beyond 10 NMs (WebTrak does not currently display the boundary)
- “Nautical Mile” is not a commonly used measurement, and therefore the distance is not easily understood
- Enhances/builds community stakeholder relationships

Recommendation

Consideration and Analysis

CENAC impact should be minimal

- CENAC meetings are open to all residents. Residents from Oakville and areas of Toronto that are outside of our area of responsibility have often participated at the meetings

Recommendation

Consideration and Analysis

Impact to GTAA should be minimal

- 2013 Noise complaints for beyond 10 NMs received by GTAA – 22; 2013 Noise complaints for beyond 10 NMs received by Transport Canada – 173
- Complaints submitted via email or using WebTrak are automatically fed through to Noise system
- Toronto Pearson has the customized tools to be able to analyze and register these complaints
- Some outreach to the affected areas may be considered



CENAC Feedback



CENAC FEEDBACK/Next Steps

Feedback

- Thoughts on the recommendation?
- Other considerations?
- Concerns?
- Ideas?

Next Steps

- Gather feedback from CENAC
- Outreach stakeholders and other airports
- Discuss proposed amendment to Ground Lease with Transport Canada



Thank you



For You. The World.



Toronto Pearson
International Airport | Aéroport International