

**Communication: C3  
Committee of the Whole (2)  
March 8, 2023  
Staff Communication SC2.**

**From:** [Clerks@vaughan.ca](mailto:Clerks@vaughan.ca)  
**To:** [Jacquelyn Gillis](mailto:Jacquelyn.Gillis)  
**Subject:** FW: [External] SC2 - GTAA Public Noise Forum and Airspace Changes at Toronto Pearson Intl.  
**Date:** Monday, March 6, 2023 12:21:10 PM

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**From:** IRENE FORD <[REDACTED]>  
**Sent:** Monday, March 06, 2023 11:08 AM  
**To:** Clerks@vaughan.ca  
**Cc:** Council@vaughan.ca; Toronto Pearson Community Engagement <community.engagement@gtaa.com>; Navcanada Service <service@navcanada.ca>; Paul Bottomley <paul.bottomley@york.ca>  
**Subject:** [External] SC2 - GTAA Public Noise Forum and Airspace Changes at Toronto Pearson Intl.

Vaughan Council,

It is unfortunate that the staff communication completely and totally missed the mark on the residents request. Worse it is not transparent in the least that staff communications do not have their own agenda item. It completely masks the fact that there is an item on the agenda entitled. Staff Communications I have found hidden include the following and there are more I'm sure that are not readily coming to mind.

Climate Emergency Declaration  
GTA West Corridor/Highway 413

With regard to the communication at hand, the residents request asks for:  
"At the Committee of the Whole (2) meeting on Sept. 20, 2022, Council received a deputation from a Vaughan resident requesting support in moving the flight path to a non-residential area in Vaughan."

Flight paths include arrivals and departures. All of the public consultations completed recently and referred to in the staff report are in relation to the changes to the arrival path, specifically the ones Vaughan staff and Council were involved with.

The changes that Pearson have made to mitigate noise have actually adversely impacted Vaughan. It is difficult to compare the data as a result of changes in traffic levels over the pandemic as well as recently construction on Pearson's main runway.

What has happened at Pearson, which they have acknowledged is that when the arrivals are coming from the west under the new Arrival Route they use Departure Runway 06, further to the north, closer to Vaughan, with greater frequency, this is an operational preference, not wind dictated. Nor an outcome that was every communicated or consulted upon during the public consultation on changes to the arrival path route. Pearson's noise management office has acknowledge this and indicated this increased use of the departure runway to the north is dictated by NavCan since the implementation of the new Arrivals flight path Nov 2022.

Departures are more impactful from a noise perspective.

The staff communication does not discuss departures, which are what is most impactful to residents. Especially because planes depart Pearson heading east then due to u-turns south or north over Vaughan, few appear to continue east. The u-turn creates more noise that hangs (last longer) and rumbles in the air (roll back noise). I have asked the GTAA Noise Management Office and NavCan when the departure flight path was approved that allowed u-turns over my house sometimes as frequently as 1/m for hours on end. I am yet to receive a response and have been waiting for months.

Respectfully, staff have failed to understand the issues of why residents are complaining, why we are seeing increased traffic volumes and understand the difference in impacts of departures vs. arrivals.

While I am thankful for the availability of so much data by the GTAA, I am frustrated by its presentation, which I often find misleading, painting a picture that is less impactful than the reality for residents. I am frustrated by the absence of response from NavCan on the flight path and that no one is yet to provide me any documented flight path that approves non-stop planes doing u-turns over and in the vicinity of my house, my children's school. I am frustrated that Pearson allows themselves to be perceived as having reduced nighttime hours, yet still flies planes over my house just as much as their 'preferred routes'. The reality is they do fly over homes at night during restricted hours but they say they are 90% compliant b/c they are following their new procedures - this is misleading. I am frustrated that there are no noise monitors surrounding Highway 7 & Weston Rd, the vicinity thereabouts where planes reach the permitted altitude to start turning. This area is affected by planes turning south or north and Pearson continues to not acknowledge cumulative noise impacts in this area.

Vaughan Council needs to care about this b/c you are planning intensive development (VMC, Weston & 7) that will conflict and make it more difficult for Pearson to operate because you are putting residential along their departure flight path or land use decision will force increased flights over low rise existing residential. NavCan nor the GTAA has any authority to stop your land use decisions they are only commenting agencies, Vaughan is the ultimate approval authority.

Thank you,  
Irene Ford