



Minutes

Date: June 25, 2014 at 4:00 p.m.

Location: GTAA Administration Building, 3111 Convair Drive, Pearson Rooms A & B

Chair: Lorrie McKee, Acting Vice President, Stakeholder Relations and & Communications

Member attendees: Brad Green, Brampton Resident
Charles Gonsalves, Brampton Resident
Brian Maltby, Brampton Resident
Chris Fonseca, Mississauga Councillor
Gordon Stewart, Mississauga Resident
Johan Van T' Hof, Toronto Resident

Absent : Maja Prentice, Mississauga Resident
Tina Rizzuto-Willan, Mississauga Resident
Sheldon Rokin, Toronto Resident
Vincent Crisanti, Toronto Councillor

Technical Members: **GTAA:** R. Connelly, D. Dolezal, F. Donaldson, D. Gray, K. Bochan, L. Hindocha, **NAV Canada:** Sam Ghobrial, **Transport Canada:** Greg Cross, **City of Mississauga:** Karen Crouse

Secretariat: K. Stefanazzi

Also Present – Residents R. Donatelli, Toronto J. DeMone, Toronto
D. Lanford, Toronto S. Kapur, Mississauga

Attachments: CENAC Information Update June 25, 2014

Next meeting: Wednesday September 17, 2014 at 4:00 p.m.

Item	Details
1.0	Preliminary Items
1.1	<i>Welcome and Roll Call conducted by K. Bochan.</i>
1.2	<i>Review and approval of Agenda: B. Green moved and B. Maltby seconded.</i>
1.3	<i>Review, approval of February 26, 2014 Minutes (deferred from the last meeting) C. Gonsalves moved and G. Stewart seconded.</i>
1.3.1	<i>Review, approval of April 30, 2014 Minutes: B. Maltby moved and B. Green seconded.</i>

Item	Details
1.4.0	Matters Arising from previous meeting of April 30, 2014. <ul style="list-style-type: none">Action Items arising from previous meetings were reviewed and can be found here.
2.0	REGULAR ITEMS
2.1	CENAC Committee Information Update (handout was received for info.)
2.2	CENAC Stats on Runway Movements and Noise Complaints <ul style="list-style-type: none">K. Bochan gave a presentation on runway movements and noise complaints by runway operations. The full presentation can be found here.J. Van T' Hof inquired whether the 2015 Night Flight Budget would increase based on increased aircraft movements.<ul style="list-style-type: none">L. McKee stated the Night Flight budget is based on passenger growth, not aircraft movements.
2.3	Environment Services - Update <ul style="list-style-type: none">D. Gray noted that Phase 1 of the Air Quality Study the on-airport emissions inventory has been completed. Phase 2, the offsite inventory is under review. Phase 3, the emissions and dispersion modeling system will be completed in mid-September 2014.J. Van T' Hof inquired what data issues the GTAA were having with the Phase 2 inventory.<ul style="list-style-type: none">D. Gray responded the issues were associated with the data provided by Environment Canada. Off-road vehicles such as snowmobile, ATV's, and agricultural issues should not be included in the study.The Air Quality Community Advisory Committee met on Monday June 23. The Committee will meet again in October. A full presentation will be made to the CENAC committee in November.
2.4	Community Outreach – Update <ul style="list-style-type: none">R. Connelly noted on June 14, 2014 the GTAA held its 7th annual Toronto Pearson Runway Run, an event where Toronto Pearson invites the community to participate in a 2 km walk and 5 km run on a runway. It was one of the most successful to date with greater than 3,000 participants.The GTAA attended the annual Malton Community Festival, and met with residents to discuss airport operations, address any questions, and build awareness.The GTAA will be holding its annual Street Festival on September 13, 2014.C. Fonseca thanked the GTAA for sponsoring the City of Mississauga Community Ward Rides. It was an excellent partnership with Toronto Pearson. It also created great awareness about cycling trails in Toronto, Mississauga and Brampton.
2.5	2014 Construction Season <ul style="list-style-type: none">L. Hindocha gave an overview of planned summer 2014 airside construction projects. See full presentation here.
3.	DISCUSSION ITEMS
3.1	Departure Separation Optimization

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	<ul style="list-style-type: none">• D. Dolezal gave an overview of an initiative to optimize capacity by improving departure separation procedures at Toronto Pearson and noted that effective management of aviation activity requires the following:<ul style="list-style-type: none">○ Integrated and coordinated approach.○ Balanced arrivals and departures.○ Normal and irregular operations.• The full presentation can be found here.
3.2	10 NM Discussion – Update
3.2	<ul style="list-style-type: none">• L. McKee noted at the April 30 CENAC meeting the GTAA made a presentation recommending that acceptance of complaints be extended beyond its current limit. The majority of the committee was in support of the recommendation.• Next steps: the GTAA will be discussing this issue with Transport Canada and an update will be provided at the next CENAC meeting on September 17, 2014.
3.3	<i>CENAC Committee Correspondence</i>
3.3	<ul style="list-style-type: none">• R. Connelly stated a resident submitted an e-mail request for a new process for managing requests from residents who were chronically impacted by noise.• The GTAA responded back stating individual complaints are very important to the complaint process, therefore the GTAA recommends continuing with a 1:1 complaint process.• R Connelly sought Committee support for maintaining the current complaint process.• J. Van T' Hof moved, and B. Maltby seconded.
4.0	<i>Public Comments</i>
	<ul style="list-style-type: none">• D. Lanford resident from Bathurst and St. Clair stated he was concerned about the increase of frequency of aircraft in his neighbourhood<ul style="list-style-type: none">○ S. Ghobrial responded the predominant operations that are affecting Bathurst and St. Clair are downwind arrivals, which were changed as a result of Nav Canada's 2012 airspace review, which was undertaken to increase efficiencies, reduce delays and also meet ICAO safety standards.○ S. Ghobrial also noted that equipment in aircraft is more precise than it was 20 years ago, therefore aircraft are capable of following a consistent and narrow path on arrival.• D. Lanford also inquired if other airports have similar downwind procedures.<ul style="list-style-type: none">○ L. McKee responded the downwind leg is a standard arrival procedure at all major international airports. Safety is a priority, so consistency is important.• J. DuMone, Toronto Resident, shared several photos taken on Saturday, June 21, noting she counted approximately 200 aircraft. She noted she logged a complaint and was advised the aircraft followed regulations, so there would be no change.<ul style="list-style-type: none">○ L. McKee stated Toronto Pearson is balancing a growing airport and community. The economy is driving more flights, there are more tourists

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	<p>generating travel and although aircraft are getting quieter, there is still an impact to communities.</p> <ul style="list-style-type: none">• With regards to the meeting's Construction Update, S. Kapur inquired about the construction on Runway 15L and 33R and 33L and whether this will affect the Rockwood Community.<ul style="list-style-type: none">○ L. Hindocha confirmed yes, that there would be an increase in non-preferential runway use and the option to use other runways may be limited during this time.• S. Kapur also asked for an updated report from the noise monitoring terminal located in Garnetwood Park.<ul style="list-style-type: none">○ R. Connelly responded in the positive.• G. Cross from Transport Canada stated that Transport Canada has created a new e-mail process to handle complaints.
5.0	Adjournment - Meeting is adjourned.
6.0	The next CENAC meeting is scheduled for Wednesday September 17, 2014. For additional information, please contact Kim Stefanazzi at (416) 776-3941.