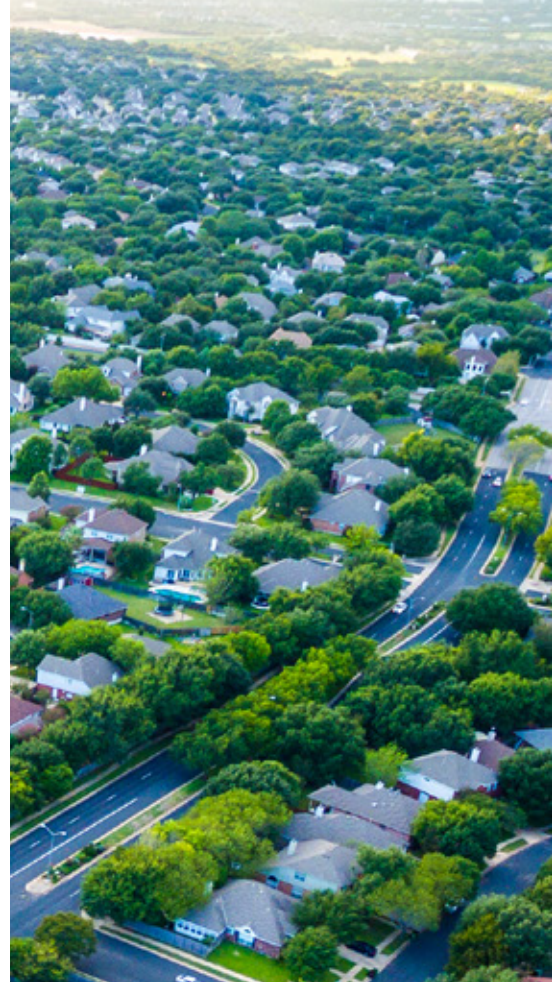


APPENDICES

A Quieter Operations Roadmap
Six Ideas to reduce noise impacts for our neighbours
Public Engagement Report

JULY 2018

JOINTLY PRESENTED BY:



APPENDIX A: GLOSSARY OF TERMS

Listed below is a glossary of terms that may be referred to in this report.

RUNWAYS

Toronto Pearson has five runways, each of which can be used in two directions. They are numbered based on their alignment with the compass heading. For example, Runway 06L is aligned at approximately 060 degrees. If more than one runway has the same heading, they are further distinguished by Left (L) or Right (R).

Toronto Pearson has three east/west runways:

05/23 06R/24L 06L/24R

And two north/south runways:

15R/33L 15L/33R

RUNWAY CONFIGURATIONS AND OPERATING MODES

Runways can be used in a mixed-mode or dedicated-mode. When a runway is used exclusively for arrivals or departures, we say it is being used in a dedicated-mode. When the same runway is used for both landings and departures at the same time, we say it is being used in a mixed-mode.

The five runways can be used in many different configurations, some of which provide more capacity than others.

Straight or single runway configuration is when just one of the five runways is used to support a mix of arrivals and departures.

For example, by using only Runway 23 for both arriving and departing aircraft, we would say that we're on a single runway configuration using Runway 23 in a mixed-mode. We can use this configuration during periods of low traffic, when a single runway can handle the capacity.

Land 1/depart 1 configuration is when one runway is used for arrivals, and the other for departures.

In this case, each runway is being used in a dedicated-mode for example by using Runway 33R for arrivals and Runway 33L for departures.

At times, to accommodate traffic the dedicated departure runway can also be used for arrivals when there are gaps in departure traffic. These are called offloads.

Dual runway configuration is when two parallel runways are used simultaneously and independently with both runways being used in a mixed-mode.

At Toronto Pearson, this can be done by using Runways 05/23 and 06L/24R or Runways 05/23 and 06R/24L. Runways 06L/24R and 06R/24L cannot be used for a dual configuration because of their proximity to each other.

Triple runway configuration is when all three east/west runways are used, with one runway used in a mixed-mode and the other two in dedicated-modes.

For example, using Runway 23 in mixed-mode, and then using Runway 24R for departures and Runway 24L for arrivals.

The throughput rate (the number of arrivals and departures) is greatest when on a triple configuration, followed by a dual configuration. In periods of low traffic, Toronto Pearson can operate in a single or a land 1/depart 1 configuration.

Why is this important? The north/south runways can't be used in a dual mode because of their proximity to one another, which means capacity is impacted when these runways are in use. This is a factor when looking at initiatives such as the Idea 5–Summer Weekend Runway Alternation Program.

RUNWAY OPERATIONS AT TORONTO PEARSON

A number of factors are considered in determining which runways will be used at a given time, including:

- meteorological conditions such as wind direction, wind speed and weather
- runway conditions and availability (e.g. construction, maintenance, snow removal)
- operational efficiency and capacity
- aircraft type
- time of day

During calm winds, any of the five runways at Toronto Pearson can be used, and so factors such as capacity needs or runway availability come into play.

As the prevailing winds in the area are from the west, the most common runway configuration at Toronto Pearson supports a westerly flow, which means arrivals from the east and departures to the west using Runways 23, 24L, and 24R.

The second most common configuration supports an easterly flow, with arrivals from the west and departures to the east using Runways 05, 06L and 06R. The three east/west runways also provide the most capacity.

HOW DOES WEATHER AND/OR WIND IMPACT WHICH RUNWAY IS USED?

When the surface winds are too strong for aircraft to land and depart in the easterly or westerly configurations, NAV CANADA's Air Traffic Controllers are required to re-assign runways to allow aircraft to land and depart into the wind according to the Canadian Aviation Regulations. Since upper winds (or winds aloft) often increase with altitude, these may affect ATC's decision to move to an into the wind configuration.

Runway conditions are also a factor. Since friction is reduced in wet or snow-covered runway conditions, a lower wind speed level will prompt an into the wind runway assignment than when operating in dry runway conditions.

Additionally, anti-ice treatment and snow clearing of runways means that a runway can be temporarily unavailable, requiring alternate runway assignment.

PREFERENTIAL RUNWAYS

As a best practice, many airports have provisions to operate their runways to enable aircraft to avoid noise-sensitive areas at certain times of day. Aircraft noise can be more bothersome during the night, so Toronto Pearson has defined overnight hours where the airport is configured to arrive and depart aircraft on "preferential runways."

The goal of the preferential runway system is to minimize the total population impacted. The defined preferential runway hours at Toronto Pearson are midnight to 6:30 a.m. every day. It's important to note that these runways are just preferential, not mandatory.

There may be times when we need to utilize runways outside the preferential runway system, for example due to strong winds or runway construction.

The current preferential runways in order are:

Arrivals	Departures
05	23
15L	33R
06L	24R

Idea 6—Preferential Runway System Review aims to update the current system to better meet the objective of flying over the fewest number of people during the nighttime hours.

VISUAL FLIGHT RULES (VFR)

Visual Flight Rules are rules that govern the procedures for conducting flight under visual conditions. These can be used when the weather conditions allow the pilot to see where the aircraft is going.

INSTRUMENT FLIGHT RULES (IFR)

When visual references are obscured because of poor weather conditions or during the night, flight visibility is hindered. In these conditions aircraft are operated under IFR, and rely on defined standard procedures which are designed for all aircraft to operate. Aircraft can operate under IFR even when visual conditions do not require them to do so.

INSTRUMENT LANDING SYSTEM (ILS)

A precision instrument approach system, the ILS provides aircraft with precision vertical and horizontal navigation guidance information during approach and landing.

STANDARD INSTRUMENT DEPARTURES (SIDs) AND STANDARD TERMINAL ARRIVAL ROUTES (STARs)

When pilots fly from airport to airport using Instrument Flight Rules (IFR), they use standard published routes that act like roads in the sky and take them from point to point along their journey.

When taking off, pilots use Standard Instrument Departures (SIDs) to get to the first point along their route. And when they reach their destination, they use Standard Terminal Arrival Routes (STARs) to move from the en-route portion of the flight onto the final approach path.

STARs and SIDs are mapped out by waypoints (named points) in the sky to help pilots navigate. The existence of a published SID or STAR doesn't mean it's the only route an aircraft will follow. Air Traffic Controllers may direct pilots to operate off the SID or STAR for reasons related to safety and/or efficiency. For example, during periods of low traffic, air traffic controllers may direct aircraft to take a more direct approach to reduce the time it takes to get on the ground.

ARRIVAL FLIGHT PATHS

Arriving aircraft often follow "U" shaped arrival flight path, which is used by Air Traffic Controllers to manage traffic:

- The downwind is when aircraft fly past the airport parallel to, but in the opposite direction of the landing runway before joining the base leg
- The base leg is when the aircraft is turning at a right angle from the downwind to the final approach
- Final approach is when the aircraft is aligned with the runway and getting ready to land

NOISE ABATEMENT PROCEDURES

Toronto Pearson has a set of Noise Abatement Procedures that aircraft flying in and out of the airport are required to follow.

An arriving aircraft needs to be at 3000' Above Sea Level (ASL)—equivalent to 2400' Above Ground Level (AGL)—when it begins its final approach to the runway.

Departing aircraft are required to reach an altitude of 3600' ASL (3000' AGL) prior to making a turn from the runway heading. However, turns lower than 3000' AGL (early turns) are permitted for propeller aircraft between 6:30 a.m. and 11:30 p.m. and for select eligible jet types between 7:00 a.m. and 11:00 p.m.

It is important to understand SIDs and STARs, arrival flight paths and our noise abatement procedures when reviewing Idea 1—Nighttime approaches and Idea 2—Nighttime departures.

CONTINUOUS DESCENT OPERATIONS (CDO)

Continuous Descent Operations (CDO), also known as Continuous Descent Approach (CDA), is a method by which aircraft approach airports prior to landing. It is designed to reduce fuel consumption and noise compared to other conventional descents. Instead of approaching the airport in a step-down fashion, throttling down and requesting permission to descend to each new (lower) altitude, CDO allows for a smooth, constant-angle descent to landing.

NAV CANADA is proposing to increase CDO as part of Idea 4: Continuous Descent, which can be leveraged using satellite based navigation technology (Performance Based Navigation). Learn more about Performance Based Navigation below.

PERFORMANCE BASED NAVIGATION (PBN)

Performance Based Navigation (PBN) are routes that use satellites and onboard equipment for navigation with enhanced accuracy. Previously, pilots flew from one ground-based radio transmitter to another which added flying time.

With PBN, aircraft can fly more directly using satellite signals which reduces flying time, fuel consumption and GHG emissions. The International Civil Aviation Organization (ICAO) has recommended that member countries (States) develop a plan for the implementation of PBN-related technologies and procedures. As a result, Transport Canada has published a PBN State Plan. PBN describes the aircraft required navigation performance and through a set of navigation specifications that include both Area Navigation (RNAV) and Required Navigation Performance (RNP) specifications. Each navigation specification defines aircraft and aircrew requirements needed to support a navigation application within a defined airspace.

AREA NAVIGATION (RNAV)

Area Navigation (RNAV) is a type of PBN that allows aircraft to fly a defined route using station-referenced navigational aids (usually satellites) or on-board navigational equipment, or a combination of these. This technology is used at airports around the world, including Toronto Pearson, and is essential to providing an airspace structure that supports safe sequencing at high traffic volume airports.

REQUIRED NAVIGATIONAL PERFORMANCE (RNP) AND REQUIRED NAVIGATIONAL PERFORMANCE—AUTHORIZATION REQUIRED (RNP AR)

Required Navigation procedures are similar to RNAV but also include on-board performance monitoring and alerting. It allows for even more efficient and flexible use of airspace than with RNAV. On-board performance monitoring and alerting allows RNP operations to provide an additional level of safety and capability over RNAV operations.

RNP systems allow an aircraft to fly a specific path between two 3D-defined points in space. This allows for the design of flight paths that are shorter and that provide for a continuous descent—

reducing flying time, greenhouse gas emissions and noise. RNP AR systems are used in obstacle-rich environments, where a higher level of navigation performance better able to address issues of airport access is required, and more recently have been adopted for improved operational efficiency, particularly at larger airports. The operator must meet additional aircraft and aircrew requirements, and obtain prior operational authorization from the regulatory authority before operating. Given the flexibility it provides in terms of flight path design, RNP can be an effective tool to avoid residential areas where the geography/land use permits.

ABOUT NOISE MODELLING

The GTAA and NAV CANADA undertook noise modelling to understand the benefits and impacts of the options being proposed as well as to assist in communicating them. Since the proposals affect different aspects of aircraft operations at Toronto Pearson, the best noise modelling metrics were used for each idea. These include the use of single event, average and threshold modelling.

For proposals that put forward a specific change to a flight path—such as those presented in ideas 1, 2, and 4—single event noise modelling was used. This allows for the easy comparison of the noise footprint between existing and proposed flight paths by

showing what the noise footprint would look like if a single aircraft flew the respective procedures. This footprint is known as the Single Event Lmax contour. While some of our maps show the footprint as a static contour, it's important to understand that noise events are temporary. For comparison purposes, a 737-800 was used to show single event noise footprints.

For proposals related to runway utilization and operations over a longer time period such as those presented in ideas 5 and 6, a mix of average and threshold metrics were used. Threshold metrics allow us to project how many times a certain noise level will be reached (Number Above).

Average measures, such as CNEL (Community Noise Equivalent Level), allow us to compare what the average exposure over a specified time period will look like both before and after a proposal. CNEL is the average sound level over a specified period, with a penalty of 5 dBA added for 7:00 p.m. to 10:00 p.m., and a penalty of 10 dBA added for 10:00 p.m. to 7:00 a.m. Average metrics take in to account all the noise events. Single event levels (Lmax) cannot be effectively compared against average levels such as CNEL. Rather, one must compare CNEL noise footprints to other CNEL footprints and Single Event Lmax footprints to other Single Event Lmax footprints.

APPENDIX B: CONSULTATION AND REFERENCE MATERIALS

PHASE 1: STAKEHOLDER ROUNDTABLES

[Noise Mitigation Initiatives Engagement Plan](#)

[Stakeholder Roundtable Presentation](#)

[Glossary of Terms](#)

[LURA's Summary Report: Toronto Noise Mitigation Initiatives Summary Report on Stakeholder Roundtables](#)

• [Summary presentation](#)

[Appendix A and Appendix B: Stakeholder Roundtable Summaries and Individual Stakeholder Submissions](#)

[Full List of Community Noise Mitigation Suggestions](#)

PHASE 2: TECHNICAL ANALYSIS

[Technical Analysis Workplan](#)

[May 2016 Technical Briefing presentation materials](#)

[May 2016 Technical Briefing Feedback presentation](#)

[May 2016 Technical Briefing Feedback](#)

PHASE 3: PUBLIC CONSULTATION AND INPUT GATHERING

[Consultation website including information from technical analysis for each idea](#)

[Who does what in Noise Management](#)

[Community Briefing presentation](#)

[The Six Ideas brochure](#)

[Storyboards](#)

APPENDIX C: FEEDBACK & SURVEY ANALYSIS

ALL SURVEY RESPONSES

Of the 939 total survey responses, 831 valid responses were submitted using the consolidated feedback form on all Ideas, and an additional 35 valid responses were submitted through the individual Idea feedback forms.

Invalid responses included:

- Submissions from invalid postal codes or postal codes that did not exist.
- Submissions from postal codes outside of the Greater Toronto Area.
- Duplicate submissions. Each survey response was carefully reviewed and analysed to take all comments and feedback into account. Duplicate submissions were identified through copy and paste comments submitted less than 2 minutes apart. The original submission was kept and the duplicates were removed from analysis.

Of the 866 valid responses, we looked at trends overall to determine how respondents interacted with the survey sections. A section is defined as the general questions or an idea specific section (Ideas 1, 2, 4, 5, or 6).

The majority of respondents either responded to only one section of the survey or all six sections of the survey. Three hundred and seventy-five respondents (43 per cent) answered questions in only one section; of those 339 respondents only answered the general questions. Four hundred and fifty one respondents (52 per cent) answered questions in all six survey sections.

A breakdown of responses to each section identified that the average response rate is 478. Each individual respondent submitted feedback for the ideas important to them. Understanding that each specific idea section contained a similar, significant amount of blank responses justified the removal of the blank responses from idea specific analysis in order to capture the true feeling of those who weighed in.

- Responses to General Question = 817/866
- Responses to Idea 1 = 481/866
- Responses to Idea 2 = 464/866
- Responses to Idea 4 = 459/866
- Responses to Idea 5 = 475/866
- Responses to Idea 6 = 477/866

TOTAL SECTIONS ANSWERED	NUMBER OF SURVEY RESPONDENTS
-------------------------	------------------------------

0	9
1	375
2	6
3	3
4	5
5	17
6	451

866

SINGLE SECTION ANSWERED	NUMBER OF SURVEY RESPONDENTS
-------------------------	------------------------------

Only Gen	339
Only 1	14
Only 2	5
Only 4	3
Only 5	8
Only 6	6

375

IDEA 1

1. DO YOU SUPPORT the idea of different arrival procedures to be used at night?

	(counts)	(%)
● Yes	262	54.6
● No	135	28.1
● Neither support nor oppose	83	17.3
Total	480	100



2. OVERALL, do you think that the proposed procedures result in improvements for communities surrounding the airport?

	(counts)	(%)
● Yes	167	34.7
● No	155	32.2
● Uncertain	159	33.1
Total	481	100



3. DO YOU EXPECT aircraft noise to increase, decrease or stay the same at your location based on what you understand regarding the proposed changes to nighttime arrival procedures?

	(counts)	(%)
● Increase	196	42.3
● Decrease	133	28.7
● Stay the same	134	28.9
Total	463	99.9



IDEA 2

1. DO YOU SUPPORT the idea of different departure procedures to be used at night?

	(counts)	(%)
● Yes	234	50.7
● No	129	27.8
● Neither support nor oppose	101	21.5
Total	464	100



2. OVERALL, do you think that the proposed night departure procedures result in improvements for communities surrounding Toronto Pearson airport?

	(counts)	(%)
● Yes	142	30.8
● No	154	33.4
● Uncertain	165	35.8
Total	461	100



3. DO YOU EXPECT aircraft noise to increase, decrease or stay the same at your location based on what you understand regarding the proposed changes to nighttime departure procedures?

	(counts)	(%)
● Increase	189	41.5
● Decrease	132	29
● Stay the same	134	29.5
Total	455	100



IDEA 4

1. DO YOU SUPPORT the use of arrival procedures that allow for continuous descent during low traffic periods?

	(counts)	(%)
● Yes	271	59.04
● No	96	20.91
● Neither support nor oppose	92	20.04
Total	459	99.99



2. OVERALL, do you think that the proposed procedures result in improvements for communities surrounding the airport?

	(counts)	(%)
● Yes	189	41.9
● No	130	28.8
● Uncertain	132	29.3
Total	451	100



3. DO YOU EXPECT aircraft noise to increase, decrease or stay the same at your location based on what you understand regarding the proposed changes to arrival procedures that enable continuous descent during low traffic periods?

	(counts)	(%)
● Increase	175	38.7
● Decrease	130	28.8
● Stay the same	147	32.5
Total	452	100



IDEA 5

Approximately 33 per cent of feedback for Idea 5 was submitted by respondents in communities south of the airport.

Idea 5 does not include the north/south runways, and will not change how the north/south runways are currently used (when wind, weather, and runway availability dictates).

Therefore, analysis of Idea 5 survey questions excludes the feedback from residents south of the airport.

Postal codes considered south of the airport include:

SOUTH ETOBICOKE

MISSISSAUGA SOUTH

M9C

L4W

M9B

L4X

M9A

L4Y

M8W

L5E

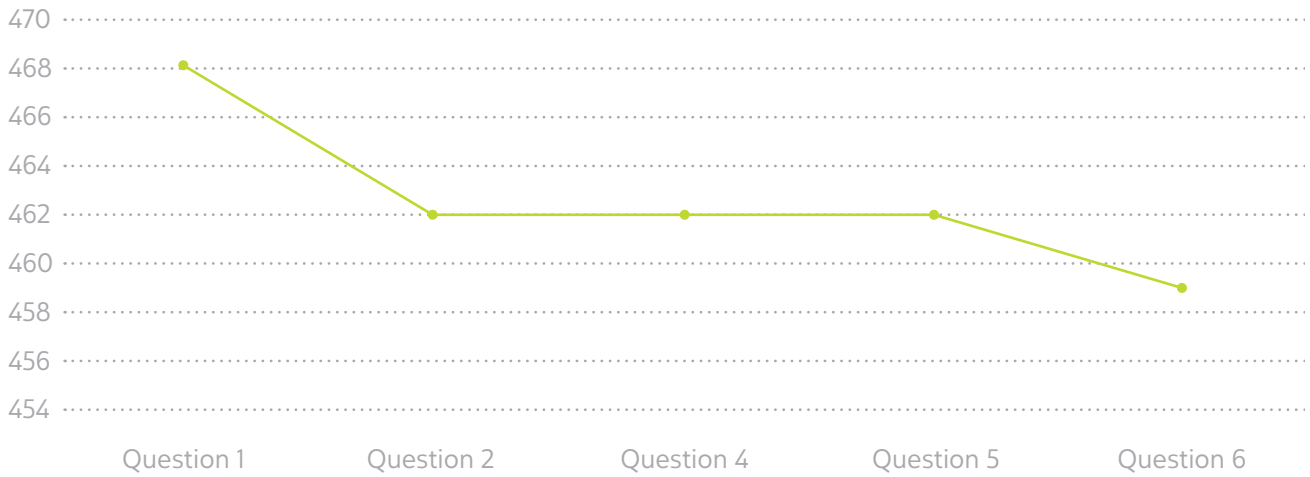
M8V

M8Y

M8Z

Summer Weekend Runaway Alteration Answer for Idea 5 Questions

*All Non-blank



** Does not include Question 3, as it was check-all-that-apply style, and answer rate was 87 per cent

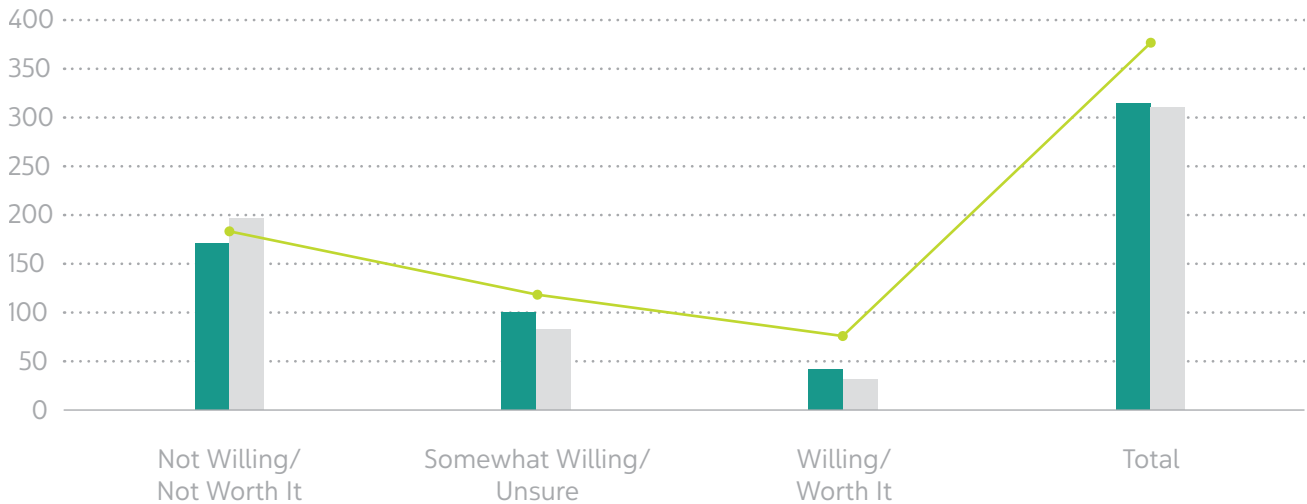
QUESTIONS 1, 2, AND 5

Q1, Q2, Q5 Correlation–Non-blank, Non-South

	WILLINGNESS to accept more frequent air traffic in order to get predictable respite for self?	WILLINGNESS to accept more frequent air traffic in order to get predictable respite for others?	IS HAVING some predictable relief every other weekend worth the alternate weekends with potential increased operations?	SUM	%
Not Willing/ Not Worth It	172	196	184	552	55
Somewhat Willing/Unsure	100	83	119	302	30
Willing/ Worth It	42	32	75	149	15
Total	314	311	378	1,003	100

Summer Weekend Runway Alternation Questions 1, 2, and 5

*Non-blank, Non-South



- Willingness to accept more frequent air traffic in order to get predictable respite for self?
- Willingness to accept more frequent air traffic in order to get predictable respite for others?
- Is having some predictable relief every other weekend worth the alternate weekends with potential increased operations?

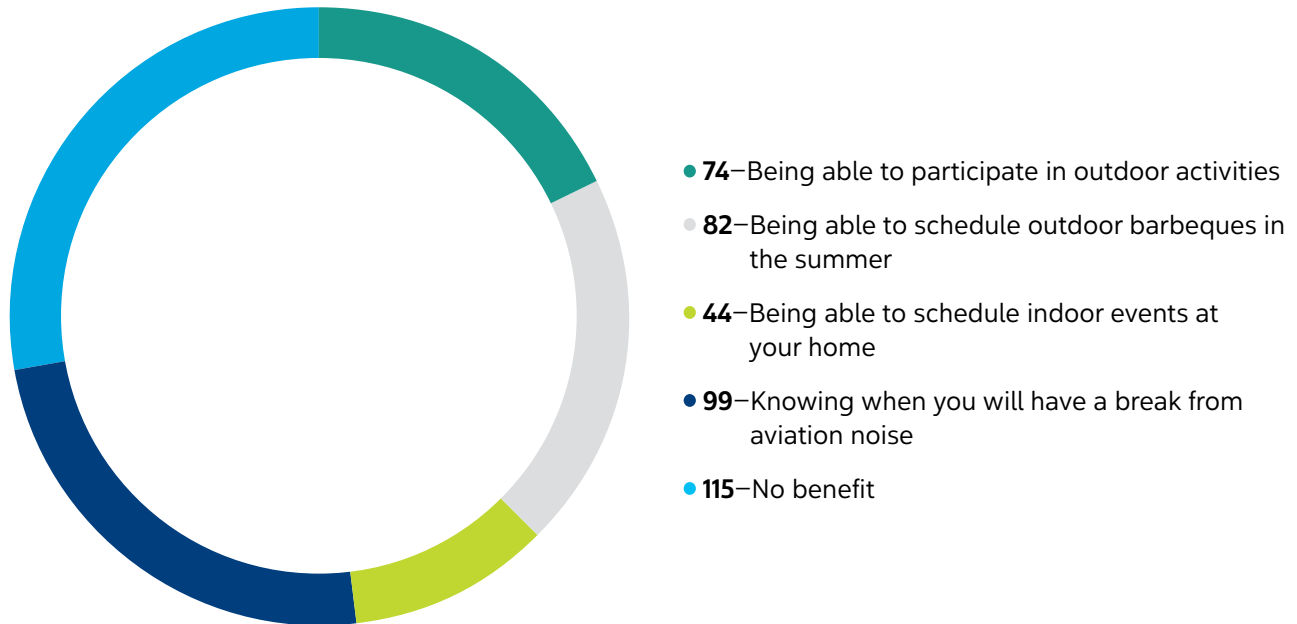
Q1, Q2, Q5 Correlation—All Non-blank

	WILLINGNESS to accept more frequent air traffic in order to get predictable respite for self?	WILLINGNESS to accept more frequent air traffic in order to get predictable respite for others?	IS HAVING some predictable relief every other weekend worth the alternate weekends with potential increased operations?	SUM	%
Not Willing/Not Worth It	297	324	217	838	60
Somewhat Willing/Unsure	119	98	157	374	27
Willing/Worth It	52	40	88	180	13
Total	468	462	462	1,392	100

QUESTION 3

Summer Weekend Runway Alternation What benefits would be most meaningful?

*All Non-blank



QUESTION 4

Do you think a summer weekend runway alternation program would impact or benefit you?

	ALL NON-BLANK		NON-BLANK, NON-SOUTH	
Negative Impact	213	46%	109	35%
Neither Impact nor Benefit	160	35%	120	39%
Positive Benefit	89	19%	80	26%
Total	462		309	

QUESTION 6

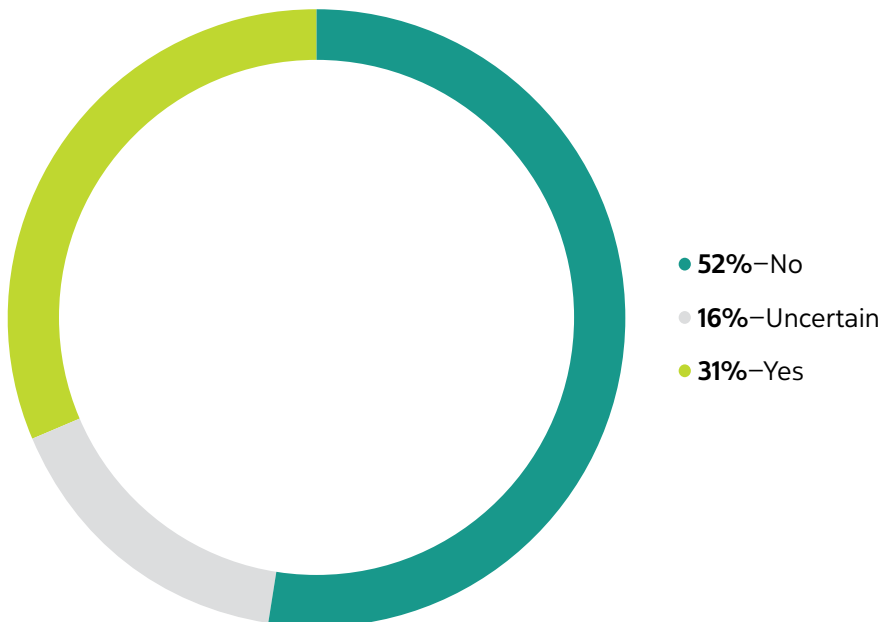
Do you object to a test of Idea 5?

	ALL NON-BLANK		NON-BLANK, NON-SOUTH	
No	199	43%	160	52%
Uncertain	69	15%	49	16%
Yes	191	42%	96	31%
Total	459		305	

Summer Weekend Runway Alternation

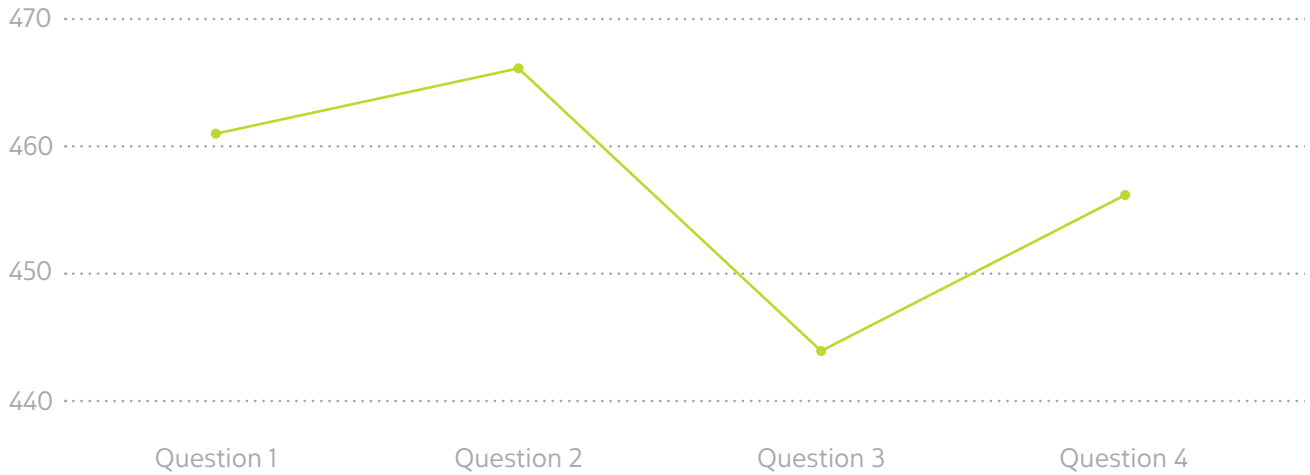
Do you object to a test of Idea 5?

**Non-blank, Non-South*



IDEA 6

Preferential Runway System Review Answer Rates for Idea 6 questions



QUESTION 1

WOULD REPORTING ON PREFERENTIAL RUNWAY USAGE BE BENEFICIAL?

● No, it wouldn't	104	23%
● Uncertain	100	22%
● Yes, it would	257	56%

Total **461**



QUESTION 2

WHICH OF THE FOLLOWING DESCRIBES YOUR EXPERIENCE WITH AIRCRAFT NOISE AT NIGHT?

- I am impacted by night flights almost every night 151 32%
 - I am often impacted by night flights 178 38%
 - I am rarely impacted by night flights 87 19%
 - Night flights do not bother me at all 50 11%
-

Total 466



QUESTION 3

DO YOU THINK THE NEW PREFERENTIAL RUNWAY SYSTEM WOULD IMPACT OR BENEFIT YOU?

- Negative impact 159 36%
 - Neither impact nor benefit 190 43%
 - Positive benefit 95 21%
-

Total 444



QUESTION 4

DO YOU OBJECT TO A TEST OF IDEA 6?

● No	228	50%
● Uncertain	59	13%
● Yes	169	37%

Total **456**



APPENDIX D: COMMUNICATIONS

ATTENDANCE BY MEETING LOCATION

MEETING LOCATION	REGISTERED	REGISTERED + Did Not Attend	REGISTERED + Attended	DROP-INS	TOTAL NUMBER ATTENDED
Overall	518	259	259	174	433
Westin Airport: Mar. 3	83	57	26	22	48
Streetsville: Mar. 6	27	14	13	3	16
Oakville: Mar. 7	36	19	17	9	26
High Park: Mar. 8	5	5	0	4	4
Willowdale: Mar. 20	22	14	8	2	10
Etobicoke/Mississauga: Mar. 26	120	55	65	22	87
Malton: Mar. 27	13	10	3	0	3
Richmond Hill: Mar. 28	7	7	0	11	11
Georgetown: Apr. 3	27	17	10	7	17
Vaughan: Apr. 4	13	6	7	12	19
Milton: Apr. 5	14	7	7	21	28
Sheridan Four Points: Apr. 7	83	50	33	17	50
North Etobicoke/ Rexdale: Apr. 10	44	25	19	11	30
Brampton/Churchill: Apr. 11	19	12	7	3	10
Leaside: Apr. 12	62	23	39	35	74

ATTENDEES BY POSTAL CODE

POSTAL CODE	COMMUNITY	REGISTERED	REGISTERED + Did Not Attend	REGISTERED + Attended	DROP-INS	TOTAL NUMBER ATTENDED
L0G	King City/Nobleton	0	0	0	1	1
L0P	Milton/Halton Hills	1	1	0	10	10
L3P	Markham	2	1	1	1	2
L4A	Stouffville	2	1	1	0	1
L4B	Richmond Hill	1	0	1	0	1
L4H	Woodbridge	3	1	2	7	9
L4L	Woodbridge	12	10	2	0	2
L4T	Malton	1	0	0	0	0
L4W	Mississauga	4	0	4	3	7
L4X	Mississauga	4	0	4	1	5
L4Y	Mississauga	3	0	0	2	2
L4Z	Mississauga	7	4	3	2	5
L5A	Mississauga	2	0	0	0	0
L5B	Mississauga	2	0	2	0	2
L5G	Mississauga	3	0	0	0	0
L5L	Mississauga/ Erin Mills	3	2	1	1	2
L5M	Mississauga/ Streetsville	5	0	5	1	6
L5N	Mississauga	8	4	4	1	5
L5V	Mississauga	1	0	0	0	0
L5W	Meadowvale	1	0	1	0	1
L4X	Brampton	4	0	4	1	5
L4Y	Brampton	3	3	0	2	2
L4Z	Brampton	7	4	3	2	5
L5A	Mississauga	2	2	0	0	0
L5B	Mississauga	2	0	2	0	2
L5G	Mississauga	3	3	0	0	0

ATTENDEES BY POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	REGISTERED	REGISTERED + Did Not Attend	REGISTERED + Attended	DROP-INS	TOTAL NUMBER ATTENDED
L5L	Mississauga	3	2	1	1	2
L5M	Mississauga	38	17	21	13	33
L6J	Oakville	1	1	0	0	0
L6M	Oakville	8	3	5	1	6
L6T	Bramalea	1	0	1	2	3
L6Y	Brampton/ Churchill	4	1	3	0	3
L7B	King City	1	0	0	0	0
L7G	Georgetown	2	2	0	2	2
L5M	Burlington	5	0	5	1	6
L5N	Burlington	8	4	4	1	5
L5V	Mississauga	1	1	0	0	0
L5W	Meadowvale	1	0	1	0	1
L6H	Oakville	24	9	15	6	21
L7G	Georgetown	21	11	10	6	16
L9E	Milton	0	0	0	1	1
L9T	Milton	2	2	0	6	6
L9X	Minesing	0	0	0	1	1
L0P	Campbellville	0	0	0	1	1
M1T	Scarborough	0	0	0	1	1
M2J	North York	1	1	0	0	0
M2M	North York	1	1	0	0	0
M2N	North York	6	3	3	1	4
M2R	North York	3	1	2	0	2
M3B	Don Mills	8	2	6	2	8
M3H	Wilson Heights	6	0	6	0	6
M3M	Downsview	1	0	1	0	1

ATTENDEES BY POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	REGISTERED	REGISTERED + Did Not Attend	REGISTERED + Attended	DROP-INS	TOTAL NUMBER ATTENDED
M4G	Davisville	25	5	20	29	49
M4N	Lawrence Park	1	1	0	0	0
M4R	North Toronto West	4	2	2	0	2
M4S	Davisville/Mount Pleasant East	11	6	5	2	7
M4T	Moore Park	2	2	0	0	0
M5J	Entertainment District/Toronto Islands	1	1	0	0	0
M5P	Forest Hill	4	2	2	0	2
M6K	Toronto Lakeshore	1	1	1	0	0
M6S	Bloor West/ High Park	5	1	4	1	5
M8V	Etobicoke	14	8	6	1	7
M8W	Alderwood/ Longbranch	15	11	4	3	7
M8Z	Etobicoke	0	0	0	1	1
M9A	Etobicoke	4	1	2	1	3
M9B	Eatonville, Six Points	11	4	7	6	13
M9C	Markland Wood	49	10	39	12	51
M9M	Weston/ North Toronto	1	0	1	1	2
M9N	Weston	4	2	2	0	2
M9P	West Toronto	8	1	7	2	9
M9R	Richview	11	5	6	4	10
M9V	Thistletown/ Rexdale	13	6	7	2	9
M9W	North Etobicoke	23	12	11	4	15
None	Unknown	136	95	34	35	69

HOW ATTENDEES HEARD ABOUT THE CONSULTATIONS

TACTIC	NUMBER OF PEOPLE
CENAC	3
Checking In	65
Community Association newspaper/email	20
Emails	25
Elected Official	21
Local newspaper	140
Other (includes TANG, RANGO, word of mouth)	134
Other: Signage	7
Automated Phone Notification	15
Social Media	64
Toronto Pearson Website	44
Toronto Star	24
No response	125

Metroland Ad

Notice of Community Consultation

Toronto Pearson is fast becoming one of the world's leading airports. As we meet the demand for air travel, the Greater Toronto Airports Authority (GTAA) and NAV CANADA are working to identify measures that address the issue of aircraft noise for local neighbourhoods.

Starting March 2018, the GTAA and NAV CANADA are conducting public consultations on new proposals that are aimed at reducing noise impacts for residents around the Greater Toronto Area. The new proposals include: new flight paths for overnight flights, changes to the preferential runway system and a summer weekend runway alternation program.

Join us at any of the upcoming events to learn more about what the proposed initiatives mean for your community, provide feedback, and speak to industry experts. Registration is recommended.

Community Briefings

Attend one of two community briefings that include an hour of technical review and analysis led by an industry expert. Discussion with GTAA and NAV CANADA representatives to follow.

March 3, 2018
10:00 a.m. – 4:00 p.m.

Westin Toronto Airport, Sutton Ballroom
950 Dixon Rd., Toronto, ON

Presentation Schedule:
11:00 a.m. – 12:00 p.m.
2:00 p.m. – 3:00 p.m.

April 7, 2018
10:00 a.m. – 4:00 p.m.

Sheridan Four Points, Windsor Hall
6257 Airport Rd., Mississauga, ON

Presentation Schedule:
11:00 a.m. – 12:00 p.m.
2:00 p.m. – 3:00 p.m.

Community Open Houses

Drop-in style evening events will be held in communities across the GTA and include the same information as the briefings. GTAA and NAV CANADA representatives available to answer questions one-on-one and speak to the impact and benefits of the proposed changes on your community.

Open houses will be hosted from 7:00 p.m. – 9:00 p.m. on select dates between March 3 and April 12, 2018.

To find the Open House in your community, please visit torontopearson.com/conversations.

To register, or for more information, visit torontopearson.com/conversations, call 416-776-5739 or email community.engagement@gtaa.com.



METROLAND AND TORONTO STAR PUBLICATIONS

MARKET	PUBLICATION	EDITION	CIRCULATION
Brampton/Churchville	Brampton Guardian	February 15/March 22	130,000
Georgetown	Georgetown-Acton Independent & Free Press	February 15/March 22	22,800
Milton	Milton Canadian Champion	February 15/March 22	27,200
Malton	Mississauga News	February 15/March 22	165,000
Oakville	Oakville Beaver	February 15/March 22	52,850
Richmond Hill	Richmond Hill/Thornhill Liberal	February 15/March 22	87,800
Toronto Markets	Etobicoke Guardian York Guardian City Centre Mirror Bloor West/Parkdale Villager North York Mirror East York and Beach Mirror Scarborough Mirror	February 15/March 22	416,508
Vaughan	Vaughan Citizen	February 15/March 22	58,500
Greater Toronto Area	Toronto Star, Saturday Edition	February 17/March 24	1,823,000

MULTI-CULTURAL AND FRENCH PUBLICATIONS

MARKET	PUBLICATION	EDITION	CIRCULATION
Chinese (Mandarin/Cantonese)	Ming Pao (Sa-Su)	March 15	64,000
Chinese (Mandarin/Cantonese)	Sing Tao (Sa-Su)	March 20	55,000
Chinese (Mandarin/Cantonese)	Canadian Chinese News	March 15	44,000
Chinese (Mandarin/Cantonese)	Epoch Times (Fr)	March 20	25,000
Punjabi	Indo-Canadian Times	March 15	6,500
Punjabi	Punjabi Post	March 19	27,000
Italian	Corriere Canadese	March 19	30,000
Tagalog/Filipino	Philippine Reporter	March 16	12,000
Tagalog/Filipino	Balita Filipino	March 23	15,000
Tagalog/Filipino	Taliba	March 16	10,000
French: Niagara Peninsula and Hamilton Region	Le Regional	February 21	5,000
French: Toronto	Le Metropolitan	February 21/March 14th	10,000

OVERALL AUTOMATED PHONE NOTIFICATION STATISTICS

	CAMPAIGN #1: MARCH 1	CAMPAIGN #2: MARCH 23
Total number called	82,999	83,000
Full message completed	26,604 (32.1%)	31,977 (38.5%)
Listened to partial message	20,629 (24.9%)	19,526 (23.5%)
No answer	5,669 (6.85%)	6,794 (8.2%)
Busy	774 (0.9%)	789 (1.0%)
Temporarily unavailable	29,298 (35.3%)	23,914 (28.8%)

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
LOG	Beeton	125	143	268
	Bond Head	3	1	4
	Cedar Valley	3	4	7
	Colgan	1	1	2
	Kettleby	1	2	3
	Loretto	36	30	66
	Mount Albert	117	141	258
	Nobleton	73	88	161
	Queensville	53	54	107
	Schomberg	86	100	186
	Sharon	59	61	120
	Tottenham	120	122	242
<hr/>				
L0J	Kleinburg	95	118	213
<hr/>				
LON	Caledon East	28	23	51
	Grand Valley	25	22	47
	Honeywood	1	8	9
	Hornings Mills	6	21	27
	Mansfield	23	23	46
	Orton	27	40	67
	Palgrave	39	21	60
	Rosemont	12	51	63
	Shelburne	43	23	66
<hr/>				
LOP	Campbellville	68	1	69
	Hornby	9	80	89
	Limehouse	21	1	22

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
	Moffat	8	11	19
	Norval	1	16	17
	Terra Cotta	4	6	10
L3P	Markham	598	595	1,193
	Richmond Hill	39	35	74
	Unionville	63	65	128
L3R	Markham	396	429	825
	Unionville	403	404	807
L3S	Markham	564	621	1,185
L3T	Richmond Hill	439	1,080	1,519
L4B	Richmond Hill	1,179	405	1,584
L4C	Richmond Hill	745	1,163	1,908
L4E	Thornhill	–	725	725
L4J	Thornhill	1,349	1,392	2,741
L4K	Concord	259	233	492
L4L	Woodbridge	1,097	1,170	2,267
L4S	Richmond Hill	–	458	458
L4T	Brampton	–	273	273
	Mississauga	–	785	785
L4W	Mississauga	–	495	495
L4X	Mississauga	341	368	709
L4Y	Mississauga	545	557	1,102

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
L4Z	Mississauga	680	675	1,355
L5A	Mississauga	924	989	1,913
L5B	Mississauga	1,131	1,164	2,295
L5C	Mississauga	597	551	1,148
L5E	Mississauga	310	320	630
L5G	Mississauga	490	511	1,001
L5H	Mississauga	497	413	910
L5J	Mississauga	661	653	1,314
L5K	Mississauga	306	315	621
L5L	Mississauga	938	955	1,893
L5M	Mississauga	1,683	1,658	3,341
	Streetsville	40	32	72
L5N	Mississauga	1,586	1,577	3,163
L5R	Mississauga	631	643	1,274
L5W	Mississauga	324	332	656
L6A	Concord	5	4	9
	Maple	1,357	1,301	2,658
	Vaughan	13	10	23
L6C	Markham	488	480	968
L6G	Markham	24	24	48
	Unionville	17	7	24
L6H	Oakville	1,203	1,171	2,374

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
L6J	Oakville	585	550	1,135
L6K	Oakville	322	294	616
L6L	Oakville	752	711	1,463
L6M	Oakville	1,105	1,108	2,213
L6R	Brampton	1,036	984	2,020
L6S	Brampton	897	917	1,814
L6T	Brampton	695	653	1,348
L6V	Brampton	695	635	1,330
L6W	Brampton	437	436	873
L6X	Brampton	1,012	983	1,995
L6Y	Brampton	1,235	1,217	2,452
L7B	King	34	28	62
	King City	233	218	451
	Nobleton	51	32	83
L7C	Bolton	39	48	87
	Caledon	70	64	134
	Caledon East	130	119	249
	Caledon Village	7	15	22
	Cheltenham	21	14	35
	Inglewood	68	69	137
	Terra Cotta	11	8	19
L7E	Bolton	636	619	1,255
	Caledon	6	4	10
	Caledon East	4	10	14
	Palgrave	22	33	55

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
L7G	Georgetown	862	870	1,732
	Glen Williams	31	44	75
	Halton Hills	2	2	4
L7J	Acton	263	258	521
L7K	Alton	20	32	52
	Belfountain	8	8	16
	Caledon	7	9	16
	Caledon East	15	19	34
	Caledon Village	57	52	109
	Terra Cotta	4	1	5
L7M	Burlington	876	880	1,756
L7P	Burlington	603	622	1,225
L9T	Milton	1,624	1,593	3,217
M1K	Scarborough	766	793	1,559
	Toronto	8	5	13
M1L	North York	47	66	113
	Scarborough	546	549	1,095
	Toronto	13	16	29
M1P	Scarborough	709	694	1,403
	Toronto	16	16	32

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M1R	North York	35	49	84
	Scarborough	454	525	979
	Toronto	954	934	1,888
M1S	Scarborough	499	522	1,021
	Toronto	3	2	5
M1T	Scarborough	628	601	1,229
	Toronto	4	10	14
M1V	Scarborough	722	736	1,458
	Toronto	2	4	6
M1W	Scarborough	799	762	1,561
	Toronto	14	14	28
M2H	North York	366	447	813
	Toronto	1	3	4
M2J	North York	884	933	1,817
	Toronto	30	28	58
	York	–	1	1
M2K	North York	459	429	888
	Toronto	11	12	23

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M2L	North York	204	238	442
	Toronto	2	1	3
M2N	North York	1,098	1,093	2,191
	Toronto	46	34	80
M2P	North York	153	180	333
	Toronto	–	1	1
M2R	North York	763	754	1,517
	Toronto	5	8	13
M3A	North York	489	552	1,041
	Toronto	44	55	99
M3B	North York	304	303	607
	Toronto	10	9	19
M3C	Don Mills	2	–	2
	East York	27	31	58
	North York	565	569	1,134
	Toronto	37	31	68
M3H	North York	762	706	1,468
	Toronto	7	2	9

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M3J	North York	383	408	791
	Toronto	1	3	4
M3K	North York	119	101	220
	Toronto	2	–	2
M3L	North York	291	313	604
	Toronto	2	1	3
M3M	North York	420	446	866
	Toronto	1	1	2
M3N	North York	589	593	1,182
	Toronto	14	11	25
M4A	East York	3	1	4
	North York	287	286	573
	Scarborough	–	3	3
	Toronto	1	1	2
M4B	East York	415	374	789
	Scarborough	4	9	13
	Toronto	2	5	7
M4C	East York	537	471	1,008
	Scarborough	10	14	24
	Toronto	294	316	610

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M4E	Scarborough	7	7	14
	Toronto	463	478	941
M4G	East York	391	407	798
	Toronto	29	35	64
M4H	East York	235	207	442
	Toronto	20	26	46
M4J	East York	354	332	686
	Toronto	357	378	735
M4K	East York	233	227	460
	Toronto	387	406	793
M4L	Toronto	551	570	1,121
M4M	Toronto	342	374	716
M4N	North York	103	105	208
	Toronto	266	274	540
M4P	North York	24	14	38
	Toronto	361	390	751
M4R	Toronto	248	214	462
M4S	Toronto	603	516	1,119
M4T	Toronto	269	245	514
M4V	Toronto	431	458	889

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M4W	East York	9	6	15
	Toronto	336	342	678
M4X	Toronto	359	335	694
M4Y	Toronto	430	438	868
M5A	Toronto	552	591	1,143
M5B	Toronto	160	195	355
M5E	Toronto	153	117	270
M5G	Toronto	90	95	185
M5H	Toronto	30	36	66
M5J	Toronto	246	231	477
M5M	North York	345	322	667
	Toronto	210	229	439
M5N	North York	74	65	139
	Toronto	283	293	576
M5P	Toronto	289	301	590
	York	122	125	247
M5R	Toronto	519	532	1,051
M5S	Toronto	250	247	497
M5V	Toronto	549	583	1,132
M6A	North York	347	352	699
	Toronto	26	35	61

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M6B	North York	332	326	658
	Toronto	119	109	228
	York	123	126	249
M6C	Toronto	72	82	154
	York	382	348	730
M6E	Toronto	170	168	338
	York	518	511	1,029
M6G	Toronto	566	565	1,131
M6H	Toronto	644	621	1,265
M6J	Toronto	464	395	859
	Sudbury	–	1	1
M6K	Toronto	541	504	1,045
M6L	North York	371	423	794
	Toronto	2	4	6
M6M	North York	270	244	514
	Toronto	33	32	65
	York	504	447	951
M6N	Toronto	228	256	484
	York	507	546	1,053

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M6P	Etobicoke	18	28	46
	Toronto	673	652	1,325
M6R	Toronto	306	318	624
M6S	Toronto	451	442	893
	York	232	249	481
M8V	Etobicoke	708	687	1,395
	Toronto	42	52	94
M8W	Etobicoke	361	383	744
	Toronto	15	23	38
M8X	Etobicoke	273	258	531
	Toronto	1	3	4
M8Y	Etobicoke	398	418	816
	Toronto		1	1
M8Z	Etobicoke	353	328	681
	Toronto	3	4	7
M9A	Etobicoke	812	782	1,594
	Toronto	6	4	10
M9B	Etobicoke	657	661	1,318
	Toronto	1	2	3

AUTOMATED PHONE NOTIFICATION BY COMMUNITY AND POSTAL CODE (CONTINUED)

POSTAL CODE	COMMUNITY	CAMPAIGN #1: NUMBER CALLED	CAMPAIGN #2: NUMBER CALLED	TOTAL NUMBERS
M9C	Toronto	12	790	802
	Etobicoke	808	5	813
M9L	North York	211	207	418
M9M	North York	318	1	319
	Toronto	–	22	22
M9N	Toronto	33	12	45
	North York	190	184	374
	York	291	283	574
M9P	Toronto	6	3	9
	Etobicoke	456	458	914
M9R	Toronto	5	7	12
	Etobicoke	653	642	1,295
M9V	Toronto	5	4	9
	Etobicoke	730	762	1,492
M9W	Toronto	11	10	21
	Etobicoke	655	680	1,335
Blank	–	–	2	2
Grand Total		82,999	83,000	165,999

SAMPLE EMAIL COMMUNICATIONS

To Elected Officials

Sent: Tuesday, February 13, 2018 11:36 AM

Subject: Notice: Public Consultation on the Noise Mitigation Initiatives Engagement Plan

Good morning,

I'm reaching out to give you advance notice of a public consultation being hosted by NAV CANADA and the GTAA on the Noise Mitigation Initiatives Engagement Plan (Six Ideas).

As part of this work, the GTAA and NAV CANADA have been studying Six Ideas that are aimed at reducing noise impacts for residents around the Greater Toronto Area. The technical analysis of the Six Ideas is now complete, and the GTAA and NAV CANADA will be meeting with the community to present recommendations.

Public consultations—in line with the [Airspace Change Communications and Consultation Protocol](#)—will run from March 3rd to April 20th with 15 sessions being held in communities surrounding the airport. Notice of upcoming public consultations will be published in newspapers across the region starting Thursday, February 15. I have attached a copy of the public notice, which we hope you will share with your constituents.

The GTAA and NAV CANADA will host an in-person briefing for Elected Officials in Ottawa on February 26th and a webinar at 12 p.m. on the 27th in advance of the first consultation on March 3rd. Please respond to this email if you are interested in registering.

The locations and dates for the community consultations can be found on the Toronto Pearson website.

As always, if constituents contact your office with any concerns about aircraft noise, they can be directed to the GTAA's Noise Office at: 416-247-7682 or to the online noise complaint form. Members of the community can find more information on aircraft noise complaints on the Noise Office webpage. And, we encourage all community members to stay informed about our operations by following us on Twitter or signing up for our community newsletter, [Checking In](#).

Best regards,



Greater Toronto Airports Authority | Stakeholder Relations and Communications
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
www.TorontoPearson.com

Sent: Tuesday, February 13, 2018 11:36 AM

Subject: Reminder Notice: Public Consultation on the Noise Mitigation Initiatives Engagement Plan

Good afternoon,

Just sending a reminder that there will be a webinar at 12 p.m. on February 27th in advance of the first community consultation on March 3rd.

The GTAA and NAV CANADA will provide an advance briefing for elected officials and their staff on the Noise Mitigation Initiatives Engagement Plan.

Please respond to this email if you are interested in registering.

Thanks,



Greater Toronto Airports Authority | Stakeholder Relations and Communications
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
www.TorontoPearson.com

Sent: Monday, March 19, 2018 3:12 PM

Subject: Notice: Public Consultation on the Noise Mitigation Initiatives Engagement Plan

Good afternoon,

I'm following up on my email below to inform you that NAV CANADA and the GTAA are hosting a Community Consultation in your area next week. We are conducting public consultation on proposals that are aimed at reducing noise impacts for residents around the Greater Toronto Area. The proposals include: new flight paths for overnight flights, changes to the preferential runway system and a summer weekend runway alternation program.

Date: March 27

Time: 7:00-9:00pm

Location:

Malton Victory Hall

3091 Victory Cres

Mississauga, Ontario

Visit [here](#) to register.

If you're not able to attend, you will still have the opportunity to give feedback on the Toronto Pearson Website. Further information on the Noise Mitigation Initiatives Engagement Plan can be found below.

Thanks,



Greater Toronto Airports Authority | Stakeholder Relations and Communications
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
www.TorontoPearson.com

Sent: Friday, April 6, 2018 11:36 AM

Subject: Feedback: Public Consultation on the Noise Mitigation Initiatives Engagement Plan

Good afternoon,

I'm following up on my email below as a reminder that residents have 14 days remaining to provide their feedback on our public consultation with NAV CANADA. We are consulting on six ideas aimed at reducing noise impacts for residents around the Greater Toronto Area.

Residents can share their feedback by reviewing our website and submitting an online feedback form or attending one of our remaining public events.

The Six Ideas include: new flight paths for overnight flights, changes to the preferential runway system, and a summer weekend runway alternation program using our East/West runways.

We have hosted ten public consultation sessions in Streetsville, Oakville, High Park, Willowdale, Etobicoke/Mississauga, Malton, Richmond Hill, Georgetown, Vaughan and Milton. There will be three more public consultation open houses in North Etobicoke/Rexdale, Brampton/Churchville and Leaside.

As well, tomorrow (April 7), we're hosting a full day meeting that combines the open house format with a technical briefing that is offered at 11:00 a.m. and then again at 2:00 p.m. followed by a question and answer period. We ask that those interested in attending the briefings register in advance.

Details:

Time: 10:00am to 4:00 p.m.

Presentation Schedule:

11:00 a.m. to 12:00 p.m. register

2:00 p.m. to 3:00 p.m. register

Sheraton Four Points, Windsor Hall
6257 Airport Rd., Mississauga, Ontario

** parking will be validated. Please ask that community members register their license plate numbers at the check-in desk.

We would appreciate if you could inform or remind your constituents, so they have the opportunity to provide feedback before April 20th when the consultation concludes.

Thanks,



Greater Toronto Airports Authority | Stakeholder Relations and Communications
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
www.TorontoPearson.com

EMAILS TO ENGAGED STAKEHOLDERS

Sent: Friday, February 16, 2018 5:04 PM

Subject: Toronto Noise Mitigation Initiatives: Technical Briefing

Good afternoon,

Toronto Pearson is fast becoming one of the world's leading airports. As we meet the demand for air travel, the Greater Toronto Airports Authority (GTAA) and NAV CANADA are working to identify measures that address the issue of aircraft noise for local neighbourhoods.

As you know, the GTAA and NAV CANADA held a number of Stakeholder Roundtable sessions in 2015 to explore with residents ideas aimed at reducing the generation of noise over residential areas where possible.

The technical analysis of the six ideas is now complete, and the GTAA and NAV CANADA will now be engaging with the community to consult on proposals.

As engaged member of your community and one who has participated in the process to date, we are reaching out to invite you to one of two technical briefings the GTAA and NAV CANADA will be offering on the proposals in advance of public consultation. Please RRSP your attendance to one of the two sessions below:

Where: GTAA Administration Building
3111 Convair Drive
Toronto, ON

Wednesday, February 28
6:30 to 8:30 p.m.
RRSP for this session [here](#)

Thursday, March 1
6:30 to 8:30
RRSP for this session [here](#)

If you are unable to attend one of the meetings indicated above, there will still be plenty of opportunities to hear about the proposals and provide your input. We kindly ask that you do not extend this invitation to your communities but instead encourage them to attend any of the community meetings we will begin hosting on March 3. The locations and dates for the community consultations can be found on [here](#). We look forward to seeing you at one of these briefings or at any of the public meetings across the region.

Best,



Greater Toronto Airports Authority | Stakeholder Relations & Communications
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
www.TorontoPearson.com

Sent: Friday, February 16, 2018 5:05 PM

Subject: Registration for Toronto Noise Mitigation Initiatives Public Meetings

Good afternoon,

Registration for the Community Briefings and Community Open Houses is now open. Please register your attendance at any one of the meetings held across the region here.

Best,



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Sent: Monday, March 26, 2018 10:24 AM

Subject: Community Open House–Etobicoke/Mississauga March 26, 2018

Thank you for registering your attendance at the Six Ideas Open House hosted by Greater Toronto Airports Authority (GTAA) and NAV CANADA.

This meeting is an open format session, so feel free to drop in any time between 7:00 p.m. and 9:00 p.m. to learn more about what the proposed initiatives mean for your community, provide feedback, and speak one-on-one to industry experts.

We will not be providing a presentation at this meeting; however, you can watch the technical briefing [here](#). If you are interested in participating in our next technical briefing, please register for the April 7 session that will be held at the Sheridan Four Points [here](#).

You can also preview the consultation materials on our website, and provide your comments [here](#).

Please note: Idea 5 proposes a summer weekend runway alternation program. As part of the technical analysis, we looked at two operational program concepts:

1. a program involving all runways (dedicated east/west or dedicated north/south) AND
2. a program involving only the east/west runways.
 - **The technical analysis found that a runway alternation program that includes the north/south runways is not feasible.** Therefore, residents living north or south of the airport will not experience a change due to this proposal.
 - The GTAA is proposing an alternation program with only the east/west runways at this time.

Notice: 2018 Runway Resurfacing

Resurfacing work on one Toronto Pearson's Runways 06L/24R is planned to begin as early as April 23, 2018. This project will consist of electrical work and the milling and resurfacing of runway 06L/24R to keep the surface in top condition and ensure continued safe operations.

In comparison to spring 2017's rehabilitation of the 05/23 runway, this work does not require a closure of the runway during peak hours. We have purposefully scheduled the work during off-peak hours when flight traffic is lowest.

Please note: Due to the 06L/24R runway resurfacing project planned for late April-June, there is the possibility that the north/south runways may see increased traffic between 10 p.m. and 12 a.m. during the duration of the project. *This is because of the 2018 Runway Resurfacing work and not part of the summer weekend runway alternation proposal.*



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Sent: Thursday, March 29, 2018 10:50 AM
Subject: The Six Ideas, Toronto Noise Mitigation Initiatives

Good morning,

Thank you for attending (or your interest in attending) the Greater Toronto Airports Authority (GTAA) and NAV CANADA's March 28th Open House on the Six Ideas, the Toronto Noise Mitigation Initiatives at the Langstaff Community Centre. This was one the of 15 meetings we are holding across the region. Please feel free to join us again at any of our other events in your community. All dates and locations can be found [here](#).

We'd also encourage you to visit our website, torontopearson.com/conversations, where you can not only review the [presentation](#) that was provided at our March 3 Community Briefing, but also find additional information on the Six Ideas. Please note that we will be holding another community briefing on April 7th. If you haven't already, please fill out our Have Your Say on the Six Ideas survey found [here](#). The comment period will close on April 20th, and later this summer, we will report back on what we heard from the community.

We look forward to seeing you again at one of our upcoming meetings.

Best,



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Sent: Monday, March 05, 2018 2:25 PM

Subject: Toronto Pearson + NAV CANADA Noise mitigation consultation

Good afternoon,

Thank you for calling us back at Toronto Pearson after hearing our robocall. As I mentioned, we are using several tactics to ensure the community around Toronto Pearson are aware of our upcoming consultations with NAV CANADA.

Toronto Pearson is fast becoming one of the world's leading airports. As we meet the demand for air travel, the Greater Toronto Airports Authority (GTAA) and NAV CANADA are working to identify measures that address the issue of aircraft noise for local neighbourhoods.

We started consultations on March 3 on new proposals that are aimed at reducing noise impacts for residents around the Greater Toronto Area. The proposals include: new flight paths for overnight flights, changes to the preferential runway system, and a six month weekend runway alternation program.

We are holding 15 public open houses across the region. You can find the dates, times and locations of all meetings [here](#). However, if you can't attend any of our meetings, you can still learn about what we are doing and offer your feedback on our website at torontopearson.com/conversations.

Thank you for your interest and support. Feel free to contact me with any questions or concerns. As well, please let me know if you are interested in getting regular updates from us, and I will add you to our distribution list for [Checking In](#), our monthly e-newsletter.

Best,



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REGISTRATION EMAIL

Community Open House–Milton

First email sent April 3 at 9:00 AM (EDT)

Reminder email sent 48 hours before event

Thank you for registering your attendance at the Six Ideas Open House hosted by Greater Toronto Airports Authority (GTAA) and NAV CANADA.

This meeting is an open format session, so feel free to drop in any time between 7:00 p.m. and 9:00 p.m. to learn more about what the proposed initiatives mean for your community, provide feedback, and speak one-on-one to industry experts.

We will not be providing a presentation at this meeting; however, you can watch the technical briefing [here](#). If you are interested in participating in our next technical briefing, please register for the April 7 session that will be held at the Sheridan Four Points [here](#).

You can also preview the consultation materials on our website, and provide your comments [here](#).

We look forward to meeting you.

Community Open House–Milton

Thursday, 5 April 2018 from 7:00 p.m. to 9:00 p.m. (EDT)

Milton Sports Centre

605 Santa Maria Blvd

Milton, Ontario L9T 6J5

Canada

Organized by Greater Toronto Airports Authority





NAV
CANADA

Toronto Pearson

