

Assunta Ferrante

**C11.
Communication
Intergovernmental Relations
Sub-Committee – April 8, 2024
Item No. 3**

From: IRENE FORD [REDACTED]
Sent: Monday, April 8, 2024 9:55 AM
To: Clerks@vaughan.ca; Assunta Ferrante
Cc: Todd Coles; Council@vaughan.ca; Noor Javed; eatkins@globeandmail.com; Emma McIntosh; Joel Wittnebel
Subject: [External] Presentation GTAA
Attachments: Vaughan IG Committee Apr 8 2024 - Irene Zeppieri.pptx

Follow Up Flag: Follow up
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Hello,

Please find attached my presentation in response to the GTAA's presentation for today's Intergovernmental Committee meeting (which will start at the **exact same time as the eclipse**).

I hope the committee will indulge a request for more time given the technical nature of the subject matter and the inadequacy of the presentation provided by the GTAA. They provide no data to explain air space changes, operational decisions and noise events specific to the Vaughan-Woodbridge riding.

[Intergovernmental Relations Sub-Committee - April 08, 2024](#)

Intergovernmental Relations Sub-Committee - April 08, 2024

Thank you,
Irene Zeppieri

Response to GTAA Presentation to Vaughan Intergovernmental Relations Committee

Irene Zeppieri
Ward 3, Vaughan-Woodbridge Citizen
April 8, 2024

What's Missing 1/3?

The Community

- Growing Research/Evidence on Major Airport Health Impacts
- No data specific to Vaughan
- Overly generalized & focused on economic benefits

Vaughan-Woodbridge Riding [Complaints](#) 2023 vs. 2019

- 221% more individuals complaining
- 738% Increase in # of Complaints (15,606 vs 1,862)
- 6th Highest # of Individuals Complaining of all ridings
- 3rd Highest # of Complaints of all ridings
- Comparison Miss.-Malton (houses airport) 55 vs. 45 individuals complaining

Change in Complaints Pattern 2023 vs. 2019

- Overall # of individuals complaining reduced by 12%
- Overall # of complaints increased by 59%
- Ridings impacted by runway 05/23 % increases vs. 06/24LR % decreases

Source GTAA:

Noise Management Reports <https://www.torontopearson.com/en/community/noise-management/resources-reports>

Interactive Reports: <https://airportnoise.torontopearson.com/quarterly-complaints-report/>

What's Missing 2/3

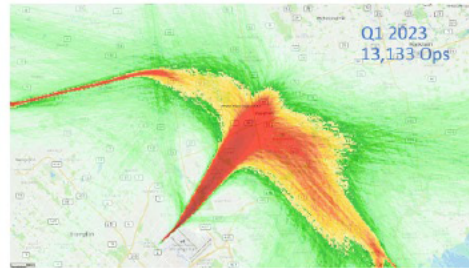
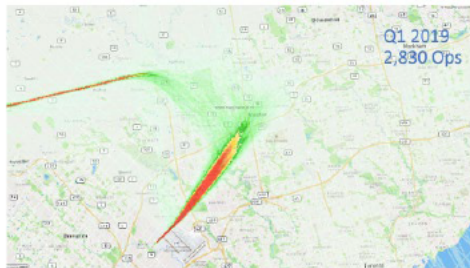
Heat Maps

Altitude Analysis

Actual Noise Events (Reported as DB)

- Day = Green >65, Blue >70
- Night = Green >60, Blue > 70

Departures – Flight Patterns (Q1 2019 vs Q1 2023)



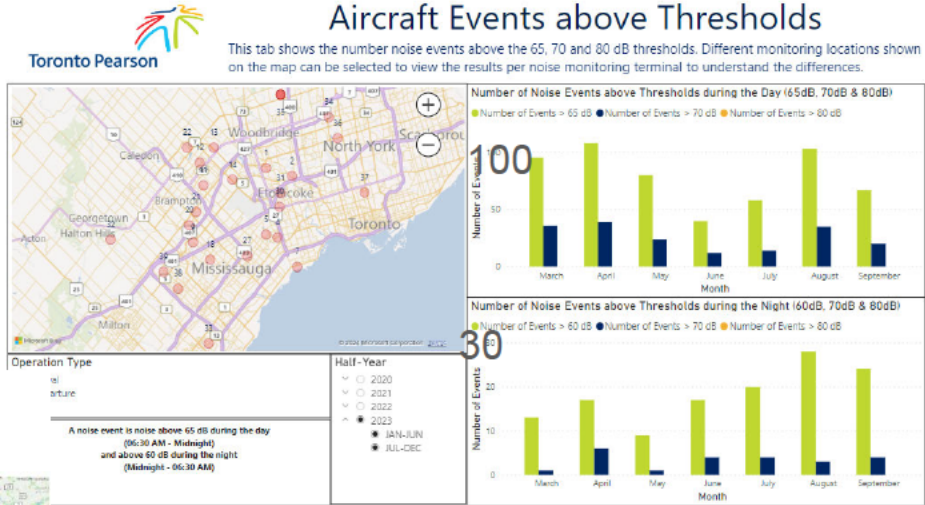
- These two heat maps depict departures from Runway 05. In Q1 2019, Runway 05 was typically used as part of an easterly parallel runway configuration along with Runway 06L or 06R. More recently, Runway 05 has been used in a land one, depart one easterly configuration as the main departure runway. This is why there is more traffic in the second map and turns to both the north and south are evident.

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Noise reports

Please select a report page from the drop-down menu below.

Aircraft Events above Thresholds



- Normal breathing — 10 dB
- Ticking watch — 20 dB
- Normal rainfall — 35 dB
- Refrigerator hum — 40 dB
- Air conditioner — 60 dB
- Washing machine — 70 dB
- Traffic (inside car) — 80–85 dB
- Lawnmowers — 80-85 dB

What's Missing 3/3?

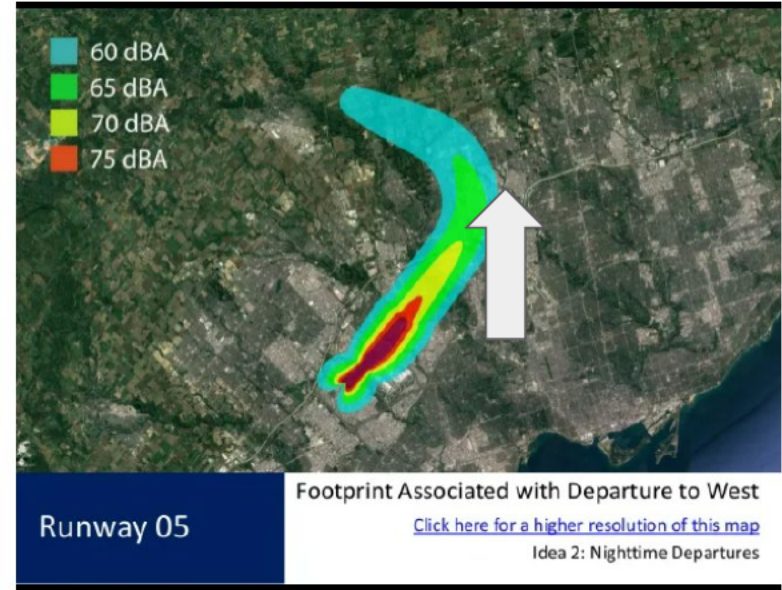
Update Operational Decisions & Airspace Changes

- Nov, 2022 NavCan 'Operational Decision' dedicated departures Runway 05/23
 - 2023 42,133
 - 2019 22,270
 - **+ 19,863 or 89%**
 - **Flying 100-200 ft lower on avg.**
- Nov, 2022 Implemented RNP Arrivals Path 05/23 Fights? Reception from Vaughan residents?

Preferential Nighttime Flights

- When are residents complaining?
- Farce: 'Preferred Runways' N/S minimal usage
- By Default Runway 05/23 preferred

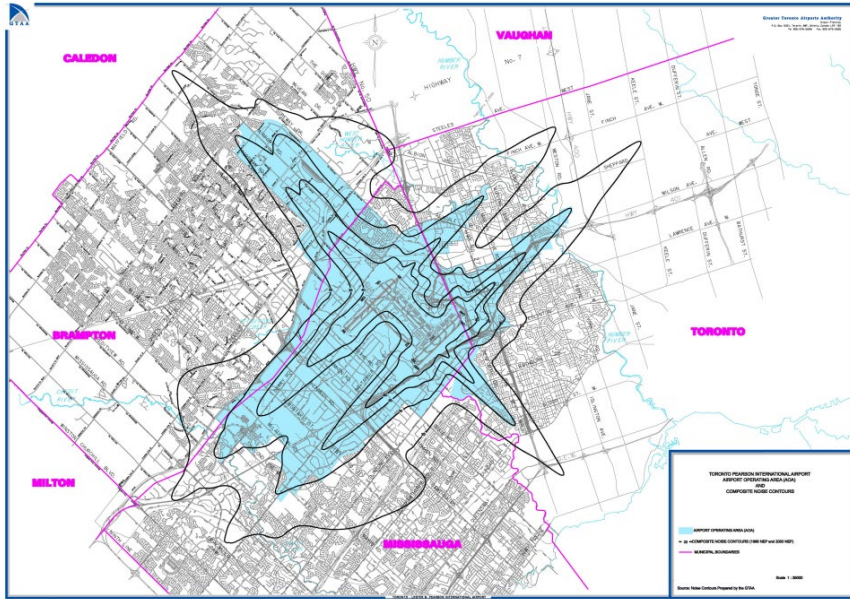
Does NavCan make decisions inconsistent with Pearson's published NEF, 2000?



Arrow Shows Start of Hwy 400

Source: <https://www.torontopearson.com/en/community/get-involved/community-conversations/quieter-operations-roadmap/idea-2-night-time-departures>

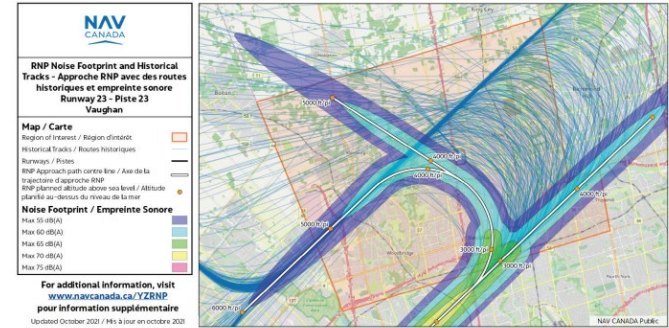
Noise Exposure Forecast (NEF)



Noise Exposure Forecast
 Transport Canada has developed a Noise Exposure Forecast (NEF) model to calculate long-term aircraft noise exposure based on forecasted flights, and the assessed level of noise annoyance in those areas. Contour lines are drawn on a map connecting points of equal noise impact representing 25, 30, 35 and 40 NEF. It is important to remember that the NEF contour does not measure decibel levels for individual flights, but is a cumulative noise value of overall forecasted flights, and noise annoyance.

Airport Operating Area
 The GTAA has established the Toronto Pearson Airport Operating Area (AOA), which uses well-defined natural and manmade boundaries to approximate the 30 NEF contour on the ground. Surrounding municipalities have included this operating area in their Official Plans and have approved associated policies that limit incompatible land uses within these areas.

COMMUNITY-SPECIFIC MAPS: Vaughan



Transport Canada's noise [model](#) measures actual & forecasted - NEF > 25 = Annoyance, 35 = Complaints

Pearson [NEF](#) last updated in 2000

Pearson's operations are fundamentally different today

Where is the NEF modelling for: Preferential nighttime runway, [Arrivals RNP 05/23](#), 'Operational Decisions'

Disconnect NEF vs presenting DBs

Federal Zoning Regulation & Provincial Policy Statement

Toronto/Lester B. Pearson International Zoning Regulations

- Implemented 1999 never updated
- Restricts development, displayed on Property Title
- ***Why isn't GTAA seeking federal zoning changes from Transport Canada?***
- ***Why aren't existing residential communities protected?***

Building Restrictions

3 No person shall erect or construct, on land to which these Regulations apply, a building, structure or object, or an addition to an existing building, structure or object, the highest point of which will exceed in elevation at the location of that point

- (a) the approach surfaces;
- (b) the outer surface; or
- (c) the transitional surfaces.

Provincial Policy Statement, 2020

1.6.9.2 *Airports* shall be protected from incompatible land uses and development by:

- a) prohibiting new residential *development* and other sensitive land uses in areas near *airports* above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
- c) discouraging land uses which may cause a potential aviation safety hazard.

Noise & Air Monitoring

Disconnect between community complaints (green) & noise monitors (blue) - Rutherford & Weston Noise Monitor

No provincial [air quality monitor](#) in Vaughan

NavCan doesn't have data to prove or disprove community complaints


Offered a noise monitor in my backyard - HELL NO!

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Noise reports

Please select a report page from the drop-down menu below.

Aircraft and Community Comparison 1/2




Aircraft and Community Comparison (1/2)

This tab compares aircraft noise events to community noise events by quarter. Different monitoring locations shown on the map can be selected to view the results per noise monitoring terminal to understand the differences.

Right click on the graph to **drill down** or **drill up** between year, quarter, and month.

Average Equivalent Continuous Sound Pressure Level (Leq) by Quarter and Noise Source

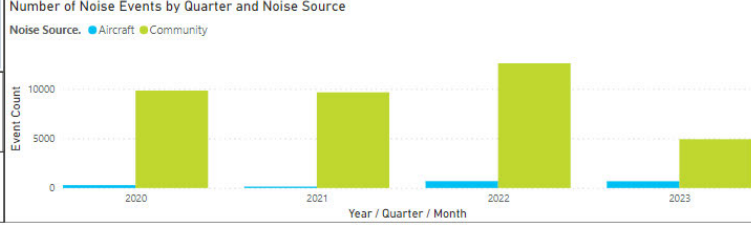
Noise Source: ● Aircraft ● Community



Year	Aircraft (dB)	Community (dB)
2020	~68	~72
2021	~68	~72
2022	~68	~72
2023	~68	~72

Number of Noise Events by Quarter and Noise Source

Noise Source: ● Aircraft ● Community



Year	Aircraft (Event Count)	Community (Event Count)
2020	~100	~10,000
2021	~100	~10,000
2022	~100	~12,000
2023	~100	~5,000

Noise Source

- Aircraft
- Community

Day or Night

- Day
- Night

A noise event is noise above 65 dB during the day (06:30 AM - Midnight) and above 60 dB during the night (Midnight - 06:30 AM)

Community Health & Regulatory Environment

Climate Action, Efficiency, Airspace Changes/Operational Decisions

- Shift to Larger Planes
- Significant operational changes impacting communities NE/NW
- Climate Action, in part, achieved by flying at lower altitudes
- Efficiency, in part, consolidated tighter routes [Trajectory Based Operations](#)

Who are the lobbyists?
Senior Officers whose lobbying activities represent less than 20% of their Duties
Deborah Flint , President & Chief Executive Officer No public offices held
Katherine (Kath) Hammond , Vice President, General Counsel, Corporate Safety & Security No public offices held
Dwayne MacInTosh , Director, Corporate Safety and Security No public offices held
John Peellegoda , Treasurer No public offices held
Senior Officers and Employees whose lobbying activities represent 20% or more of their Duties
Karen Mazurkewich , Vice President, Stakeholder Relations and Communications No public offices held
Blair Ostrom , Manager, Government and Stakeholder Relations No public offices held
Greg Owen , Associate Director, Government Agency Programs No public offices held
Atul Sharma , Manager, Government Relations No public offices held

Combined = undocumented concentration of negative health impacts

Who is responsible & who has authority?

- [Health Canada](#) health/noise impacts dated & when asked to update - CRICKETS!
- Transport Canada absent
- NavCanada appears unregulated, unaccountable, contradicts & misleads residents
- GTAA & MPs claims mercy to NavCanada
- If Municipalities have no role why is GTAA asking for help avoiding land use conflicts?
- Are the NEF and federal zoning by-laws compatible with Pearson's Operations today?

Conclusions - It's Only Going to Get Worse

GTAA Operated by Business Decisions that DISCOUNT local Community, IGNORE In Effect Federal Zoning By-Law & Published NEF

GTAA Master Plan forecasts 32% INCREASE in aircraft movements (478,000 2017-632,000 2031)

Name an industry with such profound negative community impacts that can expand infinitely with no formal approval process or meaningful data analysis on community health impacts?

