

Item	Details
1.3	<i>Review and approval of April 15, 2009 meeting minutes</i> <p>R. Poersch moved and B. Green seconded approval of the minutes. I. Hawrylyshyn: Draft minutes for the April 15 meeting were posted one week prior to the CENAC meeting to facilitate reviews from members of the public.</p>
1.5	<i>Matters Arising from Previous Minutes</i>
1.5.1	October 2008: CENAC requested a presentation regarding the GTAA's Business Development Program. Scheduled for the CENAC meeting on November 18, 2009.
1.5.2	December 2008: G. Stewart recommended a training program for new CENAC members. "Airport 101" training was provided June 17 prior to the CENAC meeting.
1.5.3	February 2009: L. Perlman requested a review of the Terms of Reference. This item is pending.
1.5.4	February 2009: T. Rizutto-Willan recommended a working group be established to review the Terms of Reference after Robert's Rules training has occurred. This training will take place in September.
1.5.5	February 2009: T. Rizutto-Willan requested a copy of the NAV Canada airspace study presentation. The presentation was e-mailed to CENAC members on May 12, 2009.
1.5.6	February 2009: T. Lennox proposed that a working group be established to review the noise monitors at Toronto Pearson. The Noise Office will invite CENAC members when ready to proceed.
1.5.7	February 2009: T. Lennox requested that a working group liaise with the GTAA and consultant to redefine the web presence and means of communicating with the public. An e-mail was sent to CENAC members seeking three to four participants to form a working group and two members have volunteered. Lori Emmons-Norkum, Manager of Corporate Information Services, met with these members June 17 to provide an overview of the Web 2.0 technology.
1.5.8	April 2009: Craig Rock, Manager of Energy Management, was requested to discuss GTAA energy savings initiatives; scheduled for the September 9, 2009 CENAC meeting.
1.5.9	April 2009: Draft minutes on the GTAA website should be posted one week prior to each CENAC meeting, once committee members have had an opportunity to review. Minutes for the April 15 CENAC meeting were posted on GTAA.com on June 10, 2009.

Item	Details
1.5.10	April 2009: Councillor Carlson requested that a motion be passed by CENAC members for the newly designed 4' x 4' Aircraft Noise Warning signs. Motion was adopted by CENAC; the GTAA sent a letter of agreement to the City of Mississauga and signed an undertaking.
1.5.11	April 2009: Councillor John Sprovieri requested a comparison over the years of operations of the north-east runway over 2004–2008. GTAA gave summary to Councillor Sprovieri.
1.5.12	April 2009: If a noise complaint has been filed regarding a flight, can the name of the operator be released to the public? GTAA discussed with Transport Canada and Transport Canada's preference is that this information remain confidential.
1.5.13	April 2009: Request was made to defer the night flight presentation to the next CENAC meeting. The presentation will be made at today's meeting.
1.5.14	April 2009: Toby Lennox requested that today's meeting agenda items be prioritized. Agenda items were e-mailed to CENAC members on June 3, 2009 and members were asked to make their recommendations. The GTAA prepared the agenda accordingly. The Night Flight presentation and Items Brought Forward were added to the agenda; Rules of Order and the Land Use presentation will be presented at a future meeting. Airport 101 was presented June 17 before the CENAC meeting.
2.0	Regular Items
2.1	<i>Committee Information Update</i>
2.1.1	Construction at Pearson
	R. Poersch, M. Prentice and B. Green expressed concern regarding the noise impact on their respective neighborhoods during construction work at Pearson.
	L. Perlman: Construction at Toronto Pearson resulted in less aircraft noise in his neighborhood. He suggested that the GTAA e-mail notices of construction impacts to individuals who sign up for such updates.
	H. Bohan indicated that the airport is developing the necessary technology to inform the public of airport events, such as construction, weather, and runway operations.
2.1.2	Turkish Airlines begins operations at Toronto Pearson on Saturday, July 11, 2009
	H. Bohan: Turkish Airlines will operate three days a week on Mondays, Thursdays and Saturdays with an Airbus A340-300. The flight will operate nonstop from Istanbul, Turkey, arriving at 3:40 p.m. and departing at 11:50 p.m. the same day. TK's A340 will

Item	Details
	accommodate 271 seats in a split class configuration: 34 business class seats and 237 economy class seats. TK is a member of STAR Alliance and will be operating out of Terminal 1.
2.1.3	Update regarding Emirates' operation of the A380
	R. Poersch: Asked for an update regarding Emirates operating the A380.
	H. Bohan: Emirates has three weekly movements under the bilateral agreement. If the Canadian government were to open up daily flights for Emirates, they would also have to open up daily flights for Etihad and Gulf Air.
3.0	Discussion Items
3.1	<i>Night Flight Restriction Program</i>
	Wil MacMillan gave a presentation about the Night Flight Restriction Program.
	L. Perlman: What is the night flight budget increase based on?
	W. MacMillan: In the 1996 letter of agreement between the GTAA and Transport Canada, the night flight budget increase was set based on the percentage of increase in passenger growth. If passenger growth increases by x%, the night flight budget increases by x%. If passenger growth decreases, the night flight budget remains the same. The GTAA determines how to allocate the night flight budget to passenger, cargo, or other types of flights.
	In response to other questions, Wil stated: An airline requires permission from the duty manager to operate during the restricted hours. Airlines are not charged a fee for operating during the restricted hours. Fines are only subjected if an airline is in violation. If residents are not satisfied with how the night flight budget is set, they can consult Transport Canada.
	M. Prentice: The formula that is used to determine the night flight budget has been a point of discussion at numerous CENAC meetings and was a huge sticking point when the GTAA began operation of Toronto Pearson.
	L. Perlman: If an airline arrives late on a regular basis, how does the GTAA handle it?
	W. MacMillan: Under this circumstance, the airline must apply for an exemption.
	H. Bohan: An airline can lose their slot if they're not applying their slot properly. The GTAA is developing incentives for air carriers to arrive on time.
	T. Rizzuto-Willan: Would charters be dissuaded from consistently applying for exemptions to fly in at night if they were charged a fee for doing so?

Item	Details
	<p>H. Bohan: Charging a fee is a possibility. However, airline costs are driven by several factors. Airline decisions are dependent on their own costs, such as fuel. For example, airlines are slowing down to save fuel. Giving airlines incentives to shift from unplanned to planned nighttime activity may have better results than charging a fee.</p>
3.1.2	Discussion on Hushkitted Aircraft During the Restricted Hours
	<p>B. Green: When will airlines be asked to cease operation of hushkitted 727s during the restricted hours?</p>
	<p>H. Bohan: Hushkitted 727s meet Chapter 3 requirements and are allowed to operate out of Toronto Pearson. However, the GTAA continues to encourage FedEx and other airlines using hushkitted aircraft to modernize their fleet operations here.</p>
	<p>M. Prentice: Further to discussions several years ago, my understanding was that the GTAA Board of Directors would be removing approval for hushkitted 727s to operate during the restricted hours.</p>
	<p>M. Prentice motioned "that the GTAA [through the CENAC Chair] present a letter to the GTAA Board of Directors indicating that CENAC is dissatisfied that FedEx continues to use hushkitted Chapter 3 aircraft at Toronto Pearson during the restricted hours, and further moves that the GTAA remove hushkitted Chapter 3 aircraft from its list of approved aircraft to operate during the restricted hours at Toronto Pearson."</p>
	<p>Brad Green: Seconded the motion.</p>
	<p>CENAC members approved the motion.</p>
	<p>R. Poersch: Under the 1997 operating agreement, airlines are required to operate Chapter 3 aircraft during the restricted hours. A hushkitted 727 is considered Chapter 3 compliant; however, it is not a Chapter 3 aircraft. In order to better conform to this 1997 operating agreement, airlines should be encouraged to operate Chapter 3 aircraft.</p>
	<p>H. Bohan: We'll ensure this motion goes before the GTAA Board of Directors and we will communicate this motion to FedEx.</p>
3.2	<i>Items Brought Forward</i>
	<p>M. Prentice: Motioned receipt of L. Perlman's discussion items. T. Rizzuto-Willan: Seconded receipt of L. Perlman's discussion items.</p>
3.2.1	CENAC Terms of Reference
	<p>L. Perlman: I think some parts of the terms of reference need some revision. Once CENAC members review my suggested revisions, perhaps we can form a</p>

Item	Details
	subcommittee to discuss the changes.
3.2.2	Blog discussions regarding Night Flights at Pearson
	L. Perlman: There's a certain level of anonymity on an internet blog and some of the information is relevant to the members of this committee.
3.2.3	Good Neighbour Policy
	L. Perlman: Airports like Buttonville have been using this policy. It would be very useful for the GTAA to adopt such a policy.
4.0	Correspondence Items
4.1	<i>CENAC Committee E-mails</i>
	Members were given a list of emails received on the GTAA's committee email address. Councillor Ford received an e-mail from Greg Russell who had concerns regarding noise issues, and the role of the GTAA's CENAC. The GTAA responded to Councillor Ford and forwarded a copy of this response to all CENAC members.
4.2	<i>GTAA Media Releases Since the Last CENAC Meeting</i>
	The following media releases have been published since the last CENAC meeting. <ul style="list-style-type: none">▪ GTAA Reports 2009 First Quarter Results▪ GTAA Completes Successful Issue of 10-Year Medium Term Notes▪ A Big Day for Toronto Pearson: A380 Inaugural Flight▪ Runway Run event held on June 13 raised \$140,000 for Credit Valley Hospital
5.0	Update from Committee Members
5.1	<i>City of Mississauga Councillor CENAC Representative</i>
	L. Perlman: The City of Mississauga Councillor has been absent for several meetings. I. Hawrylyshyn: A response from Councillor McFadden is pending.
5.2	<i>GTAA Construction</i>
	B. Green: Does the GTAA have much construction planned for the summer? H. Bohan: Not very much construction is planned during the summer of 2009.

Item	Details
5.3	<i>GTAA Annual Report</i>
	M. Prentice: The GTAA Annual Report is very well-written.
6.0	Public Comments
	Note: This agenda item was brought forward to 5 p.m., as standard protocol for residents attending.
6.1	<i>Richard Boehnke's Comments</i>
6.1.1	Hushkitted 727 Aircraft
	R. Boehnke: If using hushkitted 727 aircraft—which meet Chapter 3 requirements—is a product of difficult economic times, will airlines be asked to use [manufactured] Chapter 3 aircraft once the economy improves? Who decides when the economy's improved sufficiently? Making a decision based on a soft or robust economy is completely immaterial to this discussion. Who determines that economic state?
	G. Stewart: The use of hushkitted Chapter 3 aircraft was negotiated internationally. In addition, FedEx operates within applicable GTAA rules and regulations. Operators continue to use compliant 727s due to economic viability; in order to run a successful business, a company must consider its bottom line, otherwise they risk going out of business.
	H. Bohan: The GTAA is offering FedEx a discount if they upgrade their aircraft. We'll reduce landing fees to give FedEx an incentive to operate Chapter 3 aircraft.
6.1.2	Night Flights
	R. Boehnke: Is it possible to reduce the night flight budget, perhaps through discussion with the government?
	M. Prentice: The public and representatives of the public—including the City of Mississauga Council—spoke vehemently against night flight budget increases when the GTAA took over operation of Toronto Pearson on behalf of Transport Canada. We proposed that the night flight budget be based on a sliding scale rather than an upwards scale. In other words, we asked that when the passenger numbers decrease that the night flight budget decrease correspondingly. Transport Canada said they would not implement a sliding scale for night flight operations because it was an economic issue for the GTAA. The bottom line is that everyone tried to fight it. If you think it's appropriate to continue to fight this issue, then this committee can make a decision as to whether it's worth taking it on.

Item	Details
	<p>T. Rizzuto-Willan: The issue was readdressed after September 11, when there was a significant decrease in traffic volumes. We tried to pursue the night flight budget sliding scale again, but we were told the economic resource would be a huge stumbling factor. We have continually asked Transport Canada to implement a sliding scale for the night flight budget.</p> <p>L. Perlman: Motioned that "If there is a decrease in economic activity, there should be a sliding scale with a corresponding drop in the night flight budget."</p> <p>R. Poersch Seconded and further noted that so many residents over southwest Brampton complain that the night flight program interrupts their sleep. The Canadian Hearing Society published a document in relation to Dorval (Montreal) Airport about how night flights affect health and add to stress and health problems. With this study, I believe we have additional grounds to ask that the night flight program be re-examined and to decrease the frequency of night flight operations at this airport. I'd like to amend the original motion to ask Transport Canada to conduct a study that determines the health effects of night flight operations on residents.</p> <p>R. Poersch then amended the motion to "Request that GTAA review the health study that was completed to see what impact noise has on health."</p> <p>M. Prentice tabled a motion to the next meeting to allow time for the GTAA to review the Health Study, requesting that GTAA staff bring the information of the study to the September CENAC meeting, then the committee would determine whether the study reviewed the health effects of night flight operations. Based on that information, CENAC members will decide how to proceed with this motion.</p> <p>R. Boehnke: I think it would be very useful and it is applicable that we do a local study and see whether night flights are causing something more than irritation. I thank you for your attention in this matter.</p>
6.2	<i>Mark Hlibchuk's Comments</i>
6.2.1	Restricted Hours
	<p>M. Hlibchuk: What time do the restricted hours begin? There's conflicting information. W. MacMillan: Preferential runway operations start at midnight. Night flight budget operations start at 12:30.</p>
6.2.2	Use of Runway 33
	<p>M. Hlibchuk: Are you using Runway 33 more than in previous years? There's a lot of rollback noise and several years ago I didn't notice that. W. MacMillan: The use of runways is wind driven.</p>

Item	Details
	<p>H. Bohan: Staff will review the statistics and get back to you.</p>
6.2.3	<p>FedEx Aircraft</p> <p>M. Hlibchuk: I believe FedEx was originally going to use the A310 or 320 and later on they chose to use the hushkitted 727.</p> <p>H. Bohan: I'm not aware of that.</p> <p>T. Rizzuto-Willan: No, I don't recall that.</p> <p>M. Prentice: The original agreement that was brought to this committee is exactly as it stands. It's exactly the same aircraft.</p>
6.2.4	<p>Noise Complaint Statistics</p> <p>M. Hlibchuk: People that complain about airport noise eventually stop complaining. The noise complaint statistics would be much higher if you took that into account.</p> <p>M. Prentice: The people in my ward continue to complain. I have people that call me to complain on a daily basis.</p> <p>L. Perlman: Many people in my community say they gave up complaining a long time ago, including myself. I used to complain a lot. If you call enough times and are told the flight is within parameters, you feel there's no point calling again.</p> <p>B. Green: Complaints sometimes prompt an investigation by Transport Canada and there is potential for an airline being levied a fine.</p>
6.2.5	<p>Noise Committee Structure</p> <p>M. Hlibchuk: Many people from the industry are on the CENAC. I believe some of the councillors and residents are a bit too friendly representing the GTAA's position and they should represent the resident issues more forcefully.</p> <p>M. Prentice: I've been here since the CENAC meetings started. I don't think there's anyone that's been tougher on the GTAA than I have been. I have a resident from the Rockwood area who has commented that I really represent the residents that have problems with the airport, and I am extremely demanding. I suggest you attend more than three meetings before you make your judgment.</p> <p>T. Rizzuto-Willan: I've been here almost eight years. I do whatever I can, on my own free time, to effect change and to help my neighbours have a voice. I hope I'm doing that to the best of my ability.</p> <p>M. Hlibchuk: I thank the people who do represent the residents. Ultimately the GTAA doesn't have to listen to the committee; that's also a problem. CENAC members make recommendations and the GTAA can totally ignore the recommendations.</p> <p>L. Perlman: I raised that issue as one of the 20 motions that I put forward last year.</p> <p>M. Hlibchuk: I have to thank Larry for putting forward those motions. I noticed that none of you supported those motions.</p> <p>T. Rizzuto-Willan: If we had responsibilities beyond the advisory level, I wouldn't be</p>

Item	Details
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here due to the liability to myself and my family.

M. Hlibchuk: Beyond economic issues, there are also health issues. You concentrate too much on economic issues.

R. Poersch: At the GTAA annual general meeting, Larry and I raised our concerns to the GTAA CEO and Board of Directors regarding night flight restrictions. The GTAA is taking our concerns under consideration.

L. Perlman: And if not the GTAA, Transport Canada.

M. Prentice: Can the GTAA please send Mr. Hlibchuk a list of the CENAC accomplishments since it was formed? Our accomplishments as an advisory board have been extensive. We're not advisory because we want to be advisory. That's the way the land lease was set up.

7.0 Adjournment

For additional information, please contact Kim Stefanazzi at (416) 776-3941.

Copies: All invitees listed in Attendees and Regrets sections above.