

Welcome back!

Toronto Pearson Residents' Reference Panel on Noise Fairness and Airport Growth

Please sit where you like
We will get started at 9am



Toronto Pearson

Flight No. / Val	Arriving from / Origin	Time / Minute	Status / State
MS658	CALGARY	13:47	ARRIVED
MS257	HALIFAX	13:50	ARRIVED
MS700	VANCOUVER	13:58	ARRIVED
MS031	GLASGOW	14:17	ARRIVED
MS646	WINNIPEG	14:27	ARRIVED
MS319	MONCTON	14:31	ARRIVED
MS3465	OTTAWA	14:53	EARLY
MS523	DEER LAKE	15:17	EARLY
MS702	USHERBURG	15:17	EARLY
MS369	MONTREAL	15:18	EARLY
MS404	EDMONTON	15:28	EARLY
MS3427	QUEBEC	15:28	ON TIME
MS3508	LONDON, ON	15:46	ON TIME
MS512	KELOWNA	15:56	ON TIME
MS652	CALGARY	16:06	ON TIME
MS771	ST. JOHN'S	16:37	EARLY
MS341	MONTREAL	17:22	ON TIME
MS678	CALGARY	17:33	EARLY
MS664	CALGARY	17:57	EARLY
MS369	OTTAWA	18:02	ON TIME
TS788	CALGARY	18:30	ON TIME
TS466	VANCOUVER	18:40	ON TIME
MS3495	MONTREAL	19:01	ON TIME
MS258	WINNIPEG	19:20	ON TIME



How was your summer?

Remembering your mandate

The Reference Panel is tasked with advising the GTAA on the measures, standards and commitments it should adopt to meet the needs of area residents and support regional growth.

Specifically, the Reference Panel will develop:

- A set of values which describe its vision of responsible growth;
- A list of issues which the GTAA should attempt to address within its growth plan
- Criteria for evaluating options to mitigate and manage aircraft noise
- Additional recommendations concerning transit options, noise management, environmental stewardship and public communications and engagement



Toronto Pearson

Picturing your report

**The Residents'
Reference Panel Report
on Noise Fairness and
Airport Growth**



Toronto Pearson

Picturing your report

**The Residents'
Reference Panel Report
on Noise Fairness and
Airport Growth**



**Chair's
Note**

**Executive
Summary**

**Process
Summary**

**Who we are
and why we
volunteered**

**Our
understanding
of the context
and
challenges**

**Our
principles**

Issues

**Recommen-
dations**

**Minority
Reports**



to Pearson

The Reference Panel is one of six initiatives underway to gather the insights and concerns of residents



A busy autumn ahead... but we're in the home stretch

September 9 and 16, 2017

GTAA Reference Panel on Noise Fairness & Airport Growth will hold its final two meetings

September 18, 2017

NAV CANADA will release its Third Party Airspace Review.

This review assesses new airspace procedures to reduce noise impact for residents. NAV CANADA will analyze this review and release a public response before pursuing any new initiatives.

September 27, 2017

CENAC Meeting and the release of the Noise Management Best Practices and Benchmarking Review. This Review compares the GTAA's noise management policies with programs in other global airports, including Fly Quiet programs, noise committee mandates, financial incentives and other initiatives. This review will help to inform the GTAA's new 2018-2023 Noise Management Action Plan.

October 11, 2017

GTAA will release the Reference Panel Report and survey findings

This report and survey be used by the GTAA to inform the 2018-2023 Noise Management Action Plan and the implementation of its new Master Plan.

December 2017

GTAA will release its new 10 year Master Plan which will guide the development of the airport and the use of its lands.

CENAC Meeting and release of the Noise Mitigation Initiatives (6 Ideas) technical analysis and recommendations

Launch of 60 day consultation period on potential changes stemming from the Noise Mitigation Initiatives technical analysis

Winter 2018

GTAA will release its new 2018-2023 Noise Management Action Plan and begin to phase-in changes to the GTAA noise management programs. This plan will outline the GTAA's new commitments for managing the impact of airplane noise.

Program

May 27

June 3

Sept 9

Sept 16

9
10
11
12
1
2
3
4

Welcome & Orientation

Break

Understanding the GTAA:
History, structure, responsibilities, service volumes

What is the mega-hub vision:
Demand-led growth, implications, opportunities

Lunch

Airport Tour:
Introduction to Pearson, and understanding the passenger pathway

Identifying issues and questions

Break

Adjourn

**Mega-hubs:
The Frankfurt Experience**
Max Philipp Conrady

Toronto Pearson Operations 101
Cynthia Wood

Break

Fundamentals of Acoustics and Aircraft Noise
Colin Novak, Ph.D., P.Eng.

Lunch

Managing the Toronto Pearson Airspace
Nick Boud, HELIOS

Community Perspectives
Better Flights Paths
Markland Wood
Rockwood
Alderwood

Break

Noise fairness discussion

Roundtable Prep and Adjourn

Summer Public Workshops

Transit Perspectives

Break

Environment Perspectives

Communications & Engagement

Lunch

Issues

Break

Priorities

Adjourn

Drafting recommendations

Lunch

Break

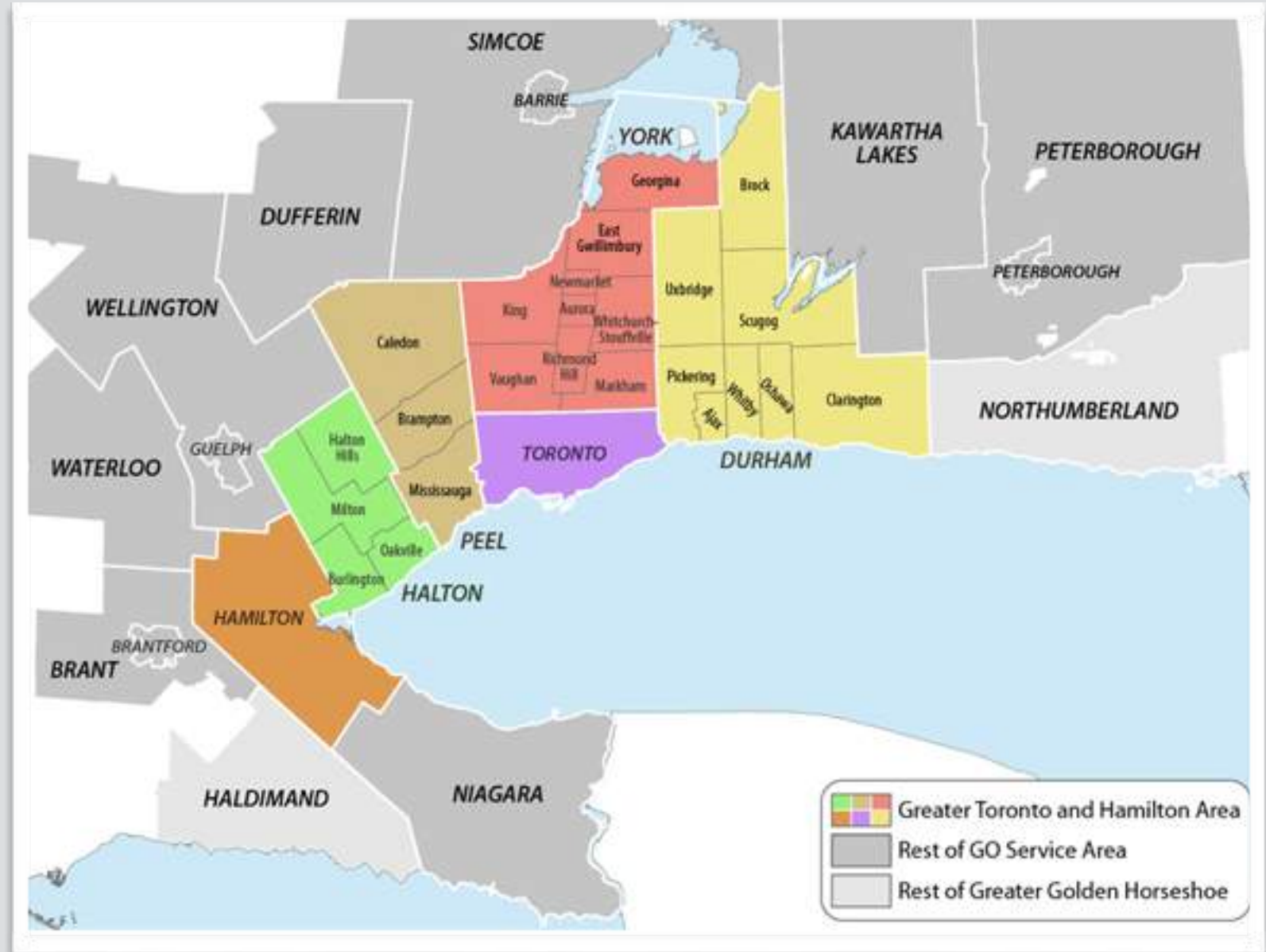
Report

Adjourn

Program

May 27

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Our Region: By 2041...

The Greater Golden Horseshoe

- 9.25 million people (26% of all Canadians)
- 4.5 million jobs (26% of all jobs in Canada)
- 4.25 million more people
- 1.8 million more jobs

The Greater Toronto Hamilton Area

- 7 million people (19% of all Canadians)
- 3.7 million jobs (21% of all jobs in Canada)
- 2.7 million more people
- 1.1 million more jobs

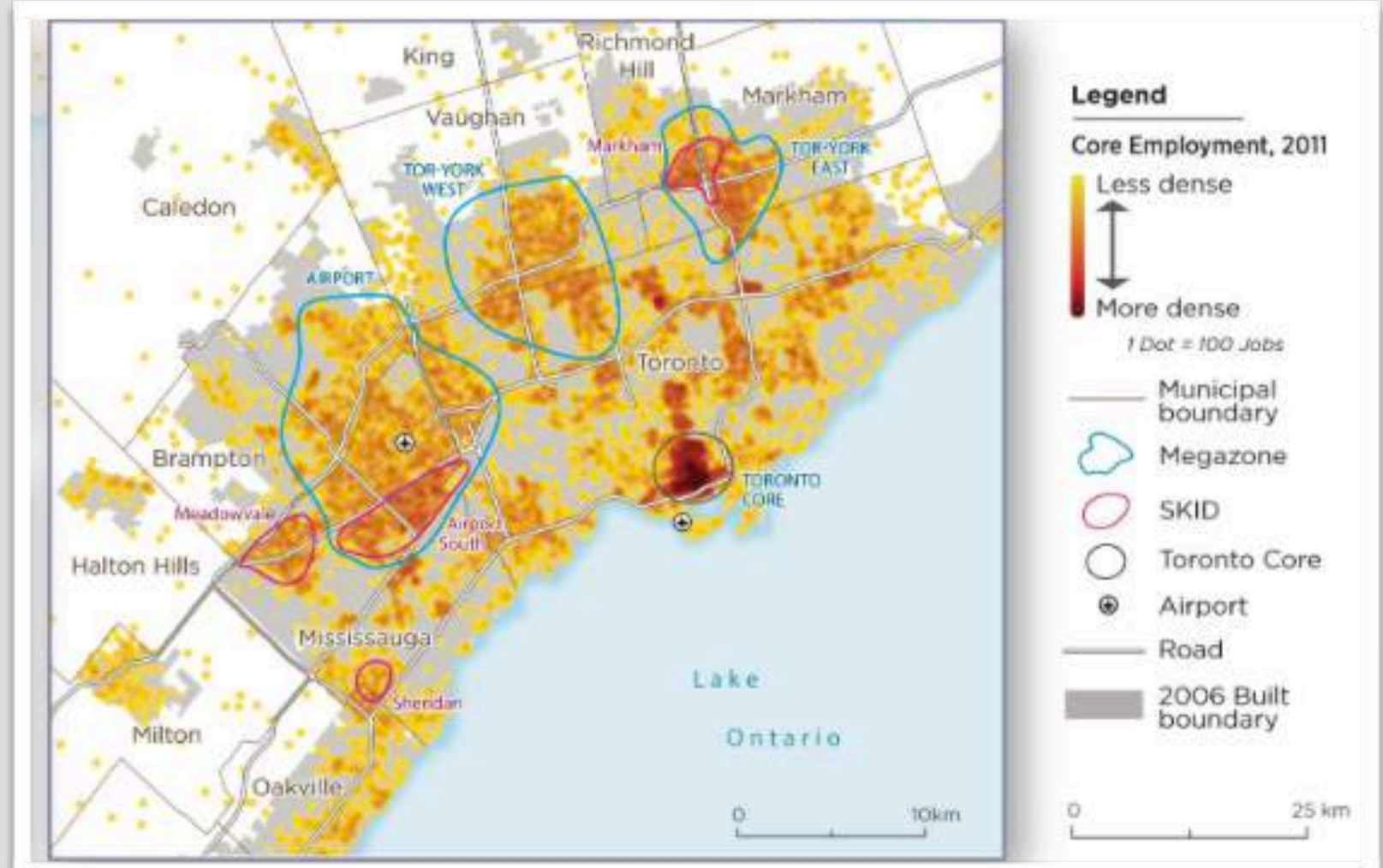
Toronto Pearson



Program

May 27

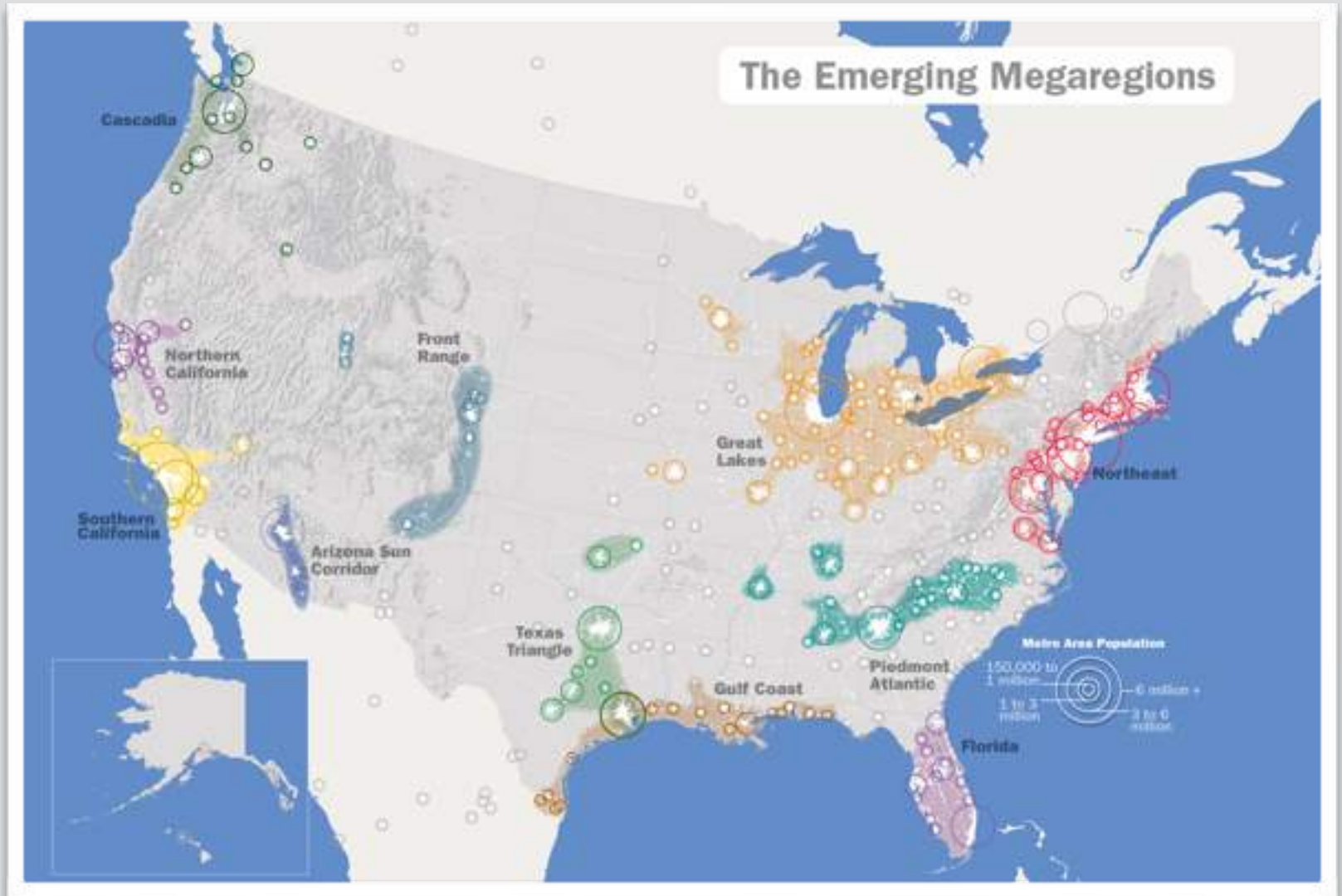
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Growth Story

1970s
10.5 Million



1990s
21 Million



2016
44 Million



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**1,500
GTAA
employees**

**49,000
Toronto
Pearson
employees**

**300,000
jobs within
the economic
zone**

The infographic features three circular photo cutouts: a man in an orange safety vest on an airfield, a woman in a dark blazer, and a man in a suit. A fourth circular photo shows a man standing on a moving walkway at an airport.

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Toronto Pearson's significance on the world stage is increasing

Airport	Passenger traffic, 2016, Millions	Change in passenger traffic between 2015 & 2016, %
Dubai	 83.7	+7.2%
London/Heathrow	 75.7	+1.0%
Paris	 65.9	+0.3%
New York JFK	 60.6	+3.8%
Singapore	 58.7	+5.9%
Pearson	 44.3	+8.0%

SOURCE: Airport traffic statistics, GSAA Passenger Traffic statistics, Airport Council International, press search.

Program

May 27

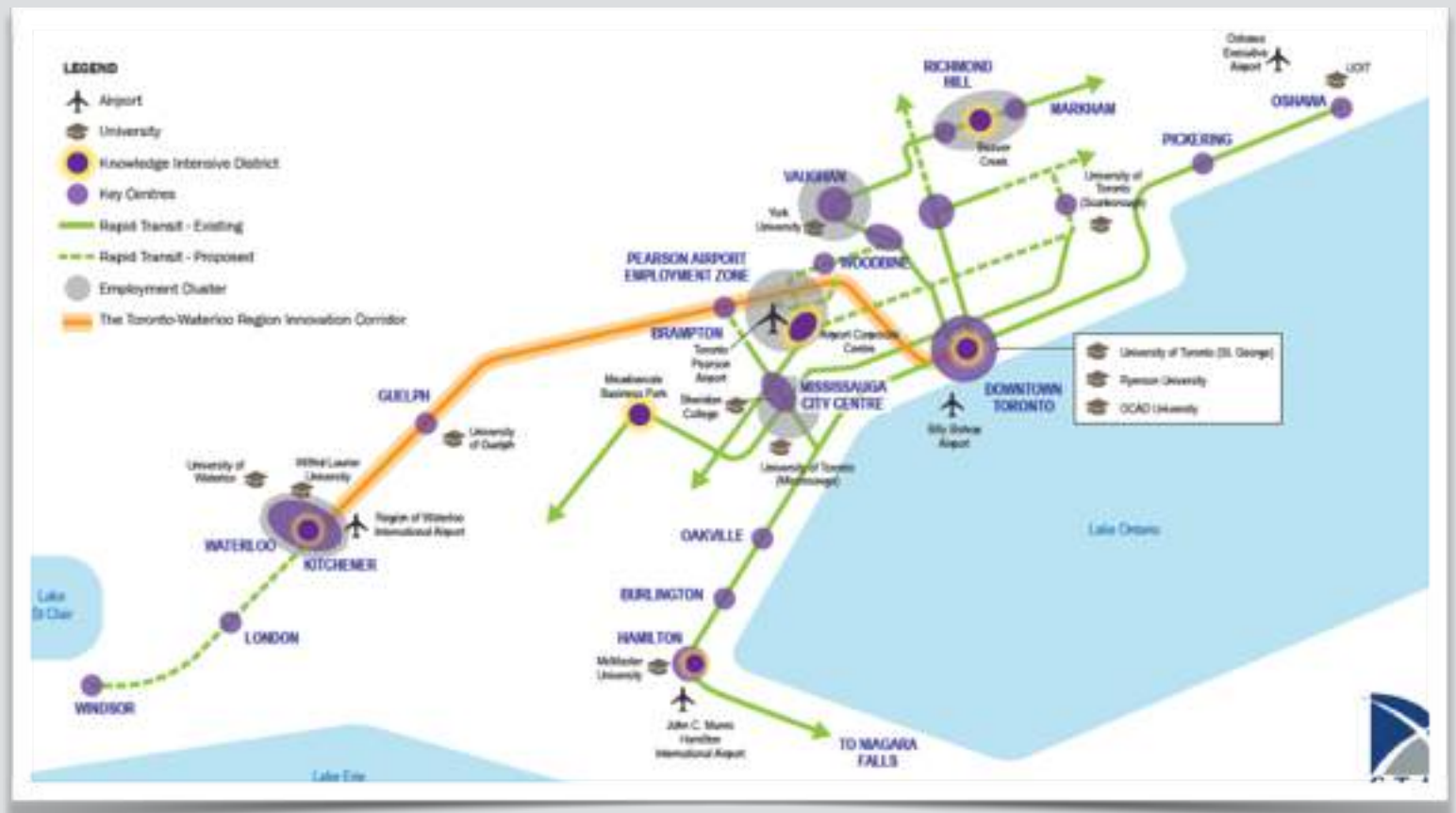
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June 3

**Mega-hubs:
The Frankfurt Experience**
Max Philipp Conrady

Toronto Pearson Operations 101
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**Fundamentals of Acoustics
and Aircraft Noise**
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Roundtable Prep and Adjourn



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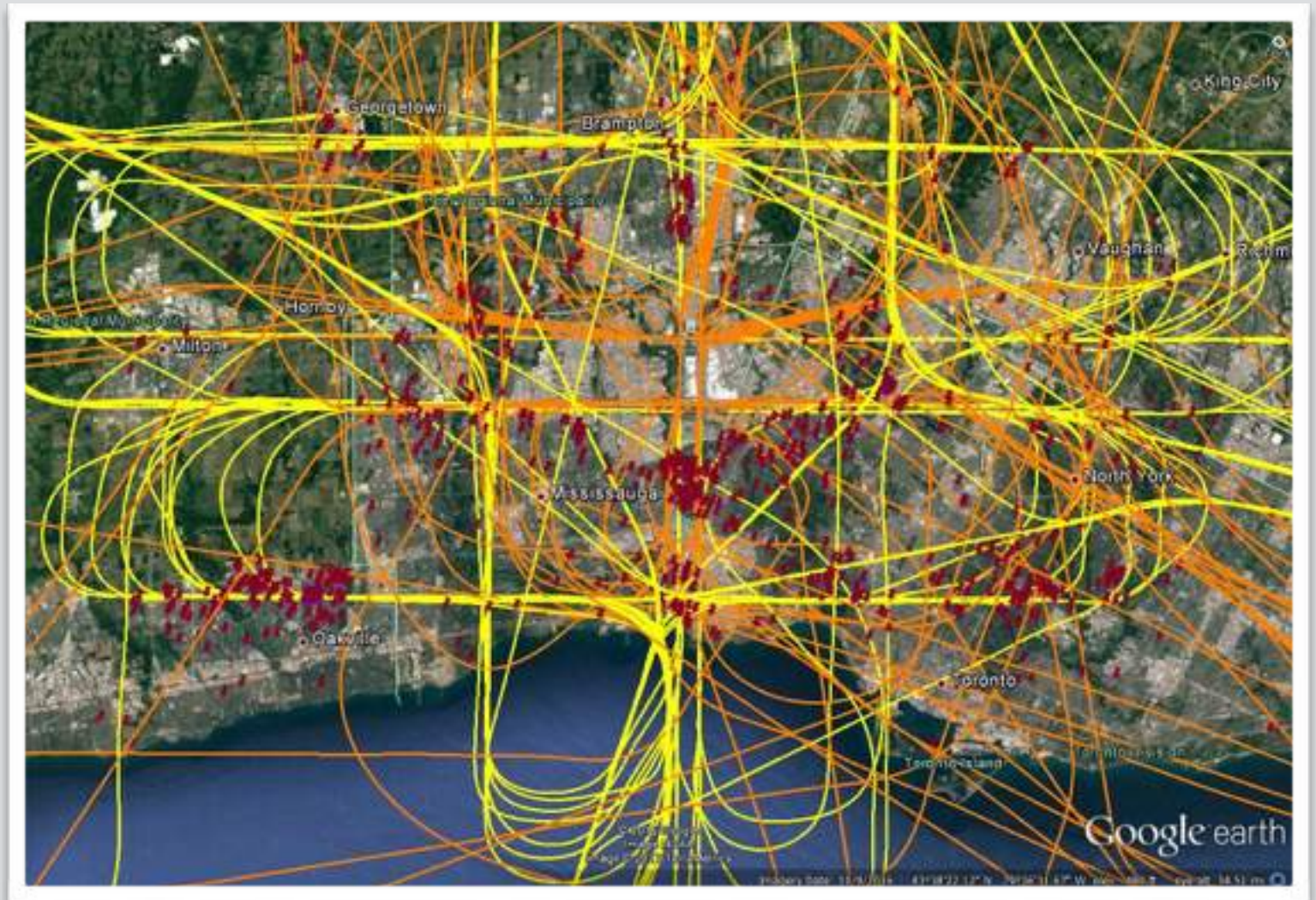
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Noise Complaints - 2016

Federal Riding	Complaints	Callers
Beaches-East York	119	2
Bramalea - Gore - Malton	1	1
Brampton Centre	437	38
Brampton East	30	10
Brampton North	12	7
Brampton South	58	23
Brampton West	2	2
Burlington	1	1
Davenport	39	4
Don Valley East	5086	17
Don Valley North	6	3
Don Valley West	2276	47
Dufferin-Caledon	41	3
Eglinton-Lawrence	260	19
Etobicoke - Lakeshore	266	48
Etobicoke Centre	2918	109
Etobicoke North	2643	32
Humber River-Black Creek	89	48
King-Vaughan	92	18
Markham-Stouffville	858	2
Markham-Thornhill	8	4
Markham-Unionville	9	4

Federal Riding	Complaints	Callers
Mississauga Centre	5	4
Mississauga East-Cooksville	198	37
Mississauga-Bram. South	1	1
Mississauga-Erin Mills	40	13
Mississauga-Lakeshore	69	13
Mississauga-Malton	270	33
Mississauga-Streetsville	891	44
Oakville	2610	67
Oakville North-Burlington	11606	88
Parkdale-High park	14756	35
Richmond Hill	2	2
Scarborough Centre	6	2
Scarborough-Agincourt	1	1
Scarborough-Guildwood	2	2
Scarborough-Rouge Park	639	1
Spadina-Fort York	1	1
Thornhill	12	10
Toronto-Danforth	3	3
Toronto-St. Paul's	991	19
University-Rosedale	6	4
Vaughan-Woodbridge	207	9
Wellington-Halton Hills	5431	23
Willowdale	73	10
York Centre	16	6
York South-Weston	3	3
Grand Total	53135	880

Program

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Toronto Airspace Noise Review	Commissioned by NAV CANADA <ul style="list-style-type: none"> Led by Helios Review of Toronto airspace, to determine whether all reasonable actions to reduce aircraft noise are being considered with respect to design and operation of the Toronto area airspace.
Toronto Noise Mitigation Initiatives	NAV CANADA and the GTAA are studying six noise mitigation ideas: <ol style="list-style-type: none"> New Approaches for night-time operations New Nighttime departure procedures Increase downwind arrival speeds Use new technology to reduce need for low altitude leveling of arriving aircraft Weekend Runway Alternation Review of Preferential Runway System
Noise Management & Best Practices Benchmarking Study	Commissioned by GTAA <ul style="list-style-type: none"> Initiative of the Noise Management Action Plan, Working with Helios to benchmark Toronto Pearson Noise Management Program and identify potential new programs or initiatives to pursue.

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Other Factors Driving Annoyance

- Noise level is not the only factor to drive annoyance of aircraft noise
 - Relative difference between aircraft noise level to ambient noise level
 - Frequency of aircraft flyover events
 - Higher concentration of aircraft flying a narrower slot due to improved navigation
 - Higher frequency component to aircraft noise is psychoacoustically less desirable
 - Time of day/week - night time and weekend operations
 - Demographics and geographic location



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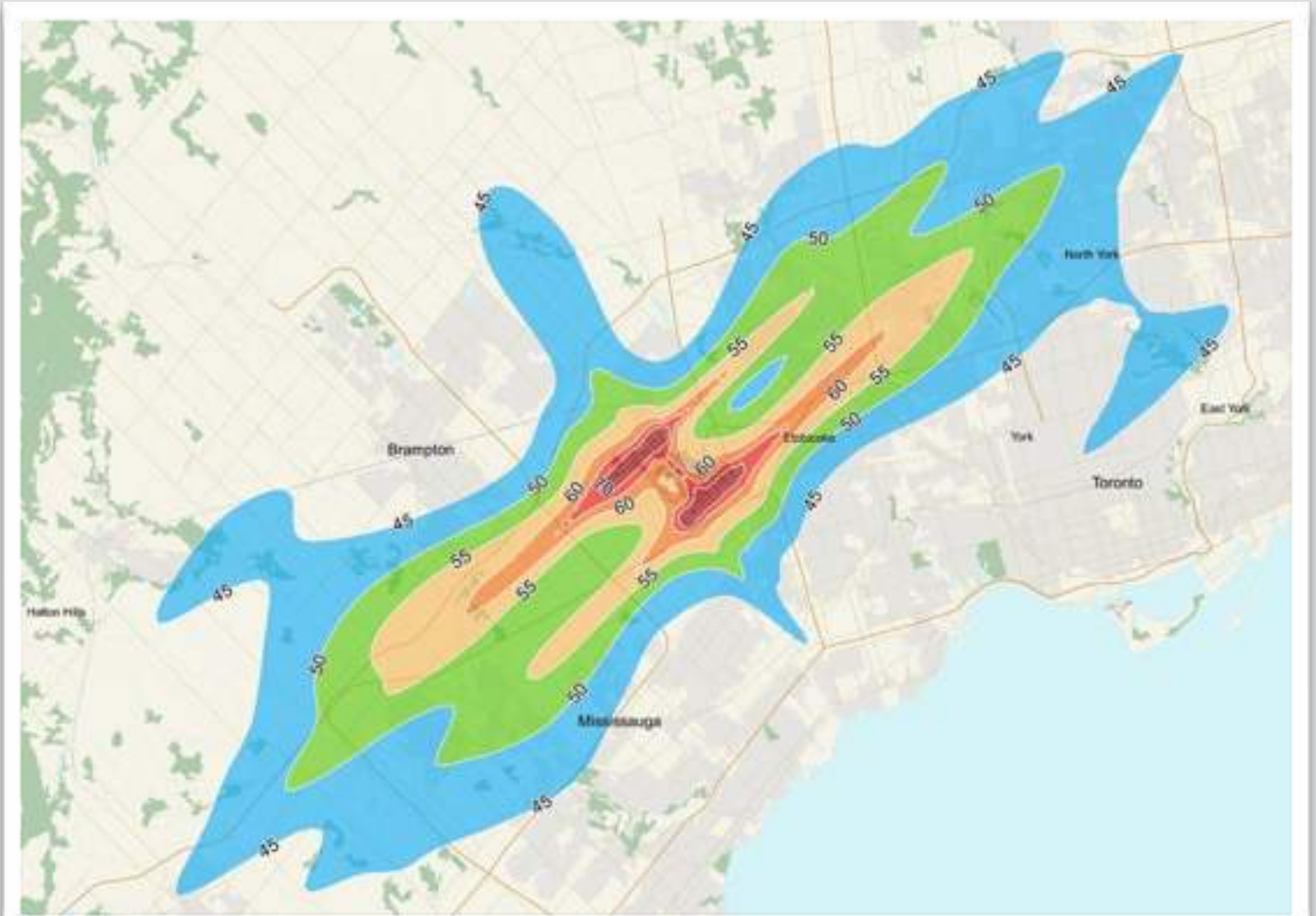
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Your work so far...

Eight Values

- Economic growth
- Affordable Connections
- Healthy Environment
- Accountable Governance
- People-focussed
- Transformative investments
- Safety and Security
- Responsive to Community

Four Principles

- Communicate clearly
- Share noise fairly
- Be accountable
- Show leadership

Seven Issues

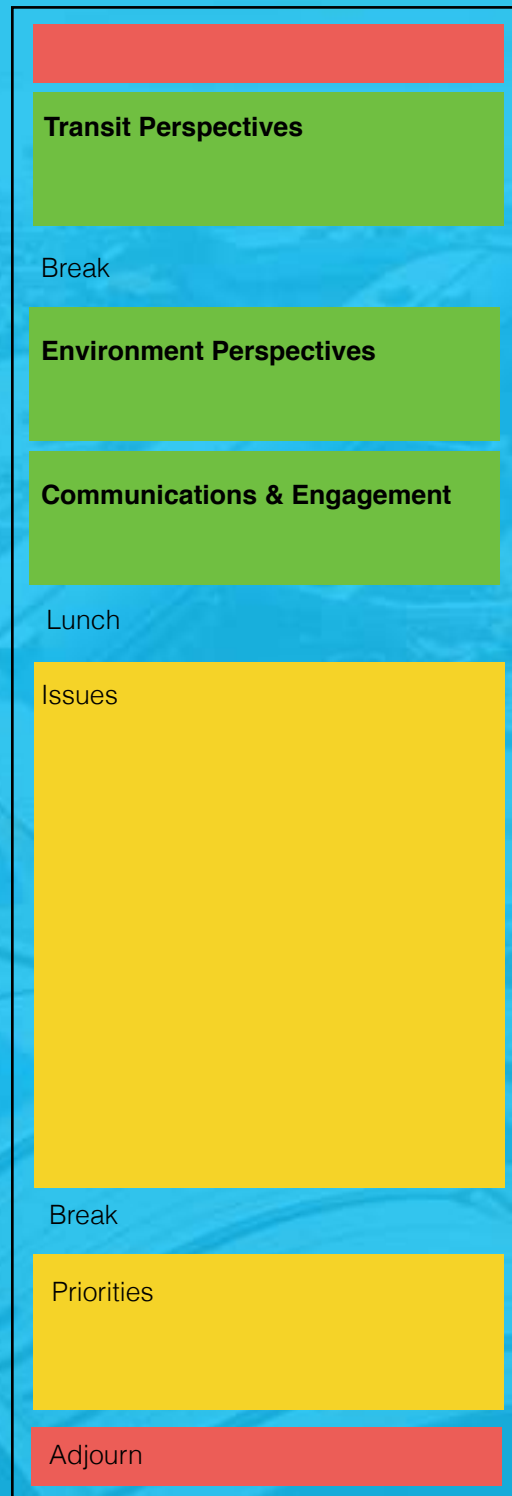
- Unclear responsibility and accountability
- Tense relationship with impacted communities
- Impact of night flights
- Loud aircraft
- Low landings and takeoffs over densely populated areas
- Unpredictable runway usage
- More noise as the airport grows



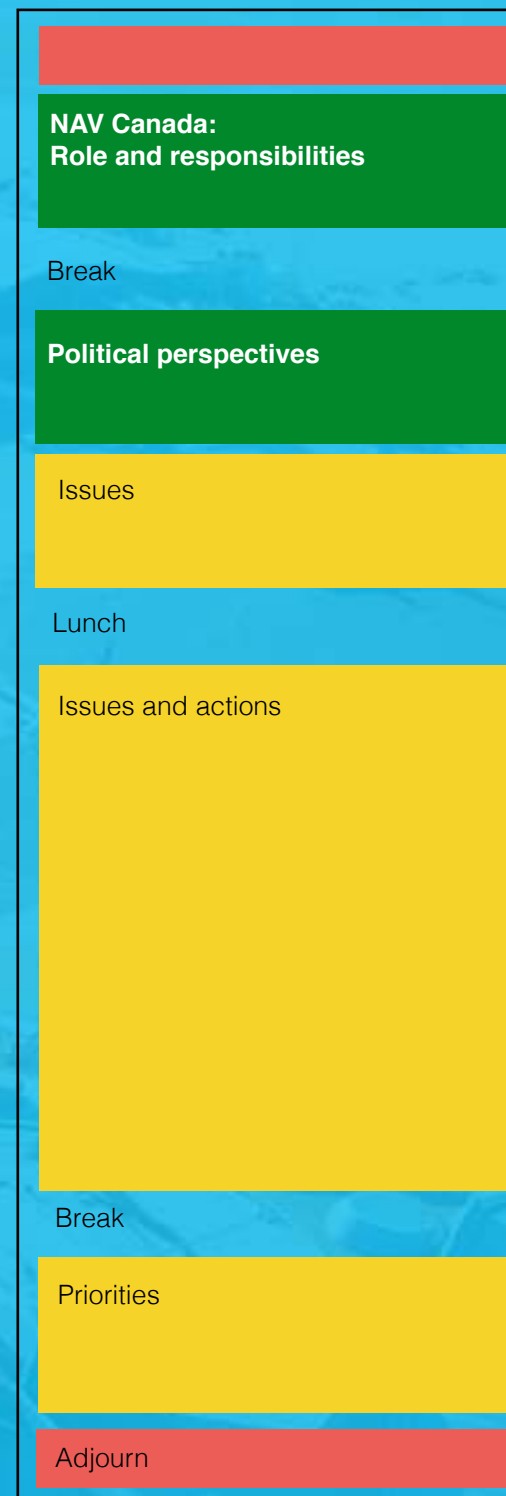
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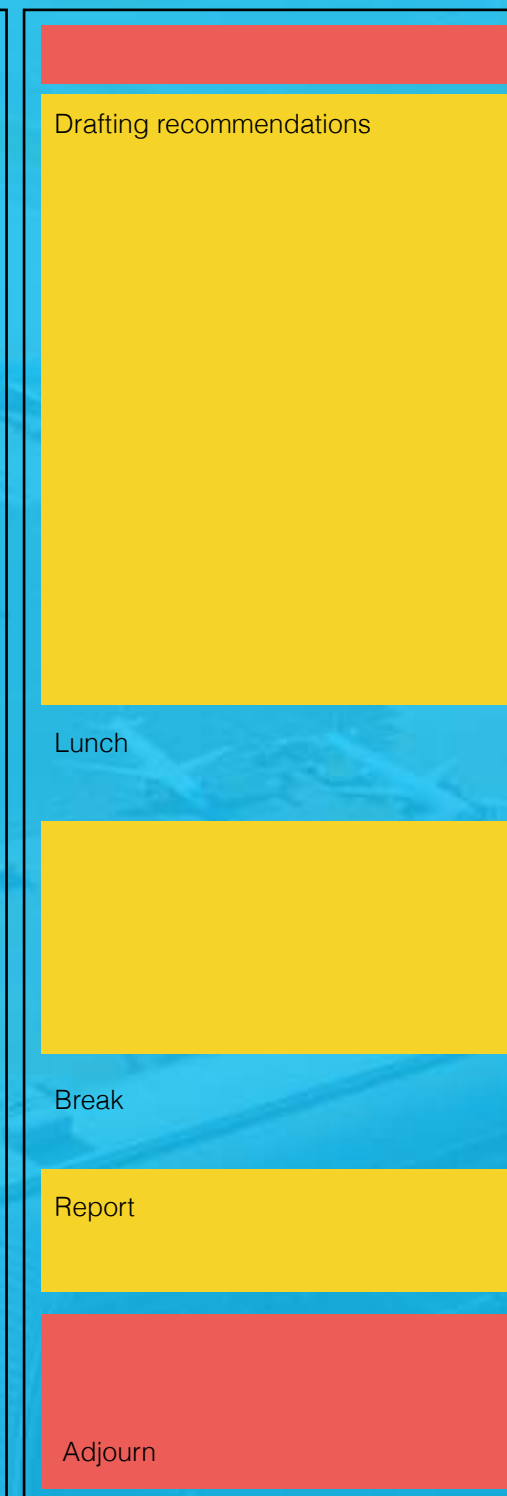
Sept 9



Sept 9



Sept 16



Today

NAV CANADA: Roles and Responsibilities
Political Perspectives: Councillor Stephen Holyday

Recalling our principles and refining our issues
Connecting issues with actions



Toronto Pearson

NAV CANADA: Roles and Responsibilities

Michelle Bishop

Director, Government and Public Affairs



Toronto Pearson

2017-09-08

NAV CANADA

Who we are and what we do

Michelle Bishop
Director, Government
and Public Affairs

Serving a world in motion
navcanada.ca



ABOUT NAV CANADA

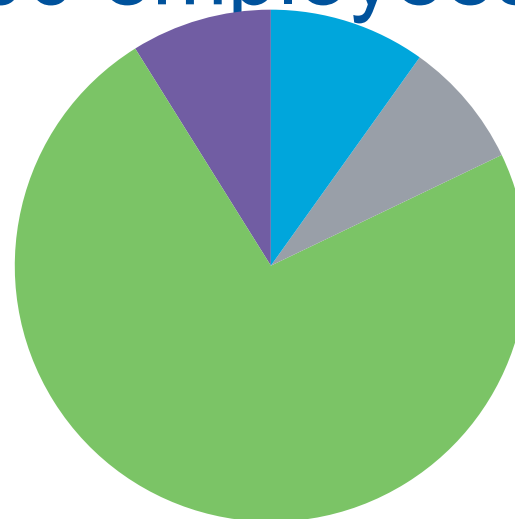


- › Private company since 1996
- › Purchased the “air navigation system” from federal government for \$1.5 billion
- › A not-for profit company funded through service charges levied on aircraft operators
- › Regulated by federal government
- › Second largest air navigation service provider in the world
- › Have been named the “Best ANS” in the world 3 times by international airlines



OUR PEOPLE

4,800 employees across the country



- Technical Operations
- Engineering
- Operations
- Support Functions

OUR SERVICES

- > Air traffic control
- > Airport advisory services
- > Flight information
- > Weather briefings
- > Aeronautical information
- > Navigation aids, radar and other infrastructure
- > International technology sales

OUR FACILITIES

- Over 130 operational facilities across Canada
- At CYYZ we operate both the air traffic control tower and an area control centre



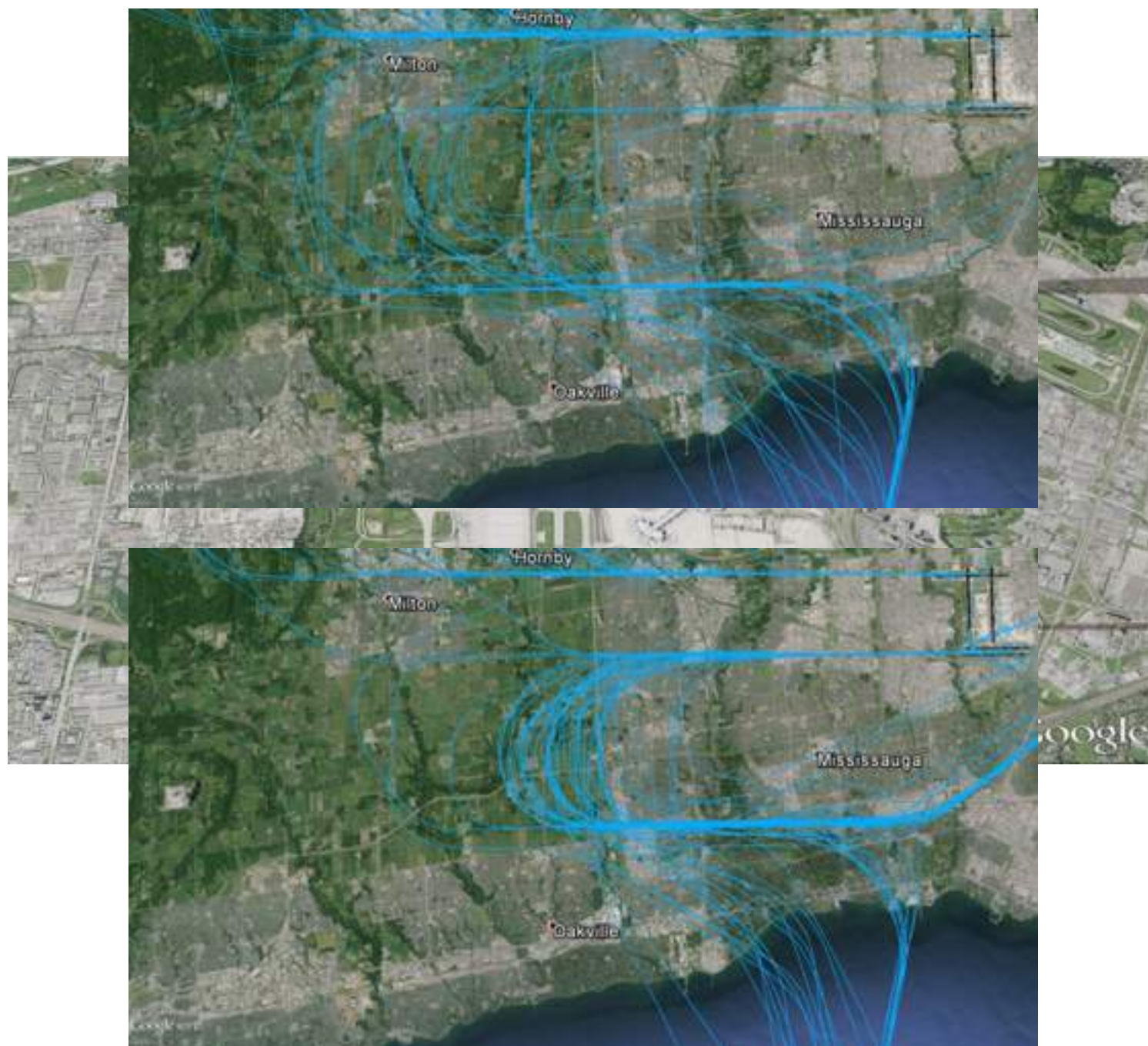


WHAT ARE WE RESPONSIBLE FOR

- › Providing air traffic control
 - Clearances/instructions for aircraft operating on runways and taxiways and in the airspace
 - Managing a safe and efficient flow of traffic
- › Providing air navigation infrastructure (CNS and ATM)
 - Communications – frequencies for voice or data link
 - Navigation – instrument landing systems, GPS approaches, enroute airways
 - Surveillance – radars, surface surveillance
 - Air traffic management – i.e. flight plan filing
- › Providing information
 - Weather and other flight information services
 - Produce pilot publications and official databases

ATC PRINCIPLES

- › Generally, aircraft land and depart into the wind
- › Planes must be separated by either 3 nautical miles laterally, or, 1000 ft vertically
- › Capacity is measured by the aircraft arrival rate (the number of planes you can land in an hour). That rate varies by type of operation and weather conditions.
- › No two days are the same

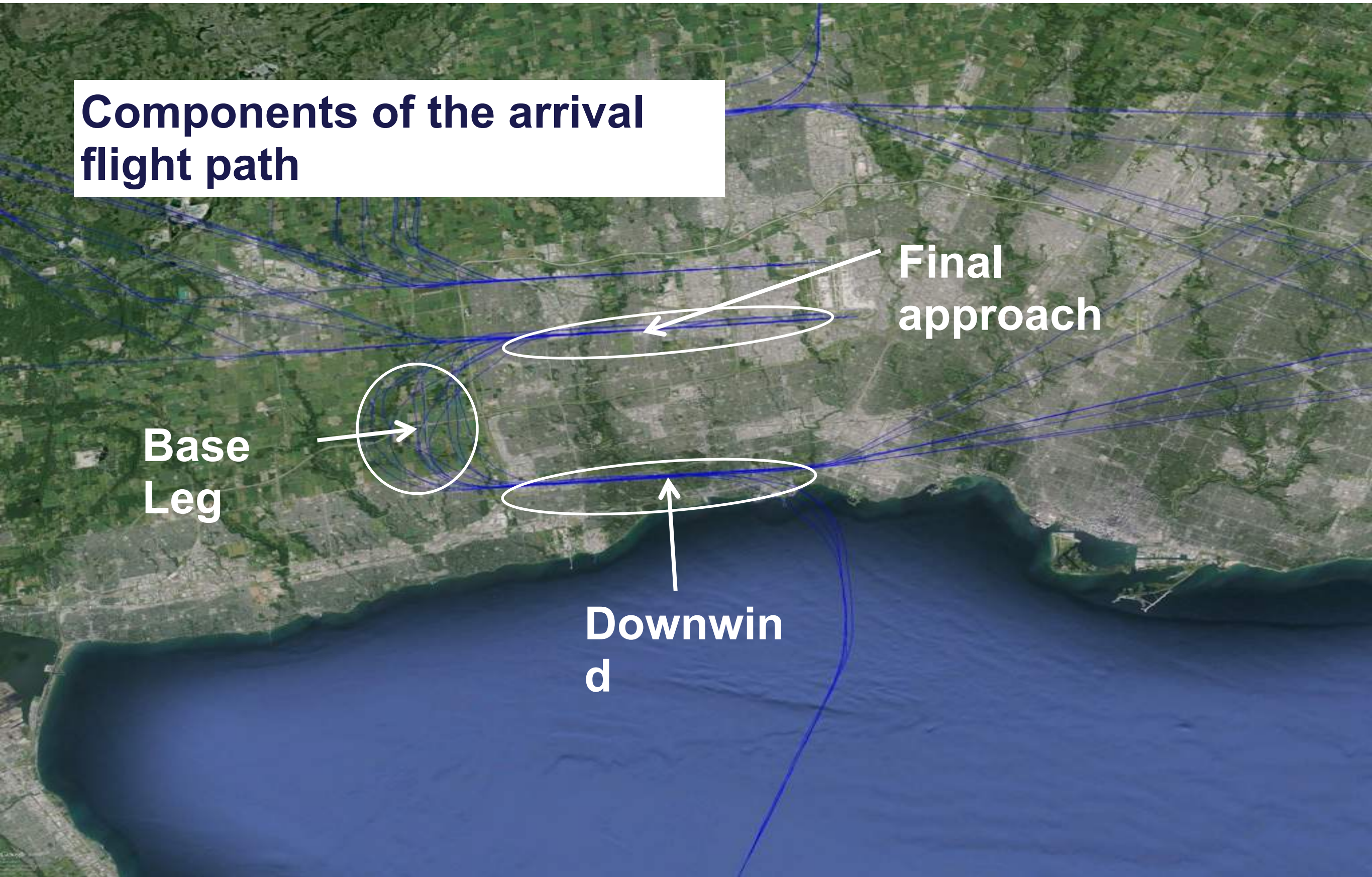


Components of the arrival flight path

Base Leg

Final approach

Downwind



WHAT IS THE AIRSPACE STRUCTURE FOR CYYZ

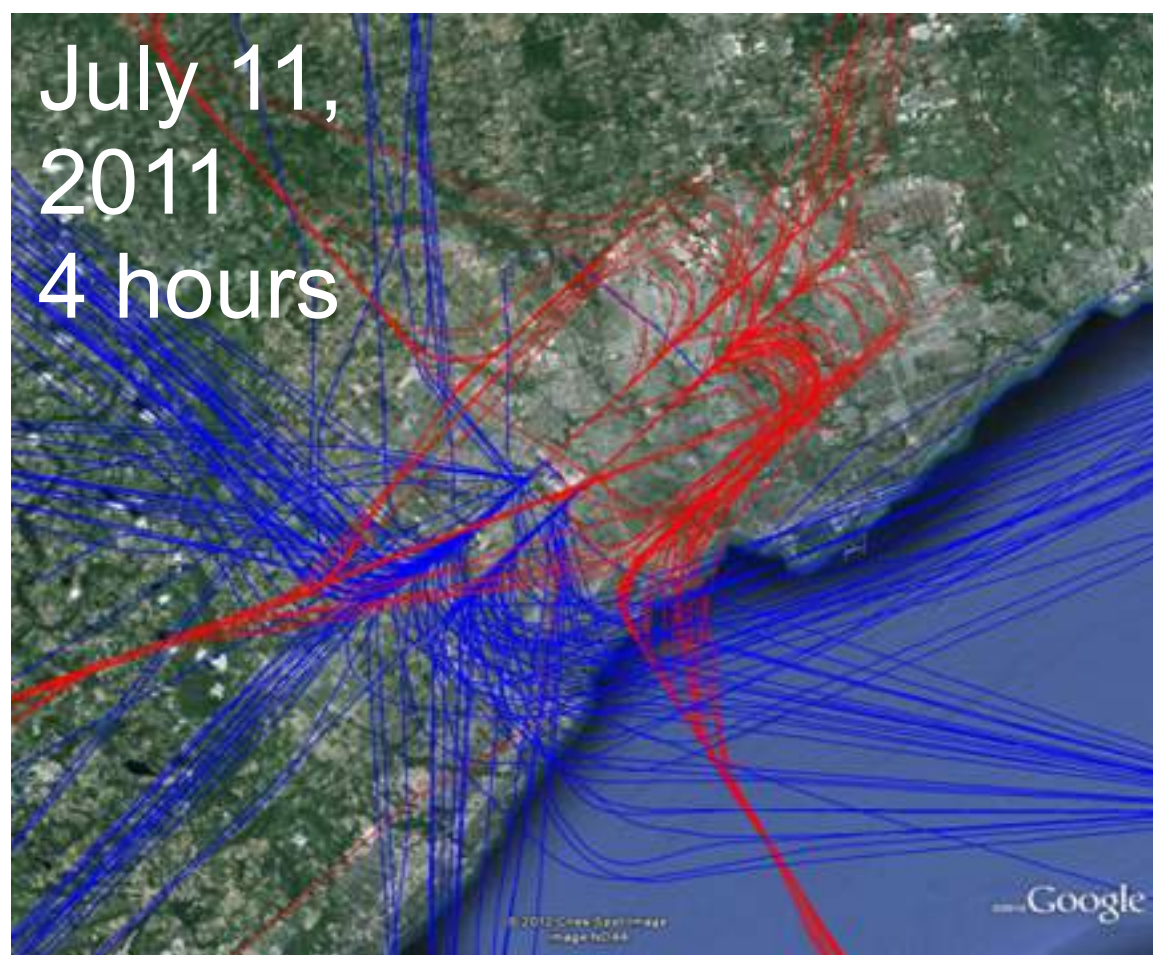
And how did that change in 2012

- › In 2012 NAV CANADA implemented changes to airspace that affected arrival flight paths at Montreal, Ottawa and Toronto and enroute airways in the corridor in between.
 - Most change occurred in enroute airspace to improve efficiency
 - A new arrival “gate” was created to better balance traffic approaching Toronto-Pearson from the east on new enroute airways
 - Other adjustments were made to adhere to updated design criteria
 - Some adjustments for eastern bound departures

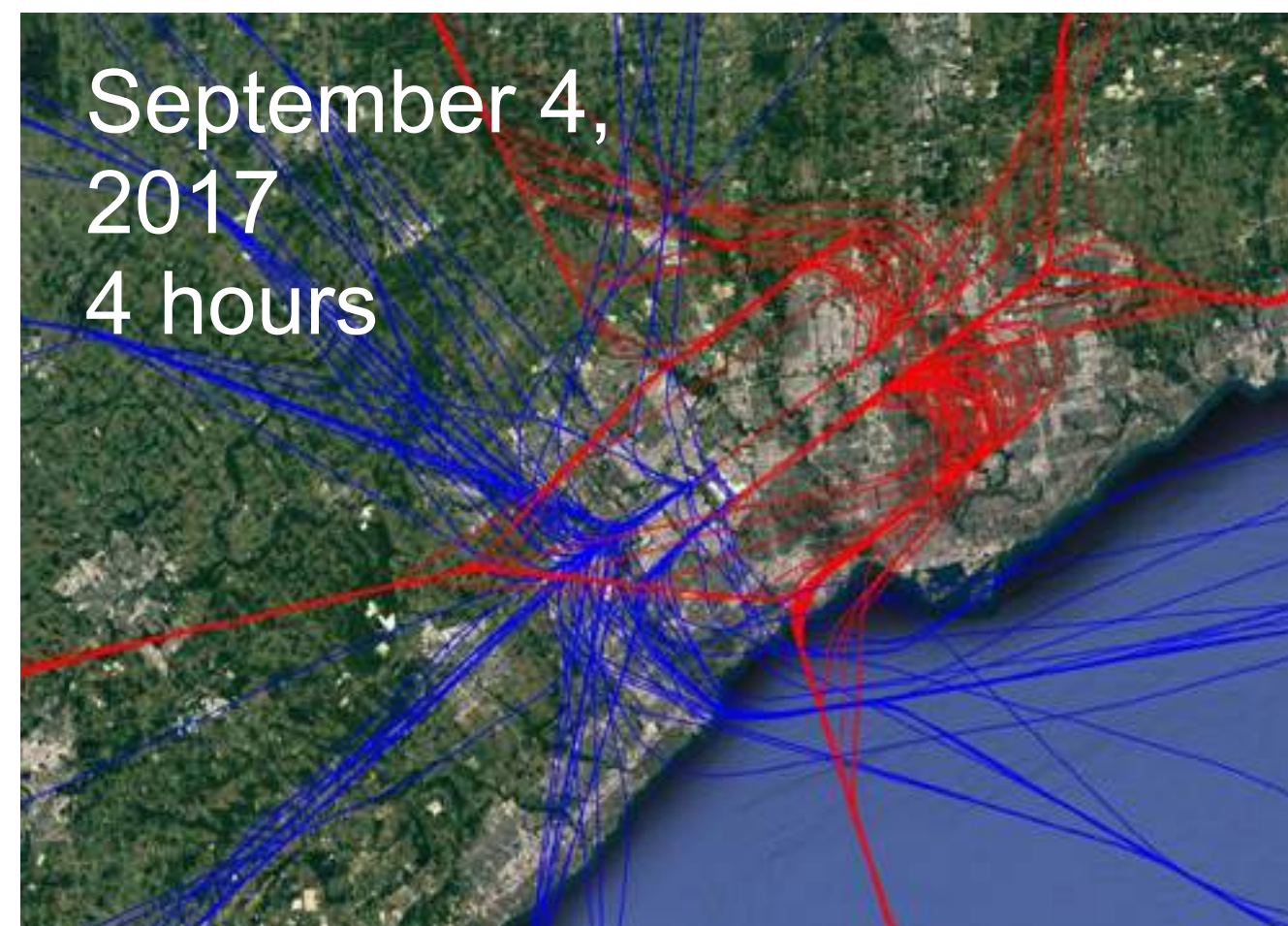
- › In 2014 further changes were made to some CYYZ departure routes and transborder airways south and west of Toronto

RUNWAY 23/24 OPERATION

Before

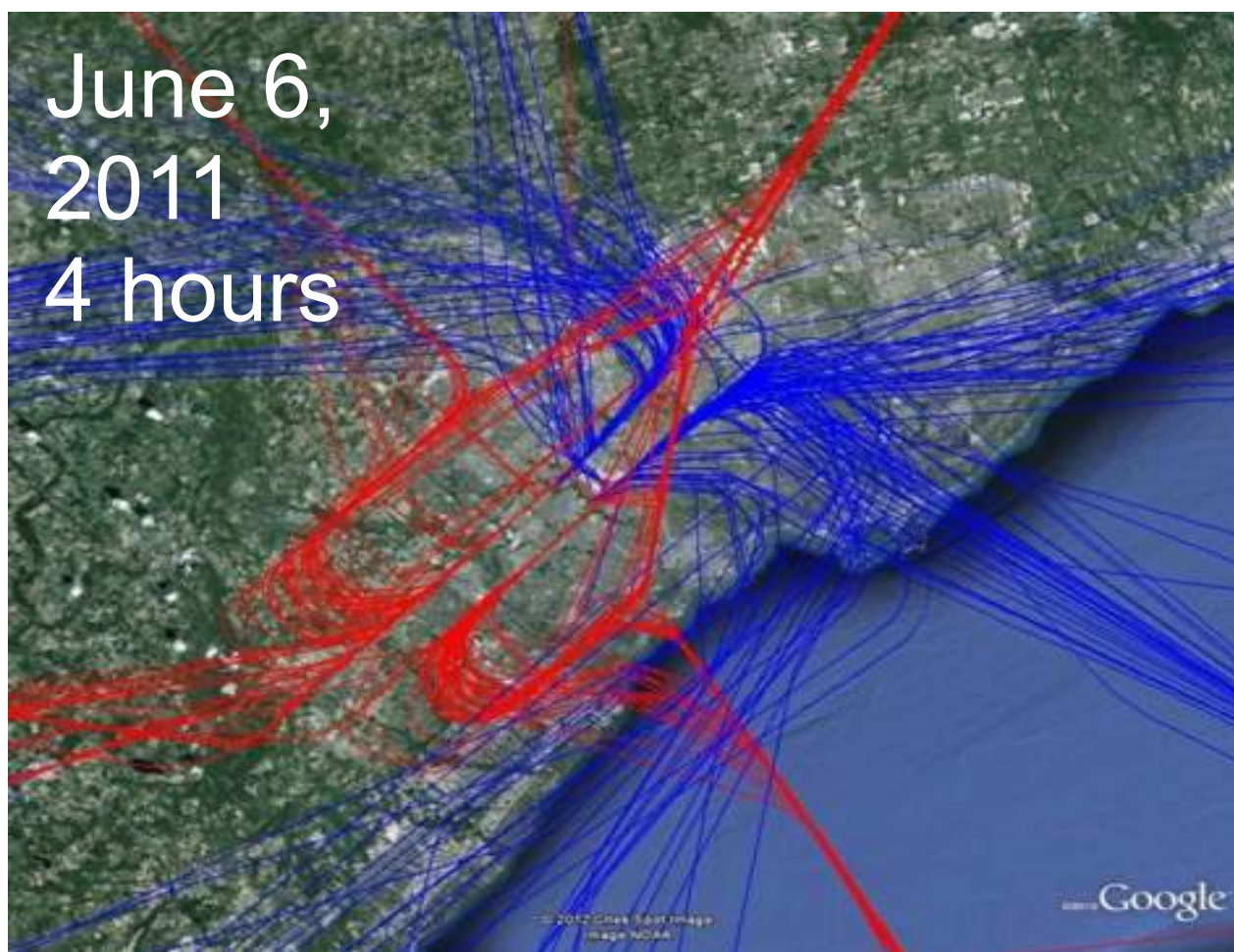


After

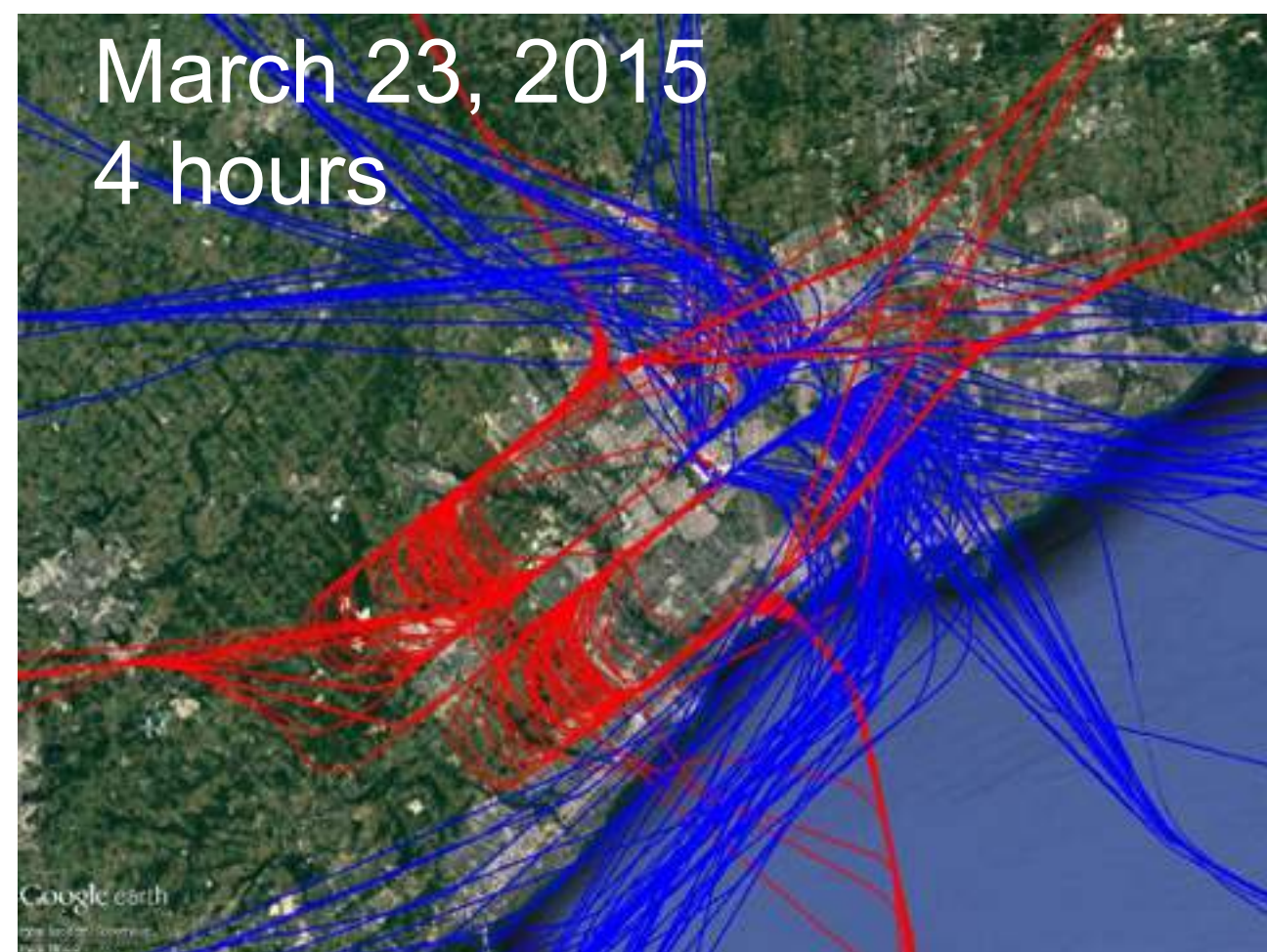


RUNWAY 05/06 OPERATION

Before



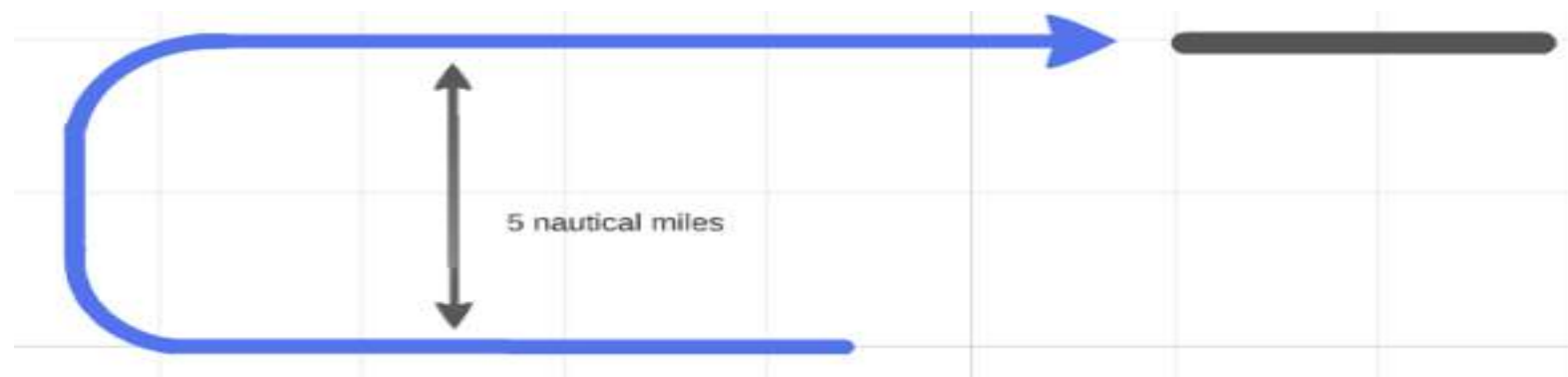
After



BEFORE



AFTER



TORONTO INDEPENDENT AIRSPACE REVIEW

“Helios Study”

- › NAV CANADA announced its intention to commission an independent review of Toronto airspace in early May 2016
- › Driver was communities continued view that “more could be done” to reduce noise impacts
- › Bo Redeborn and Helios started the Independent Review in September 2016
- › Study is commissioned by, but independent of NAV CANADA
- › Study is set up to:
 - Make recommendations for items within NAV CANADA’s jurisdiction
 - Consult with the local communities and stakeholders
 - Examine best practices from other comparable international airports
 - Look for other opportunities to reduce noise either through ATM practices, flight path design or aircraft operating practices
- › Final report will be delivered September 18

An aerial night view of an airport terminal and tarmac, seen through a large glass window. The terminal building is illuminated with blue lights, and several aircraft are visible on the tarmac. The city lights of the surrounding area are visible in the background.

Thank you

Break



Toronto Pearson



Political Perspectives

Stephen Holyday

Ward 3 Councillor, City of Toronto



Toronto Pearson



Members' Profile



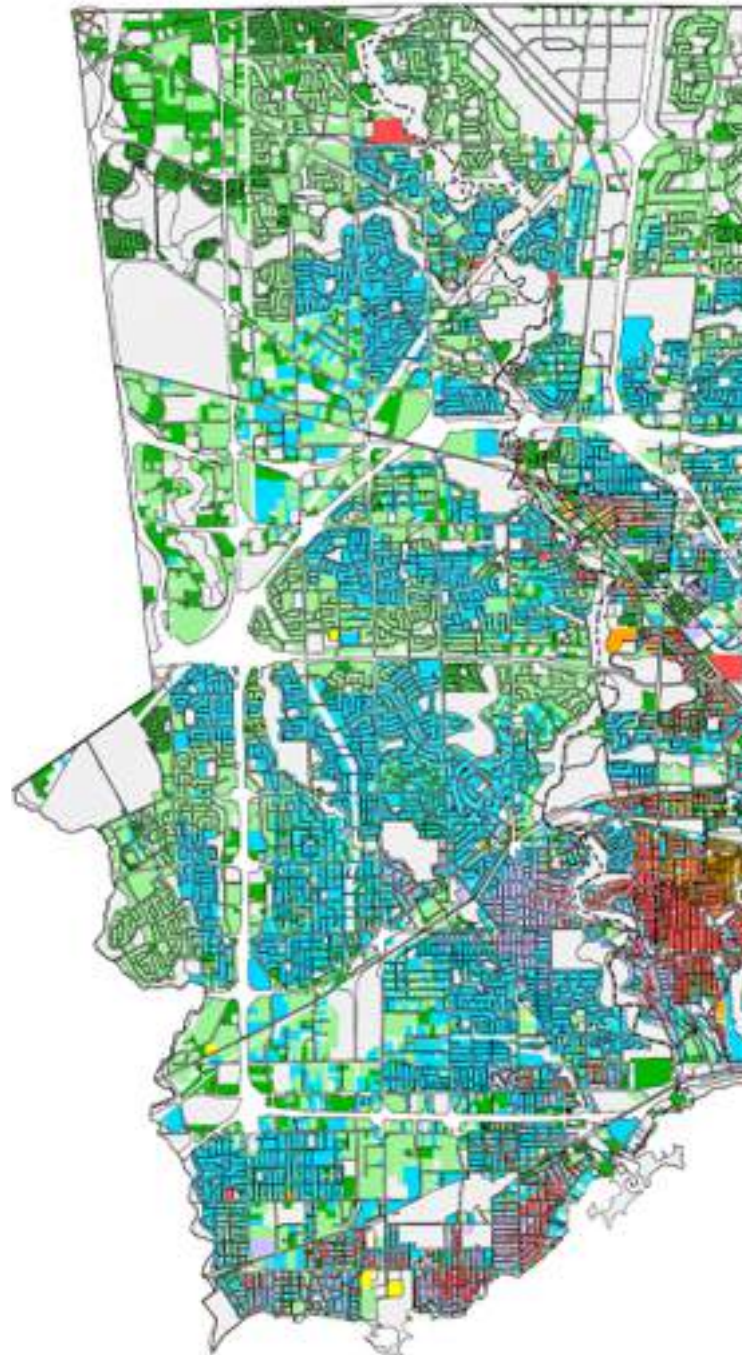
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Stephen Holyday
Member, Toronto City Council
Ward 3 - Etobicoke Centre



City of Toronto Building Construction Dates

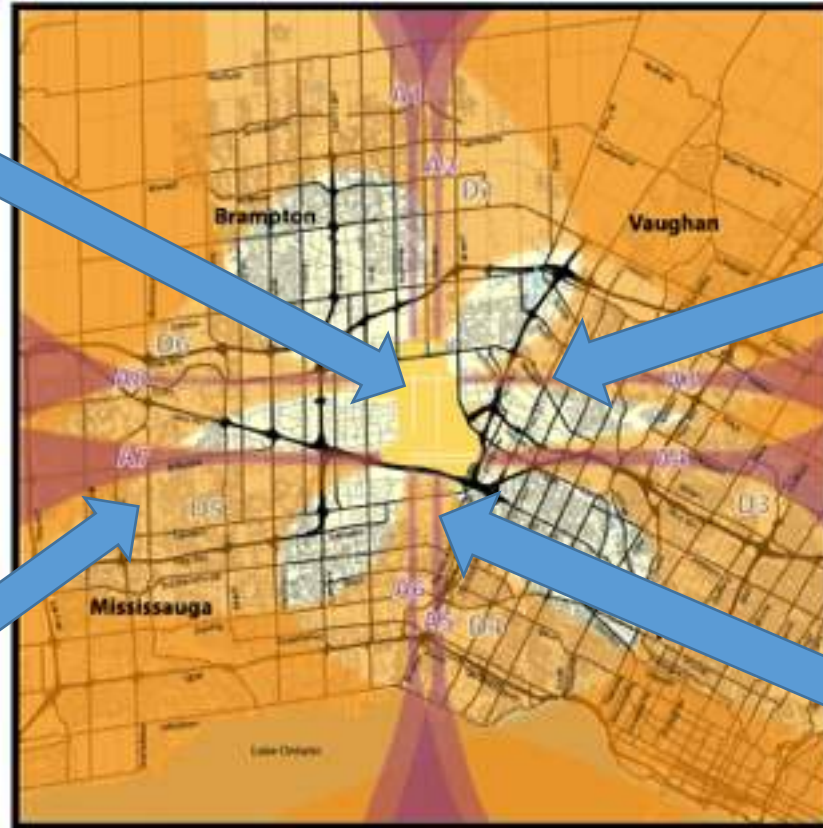


- ==== Corridor
- - - - Former Municipal Boundaries
- Building Construction Dates
- PRE 1901
- 1901 - 1915
- 1916 - 1930
- 1931 - 1945
- 1946 - 1960
- 1961 - 1975
- 1976 - 2003
- Building Date of Construction
Not Available or Greenspace

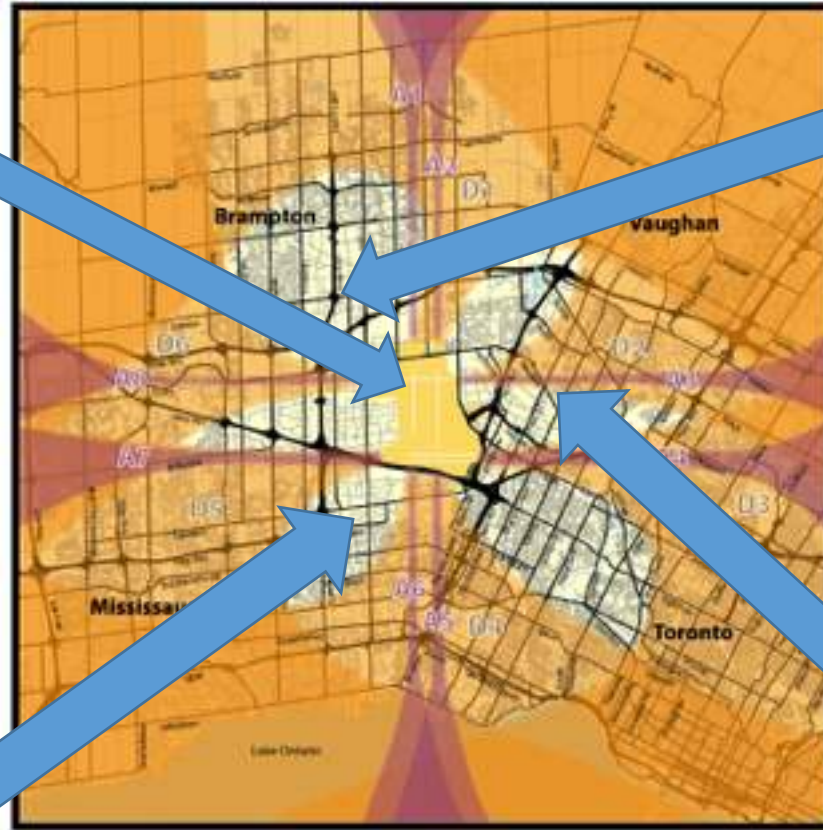
1961

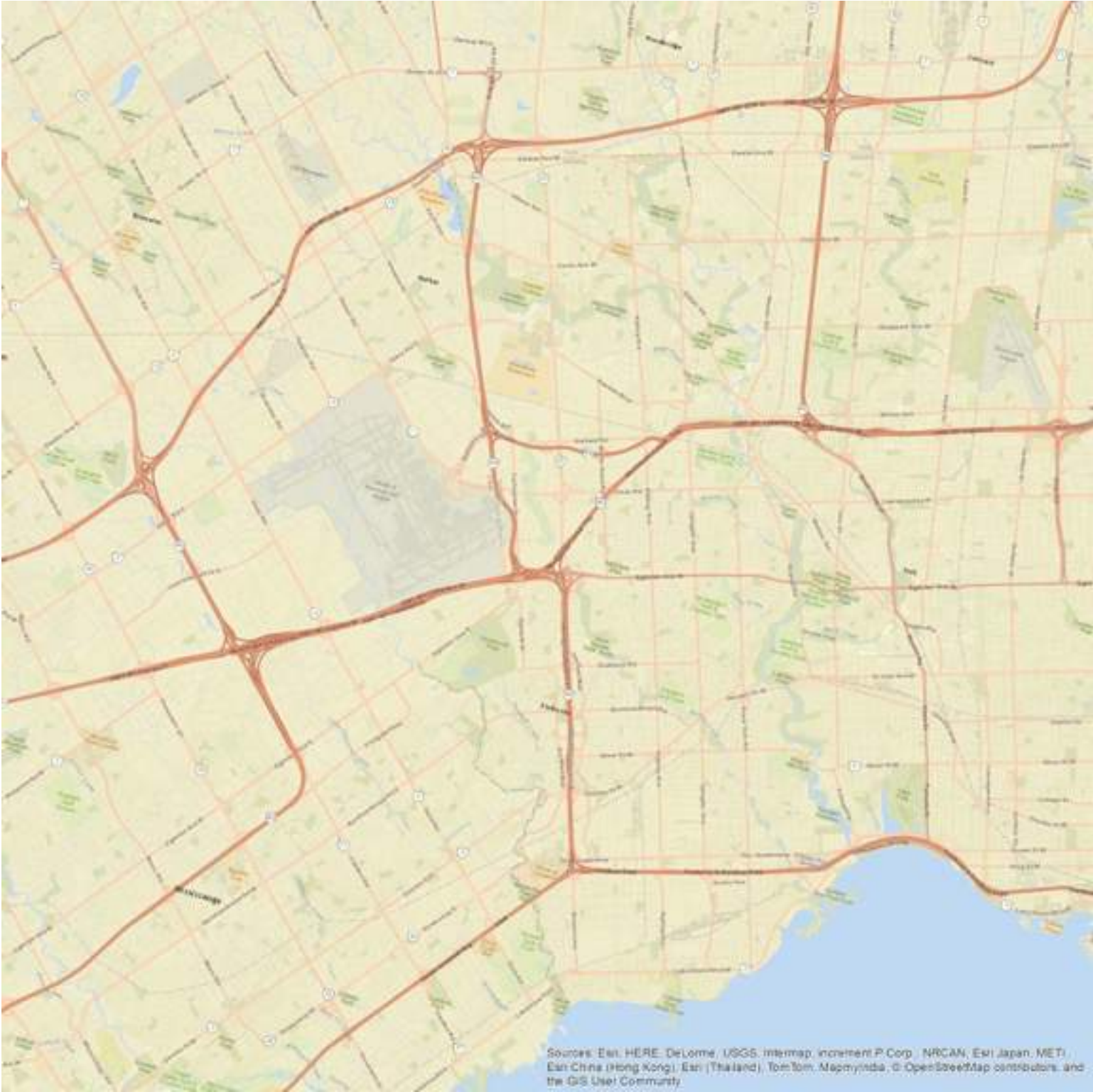


1964



1981





Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



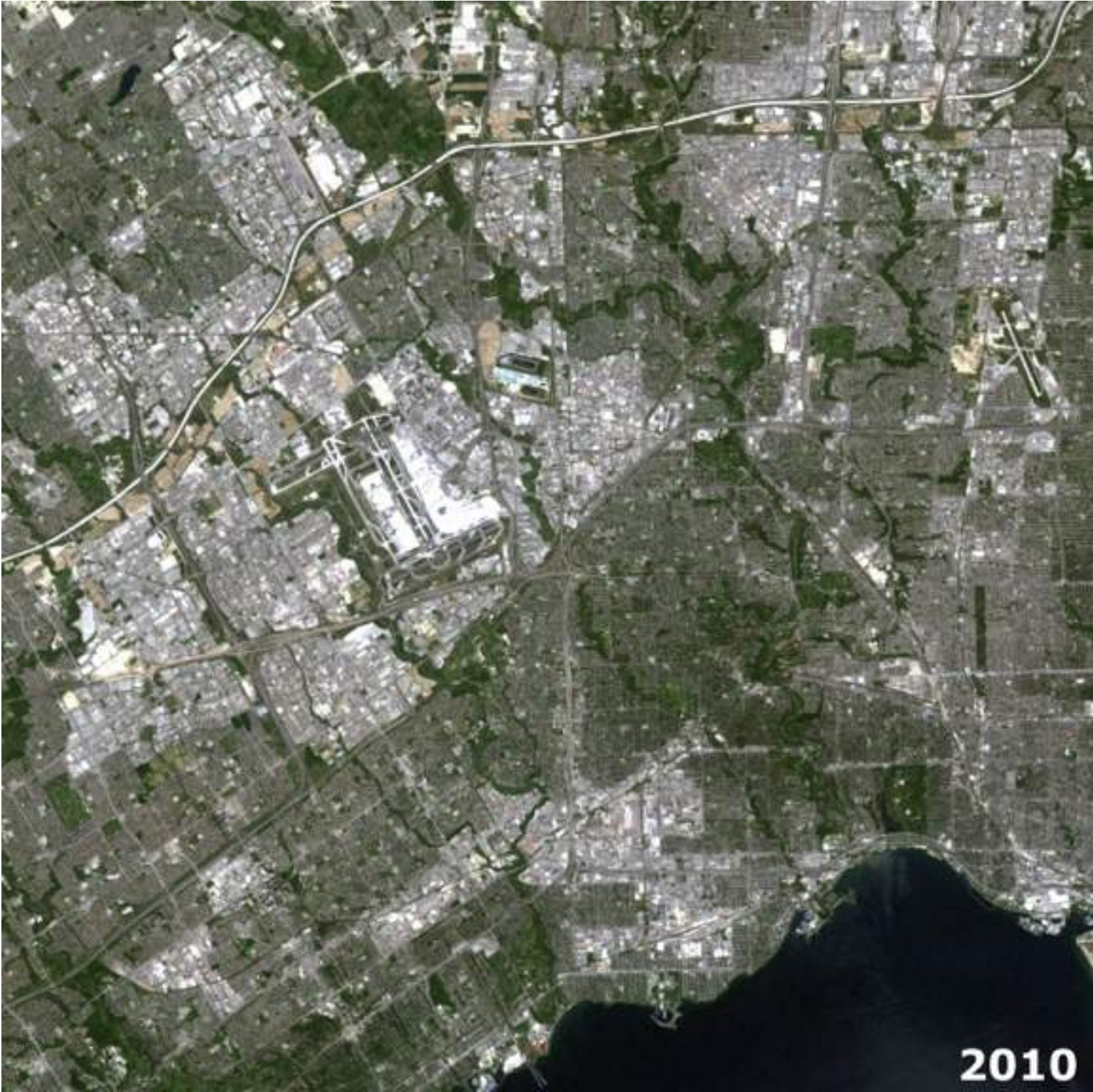


1987



1995





2010



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Airbus DS, Imagery, IGN, INP, swisstopo, and the GIS User Community **2017**



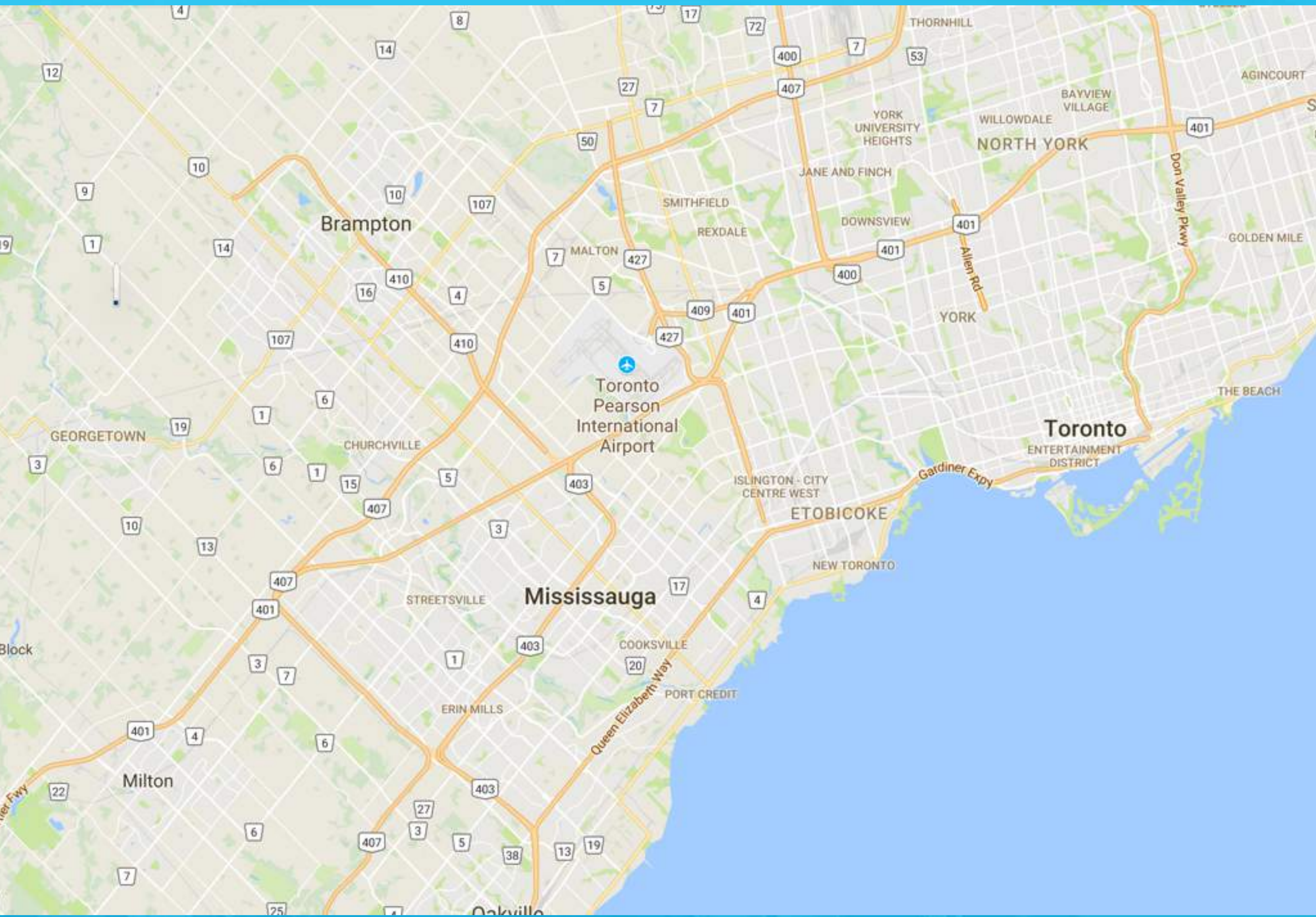
AIRCRAFT NOISE WARNING

COMMUNITY AFFECTED BY **HIGH LEVELS OF AIRCRAFT NOISE**

For more information, visit www.mississauga.ca.

Links:

Toronto Archives (www.Toronto.ca)
<https://earthengine.google.com/timelapse/>



Your work so far...

Eight Values

- Economic growth
- Affordable Connections
- Healthy Environment
- Accountable Governance
- People-focussed
- Transformative technology
- Safety and Security
- Responsive to Community

Four Principles

- Communicate clearly
- Share noise fairly
- Be accountable
- Show leadership

Seven Issues

- Unclear responsibility and accountability
- Tense relationship with impacted communities
- Impact of night flights
- Loud aircraft
- Low landings and takeoffs over densely populated areas
- Unpredictable runway usage
- More noise as the airport grows



Toronto Pearson

Four Principles

Communicate clearly

Share noise fairly

Be accountable

Show leadership



Toronto Pearson



Four Principles

Communicate clearly

Share noise fairly

Be accountable

Show leadership

With other organizations

With surrounding communities

Have open dialogues

Be honest in communications with other organizations and the public

Close the loop on issues and conversations, provide remedies

Be transparent and honest



Toronto Pearson

Four Principles

Communicate clearly

Share noise fairly

Be accountable

Show leadership

Noise should be shared fairly across the GTA

Incentives should be provided for affected communities

Airport growth should be tied to noise mitigation strategies (and environmental impact)



Toronto Pearson

Four Principles

Communicate clearly

Share noise fairly

Be accountable

Show leadership

It should be easier to understand who to contact with a particular problem

How are decisions regarding the airport made? Who has the power to override or challenge these decisions?

Community recommendations should shape the airport's strategies

Transport Canada should be more involved in the oversight of NAV Canada and the GTAA



Toronto Pearson

Four Principles

Communicate clearly

Share noise fairly

Be accountable

Show leadership

Invest in new technology that makes airport operations more efficient and safer

Economic growth that stems from the airport should impact the whole region

Share the wealth and increasing number of flights with other airports across Southern Ontario

Look to other international airports for inspiration and learn from them



Toronto Pearson

Your task

What actions could the GTAA take to address this issue?

What other issues deserve our consideration?

Seven Issues

Unclear responsibility and accountability

Tense relationship with impacted communities

Impact of night flights

Loud aircraft

Low landings and takeoffs over densely populated areas

Unpredictable runway usage

More noise as the airport grows



Toronto Pearson

Evaluating possible actions

Review the issue and the proposed actions.

Which actions are consistent with our values and principles?

Which actions would you suggest the panel endorse and why?

1. Unclear responsibility and accountability
2. Tense relationship with impacted communities
3. Impact of night flights, Loud aircraft & Low landings and takeoffs over densely populated areas
4. More noise as the airport grows
5. Other issues



Toronto Pearson

Thank you

Don't worry. Don't fester.

Call us: 1-844-788-5803

torontopearson.com/rrp

See you next week!



Toronto Pearson

