



# Night Flights Outreach Report

## INTRODUCTION

Toronto Pearson International Airport is a massive economic enabler that drives prosperity in the Toronto region and supports jobs. Toronto Pearson employs more than 38,000 people directly and 185,000 indirectly, and generates \$26.4 billion in revenues and \$6.8 billion in employment income for the Toronto region. Currently, Toronto Pearson is the fourth largest entry airport to North America. Toronto Pearson's vision is to become North America's premier gateway airport.

Year after year, the Greater Toronto Region (GTA) grows and becomes more global in nature. This is reflected in the very fabric of our region; people who were once from a myriad of cultures and nations across the globe are now our neighbours, classmates, colleagues, business partners and friends. To meet these changing dynamics, the global aviation industry and Toronto Pearson Airport also are changing.

The Greater Toronto Airports Authority's (GTAA) mandate is to operate the airport safely and efficiently for the benefit of the public, to grow Ontario's transportation facilities and generate economic activity, and to operate on a financially viable basis. The GTAA has recently launched a new business strategy to grow Toronto Pearson into North America's premier gateway airport. That means we'll be connecting more people and offering better access to places across the globe for business and leisure travel. It means easier access to international markets and more efficient movement of goods around the globe. It also means increased job opportunities not only at Toronto Pearson, but also for the communities that surround us, as well as throughout the region and the country.

The number of flights that are permitted to operate during the night restricted hours (00:30 am to 06:30 am) at Toronto Pearson Airport is capped annually under an agreement with Transport Canada. Based on the current night flight budget formula, the nighttime operations allowance will continue to grow incrementally depending on the rate of passenger growth. However, growth at the rate will not accommodate the demand for night flights that's expected and will result in lost economic opportunities in the communities and regions surrounding Toronto Pearson. In order to meet the demand for nighttime operations and to realize Toronto Pearson's vision, the GTAA proposes that Transport Canada increase the permitted number of nighttime flights.

The GTAA understands that noise from aircraft impacts its neighbours and is sensitive to that impact. As a result, it is important that the solution to the capacity shortfall be responsible, meaning that besides addressing the capacity shortfall, the solution must also address the concerns of our neighbours and so must be easy to understand, easy to implement, and continue to be auditable by a third party, keeping Toronto Pearson accountable to its neighbours and other stakeholders.

## OBJECTIVE

The GTAA requests that Transport Canada agree to an amendment to the December 10, 1997, letter establishing an annual cap - or "budget" - on the number of flights permitted during the night restricted hours at Toronto Pearson that will allow night activity to grow in a phased and responsible way to meet the needs of the communities it serves.

The requested amendment will change how the annual cap is calculated to allow for a modest increase in the number of operations permitted during the restricted hours, as well as to amend the formula that determines the cap so that it is based on actual passenger growth, as opposed to a forecast of passenger growth for the coming year.

In recent years, evidence of pent-up or unmet demand for nighttime operations has been building. The airport works diligently to operate within the budget limits, and it has never exceeded the budget; however, it has been a challenge. The GTAA, therefore, is seeking to have these amendments effective beginning in the 2012 nighttime budget year.

The purpose of this report is to set out the rationale and background for the work that has been undertaken and to summarize the outreach conducted in support of this request.

## **BACKGROUND**

Part of being a dynamic North American airport is operating around the clock, seven days a week. Of the approximately 1,100 flights taking off and landing at Toronto Pearson daily in 2011, three per cent – or an average of 36 flights a night - occurred between 00:30 a.m. and 06:30 a.m. These are defined as night flights. The Airport works diligently to manage these night flights to ensure that only those flights that can only operate at night are allowed to fly during the night hours.

The number of night flights permitted each year is controlled by an agreement with Transport Canada. This is called the night flight budget. Under this agreement, the number of night flights that can operate during the nighttime hours is linked to the number of passengers who travel through the airport in a given year. The night flight year runs from November 1st to October 31st. No other airport in Canada has a night flight budget.

The present challenge is that nighttime demand is growing at a faster rate than daytime demand. The night flight budget has not kept pace with today's realities: the GTA's ethnically diverse population, the economic growth in the region, the changing global economy and a growing demand for connections with emerging markets are all factors driving increased need for flights at night.

It is important to note that most night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night. Approximately 20 per cent of night flights are reserved for day-of requests, such as flights impacted by weather or emergencies.

Toronto Pearson works diligently to keep its operations within the budget, though this has meant the Airport has had to turn away business that would otherwise be of benefit economically for the GTA, as well as potentially limiting the number of destinations served and connection possibilities for business and leisure travellers.

## **APPROACH**

Toronto Pearson is seeking a change in its night flight budget formula to allow for a modest increase in the number of permitted flights beyond what would be available through the current formula to better meet the increasing demand for flights at night.

To determine the most responsible manner to address the capacity gap, the GTAA evaluated the existing night flight capacity management regime, variations of it, and a selection of other regimes in use at other airports in other international jurisdictions.

This evaluation explored whether to continue to use a variation of the existing regime of a budget or identify an alternative, such as exempting certain types of aircraft from counting against the budget.

In addition, the solution must be responsible, and not only simply address the capacity shortfall, but also be easy to understand, easy to implement, and continue to be auditable by a third party, keeping Toronto Pearson accountable to its neighbours and other stakeholders.

## RECOMMENDATION

### What is being requested?

- The GTAA is asking Transport Canada for a modest increase in the number of flights at night phased in as demand requires.
- The GTAA is not recommending elimination of the cap on the number of night flights that has been in place since 1997.
- Forecasts suggest three modest increases over the next 15 years could be required to meet the needs of the airport's guests, airline customers, surrounding business community and the Greater Toronto Area.
- These phased increases would occur in the year following a year when the actual night flight demand reached 95 per cent of the annual night flight budget. In years when the actual night flight demand doesn't trigger an increase, the budget would increase based on annual passenger traffic growth as per the current formula.
- In practical terms, this could result in an average of 41 flights per night in 2012, just three more than the 38 that would be permitted without the triggered increase.
- The GTAA seeks an amendment to the formula that determines the budget so that the budget is based on actual passenger growth for the previous budget year, as opposed to a forecast of passenger growth for the coming year.

Toronto Pearson determined that keeping the current regime of a night flight budget is the balanced and responsible approach that addresses the fact that nighttime operations impact the airport's neighbours. As a result, the elimination of the nighttime budget that's been in place for more than 15 years is not being recommended.

Rather, the GTAA recommends changing the existing formula to accommodate some pent-up night flight demand as well as future growth in demand if and when the gateway strategy is realized. To achieve this, the GTAA is seeking to amend the night budget formula to permit modest increases – or “bump-ups” – in the budget, when specific conditions are met (e.g. when the number of night flights reaches 95 per cent or more of the annual night flight budget). These increases would be in addition to the night budget growth that currently is permitted based on overall annual passenger activity growth.

For example, this would mean that in a year such as 2011, when the number of night flights reached more than 95 per cent of the annual night flight budget, a 10 per cent “bump-up”, or increase, in the number of night flights budgeted for the next night-flight budget year would result. In practical terms, this could mean an average of 41 flights per night in 2012, just three more than the 38 that would be permitted following the current terms of the formula with Transport Canada.

Only when the annual number of night flights reaches or exceeds 95 per cent of the budget in a given year, would the second “bump up” of 10 per cent occur beginning in the next year. In years when night flight demand does not trigger a “bump-up”, the budget increase would be based on the annual passenger growth alone, as per the current formula.

To meet community demand as identified in our current forecasts, Toronto Pearson is requesting three 10 per cent increases between now and 2025. The first bump-up would take effect beginning in the 2012 nighttime budget year.

By putting in place the 95 per cent trigger, the airport only achieves the additional capacity if the demand actually manifests as forecasted. The trigger approach maintains the diligence and accountability in managing the budget.

The chart below depicts a scenario showing the increases (annual and daily) that could occur if the bump-ups were triggered in the next three consecutive years of 2012, 2013 and 2014. This reflects a hypothetical scenario and is shown for illustrative purposes only, as increases using the trigger mechanism outlined above would occur only as actual demand materializes.

Cap Year	Status Quo		Three 10% Bump-Ups	
	Annual	Daily Number of Night Flights	Annual	Daily Number of Night Flights
2011	13,200/year	36/night		
2012	13,900/year	38/night	15,200/year	42/night
2013	14,400/year	40/night	17,300/year	47/night
2014	15,000/year	41/night	19,700/year	54/night
2015 onward	– Growth based on passenger traffic only			

Note: \*Assumed 3-5 per cent natural growth (~2 additional flights per night per year)

The GTAA also is proposing an administrative change to the annual calculation so that it is based on actual passenger growth from the previous budget year, as opposed to a forecast of passenger growth for the coming year. This will provide for greater certainty in planning and management of the night flight budget.

## OUTREACH

In advance of submitting a proposal to Transport Canada, the GTAA undertook a community outreach program to advise various stakeholders about the night flight capacity challenges and the recommendation for moving forward to meet growing demand for night flights in a responsible manner.

The GTAA actively manages all airport operations to minimize the impacts on adjacent communities and has a comprehensive approach to addressing community questions and concerns. Since the GTAA took

over operations of Toronto Pearson, noise complaints have fallen from approximately 8,000 in 1997 to approximately 1,000 in 2010.

The outreach was structured with the objective to inform the community and stakeholders about this change in an open and transparent fashion, highlighting that effort was made to balance opportunity with impacts. The GTAA asked for input and gap analysis on its position, understanding that there would be a constituency who would seek to maintain the status quo or to reduce or eliminate nighttime operations. The intent of the outreach was to inform, not to seek support.

The outreach program was conducted from October 2011 through to December 2011, with the period for public comments open from November 11, 2011, through to December 5, 2011.

Below is a breakdown of the various stakeholder audiences and the tools used for outreach:

#### *Community Environment and Noise Advisory Committee (CENAC)*

CENAC is a consultative and communication forum for the discussion of noise- and environment-related matters as they pertain to Toronto Pearson. CENAC also advises on the best methods of distributing information to stakeholders on an issue-by-issue basis and brings an important community voice to the table.

The objective of working with CENAC as part of the outreach was to inform and ask for input on the broader community outreach. Two of the regularly scheduled CENAC meetings were dedicated to updates on night flights, the first being on September 21, 2011; the second on December 7, 2011. In addition, a special workshop was held on October 12 specifically for CENAC members, with the intent of reporting on the various options that had been explored by the GTAA to address the capacity shortfall. This was a very helpful meeting and directed the tone of the broader community outreach, particularly underscoring the need for a strong educational or "Airport 101" element to our outreach. The second general CENAC meeting on December 7 focused on reporting community feedback from the outreach process. Attached is a copy of the presentation that was given to CENAC at that meeting. Committee members raised a number of issues for clarification. The minutes from this meeting will be confirmed by the committee at its next meeting on February 1, 2012. One member of the committee tabled a statement with respect to the nightflight proposal; it is attached in its entirety in the feedback materials attached.

#### *Elected Officials*

As part of the outreach, the focus was on the Toronto, Brampton, and Mississauga neighbourhoods where the majority of noise complaints originate. The objective of working with elected officials as part of the outreach was to inform, review and advise on existing community concerns, as well as to receive direction and assistance on outreach to community leaders and groups, as elected officials are the best advocates for communicating information to their communities. In total 38 elected officials were briefed.

In addition, all regional elected officials are on our list to receive our e-mail updates, with many sharing the general updates to their broader constituency lists and websites, helping grow the outreach to an additional 15,000 people.

Mississauga Councillor Chris Fonseca, who also is a member of CENAC, collected and forwarded to the GTAA a number of questions from her residents. Attached is a copy of those questions and the responses prepared by the GTAA.

*Airline/Aviation Partners, Boards of Trade, Other Business Groups*

The objective of the outreach with this stakeholder group was to validate both the demand for flights at night and the economic opportunities, as well as seek active support. To date, we are aware that almost 20 letters of support have been sent to the Minister of Transport in support of this proposal. Feedback from this outreach validates that there are significant economic opportunities for the region through enhanced nighttime flights that will help ensure that Ontario and Canadian businesses are able to continue to diversify their trade relationships with overseas partners. Ultimately, this stakeholder group felt that responsible growth should be strongly encouraged.

Below are highlights from these letters that underscore the significance of this opportunity:

Partner	Comment
Air Canada	Ability to access Toronto Pearson for nighttime flights is crucial to the successful execution of Air Canada’s hub strategy for the facility. Increased commercial flexibility between 12:30 and 6:30 am will allow for Air Canada to expand in a predictable and sustainable way our route portfolio, primarily in the United States and South America, which is central to the airline’s long-term commercial development.
WestJet	WestJet will operate over 26,000 flights out of Toronto Pearson in 2012. These flights will generate over \$500 million in economic activity in the Greater Toronto Area. This activity not only creates jobs directly with WestJet but other organizations such as ground handling, security screening and airport personnel. Further, our flight network stimulates commercial activity by enabling organizations to base their business in the Greater Toronto Area and travel to other parts of Canada and abroad. Increasing the availability and flexibility of flight schedules only further enhances opportunities for accessibility.
Air Transat	<p>Air Transat is Canada’s largest holiday airline and has been operating at Toronto Pearson since 1989. Like any other airline in Canada, increased activity at Toronto Pearson is essential to our overall growth and success. As a strategic aspect of our business model, Air Transat requires a 19 hour operational window at Toronto Pearson to maximize flying (4 sectors per day) in order to remain competitive and financially viable during the winter season (where we currently offer approximately 7 flights each day – summer is 14).</p> <p>This ability to operate 19 hours per day is contingent on the use of the nighttime exemption. Without such increased access during the winter of 2011/12 schedule, Air Transat will have no choice but to remove two aircraft from its fleet. This action will have the following impacts:</p> <ul style="list-style-type: none"> <li>• Reduced flying to winter destinations</li> <li>• A loss of operating in the summer months of up to 6 destinations</li> <li>• Layoff of pilots, flight attendants, and ground personnel</li> <li>• Impact on fixed costs; incurring of additional costs in order to purchase seats on other carriers to meet demand</li> </ul>

Partner	Comment
	<p>Currently, Air Transat's fleet consists of 23 wide-body Airbus aircraft (11xA310 and 12xA330). In the near future, we intend on increasing the number of A330s in our fleet with the eventual goal of moving our entire fleet to this type of aircraft. Although the A330 is a quieter and more fuel efficient aircraft, its size and capacity requires longer ground times resulting in the need for increased access to late-night restricted hours at Toronto Pearson.</p>
Eva Air	<p>We currently operate three direct flights from Toronto to Taipei each week, with a strong network to over 70 Asian cities that benefit not only the local Asian populations in Toronto, but also across Canada. The ability to operate during the restricted hours has helped business travellers make good use of time upon arrival, and saved connecting passengers waits of up to 5 hours.</p>
EL AL	<p>For EL AL as Israel's National and leading business carrier nighttime flights are crucial as a competitive and attractive product we offer especially our business community as well as the significant Canadian-Jewish community thus tying our two countries in beneficial ways for both together. Our experience knows to tell how appreciated this is and what a detrimental impact the absence of an option to maintain or even further increase frequencies connecting our countries would have.</p>
Cathay Pacific	<p>Cathay Pacific currently operate 2 daily passenger flights and 3 weekly freighters out of Toronto Pearson, carrying passengers and cargo from Eastern Canada to Hong Kong, and via Hong Kong to China and the Asia Pacific regions. We employ more than 230 direct staff in Toronto, including ground personnel and flight crew, and have additional contracts with third-party handling agents and suppliers to operate those flights. Our daily flight CX829 currently departs Toronto Pearson at 1:30 am and arrives Hong Kong at around 6:00 am, allowing an array of convenient connections to our regional destination in China and the Asia Pacific region. This flight is a popular choice for both business travellers and the growing ethnic population in Eastern Canada, and would not be available should we not have the special approval from Toronto Pearson to operate those nighttime slots. We believe an increase in nighttime flights will benefit both passengers and the Toronto economy alike.</p>
United Parcel Service (UPS)	<p>Toronto Pearson enables the importing and exporting of goods that are critical for UPS customers and businesses in Toronto, Ontario and Canada. We are a part of the global supply chain. We need flexibility which includes night time flights to provide the best services to our customers.</p>
Canadian International Freight Forwarders Association (Ciffa)	<p>A key contributor to the strength of the Canadian economy is our ability to access international markets such as China, India and Brazil. Recent data indicate that over 94% of Canada's air cargo is arranged by freight forwarders. From some excellent work by Transport Canada Economic Analysis &amp; Research and Air Policy groups over the past few years, we all know that cargo capacity in Canada, with some few exceptions, is limited to lift on passenger aircraft. We must have the flexibility and infrastructure to attract the carriers that serve our new and emerging markets for passenger aircraft and for the cargo they carry. Toronto's Pearson Airport is the connecting link – the gateway – through which other domestic and international markets are served. Canada's international cargo community must have capacity if we are to remain</p>

Partner	Comment
	competitive and that capacity must be in Toronto.
Ontario Chamber of Commerce	Our members include small, medium and large businesses throughout Ontario that depend upon the efficient movement of goods to operate effectively. Our Export Market Access (EMA) program has enabled SMEs to expand their growth in foreign markets with \$100 million in export sales, a return in terms of export sales of over 50 times the investment. Increased access to the region through enhanced nighttime flights at Pearson Airport will ensure that Ontario and Canadian businesses are able to continue to diversify their trade relationships with overseas partners.
Brampton Board of Trade	It's our view that the solution put forward is a responsible approach that balances the increasing demand for nighttime operations and the interests of the community.
Mississauga Board of Trade	There is tremendous strategic importance for businesses in our community and its employees to have access to a global hub airport in Toronto Pearson. Given the current economic climate and the need for business in Canada to compete globally, the increasing demand for use of Toronto Pearson has very positive impacts for business, jobs, and our economy, as well as for travellers. Growth of operations at the airport that is well managed and responsible should be strongly encouraged.
Film Ontario	The Creative Industries in Ontario generate \$12.2 billion in GDP for Ontario's economy annually and are number one in Canada by GDP. Creative industry GDP is now larger than Ontario's energy industry, is approaching 70% of the auto manufacturing sector, and surpasses those of agriculture, forestry and mining sectors combined. Ontario is among North America's top entertainment and media economies, ranking third in employment (behind California and New York). We have co-production agreements with over 50 countries around the world. Improving our ability to service the international business community is a key issue for economic development and growth for Ontario's screen-based industry. Our industry would benefit through increased attractiveness to international partners and increased competitiveness with key jurisdictions such as New York, London and Los Angeles.
CAW – Canada (National Automobile, Aerospace, Transportation and General Workers Union of Canada)	Currently, more than 38,000 people work at Toronto Pearson alone. This generates \$26.4 billion in revenues and \$6.8 billion in employment income. The addition of just one additional flight can create up to 100 new jobs in the community over the course of a year. Toronto Pearson is a gateway that enables the importing and exporting of materials for businesses in Toronto, Ontario and Canada. The membership of Local 2002 has a vested interest in the expansion of this gateway.
Greater Toronto Hotel Association	During the upcoming 2015 Pan/Parapan Am Games, an estimated 250,000 people are expected to visit the Greater Toronto Area. As these world games come to Toronto and the region, part of the visitor experience is ease of access to the destination of their choice. International travellers have an enormous impact on the GTA hotel community representing 32.8% of all visitors. The fastest growing visitor markets to the GTA include India, Brazil, China and Japan. With the increase in international travellers the GTHA supports the Greater Toronto Airports Authority's request for nighttime flights into Toronto Pearson Airport to meet the airport's increased demands.



Partner	Comment
Canadian Business Aviation Association (CBAA)	The ability to increase night flights is critical to business aviation as Pearson is our premier gateway. The GTA has the largest concentration of head offices in Canada, many of whom use business aviation as an essential tool. Business aviation and Toronto Pearson are both economic enablers for the entire GTA, and for that matter, for the Canadian economy. Business aviation responds to companies' needs, not commercial schedules. Businesses operate 24 hours a day, and business aviation is one of the ways that Canadian corporations can be their most responsive. Given the limited number of airports in the GTA able to accommodate business aviation operations, access to Pearson is critical.
Toronto Association of Business Improvement Areas (TABIA)	The additional flights and dollar investment will substantially improve the financial forecast for the very large number of small retailers and main street shopping areas we represent (as well as the Information Technology providers and arts and entertainment outlets within the BIAs), particularly the ones in the area surrounding the Toronto Pearson Airport.
Jazz Aviation LP	<p>Toronto Pearson is a significant part of our daily operations at Jazz. In order to support Jazz's operations at Toronto Pearson, we have a large crew base at the airport, administrative offices, and an aircraft maintenance base and hangar. Jazz employs over 5,100 employees across Canada and over 1,400, or almost one-third, of those personnel work from Jazz's Toronto Pearson base. We can most certainly see expansion in any of our three operational areas if additional hours of operation were available to us at Pearson. Expansion of the available hours at Toronto Pearson would be a necessary component of our ability to maximize utilization of our aircraft.</p> <p>Aviation is a 24-hour a day business and in this industry, being proactive and pursuing growth opportunities is imperative. This is an industry that has its challenges and as Canadian operators, we need to seek new opportunities in order to ensure that our sector survives and thrives. We want to ensure that our businesses are viable and that we can continue to provide employment opportunities to the many skilled professionals in this industry.</p>
Invest Toronto	Toronto Pearson is a critical selling feature for Toronto especially as a North American gateway. The vibrancy and importance of Toronto Pearson Airport represents a vital link to our international sales and marketing efforts for Toronto. What this amounts to for Invest Toronto is offering international business greater access to more locations globally and allowing companies from around the world greater access into our market. Additional flights will enable Pearson to meet the needs of the international business community, airline partners, the surrounding Toronto business community and the Greater Toronto Area and achieve our global hub strategy.
Tourism Industry Association of Canada (TIAC)	Canada is increasingly a "fly-to" nation, and as our busiest international hub, Toronto Pearson plays a key role in delivering international travellers to our country. Opening up additional nighttime slots will create opportunities to increase from our key emerging long-haul in-bound markets – China, Brazil, India – and will help Pearson in realizing the opportunities outlined in their Gateway Strategy. This is not only a question of increasing the number of visitors into Southern Ontario, but also to all of Canada.

Partner	Comment
Tourism Toronto	<p>First, as the destination marketers for the Toronto region our growth in the years ahead will come from new international markets, such as China, India and Brazil. These were our top-growth markets last year and are again leading the way in 2011. Visitors from these and other international markets tend to be sophisticated, affluent travelers who often visit multiple destinations in Ontario and Canada on their trip. However the distances of these markets make it essential to provide travel options that include arrivals or departures during the overnight hours. Our growth in these markets will depend in large part on the availability of direct flights, which in turn hinges on the capacity at Toronto Pearson to provide for arrivals and departures at times convenient for travelers.</p> <p>Second, we are very supportive of Toronto Pearson’s strategy to strengthen its “global hub” model, again attracting more international travelers and generating greater economic activity through Canada’s premier transportation hub. The benefits of such a strategy will reach hundreds of local businesses from hotels to ground transportation companies to convention services companies who benefit from Toronto serving as a hub and gateway, making it an ideal place to meet.</p>

*Residents and Community Groups*

Similar to the elected officials outreach, for community partners and residents, the GTAA focused on the Toronto, Brampton, and Mississauga neighbourhoods that traditionally generate the most noise complaints.

The objective of the community outreach was to inform residents of the proposal to increase night flights, and ensure that the airport’s neighbours were familiar with the avenues available to voice their feedback, including a website developed specifically to share the background and details of night flights at Toronto Pearson: [www.torontopearson.com/nightflightsoutreach](http://www.torontopearson.com/nightflightsoutreach).

In addition, three community Open Houses were hosted by the GTAA. This gave those who prefer attending community meetings an opportunity to review materials and speak to members of the Toronto Pearson Team one-on-one to learn more. In total, more than 50 residents attended the three open houses.

Tuesday, November 22, 2011 5:00 pm – 8:00 pm Professor’s Lake Recreation Center 1660 North Park Drive <b>Brampton, ON L6S 4B4</b>	Thursday, November 24, 2011 5:00 pm – 8:00 pm Tomken Twin Arena, 4495 Tomken Road, <b>Mississauga, ON L4W 1J9</b>	Saturday, November 26, 2011 10:00 am – 1:00 pm Thistletown Community Centre 925 Albion Road, <b>Toronto, ON M9V 1A6</b>
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Nine members of the public also were present at the December 7, 2011, CENAC meetings.

Communications tools employed to support the outreach included:

- Communication sent by e-mail to a list of more than 3,500 residents and stakeholders, including:
  - Existing Resident/Stakeholder Lists

- People who signed up via the ‘Stay in the Know’ function on our website
- 1,500 Street Festival registrants and 100 volunteers
- Resident and ratepayers associations
- Outreach website and online feedback form: [www.torontopearson.com/nightflightsoutreach](http://www.torontopearson.com/nightflightsoutreach)
  - Greater than 1,000 unique pages views; with average visit longer than two minutes
- Voice Recording on the Noise Complaint Line
- Facebook (numerous postings)
- Promotional Flyers at the Open House venues
- Follow up e-mail to Open House attendees to address questions

This grassroots campaign was the most effective way to get the information out to those who would be impacted.

### FEEDBACK

As expected, there is some community concern about additional night flights. Below is a summary of themes that came up in the public comments, and our responses to these questions and concerns; for the full comments as submitted, please see Appendix B.

It is important to note, the majority of concerns shared were related to general airport operations. The outreach, therefore, has highlighted a need to address general confusion and misinformation about airport operations and the airport’s role in the community.

In total, 135 comments were submitted using the online feedback form, with 57 per cent originating from Toronto; 13 per cent from Mississauga; and almost three per cent from Brampton. In addition, seven feedback forms were submitted at the Mississauga Open House and two at the Toronto Open House. An additional 15 e-mails were submitted through the GTAA’s general e-mail.

What the Community said	GTAA Response
Perception that Night Flights don’t currently occur, started either recently, or only once the GTAA became operator	Toronto Pearson operates around-the-clock, seven days a week, even when the airport was operated by Transport Canada prior to 1996. In 2011, of the approximately 1,100 flights per day at Toronto Pearson, three per cent -- or, 36 – on average occur at night.
GTAA has recently adopted new flights paths that have greater impact on the community.	<p>The GTAA has not made any recent changes to flight paths. Comments could refer to:</p> <p><b><u>Early Turn Procedure:</u></b> A trial using this procedure started in 2000, and after community input it was made a permanent operation in 2005. This is not a new flight path and the early turn procedure is not used during the nighttime hours.</p> <p><b><u>NAV Canada Airspace Review</u></b> Comments about new flight paths may also be in regards to Nav Canada’s recent airspace review. This airspace review and consultation are independent of Toronto Pearson, and we have limited influence over the process or outcome of it. Changes as a result of this review are not expected to begin until February 2012.</p>

What the Community said	GTAA Response
The preferential runways are not being used – planes are flying over the most residential areas.	<p>The nighttime preferential runway systems uses flight paths intended to travel over the least number of residential neighbourhoods, subject to wind and safety considerations.</p> <p>In 2010, approximately 66 per cent of the arrivals used preferential runways, and 89 per cent of the departures used preferential runways.</p>
Airport Operations have grown busier in recent years – there are more flights than before.	<p>Passenger traffic grew five per cent between 2009 and 2010 and is anticipated to increase five per cent again in 2011.</p> <p>Despite this growth, it is worth noting that in 2011, the number of aircraft movements only just reached pre-2000 levels.</p>
Remove the 20 per cent of flights you can't control from the budget	<p>We reserve approximately 20 per cent of our budgeted flights to allow for situations outside of our control, such as, weather delays, medevac flights, mechanical delays, security reasons.</p> <p>These “uncontrollables” account for approximately 2,000 night flights per year.</p> <p>Removing these as counts against the budget would not address the capacity gap and could add a level of complexity to tracking the budget that might impact the ease and transparency of the budget.</p>
Increase infrastructure (Terminal expansion) to allow more day flights; lessen night flights.	<p>Night flights are not overflow from daytime operations – they are flights that need to arrive or depart at night. The need for increased night flights would not be addressed by increasing infrastructure or better managing day-time capacity.</p>
Airport Operations have grown louder in recent years.	<p>Toronto Pearson’s noise footprint has reduced substantially over the past 15 years, thanks in part to the arrival of newer, quieter aircraft.</p> <p>Though Toronto Pearson will continue to grow in the coming years and we expect our noise footprint to grow modestly, it will remain well-within the Airport Operating Area (AOA).</p>
Perception that primarily noisier aircraft operate at night – cargo, etc	<p>It is typically the quietest aircraft operating in the nighttime hours. At a minimum, all aircraft operating at night must meet Chapter 3, which are the quieter aircraft.</p> <p>While Toronto Pearson has some all-cargo operations, the airport’s business strategy is founded on passengers and the majority of nighttime flights are passenger flights, with 80 per cent of cargo in the underbelly of passenger aircraft.</p>

What the Community said	GTAA Response
Other international airports have fewer flights.	<p>How other airports manage night flights varies greatly across the industry. Toronto Pearson, for example, is the only Canadian airport with a night flight budget.</p> <p>Flights that operate during the nighttime hours are very much tied to Toronto’s geographic location and the destinations served.</p>
Did you consider the environmental effects of this increase?	<p><b>Yes.</b></p> <p><b>Air Quality :</b> A 2004 Human Health Risk Assessment of the operations of Toronto Pearson concluded that airport operations posed no additional adverse human health effects from exposure to the predicted levels of certain substances.</p> <p>In 2011, the GTAA undertook an analysis to assess potential impacts of the proposed night flight increase and concluded that the impacts of the additional flights are too small to measure and would result in no additional adverse impacts on human health.</p> <p><b>Noise:</b> Clearly, noise from aircraft impacts our neighbours.</p> <p>Toronto Pearson’s noise footprint is much smaller today than at the date the GTAA took over operations. In addition, a 2010 Health Canada Study concluded there is no significant risk of chronic stress and/or cardiovascular disease arising from long-term exposure to outdoor daily aircraft noise levels.</p>
GTAA only interested in profit; what’s to stop them from increasing night flights again in a few years	<p>The GTAA’s mandate is to operate the airport safely and efficiently for the general benefit of the public, to grow Ontario’s transportation facilities and generate economic activity, and to operate on a financially viable basis.</p> <p>Toronto Pearson’s business model is focused on increasing passenger traffic. In 2011, only three per cent of overall operations were nighttime flights – the overall airport operation is not dependent on a few additional night flights.</p> <p>Rather, this is an opportunity to respond to demand that already exists in the market due to the GTA’s ethnically diverse population, the economic growth in the region, the changing global economy and a growing demand for connections with emerging markets.</p> <p>In addition, as per our request, the increases or “bump ups” would only be granted when demand materializes. This is an advantage of the trigger mechanism, as it will help maintain diligence and accountability in managing the budget.</p>

What the Community said	GTAA Response
<p>Toronto Pearson was not transparent in their outreach around this initiative.</p>	<p>Each initiative we undertake, we do our best to identify the appropriate ways to engage with our community.</p> <p>As part of our Night Flight Outreach, we focused on the Toronto, Brampton, and Mississauga communities from which we receive the most noise complaints.</p> <p>We briefed the elected officials of these wards/ridings, as they are often the most effective advocates for communicating information to their communities.</p> <p>Many officials posted information about the Open Houses on their website, newsletters and e-blasts.</p> <p>We also built a stakeholder list of more than 3,500 addresses, including e-mails we recently gathered as part of our Street Festival outreach.</p> <p>In addition, we sought the feedback of our CENAC committee.</p> <p>We felt this grassroots campaign was the most effective way to get the information out to those who would be impacted.</p>
<p>Support night flights; region will benefit from the increased economic opportunities</p>	<p>Yes, Toronto Pearson is a massive economic enabler that drives prosperity in the Toronto region and supports jobs. Toronto Pearson employs more than 38,000 people directly and 185,000 indirectly and generates \$26.4 billion in revenues and \$6.8 billion in employment income for the Toronto region. Currently, Toronto Pearson is the fourth largest entry airport in to North America; Toronto Pearson’s vision is to become North America’s premier gateway airport.</p> <p>One important step towards realizing this vision is this proposal to Transport Canada to increase the number of flights permitted during the night restricted hours (00:30 a.m. to 06:30 a.m.). Increasing the night flight budget presents opportunities not just for the airport, but also for the communities that surround it in terms of jobs and other related economic opportunities.</p>
<p>Support night flights; major hubs in global cities need the flexibility to manage scheduling to meet demands</p>	<p>Yes, this is an opportunity to respond to demand that already exists in the market due to the GTA’s ethnically diverse population, the economic growth in the region, the changing global economy and a growing demand for connections with emerging markets.</p>
<p>Lack of awareness about general airport operations</p>	<p>Talking with our neighbours about our request to update our night flights budget is just the start. We will work towards building a more robust Airport 101 oriented outreach with our neighbours. By understanding more about our business, our neighbours can in turn help us grow into a better neighbour.</p>

Significant opportunities were made available for the community to be informed about the proposed changes. The outreach also generated some media and social media exposure. Initial media coverage (CBC Toronto TV News and Mississauga News), focused on community complaints and resident's desire for a reduction in overall airport operations, while subsequent coverage (The Toronto Star, Toronto Sun and Mississauga News) provided context for the proposed increase in night flights and the overall outreach, and encouraged residents to visit to website to learn more.

A social media campaign to stop night flights ([www.stopnightflights.ca](http://www.stopnightflights.ca)) was started by a community member and as of December 16 2011, has generated 2,206 views and 264 signatures.

## **CONCLUSIONS**

As expected, there is some community concern about additional night flights. However, opposition to additional flights has been limited. Approximately 20 per cent of the community comments received (not including the letters of support from industry stakeholders) were supportive/positive in nature.

The majority of concerns shared were related to general airport operations. The outreach, therefore, has highlighted a need to address general confusion and misinformation about airport operations and the airport's role in the community. Areas for continued outreach include:

- Continued commitment to working with the community, CENAC and other stakeholders to manage the impacts of operations
- Opportunities identified for potential future improvements
  - Review and validate preferential runways
    - As per our ground lease (Section 8.11.01), the GTAA was required to adopt the preferential runway policies and noise abatement procedures in place prior to transfer from Transport Canada
  - Continue to work with Nav Canada on improving nighttime arrival and departure procedures
  - Engage with airport neighbours about the positive opportunities associated with having a significant global hub airport in their community.

After conducting a comprehensive internal review of the nightflight regime at Toronto Pearson as well as a comprehensive outreach to various community and stakeholders, the GTAA now requests that Transport Canada agree to an amendment to the December 10, 1997, letter establishing an annual cap - or "budget" - on the number of flights permitted during the night restricted hours at Toronto Pearson that will allow night activity to grow in a phased and responsible way to meet the needs of the communities it serves.

The requested amendment will change how the annual cap is calculated to allow for a modest increase in the number of operations permitted during the restricted hours, as well as to amend the formula that determines the cap so that it is based on actual passenger growth, as opposed to a forecast of passenger growth for the coming year. Attached is a Draft Amended Letter for consideration.

## **SUPPORTING APPENDICES**

### **A) Draft – Amended Letter**

### **B) Feedback Materials:**

- Online Feedback
- Open House Feedback Forms
- Emails

### **C) Outreach Materials**

- November 11 Email Update
- December 2 Email Update
- Questions & Answers, November 28
- Questions & Answers, December 6
- Open House Presentation Boards
- Night Flights Quick Facts
- Email to Open House attendees
- CENAC Outreach Update Presentation



# **Appendix A – Draft Amended Letter**

## **1. Draft Amended Letter**

**Proposed Amendments to Transport Canada’s December 10, 1997 letter, as previously amended**

Transport Canada’s letter to the GTAA dated December 10, 1997 (the “TC Letter”) is amended effective as of November 1, 2011 as follows:

1. By deleting the following paragraphs from page 2 of the TC Letter:

“As in the past with Transport Canada, the number of night flight operations would normally fluctuate due to passenger and traffic increases.

However, the granting of exemptions must not cause the total number of all flights within the restricted hours, within the calendar year, in relation to the year for which the exemption is sought, to exceed the base calendar year of 1996 (9,655 operations), plus an annual percentage increase based on the compounded annual percentage increases in passenger movements in the years following the base year 1996 (24,259,268 passenger movements). (The base year 1996 is the last year Transport Canada operated the Airport).”

2. By inserting the following in place of the deleted paragraphs set out in 1 above.

“The number of landings and take-offs within the “restricted hours” (as that term is defined from time to time in the Canada Air Pilot or its replacement or as otherwise agreed to by Transport Canada and the GTAA) based on flights operating with extensions and exemptions as well as other flights shall not exceed the total number of 15,325 (the “Maximum Annual Flights”) for the period commencing on November 1, 2011 and ending on October 31, 2012 and for each successive period from November 1 to and including October 31 (the “Annual Period”), subject to increases in accordance with the following provisions:

- (a) With respect to each Annual Period, the Maximum Annual Flights shall increase by the annual percentage growth, if any, in the actual number of enplaned and deplaned passengers in the Annual Period that immediately precedes the then applicable Annual Period. However, if such passenger growth in an Annual Period(s) takes place immediately following an Annual Period in which the number of enplaned and deplaned passengers declined, the Maximum Annual Flights shall not increase until the Annual Period immediately following the Annual Period in which the total number of enplaned and deplaned passengers exceeds the previous highest total number of enplaned and deplaned passengers in an Annual Period. In that event, the increase in the Maximum Annual Flights shall be limited to the growth, expressed as a percentage, by which the total

number of enplaned and deplaned passengers in the immediately preceding Annual Period exceeded such previous highest total number of enplaned and deplaned passengers.

For greater certainty, the Maximum Annual Flights shall not be reduced if the number of enplaned and deplaned passengers declines during any Annual Period.

- (b) In addition to increases in the Maximum Annual Flights in accordance with (a), during any Annual Period, if the actual number of landings and take-offs within the restricted hours (based on flights operating with extensions and exemptions as well as other flights) equals or exceeds ninety-five (95%) percent of the Maximum Annual Flights in such Annual Period (the "Trigger Period"), then commencing in the immediately following Annual Period the Maximum Annual Flights shall increase by ten (10%) percent (the "Basic Adjustment") from the Maximum Annual Flights in the Trigger Period.

There shall be a maximum of two (2) Basic Adjustments."

- 3. By deleting "Airport Operations Duty Manager" from the first line of the paragraph under the heading "Extensions" on page 2 of the TC Letter and replacing it with "GTAA".
- 4. By deleting "Director of Operations," from the first line of the paragraph under the title "Exemptions" on page 2 of the TC Letter.

## **Appendix B -- Feedback Materials**

1. Online Feedback (pg 2-42)
2. Open House Feedback Forms (pg 43-50)
3. Emails (pg 51-61)
4. Comments by Sheldon Rokin, Dec. 7, 2011 (pg 62-63)

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
M4J1V8	Yes	Yes	The airport was there before most of the folks who now live near the airport were there. They knew they were going to be living near an airport. If they don't like the noise, I say they can vote with their feet.	
L5M8C5	Yes	Yes	I think it is a great idea to allow more night flights. Personally, I was stuck on an aircraft in Las Vegas just this past summer due to this exact rule at Pearson. I was scheduled on a "red-eye" flight from Vegas to depart at approx 11:30pm. People had boarded a bit earlier and the plane was ready to go, however, the pilot was not allowed to depart Vegas once everything was ready as he explained that "Pearson airport will now allow us to land prior to 6:30am". We had to sit on the plane at the gate for quite some time (wasting time and resources) because of this silly rule. While I do not live terribly close to the airport currently, I did previously live closer and the noise at night was never an issue. I fully support the decision to allow an increase in the number of night flights.	Tours would be great... especially tours of the airport Tower
M6R 2W8	Yes	Yes	I fully support the need for more night flights out of Toronto Pearson. Major hubs need the flexibility to manage as many flights as possible, and given the distant cities that Toronto is connected to, having the ability to allow flexible flight scheduling will ultimately increase service to the airport from airlines.	I would like to participate in conversations around which airlines and/or destinations Toronto Pearson should target next. I would also like to participate in conversations around the retail offerings at Pearson to make them more desirable to travellers.
m9v1r4	Yes	Yes	I am absolutely opposed to any increase in the number of night flights into/out of YYZ. I would like to know the contact information for Transport Canada in order to also register my opinion there.	

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
M9C3Z9	Yes	Yes	I've lived in the Centennial Park area for 7 years, and have noticed recognizable increases in noise, particularly after 10pm. My entire house shakes and rattles, often feels like a plane is about to crash into my roof. I absolutely do not support night flights at all right now, and surely do not support any increases. As GTAA gains more revenue, how much will be shared with me to cover my increasingly noisy home, and decreases in my home value? None. Further to the noise and inconvenience, as our family grows, we have increasing concerns about the negative environmental impact of increases in flights any time of the day. I think enough is enough - if GTAA needs more capacity, take it to another community further east or west. It will help cut down on traffic travelling from all over the GTA to Pearson, and it will better serve other communities with jobs and increase convenience.	
M9A 5C1	Yes	No	WHAT is "moderate increase" of flight at night? Flight at winter season (November - April) is ALREADY arriving during the night practically non-stop. As well it does increased severely flight arriving at 4-5 AM. This is NOT acceptable. Noise, pollution and morning traffic is impacted severely in our neighborhoods and as well supplementary services as TTC, buses, Limos and rent-a-car services or even 24 hours coffee shops are not provided for passengers returning back home. When you arrive at middle of the night you have no place where to have breakfast or rent-a-car to get home. You are practically on your own.	

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
L4W 1M1	Yes	Yes	As a resident in the community I do NOT support any additional Night Flights. There should be no scheduled flight during that time period. While I accept that for emergency reasons, medical and weather or mechanical delays, these should be allowed, the current number is very high. Do you wish to be disturbed 36 times during the night on average? The world may becoming more connected, but people must be able to sleep at normal times. The growth of the airport should not take priority to the quality of life during the night time of it's residents. This should be revisited only when noise profiles of aircraft are reduced to that of local vehicle traffic. The information provided on the site was good, but the reference to 'night time runways' is vague and doesn't clearly define which ones these are. Show it on a map with the typical noise profile so people can see affected areas.	I would like to see the results of the program. What policies were changed due to Engagement. It sounds admirable, but the objective of the airport is to grow which is at odds with the local residents from air pollution and noise. If Engagement means to be transparent of the airports objectives regardless of the wishes of the residents, then change it to information site only.
I4x2a1	Yes	Yes	I have no problem with increasing the number of night flights. I live in the Dixie & Burnhamthorpe area.	
L4W 2Y9	Yes	Yes	As a longtime provider of feedback to the airport, having initially worked with my good friend Laurie Mitoff (deceased) and councillor Maja Prentice (retired), let me say that I think you have been doing a far, far better job of working with the community over the past five years. On the night flights specifically, I think they have been marvellously well managed, to the betterment of transport, and the relief of the local community. If only you could address the small-plain noise as effectively, we would all be in your camp. Please keep up the good work - cooperating together, we are making excellent progress.	Small-plain noise - it has become extremely worse over the past few years.
L4Y 2L6	Yes	Yes	A ridiculous request. The Applewood neighbourhood originally was to have no overflights whatsoever. This has been changed over the years up to and including night flights. How sad that a taxpayer cannot even leave a window open at night when sleeping due to the constant whine of airplane noise. At what point does this "mission creep" halt? What will the future hold? 24 hour a day flights? HOW ABOUT PICKERING, WHY NOT SHARE THE PAIN?	

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
L5W 1C2	Yes	Yes	I strongly oppose any further increase in night time flights. Despite noise restrictions on the aircraft, and design elements on our home, we are frequently jolted out of bed. The airports in Hamilton and London are under-used...could they be used as a viable alternative? Also, earlier notification of public meetings would be greatly appreciated. I learned about the public meeting from the Mississauga News two days in advance of the meeting. I called the GTAA customer service line and got an answering machine. This is not acceptable.	An update on your air quality and other environmental programs
M9L 1A4	Yes	Yes	We live in the flight path of many flights in and out of Pearson. We have recently been looking for a way to voice my family's complaints about the night time flights flying over our home. When you are awakened by flights at 2:00, 3:00 and 4:00 a.m. it is not appreciated. Especially when the noise wakes up your sleeping children. We put up with the noise throughout the days and evenings, especially in the summer months when you are trying to enjoy your backyard but to have to put up with this in the middle of the night is not a favourable thought. And then to increase the number of flights is something we are vehemently opposed to. Unfortunately, we will not be in town for your "town meetings" on this subject (and we would attend if possible), so thank you for asking for our input. We hope and trust that our views as well as others in this area will be taken into consideration during these discussions.	I think this forum should have been advertised to all neighbourhoods affected via mail as well. Many in this area do not have computers and are unaware of this forum. It wasn't even advertised in our local paper. Was this intentional?
L4W 2Y7	Yes	Yes	The information was very useful, however I do not see why you need to increase the number of flights that are allowed by night beyond the "budget" system. I would like to see the number of night flights continue to be managed under this system and not increased.	
M9C3K5	Yes	Yes	I was woken up by two planes taking off over my house last night after 12:30 p.m. Despite your allegations regarding how "quiet" the airplanes are that are allowed to operate through Pearson in the restricted hours, they are not QUIET. if they were, I would not have been woken up. In addition, the noise created by a plane that is taking off is substantially louder and more prolonged than a plane that is landing. Why was it necessary to have these planes take off over a fully residential neighbourhood instead of having them take off over using other runways and then vector over to their intended flightpath?	



Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
L6Y3C9	Yes	No	I feel the noise levels have become unreasonable. I've lived at my current home for 25 years and my home was never on the flight path. In the last 5 years the noise level has increased over ten fold. With the plane turning earlier and not stay along the flight path they are now flying over my home. When I purchased my home there were never any flight directly above my home I find it unacceptable that you change my life everyday and now you also want to change ability to sleep at night. Enough is Enough!! Not even Heathrow has this many night flights. Please respect your neighbours and community not just your bottom line.	
l5n 7z9	Yes	No	Hello, I presently live on the flightpath for runway 05. I have lived in the area for many years and have noticed that the night flights have already been steadily increasing after hours. Majority of the flights appear to be those returning from the caribbean (according to the arrivals board) and other sunny destinations along with cargo (fed-ex etc) arriving and departing during early hours. While I realize the airport has been in existence before the residential areas were built, there needs to be a balance between the airport and community. Not many people are aware of this initiative and feel blindsided by what is being proposed. I think more could have been done to make the local community aware, it is also very difficult to find even this forum on your website, it took me a while to navigate my way to this page. I don't think it is fair to the community to extend the night flight hours beyond what they are presently set at, as the type of aircraft normally flying during these hours are typically older and noisy (MD-11's, DC-10's, 737's and Airbuses), the newer quieter aircraft are fewer than the louder ones and seem to depart and land earlier during the day. I believe the quieter aircraft will take many years to implement in the current global economic situation. Thank you	Maybe more awareness through media, not necessarily cable 10 or local newspaper (i.e. Mississauga news) as not many people are subscribers or interested in these networks. Or maybe the use of flyers in the mail.
L4W 2M8	Yes	Yes	I am a local resident of the airport community and I fully support your efforts to increase night flights in a responsible manner.	

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
M9V 3L7	Yes	Yes	<p>I can not believe that more flights in the evening are even being considered. I recognize that your job is to create Pearson as an international hub; however, we home owners do not benefit from your business plan. I will still pay the same taxes even though you will profit from your added flights. This is not in the best interest of the home owners surrounding the airport. I do not care if Toronto is a hub success! I can not even have a get together outside any more due to the volume of airplanes going over head and the noise they are making. Now you want to add a few more flights at night. Let me be clear with my position. I am completely against any further expansion of the flights!! I did plan on attending the meeting set up at Thistletown Community Center; however, due to a medical emergency I was not able to attend. This is why I have chosen to express my stance on this proposal through your website.</p>	
I4w 3v5	Yes	Yes	<p>I do not agree that there has been improvement to the noise level and in fact hear the nightly flights very well . As a resident and taxpayer , I oppose to your recommendation to increase the nightly flights .</p>	<p>More topics on noise control. There already has been an increase on these. Have you provided aircraft companies authorization to test their planes and what routes have you authorized. Example : Bombardier .</p>
I4w 3v5	Yes	Yes	<p>I do not agree that Pearson has considered the community interests and am of the opinion that the proposal is strictly of a business nature to generate more profit to Pearson. I also do not agree that the flights are less noisy in particular when I toss and turn during the night because of air noise above my bedroom.</p>	<p>I would like to know what is being done about the noise level. Thank you .</p>

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
L5G 2H2	Yes	Yes	Hello, I am a resident and home owner in Mineola East in Port Credit, Mississauga and have been for thirteen years. I have noticed much more air traffic in general over the past years and particularly night flights in the last year or two. I live in a two storey home and am very often woken up just after getting to sleep around midnight which is most annoying, as I have to get up for work in the early hours like most other working people. I am not a particularly light sleeper but one can't ignore the loud and undeniable rumble that incoming and departing flights create every 10 minutes or so, just as one manages to fall back to sleep. I often wonder why they are allowed to fly so low or directly overhead? I live in a lovely neighbourhood amongst beautiful homes however the air traffic is and has become a detriment to the community.	
			I definitely don't agree with adding any more night or day flights for that matter, over this area and in fact, would like to see the existing number of night flights and governing regulations reviewed to allow existing residents some peaceful enjoyment in their homes. I am a real estate agent and have heard similar concerns from others in my area - I certainly hope the request to increase the number of flights is not granted until the existing issues are reviewed and a better plan is adopted.	
l5n5b5	Yes	Yes	As a long standing resident of this community , I have a serious concern about increasing the frequency of night flights. I have 2 young children who are sometimes awakened by the noise generated by these huge aircraft. I was born in a third world country & they have always had rules regarding night flights which is quite simple "NO FLIGHTS BETWEEN 12 Midnight to 6 AM ". In a developed country such as this,i find it very disturbing that economics rule over quality of life.Do we really need the business that bad !! I am sure the powers that be would'nt like to live in these areas for they would'nt have asked for increase to these disturbing night flights.! Thank You.	

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
l5g2g32	Yes	Yes	At some point the quality of life, of people living under the planes has to be taken seriously. I live in Port Credit and I can tell you I have hit the "too many" planes over my neighbourhood limit. When I moved hear 25 years ago airplane noise was next to nothing and yes I realize the city has grown, (note I used to live in Long Branch and had to move because of the planes coming off the lake). I thought I would move to the jewel of Mississauga and enjoy the lack of airplane noise.This last year was unbelievable for airplane noise, it starts in the morning and still going strong at 11:30 PM. I must have missed the changes that have taken place but I realized one day the amount of noise and started to pay attention. We have managed to survive as a city just fine without a lot of night flights and I suggest we will do just fine without adding anymore. Business will manage during normal waking hours. Please NO MORE PLANES Thank you	the location of southern Down leg for planes arriving Toronto should be located out over Lake Ontario where it will not affect anyone
L5n 6K2	Yes	Yes	You have far too many flights already after midnight. It is time to start thinking about a second airport in Pickering to take some of the load off of Pearson.	Start talks on getting the Pickering airport started.
L4W 3P4	Yes	Yes	Our family would not like to see an increase in the number of night flights. As it is, We can hear the planes when wind conditions are so. I would prefer a decrease in late night flights.	
L4W1L1	Yes	Yes	Our residence is located at Dixie & Rathburn Rds and backs on to Dixie itself. The reason i mention this, is because Dixie Rd is a high volume arterial that carries 6 lanes of traffic including the transport trucks that use Dixie coming off the QEW. Despite the current noise levels we receive from Dixie Rd, the aerial traffic noise has always been more apparent and stood out especially at nights and during day & night in the summer. I realize that some noise levels are expected when people choose to live in cities but there is a merit of how much noise is to much noise. With the present number of flights i believe we already reached the acceptable limit of noise pollution and we should be talking about reductions instead of increases. In the last decade the airport has done nothing but expand the area & the flight numbers, and almost nothing effective enough to mitigate the noise pollution. Why are we time after time putting the interests of the corporations above the interests of the environment and the public health?	

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
L5M 2N6	Yes	Yes	<p>I moved to this area in 1983. I am aware that the airport was near before I moved. At times flights are tolerable, other times plane activity is intense, taking off or arrive minutes apart. However, night flights are annoying especially in the summer time when we have the windows open. I would prefer if the night flights were not increased.</p>	<p>I understand that the Toronto airport is an important hub for air travel. New terminals were built, new runways added etc. With the added runways, several Jumbo jets would be able to land simultaneously. Unfortunately, ground transportation had been neglected. As a world airport, the Toronto airport is one of the few airports without train connections. People are dependent on arranging transportation from friends or relatives, or hailing a taxi for transportation. This causes consternation during busy times. Instead of increasing more flights, please concentrate on public ground transportation to and from the airport.</p>

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
l5n8e7	Yes	Yes	The constant noise of planes landing approximately two minutes apart on two different runways all day long is punishment enough for living near an international airport. Please don't further degrade the quality of life of Mississauga residents by taking away more of what little silence we have from airplane traffic.	
L4Z 3P9	Yes	Yes	I am not in favour of increasing any night flights in Pearson. It is already too noisy where I live and increasing flights at night will significantly decrease quality of life in my home.	
L5R3E1	Yes	Yes	Hello I have lived at my present location for 22 years now and it seems to me that the number of flights from Pearson has increased considerably. It is very annoying, especially if you are trying to enjoy the backyard, to have the constant parade of airplanes flying overhead. Please do not increase the number of flights during the evening. It's the only time we have peace & quiet. Please don't take that away as well. Thank you for your consideration.	
L4W 2M8	Yes	Yes	I am not in favour of more night flights. The air traffic at any time is already more than enough; it can be quite nerve wracking when planes land using the runway in line with my home. I hear night flights sometimes and can't say I appreciate them. They definitely disturb my sleep. Your goal of becoming the premier north american airport is commendable but misplaced. You are much too close to built-up areas to become even busier than you already are. Advertising about this communication opportunity wasn't great; it required a story in the Mississauga news close to the end of the allowed period for me to hear about it.	Thank you for allowing the bicycle path to go right by the airport grounds.
l4z 3v4	Yes	Yes	No more Night Flights please. No more please! it's really annoying and disturbing.	
l4z 3v4	Yes	Yes	We hate Night Flights increasing. Please do not do so. It really hurts.	
L4X 1H5	Yes	Yes	We are terribly upset that the night flights will be increasing from 36 to 41. As it is we can never get a good night's sleep. When we moved to our present house 7 years ago we had no idea that this was going to happen. We picked a dead end street so that we will not have any traffic on our street. Little did we know that the traffic was going to be from the sky!!! We even changed our windows and bought triple pane ones but to no avail. We are woken up 4 or 5 times a night and this is effecting our health. Years ago no flights were allowed to land or take off at night so things got worse instead of better!!	

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
M9C4H6	Yes	Yes	<p>Just so you know, not all the information posted on the site was easy to access/read due to the format (e.g., the booklet that was scanned in sideways! Obviously we are concerned about increasing the # of flights, both for noise complaints and for added pollution (which is a concern with a higher number of flights at any time of the day). We notice that when it is stormy (windy, overcast), flights tend to use the runway that flies over our house (M9C 4H6). We do hear flights at night occasionally, and they can be disturbing (I assume that low cloud-covered nights keep in/magnify some of the sound). Ideally, we would not like to see night flights increased, even modestly. In terms of environmental information and protection - we were impressed with a model at the community event we attended, but were surprised when we were told that "nothing really happens with the data"...it is collected, studied, but there seems to be no "cut off point" or no "triggers" that make a difference....e.g., if air quality is not good enough, # of flights should be reduced; etc. We were concerned about this, and wonder if (and hope that!)</p>	<p>The community event (1st annual, we understand) was great - we really enjoyed it. More planes available to go on would have been great, to avoid huge line ups (for the tours as well, which sold out fast!).</p>
			<p>environmental controls have real feedback mechanisms that are designed to protect our air, land, and water around the airport. Certainly there are times when the fumes are bad...in the last week several times we have been driving by the airport, and my 3-year-old daughter has asked "What's that smell?" We are concerned for our family's safety and air quality. Thank you for listening.</p>	

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L6H 1B7	Yes	Yes	Considering the current state of our economy and the competitive forces from cross the border with our friends in the United States I consider a 10% increase in night flights to be an encouraging sign. I certainly hope GTAA obtains the approval for these volume changes as it must mean a few more persons have either a new job or an extension of their hours with current employer. Keep up the good work GTAA.	As a current member of YYZ Airport Watch you must realise my interest in Pearson is high. I/we would hope that GTAA considers a request for a specific area within the airport, for us spotters and photographers and indeed the general public, where we can enjoy our hobby. Obviously we would like it to be as close to activity as possible and where the sun assists our photographic endeavours. I personally think it is time GTAA make the effort to become like other major airports and make the provision of space a priority. Sincerely, Derek Horsey, Oakville, Ontario
L3Y 8R8	Yes	Yes	It is a good case for an increased number of night flights, if it means cheaper flights and more jobs at the airport it sounds like a win-win to me.	I'd love to see a 10 km option for the Runway Run in June
L4T 1S6	No	Yes	Please no more night flights. The present number is already very disruptive to sleep.	



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M9B 3J1	Yes	Yes	<p>Thank you for reaching out to share expansion plans for the Night Flights. I say expansion as this past summer I was mortified to be woken up at god awful hours of the night as planes departed from Pearson taking off West to East runway or taking off from the East to West take offs. Either way they are very loud and have woken me up multiple times when this runway is used. The planes I could tell were massive and noisy air craft. I can no longer open my windows in the summer during the night time hours and was sleep deprived during the spring summer and fall times when I would open windows to let the fresh air in the house. This is not effective for our sleeping health. I'd also like to advise that I only found out that there were flights officially departing during the sleeping hours from the airline limo service that picks me up or drops me off at the airport after asking them what was going on. My neighbours, are shift work police officers and like us I am sure would not purchase a home in this area now and with this expansion plan (South of Eglinton West of Martingrove).</p>	<p>As I just received this email this week, neither my husband or I were able to attend the community event that we were not aware of. Highly suggest that next time you have such a massive change that we are informed via proper communications at our home via mailed letter. This neighbourhood is very senior and most do not have email or PC access. I know this as we have to communicate with our community via house to house mail correspondance.</p>
			<p>We have lived in this home for the past 29 years at which point the Toronto Airport had massive restrictions on hours of operations. When recently asked how I like living here, I advised that I love the neighbourhood, but hate the loud noise and I will not buy in this neighbourhood again. How unfortunate. I would also want to know what impact this will have to the resell value of my home as the airport expands services to become more profitable. Might I suggest that that you complete a few activities prior to making final approval. 1. Get a proper assessment on the resell value impact to this particular neighbourhood and any devaluation to our property as a result of the increased noise through the sleeping hours and compensate us appropriately with a settlement. I will certainly now be in touch with our Realestate agents now to get an understanding of this on my financial health. 2. Consider that the runway selected for such arrivals and departures be limited to over the industrial areas only where there is limited homes such as the North/South runways.</p>	

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			3. Should the GTAA move forward with this, consider the impact to our sleep health and not to assume that it is ok that we cannot open windows to get fresh air during the sleeping hours I will be consulting with my local city councillor, neighbours and realestate. I am not interested in stopping growth and profitability, but not at the expense of my health or financial well being.	
l4x 1y7	Yes	No	Strongly object to the increasing of night flights. We are near this area and are depressed by the great noise when planes take off and landing. It's terrible.	
m6m5h9	Yes	Yes	I do believe this is a good idea and i support this plan, it is good for business and good for travelers, with the efforts that is being made to reduce the noise we are very happy with the pospose plan	
M9R 3J9	Yes	Yes	Informative. Engines are now quieter.	
30127	Yes	Yes	Just get on with it....Pearson has nothing compared to other major airports and when we lived in north Mississauga, night air traffic just wasn't a big inconvenience.	
L4T3E7	Yes	Yes	I have been living in Malton since 1976. I am in favour of the increased night flights. I am supporting PROGRESS for the future. Keep up the good works.	
L4Z3P3	Yes	Yes	Please don't increase the night flights !!!!!!!!!!!!!	
l4w 4n3	Yes	Yes	no inrease.	

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L5W 1X9	Yes	Yes	I am very concerned about the proposal to increase the number of night flights. My house is on the flight path and the current number of flights causes more than enough disturbance on some nights. I am therefore strongly opposed to any increase to the number of flights.	I welcome public involvement on any developments/activities that are likely to have an impact on the quality of life of the community. Whilst economic interests are important, we must put the welfare of the community ahead of the economic interests in the decision process on this matter.
L5N5B9	Yes	Yes	I have lived under the north runway flight path for 28 years. My house backs onto Winston Churchill Blvd. just north of Derry Road. When I purchased the house, there was no warnings of airport noise like there is now provided. When I first bought the house there were no flights past I believe from 11 P.M. until 6 A.M., except for emergencies. Now they fly all night with what seems like non stop arrivals and departures. The planes appear to fly at a much lower altitude than they used to do and there are many more flights. The planes seem to fly lower than necessary and for a longer distance. I live about 10 miles from the airport yet I've seen planes on flight path with what looks like the same altitude from as far away as Milton. The altitude, both take offs and landings seems to be lower at night than during the day. Some take offs do not seem to climb much until they are past Mississauga Road. I have taken many flights from Pearson and do not remember such long take offs or landings. I have noticed sometimes during the day that planes fly a much northerly route. I have seen them landing along the railroad tracks	Listen to what the public wants.

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			<p>by Argentia Road and take offs north of Hwy. 401. During the night they come and go over my house, a much southerly route. GTAA manager of media relations Scott Armstrong said : "To help manage the impact of night flights, Armstrong said the airport uses runways that don't pass over heavily-populated areas and it doesn't allow low-altitude turns by departing planes." This is just a nonsense statement which just shows ignorance of the situation. Ignore the public and do what you want ! Where in Mississauga are the non over heavily-populated areas ? Maybe someone should come to my house and see the non low flying planes ! Such a small increase is not much and will not make much of an impact on the current situation. What is needed is more control over the flights. Low flying planes are nosier than ones with a higher altitude. Show some respect for the neighbours that live under a flight path.</p>	
L4Y2Y1	Yes	Yes	<p>Quality of life needs to be considered along with just revenue. We need less night flights, not more.</p>	
L5X 1H9	Yes	Yes	<p>We live on the flightpath west of the airport and find that existing night flight already disrupt our sleep. The increase in the number of night will be further be disrupted by this flights out quality of life. As well, the possibility to bring down our house values and the ability to sell in a timely manner.</p>	
M9R2H3	No	Yes	<p>Hello I oppose the addition of more night flights. I am directly affected by the noise pollution that is produced from departing and arriving aircraft's. I live approximately 3 km form the beginning of runway 24L and 24R. Not only are these runways the busiest when it comes to air traffic but seem to have the most noise level during the day. My neighborhood are predominantly elders that have been living here over 30 years. I have noticed they are wearing hearing aids. I am not a Doctor and am unable to confirm the long term effects of living at such proximity of a runway and the impact it has on hearing, but my observations do raise alarms. I understand runway choice is based on many factors predominantly wind direction but a quick review of the runway usage shows that the above runways are the most used, hence the community effect is influenced accordingly. I do not have the resources to carry out a study in my immediate area but I warrant a hearing test would confirm my speculation.</p>	

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			<p>Another complaint I have is that human nature is to get complaisant and at a given point "we" ignore the sounds around us this is also in my opinion a condition that should be avoided. I made the choice to live in the area, but i also choose to voice my concern regarding added noise and its long tern effects. To this date many airports operate efficiently with a curfew with no departure or arrival at night. I am not going to sacrifice quality of life/ health for revenue. Night flights in its entirety should be eliminated unless its for emergency purposes. GTAA should be a neighbor first then a business identity. Follow the examples of many factories that are mandated to eliminate noise after a certain hour. Thank you for giving e the opportunity to voice my neighborhood concern.</p>	
L5M-1C3	No	No	<p>Before you go to the Ministry of Transport, I believe that you should do your homework. What planes are you suggesting fly in at night after 12 midnight until 6am and which engines do they have. Noisy I would believe. Have you taken a survey on the aircraft and their engines. The IAE V2500 Jet Engine (Gas Turbine) is one of the worlds quietist Engines. Another factor of course is the Pilot. Probably the most experienced senior pilots don't do the night runs. I would like to know and I would believe most Residents who live on the flight paths also would like to know too. You should be responsible enough to investigate the Engineering and specifics of each plane of the Airlines that you are considering for night flights and inform the community likewise. I am not saying that you are, but do not be devious and misleading. What is "modestly increase the number of flights". 5, 10 15. ???</p>	<p>Friends, relatives and neighbours are all flying out of Buffalo when it suitable, due to the High fees at Toronto Int'l. Perhaps you should be looking at reducing these fees.</p>
L4T 2M6	Yes	Yes	<p>i THINK NIGHT FLIGHTS ARE A GREAT IDEA. i WORK OUTSIDE DELIVERING NEWSPAPERS BETWEEN 2:00AM-6:00AM AND HAVE NEVER HAD AN ISSUE WITH NOISE FROM THE PLANES. i WOULD BARELY NOTICE A PLANE LANDING OR DEPARTING. tHE PLANES SEEM TO ACTUALLY BE MORE NOISIER IN THE DAY THAN THEY ARE AT NIGHT.</p>	

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L4Y 2E5	Yes	No	<p>Pearson should NOT be allowed to increase night flights. The airport and airlines have already been given too many concessions to increase the number of flights (such as new runways and early turns), please don't let them further abuse the residents of Mississauga, Brampton, Vaughan, Etobicoke, and Milton. My neighbourhood was established 50 years ago and we never experienced aircraft noise until this summer. Now we have planes flying at low altitudes over us from morning until night. Planes are already flying over my home until 12:30 pm and begin again at 6:30 am. I'm lucky if I get 6 hrs. of sleep a night - that is not enough! Pearson even breaks the rules, by allowing flights to depart before the 6:30 regulations (check Monday, Nov. 28, and Thursday, Dec. 1). Representatives from Pearson have told me that my area will not be impacted by night flights, but I don't believe them. Planes have flown over this neighbourhood during the night already, waking residents up. (Check Friday, Dec. 2, 2:17 am).</p>	
			<p>Also, why did they hold an Open House in the Tomken area if we were not going to be impacted? Houses in many parts of Mississauga were not designed to block out noise from low altitude planes. Is Pearson and Transport Canada prepared to pay the cost of renovating homes to soundproof them against the noise of planes?</p>	
m9n3l4	Yes	Yes	<p>Modest increase? The proposed 10% bump-ups will amount to a nearly 35% increase over the current level should all of these be granted. Far from modest. I can't keep my windows open at night during the summer months at the current levels of night time flights, let alone with a 35% increase. Let's call this for what it is. A request for a large increase in these night time flights and a large deterioration in the quality of life for myself and all of my neighbours.</p>	
M9C 4P8	Yes	Yes	<p>Toronto Pearson should definitely get the 10% bump-up that they are requesting. If Toronto and the surrounding area wants to be a world-leader, then we need to be a world-class city. Have access for planes 24/7 is one way of helping to achieve this.</p>	
M4S 1E2	Yes	Yes	<p>I have reviewed the material and discussed with Toby Lennox. I am concerned about the traffic growth proposed at night time, especially when preferential runways would not be used, directing traffic over north Toronto. There needs to be more consultation with the public on this proposal, and detailed measures how to mitigate the noise, make better approach paths over less residential area, add more noise monitoring terminals, and model what Vancouver and Montreal have done to help mitigate and monitor noise.</p>	<p>Fix the noise over North Toronto by sheer volume...too much...complaining about this since 2009. Thank you.</p>

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L5N 7S8	Yes	Yes	<p>My family and I are deeply affected by the amount of airline traffic the passes over our neighbourhood every day. There are times where traffic is on for 6-10 hours at a time and planes pass every minute. This is a major concern. We love our area and the only thing bad is the airline traffic noise. Night time is especially a concern as we all need our sleep. Just the other night I tried to sleep and planes passed us every minute from 11:30 pm to 12:30 am disrupting our sleep entirely. There needs to be a way to minimize the disruption to family life. The added stress, pollution both noise and exhaust is extensive as it is. We do not need more. I would like to see the board of directors live with this on a daily basis. I assure you they would go insane. Are you even aware that we cannot open our windows in the evening and at night during the summer months. You can't listen to your television when they pass over and you cannot sleep at night even with windows closed much less open.</p>	<p>I seriously don't believe anyone cares about the concerns of the people. I still feel that it's all amount money on no one give as rats a\$\$ about the health and welfare of the community. Our neighbourhoods are being destroyed. Where do we move? Barrie? How far to get away? How far will be pushed away? It's very sad.</p>
			<p>With the added costs to energy I can see a large demand for financial assistance to cover the cost of extra hydro usage during the summer months. This is something many people I know are interested in pursuing. I would suggest you find ways to decrease the amount of night time air traffic instead of increasing it and also to find solutions to lessen the impact on all the residents of the surrounding areas. There are solutions but since pockets are full of money, no one is interested in finding solutions, instead their greed wants to fill more pockets. Since I have lived in Mississauga, I must say I have never hated the sound of an airplane like I do now. I despise it.</p>	
l5v1l9	Yes	Yes	<p>I do not support the increase of flights at night because: 1) this would disturb the peace and quiet. 2) add to the pollution. if the traffic has to be increased, get the airlines to use larger planes this would be so much more efficient from all aspects</p>	<p>Yes! What about imposing noise restrictions on aircrafts? Aircrafts that do not meet certain levels of noise should be deemed unworthy of flight!</p>

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M4N 1J1	Yes	Yes	I am vehemently opposed to increasing night flights at Pearson Airport - for the very reason there have NEVER been night flights before - intrusive NOISE for residential neighbourhoods when people are attempting to sleep. A stacks of research has been done on sleep interruption due to NOISE and it is clear that this hazardous and undesirable for good health. Don't let this happen - please. People's travel plans should NOT take priority over the wishes and quality of life for Toronto residents who were here LONG before the airport.	
m3b 2h1	Yes	Yes	I strongly oppose to this request of increasing the number of flights at night. My house is under the flying zone of most of the flights coming in and out of Pearson. I am a very sensitive person and all these flying activities really bother me, especially at night.	
M4N 1W9	Yes	Yes	I AM AGIANST INCREASING THE NUMBER OF FLIGHTS AT night as we have a young child who is a light sleeper. We have noticed the the noise late into the evening and particularly in early morning. By increasing the number of flights in the evening will set a precedent that more flights can be added in the night at which point residents won't even get 5 hours of interrupted sleep. This would mean no time of day is sacred. This is a big mistake and I am against it. If you need more flight time perhaps you should consider opening up a second airport, divert flights or increase the number of flights during the day?	
M9L 2E5	Yes	No	As a past member of the Community Environment and Noise Advisory Committee (CENAC) for the City of Toronto, I have been outspoken in my opposition to extending night flights at Pearson Airport. In fact, I pushed for a decrease in the Airport's night flight budget overall and most especially when there was a drop in flights year-over-year. I approached Punam Puri (the Toronto representative on the GTAA Board of Directors), numerous members of Transport Canada and even the CEO and Chair of the GTAA Board during a GTAA annual meeting. Nobody wishes to acknowledge the problem at the GTAA or Transport Canada, while at the same time, CENAC is limited to being an advisory committee with no desire to strengthen its mandate or terms of reference. Residents of Toronto, Brampton and Mississauga are hurt due to the above. Currently, an on-line petition is making its rounds, highly critical of the increase in the night flight budget being currently considered.	I have already spoken to Robyn Connelly about this issue.



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			It can be found at the following website: <a href="http://www.stopnightflights.ca">www.stopnightflights.ca</a> May I HIGHLY recommend that members of the GTAA take a good look at the petition and chronicle the names and comments of individuals in agreement with the purpose of the petition. I, for one, chose to put my name down and referred many individuals who contacted me over the years to go to the website. At the time of this comment, there were more than 200 signatures on the petition. I expect far more between now and the end of the year.	
M3B 2C9	Yes	No	I think the flights need to be stopped. I believe it is insulting that I choose to leave far away from the airport to avoid the flight noise, and you circumvent the radius restrictions by flying over residential neighbourhoods that are outside of the zoning restricted areas. I would be pleased to join any potential class action lawsuit that is being planned to stop (or pay us damages) for this issue.	
M4N 3R1	No	No	As I understand it one long range flight dumps as much carbon into the atmosphere as an entire year of heating a home. I stopped flying over a decade ago for that reason. I view Pearson and commercial aviation is an environmental holocaust. Until clean technology is developed (eg. NASA is working on fuel cell laser delivery of power) I would urge that all if not at least discretionary flight be eliminated. I believe in many cases communication technology could supplant the current 'privilege' of flight. The industry might consider redirection to large scale renewable power generation. If I sound extreme I suggest you consider how extreme the ramifications of large scale ecosystem displacement might be ? Corporate economics ? What were they again ?	Community engagement ? An interesting concept & term for a globally environmentally destructive activity... I urge you to watch the informed link attached & suggest this may help understand the above comments: Jeremy Rifkin on The Empathic Civilization <a href="http://www.youtube.com/watch?v=a1B1_HFy6Rs">http://www.youtube.com/watch?v=a1B1_HFy6Rs</a>
M4N 2A3	Yes	No	I am NOT in favour of increasing the budget for night-time flights. The case has not been sufficiently made to warrant disruption to neighbouring communities. The information provided was insufficient, referring only to the proposed effect in 2012 (3 additional night flights). What's more, it does not in any way state how demand would be calculated, nor how it might be alternatively accommodated. I oppose this request, and am concerned with the lack of public consultation and due process (for example, only hearing about this today, the deadline for submissions, in a newsletter from my city councillor).	

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M4N 3H4	Yes	Yes	We live at Lawrence and Bayview, which is directly below incoming aircraft. It is bad enough with all of the planes landing during the evening, but we really do not want them coming in later than they already do. They are very, very noisy.	
M4P 1Z2	Yes	Yes	Quite simply, while this may be a "modest" increase in night flights the reality is that the same request could be made in another couple of years and then again and so on... and several "modest" increases suddenly become a sky full of planes around the clock. Enough is enough.	
M4N 1K1	No	Yes	We in our community are already deafened by the amount of existing airtraffic and want NO MORE air traffic AT ANY TIME OF DAY OR NIGHT. In fact we are trying to reduce the existing noise from air traffic as an entire community.	
m2p1r3	Yes	Yes	Dear Sirs: i lived south of the airport for years before moving to North York. Amongst the reasons to leave Mississauga was the aircraft noise limit. I've not escaped it in NY but at least it's not as bothersome. I oppose any extension of landing rights at night at the airport. Suggest that you use the Island Airport where the approach is mostly over the Lake. Thanks you.	
M3B 1J7	Yes	Yes	I live on the approach flight path in Ward 25. i am frequently disturbed by flights arriving into Pearson between 5 and 6 am - when i call to complain I am told I am outside the zone that is permitted to lodge such complaints. So, when you start allowing flights all night, I will not be able to complain either. I oppose this plan - it is inconsiderate and once it is in we have no recourse. Who allowed the earlier flights? The need for non-emergency arrivals at odd hours puts every one at a disadvantage, including the travelers, flight crews and airport staff. Finally, the approach path does include our area (Leslie- York Mills) whenever the wind is from the west or northwest. We are under the flights and we hear them, especially in the summer (when windows are open) and when aircraft fly especially low.	How about having some decent transit from the east half of Toronto to the airport. The irregular GO service is intolerable and there is no decent TTC route.
M4P 2A4	Yes	Yes	As many flights go directly over our house, I would prefer not having more night flights out of Pearson. Thank you.	
M4N1X4	Yes	Yes	The existing night flights are already impacting sleep of all members of our family; the produced noise is significant; we do wake up sometime from the noise; if the number of flights will be increased, it will impact our health. We are ready to pursue a legal action against Pearson if noise will start affecting our ability ot work and function.	

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M2N 1T3	Yes	Yes	Generally Night Flights bother me less than Daytime Flights. Having said that, I am farther from the airport than many people who would be disturbed. Given the disturbance (annoyance) I experience from Day Time flights, I cannot imagine being so close to the airport that I am bothered at night as well. That would be a serious problem which would directly affect my way of life and specifically my ability to rest at night and earn a living during the day. So for me, an increase in Night Time flights is not an issue. What is an issue, is the general disturbance from out-bound and in-bound Pearson flights in general. Carriers should be taxed based on the noise of their aircraft regardless of time of day. The more noise, the more tax. This money should in turn be made available to residents who find it useful to make proven and approved modifications to their houses (windows, sound-proofing insulation etc). The best number of flights for me is zero. Since this is impractical (even I fly once in a while), constant noise improvement must be the norm.	I couldn't care less about a Community Engagement Program. The industry should suffer financially until the people on the ground are not suffering from the noise. I suspect planes could be much quieter today if the problem hit the industry in the wallet.
			Given stated growth expectations of 3 - 5% per year - or 4% on average; Pearson Traffic will double in 18 years, rise 50% in 9 year and 25% in 4 1/2 years. This is the real problem. As time goes on, the complaints and discomfort are going to rise exponentially until planes are several times quieter than they are today. "Sugar coat" it all you want, the bottom line is planes are a significant disturbance to people on the ground day OR night. The industry needs to address it better and soon.	
M3B 2N9	No	No	1. Noise at this location. Our house is close to York Mills Road and Leslie Street, close to the geographic centre of the City of Toronto. Planes frequently fly overhead. We do hear night flights here, but only in warm weather, when the windows are open to the fresh air. At this time of year (December), with the windows closed, we do not hear them. When we hear planes at night they disrupt sleep. 2. Which planes. By far, the noisiest (regularly used) planes at this location are Airbuses that are preparing to land at Pearson. Their whine is distinctive, loud and variable in sound frequency, making it very annoying. Conclusion: ban Airbus landings at night and the problem is solved.	When ,oh when, are we going to get a highspeed Downtown to Pearson rail link? When the Pan Am games hit town, we are going to be the laughing stock of the world.
M4P1Z3	Yes	Yes	Most flights during the day are not audible, however a percentage of the fly very low (low enough to distinguish the airline logo on the plane) and are loud. During the day this isn't much of an issue, but this would be an issue at night, with engine noise and window vibration. Are there minimum altitudes that need to be maintained on night flights? This would be important to me, as it is typically only the low flights that cause noise in our neighborhood (Mount Pleasant & Eglinton).	

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M4P 2C3	Yes	Yes	These are comments regarding the proposed request by Pearson Airport to increase the number of night flights: I am opposed to any increase in night flights and wish they would roll the allowance back to where zero flights would occur between 12:30 a.m. and 6:30 a.m. Furthermore, I would prefer that this noise pollution stop between the hours of 11:00 p.m. and 7:00 a.m. when people in the city are sleeping. There should be no flights over the city during this time so circling and waiting for the window to open shouldn't be allowed either. The planes fly over us and make a loud noise as they turn and go back to the airport to land. In addition to the noise pollution, I am also concerned about the increase in air pollution due to the jet fuel exhaust. Any increase in flights is bad for the health of the citizens. The potential for increased business into Toronto does not counteract the negative affects from any increased flights. Thanks	I would like a discussion of what the hours of night flights should be limited to rather than how much can we increase it.
M2L 1H5	Yes	Yes	As the airport is downtown, next to entertainment and business areas - extra flight will not adversely effect the enjoyability of the city. I am in favour	
M4N 2B5	Yes	Yes	We live on the west to east high level approach route leading to landing from the east. Since the majority of wind comes from the west, this is the active pathway. The flight noise is troublesome to small children trying to sleep - particularly if they awaken after a bad dream and are being encouraged to go back to sleep. The high pitched airplane noise is very distinctive, and distracting particularly under these circumstances. An increase in middle of the night flights will increase the overall noise level in our city, and is not acceptable.	
M4N 3J5	Yes	Yes	More is simply not better for the residents of Lawrence Park all the flight or most frequently fly over Lawrence Park add to that Air ambulances to Sunnybrook and we have a evening and night time air highway over the Neighbourhood, enough is enough sure the airport can cope with what they have now. Add a runway or two and make it Mississauga's problem if you a nuts enough to buy a house next to an airport you have not the right to complain about it, Lawrence Park is not next to the airport but sometimes it seems like it.	
m4n 2y9	Yes	Yes	At our home we hear air traffic from both Toronto Island Airport and Pearson. We do not wish the volume of noise to increase.	

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M3B2E8	Yes	Yes	I oppose any increase to the number of night flights operating out of Pearson International Airport. My home is seemingly under a flight path of a plane that produces extremely loud noise as it passes over head nightly. I do not wish to add further noise pollution by supporting additions to what I believe is already a generous allotment. I recommend instead increasing daytime flights and requiring airlines to find alternative methods of schedule modifications to accommodate demands.	
M2P1P9	Yes	Yes	As a resident on Old Yonge St I am opposed to any increase in night flights.I am also distressed at the lack of and short notice to voice my opinion.Why not reschedule these flights to daytime.I am a frequent traveller both to Europe and accross Canada and there no reason why we have to bear the brunt as a result of sloppy scheduling.	
M4P2A5	Yes	Yes	1. Request that Transport Canada consider "population densities" and "noise impact" as major factors in their evaluation of increasing the number of night flights as it relates to flight paths. In this regard Transport Canada should be requested to meet with the City of Toronto and prepare a report to indicate what measures will be implemented to minimize noise disturbance to residents, through an evaluation of the underlying land use, Official Plan, and population densities. 2. Request that all incoming night flights be directed (wherever possible) from flying over the densely populated residential areas of North Toronto between 11pm and 7am (which are the same hours that undue noise is restricted as per the City of Toronto noise bylaw). 3. As a condition prior to approving an increase in the number of night flights, that Transport Canada be requested to research and implement new night flight corridors over the City of Toronto, that minimize ongoing noise disturbance to existing residents.	
M4P 2C3	Yes	Yes	With regards to the proposed request by Pearson Airport to increase the number of night flights, I am opposed to any increase in night flights. Furthermore, I would prefer that this noise pollution stop between the hours of 11:00 p.m. and 7:00 a.m. There should be no flights over the city during this time so planes that circle as they wait for the permitted landing window to open shouldn't be allowed either. Planes fly over our neighbourhood and make a loud noise as they turn and go back to the airport to land. In addition to the noise pollution, I am also concerned about the increase in air pollution.	

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M2P 1V9	Yes	Yes	It is bad enough that planes fly over the house at night during "special occasions" during the night and over our neighbourhood. More traffic is not acceptable as planes often dump fuel not to mention noise pollution. The airport should not allow extra flights at night. This e-mail is in opposition to the proposal.	
M2L1K9	Yes	Yes	We thoroughly object to any increase in flights and especially the idea of more night flights is ridiculous. During the Summer months when trying to sit out on our back deck the noise during the afternoon and the supper hour is terrible. We have had times where we had to bring our portable phone back into the house to hear the person on the other end. Talking of the person on the other end of the phone they ask what is that noise in the background. This is terrible for the residents living near York Mills and Bayview. I always thought the flights were sent over the industrial areas to the north and west of the airport. Hope the night flight idea is put to rest to protect our sanity in the flight path.	
M4N 1Z9	Yes	Yes	I have no issue with the proposed increase to the budget.	
M4N1H2	No	Yes	I live at Yonge and Lawrence and already hear the planes turn so they can fly west to land at Pearson. As a 40 year old, I really don't want any more reasons to wake up at night. The planes can definitely be loud and with my window open, can be disruptive to my sleep. Therefore, while I am an Elite traveller with Air Canada, I request that there be as few night flights as possible. I think we have a right to a good nights sleep, even in a major urban market.	
m4p2a7	Yes	Yes	I think that increasing night flights will be the thin edge of the wedge and we will probably be seeing more and more requests over the next few years. Flight paths should be over residences that were built after the airport because they knew what they were getting into when they bought on the flight routes. North Toronto (not uptown yonge) eg yonge and eglinton..has too many flights going over as it is.	
M4P 2A6	Yes	Yes	We find that the existing volume of flights overhead, in the evenings, is a substantial detriment to our lifestyle. More flights & more in particular in the late night & early mornings would be extremely negative.	
M4N1H1	Yes	Yes	I live a long distance from the airport but am obviously on a flight path. I am often awakened with night flights and early morning departures and would not like to see air traffic at those times increased.	

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m4n3m3	Yes	Yes	More flights are good for the economy. Too bad about people who bought houses near an airport. They can always move.	
M3B 2H3	Yes	Yes	How can anybody in their right minds consider increasing the number of night flights. In the absence of any research data on the subject presented as part of the information on your website, the assumption has to be that each individual flight will wake thousands of people. During the summer, when we sit outside we hear every flight that passes over Don Mills, and those taking off are very noisy.	
M4P 2A6	Yes	Yes	At the present time I find the noise pollution levels extremely high and very disturbing for sleep patterns and general health and well being. An increase in night flights would only increase the anxiety and further deteriorate the health and well being of people. I am TOTALLY AGAINST any increase and in fact would lobby for a DECREASE in night flights. I do not believe that flights should be allowed past 11:00 p.m. and no earlier than 7:00 a.m. which is an eight hour window in which people should be able to expect to get quality sleep.	
M3C 2B7	Yes	Yes	I find night flights to be very annoying and distressing, because after 11 pm especially on weeknights I am woken up and have trouble getting back to sleep. This is stressful because I have to get up in the morning and it causes stress at work because I am tired and unable to work efficiently all next day. The last time it happened was a few days ago. I am NOT in favour of increasing the number of night flights out of Pearson.	I'd like to hear that you have eliminated the airport improvement fee and the extra security fees that are tacked on to the price of any air tickets that I buy, that is making air travel unaffordable, and no more secure than before 9/11.
M4N1K1	Yes	Yes	I am so fed up with the current level of airplane noise that I can't imagine how I will ever have any peace and quiet if you increase the number of flights. It's is totally unacceptable that those of us living in the middle of the city should be subjected to constant noise from planes arriving and/or departing Pearson airport.	

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m4n 1k1	Yes	Yes	<p>My reaction is the same as for all your other "outreach" programs..... more of the same phony attitude. Today, it is clear that Pearson is completely insensitive to the communities that are impacted by noise. Finger pointing is the order of the day, is it NavCan, Transportation Canada or the GTAA's responsibility to examine alternatives to the current situation? Nothing gets done, lots of words exchanged and consistent answer is ..... "there is nothing we can do"or the condesending "you just don't understand. So, it appears that the GTAA can do somethings, just more of the same, now we will be faced with 24 hours of disruption. The GTAA is one of the worst managed airports on the planet, if only measured by the outrageous fees it charges. It is managed in such a way that known traffic volumes during March break are ignored. Everybody wants Toronto to be successful and part of that success is a world class airport. For this airport to not be sensitive to residents concerns, to appear unwilling to examine alternative solutions, it has not earned the right to expand.</p>	
			<p>Regarding your questions below, the meetings I have attended so far have NEVER seriously address any issue, only DEFEND the current position. Why would you change your style on this issue? Finally the Toronto press is now reporting on this and hopefully the whole issue of noise may get more traction.</p>	
M2P1B1	Yes	Yes	<p>Given the current utilisation of flight patterns and routes, I believe that additional traffic would adversely impact the neighbourhoods on the flight path, and therefore would strongly recommend the rejection of additional traffic utilising current routing. If the routing were more scattered and varied on both approach and landing then increases would not impact as greatly.</p>	



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M4N 2S1	Yes	No	<p>I live at Yonge and Lawrence, in the City of Toronto. Aircraft noise has increased drastically over the last ten years. I am completely opposed to any extension of flights-- PARTICULARLY NIGHT FLIGHTS-- over my neighbourhood. From my perspective, the federal government (and its agencies) has taken away almost all peace and quiet from my North Toronto neighbourhood through their decisions regarding flight paths to and from Pearson. Aircraft noise (due to both the flight paths chosen by NavCanada and the increase in the volume of flights from Pearson) has had a substantial negative impact on a large part of North Toronto-- once a quiet neighbourhood. Eventually, this noise pollution will negatively impact property values. To date, nothing has been offered to residents by way of compensation. The federal government has also offered no assistance with the costs of soundproofing homes, which is now becoming a necessity. The slide set you provided was irrelevant to my concerns.</p>	<p>I don't think you have a "Community Engagement Program". I don't consider those ridiculous self-promotion materials you are sending out to be genuine community engagement. And the "noise complaint" line is a joke. I had no idea there were meetings in November, and I have my ear to the ground on this issue. I attended one community meeting to discuss aircraft noise in North Toronto. The only way to mitigate noise in my areas is to consider alternative flight paths. The rep. from the airport was completely unhelpful on this issue and basically said we were stuck with the flight paths and the noise and things would only get worse-- so we should get used to it. Like it or lump it. Again, not my idea of community engagement. I want a serious look at how flight</p>

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M8X 1S4	Yes	Yes	I personally think that we currently allow too many night flights already. I have had them come in low at night and wake me up. I am totally against any increase in the number of night flights for Pearson.	
M4N 3H6	Yes	Yes	Currently, flights seem to come right over our house during the day and up to about 12:45 am at night - sometimes later. Around 6:00 pm in summer months when you would like to be outside for a barbecue you can't carry on a conversation - every 3 minutes a plane flies over. The flight path seems quite narrow - almost directly overhead Lawrence Ave between Bayview and Mt. Pleasant Rd in a NE direction. Flights begin around 6:30 am in the morning so if you want to sleep with your bedroom window open the best you can do is 5 to 6 hours sleep a night. Adding more flights will no doubt reduce hours of sleep.	
L4W4B5	Yes	Yes	Hello, My house is not located on the actual path of the planes that start or land at the Pearson but I am pretty close on Forest Fire Lane in Mississauga, my backyard faces Eastgate. I never had any problems with the planes, only after the newest/longest runway was built few years back I can hear sometimes in the middle of the night horrible noise (that the house is shaking) when I assumed together with the neighbours that the jumbo jets are either landing or taking off. I am not sure if you have jumbo jets scheduled in the middle of the night but the noise wakes us up. So yes I am concerned with more planes taking off or landing in the middle of the night especially the big ones as those are the loudest. I am really happy that there was an article in Mississauga News about the proposal thanks to me visiting the website now I know that I can make a complaint about the noises in the middle of the night...next time I am awoken by the plane I will write the time and send a complaint. Thanks for your time.	
M4N 1S5	No	Yes	A definite NO to this. The noise pollution from Pearson is already at the extreme and, with certain wind conditions, we cannot have 10 minutes of uninterrupted pleasure in our back yard. It is time that the GTAA and our politicians realize the public has had enough growth, taxes and burdens applied. Whether it's monetary or just abusing our time. Enough.	Yes. The GTAA should pay every single Torontian a dividend. It is the MOST expensive airport in the world and they give NOTHING back.

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L5N 2C2	No	No	I am unable to access the outreach site however I wish to state my objection to the proposed additional night flights reported in the Mississauga News. When my house was built in Meadowvale in 1975 there was only one terminal at Pearson and the surrounding area was farmland. I do of course realize the inevitable cost of 'progress' and basically becoming a suburb of Toronto but it seems that since the airport went private we have been subjected to more and more air traffic and flights arrive later and later with no compensation or thought to how it affects residents, only the bottom line is important. In the summer the planes fly in frequently and disturb any outdoor social occasion we happen to have and now you wish to disturb our sleep even more. Despite having newer windows I can assure you that planes flying overhead are low enough to disturb sleep and we have lived in this area long before the addition of terminals and runways. Warnings posted at new subdivisions are of little help to long standing residents.	
M4N3C2	Yes	No	We should reduce flights between 10 pm and 6 am to reduce noise pollution. Flights between 10 pm and 12:30 am are not considered night flights for historical reasons, when our airports did not have the number of flights we now have. If I made this much noise in a residential area I could be charged under various municipal bylaws. Please explain why airplanes can flout these noise bylaws?	
M3B2S1	Yes	Yes	Air travel is vital to economic development. I live right under a flight path, and can hear the planes, but the noise level is tolerable. Yes, I notice the aircraft, and yes, they sometimes interrupt my sleep. Regardless, I would tolerate unrestricted nighttime flights. A modest increase in the single digits would thus obviously be OK by me. And in the end, if people being awoken is the problem, then even one night flight is too much, so if you allow any, allow as many as the air travel business needs.	Finding ways to reduce the landing fees, and delays in getting through the airport.
M5M1E2	Yes	Yes	The flights especially the night flights over the Lawrence Park, Bedford Park and North Toronto neighbourhoods are already unacceptable. They are frequent and disturbing, ruining these family orientated areas. There are already numerous lobby groups in this area who have been actively petitioning all levels of government as to these gastly polluting flight paths that are ruining these neighbourhoods. How can you even think of increasing them. You must not be listening.	

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M4N 2Y5	Yes	Yes	For much of the year our windows are open during the night. We do hear flights passing over our house. Sleep is just as important as increased business opportunities. When we are awakened during the night it is often impossible to get back to sleep. The time currently available for undisturbed sleep, according to the budget, is already an hour and a half less than the 7.5 hours recommended. I hope the current agreement is not adjusted to increase night flights.	
M2L 2J9	No	No	I beg you not to increase the number of night flights. We live on a flight path, which means many times each day we hear the roar of planes overhead, whether we are indoors with windows closed or outdoors. Having more of such noise, during our "down time" would be miserable.	
L4Y 2E5	Yes	Yes	I wish to have my name added to those of friends and neighbours expressing our concern regarding the increase in the number of overnight flights in our area (Applewood Heights - Mississauga) It is my understanding that a proposal will be submitted in the very near future, and I would like to go on record as being opposed to any additional flights. Thank you.	not at the present time.

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M4N2V2	Yes	Yes	<p>Toronto is now and wants to be a major global player. This not in my backyard philosophy needs to be dealt with. I agree that the GTAA needs to review and continually put in place policies that reduce the impact of their operations on the surrounding neighbourhoods but I also want those that own homes close to an international airport to realize that they bought and moved there knowing full well that there was an airport nearby. The City of Toronto is more and more running around the clock and so should the airport. This will help reduce traffic congestion on the 401 and general airport congestion. It also allows us to compete internationally. We are in a global recession and these rules need to be revisited or else some other airport will beat us to it.</p>	<p>I would like to see movement on getting the public transit system connected to the airport. High speed rail or direct bus service to larger satellite communities, such as Guelph, Kitchener, Richmond Hill, Barrie, Toronto, Hamilton, etc. Anything to reduce traffic congestion coming into and out of Toronto. Airport parking, and airport security check procedures are other topics which it might be helpful in improving through this process. Why do international flights take 2 -3 hours to processing passengers before take-offs? The GTAA is housing huge numbers of passengers waiting for departures due to procedural problems. This strains the overall system.</p>

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M2P1H3	Yes	Yes	My view is the region can use the economic benefits of increased traffic through Pearson. With the quieter equipment used in aviation travel today the impact of increased night flights should be limited.	
M4N1W9	Yes	Yes	Two main comments: I have observed that there is a big difference in noise during night hours between types of planes. Most of them are quiet, but some of them are significantly noisier than others. I would be far more tolerant to increases in the number of night flights if it were restricted to the quieter planes. Does opening Pearson as a stop off between far destinations help subsidize the cost of flying through Pearson for others? I know many people that choose to fly through Buffalo because of the exhorbitant fees to fly in/out of Pearson. I was a frequent flyer in the late 90's early 2000's and I now do everything I can to avoid flying due to the costs.	
M4N 3A5	No	No	I am concerned about additional night flights over the City. I live in North Toronto and especialy in the spring and summer months I am frequently woken in the early morning with the noise of airplanes flying overhead. It seems to me that there is more and more noise from airplanes and I sense that since Porter started to operate the noise has become much worse. I know Porter is not supposed to fly over the City but I sense some of their flights are. Now to add more night flights from Air Canada will make the problem worse. THE PROBLEM IS NOT JUST PEARSON IT IS THE ISLAND AIRPORT AS WELL	
M2L1X7	Yes	Yes	I fully support your request for additional night flights. First of all, planes are much quieter today than they were even a few years ago---so their impact is much less than previously. Second, noise abatement rules today try to minimize the impact on residential communities Third, as things stand now, the daytime capacity is being increased dramatically---to the point that the airport is becoming more and more crowded---& making it very difficult for frequet fliers. A few more nighttime flights will have a very minimal inpact on most people --while helping to alleviate crowding during the busy daytime hours. Fourth, a lot of push back to the extra night-time flights is coming from people living in homes near Pearson. From my perspective, it appears to me that these people purchase homes near the airport at a reduced price because the noise from the airport impairs their house pirce--- then turn around & immediately complain that the airport is noisy.	

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			<p>Sorry, they can't have it both ways. If they don't want the noise, then don't live near the airport. Although our house is 10 miles from the airport, we are directly on the flight path some days---&amp; we watch &amp; definitely hear planes continuously come in for a landing. However, despite the noise, we are hardly affected. For a city to be economically viable, it must have a great airport--with as many flights as demanded by its citizens. We should press ahead with expanded night-time flights &amp; ignore the NIMBY citizens who are trying to hold us back!</p>	
M4N 2Y2	Yes	Yes	I think it's a good idea.	Get the airport taxes reduced.
m4n 2x5	Yes	Yes	<p>I am against increasing the number of flights out of Pearson either in day or at night. The noise and disruption is disturbing to myself and my family. We have noticed despite mitigating measures that there is a lot of noise and fuel smells that are present over our yard and neighbourhood. several flights have caused us considerable concern due to their low altitude approach to/from Pearson. On occasion the height has been fearfully distracting. There are far too many homes at stake should a mishap occur!!!! some of the flights seems to turn on their approach to Pearson almost directly overhead of our neighbourhood at Yonge and 401. This is doubly disruptive as they hang in the air longer and are a noisy and visible distraction and concern.</p>	<p>What is the relation of Pearson to flights landing/taking off at Downsview airport? why are there an increasing number of low flying planes apparently landing/taking off from Downsview?</p>
m3b2s4	Yes	Yes	Bad enough with the noise pollution during the day, don't need the ground shaking at nights!	
M3B2G1	Yes	Yes	<p>I believe that the status quo should be kept for night flights, relative to the flight population increase. Otherwise you will get a double nitch increase in night flights, and disturbance to people who live under the flight pass.</p>	
M2P 1E3	Yes	Yes	<p>I am concerned about having even one more flight per night. Even though I live far from the airport, I have planes constantly turning around over my house, and am woken up occasionally in the middle of the night. For this reason I would oppose any increase in night flights.</p>	

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M3B 3E5	Yes	Yes	Completely against ANY increases whatsoever that infringe on the already generous curfew. At Bayview and York Mills the number of flights on certain days is essentially continuous, and a distraction to the legal right of quiet enjoyment of our properties in the area. Very clearly the Pearson flight path is precisely over this area. Flight altitudes in many cases are annoyingly low and noise IS an issue. Again, any increase in "NIGHT FLIGHT" is totally unacceptable.	
M4N 1E4	Yes	Yes	I have reviewed the attached material and do not believe that the proposal represents a "modest increase" in the number of flights that are allowed to fly at night. In fact the proposed increase from 2011 to 2015 is 32%, which is a VERY MATERIAL increase. In recent years we have noticed a significant increase in noise from air traffic over our area and this disturbs our sleep, especially after 4:00am. Any increase is not acceptable. I also find that your proposal is unsound as it represents a never ending increase in the number of night flights. I believe we have already surpassed a tolerable limit.	We just heard about this matter from our City Councillor. Why wasn't a notice of these meetings sent to everyone's house?
m3b2p7	Yes	Yes	I am against increasing the number of night flights at Pearson. This past summer we noticed a lot of air traffic and noise. There has to be a period in the day where people are entitled to peace and quiet. Pearson should not be allowed to grow at the expense of the people of Toronto. Enough!	
M4N1E4	Yes	Yes	I have reviewed the content and do not believe that the proposal represents a "modest increase" in the number of flights that are allowed to fly at night. In fact the proposed increase from 2011 to 2015 is 32%, which is a VERY material increase. In recent years we have noticed a significant increase in noise from air traffic over our area and this disturbs our sleep, especially after 4:00am. Any increase is not acceptable. I also find that your proposal is unsound as it represents a never ending increase in the number of night flights. I believe we have already surpassed a tolerable limit.	I am dismayed that the first I heard of this was through our city councillor TODAY - THE LAST DAY we are allowed to give our comments! Also, we can't attend the November Open House BECAUSE IT IS ALREADY DECEMBER 6!



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M4N 1W9	Yes	Yes	<p>Please explain more fully how you manage your Night Flights and how likely it is that you will be at the 95% level? My prior understanding was that Night Flights are not scheduled, but would generally be due to flights that took off from their respective airports later than scheduled and so arrive later than expected, or arrive earlier than expected in the morning due to favourable flying conditions or for emergency landings. Generally this would mean that most night flights occur between 12 and 1am and 5:30 to 6:30am. Am I correct in this assumption - your documentation almost make it seem like you can use the 36 quota for scheduled flights. Please clarify. It would also be helpful to see a distribution of what has been observed over the past few years. Another concern to the increase in Night Flights is the potential for planes to have to circle, causing more noise. I would hope with fewer flights you would be able to manage to ensure that there is rarely a queue of planes.</p>	
			<p>It would be helpful to have some statistics on the number of circles planes have to do before landing during those night hours. 36 flights over 6.5 hours, if evenly distributed is approximately one every 11 minutes. That seems more frequent than I would have expected, unless it is predominantly at the ends of that timeframe. I have two small children who have woken up in the middle of the night screaming that a monster was outside and getting closer due to night time plane noises, but I suspect they will grow out of that fear. Maybe one day they will put airplane landing sounds in noisemakers for people with children living in the path to the landing strip :)</p>	
M4N2Y5	Yes	No	<p>We live just over 9 nm east of the thresholds for Runways 24L and 24R. Planes regularly pass over our house at roughly 3,000 to 3,500 feet AGL as they transition from downwind through to final for landing on either runway. During the day, there are many times when we actually enjoy watching the air traffic. We also support the airport, and are fairly frequent users of its services. Nevertheless, we get tired of being able to practically set our watches by the start of the 6:30 am flights passing overhead, especially in the spring and fall when our windows are typically open. We also already notice periodic over-flights already occurring during the hours between 12:30 am and 6:30 am. While we are resigned to hearing flights during the early morning and late evening hours, we oppose any operational changes that would allow additional night flights over our home at altitudes within the CYYZ air traffic control zone. Thank you for the opportunity to comment.</p>	

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m4n 2p3	Yes	No	Nothing in the information presents the flight paths or the noise profiles that are being considered over our neighbourhood. I believe many of the flights that affect us are outside the approved flight paths, and therefore wonder what other information is not being presented to support this application. Until there is appropriate transparency, I do not believe the application should be approved.	transparency about approved flight paths
m2l2m9	Yes	Yes	I would request that night flights be restricted to planes that do not produce any noise greater than that of a turboprop plane such as a Bombardier Q400 series. No large overseas JUMBO jets.	as above
L4X 1Y7	Yes	Yes	I live at Burnhamthorpe and Ponytrail, exactly below the flight path of Runway 15R & 33L. where the aircraft are flying very low . Although because this runway is only used about 5% of the time, the overall noise impact on the residents is bearable. It should be noted, however, that although the 2 North/South runways had only 8.5% of the total number of Arrivals and Departures, the % of noise complaints in 2010 was 45% of the total. This proves that these 2 runways are the most susceptible to noise dicomfort for the residents. I understand from dicussions with your staff at the open house meeting at Tomken Arena, that the need for increased night flights is largely because of the demand from Asia,paticularly India and China, and this demand can only increase substantially in future years.	
			With extra night flights on 15R/33L the residents would be affected adversely. I therefore plead that if Toronto Pearson is granted extra night flights, there should be a condition that no extra flights be allowed on 15R/33L runway or 15L/33R. It must be understood that noise from night flights is far more detrimental to residents that day time flights for obvious reasons. Therefore night traffic should be curtailed on the runways that generate the most noise for residents as indicated above. Respectfully, Tony Collings. I trust that you will carefully consider this request.	

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M4P2N4	Yes	Yes	<p>I am pleased to learn that there is a feedback forum.</p> <p>Flights are coming over the northernmost part of Sherwood Park and southern part of Lawrence Park with ever greater frequency and have, in the last few years become a real noise issue. Try having dinner outside on ones's terrace/patio and actually carrying on a conversation! Equally the noise is just as disruptive during the night.</p> <p>This part of the city did not used to be on a flight path; one compelling reason to have purchased a home here. I have been told, rightly or wrongly, that flights are not supposed to crossover this part of Toronto.</p> <p>Any increase would have a very negative impact on one's quality of life.</p> <p>Pearson's wish to increase traffic/revenue is understandable but not at the cost of residents who deliberately purchased homes far from the airport</p>	<p>The reason for flights over the above-mentioned residential area.</p>
M9W2E9	Yes	Yes	<p>I live within close proximity of the airport and am very concerned about what the proposed increase in night flights will do to the noise in the community during the night hours.</p>	
M4N2W5	Yes	Yes	<p>Although we are not supposed to be under the GTAA flight paths, we find that we are regularly now under the flight paths. If the planes were kept to the authorized paths, the additional night flights would not be an issue for us. However, given that there appears to be no control over the flight paths any more, we are opposed to night flights. I would however, suggest that the restricted hours be changed to between 12:30 and 6:00 a.m.</p>	<p>We need a direct rail link between the airport and downtown Toronto.</p> <p>Travelling in other large international cities, there is a huge benefit for the traveller to have the choice.</p> <p>The issue related to this and your extended hours proposal is that we need to have 24/7 rail and subway service.</p>

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M4N 1H5	Yes	Yes	<p>We just received the notice today (Dec. 12), thank you -- our fault, one member of the household is fighting cancer, and both of us have been busy with doctor consultations and medical tests, the latter being quite fatiguing to undergo.</p> <p>We have noticed an increase in flights over the past year or two over our block on Dawlish Avenue. It seems on most days and nights all the flights into Pearson fly right over our house. We don't understand why we should be bombarded with steady noise every minute or even more frequently. On occasion we have had flights going over every 30 seconds. The occasional plane is flying so low above our home that it appears to be only about 2,000 or 3,000 feet above our house. That doesn't seem reasonable, and, given the size of the aircraft, potentially putting us in danger.</p> <p>Moreover, the noise penetrates our home making it almost impossible to fall asleep. We just start dosing off at night when another what seems like massive plane howls and growls overhead fully awakening us. That can pretty much end the ability to achieve sleep for a good long time.</p> <p>The background presentation material from Pearson indicated moves to encourage the use of quieter planes. So far we have not noticed this being achieved. The planes seem noisier, in fact. As they approach our homes there seems to be a rush of air making an increased amount of noise. This could be occasioned by adjustments being made by the pilots to the flaps and/or the spoilers on the wings. This rush of air then is followed by noise from engines that whine and howl; the effect of the noise reminds one of the buzz bombs of the Second World War. It's no wonder we are disturbed by all this racket.</p>	<p>Updates on actual technical initiatives to reduce aircraft noise, what is involved, the effect they will have, and a timeline or schedule of milestones to implement these reductions.</p>

Postal Code	Did you review the content	Helpful?	Please share your comments or questions about our Night Flight Outreach	Other Suggestions
			<p>Surely there can be relief given to us at least some days and nights from the noise. For instance with a west wind (which is most of the time) there is potentially at least one alternative glide path approach. Right now for all or most of the incoming flights the one from the southwest is being used. This is the one which Pearson seems to be presently using as a glide path over our home, and via which an aircraft is approaching every minute or 30 seconds. Surely there is at least one more glide path that could also be used, that being from the northwest over areas north of here that could give us here some relief. There ought to be other alternatives as well.</p> <p>We would encourage, in fact recommend, that people from the GTAA/Toronto Pearson personally come to our neighbourhood to hear the racket for themselves to see what we are putting up with. Thank goodness there is a cap, or we wouldn't get a wink of sleep under this glide path with more night flights. Please, do visit the area for a first-hand examination of our difficulties.</p> <p>We realize that we are a week late in submitting these comments. But we sincerely hope that in light of the health situation of the person with cancer in the household you will understand, and consider these comments and suggestions carefully. Thank you.</p>	
L6Z0C8	Yes	Yes	I agree to the increase night flights. People who oppose this knew that there properties were near the flight path. They purchased their homes knowing of the airplane noise factor. If these increases are created to make flight more convenient, I agree.	



Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

Event: Night Flights Outreach – Open House

Location: TOMKEN TWIN

Date: NOV. 24, 2011

Please share your comments or questions about our Night Flight Outreach: From 12:30 to 6:30AM

36 flights are already permitted.  
This translates into 6 flights per hour  
or every 10 min.

The number of night flights should  
be reduced, not increased.

They affect my family lifestyle  
in negative ways.

Dec. 5, 2011

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email  
[community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more



Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

Event: Night Flights Outreach – Open House

Location: TORONTO

Date: 24 NOV/11

Please share your comments or questions about our Night Flight Outreach:

DO NOT AGREE WITH UNDEFINED CEILING ON  
FLIGHTS (DAY OR NITE).

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email  
[community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more



Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

Event: Night Flights Outreach – Open House

Location: TOMKOP

Date: NOV 29, 2011

Please share your comments or questions about our Night Flight Outreach:

STOP THIS EXPANSION OF FLIGHTS.  
MY QUALITY OF LIFE DIMINISHES  
WITH EVERY ADDITIONAL FLIGHT THAT  
YOUR SCHEMES CREATE. I'VE MOVED  
ONCE ALREADY BECAUSE OF YOUR NEW  
RUNWAY OVER ROCKWOOD (WHERE I  
LIVED PREVIOUSLY). THIS AFTER PUTTING  
\$100,000 INTO RENOVATING MY PROPERTY.  
NOW YOU'RE AT IT AGAIN.

MY NEIGHBOUR IN ROCKWOOD AT THE TIME  
WAS CHARLIE BOONE WHO BEING DEPRESSED  
AND ~~UPSET~~<sup>UPSET</sup> AT THE STATE OF AFFAIRS  
COMMITTED SUICIDE AT THE TIME YOU  
WERE EXPANDING FLIGHTS IN THE 90'S  
IT'S TIME YOU EXPANDED YOUR FLIGHTS  
TO HAMILTON AIRPORT WHERE YOU WOULD BE  
WELCOMED. LEAVE US IN PEACE.

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email  
[community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more





Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

Event: Night Flights Outreach – Open House

Location: 4300 BISSAVIA - TWIN ARENAS

Date: Nov 24/2011

Please share your comments or questions about our Night Flight Outreach:

Please be clearer with the information provided to the public at large and not misled with partial information or juggling numbers to obscure the reality.

Notify the public in a more visible manner about meetings, outreach O.H. and changes in policy

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email [community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more



Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

Event: Night Flights Outreach – Open House

Location: Twin Run

Date: 11/24/2011

Please share your comments or questions about our Night Flight Outreach:

I had a very nice meeting with all your reps. They were willing to listen & I hope some of my opinions will be taken away.

I am worried about the future in regards to cargo flights & the possible influx of night traffic. The newer aircraft seem to be much quieter, but my worries are about air pollution & noise during the night hours. Hoping your management will be ready for the new policies.

Regards,

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email [community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more



Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

Event: Night Flights Outreach – Open House

Location: TWIK

Date: NOV. 24/2011

Please share your comments or questions about our Night Flight Outreach:

please Reimburse me of my stamp.

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email  
[community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more



Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

**Event:** Night Flights Outreach – Open House

**Location:** *Thistletown Community Center.*

**Date:** *Nov 26/2011*

Please share you comments or questions about our Night Flight Outreach:

*I am 100% for increase to the numbers of flights that are allowed to fly at night.*

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email  
[community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more



Toronto Pearson  
For You. The World.

## NIGHT FLIGHTS OUTREACH – COMMENT FORM

Event: Night Flights Outreach – Open House

Location: Thistletown Community Center

Date: Saturday, Nov. 26, 2011

Please share your comments or questions about our Night Flight Outreach:

I appreciate that I had access to people who could answer my questions in person.

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email  
[community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more

**Connelly, Robyn**

---

**From:** [REDACTED]  
**Sent:** Monday, December 19, 2011 12:05 AM  
**To:** ZZG-Community Engagement  
**Subject:** night flight increase  
**Attachments:** Night Flight Outreach - Have Your Say

---

Hi, I received the attached email on Dec 2, 2011.

It contained an unreasonable request to forward comments concerning Pearson night flights within 3 days by Dec 5, 2011. The response period was significantly less than 30 days. Given seasonal time constraints, I am forwarding my comments now.

**I request a reduction in night flights to and from Pearson Airport, not an increase.**

As a resident of Toronto's waterfront, the waterfront community is experiencing noise effects during sleeping hours which are related to Pearson Airport traffic, in addition to regular flight curfew violations which occur weekly at the Island Airport. During a Community Liaison Committee Meeting in May 2011, waterfront residents inquired with the Toronto Port Authority as to why there are difficulties in enforcing night time noise curfew violations. The TPA noted that night flights from Pearson are not under TPA control and that some of the noise effects which triggered noise complaints to the TPA occurring outside of Island Airport operating hours are attributable to Pearson operations. Residents responded that the Island Airport cumulative environmental noise effects limitations will have to accommodate these otherwise anticipated noise effects from airport operations outside of TPA control.

**Please forward documentation as to both the current and projected night time noise effects on Toronto waterfront properties flowing for current and projected night time operations to and from Pearson Airport.**

**Hal Beck**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED]

**Sent:** Friday, December 02, 2011 2:03 PM

---

**To:** ZZG-Community Engagement

**Subject:** pearson night flights..

Hi,

---

I am residence of Malton near Morning star and Goreway.

I am happy to know Pearson's progress and its importance as international hub.

**I support the increase in the night flights.**

Infact i come from city of Mumbai and i was surprised to see hardly any flights in night time from pearson.

It has tremendous potential and we should utilize its potential to the fullest.

It will help in the economy and local employment.

In return GTAA should also lookout to make sure the local residence and businesses work together to make it a good neighbourhood.

I am proud of Malton and will remain residence of this beautiful community in the years to come.\*

Me and my family wish GTAA a great success.

cheers,

[REDACTED]

**Connelly, Robyn**

---

**From:** [REDACTED]  
**Sent:** Monday, December 05, 2011 3:47 PM  
**To:** ZZG-Community Engagement  
**Subject:** No to additional night flights

---

Enough already!

Also eliminate the early turns for RJ's.

End the creep of flight impact by GTAA.



**Connelly, Robyn**

---

**From:** [REDACTED]

**Sent:** Monday, December 05, 2011 4:51 PM

---

**To:** ZZG-Community Engagement

**Subject:** Night Flights

---

I would like to see council put an end to Pearson night flights. These are not essential, and there should be no take offs after midnight until 6 AM at the earliest. They just keep sneaking in more flights – is there any end to this? Enough – stop all flights after midnight. Get a life ... give us back a life.†

**Connelly, Robyn**

---

**From:** [REDACTED]

**Sent:** Friday, December 02, 2011 1:42 PM

---

**To:** ZZG-Community Engagement

**Subject:** Night Flights

The category with snags ( mechanical problems) was the single largest contributor.

What efforts have been made to verify these snags have been entered into the log and signed off by certified mechanic?

[REDACTED]

Connelly, Robyn

From: [REDACTED]  
Sent: Friday, December 02, 2011 9:01 PM  
To: ZZG-Community Engagement  
Subject: Re: Night Flight Outreach - Have Your Say

Please count our two votes AGAINST the proposal to increase the number of aircrafts flying at night.

We all deserve some rest an ALL noise between midnight and 6:30AM should be banned.

We happen to live in a flight path and often are awoken by planes flying above our house at night. This should be stopped immediately.

Please let us know how you can demonstrate that our opinion and the votes against the proposal have been counted.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On 2011-12-02, at 1:25 PM, Toronto Pearson Community Engagement wrote:



**Hav**

Toronto Pearson is planning to submit a  
increase to the number of flights that an  
would result in an average of 41 flights |  
would be permitted without the trigger

We've been out talking with the commu  
If you've missed out on this, there is still

For more details about this proposal, in  
Houses, please visit our [Night Flights O](#)

Please provide your comments by Dec

For more information, please:

- call 416-776-5739
- email [community.engagement@ctaa.o](mailto:community.engagement@ctaa.o)
- or visit our website [www.torontopearso](http://www.torontopearso)

[unsubscribe from this l](#)

**Connelly, Robyn**

---

**From:** [redacted]  
**Sent:** Monday, December 05, 2011 9:17 PM  
**To:** ZYG-Community Engagement  
**Cc:** [redacted]  
**Subject:** Comments re proposed night flights

---

Dear Sir or Madam,

We would like to make the following comments regarding your recent Open House and proposed increases for night flights.

1. We question the need for an increase in flights considering the current economic downturn. Canada is not immune to this global problem.
2. The "convenience" of passengers departing or arriving in the middle of the night is not advantageous. Humans still need to follow a 24-hour internal clock, despite what time they arrive at their destination. Does anyone really have a restful sleep on board??
3. Having said that, departing in the middle of the night for a sun destination is not a valid reason to disturb the sleep of others. The passengers still arrive exhausted, being sleep deprived throughout the flight, only to crash on the beach. Is this any way to start a vacation?
4. These incremental increases in night flights is nothing more than a preparation to fully operate 24/7. Give an inch, they take a mile!
5. Please name a world class city that only has one airport? You refer to Toronto as a world class city, but lacks proper rail links, viable alternative airports and efficient multiple highways (which are always under construction, particularly 401)
6. There are so many other options that should be explored first by Transport Canada before night flights are even considered. ie. better utilization of Billy Bishop Island Airport, Hamilton Airport, Pickering, increased rail capability, and dedicated bus routes.

[redacted]  
[redacted]  
[redacted]

**Connelly, Robyn**

---

**From:** [REDACTED]  
**Sent:** Monday, December 05, 2011 7:32 PM  
**To:** ZZG-Community Engagement

**Subject:** Re: Night Flight Outreach - Have Your Say

While I realize that the fashionable approach to life is 24/7 for everything - I think that this produces an intolerably stress-filled world for almost everyone.

Just because you have the capability to do something doesn't mean that you should.

What if the airport closed from 1.00 a.m. to 5.00 a.m. - shut off its outside lights, lowered the internal lights, and started flights again at 7.00 a.m.

I would think that the savings generated would more than compensate for those 38 flights soon to be 40 41 50 100 200.

Sure emergencies are going to happen and the airport should be capable of handling them, but if that was all - think of the peace, the quiet, and the reduction in everyone's stress. Really a flight arriving or leaving at 3.00 a.m. is of little benefit. - sure Sun Travel - Red Eyes - cheap flights, with low maintenance and poorly paid pilots so that there are more under capacity flights during the day.

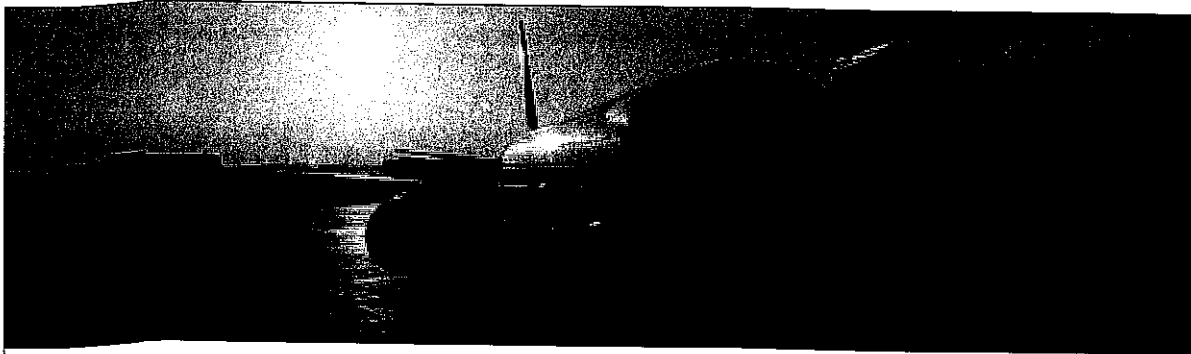
No GTAA be a leader - cut your budget, save your money - and decrease and eliminate your night flights.

Kate Daley Sales Beyond the Reach of Taxes  
[www.reachbeyond.com](http://www.reachbeyond.com)  
 Real Estate Legacy  
 Box 8845  
 Grand River MD  
 D0L 1E0  
 Tel: 519 533 0500

---

**From:** Toronto Pearson Community Engagement <community.engagement@gtaa.com>  
**To:** daleyvaldes@yahoo.com  
**Sent:** Friday, 2 December 2011, 13:25  
**Subject:** Night Flight Outreach - Have Your Say

Is this email not displaying correctly? [View it in your browser.](#)



12/14/2011

58

**Connelly, Robyn**

---


**From:** [REDACTED]  
**Sent:** Monday, December 05, 2011 7:32 PM

---

**To:** ZZG-Community Engagement

**Subject:** Toronto Airports

I have just sent in my comments on the airport possibly increasing night flights.  
I have some concerns about the use and frequency of flights at Downsview Airport.  
I have seen many commercial flights on that field and wonder on what basis this area is being used and why?  
I look forward to your explanation.  
Thank you

  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Connelly, Robyn**

---

**From:** [REDACTED]

**Sent:** Saturday, December 03, 2011 7:40 AM

---

**To:** ZZG-Community Engagement

**Subject:** Increase in Night-Flights

I am opposed to flights being scheduled for landing or take-off between the hours of 11:30 p.m. and 7:00 p.m., apart from emergency situations. I am particularly opposed to the current application to Transport Canada for an increase in "night flights" for Pearson International Airport.

Incremental increases in the number of allowed "night flights" will result in them becoming an unrestricted practice by Pearson Airport. While jet engines are becoming quieter, this is not always the case for charter airlines that continue to use older aircraft. In my experience, these are the flights that wish to operate after 11:30 p.m.

I would like to see the Pearson Airport impose a surcharge on the landing and other fees for airlines that chose to schedule flights between 11:30 p.m and 7:00 a.m.

[REDACTED]

**Connelly, Robyn**

---

**From:** Parkaire Systems Inc. [parkaire@rogers.com]**Sent:** Tuesday, December 06, 2011 3:22 PM**To:** ZZG-Community Engagement**Subject:** Re: Night Flight Outreach - Have Your Say

3 more...who would REALLY know!

----- Original Message -----

**From:** Toronto Pearson Community Engagement**To:** =?utf-8?Q??=?**Sent:** Friday, December 02, 2011 1:25 PM**Subject:** Night Flight Outreach - Have Your Say

Is this email not displaying correctly?  
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## Have Your Say

Toronto Pearson is planning to submit a request to Transport Canada for a modest increase to the number of flights that are allowed to fly at night. In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.

We've been out talking with the community and recently hosted a series of Open Houses. If you've missed out on this, there is still time to become part of the conversation.

For more details about this proposal, including the presentation boards from our Open Houses, please visit our [Night Flights Outreach](#) site.

Please provide your comments by December 5, 2011.



Comments prepared for the CENAC meeting, December 7, 2011  
Sheldon Rokin, CENAC member

As a new CENAC member, today's meeting will be my first. I have embraced this new responsibility by reading everything that I could find relating to the GTAA and airport noise issues. In this regard, I am offering the following comments/observations. I am hoping to be permitted to read these comments into the minutes of the meeting.

1. The information I have seen suggests there is no immediate pressing need for an increase in the night flight budget, although the GTAA did apparently feel that some adverse weather conditions occurring in the fall of 2010 was threatening to restrict routine night flights-my understanding is that this bottleneck never did come to pass. There is however very strong evidence to suggest that the PRIMARY reason for seeking an increase in night flights is to facilitate deliberately going after international "hub" business. In its corporate reporting, the GTAA is quite clear, as they put it, "to make Pearson a premiere destination/hub point of international carriers". The 2010 GTAA annual report begins with the following passage: **"To be the premiere entry point to North America – this is the ambitious goal of Toronto Pearson"**.

I suspect that the new "hub strategy" may yield somewhat more night flights than the very modest increase that is being soft-sold to the public. Was the public and municipal councils consulted before a decision was made by the GTAA to become **"the premiere entry point to North America"**? Perhaps there was a public process that I did not notice, since I only become interested in these matters in the past two years.

2. Existing rules already permit annual increases in the night flight budget directly in proportion to the increase in overall traffic. The GTAA is now proposing to bump the already increasing budget by a further 10% on at least three occasions **whenever** current night flights approach 95% of the budget. This strikes me as the most self-serving formula that anyone could ever have devised. Imagine that the speed limit on highway 401 is 100 Kilometres per hour, however, when a driver reaches 95 KMH the speed limit is automatically bumped by 10% up to 110 KMH. If that driver then speeds up again, the speed limit is further bumped up to 121 KPH, and so on and so on.

Where is the incentive for the driver to stay within the original speed limit? Likewise, where is the incentive for Pearson to better manage the current budget for night flights? On the contrary, under this formula, Pearson would be incented to welcome more and more night flights in order to accelerate and maximize each of the three 10% bumps to help it pursue its clearly stated business plan to become "the premiere entry point to North America". I note also that the very modest illustration produced in the GTAA presentation material illustrates a 50% increase in night flights from 2011 to 2014 (from 36 to 54) which is then described as modest.

3. The GTAA literature uses an illustration with **three** night flight bumps (i.e., over and above the already permitted annual increases). However, once this unfavorable precedent has been established, it is easy to imagine more bumps being granted without too much fuss, the end result being the de facto phasing out of night flight restrictions altogether.

4. So what is a fair balance between Pearson's desire to run its business as profitably as possible and our desire for a decent night's sleep? Let's look to the other major urban airports in Canada, starting with Trudeau in Montreal. Well, it turns out that **no large scheduled commercial aircraft** (i.e., over 45,000 kg) **may depart between midnight and 7AM and there are no scheduled arrivals between 1AM and 7AM**. There is a provision of course for exceptions but the general rule is that there is a general night time black out of commercial jet traffic. If Montreal can find a way to live with no scheduled major commercial flights during sleeping hours, then why would Transport Canada (the same regulatory body that governs both airports) contemplate granting further increases over Toronto's already busy nighttime skies?
5. Let's also look at Vancouver. The runway that most impacts residents (runway 8/26) is **closed between 10PM to 7AM**. And, barring adverse weather conditions, all scheduled commercial aircraft (i.e., over 36,000 kg) are required to depart and arrive from over the Strait of Georgia, i.e., over the water and not the City, from **11PM and 6AM**. So it looks like residents of Montreal and Vancouver, as a rule (I'm sure there are exceptions) get one-half to one and one-half hours of additional sleep over and above Toronto and area residents. These are the facts as best I was able to determine.
6. If we put all of the above information together, we find Pearson will directly benefit from the more restrictive night flight rules of other major airports. The GTAA is rolling out the red carpet for Asian carriers to fly routes over the polar cap and transit all of North America through Toronto. This will definitely benefit the GTAA's bottom line, builders of and suppliers to the airport. However, I am not sure how this will benefit ordinary residents of Toronto. I have not seen any studies justifying the economic benefits to residents in relation to the inevitable increase in noise, pollution and congestion.

Thank you.

## **Appendix C -- Outreach Materials**

1. November 11 Email Update (pg 2-4)
2. December 2 Email Update (pg 5-6)
3. Questions & Answers, November 28 (pg 7-11)
4. Questions & Answers, December 6 (pg 12-16)
5. Open House Presentation Boards (pg 17-37)
6. Night Flights Quick Facts (pg 38-39)
7. Email to Open House attendees (pg 40-44)
8. CENAC Outreach Update Presentation (pg 45-85)

**From:** Toronto Pearson - Community Engagement  
**Sent:** Friday, November 11, 2011 3:54 PM  
**To:**  
**Subject:** What's New - Night Flights Outreach

Email not displaying correctly?  
[View it in your browser.](#)



# Welcome to the new Toronto Pearson!



## Why new?

Because we're growing and improving to put the magic back into the travel experience.

---

Because we're your airport and your neighbour. We have big plans and we need your help to achieve them. As part of our growing Community Engagement Program, we want to communicate more directly with you, our neighbours, about how we work.



## Community Engagement with an airport – what does that mean?

---

When we launched our new Toronto Pearson brand we identified stewardship – or responsibility to others – as one of our core values.

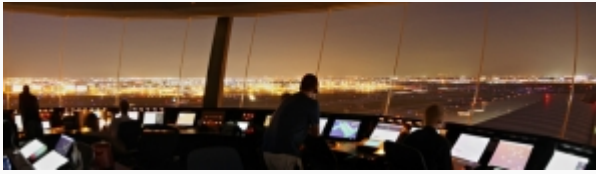
We want to be a good



## How do we plan to do that?

---

We're constantly looking for ways that we can make things better, not just for travelling guests, but for the community too. This includes hosting unique events, such as our annual Runway Run or Street Festival, as well as our involvement in



### **Night Flights Outreach**

Did you know that Toronto Pearson operates around-the-clock, 7 days a week? Of the approximately 1,100 flights taking off and landing at Toronto Pearson daily, 3 per cent – or an average of 36 flights a night - occur between 12:30 and 6:30. We call these night flights.

This first [outreach](#) focuses on the steps we take to manage the number of flights at night, how we work to mitigate their impact, as well as details around our proposal to get a modest increase in the number of flights that are allowed to fly at night.

### **Have Your Say**

Toronto Pearson is planning to submit a request for a modest increase to the number of flights that are allowed to fly at night. This request will be submitted to Transport Canada by the end of 2011. But first we want to hear from you.

---

### **Community Outreach & Engagement Portal**

News on this site will be a mix of operational and community event activity updates that we think you should know about. It also includes a Talking to Toronto Pearson section, so you can become part of the conversation.

As a first step, we're pleased to share the updated [Night Flights Outreach](#) section on our website. Please review the information and use the Talking to Toronto page to share your feedback or forward your questions. **We'll be accepting comments on our Night Flights Outreach until December 5, 2011.**

---

### **Open Houses**

neighbour – and we want to make sure you know what we're doing. We believe that by understanding more about our business, you can in turn help us continue to grow into an even better corporate neighbour.

environmental initiatives such as the Toronto and Region Conservation Authority's Partners in Project Green. Going forward, it now will include more proactive updates and outreach around our activities and initiatives.

Prefer to meet in person? Consider attending one of our [Open Houses](#) and speak to members of the Toronto Pearson Team one-on-one to learn more.

**Tuesday, November 22, 2011**  
5:00 pm – 8:00 pm  
Professor's Lake Recreation Center  
(upstairs auditorium)  
1660 North Park Drive  
**Brampton, ON L6S 4B4**

**Thursday, November 24, 2011**  
5:00 pm – 8:00 pm  
Tomken Twin Arena  
(upstairs auditorium)  
4495 Tomken Road,  
**Mississauga, ON L4W 1J9**

**Saturday, November 26, 2011**  
10:00 am – 1:00 pm  
Thistleton Community Centre  
925 Albion Road  
**Toronto, ON M9V 1A6**

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This is just the beginning! We hope you'll join us on our journey to become North America's premier gateway to a world of possibilities.

For more information, please call 416-776-5739, email  
[robyn.connelly@gtaa.com](mailto:robyn.connelly@gtaa.com)  
or visit our website [www.torontopearson.com/community](http://www.torontopearson.com/community)

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**From:** Toronto Pearson Community Engagement  
**Sent:** Friday, December 02, 2011 1:25 PM  
**To:**  
**Subject:** Night Flight Outreach - Have Your Say

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## Have Your Say

Toronto Pearson is planning to submit a request to Transport Canada for a modest increase to the number of flights that are allowed to fly at night. In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.

We've been out talking with the community and recently hosted a series of Open Houses. If you've missed out on this, there is still time to become part of the conversation.

For more details about this proposal, including the presentation boards from our Open Houses, please visit our [Night Flights Outreach](#) site.

Please provide your comments by December 5, 2011.

For more information, please:

Talking with our neighbours about  
our request to update our night

- call 416-776-5739
- email [community.engagement@gtaa.com](mailto:community.engagement@gtaa.com)
- or visit our website  
[www.torontopearson.com/community](http://www.torontopearson.com/community)

flights budget is the start of bigger commitment we're making to build stronger relationships with the communities where we live and operate.

We hope this is just the start of our ongoing conversation.

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**Toronto Pearson Night Flight Outreach  
Questions and Answers  
November 28, 2011**

Question	Comment
<p>1. A list of Airlines that have been fined and for what reason and is this information public knowledge?</p>	<p>This question is in regards to our Noise Enforcement.</p> <p>The GTAA’s Noise Enforcement Office takes preventive actions and recommends assessment of penalties for potential noise violations, such as not respecting noise abatement procedures, restricted hours operations and maintenance engine run-ups.</p> <p>If the GTAA believes that a violation has occurred, the details of the case are forwarded to <a href="#">Civil Aviation at Transport Canada</a>. Transport Canada has the sole authority for determining financial penalties. Transport Canada publishes the names of all airlines/corporations that have violated the Aeronautics Act and the Canadian Aviation Regulations (CARs).</p> <p>The GTAA’s Community Environment and Noise Advisory Committee (CENAC) played a leadership in encouraging Transport Canada to publish the names.</p> <p>The names of offending airlines/corporations, along with a summary of their offences and the resulting sanctions, can be found on the <a href="#">Transport Canada</a> website.</p> <p>In addition, the GTAA can impose a financial penalty to those flights that operate during the restricted hours (12:30 a.m. to 06:30 a.m.) without the necessary permissions. In these instances, a penalty of up to 16 times the landing fee can be charged. Typically, the GTAA uses an</p>

	<p>operator's first violation as a warning and an opportunity to educate the pilot/operator so that violations are minimized. This practice has worked well to ensure that operators get the necessary permissions before they operate in the night time hours.</p>
<p>2. If there haven't been any fines imposed as was mentioned at CENAC, how is an increase in night flights justified? Is the need really there?</p>	<p>There have been fines imposed by Transport Canada for violations at Toronto Pearson. As noted above, these can be found on the Transport Canada website.</p> <p>The reference at CENAC, was with respect to financial penalties imposed by the GTAA for operating at night without the necessary permissions, which is explained above.</p> <p>The GTAA diligently manages night operations to ensure that only those flights that are required to operate at night are permitted. As our world becomes more connected, there's a greater demand for flights to take off and land with travellers and goods between 12:30 a.m. and 6:30 a.m. And this demand is increasing at a greater rate than demand for flights at other times of the day.</p> <p>Except in the case of day-of extensions outside the GTAA's control (for example, weather, security, mechanicals, Medevac, military and police,) night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night.</p>
<p>3. What are the noise implications should the proposed request for increased budget be approved?</p>	<p>Transport Canada has developed a computer model to quantify long-term aircraft noise exposure based on actual or forecasted flights. The resulting noise contour lines do not measure decibel levels for individual flights; rather they represent the cumulative noise and noise annoyance of overall actual or forecasted flights.</p>

	<p>Using this model, we know that Toronto Pearson’s noise footprint has reduced over the past 15 years. This is primarily because the aircraft that are operating today are significantly quieter, with the quietest aircraft operating in the night-time hours.</p> <p>We expect traffic at the airport to continue to grow at an average rate of 3-5 per cent over the next few years, with the demand for night flights growing at a slightly faster rate.</p> <p>Even with this growth and our proposal for a modest increase to the number of flights at night, our noise footprint is expected to grow modestly, but remain well within the Airport Operating Area (AOA). More information about the AOA can be found in Toronto Pearson’s <a href="#">Noise Brochure</a>.</p>
<p>4. A specific list of communication tools that were used to inform the community including the number of households/businesses that were advised as well as a plan that will improve communication for future engagements.</p>	<p><b>NIGHT FLIGHT OUTREACH</b></p> <ul style="list-style-type: none"> <li>• Briefings with the elected officials <ul style="list-style-type: none"> <li>○ Worked with officials to identify community leaders and groups to target</li> <li>○ Encouraged elected officials to promote the issue and the outreach with their constituents</li> </ul> </li> <li>• Communication sent by email to a list of more than 3500 residents and stakeholders, including: <ul style="list-style-type: none"> <li>○ Existing Resident/Stakeholder Lists</li> <li>○ People who signed up via the Stay in the Know function on our website</li> <li>○ 1500 Street Festival registrants and 100 volunteers</li> <li>○ Resident and ratepayers associations</li> </ul> </li> <li>• Voice Recording on the Noise Complaint Line</li> <li>• Facebook (numerous postings)</li> <li>• CENAC members <ul style="list-style-type: none"> <li>○ Workshop</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Encouraged CENAC to share with their neighbours and community lists</li> <li>● Promotional Flyers at the open house venues</li> </ul> <p><b>Community Outreach Going Forward</b></p> <p>Talking with our neighbours about our request to update our night flights budget is the start of bigger commitment we're making to build stronger relationships with the communities where we live and operate. Each initiative we undertake, we do our best to identify the appropriate tactics to engage with our community. We welcome further suggestions and opportunities to become more involved and visible with our surrounding communities.</p>
<p>5. Attached is the flyer distributed by a resident to approximately 500 residents. Please provide me with specific wording to correct the inaccuracies.</p>	<p>The flyer addresses 3 separate initiatives at Toronto Pearson;</p> <p><b><u>Night Flights Outreach:</u></b></p> <p>Toronto Pearson is planning to submit a request for a modest increase to the number of flights that are allowed to fly at night. This request will be submitted to Transport Canada by the end of 2011. Please learn more about this initiative, and give us your feedback by using the Talking to Toronto Pearson tab, at <a href="http://www.torontopearson.com/NightFlightsOutreach">www.torontopearson.com/NightFlightsOutreach</a></p> <p><b><u>Early Turn Procedure:</u></b></p> <p>The GTAA has not made any recent changes to flight paths. The comments about a change in flight paths are in reference to the Early Turn Procedure (ETP). A trial using this procedure started in 2000, and after community input it was made a permanent operation in 2005. This is not a new flight path.</p> <p>The ETP is part of a joint initiative between the GTAA, air carriers and NAV Canada to reduce greenhouse gas (GHG) emissions. More</p>

information about this [procedure](#) can be found on our website.

Please note: the early turn procedure is not used during the night-time hours.

**NAV Canada Airspace Review**

Comments about new flight paths may also be in regards to NAV Canada's recent airspace review.

NAV Canada, the country's air navigation services provider, plays a key role in designing and publishing the network of air routes that an aircraft uses to get to its destination.

NAV Canada has recently undertaken a Toronto-Ottawa-Montreal Airspace Review to increase efficiency of aircraft operations and reduce delays while maintaining or increasing the safety system. You can visit the [NAV Canada website](#) for updates.

This airspace review and consultation are independent of Toronto Pearson and we have limited influence over the process or outcome of it. We encourage residents to comment directly to NAV Canada


**Councillor Fonseca Questions  
December 2011**

<p>When was the Presentation ready?</p>	<p>The material for the outreach was posted on the Toronto Pearson website on November 11<sup>th</sup>. Materials for the Open Houses were produced thereafter.</p>
<p>Why was it decided not to promote the Community Engagement in the Newspapers?</p>	<p>Each initiative we undertake, we do our best to identify the appropriate tactics to engage with our community.</p> <p>As part of our Night Flight Outreach, we focused on the Toronto, Brampton, and Mississauga wards where we saw the most complaints.</p> <p>We briefed the elected officials of these wards/ridings, as they are often the most effective advocates for communicating information out to their communities.</p> <p>Many officials posted information about the Open Houses on their website, newsletters and e-blasts</p> <p>We also built a stakeholder list of over 3500 addresses, including emails we recently gathered as part of our Street Festival outreach. We felt this grassroots campaign was the most effective way to get the information out to those who would be impacted.</p>
<p>Why was there no Presentation before the Mayor and Members of Council?</p>	<p>We reached out to every Councillor in Mississauga individually to ensure that they were informed about the outreach on night flights. Given this is a matter for the federal Minister of Transport to consider, we did not elect to make a presentation to Council.</p>
<p>Was every Councillor briefed individually?</p>	<p>Every Councillor in Brampton, Mississauga and targeted Councillors in Toronto was offered a meeting. To date, we have met with 25 municipal officials x in the City of Mississauga.</p> <p><b>Objective:</b></p> <ul style="list-style-type: none"> <li>• Inform</li> <li>• Review and advise on existing community concerns</li> </ul>

	<ul style="list-style-type: none"> <li>• Direction and assistance on outreach to community leaders and groups</li> <li>• Promote of Night Flight Outreach to constituents</li> </ul> <p>In addition, all regional elected officials are on our list to receive our email updates.</p>
Were the Federal and Provincial Members notified of the Outreach?	<p>Yes. As well, face-to-face meetings were held with a targeted group of MPs and MPPs (more challenging given timing of provincial election).</p> <p>In addition, all regional elected officials are on our list to receive our email updates.</p>
How many people did the GTAA outreach to? and when?	<ul style="list-style-type: none"> <li>• Email Update to Stakeholder List (more than 3,500) <ul style="list-style-type: none"> <li>– November 11 and December 2</li> </ul> </li> <li>• Open Houses <ul style="list-style-type: none"> <li>– Brampton, Mississauga, Toronto</li> <li>– Approx 50 attendees; 5 feedback forms submitted</li> </ul> </li> <li>• Website and social media tools <ul style="list-style-type: none"> <li>– 128 entries through online feedback form</li> <li>– 15 emails to <a href="mailto:community.engagement@gtaa.com">community.engagement@gtaa.com</a></li> <li>– 3 phone calls to 416-776-5739</li> </ul> </li> </ul>
When was the information posted on the GTAA's website?	November 11, 2011
How were the questions addressed that were posed prior to the Outreach? ie. Southwest, etc.	Any questions that are directed to the Noise Management Office would have followed our normal procedures. GTAA employees research, analyze and respond to all noise complaints.
What is the noise impact of the additional night flights requested?	<p>Transport Canada has developed a computer model to quantify long-term aircraft noise exposure based on actual or forecasted flights. The resulting noise contour lines do not measure decibel levels for individual flights; rather they represent the cumulative noise and noise annoyance of overall actual or forecasted flights.</p> <p>Using this model, we know that Toronto Pearson's noise footprint has reduced over the</p>

	<p>past 15 years. This is primarily because the aircraft that are operating today are significantly quieter, with the quietest aircraft operating in the night-time hours.</p> <p>We expect traffic at the airport to continue to grow at an average rate of 3-5 per cent over the next few years, with the demand for night flights growing at a slightly faster rate.</p> <p>Even with this growth and our proposal for a modest increase to the number of flights at night, our noise footprint is expected to grow modestly, but remain well within the Airport Operating Area (AOA). More information about the AOA can be found in Toronto Pearson’s <a href="#">Noise Brochure</a>.</p>
<p>What are the current night flight penalties?</p>	<p>There have been fines imposed by Transport Canada for violations at Toronto Pearson. The names of offending airlines/corporations, along with a summary of their offences and the resulting sanctions, can be found on the <a href="#">Transport Canada</a> website.</p> <p>The reference at CENAC, was with respect to financial penalties imposed by the GTAA for operating at night without the necessary permissions, which is explained above.</p> <p>The GTAA diligently manages night operations to ensure that only those flights that are required to operate at night are permitted. As our world becomes more connected, there’s a greater demand for flights to take off and land with travellers and goods between 12:30 a.m. and 6:30 a.m. And this demand is increasing at a greater rate than demand for flights at other times of the day.</p> <p>Except in the case of day-of extensions outside the GTAA’s control (for example, weather, security, mechanicals, Medevac, military and police,) night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night.</p>



<p>What is the percentage breakdown of the night flight cap?</p> <ul style="list-style-type: none"> <li>a) emergency;</li> <li>b) planned - exactly from where? - business or personal?</li> <li>c) weather</li> </ul>	<p>Please see the attached for details of the 2010 and 2011 Restricted Hour Operations – Extension.</p> <p>Please note, these account for approximately 20% of the budget; the other 80% are scheduled operations.</p> <div style="text-align: center;">  <p>2010 - 2011 Restricted Hour Oper.</p> </div> <p>This breakdown was shared with CENAC in preparation for the December 7 meeting.</p>
<p>What agreement has been negotiated with other airports?</p>	<p>How other airports manage night flights varies greatly across the industry. It is worth noting, that Toronto Pearson is the only Canadian airport with a budget, or cap, on the number of night flights.</p> <p>Flights that operate during the nighttime hours is very much tied to Toronto’s geographic location and continued economic growth.</p> <p>We believe the proposal put forward is a Toronto Pearson-specific and responsible approach that balances the increasing demand for nighttime operations and the interests of the community</p>
<p>What is the exact process for unplanned night flights?</p>	<p>On the day of operations, airlines are required to contact the GTAA for the authority to operate without a scheduled slot in the period 00:30 am to 06:30 am. Permission will be granted only for delays beyond the airline’s control (weather, mechanical, security or air traffic control), or for emergencies, Medevac, police and military operations.</p>
<p>When is the new runway being constructed?</p>	<p>The timing for a 6th runway at Toronto Pearson is based on demand. The most recent assessment of demand forecasts and operating capacity suggests that the 6th runway would not be required before 2020.</p>

<p>Revamp of Flow of Air Traffic". How does this impact noise? Preferred runway - it mentions new runway? flight path?</p>	<p>NAV Canada has recently undertaken a Toronto-Ottawa-Montreal Airspace Review to increase efficiency of aircraft operations and reduce delays while maintaining or increasing the safety system. Changes associated with this review are not expected to become operational until February 2012. This review will not result in any changes to Toronto Pearson's noise abatement procedures or noise operating restrictions. It may result in aircraft flying different routes. A presentation was provided to CENAC by NavCan in June, and public outreach on these changes occurred this past Fall.</p>
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# Welcome to the Toronto Pearson Night Flights Outreach Open House



*For You. The World.*



# Toronto Pearson Night Flights Outreach Open House

Please review our materials and speak with one of our Toronto Pearson team members.

## Here, you will learn about:

- The New Toronto Pearson
- Airport 101
- Our Noise Management Program
- Night Flights – evolving to meet demand
- Our Environmental Stewardship
- Community Engagement
- Feedback & Next Steps



# Toronto Pearson: *For you. The World.*

We are on a new course to clearly differentiate Toronto Pearson from our continental competitors by becoming North America's premier gateway airport.

**Becoming a premier gateway airport means:**

- Improving our services
- Finding new ways to delight our guests and airline customers



## *Did you know?*

The multiple, vibrant colours in Toronto Pearson's new logo represent the cultural diversity of our Region – and the world to which the airport provides access. Together, the lines create a human figure that is embracing and reaching out to the world.



# What's Next: North America's Premier Gateway Airport

## Becoming a premier gateway airport also means:

- Better access for you and your neighbours to places across the globe for business and leisure travel
- Growth in connecting traffic at Toronto Pearson
- Efficient movement of goods around the globe
- Jobs and economic opportunities
- Support and promote tourism

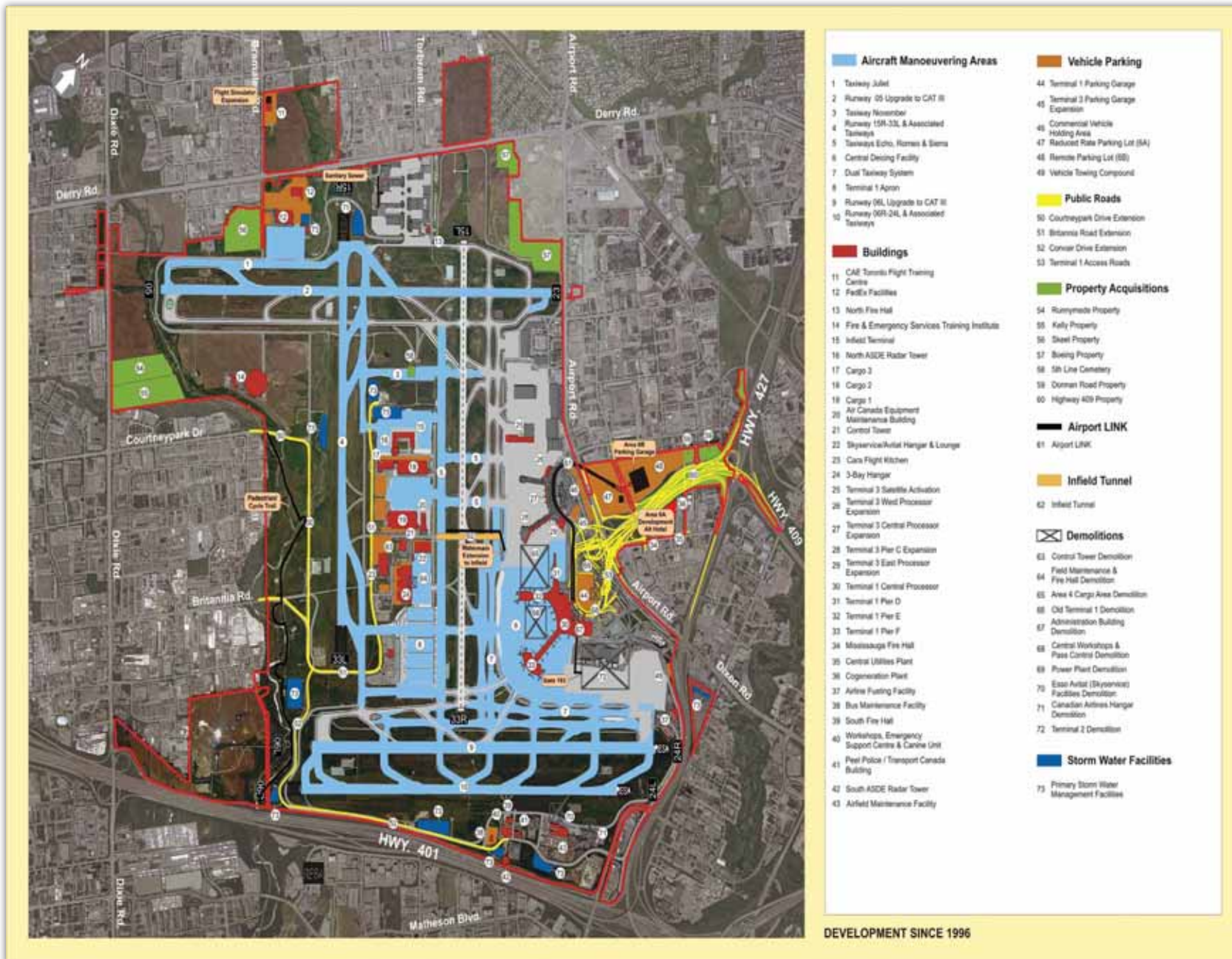


# Airport 101 - Quick Facts

- 85,000 guests/day on 1,100 flights
- 32m guests in 2010, with a capacity for 38m
- More than 180 destinations worldwide
- 33% of Canada's total passenger traffic
- 50% of Canada's total air cargo
- 185,000 jobs are connected to the airport
- 5th largest entry point into North America

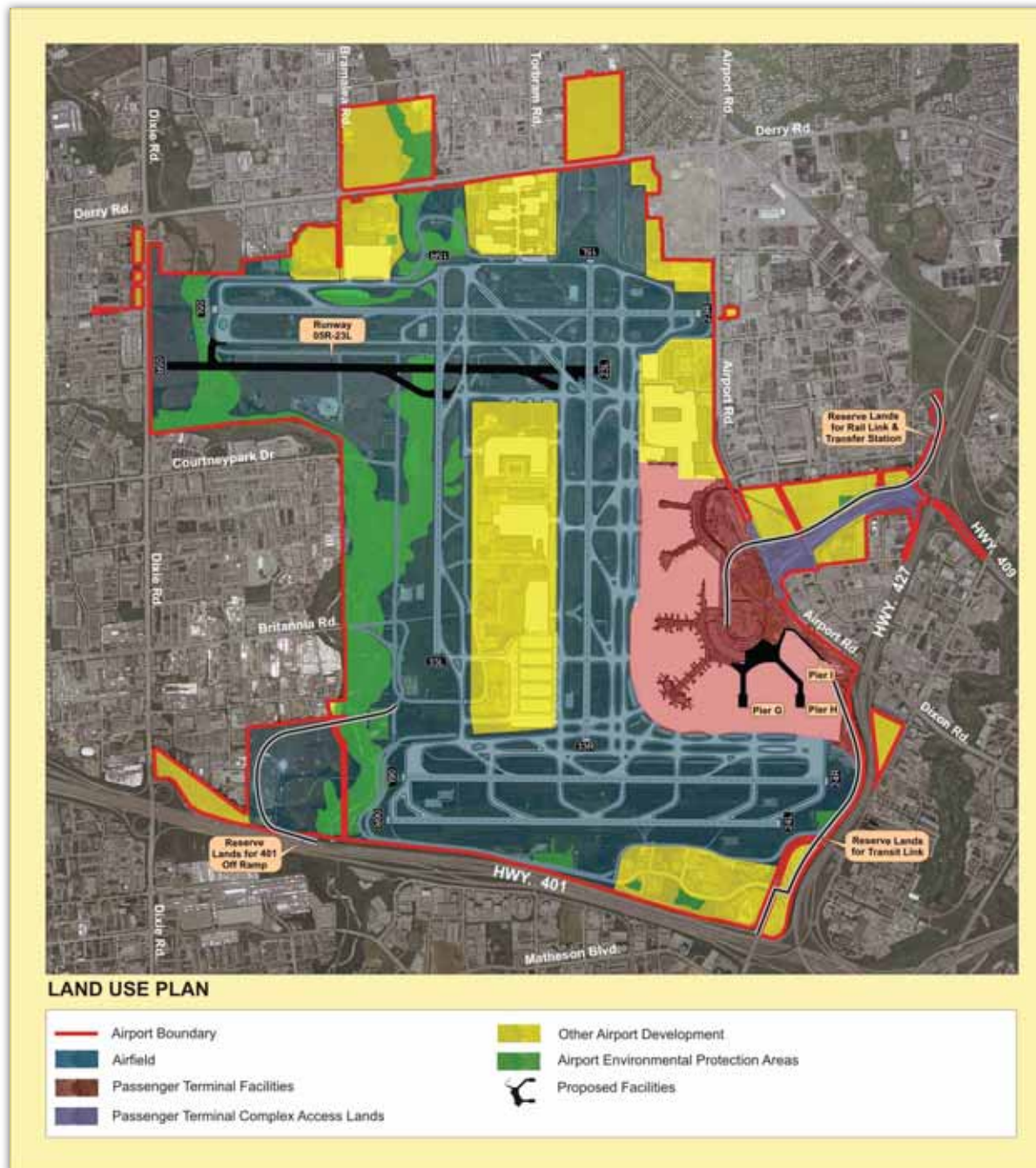


# Airport 101 - Developing Your Airport What We've Done





# Airport 101 - Developing Your Airport: What's Next



# Airport 101 - Toronto Pearson Regional Economic Player

**Toronto Pearson is a major economic enabler that drives prosperity and supports jobs:**

- \$26.4 billion in revenue
- \$6.8 billion in employment income

**The anchor organization of the largest employment area in Ontario:**

- 38,000 employees work at Toronto Pearson
- 185,000 jobs supported by the airport

**GTAA 'Buy-Local' Program invests \$500 million in local businesses**

**Visitors to the GTA support 224,000 jobs in tourism and related industries**



*Did you know?*

**The addition of just one additional daily flight can create up to 100 new jobs in the community in the course of a year.**

# Noise Management Program

**We regularly engage with our neighbours and community:**

- Operate a noise management office
- Community Environment & Noise Advisory Committee (CENAC)
- Host activities to build awareness and understanding

**We work to mitigate the noise impacts on communities:**

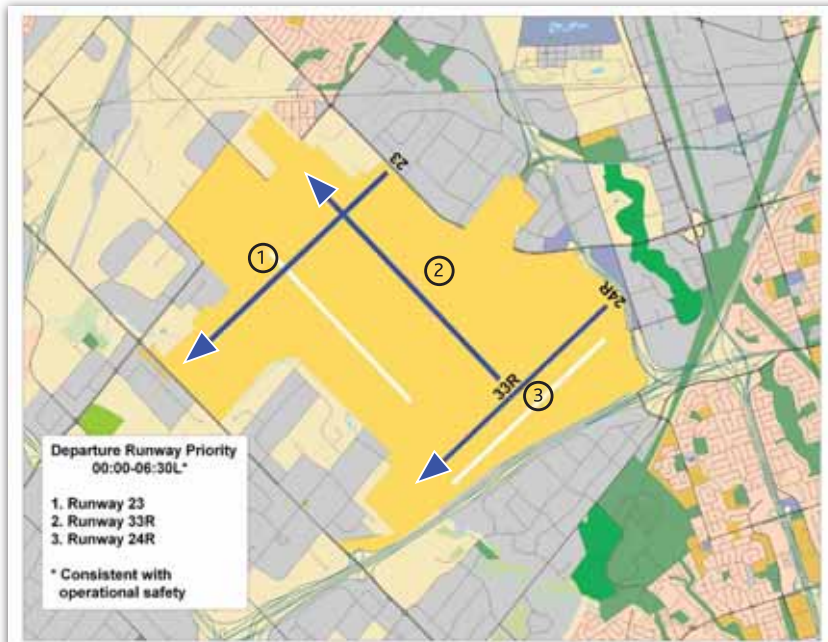
- Arrival and departure procedures
- Preferential runway assignment
- Supporting the use of quieter aircraft
- Restricted Hours Operating policy



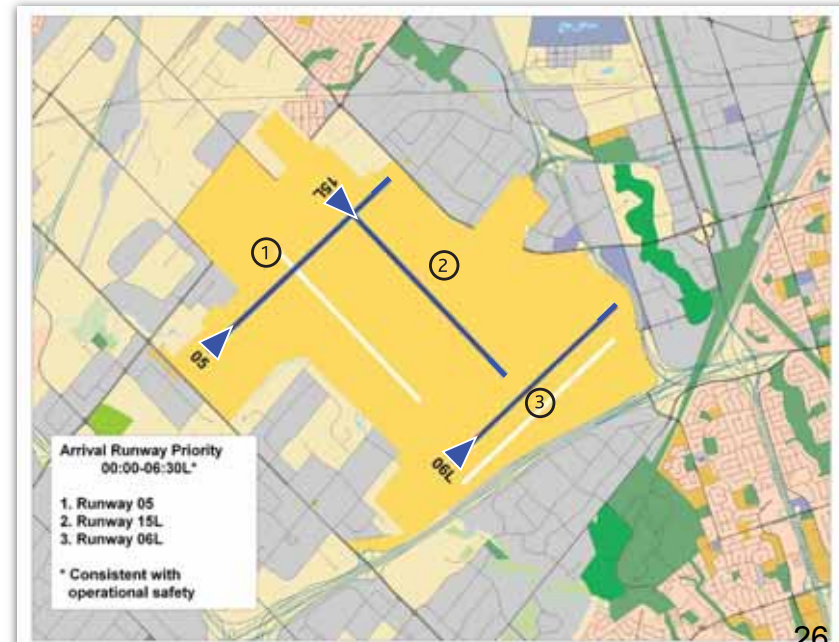
# Noise Management Program: Preferential Runway Assignment

- Used to minimize impacts on residential neighbourhoods
- 12:00 a.m. to 6:30 a.m.
- Can vary based on wind and weather conditions, construction or safety

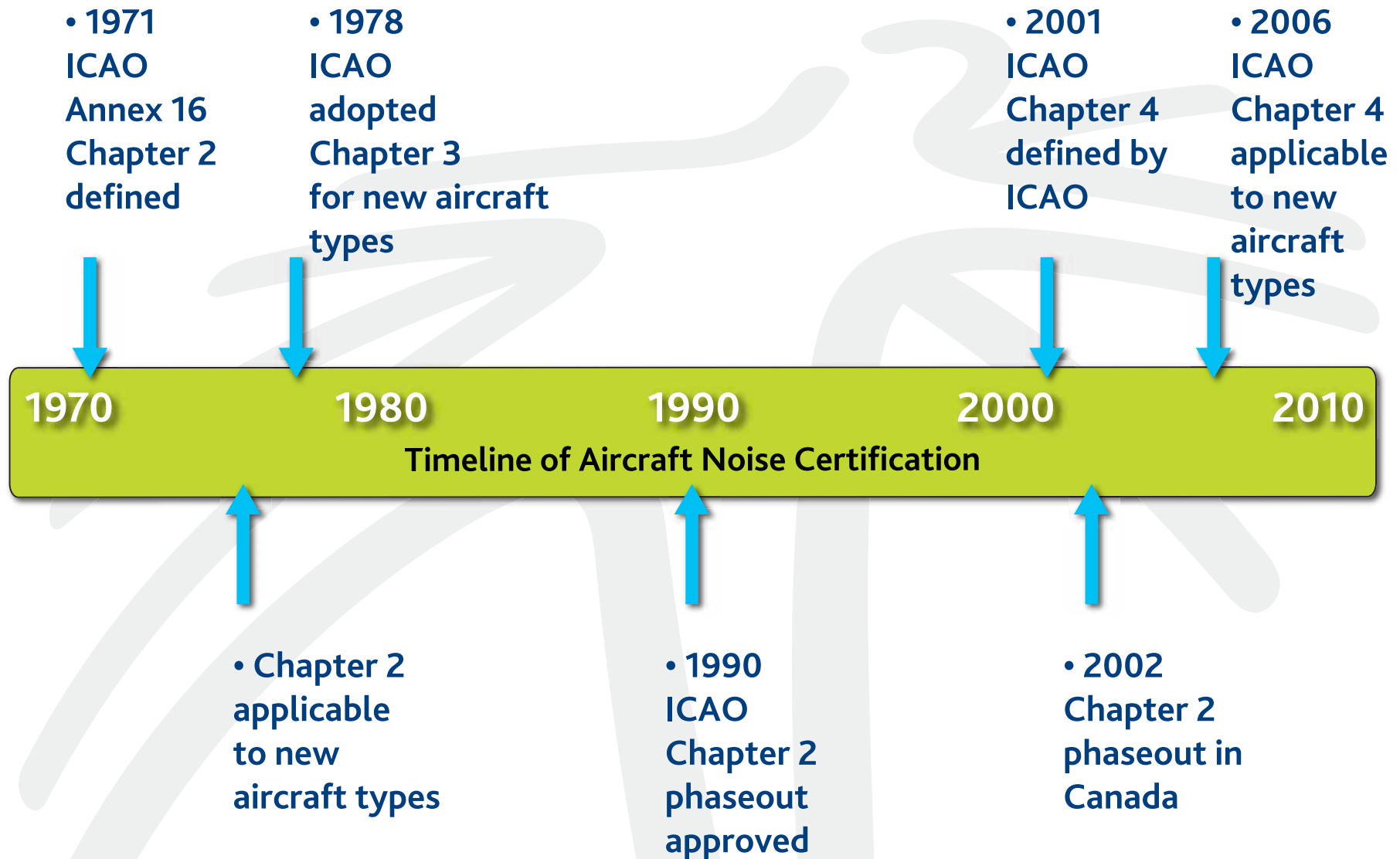
Preferred Departures Runways



Preferred Arrivals Runways



# Noise Management Program: Supporting Use of Quieter Aircraft



# Noise Management Program: Night Flight Budget

- Set by Transport Canada in 1997
- Caps the number of annual flights permitted during the night hours (00:30 – 06:30)
- On average, approx. 36 flights/night (2011) - 3% of total
- Cap increases based on percentage growth in passenger traffic
- Only airport in Canada with a cap
- North American competitor airports not capped



# Night Flights: Evolving to Meet Market Needs

## There are a number of factors driving increased need for flights at night:

- The needs of the GTA's ethnically diverse population and the growing demand for travel to emerging markets
- Strength and growth of the Toronto Region
- Growth of connecting traffic at Toronto Pearson
- New aircraft technologies that have transformed one-stop journeys into non-stop, changing how and when people and goods are moving around the globe
- The demand for sun destination travel
- Partnerships and alliances between air carriers are changing flight and connection options



# Night Flights: Growing Demand

We are operating a different airport in a different community than we were when the cap was established 15 years ago. The budget has not kept pace with today's realities of a global economy.

- Long-term forecasts show a gap between the demand for nighttime activity and the cap set by Transport Canada
- Currently, Toronto Pearson cannot accommodate the future demand for night flights that is expected



## *Did you know?*

Most night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night. The other night flight slots are reserved for day-of requests, such as flights impacted by weather.



# Night Flights: Geographic Location



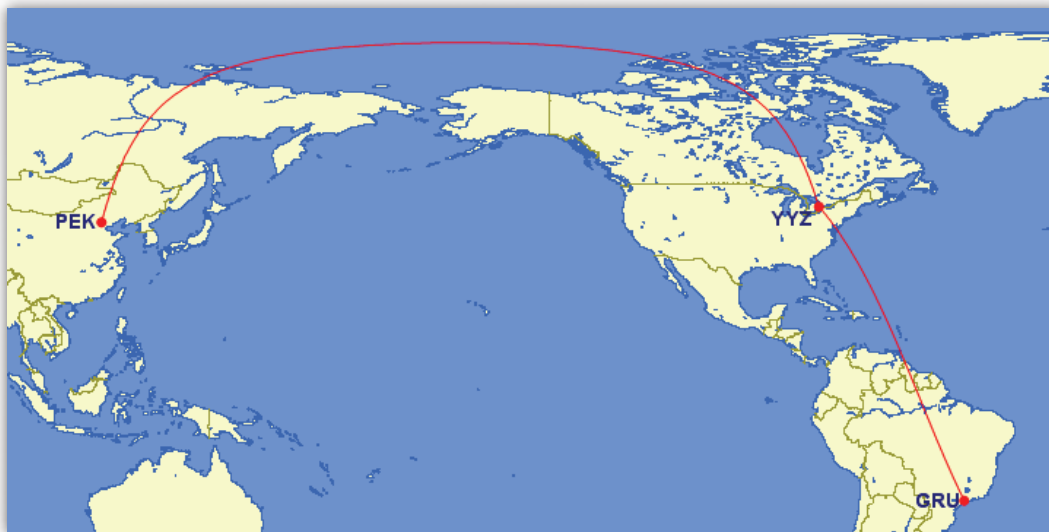
## Case Study

Beijing to Sao Paulo via the following connections:

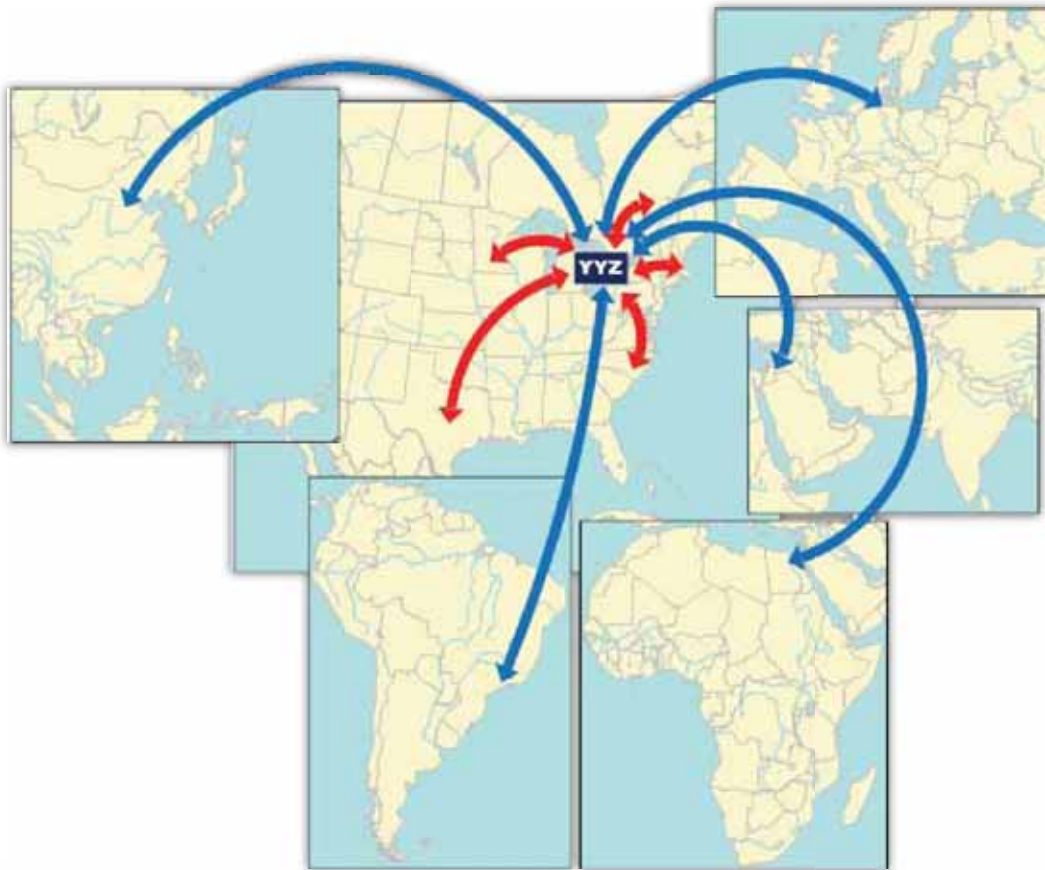
- **Via Los Angeles**  
**12,407 miles**

- **Via Chicago**  
**11,801 miles**

- **Via Toronto**  
**11,653 miles**

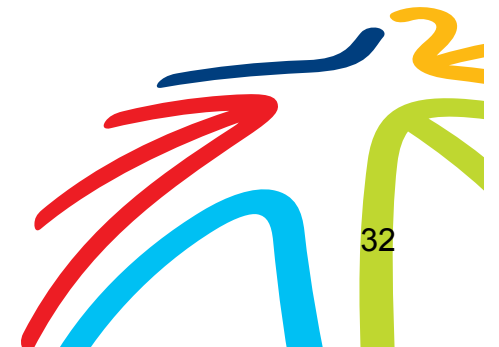


# Night Flights: Average Growth Rates: 2011-2025



Region	Growth
YYZ → Asia	12.2%
YYZ → Africa	+100%*
YYZ → Middle East	15.5%
YYZ → Caribbean	7.9%
YYZ → Europe	10.0%
YYZ → South America	7.6%
YYZ → U.S.	7.1%
YYZ → Domestic	3.5%
<b>Overall</b>	<b>7.1%</b>

\*Toronto Pearson currently has no direct service to Africa

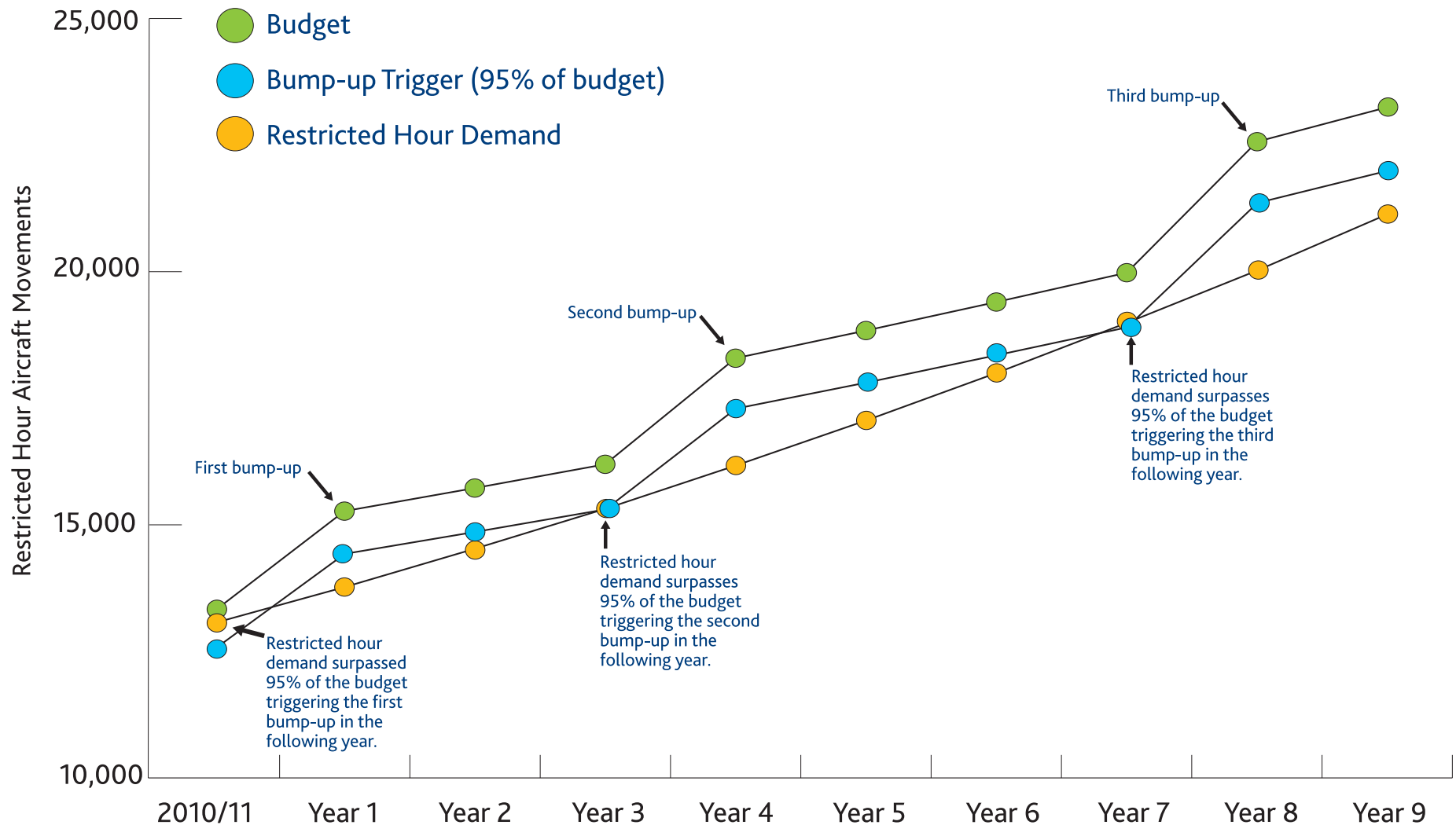


# Night Flights: Our Proposal

- A modest increase to the budget that would be phased in as demand requires, starting in 2012
- Increases, or bump-ups, will occur in phases, triggered by actual demand if/when demand materializes
- Our current forecasts suggest we would need three modest bump-ups over the next 15 years to meet the needs of our guests, airline partners, surrounding business community and the GTA
- Increases as a result of overall passenger traffic growth would continue



# Night Flights: Proposed Phasing Approach



# Existing vs. Proposed Night Cap

(Assuming bump-ups are triggered in the next 3 years)

Year	Status Quo		Three Bump-Ups	
	Annual	Daily Number of Night Flights	Annual	Daily Number of Night Flights
2011	13,200/year	36/night		
2012	13,900/year	38/night	15,200/year	42/night
2013	14,400/year	40/night	17,300/year	47/night
2014	15,000/year	41/night	19,700/year	54/night
2015 - onward*	Growth based on passenger traffic only			

\*Assumed 3-5% natural growth (~2 additional flights per night per year)



# Night Flights Outreach: Next Steps

**There are lots of ways to join in on the discussion:**

- Open House – please fill out a feedback form
- Review materials on our website and be sure to sign up for our regular email updates at [www.TorontoPearson.com/Community](http://www.TorontoPearson.com/Community)
- Email us at [Community.Engagement@GTAA.com](mailto:Community.Engagement@GTAA.com)
- Call us at (416)776-5739

**Please send us your comments on our Night Flights Outreach before December 5, 2011.**



# Community Engagement: Going Forward

- We want to be a good neighbour and we want to make sure you know what we're doing
- Talking with our neighbours about our request to update our night flights budget is the start of a bigger commitment we're making to build stronger relationships with the communities where we live and operate
- This is just the beginning. We hope you'll join us on the journey to become North America's premier gateway airport

## NIGHT FLIGHTS OUTREACH QUICK FACTS

Toronto Pearson's vision is to become North America's premier gateway airport. We're growing and improving to meet demand and put the magic back into the travel experience.

### NIGHT FLIGHTS AT PEARSON

#### *Did you know that Toronto Pearson operates around-the-clock, 7 days a week?*

- In 2011, of the approximately 1,100 daily flights taking off and landing at Toronto Pearson, 3 per cent – or an average of 36 flights - occurred between 12:30 a.m. and 6:30 a.m. We call these night flights.
- Toronto Pearson's nighttime operations are regulated by an agreement with Transport Canada. We call it the budget.
- The number of night flights that are allowed to takeoff and land in a year is increased by the percentage growth in passengers; for example, if passengers grow by 5%, then the budget grows by 5%. This system has been in place since 1997.
- In order to manage within the current budget, we have had to turn away business. The budget prevents the Airport from meeting demand, reduces economic opportunities for the Toronto region and artificially limits the number of connections and destinations for business and leisure travellers.

### GROWING DEMAND

#### *Demand for nighttime flights is growing faster than daytime demand.*

- As our world becomes more connected, there's a greater demand for flights to take off and land between 12:30 a.m. and 6:30 a.m.
- Demand for better connections to emerging markets, improvements in aircraft technology, an ethnically diverse population and economic growth in the Greater Toronto Area are driving demand for nighttime flights.
- Based on the current night budget formula, the allowance for nighttime operations will continue to grow modestly depending on the rate of passenger growth. Growth at this rate will not accommodate the demand for night flights that's expected.

### OUR PROPOSAL

#### *We understand that nighttime operations impact our neighbours.*

- To allow the Airport to serve existing and forecasted demand, while ensuring we grow responsibly, Toronto Pearson will be asking Transport Canada for a modest increase in the number of flights at night.
- We are not recommending elimination of the budget; rather, we are requesting a modest increase to the budget that would be phased in as demand requires.
- Our forecasts suggest we would need three modest increases over the next 15 years to meet the needs of our guests, airline customers, surrounding business community and the Greater Toronto Area.
- These phased increases would occur in the year following a year when night flight demand reached 95% of the annual night flight budget. In years when night flight demand doesn't trigger an increase, we will just see our budget increase based on annual passenger traffic growth.
- In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.

Stay in touch with your Toronto Pearson Community Engagement Team!  
Visit [www.torontopearson.com/community](http://www.torontopearson.com/community), call 416-776-5739 or email [community.engagement@gtaa.com](mailto:community.engagement@gtaa.com) to learn more.



## NIGHT FLIGHTS OUTREACH FREQUENTLY ASKED QUESTIONS

### 1. Why can't all planes just arrive and depart during the day?

As our world becomes more connected, there's a greater demand for flights to take off and land with travellers and goods between 12:30 a.m. and 6:30 a.m. And this demand is increasing at a much greater rate than demand for flights at other times of the day.

Most night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night. We also reserve approximately 20 per cent of our budgeted flights to allow for situations outside of our control, such as: weather delays; medevac flights; military and police operations; and airline mechanical delays.

The GTAA diligently manages night operations to ensure that only those flights that are required to operate at night are permitted.

### 2. Have you considered the community impacts of this request?

We want to be a good neighbour – and we want to make sure you know what we're doing. We understand that nighttime operations impact our neighbours. We believe that maintaining the cap on the number of flights at night is a responsible approach that balances the increasing demand for nighttime operations and the interests of the community.

### 3. What else does Toronto Pearson do to reduce the impact of nighttime flights on neighbours and local residents?

Toronto Pearson has a number of procedures specific to our airport to minimize our impact on our neighbours. For example, from 12:00 a.m. to 6:30 a.m. and when wind, weather and safety permit, aircraft use nighttime preferential runways to limit the impact on residential neighbourhoods. Our website and annual Noise Report are good resources for additional information about how we work to limit the impacts of noise on our neighbours.

In addition, Toronto Pearson's noise footprint has reduced, largely due to the fact that aircraft operating today have become quieter, and only the quietest aircraft are operating in the nighttime hours.

### 4. Where can I get more information?

When we launched our new Toronto Pearson brand we identified stewardship – or responsibility to others – as one of our core values. Talking with our neighbours is the start of a bigger commitment we're making to build stronger relationships with the communities where we live and operate. We believe that by understanding more about our business, you can in turn help us continue to grow into an even better corporate neighbour.

Toronto Pearson is planning to submit a request to modestly increase the number of flights that are allowed to fly at night. To have your comments included as part of our submission, please send your comments on our Night Flights Outreach by December 5, 2011. Visit our website at [www.torontopearson.com/NightFlightsOutreach](http://www.torontopearson.com/NightFlightsOutreach) to learn more.

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**From:** Connelly, Robyn  
**Sent:** Tuesday, November 29, 2011 4:57 PM  
**To:**  
**Subject:** Toronto Pearson - Night Flight Outreach, Follow Up

Hi,

Thank you all for coming out to one of the Toronto Pearson Night Flight Outreach Open Houses.

As you know, we are planning to submit a request to Transport Canada for a modest increase to the number to the number of flights that are permitted to fly at night. In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.

For more details about this proposal, please see the attached Quick Facts sheet, or visit our [Night Flights Outreach site](#) .

If you haven't already submitted your comments, please do visit the Talking to Toronto Pearson section of the site to submit your comments using our online feedback form. Please share your comments on our Night Flights Outreach by December 5, 2011.

In addition, Councillor Chris Fonseca, Ward 3, City of Mississauga has received a number of questions about our proposal and airport operations in general. For your benefit, below is the information that we have provided to Councillor Fonseca to share with her residents directly. We hope this provides some important clarification.

Question	Comment
What is Toronto Pearson actually asking for?	<ul style="list-style-type: none"><li>• Toronto Pearson will be asking Transport Canada for a modest increase in the number of flights at night.</li><li>• We are not recommending elimination of the cap on the number of night flights that has been in place since 1997; rather, we are requesting a modest increase to</li></ul>

	<p>the budget that would be phased in as demand requires.</p> <ul style="list-style-type: none"> <li>• Our forecasts suggest we would need three modest increases over the next 15 years to meet the needs of our guests, airline customers, surrounding business community and the Greater Toronto Area.</li> <li>• These phased increases would occur in the year following a year when night flight demand reached 95% of the annual night flight budget. In years when night flight demand doesn't trigger an increase, we will just see our budget increase based on annual passenger traffic growth.</li> <li>• In practical terms, this would result in an average of 41 flights per night in 2012, just 3 more than the 38 that would be permitted without the triggered increase.</li> </ul>
<p>Please address the content of the flyer distributed by a resident to approximately 500 residents.</p>	<p>The flyer addresses 3 separate initiatives at Toronto Pearson;</p> <p><b><u>Night Flights Outreach:</u></b>  Toronto Pearson is planning to submit a request for a modest increase to the number of flights that are allowed to fly at night. This request will be submitted to Transport Canada by the end of 2011. Please learn more about this initiative, and give us your feedback by using the Talking to Toronto Pearson tab, at <a href="http://www.torontopearson.com/NightFlightsOutreach">www.torontopearson.com/NightFlightsOutreach</a></p> <p><b><u>Early Turn Procedure:</u></b>  The GTAA has not made any recent changes to flight paths. The comments about a change in flight paths are in reference to the Early Turn Procedure (ETP). A trial using this procedure started in 2000, and after community input it was made a permanent operation in 2005. This is not a new flight path.</p> <p>The ETP is part of a joint initiative between the GTAA, air carriers and NAV Canada to reduce greenhouse gas (GHG) emissions. More information about this <a href="#">procedure</a> can be found on our website.</p> <p>Please note: the early turn procedure is not used during the night-time hours.</p> <p><b><u>NAV Canada Airspace Review</u></b>  Comments about new flight paths may also be in regards to NAV Canada's recent airspace review. NAV Canada, the country's air navigation services provider, plays a key role in designing and publishing the network of air routes that an aircraft uses to get to its destination.</p> <p>NAV Canada has recently undertaken a Toronto-Ottawa-Montreal Airspace Review to increase efficiency of aircraft operations and reduce delays while maintaining or increasing the safety system. You can visit the <a href="#">NAV Canada website</a> for updates.</p>

	<p>This airspace review and consultation are independent of Toronto Pearson and we have limited influence over the process or outcome of it. We encourage residents to comment directly to NAV Canada.</p>
<p>What are the noise implications should the proposed request for increased budget be approved?</p>	<p>Transport Canada has developed a computer model to quantify long-term aircraft noise exposure based on actual or forecasted flights. The resulting noise contour lines do not measure decibel levels for individual flights; rather they represent the cumulative noise and noise annoyance of overall actual or forecasted flights.</p> <p>Using this model, we know that Toronto Pearson’s noise footprint has reduced over the past 15 years. This is primarily because the aircraft that are operating today are significantly quieter, with the quietest aircraft operating in the night-time hours.</p> <p>We expect traffic at the airport to continue to grow at an average rate of 3-5 per cent over the next few years, with the demand for night flights growing at a slightly faster rate.</p> <p>Even with this growth and our proposal for a modest increase to the number of flights at night, our noise footprint is expected to grow modestly, but remain well within the Airport Operating Area (AOA). More information about the AOA can be found in Toronto Pearson’s <a href="#">Noise Brochure</a>.</p>
<p>A specific list of communication tools that were used to inform the community including the number of households/businesses that were advised as well as a plan that will improve communication for future engagements.</p>	<p><b>NIGHT FLIGHT OUTREACH</b></p> <ul style="list-style-type: none"> <li>• Briefings with the elected officials <ul style="list-style-type: none"> <li>○ Worked with officials to identify community leaders and groups to target</li> <li>○ Encouraged elected officials to promote the issue and the outreach with their constituents</li> </ul> </li> <li>• Communication sent by email to a list of more than 3500 residents and stakeholders, including: <ul style="list-style-type: none"> <li>○ Existing Resident/Stakeholder Lists</li> <li>○ People who signed up via the Stay in the Know function on our website</li> <li>○ 1500 Street Festival registrants and 100 volunteers</li> <li>○ Resident and ratepayers associations</li> </ul> </li> <li>• Voice Recording on the Noise Complaint Line</li> <li>• Facebook (numerous postings)</li> <li>• CENAC members <ul style="list-style-type: none"> <li>○ Workshop</li> <li>○ Encouraged CENAC to share with their neighbours and community lists</li> </ul> </li> <li>• Promotional Flyers at the open house venues</li> </ul> <p><b>Community Outreach Going Forward</b></p> <p>Talking with our neighbours about our request to update our night flights budget is the start of bigger commitment we’re making to build stronger relationships with the communities</p>

	<p>where we live and operate. Each initiative we undertake, we do our best to identify the appropriate tactics to engage with our community. We welcome further suggestions and opportunities to become more involved and visible with our surrounding communities.</p>
<p>A list of Airlines that have been fined and for what reason and is this information public knowledge?</p>	<p>This question is in regards to our Noise Enforcement.</p> <p>The GTAA’s Noise Enforcement Office takes preventive actions and recommends assessment of penalties for potential noise violations, such as not respecting noise abatement procedures, restricted hours operations and maintenance engine run-ups.</p> <p>If the GTAA believes that a violation has occurred, the details of the case are forwarded to <a href="#">Civil Aviation at Transport Canada</a>. Transport Canada has the sole authority for determining financial penalties.</p> <p>Transport Canada publishes the names of all airlines/corporations that have violated the Aeronautics Act and the Canadian Aviation Regulations (CARs).</p> <p>The GTAA’s Community Environment and Noise Advisory Committee (CENAC) played a leadership in encouraging Transport Canada to publish the names.</p> <p>The names of offending airlines/corporations, along with a summary of their offences and the resulting sanctions, can be found on the <a href="#">Transport Canada</a> website.</p> <p>In addition, the GTAA can impose a financial penalty to those flights that operate during the restricted hours (12:30 a.m. to 06:30 a.m.) without the necessary permissions. In these instances, a penalty of up to 16 times the landing fee can be charged. Typically, the GTAA uses an operator’s first violation as a warning and an opportunity to educate the pilot/operator so that violations are minimized. This practice has worked well to ensure that operators get the necessary permissions before they operate in the night time hours.</p>
<p>If there haven't been any fines imposed as was mentioned at CENAC, how is an increase in night flights justified? Is the need really there?</p>	<p>There have been fines imposed by Transport Canada for violations at Toronto Pearson. As noted above, these can be found on the Transport Canada website.</p> <p>The reference at CENAC, was with respect to financial penalties imposed by the GTAA for operating at night without the necessary permissions, which is explained above.</p> <p>The GTAA diligently manages night operations to ensure that only those flights that are required to operate at night are permitted. As our world becomes more connected, there’s a greater demand for flights to take off and land with travellers and goods between 12:30 a.m. and 6:30 a.m. And this demand is increasing at a greater rate than demand for flights at other</p>

times of the day.

Except in the case of day-of extensions outside the GTAA's control (for example, weather, security, mechanicals, Medevac, military and police,) night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night.

And please remember, talking with your neighbours about our request to update our night flights budget is the start of bigger commitment we're making to build stronger relationships with the communities where we live and operate. We hope this is just the start of our ongoing conversation.

Best wishes,  
Robyn.



**Robyn Connelly**, Manager, Community Engagement  
**Greater Toronto Airports Authority** | Public Affairs & External Communications  
P.O. Box 6031, 3111 Convoir Drive, Toronto AMF, Ontario, L5P 1B2  
**Phone** 416-776-3133 | **Fax** 416-776-7593 | **Mobile** 416-574-4186  
[www.TorontoPearson.com](http://www.TorontoPearson.com)

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# Night Flight Outreach Update – CENAC



**Toronto Pearson**

International Airport | Aéroport International

# Night Flights - Overview



# What is a “Night Flight”

- A flight that operates between the hours of 00:30 am and 06:30 am
  - Not overflow from daytime operations
- Approx 80% are scheduled flights that need to arrive or depart during these hours because of:
  - travel distance
  - scheduling requirements
  - product delivery timelines
- Approx 20 % are flights that are outside of our control, such as:
  - Weather or mechanical delays
  - Medevac flights
  - Military or police operations

# Night Flight Budget

- Set by Transport Canada in 1997
- Caps the number of annual flights permitted during the night hours (00:30 – 06:30)
- On average, approx. 36 flights/night (2011) - 3% of total
- Cap increases based on percentage growth in passenger traffic
- Only airport in Canada with a cap
- North American competitor airports not capped



# What's Driving Demand

We are operating a different airport in a different community than we were when the cap was established 15 years ago. The budget has not kept pace with today's realities of a global economy.

- Long-term forecasts show a gap between the demand for nighttime activity and the cap set by Transport Canada
- Currently, Toronto Pearson cannot accommodate the future demand for night flights that is expected



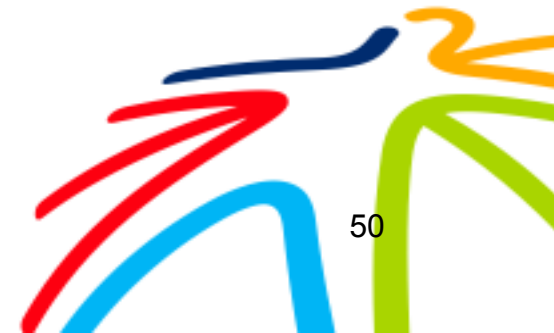
## *Did you know?*

**Most night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night. The other night flight slots are reserved for day-of requests, such as flights impacted by weather.**

# Evolving to Meet Demand

## There are a number of factors driving increased need for flights at night:

- The needs of the GTA's ethnically diverse population and the growing demand for travel to emerging markets
- Strength and growth of the Toronto Region
- Growth of connecting traffic at Toronto Pearson
- New aircraft technologies that have transformed one-stop journeys into non-stop, changing how and when people and goods are moving around the globe
- The demand for sun destination travel
- Partnerships and alliances between air carriers are changing flight and connection options



# Night Flights – Our Proposal

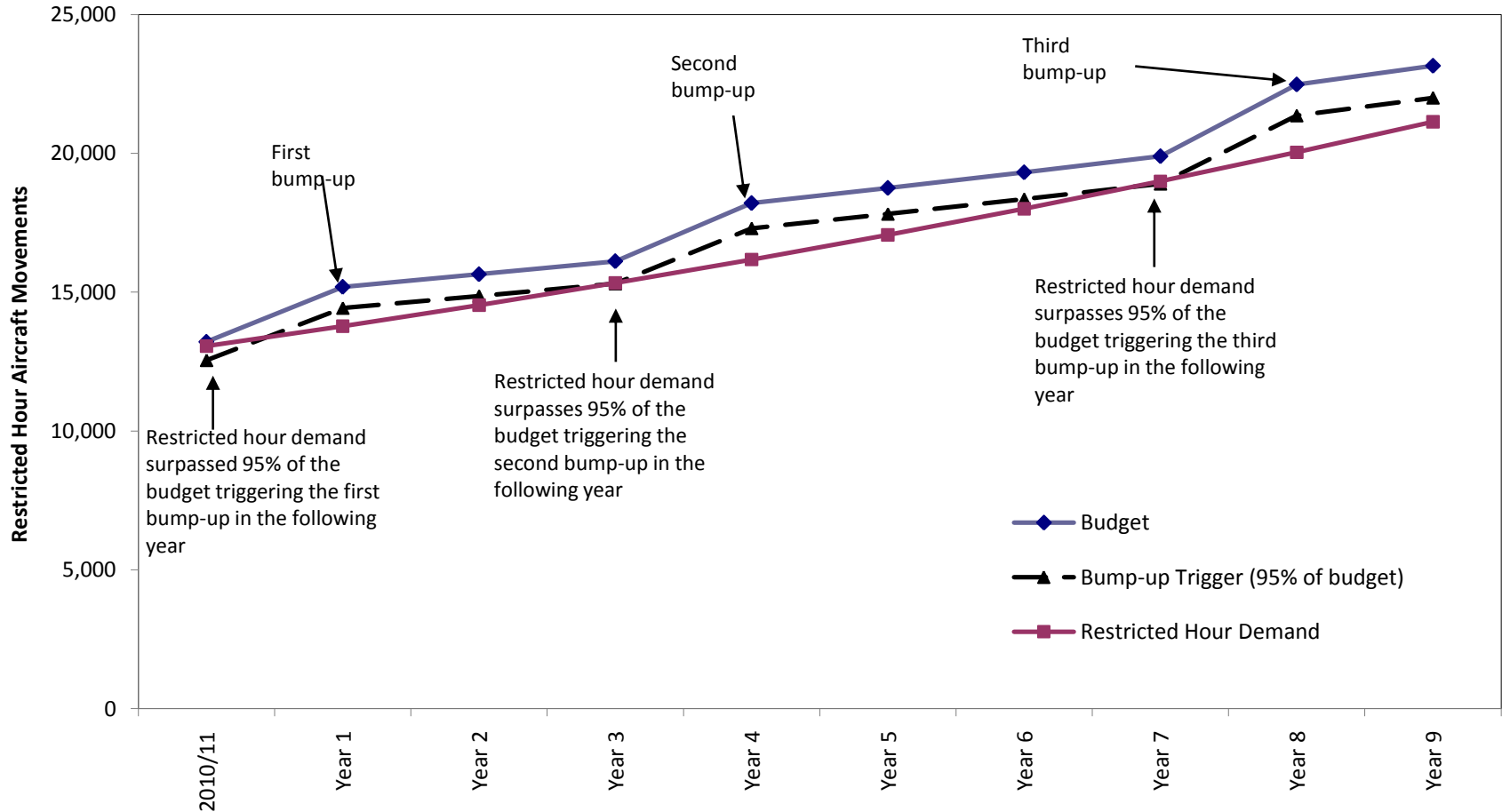
- **A modest increase to the budget that would be phased in as demand requires, starting in 2012**
  - 3 increases of 10%, each increase occurring once demand for night time flights reaches 95% of the budget
  - 2<sup>nd</sup> and 3<sup>rd</sup> increases would only occur if demand warrants and the 95% trigger is realized
- **Advantages of the trigger mechanism**
  - only granted the additional capacity when the demand materializes as forecasted
  - help maintain diligence and accountability in managing the budget

# Existing vs Proposed Night Cap

(proposed scenario assumes demand triggers bump-ups in the next 3 years)

Cap Year	Status Quo		Three 10% Bump-Ups	
	Annual	Daily Number of Night flights	Annual	Daily Number of Night Flights
2011	13,200/year	36/night		
2012	13,900/year	38/night	15,200/year	42/night
2013	14,400/year	40/night	17,300/year	47/night
2014	15,000/year	41/night	19,700/year	54/night
2015 – onward	Growth based on passenger traffic only			

# Proposed Phasing Approach



# Night Flight Outreach



## **Objective:**

- Inform
- Review and advise on existing community concerns
- Help act as liaison to community leaders and groups to promote Night Flight Outreach process

## **Tools:**

- September 21 – CENAC Meeting
- Special Workshop – October 12<sup>th</sup>
  - Reviewed options considered
  - Reviewed community consultation plan and get input
- Email Updates
- December 7 – Night Flight Outreach Update

# Elected Officials

## **Objective:**

- Inform
- Review and advise on existing community concerns
- Direction and assistance on outreach to community leaders and groups
- Promote of Night Flight Outreach to constituents

## **Tools:**

- Individual briefings – approx 30 face-to-face briefings were held
- Ongoing updates of upcoming activities
- Email Updates – help promote to community
  - Many officials posted information about the Open Houses on their website, newsletters and e-blasts, reaching over 15,000 constituents

# Aviation Industry

## **Objectives:**

- Inform
- Confirm existing demand
- Confirm potential for economic opportunities due to more flexible night-time operations
- Seek support

## **Tools:**

- Briefings
- Letters of support

# BIAs, BoTs, Cultural Groups

## Objectives:

- Inform
- Confirm potential for economic opportunities due to more flexible night-time operations
- Seek support

## Tools:

- Briefings
- Letters of support

# Community & Neighbours

## Objective:

- Inform
- Advise of feedback opportunities
- Include feedback in submission to Transport Canada

## Tools:

- Email Update to Stakeholder List (more than 3,500)
  - November 11 and December 2
- Open Houses
  - Brampton, Mississauga, Toronto
  - Approx 50 attendees; 5 feedback forms submitted
- Website and social media tools
  - 132 entries through online feedback form
  - 15 emails to [community.engagement@gtaa.com](mailto:community.engagement@gtaa.com)
  - 3 phone calls to 416-776-5739
  - More than 800 unique pageviews, with an average time on page of 2 minutes

# What We Heard

# Feedback – Night Flights are new

## What the Community Said:

- Perception that Night Flights started either recently, or only once the GTAA became operator

## GTAA Response:

- Toronto Pearson operates around-the-clock, 7 days a week
- Operated 24/7 even when the airport was operated by Transport Canada prior to 1996

# Feedback – New Flight Paths?

## What the Community Said:

- GTAA has recently adopted new flights paths that have greater impact on the community

## GTAA Response:

- The GTAA has not made any recent changes to flight paths
- Could refer to the Early Turn Procedure (ETP)
  - A trial using this procedure started in 2000, and after community input it was made a permanent operation in 2005
  - This is not a new flight path
- Please note: the early turn procedure is not used during the night-time hours



# Feedback – New Flight Paths?

## What the Community Said:

- GTAA has recently adopted new flights paths that have greater impact on the community

## GTAA Response:

- The GTAA has not made any recent changes to flight paths
- Could refer to NAV Canada's recent airspace review
  - increase efficiency of aircraft operations
  - reduce delays
  - maintains or increases the safety system
- This airspace review and consultation are independent of Toronto Pearson
- Changes as a result of this review are not expected to begin until February 2012

# Feedback – Preferential Runways

## What the Community Said:

- The preferential runways are not being used/enforced – planes are flying over the most residential areas

## GTAA Response:

- The night-time preferential runway systems uses flight paths intended to travel over the least number of residential neighbourhoods
- In 2010, approximately 66% of the arrivals used preferential runways and 89% of the departures used preferential runways

# Feedback – TP is busier

## What the Community Said:

- Airport Operations have grown busier in recent years – there are more flights than before

## GTAA Response:

- Toronto Pearson is growing – a major regional economic enabler
  - Anchor organization in Ontario's largest employment area
  - One additional daily flight annually can create up to 100 jobs
- Passenger traffic increased 5% between 2010 and 2011. In 2011, it is anticipated to increase 5%
- Yet, in 2011, the number of aircraft movements only just reached pre-2000 levels

# Feedback – “Uncontrollables”

## What the Community Said:

- Remove the 20% of flights you can't control from the budget

## GTAA Response:

- “Uncontrollables” account for approximately 2,000 night flights per year. Removing these as counts against the budget would not address the capacity gap.
- Would also add level of complexity to tracking the budget
  - 2 budgets
  - might impact the ease and transparency of the budget

# Feedback - Maximize Day Operations

## What the Community said:

- Increase infrastructure (Pier G) to allow more day flights; lessen night flights

## GTAA Response:

- Is not a question of infrastructure or better managing day-time capacity
- Night flights are not overflow from daytime operations – they are flights that need to arrive or depart at night
- Toronto Pearson will continue to grow in the coming years

# Feedback – Operational Noise

## What the Community Said:

- Airport Operations have grown louder in recent years

## GTAA Response:

- Toronto Pearson's noise footprint has reduced over the past 15 years
  - Quieter aircraft today and with the quietest aircraft operating in the night-time hours
- Noise footprint will continue to grow modestly, but remain within the Airport Operating Area (AOA)

# Feedback – Aircraft Noise

## What the Community Said:

- Perception that primarily noisier aircraft operate at night – cargo, etc

## GTAA Response:

- Only the quieter aircraft operate during the nighttime hours
  - At a minimum, all aircraft operating at night must meet Chapter 3 - or the most quiet
- While Toronto Pearson has some all-cargo operations, the airport's business strategy is founded on passengers and the majority of night time flights are passenger flights
  - 80% of Toronto Pearson's cargo is in the underbelly of passenger aircraft

# Feedback – Other Airports

## What the Community Said:

- Other international airports have fewer flights

## GTAA Response:

- How other airports manage night flights varies greatly across the industry
  - Toronto Pearson is the only Canadian airport with a cap
- Flights that operate during the nighttime hours is very much tied to Toronto's geographic location



# Feedback – Environmental Effects

## What the Community Said:

- Did you consider the environmental effects of this increase?

## GTAA Response - Air Quality :

- 2004 Human Health Risk Assessment of the operations of Toronto Pearson
  - concluded that airport operations posed no additional adverse human health effects from exposure to the predicted levels of certain substances
- In 2011, undertook an analysis to assess potential impacts of the proposed night flight increase
  - concluded that the impacts of the additional flights are too small to measure and would result in no additional adverse impacts on human health

# Feedback - Environmental Effects

## What the Community Said:

- Did you consider the environmental effects of this increase?

## GTAA Response – Noise:

- Clearly, noise from aircraft impacts our neighbours
- Toronto Pearson's noise footprint is smaller today than at the date the GTAA took over operations
- 2010 Health Canada Study concluded
  - there is no significant risk of chronic stress and/or cardiovascular disease arising from long term exposure to outdoor daily aircraft noise levels

# Feedback – Managing Demand

## What the Community said:

- GTAA only interested in profit; what's to stop from increasing again in a few years

## GTAA Response:

- Increases or “bump ups” would only be granted when demand materializes
- Advantage of the trigger mechanism
  - only granted the additional capacity if the demand actually manifests as forecasted
  - trigger will help maintain diligence and accountability in managing the budget

# Feedback – New Airport

## What the Community said:

- Perception that opening a new airport would reduce traffic at Pearson

## GTAA Response:

- Toronto Pearson's is currently 33 million in 2011; capacity is 38 million on our existing footprint, with full build-out capacity is 55 million
- Transport Canada is responsible for decisions related to the building of any new airports
- The most recent assessment of the need for an airport in Pickering suggested that an airport would not be required until at least 2027

# Feedback – Outreach

## **What the Community Said:**

- Toronto Pearson was not transparent in their outreach around this initiative

## **GTAA Response:**

- We did our best to identify the best ways to engage with our community
  - Briefings with the elected officials
  - Outreach via Web with online Feedback Form
  - Two Email Updates (November 11 and December 2) to a list of more than 3,500 residents, community leaders, and stakeholders, including:
- Voice Recording on the Noise Complaint Line
- Toronto Pearson Facebook (numerous postings)
- CENAC members
  - Meeting, Workshop and email updates
  - Encouraged CENAC to share with their neighbours and community lists
- Promotional Flyers at the open house venues
- Media coverage

# Feedback – General Support

## What the Community said:

- Region will benefit from the increased economic opportunities

## GTAA Response:

- Toronto Pearson is a massive economic enabler that drives prosperity and supports jobs:
  - Total volume of revenue generated is \$26.4 billion
  - Total employment income is \$6.8 billion
- The anchor organization of the largest employment area in Ontario:
  - 38,000 employees work at Toronto Pearson
  - 185,000 jobs supported by the airport
  - 1 additional daily flight can create up to 100 new jobs

# Feedback – General

## What the Community said:

- Lack of awareness about general airport operations

## GTAA Response:

- Talking with our neighbours about our request to update our night flights budget is just the start
- By understanding more about our business can, our neighbours can in turn help us grow into a better neighbour
- Airport 101
  - Improve direct communication with our neighbours
  - Develop an outreach programs where we go to you
  - Develop educational programs, using a number of tools suited to a variety of audiences

# Media Coverage

## Traditional Media:

- Print and online media coverage focused on community complaints and resident's desire for a reduction in airport noise
- CBC TV/Radio, The Toronto Star, Toronto Sun and Mississauga News provided context for the proposed increase in night flights

## Social Media:

- Facebook
  - Toronto Pearson (20,038 fans)
    - November 18 – Promote Outreach and Open Houses
    - November 24 – promote Mississauga and Toronto open Houses
- stopnighflightsca
  - Online community petition, promoted through Facebook and Twitter
  - 224 signatures; 1883 views



**Next Steps**

# Conclusions

- Community had variety of ways to be informed about proposed changes and provide feedback
- As expected, some community concerns with additional night flights
  - Majority of comments related to operations in general
  - GTAA responses may address some concerns
- GTAA elected to retain the cap and seek a modest increase, triggered only when demand requires
  - Responsible approach - only granted the additional capacity when demand actually manifests as forecasted
  - help maintain diligence and accountability in managing the budget
- Next Steps
  - Summary of outreach and feedback will be submitted to Transport Canada by end of year with proposal to increase night budget for 2012

# Future Opportunities

- **Continued commitment to working with community, CENAC and other stakeholders to mitigate impact of operations**
- **Opportunities identified for potential future improvements, for example**
  1. Review and validate preferential runways
  2. Explore opportunities to expand restrictions by limiting/denying certain aircraft
  3. Continue to work with NAV Canada on improving arrival and departure procedures
    - Explore impacts and opportunities constant descent technologies
  4. Continued outreach and community engagement



# Questions



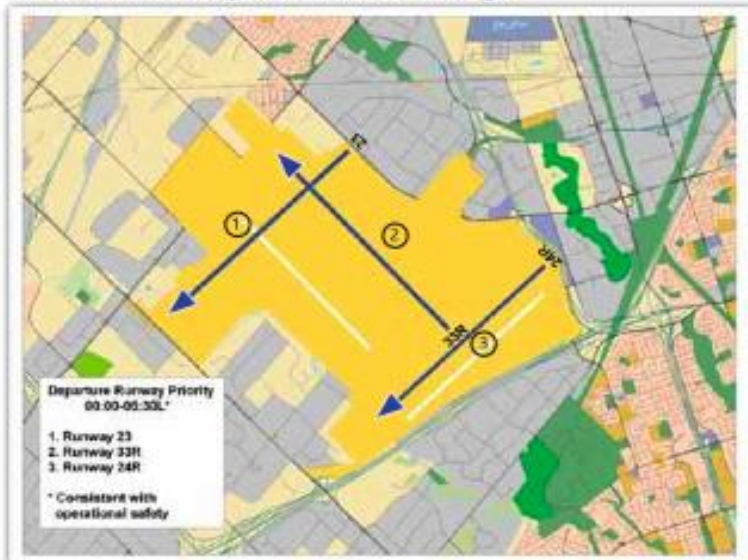
**Toronto Pearson**

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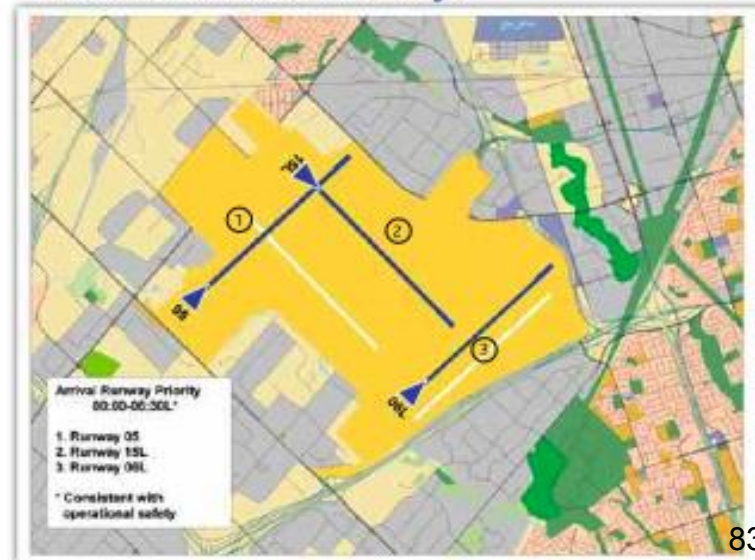
# Feedback – Preferential Runways

- Used to minimize impacts on residential neighbourhoods
- 12:00 a.m. to 6:30 a.m.
- Can vary based on wind and weather conditions, construction or safety

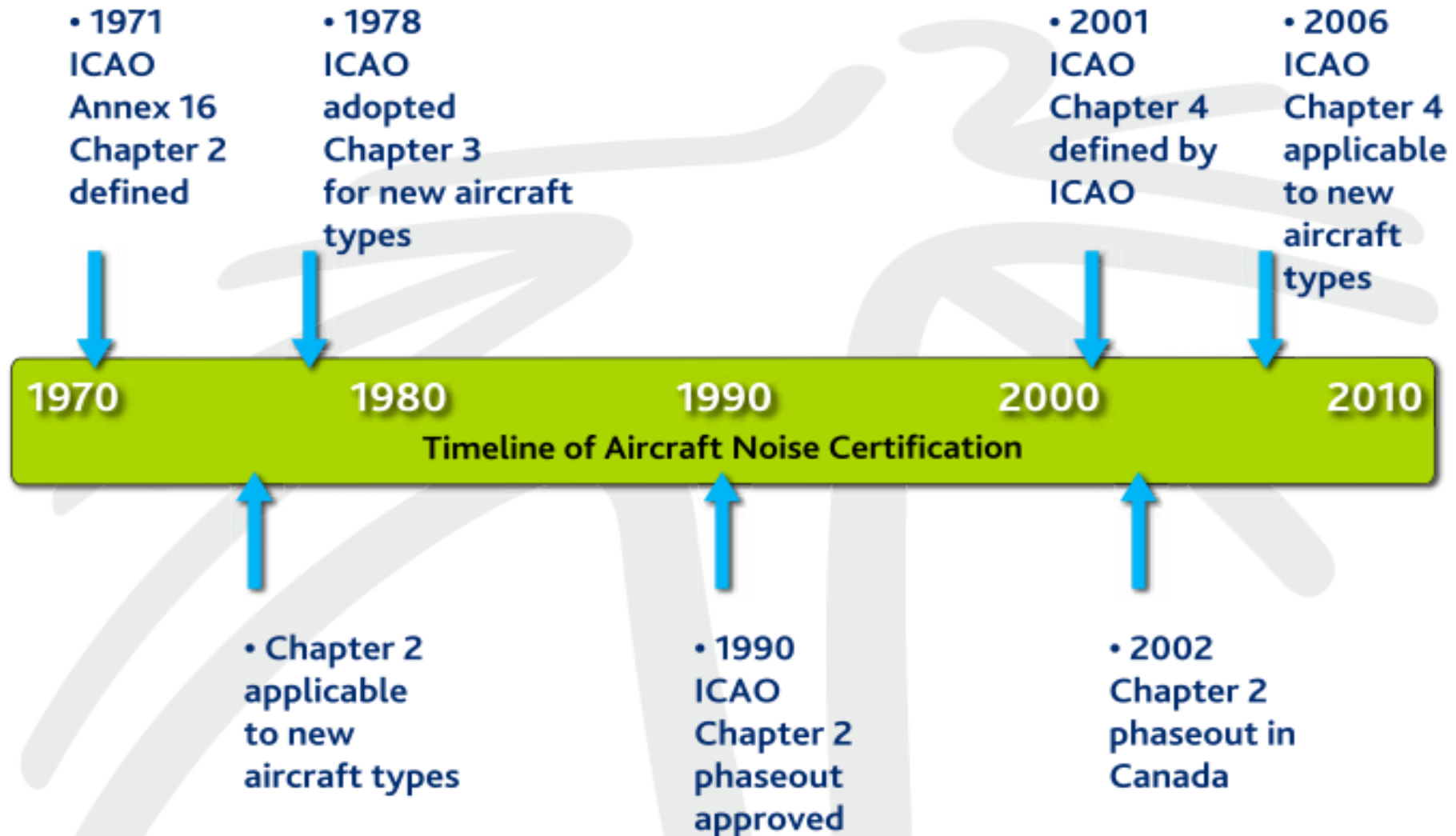
Preferred Departures Runways



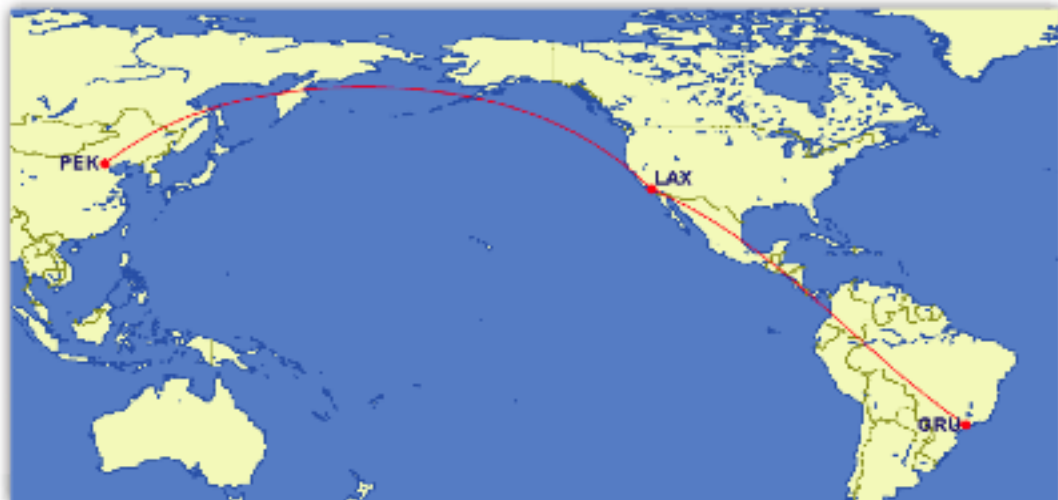
Preferred Arrivals Runways



# Aircraft are Getting Quieter



# Night Flights: Geographic Location



## Case Study

Beijing to Sao Paulo via the following connections:

- **Via Los Angeles**  
**12,407 miles**
- **Via Chicago**  
**11,801 miles**
- **Via Toronto**  
**11,653 miles**

