TORONTO PORT AUTHORITY
AND
BILLY BISHOP TORONTO CITY AIRPORT

LIAISON COMMITTEE
MEETING #1

MEETING MINUTES

Wednesday February 16, 2011
Harbourfront Community Centre
Toronto, Ontario

These Meeting Minutes were prepared by Lura Consulting. Lura is providing neutral third-party consultation services for the Toronto Port Authority Liaison Committee (TPA LC). These minutes are not intended to provide verbatim accounts of committee discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from meetings of the TPA LC. If you have any questions or comments regarding the Meeting Minutes, please contact either:

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Summary of Action Items from Meeting #1

Action Item #	Action Item Task	Individual/Organization Responsible for Action Item
M#1-1.	Provide a list of BBTCA stakeholders and who they are represented by, along with alternates, in table format.	TPA
M#1-2.	Distribute organizational chart for BBTCA to liaison committee members, and post to the TPA website.	TPA
M#1-3.	Provide committee members with a copy of the NAV Canada presentation.	TPA
M#1-4.	Provide electronic copies of the materials in the liaison committee binder.	TPA
M#1-5.	Verify next meeting date to ensure it is not the Thursday before the May long weekend.	TPA

Appendices

Appendix A1-1: Airport Community Liaison Committee Inaugural Meeting Presentation
Appendix A-2: NAV CANADA Presentation: Toronto City Control Zone

List of Attendees

Name	Organization (if any)
COMMITTEE MEMBERS	
Tony Makepeace	Bathurst Quay Neighbourhood Association (BQNA)
Jen Chan (representing Con. Adam Vaughan)	City of Toronto
Brad Cicero (representing Lorna Counsell)	Porter Airlines
Barry Lipton	Toronto Island Community Association (TICA) & Community AIR
Hal Beck	York Quay Neighbourhood Association (YQNA)
Carol Jolly	Business Improvement Area (BIA)
Michelle Nobel	Waterfront Toronto
GUEST SPEAKERS AND SUBJECT EXPERTS	
Genevieve Machin	NAV Canada
TORONTO PORT AUTHORITY (TPA) REPRESENTATIVES	
Geoff Wilson	TPA, President and Chief Executive Officer
Suzanna Birchwood	TPA, Director, Public Affairs
Ken Lundy	TPA, Director of Infrastructure, Planning & Environment
Stephen Silverhart	TPA, Manager Ground Services Billy Bishop Toronto City Airport
Alan Paul	TPA, Vice-President and Chief Financial Officer
Pat Fagnano	TPA, Manager, Airside Operations
Angus Armstrong	TPA, Harbour Master
Bill Sahid	TPA, Project Manager
FACILITATION AND SECRETARIAT	
Jim Faught	Lura Consulting
Patricia Halajski	Lura Consulting
MEMBERS OF THE PUBLIC	
George Thackray	
Lynn Haderhein	Business Improvement Area (BIA)

Committee Liaison Committee meeting minutes can be found at: http://www.torontoport.com/Airport/Our-Environment/Working-With-the-Community.aspx

1. WELCOME AND INTRODUCTIONS

Geoff Wilson, President and CEO, Toronto Port Authority (TPA), welcomed committee members to the inaugural TPA LC meeting. Mr. Wilson noted that the meeting would be videotaped for internal record keeping, and that the video would not be distributed.

The meeting began with a round of introductions. The list of meeting participants can be found in Appendix A.

2. INTRODUCTORY PRESENTATION

Geoff Wilson, Toronto Port Authority, with support from Suzanna Birchwood, and Ken Lundy, both from the Toronto Port Authority, provided an overview presentation, which covered the committee Terms of Reference (TOR), committee protocols, and noise management. Following each major section of the presentation, Mr. Wilson opened the floor up for questions.

Committee Terms of Reference (TOR)

Key points from the presentation section covering the committee TOR included the following:

- Purpose of the Committee: The committee will provide a forum to communicate the perspectives, advice and concerns of a wide range of Billy Bishop Toronto City Airport (BBTCA) stakeholders and nearby residents to airport management. The committee will also enable airport management to communicate proposals, planning issues and other relevant information back to stakeholders and the broader community.

- Background on the Committee: The Liaison Committee was recommended by Jacobs Consultancy, as part of their 16 recommendations. The committee is modelled after the Greater Toronto Airport Authority (GTAA) committee and best practices.

- Committee Mandate: The committee is an advisory body to airport management on: airport operations and plans that may affect health, safety, community and economic conditions in the surrounding area; noise relating to aircraft and airport operations; and environmental sustainability initiatives.

- Committee Make-Up: The committee is made up of three resident association representatives, one local resident appointed by the City of Toronto (TBD), airport commercial carriers, Waterfront Business Improvement Area (BIA), Waterfront Toronto, Tourism Toronto, key TPA staff, two local councillors, and ad hoc subject matter experts.

- TPA Commitment: The TPA will commit to providing accurate, understandable information to committee members in a timely way; ensuring that appropriate staff with specific expertise attend meetings in order to help the committee with information and technical needs; listening carefully to advice and perspectives; initiating action to address committee recommendations; and providing secretarial support for the committee.

- Committee Member Commitment: Liaison Committee member are expected to get input and feedback from the broader constituencies and committees they represent; communicate committee discussions and information back to their communities and constituencies; attend committee and subcommittee meetings as required, and brief an alternate, as necessary; review draft public information, as required; and review the committee minutes to ensure that proceedings have been accurately recorded.

- General Committee Guidelines: Committee meetings will be held quarterly; committee representatives have an appointment for two years; all meetings are facilitated by a neutral third party; the agenda and meeting materials will be issued at least 2 weeks ahead of each meeting; and meeting minutes will be published within 2 weeks.

Discussion about the Proposed Terms of Reference (TOR):

The Toronto Port Authority agreed with the advisory committee's recommendation to make the agenda and meeting materials available to members, where possible, more than two (2) weeks prior to the next meeting. The TPA also agreed to provide electronic materials to members, where practical.

No consensus was reached on the role, if any, of alternates. The TPA asked for local residents' associations to nominate at least one person who could effectively represent the community at the meeting. This issue will be revisited at the May 2011 meeting.

Q – Can the committee members have a list of BBTCA stakeholders and who they are represented by, along with alternates, in table form? In order to do this, we must first start with a mutually agreed upon definition of an "Island Airport stakeholder". What I am specifically looking for are associations, organizations, waterfront users, interest groups, specific government bodies, not individuals, that the TPA would like to keep informed about Island Airport issues. It may also be useful to include associations that may become interested in airport issues in the future. There are some resources which may trigger potential inclusions on the airport stakeholder list, such as the contact list forwarded by TPA to Transport Canada regarding the regulation amendment; and contacts who issued past complaints to TPA.

A – The TPA will prepare the stakeholder list as per your specifications.

Q – The Terms of Reference document specifies a 2 year term for committee members. Is that one term only or is it renewable?

A – The term is renewable for one additional term.

Q – Is there a reason for that maximum term?

A – That term specification is based on best practices from other airports.

C – The YQNA has a concern with this term specification is that a lot of residential associations consist of volunteers, and some people are interested in one topic or another, with only one person from the association being best suited for this committee. If possible, it may be best to remove the maximum

term for committee members. If the community appoints the representative for a third term, maybe you should allow them to stay on the committee. It would be best if regular endorsement of the representatives from the Neighbourhood Association Boards was confirmed by the TPA.

A – This committee will follow a consensus model, so the committee can decide on the maximum term for committee members. If the committee feels that no maximum should be set, we can make that change to the TOR.

Q – What is the difference between TPA and BBTCA staff?

A – TPA has four areas to manage: the airport, the marine port, the outer harbour marina, and industrial use property. There are four separate businesses. We try to use TPA managers for each sphere. We also have some employees at the BBTCA. The organizational chart I have with me tonight shows how things work at the airport. We can distribute the organizational chart to committee members. The organizational chart has three colours that represent different levels of staff at the airport. We can post the organizational chart on the website as well.

Q – Who are BBTCA stakeholders? What does that mean?

A – Stakeholders are all groups that have a direct effect or input on the airport operations. We tried to reflect them all on this committee.

Q – Under section 5.3 in the TOR, can meeting materials be provided 4 weeks in advance, rather than 2 weeks? It will give us time to review the information with our communities.

C – I agree, especially for technical documents.

A – We will try our best to get materials out to you before each meeting.

Q – With respect to the terms of appointment? Is that for the individual or the organization?

A – It is up to the organization to choose the individual that they wish to represent them.

Q – Con. Adam Vaughan and I met with some board members at TPA and we suggested that the committee should have a representative from the marine community. Why was that drooped?

A – I assume you are referring to the Council of Commodores. We meet with them on a regular basis, and they can be invited to these meetings as the public or as a resource. We have tried to keep a working number of people at the table for this committee, and the Council of Commodores are one of several Councils in the area. If we invite one, we have to invite them all.

Q – What about a taxi industry representative? Con. Adam Vaughan also thought this was important. Has outreach been done with them? It would be helpful to work with them at the table.

A – The TPA does outreach with the taxi industry. Stephen Silverhart, on the TPA team, works closely with the taxi industry. If the committee can agree that they would like to invite a taxi industry representative to the table, we can do that.

C – We can put it on a future agenda to have a representative from the taxi association here.

C – Please add them to the stakeholder list you create.

Committee Protocols

Key points from the presentation section covering the communications protocol included the following:

- Communications Protocol: The committee will need to decide on the level of openness of the meetings; who will be able to attend the meeting, and in what capacity; and protocol for speaking to the media about issues relating to the committee.

- Recommended Public Protocol: Part of the meeting should be open to the public, with public seating on a first-come-first-serve basis; members of the public will have a 20 minute deputation period; all deputations must be received 2 weeks in advance in writing; and deputations may not exceed 5 minutes in length.

- Proposed Media Protocol: Media may attend the public portion of the meeting; there will be no limits on talking to the media regarding the discussions at the meeting, however, comments made to the media by committee members must be shared in a timely way with the TPA, which will forward them to other committee members.

- Operating Procedures: The committee will operate within the consensus-based approach – whereby members seek general agreement on issues and recommendations. If consensus is not achieved, differing perspectives and feedback will be reported in the committee minutes. Given this, the committee is not responsible for making decisions or passing motions regarding BBTCA or its operations.

Discussion about the Committee Protocols:

A consensus was reached that the meeting should be open to the public, including the media, with a period at the end of the meeting devoted to in-camera items, as required. Discussions about public deputations, and the media's role are moved over to the May 2011 meeting for discussion. Also for discussion at the May Meeting will be the number of attendees required to reach a consensus.

C – Con. Adam Vaughan would like the committee agendas to be public and committee meetings to be open to the public so people can come and depute. Camera time can be specified, and confidential topics would be off camera.

C – We find that what works well is to have an open process where everyone can participate. Only one person would represent the organization at these meetings, but others from the organization should be allowed to attend. The representatives will also take their feedback to their constituents. We find this type of model works well for Waterfront Toronto.

C – I think the format should be constructive, and avoid unconstructive comments. We need to provide and receive information.

C – I could only participate if the meetings are open to the public. I understand if some items should be on camera. I think if people need to speak we could go beyond the 20 minute timeframe for deputations. Generally all meetings should be open to the public.

C – On behalf of the businesses, I agree that speaking through the committee is the best approach. I feel that my constituents will have their input through me.

C – I'm happy to have a public approach for this committee. I am familiar with the issues and concerns of people in my jurisdiction and can bring them forward.

C – I think that the request for people to provide deputations in writing two weeks in advance is not going to allow many volunteers and concerned citizens who have a full schedule and time constraints to participate. I was wondering if we can change that requirement.

A – If we get things to you 4 weeks ahead of time to review with your community, is 2 weeks not reasonable to put together a deputation?

C – My understanding of the Terms of Reference is that this committee is not a decision making committee, so I don't know if we need deputations. My understanding of deputations is that they are made to City Council when they are about to make a decision.

C – From my perspective, it seems the majority of members would like to have fully open public meetings.

C – We have to think about our purpose as a committee. This is a forum, and there are other opportunities for public meetings.

C – I think that will evolve from the stakeholder list. We may find there are other stakeholders that are not represented here, and we may find other issues arise as well. There will most likely evolve a hierarchy of interested stakeholders, some of whom are not interested in attending meetings, or in participating, but who just want to receive the minutes and meeting notifications electronically.

Q – Once we receive it, can we add onto the stakeholder list?

A – Yes. We will send it to you and you can add to it or make suggestions. It seems we have not come to consensus on public meetings and dealing with the media. We ask that you share information with TPA if you receive calls from media, so we all know what is going on. We don't need to make a final decision today, but we should think about it.

C – Waterfront Toronto has a stakeholder advisory committee for the Gardiner Expressway project, with individual representatives providing information to us and speaking as their organizations. Our community liaison committee members can talk to the media and there is no requirement for them to tell us what they are saying.

Q – Is there quorum required for this committee?

A – No, but if the committee wants to decide how many people need to be here to reach consensus, we can do that.

C – A couple of residents felt the community was outnumbered on the committee. Can we talk about having more residents associations here?

A – That sounds reasonable.

C - YQNA would like to request the advance distribution of meeting materials to reflect the volume and significance of the material.

Noise Management Update

Key points from the presentation section covering the noise management update included the following:

- Jacob's Report Recommendations: The Jacob's Report made 16 recommendations for BBTCA, and Toronto Port Authority will be implementing all 16. The three key recommendations that concern the Liaison Committee include: the creation of a noise consultative committee; the construction of noise barriers at BBTCA; and implementing improvements to noise reporting.

- Noise Barriers: Two noise barriers will be constructed at BBTCA, one on the north side and one on the east side. Each barrier will be approximately 6-8 meters high. The noise barriers will undergo an Environmental Assessment (EA) as required in accordance with Canada Port Authority Regulations.

- Run-up Noise Abatement: The TPA is currently examining two locations at BBTCA for run-up noise abatement enclosures. These structures will be enclosures to be used by aircraft during run-up times. These structures will undergo an Environmental Assessment (EA) as required in accordance with Canada Port Authority Regulations.

- Noise Management Office: The TPA has created a noise management office which comprises of dedicated team members: Pat Fagnano, Michael McWilliams and Stephen Silverhart. The team will manage noise complaints and ensure compliance, as well as implement a new system for customer interactions. The Noise Management Office is modelled after Pearson International Airport best practices.

- Other Noise Recommendations: An operating policy on use of reverse thrust in currently in development; an Airport Directive on engine run-ups is expected in Spring 2011; the TPA is in discussions with NAV Canada and Transport Canada; the Tenant User Committee will educate pilots about 'Fly Quiet' compliance; and a 'noise primer' will be developed shortly.

Discussion about Noise Management:

C – You may want to consider graffiti for the noise walls, such as the whale mural painted at the Government night club.

Q – Are the run-up noise abatement structures hand in hand with the noise wall project?

A – Yes, they will be included in the EA with the noise walls. These will hopefully be built in late spring or early summer.

Q – With respect to the run-up noise barriers, there are other park users on the island, how will the structures affect the island yacht club, the beach, tennis courts etc.?

A – That will be examined as part of the EA process. We will look at the impacts on adjacent areas.

Q – Will there be opportunities for third party reviews of noise policies and data?

A – What would you like to review exactly? Do you want to look at the technology, the systems, or the process?

C – I think from the community perspective people want to have a sense of comfort that the results that are being presented are factual and reflective of the current situation.

A – Credibility is everything and we want to ensure that. Also, at the end of your binder there is some information about the noise management program, which covers the proposed flight system, the good neighbour policy, and noise abatement procedure. That is something else you can review and comment on as well.

C – The YQNA would like to suggest that any noise management process be structured such that it can be reviewed and confirmed by third party or peer reviewed if needed at some point to eliminate resident concerns. For example, to confirm the results in the field match the forecasted performance measures.

3. NAV CANADA – TORONTO CITY CONTROL ZONE

Genvieve Machin of NAV Canada provided a presentation on the role of NAV Canada in operations in the Toronto City Control Zone. Key points from the presentation included the following:

- NAV Canada is the non-share capital corporation that owns and operates Canada's civil air navigation service (ANS), and is regulated by Transport Canada.
- NAV Canada provides air traffic control, flight information, weather briefings for pilots, aeronautical information services, airport advisory services, and electronic navigation aids.
- NAV Canada's Mission: NAV Canada facilitates the safe movement of aircraft, efficiently and cost effectively, through the provision of air navigation services on a long-term, sustainable basis.
- NAV Canada Vision: To be the world's most respected ANS in the eyes of the flying public for our safety record; in the eyes of our customers for our fee levels, customer service, efficiency and modern technology; and in the eyes of our employees for establishing a motivating and satisfying workplace with competitive compensation and challenging career opportunities.
- NAV Canada overlooks three control zones in the Greater Toronto Area: Pearson International Airport, Toronto City, and Downsview. These control zones are unique because they touch along their borders. These control zones are influenced by their proximity to Lake Ontario and the United States.
- A pilot must call a control zone to receive permission before entering the space.

- The control zones specify altitude restrictions for aircraft. There is typically 1,000 feet of separation between aircraft to ensure safety. The control zone can be imagined as an upside down wedding cake with the bottom layer going down to the ground, and higher layers going up and out.

- Aircraft in the Toronto City Control Zone are typically 1700 to 2200 feet above the ground.

Discussion:

Q – I see that there is a spot on the map in your presentation that says "noise sensitive area, avoid travel below". What does that mean?

A – It means please don't fly there, but there are no repercussions for aircraft that do fly there. Noise abatement areas are a little bit more strict. NAV Canada does not manage noise, but we can write up infractions in an aviation occurrence report, which is submitted to Transport Canada. Canadian Aviation Regulations (CARs) discuss noise in section 602, and that is what Transport Canada governs us by.

Q – The areas that are labelled as noise sensitive include the island communities, Leslieville, and the downtown waterfront. As we develop the Toronto waterfront will these areas become designated as noise abatement areas?

A – My understanding of this is that following the regulations laid out, we can go through consultative process with NAV Canada and Transport Canada, and we can see if changes in the area require noise sensitivity.

Q – What is the difference between a noise sensitive area and noise abatement area?

A – Transport Canada can answer that, that is not my area of expertise.

Q – Has the mapping been updated to consider that people living on islands are noise sensitive?

A – I don't believe it has changed.

C – What would the protocol be for BBTCA to apply for an upgrade of noise sensitive areas to noise abatement areas?

A – There are steps outlined in the Canadian Aviation Guidelines in section 602. I also want to note that controllers are aware of the good neighbour policy, but it is up to the pilot to know what the noise regulations are and to follow them.

C – As planes follow the shoreline, what do you do if they are not familiar with BBTCA?

A – Once we establish communication with the aircraft we ask them what they want to do. If they want to land we sequence them into landing onto an available landing strip. If they are passing through they will talk to traffic control, and will be instructed at what height to fly through. We give them a route to keep them separate from traffic at BBTCA. We find many out of town planes like to fly through the area to see the CN Tower. Also, many smaller planes go through the BBTCA control area on their way to

cottage country, and they'd rather avoid Pearson airport. The controllers always provide such planes with alternative routes; one such route goes up the Don Valley Patkway.

Q – With respect to transient aircraft that have nothing to do with BBTCA, how many are there?

A – It is hard to say. Most of these transient flights seem to be weather dependent. They come from Niagara Falls, the United States, London, Oshawa, or Buttonville. Flying clubs also have events with up to 230 aircraft going through the area per day. Most of this activity happens during the summer months and when the weather is nice.

Q – Is general aviation (GA) operation different than commercial operations?

A – Commercial operations tend to be in and out of the airport quite quickly. Commercial aircraft are also much faster, with higher levels of noise deafening technology. Flight training aircraft tend to be older and noisier, and they will be doing circuits.

Q – How many times will Pearson traffic be in the Toronto air space?

A – Again, that is weather dependent. It happens 2-5% of the year, usually during foggy days, when visibility is low.

Q – What is the current status of Buttonville airport?

A – I don't know. I've heard that it may close in 3 to 5 years time. At that time, their users may switch to using Oshawa or BBTCA. However, BBTCA is very busy and has more turbulence, so it makes more sense that they would use Oshawa.

Q – Do all aircraft that land and take off from BBTCA have to follow noise standards provided by Transport Canada? I am especially interested in the small aircraft that are very loud.

A – The noise you hear has to do with the altitude, and the angle at which they take off. Smaller planes have to power up and push more when landing and taking off.

C – The float planes are very loud and highly powered since they have to take off from a highly resistant surface.

A – Commercial airplanes are certified under the Instruction for Continuous Airworthiness (ICA) chapter 2, 3 and 4. Smaller planes are not held to the same standard.

C – There is a list of manufacturers and models that are not allowed on BBTCA based on the tripartite agreement. Noise also has to do with angle of takeoff and landing.

C – It is sometimes the pitch and tone of the sound, not just the decibel level that makes it especially irritable. A propeller airplane would sound worst than a regional jet (RJ).

A – To the extent that we can, TPA will manage those noise issues.

4. OTHER BUSINESS

No further topics were raised. No questions were asked.

5. PLANNING FOR NEXT SESSION

Jim Faught, Lura Consulting, asked committee members what topics they would like to discuss at upcoming meetings in 2011. Mr. Faught noted that an update about capital projects and noise management would be worthwhile standing items for all meetings. He also noted that TPA would update the TOR, address the quorum issue, and provide the BBTCA stakeholders list in time for the next meeting. The following is a summary of the discussion highlighting the main issues committee members would like to discuss at future meetings.

Discussion:

C – I am interested in discussing traffic congestion at the foot of Bathurst Street and Queens Quay. How will this affect local community centres, schools etc.? We are concerned about traffic and safety. What are the plans to address that? I'd like to see that at a future meeting.

C – Air quality is an important issue. A primer on air quality would be good to have at a future meeting. I'd like to know what pollutants are out there, and what's bad for my health.

C – I would like to see a progress report or updates on the pedestrian tunnel. It should be a standing item at all future committee meetings.

A – We will strive to do that, but a EA process for the proposed pedestrian tunnel must be completed first.

Q – Will the pedestrian tunnel screening report consider and take into account the Queens Quay Revitalization project, which is currently in the design phase?

A – Yes.

Q – Can we also discuss the addition of new carriers at BBTCA?

C – I would like to see a progress update on noise barrier walls and the run-up noise facilities at the next meeting.

C – I would like to discuss taxis parking and see a representative from the taxi industry at the next meeting.

C – I think it would be worthwhile to have a TTC representative talk about the integration of traffic with TTC routes and plans.

C – Noise management should be discussed at every meeting.

C – I think it would be a good idea to ask committee members for RSVPs a month ahead of each meeting and reschedule meetings if many can't attend.

A – We will try to set up all 2011 meeting dates now and get your commitment.

WRAP UP

Suzanna Birchwood, TPA, thanked all committee members for attending, and indicated that members should contact her with any questions or concerns. Ms. Birchwood also encouraged committee members to review the materials in their binders.

ADJOURN

Appendix A1-1

Airport Community Liaison Committee Inaugural Meeting Presentation

The Airport Community Liaison Committee

Inaugural Meeting
Toronto Port Authority, February 16, 2011
Harbourfront Community Centre
Medium Assembly Room

TPA Priorities 2011

- Manage airport growth as popularity rises
- Build pedestrian tunnel to the airport
- **Expand stakeholder/community relations**
- Generate increased port-based business, creating jobs
- Expand revenue-generation opportunities in all business lines
- Continue environmental stewardship

Why We're Here



The Toronto Port Authority is committed to working with *its neighbours and stakeholders.*

We have responded to the Jacobs Report and to your requests to engage you more directly.

We are here to listen, exchange views and reach workable solutions…together.

Purpose of this Committee

- The committee will provide **a forum** to communicate the perspectives, advice and concerns of a wide range of BBTCA stakeholders and nearby residents to airport management.
- It will enable airport management to communicate proposals, planning issues and other relevant information back to stakeholders and the broader community.

Background on the Committee

Recommended by Jacobs Consultancy

Draft Terms of Reference made available June 2010

Model is based on GTAA committee and best practices

Consultation on draft produced substantive changes

Committee Mandate

- Advisory body to airport management on:
- Airport operations and plans that may affect health, safety, community and economic conditions in the surrounding area
- Noise relating to aircraft and airport operations; and
- Environmental sustainability initiatives;

Committee Make-Up

- Resident association reps (3)
- Local resident appointed through City
- Airport commercial carriers
- Waterfront BIA
- Waterfront Toronto
- Tourism Toronto
- Key TPA staff
- Two councillors
- (ad hoc) subject matter experts

What TPA will commit to

Provide accurate, understandable information to committee members in a timely way



Ensure that appropriate staff with specific expertise attend to help the committee with information and technical needs.

Listen carefully to advice and perspectives

Initiate action to address committee recommendations.

Provide secretarial support for the committee.

What Is Expected from Members

Get input and feedback from the broader constituencies and committees they represent

Communicate committee discussions and information *back* to their communities and constituencies.

Attend committee and subcommittee meetings as required, and **brief** an alternate, as necessary

Review draft public information, as required

Review the committee minutes to ensure that proceedings have been accurately recorded.

Some Housekeeping

Meetings are quarterly

Appointment is for two years

Meetings are facilitated

Agenda will be issued at least 2 weeks ahead of time, minutes will be published within 2 weeks

Questions?

Communications Protocol – Who Says and Does What

The committee is charged with deciding the level of openness of the meeting (ToR 5.5)

Who gets to attend the meeting, and in what capacity?

Speaking to the media about issues relating to the committee – whose job is that?

The TPA will create a protocol based on the above-discussion for the next meeting.

TPA Recommended Protocol

A portion of the meeting should be open to the public, eg. 30 minutes from 8-8:30

- Public seating is on a first come, first seated basis
- Members of the public will have a 20 minute oral deputation period.
- All deputations MUST be received two weeks in advance, in writing, by the TPA.
- Deputations may not exceed 5 minutes in length AND must meet the criteria for participation in the meeting

TPA Recommended Protocol

- Media may attend the public portion of the meeting
- While the TPA considers this a working group, not a public meeting, there will be no limits on talking to the media *regarding the discussions at the meeting.*
- However, comments made to the media by members must be shared in a timely way with the TPA, which will forward them to other members.

Operating Procedures

- Terms of Reference 5.2
- Consensus based approach
- Minutes will reflect range of views if no consensus
- Advisory role

Questions?

Noise Management Programme

16 recommendations made

☑ All 16 being implemented

Key Recommendations

☑ This committee
Key step in keeping on top of residents' concerns

☑ Noise barriers
Acoustic designs complete, EA being conducted
Opportunities for input

☑ Implement improvements to noise reporting, including better reporting out
TPA new system in place. Committing to 5 day turnaround by summer 2011.

Proposed Noise Barriers

- 2 lengths of barriers proposed; north and east
- Several locations considered by Acoustic Engineers
- Criteria for effective noise mitigation without interference to aircraft landing systems
- Recommendation for structures in the order of 6 to 8m high

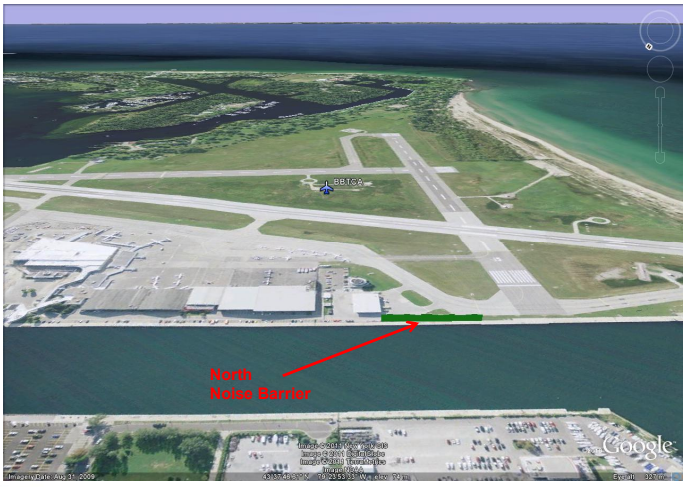
Proposed Noise Barriers

- Environmental Assessment required in accordance with Canada Port Authority Regulations
- Anticipated EA timelines:
  - Project Description - next week [February 23]
  - Draft Screening Report - week of March 14
  - Public Meeting - week of March 28

Proposed Noise Barriers



Proposed Noise Barriers



Noise Management Office

New team to manage complaints and ensure compliance

New system for customer interaction

Based on Pearson best practices

Other Recommendations

- Operating policy on use of reverse thrust in development
- Airport Directive on engine run ups expected Spring 2011
- Discussions with NavCanada and Transport Canada underway
- Tenant User Committee will educate pilots on 'Fly Quiet' compliance
- A 'noise primer' will be developed

Questions?

Appendix A1-2

NAV CANADA Presentation: Toronto City Control Zone

NAV CANADA

Toronto City Control Zone

February 16, 2011



NAV CANADA

NAV CANADA is the non-share capital corporation that owns and operates Canada's civil air navigation service (ANS).

- **AIR TRAFFIC CONTROL**
  - IFR Control Service
    - Area Control Service
    - Terminal Control service
  - Airport Control
    - Tower (Air) Control
    - Ground Control
- **FLIGHT INFORMATION**
- **WEATHER BRIEFINGS**
- **AERONAUTICAL INFORMATION SERVICES**
- **AIRPORT ADVISORY SERVICES**
- **ELECTRONIC NAVIGATION AIDS**



1

NAV CANADA

Our Mission

- **NAV CANADA facilitates the safe movement of aircraft,** efficiently **and** cost effectively**, through the provision of air navigation services on a** long-term, sustainable **basis.**

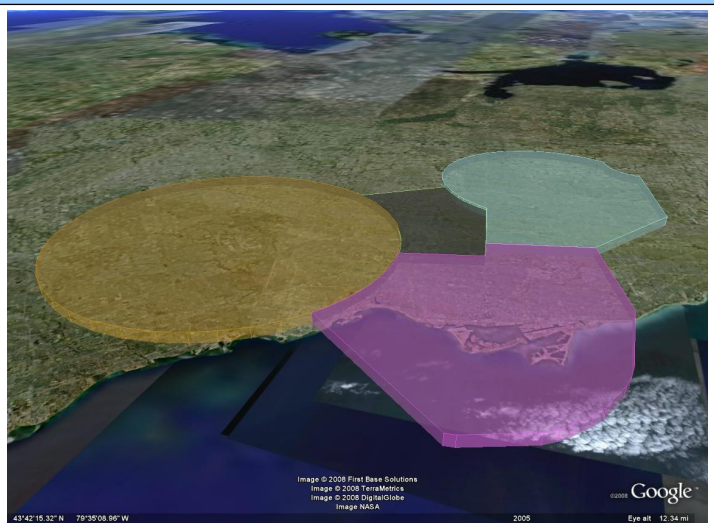
Our vision is to be the world's most respected ANS:

- **in the *eyes of the flying public* for our safety record;**
- **in the *eyes of our customers* for our fee levels, customer service, efficiency and modern technology; and**
- **in the *eyes of our employees* for establishing a motivating and satisfying workplace with competitive compensation and challenging career opportunities.**



2

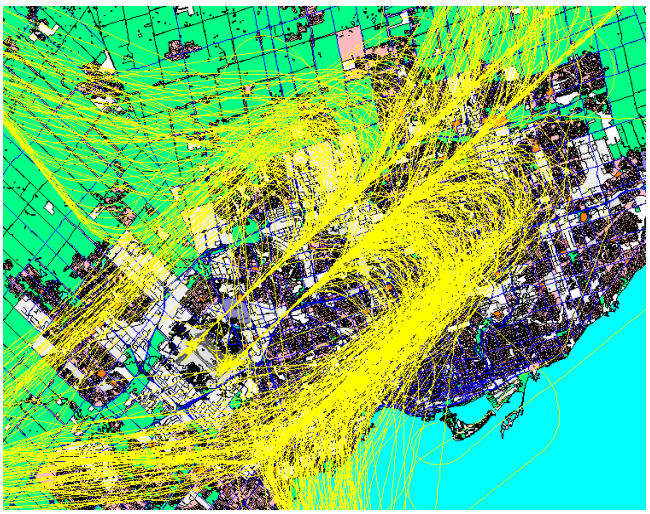
NAV CANADA GTA Control Zones





3

NAV CANADA GTA Control Zones

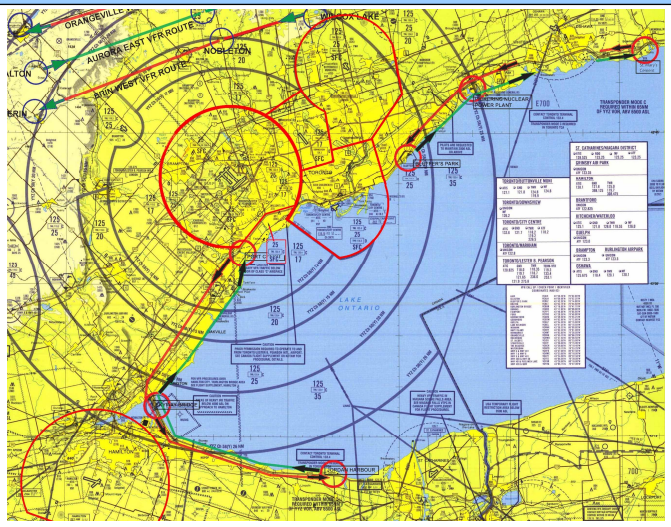


Arrival flight tracks – west wind Runways 23 & 24L/24R in use



4

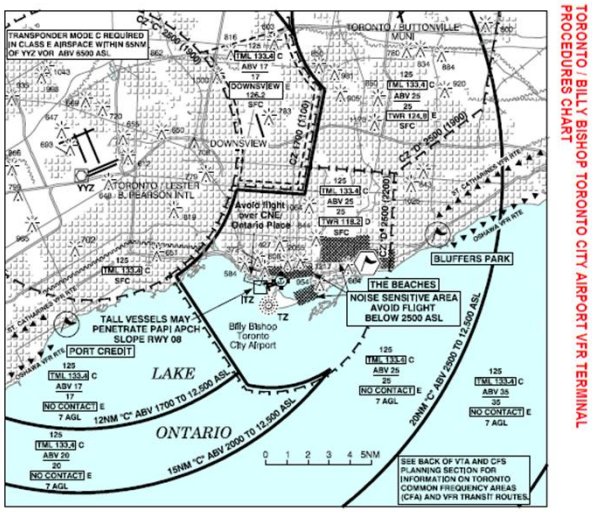
NAV CANADA GTA Control Zones





5

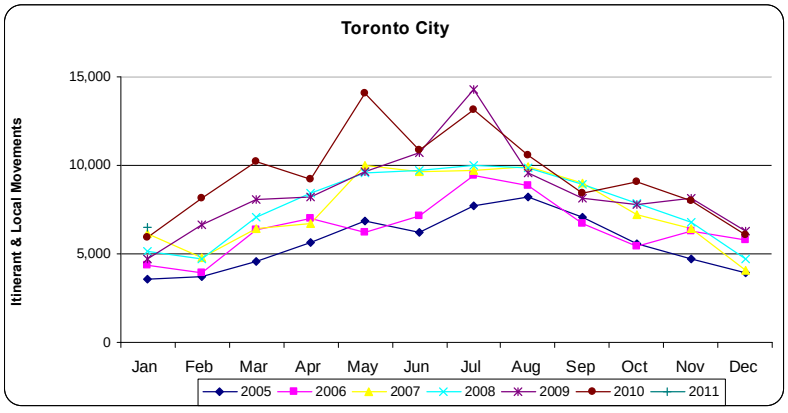
Toronto City Control Zone





6

Toronto City Control Zone



Note: overflights are not included in the above chart. In 2010 there were approximately 19,875 overflights through the CYTZ CZ.



7

NAV CANADA



8