

TORONTO PEARSON NOISE MANAGEMENT FORUMS

The Greater Toronto Airports Authority (GTAA) is the non-profit operator of Toronto Pearson International Airport. In 2017, the airport served more than 47 million passengers, making it Canada's largest airport and the second-busiest North American international airport. The airport also facilitates 6.3% per cent of Ontario's GDP, directly employs 49,000 people and facilitates more than 300,000 jobs throughout the province of Ontario.

The GTAA's vision is to make Toronto Pearson the best airport in the world, which includes being a good neighbour and growing together with the communities it serves. While the GTAA understands that airports have impacts and noise can't be eliminated entirely on local communities, we believe that improvements should be studied, discussed, and implemented with communities. And as the airport continues to grow to meet the demand for regional and global air travel, we need to better manage those impacts.

The airport's Noise Management Forums, a series of a series of briefings, tables, and working groups, will help the airport work smarter with its communities and collaborate better with industry to help manage aircraft noise.

Noise Accountability Board

TERMS OF REFERENCE

The Noise Accountability Board (NAB) has been established by the Greater Toronto Airports Authority (GTAA) to satisfy the requirements of the Pearson Ground Lease with Transport Canada.

"The Tenant shall ensure that mitigation of noise emanating from aircraft in the takeoff, ascent, descent, approach and terminal phases of flight is a part of the mandate of a noise management committee which the Tenant shall establish and which shall include at a minimum, the Tenant, the Minister or his designate, aviation industry representatives and appropriate provincial and municipal government representatives."

PURPOSE

The NAB helps set the strategic direction of noise mitigation at Toronto Pearson, including the implementation of the Noise Management Action Plan, future action plans, and consideration of other initiatives to minimize noise impacts on surrounding communities. The NAB oversees the other Noise Management Forums and sets their workplans to ensure clarity of purpose and accountability.

The NAB reports on its activities to the GTAA's CEO and Board of Directors through the NAB Chair.

The committee will:

- Understand airport operations, growth plans, and mitigation efforts to minimize operational impacts on surrounding communities.
- Demonstrate a culture of effective collaboration and determined action to minimize, where possible, the impacts of aircraft noise and airport growth on neighbouring communities.
- Deliver elements of the Noise Management Action Plan, and/or delegate responsibility, when appropriate, to its members.

- Advise the GTAA on measures for the implementation of the Noise Management Action Plan.
- Consider recommendations concerning the implementation of the Noise Management Action Plan brought forward by other Noise Management Forums including Political Briefings, Neighbourhood Table, Pearson Public Meetings, and Community Advisory Committees or Reference Panels.
- Provide technical expertise to address issues arising from community concerns related to aircraft noise and airport growth impacts.
- Receive reports concerning the operation of the GTAA’s Noise Management Office.
- Receive reports on the GTAA’s performance to manage noise and flight performance.
- Receive reports on progress made by the Industry Noise Management Board (INMB).

MEMBERSHIP

The NAB is a committee chaired by the GTAA, composed of senior aviation industry representatives, as well as representatives from provincial and GTA municipal governments.

Representatives should serve for a term of two years in order to promote effective collaboration and continuity between meetings. A representative will not serve more than three consecutive terms, equal to six years.

Members of the NAB will exemplify the GTAA’s community-based principles of Leadership, Accountability, and Clear Communication as laid out in the 2018-2022 Noise Management Action Plan.

NAB members act as stewards within their respective organizations to advance the goals of the Noise Management Action Plan and other initiatives to minimize and mitigate the impact of aircraft noise and airport growth on neighbouring communities.

COMPOSITION

Industry Representatives		
GTAA	<ul style="list-style-type: none"> • Operates Toronto Pearson International Airport • Develops and manages Noise Management Program and Noise Management Action Plan • Liaises with the community about aircraft noise management 	<ul style="list-style-type: none"> • Co-Chair: Director of Community Relations • Co-Chair: Director Aviation Programs and Compliance
NAV CANADA	<ul style="list-style-type: none"> • Air navigation provider in Canada • Responsible for the safe and efficient movements of aircraft • Designs and publishes air routes compliant with criteria set by Transport Canada and International Civil Aviation Organization (ICAO) • Provide air traffic control at Toronto Pearson, including runway assignment 	<ul style="list-style-type: none"> • Senior Level
Industry Noise Management Board (INMB)	<ul style="list-style-type: none"> • Technical forum for industry organizations operating at Toronto Pearson to explore operational improvements to minimize noise impacts on surrounding communities. • INMB explores whether noise mitigation ideas are technically sound and feasible in Toronto Pearson’s operating environment 	<ul style="list-style-type: none"> • Senior Level <p><i>INMB Designate should not be the NAV and NACC designate to the NAB, but must be separate designate to represent the INMB, and not their home organization</i></p>

National Airlines Council of Canada (NACC)	<ul style="list-style-type: none"> • Owners of aircraft fleet • Responsible for conducting operations in accordance with Transport Canada regulations and Toronto Pearson’s noise management program 	<ul style="list-style-type: none"> • Senior Level
Technical Support	<ul style="list-style-type: none"> • As required, independent experts – such as an acoustician – will be called upon to support and advise the committee 	<ul style="list-style-type: none"> • Akoustik Engineering • Helios
Federal Government Representatives		
Transport Canada	<ul style="list-style-type: none"> • Regulator for aviation in Canada • Ensures aircraft are compliant with international noise standards through aircraft certification process • Establishes flight path design criteria and land-use guidelines based on noise exposure • Enforcement and audit of Toronto Pearson’s noise abatement procedures, noise operating restrictions, and night flight program 	<ul style="list-style-type: none"> • Senior Level Policy • Senior Level Civil Aviation
Provincial Government Representatives		
Ministry of Transportation Ontario	<ul style="list-style-type: none"> • Provincial ministry of the Government of Ontario that is responsible for transport infrastructure and related regulations in Ontario. 	<ul style="list-style-type: none"> • Director Level
Ministry of Municipal Affairs and Housing	<ul style="list-style-type: none"> • Provincial ministry of the Government of Ontario that is responsible for setting the guidelines for Ontario’s land use planning and overseeing how municipalities implement them. • Part of a balanced approach for noise management includes working with surrounding regions and municipalities to limit sensitive land uses in areas impacted by aircraft noise. 	<ul style="list-style-type: none"> • Director Level
Regional and Municipal Government Representatives		
Departments of Planning and Development	<ul style="list-style-type: none"> • Responsible for official city plans and zoning requirements. • Part of a balanced approach for noise management includes working with surrounding regions and municipalities to limit sensitive land uses in areas impacted by aircraft noise. 	<ul style="list-style-type: none"> • Director Level <p>Regions and Municipalities</p> <ul style="list-style-type: none"> • City of Toronto • Region of Peel • York Region • Halton Region • Durham Region

ATTENDANCE AND TIME COMMITMENT

Costs associated with attendance or activities related to the membership of and participation in the Noise Accountability Board shall be the responsibility of the member organization, including staff time and travel expenses.

Attendance from all NAB members is expected to all four meetings, two and a half (2.5) hours in length. Attendance from NAB member organizations is expected and will be monitored.

Additionally, NAB industry representatives may need to participate in the Pearson Public Meeting, Neighbourhood Tables, and Political Briefings, as required. Each are held three times per year and meetings may be up to two and a half hours in length. Pearson Public Meetings and Neighbourhood Tables are held in the evening.

MEETING MANAGEMENT

The GTAA will provide secretariat services to the NAB.

The NAB will meet four times per year. The meeting schedule will be announced at the beginning of each year. Meetings are not open to the public, however meeting summaries will be made publicly available.

2019 NAB MEETING SCHEDULE

- MARCH 19, 2019
- JUNE 18, 2019
- SEPTEMBER 10, 2019
- NOVEMBER 19, 2019

MEETING MATERIALS

The GTAA will be responsible for setting the agenda. An agenda and related materials will be circulated one week in advance of each meeting. Member suggestions for agenda topics must be submitted at least one week in advance of circulation.

Each meeting will last approximately 2.5 hours and a typical agenda will follow this structure:

- Welcome and agenda
- Review of previous meeting notes
- Action items updates and resolutions
- Noise Statistics and Operational Updates
- Report Back from Political Briefings, Neighbourhood Table, and Public Meetings
- Noise Management Action Plan Update and Discussion
- Review of Community Proposal Review Process recommendations (two meetings/year)
- Review of Community Advisory Committee or Reference Panel recommendations (as needed)
- Wrap Up and Look Ahead

Should there be insufficient time to discuss all agenda items within a meeting, topics will be deferred to the beginning of the next meeting agenda.

Meeting notes and action items will be circulated by the GTAA to members as quickly as possible following each meeting.

NAB meeting summaries and appropriate supporting materials will be available on the Toronto Pearson website (torontopearson.com/nmf-materials) following each meeting.

SUB-COMMITTEES

The NAB may create sub-committees to deal with specific issues and objectives as they arise.

LINKAGES

The NAB will have regular information exchange and interaction with a number of other committees.

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- **Political Briefings**
GTAA, other NAB industry representatives, and technical support representatives may need to participate in meetings, as required, to listen and consider elected official perspectives on Noise Management Action Plan programs.
- **Neighbourhood Table**
GTAA, other NAB industry representatives, and technical support representatives may need to participate in meetings, as required, to listen and consider community stakeholder perspectives on the development of Noise Management Action Plan programs.
- **Public Meetings**
GTAA, other NAB industry representatives, and technical support representatives may need to participate in meetings, as required, to provide updates to the public on Noise Management Action Plan programs.

RECOMMENDATIONS FROM COMMUNITY PROPOSAL REVIEW PROCESS

- The Community Proposal Review Process may result in recommendations for community noise management proposals be investigated further.
- Proposals recommended for further study that relate to airports or community will be referred to the NAB.

INDUSTRY NOISE MANAGEMENT BOARD

- The Industry Noise Management Board (INMB) provides a technical forum for operational discussions between aviation industry organizations operating at Toronto Pearson in the interest of minimizing noise impacts.
- One of the INMB Co-Chairs will sit on the NAB to ensure effective flow of information.

TERMS OF REFERENCE

Terms of Reference will be updated as required to ensure the NAB purpose and scope remain current and appropriate.