

C9
COMMUNICATION
COUNCIL – March 21, 2023
CW (2) - Report No. 14, Item 17.1 SC2

From: Clerks@vaughan.ca
To: [Adelina Bellisario](mailto:Adelina.Bellisario)
Subject: FW: [External] New flight path footprint: Vaughan is now the new arrival and departure for Toronto International Airport
Date: March-17-23 10:27:55 AM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[18-10-22 Health Canada EN.pdf](#)
[2017-09 GTAA Letter to Health Canada - Update to Aircraft Noise in the Vicinity of Airports Study.pdf](#)
[201709 Health Canada Letter Response to GTAA Request to Update Aircraft Noise in the Vicinity of Ai.pdf](#)
[GTAA Noise Pollution 2.pptx](#)
[2018 GTAA Follow up letter to Health Canada.pdf](#)
[Fwd \[External\] Fwd GTAA NAVCAN flight path in Woodbridge Vaughan.eml](#)

From: angela [REDACTED]
Sent: Friday, March 17, 2023 2:35 AM
To: Todd Coles <Todd.Coles@vaughan.ca>; Clerks@vaughan.ca
Subject: [External] New flight path footprint: Vaughan is now the new arrival and departure for Toronto International Airport

Hi Todd,

As per our discussion this is the material that I want added for the meeting on March 21st. The links above are from Rose Sauvage and she has asked to put it in with they could be added on as it relates to the issues below.

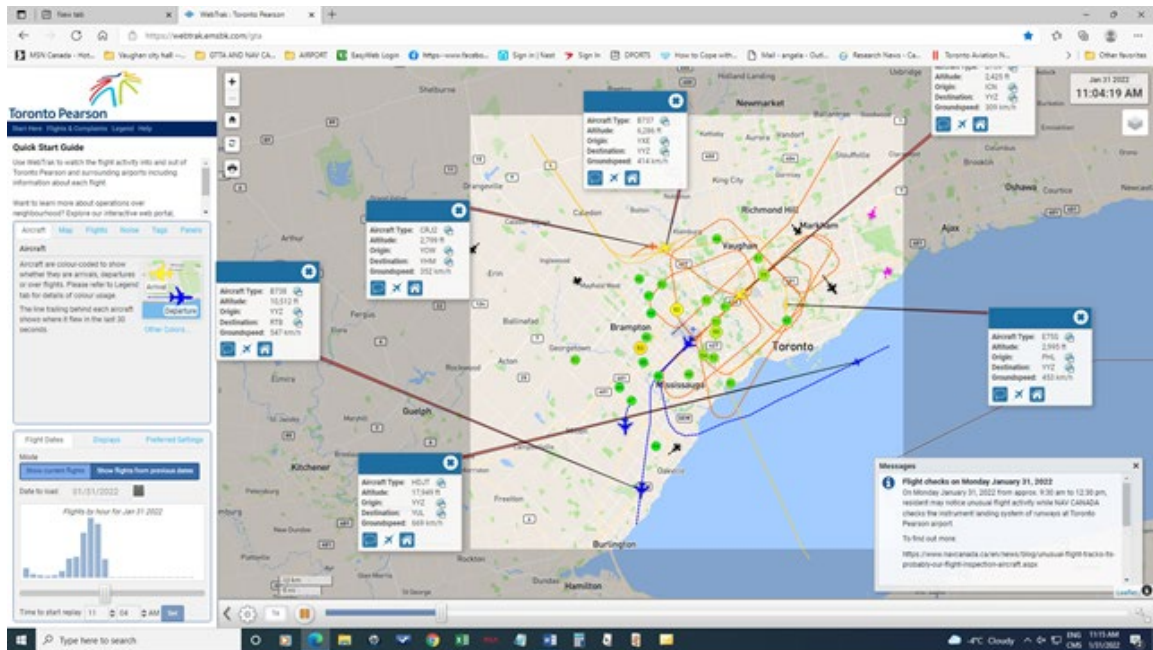
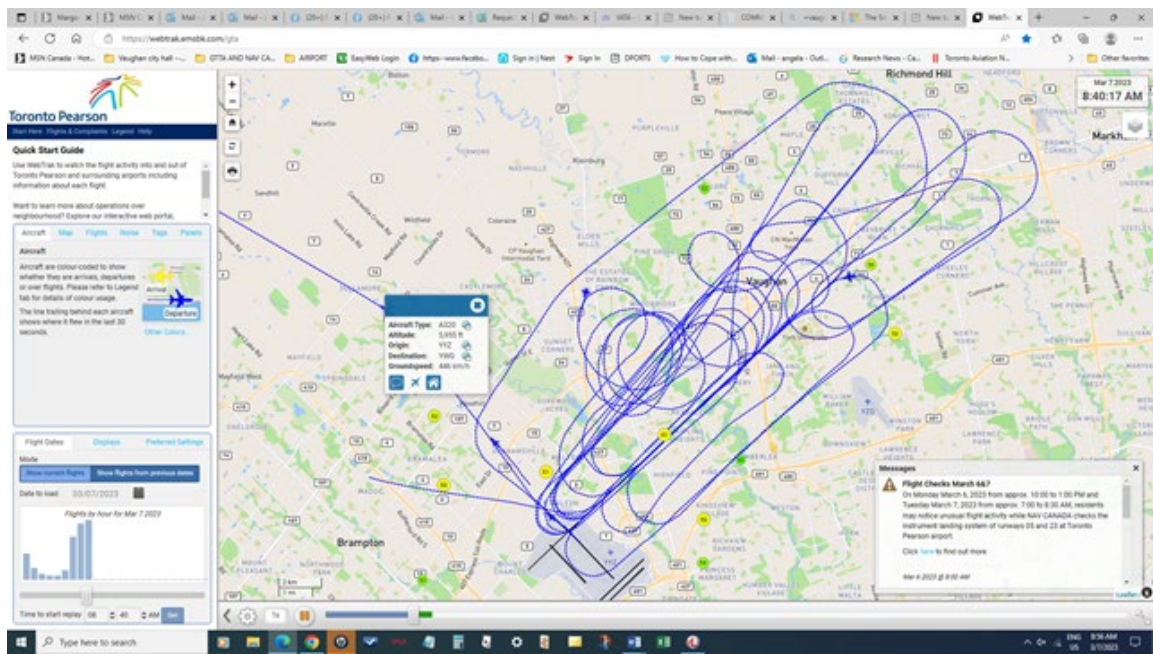
Please see attached files above for further information.

Deputation was submitted on Sept. 20, 2022 regarding the movement of flight paths footprint (arrival and departures) from Toronto, Mississauga, and Brampton to Woodbridge/Maple, Vaughan). Primary reason for this re-alignment was to mitigate noise level in their cities. Deputation was submitted on Sept. 20, 2022. Response to deputation for meeting on March 8, 2022 only covers one portion: VMC airspace.

Again, Item today only covers one portion of deputation submitted on Sept 20, 2022. This meeting concerns the VMC airspace. Woodbridge/Maple residents were not part of or included in any of the discussions regarding the issue of the arc or the relocation of the arc until it was implemented. Discussion was between City Planners and Nav Can/GTAA. This item was submitted as our deputation on Sept. 20, 2022, disputing the new flight paths footprint from Toronto, Brampton and Mississauga to Vaughan (Woodbridge and Maple). Residents should have been part of the decision-making process. Again, strongest concerns were the lack of communication and involvement/input from the affected communities. Why did it take so long to address this issue?

Background

- Planes in Vaughan started to appear in 2018. Flight path footprint for arrival and departures moved from West/ East (401) corridor to N/E (Vaughan). Night flights from 12:00 to 5:30 were also moved to Vaughan
- Nav Can and GTAA have been working on their Official Plan 2010 -2018 with cities of Toronto, Brampton, and Mississauga to mitigate noise level in their cities. Meetings were held without representation from Vaughan. These cities also had strong representation on the Board of GTAA.
- Table talk meetings and board meeting held; however Vaughan was excluded from this process. Communication was very limited. Nav Can and GTAA meeting with Vaughan started in 2020-1. Plans to move flight paths were already being implemented (including NRP, via CDO). RNP changed aircraft and altitude requirements which allowed aircrafts to fly at very low altitudes while making sharp turns. Only 40% have RNP software. Large planes with or without RNP software (737 -789 series etc., airbuses 320) are now flying low over Maple/Woodbridge. (Arrivals and Departures).



Flight path was moved 5 kilometers to NE Vaughan. New arrival and departure planes are now in Woodbridge and Maple airspace. Residents in Woodbridge and Maple were not part or included in the decision-making process.

Residents have issues/concerns with the Communication Letter from Michelle DeDuono, Supervisor, Public Affairs & Government Relations (Dated March 8th 2023). Decision was made without input or acknowledgement from residents in Woodbridge/Maple “regarding the flight path within the city, especially VMC.

Nov. 23 2021 city planners received call from Nav Can

Nav Can approached Director of City Planning regarding the flight path within the city, especially VMC. They expressed consideration of a route with less impact on VMC airspace. The first arch proposed by Nav Can was rejected as it would interfere with buildings as they were going to be higher than the planned building heights. The city asks Nav Can to reconsider route that would have less impact on VMC airspace

On Nov. 23, 2021, Christina Bruce, Director, Policy Planning and Special Programs, responded to NAV CANADA, outlining the City’s interest regarding the impact of the flight path (attached). The response included information regarding residential developments in the VMC,

particularly in the impacted quadrants, which feature considerably higher than planned building heights. The city's response asked NAV CANADA to consider a route that would have less impact on VMC airspace, specifically the proposed expansion area and recommended the flight arc be moved 1-2 km east.

NAV CANADA determined the arc segment could be relocated approximately 600 m further east, as shown in the figure below. The adjustment places the RNP approach flight path further away from the VMC development area and closer to the CN MacMillan train yard. NAV CANADA reported this change would further reduce the affected Vaughan population overflowed by approximately 4,600 people and 1,300 homes. Slashed line represents the previous proposal; solid line indicates the revised proposal. 4. Analysis Staff from Public Affairs and Government Relations participated in the Greater Toronto Airport Authority (GTAA) Public Noise Forum on Sept. 28, 2022, regarding the implementation of a new aviation. Please see revised proposal in Michell DeBuono report Dated March 8, 2023

- We need to have a better map so that we can really see what areas, homes are going to be affected.
- Will these residents be compensated for noise level, pollution, health/wellness issues? We never had a flight path over Maple/Woodbridge. Residents were not consulted. Decision was made by City planning Dept. and Nav Can/GTAA.
- Large planes are flying very low and loud around our neighbourhood. What method or metrics were used to pick these residential areas instead of non-residential areas?

why were the resident not consulted or part of the conversation as this issue was in the deputation that was submitted on September 20, 2022. We were waiting to hear some form of resolution, consultation, and/or mediation to problem, instead city planning dept. and Nav Can/ GTAA decided that they would move arc without any regards to how this would affect residents. Home owner rights were violated.



Slashed line represents the previous proposal; solid line indicates the revised proposal.

- How can they agree to this and move arc to another area, especially in another residential without their input or knowledge or health/environmental studies done.
- Arc was also moved closer to CN rail on Rutherford road, which is the largest classification and humping yard in Canada. The noise level there is very high.
- VMC interest were protected from noise, pollution, safety and health/wellness. Noise was pushed on to other residents without notification. What areas and/or residents are affected by this? How are the flights going to becoming in or through? What flight path and aircraft will be used. RNP, CDO are all a concern to us.
- Were there Vaughan Representation at Meeting on December 6 at 1:00pm and if so, was there a report done. Public meeting was held on December 6 at 6:00pm. How many times did a Vaughan Rep attend these meetings? This was not communicated at the meeting.

The residents of Maple and Woodbridge have expressed concern with:

- The Fundamental issue/question is, why do we have a flight path over Maple/Woodbridge. Who made the decisions to move the flight path 5k north? There was never a flight path in Maple, Woodbridge. Why are we not getting answers. Deputation was done and we still don't have any answers. I was dismissed, disrespected twice at meetings and told that

planes have nothing to do with the condo being built or deny that this is happening. This was also brought up in Oct. 2021 deputation and was dismissed at council meeting. Tax payers have a right to air their issues and be treated with respect. We want to be consulted and be part of conversation, decision making process and come to an agreement or solution that will be accepted by all parties.

- Was runway re-habilitation, also done to accommodate larger planes? GTAA presented report that Maple's noise level had the highest increase impact, 44% during the rehab.
- Resident's involvement; Residents rights as home owners; rights to their air space are being denied
- Safety and Health/Wellness issues. Where is the report? We have asked GTAA and they have not pursued the government for an answer. (See attachments)
- We understand that the flight path may need to fly over some parts of Vaughan but they should not be over residential areas, especially because the aircrafts that are flying over are very large, very low and very loud. Residents find this very disruptive and it is affecting their health/wellness. (See links above). Residents are concerned about the emissions and noise level as there will be more planes flying over our homes (every 5 minutes) . The decision has opened up the gateway for all different sorts of different types of aircraft to fly over our residents. New flight path now involves the responsibility of Municipality, Ontario, and Federal government over airspace and aircraft (due to altitude planes are flying). Gateway has been opened for private pleasure planes, private jets, helicopters. This depends on how low the planes fly. We are seeing planes in this category flying below 2000-1500 level which brings in the other level of government in the conversation.



October 18, 2022

Tim Singer
Director General,
Environmental and Radiation Health Sciences
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**Greater Toronto
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Dear Mr. Singer:

My name is Robyn Connelly and I'm the Director of Sustainability and Social Impact for the Greater Toronto Airports Authority (GTAA). In my role, I co-chair the Noise Management Forums - a series of working groups facilitating effective collaboration between Toronto Pearson and the community on noise management issues. Stakeholders include elected officials, community leaders and members of the public. It is in this capacity that I am writing to you.

I wrote to Health Canada on [September 21 2017](#) requesting that the agency, in its capacity of providing advice to the public and regulatory authorities such as Transport Canada, update the 2010 study: *Aircraft Noise in the Vicinity of Airports*. In your [October 13, 2017 response](#) you indicated that "while there are no immediate plans to update the 2010 publication, Health Canada scientists will continue to monitor the scientific literature on noise and health, and contribute to the development of relevant international standards, such as those produced by the American National Standard Institute." I responded to your letter on [September 28, 2018](#) with a request for discussion on relevant scientific research supported by Health Canada.

I am now writing to you again on this matter as it continues to be of concern for communities surrounding Toronto Pearson.

Although there have been health studies conducted in other areas of the world, residents affected by Toronto Pearson operations continue to call for updated, Canadian research.

The need for updated Canadian guidelines regarding the health impacts of aircraft noise was also reflected in the 2019 Transportation Committee's report to the Transport Minister [Assessing the Impact of Aircraft Noise in the Vicinity of Major Canadian Airports](#) recommendations 9 and 12a.



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Recommendation 9 – World Health Organization Standards

That Transport Canada assess how noise exposure forecasts are conducted and consider implementing and complying with the World Health Organization standard on noise around large Canadian airports.

Recommendation 12 — Cooperation with Municipal, Provincial and Territorial Health Authorities

That the Government of Canada work in cooperation with municipal, provincial and territorial health authorities to:

- a. support research to better understand the impact of aircraft noise-related annoyance on human health, including location-specific epidemiological studies as well as examining mitigation measures for individuals who are sensitive to noise disturbances;

The [Minister's response](#) to these recommendations included the following statement:

Transport Canada and Health Canada are considering the path forward on updating government guidance. This could include different levels of government.

The human health impacts of aircraft noise are a growing concern of community members affected by Toronto Pearson operations. For major Canadian airports such as Toronto Pearson to meet the growing demand for travel and cargo, while protecting the health and well-being of local community members, we need to rely on studies and recommendations specific to the Canadian environment.

I therefore once again call upon Health Canada to update its 2010 study and provide guidelines to airports so Canadian citizens and airports can understand and work together to address and mitigate any potential existing or future human health effects related to aircraft noise.

Thank you,

Robyn Connelly
Director, Sustainability and Social Impact

Cc: The Honourable Omar Alghabra, Minister of Transport
Karen Mazurkewich, GTAA Vice President Stakeholder Relations and Communications
Lorrie McKee, GTAA Director Public Affairs and Stakeholder Relations
Members of the Toronto Pearson Neighbourhood Table
Members of the Toronto Pearson Noise Accountability Board



The Honourable Ginette Petitpas Taylor
Minister of Health
Health Canada
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September 21, 2017

Dear Minister Petitpas Taylor:

On behalf of the Community Environment Noise Advisory Committee (CENAC) of the Greater Toronto Airports Authority (GTAA), we are writing to request that Health Canada, in its capacity of providing advice to public and regulatory authorities such as Transport Canada, update the 2010 study: ***Aircraft Noise in the Vicinity of Airports*** (http://www.hc-sc.gc.ca/hl-vs/alt_formats/pdf/iyh-vsv/environ/noise-bruit-eng.pdf).

CENAC is a forum for discussion between the community and the GTAA on matters related to aircraft noise and the environmentally responsible operation of Toronto Pearson International Airport. CENAC is committed to driving the GTAA and its industry partners to adopt technologies and procedures that have the potential to safely reduce environmental impacts, including noise, on the surrounding communities.

Toronto Pearson has the opportunity to become North America's next top tier international airport. By 2037, it is expecting to handle up to 85 million passengers and approximately 630,000 aircraft movements. The collective activity at Toronto Pearson currently supports 332,000 jobs within the Province of Ontario and accounts for 6.3 per cent of the provincial GDP. With this expected growth, Toronto Pearson is poised to support more than 700,000 jobs and account for 8.5 per cent of Ontario's GDP.

We understand this growth is not just important for the GTA and Ontario, but for the country as a whole. However, this growth also comes with challenging impacts, including aircraft noise. As CENAC, it is our responsibility to urge the industry and its partners to assess and understand what these impacts are when making operational decisions at Toronto Pearson.

Understanding the potential human health impacts of aircraft noise is a rapidly growing area of research worldwide. Below are some examples of recent reports:

- ***Burden of Disease from Environment Noise*** published by the World Health Organization http://www.euro.who.int/data/assets/pdf_file/0008/136466/e94888.pdf
- ***Aircraft Noise and Health Effects*** published by the UK's Civil Aviation Authority (2016) <https://publicapps.caa.co.uk/docs/33/CAP%201278%20MAR16.pdf>.



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In its 2010 report, Health Canada determined that *"There is insufficient evidence to conclude that aircraft noise causes heart disease. However, some studies suggest that people who live for many years in areas with intense traffic noise, may face a slight increase in the risk of developing heart disease. Health Canada will continue to assess future research on the potential health risks of aircraft noise."*

We, therefore, request that Health Canada deliver on its commitment to update its 2010 report, assess the new research, and contribute its own study on the human health impacts of aircraft noise.

We thank you in advance for your commitment outlined in 2010.

Regards,

A handwritten signature in black ink, reading "R Connelly", is positioned below the "Regards," text.

Robyn Connelly
Chair, Community Environment and Noise Advisory Committee
The Greater Toronto Airports Authority

Sent on behalf of the Community Environment Noise Advisory Committee (CENAC) of the Greater Toronto Airports Authority (GTAA)

Councillor Vincent Crisanti – City of Toronto, Ward 1
Johan Van t'Hof – Toronto Resident Representative
Laurie Mace – Toronto Resident Representative
Councillor Pat Fortini – City of Brampton, Wards 7 & 8
Brad Green - Brampton Resident Representative
Charles Gonsalves – Brampton Resident Representative
Councillor Chris Fonseca – City of Mississauga, Ward 3
Tina Rizuto-Willan - Mississauga Resident Representative
David Bishop – Mississauga Resident Representative
Craig Van Spall – Mississauga Resident Representative
Regional and Town Councillor Jeff Knoll – Region of Halton, Ward 5
Colleen Goodchild – Region of Durham

cc: Minister Marc Garneau, Minister of Transport



Health
Canada

Santé
Canada

Healthy Environments and
Consumer Safety Branch

Direction générale,
Santé environnementale et sécurité des consommateurs

OCT 13 2017

Your file Votre référence

Our File Notre référence

Robyn Connelly
Chair, Community Environment and
Noise Advisory Committee
The Greater Toronto Airports Advisory Authority
P.O. Box 6031
3111 Convair Drive
Toronto ON L5P 1B2

Dear Ms. Connelly,

Thank you for your correspondence of September 21, 2017 addressed to the Honourable Ginette Petitpas Taylor, Minister of Health, regarding your concerns about the health impacts posed by increased aircraft noise from the Toronto Pearson International Airport and your request for Health Canada to update the 2010 publication *Aircraft Noise in the Vicinity of Airports*. The Minister has asked me to provide a detailed response on her behalf.

Health Canada's role with respect to aircraft noise is an advisory one, where information on the potential health impacts of aircraft noise is provided to Transport Canada and other Departments and Agencies, upon request. Transport Canada and the US Federal Aviation Administration were among the sponsors of the Partnership for Air Transportation Noise and Emissions Reduction (PARTNER) research on issues related to aircraft noise. This research was completed in 2015 and included a detailed review of the scientific developments in this area. Provided for your information is a link to the report on aircraft noise and health (Report 19): <http://partner.mit.edu/projects/health-effects-aircraft-noise>.

While there are no immediate plans to update the 2010 publication, Health Canada scientists will continue to monitor the scientific literature on noise and health, and contribute to the development of relevant international standards, such as those produced by the American National Standards Institute (ANSI).

I hope my comments have been helpful.

Tim Singer
Director General
Environmental and Radiation Health
Sciences Directorate

Canada

GTAA Noise Polution

Action required

Why should we care

- How much is the value of your families health and safety
 - Are they getting enough sleep and relaxation, when at home
- How much is the value of your personal enjoyment of your property
 - Do you enjoy sitting outside on a nice summer day with family and friends
- How much is the loss of 20% of your property value
 - Would you buy a property next to a train track, with a train passing by every 5 mins?

The facts

- The EPA indicates that noise GT 60db is a health and safety hazard.
- Legal opinion indicates that you have the right to personal enjoyment of your property.
- Legal opinion indicates that consistent noise over 60 db is noise pollution.
- Most medium jets under 8,000 ft, create noise in excess of 60 db
- Over our area we may have as many as 350 Jets a day
- GTAA pays nothing to Vaughn for their disruption of our community
- GTAA is a 7/24 operation with over 19,000 flights per year between 12:30 AM on 6:15AM

It Gets Worse

- Passenger AIR traffic has increase by 50% since 2010
- The GTAA has an approved plan to double the capacity of passengers
- Communities with higher densities are pressing the GTAA to move traffic to lower density communities with green space.
- Given our surrounding green space and larger lot sizes, we are one of the lower density communities that will be targeted.
- Pilots have been advised to try and avoid high density areas on approach and take-off where possible. (ie. look for green space)
- GTAA have plans to share their vision directly with Real-Estate agents so that a buyer beware defense can be positioned.

What to do

- Protect our health, lifestyle and property values
- Notify GTAA of your concerns related to current AIR traffic
- Notify city hall, our councillors and government representatives that you are concern with current traffic over our community and future expansion.
- Sign the petition, to move any current Air traffic off to the railroad yards and commercial areas of Vaughn, not residential areas and our homes
- ??????????



September 20, 2018

Tom Singer
Director General
Environmental and Radiation Health, Sciences Directorate
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Dear Mr. Singer,

This letter is to follow up on correspondence between your office and the Community Environment Noise Advisory Committee (CENAC) for Toronto Pearson. In my letter of September 21, 2017 to the Minister of Health, I requested on behalf of CENAC that Health Canada, in its capacity of providing advice to public and regulatory authorities such as Transport Canada, update the 2010 study: *Aircraft Noise in the Vicinity of Airports*.

Your letter of October 13, 2017 advised that “while there are no immediate plans to update the 2010 publication, Health Canada scientists will continue to monitor the scientific literature on noise and health, and contribute to the development of relevant international standards, such as those produced by the American National Standard Institute (ANSI)”.

Community members and elected officials in the GTA continue to voice concerns about the health impact of aircraft noise. They are requesting that we share the latest scientific research on this subject.

We are, therefore, requesting a meeting between appropriate representatives of your department and our organization to discuss published or forthcoming research reviewed and supported by Health Canada. This will assist us in recommending the best sources of current scientific research to our community.

We thank you in advance for considering our meeting request and look forward to your response.

Regards,

A handwritten signature in black ink that reads "R Connelly".

Robyn Connelly
Chair, Community Environment and Noise Advisory Committee; and
Director, Community Relations
The Greater Toronto Airports Authority

Cc: Minister Marc Garneau, Minister of Transport
Councillor Vincent Crisanti – City of Toronto, Ward 1
Councillor Michael Ford – City of Toronto, Ward 2



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