

**Communication C5. and C9. - C11.
from the Intergovernmental Relations
Sub-Committee meeting of April 8, 2024**



C5.

Communication

Intergovernmental Relations

Sub-Committee – April 8, 2024

Item No. 3

Toronto Pearson Update

City of Vaughan

April 8, 2024

Overview

- The role of Toronto Pearson
- The Noise Management Program + Consultation
- Moving forward together



The role Toronto Pearson

An economic driver for the Province and Region

Our Economic Impact

- Approximately **50,000** people directly employed at **400** companies at Toronto Pearson
- Supports more than **300,000 jobs across the region**
- Economic pillar of Canada's second-largest employment zone – **\$42 billion in GDP** through direct and indirect activity
- Critical hub for Canadian supply chains – **45 percent** of the country's air cargo passes through the airport
- Poised to support Canada's economy and future prosperity as a significant driver of **jobs, investment, trade and tourism.**



Partners in economic growth



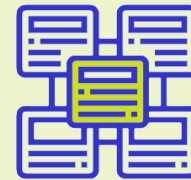
Nearly 1,000 **residents of Vaughan** hold jobs at Toronto Pearson and GTAA procured around **\$25 million** with 51 companies located in Vaughan



With connectivity to over **175 global destinations**, Toronto Pearson supports the **competitiveness** of businesses, facilitates **inbound visitor spending**, and the movement of **cargo and trade**



Ongoing **job opportunities for residents** through Pearson's first **airport-wide job portal**, with an average of 100 new job postings per month

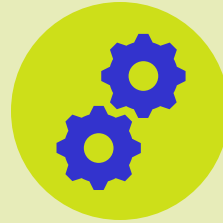
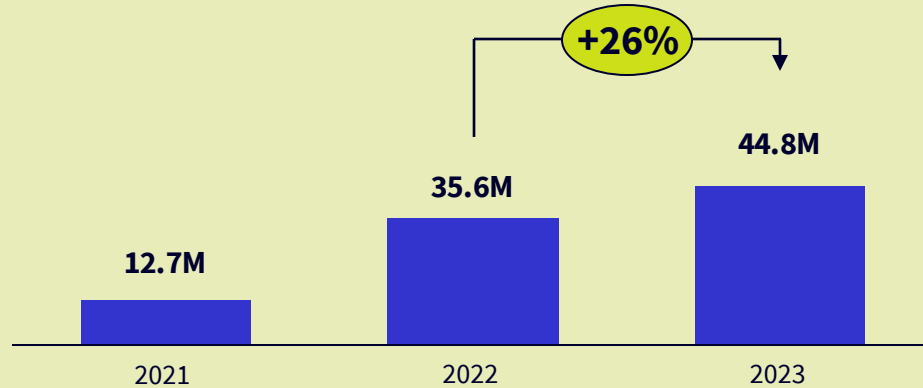


Pearson Works is a new program to support **reskilling** and **upskilling** of employees

2023 has been a year of growth and improvement

GTAA driving performance improvements during hockey-stick growth in 2023

Passengers (#s in Millions)



Driving performance improvement

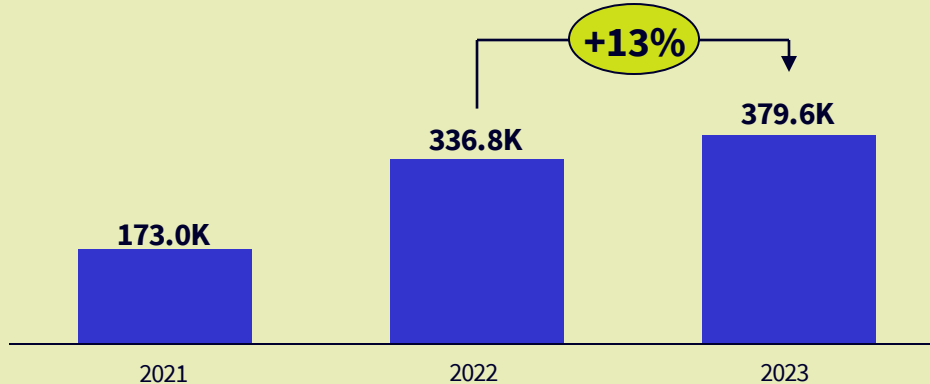
- Re-engineering processes, more employees
- Implementing new technologies, leveraging **real time data**



New performance culture for 400+ airport employers

- Shared **commitments, expectations and accountabilities** for partners and ourselves at Toronto Pearson Standard.

Aircraft Movements (#s in Thousands)



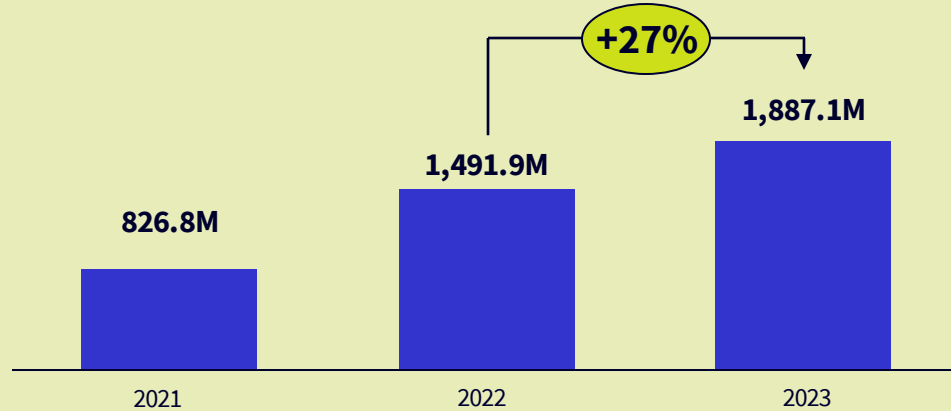
Clear metrics for on-time performance and baggage delivery

- Rates agreement that offers **financial incentives** to airlines to improve operational performance and passenger experience at YYZ.

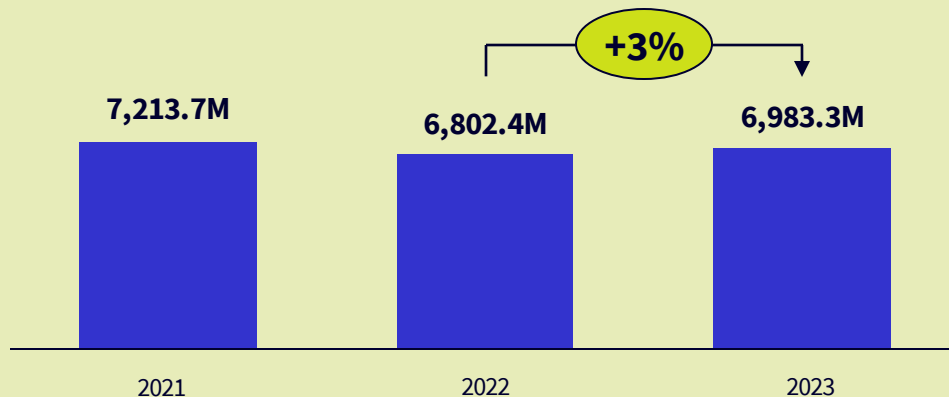
2023 has seen stronger financial performance

High travel demand has driven stronger revenues and net income in 2023, but now requires higher capital expenditures funded through cash flow

Total Revenues (\$Millions)



Total Debt (\$Millions)



BUT the impact of the pandemic lingers

- Took on \$800 million in debt to keep airport open when passenger **traffic dropped 80%**
- Paid the federal government **\$350 million in rent** during the pandemic
- Meanwhile, US airports received **\$40 billion in operating and capital** during the pandemic
- Airport now focused on **recovery** and investment in aging infrastructure to improve **operational efficiencies**

Airport Zoning & Land Use

- Prudent land use planning in the vicinity of airports is crucial to ensuring that operations are not impacted by new developments.
- Recent development proposals represent **a serious risk to airport operations and our supply chains**. High buildings cause serious disruptions to flight paths and reduce ability of planes to come into the airport and could threaten long-haul flights.
- In addition to operational issues, there is a huge economic loss to the regional economy.
- One proposed development in Toronto would require 787-9 Dreamliners to **reduce cargo by 4.4 tonnes** - at an economic cost of **\$533,000 per flight to our region**.
- Working with municipalities to advocate with us for the protection of airport operation and employment lands.



Transforming the airport and putting the joy back in travel

A transformative, 10-year capital program - 65 million passengers

- Toronto Pearson has the same footprint as Atlanta airport
- **Restore aging airport infrastructure** and enhance the **passenger experience**
- Protect Canada's **direct global air connectivity** through Toronto Pearson
- Implement a digital environment to make **data driven decisions** for more predictable and efficient operations
- Advocating for **transit connections** for employees and passengers which frees up road capacity for movement of cargo
- Reduce environmental impacts while **advancing Canada's climate goals and energy transition.**
- **Industry Forum set for mid-April** will explore huge economic opportunities for the region

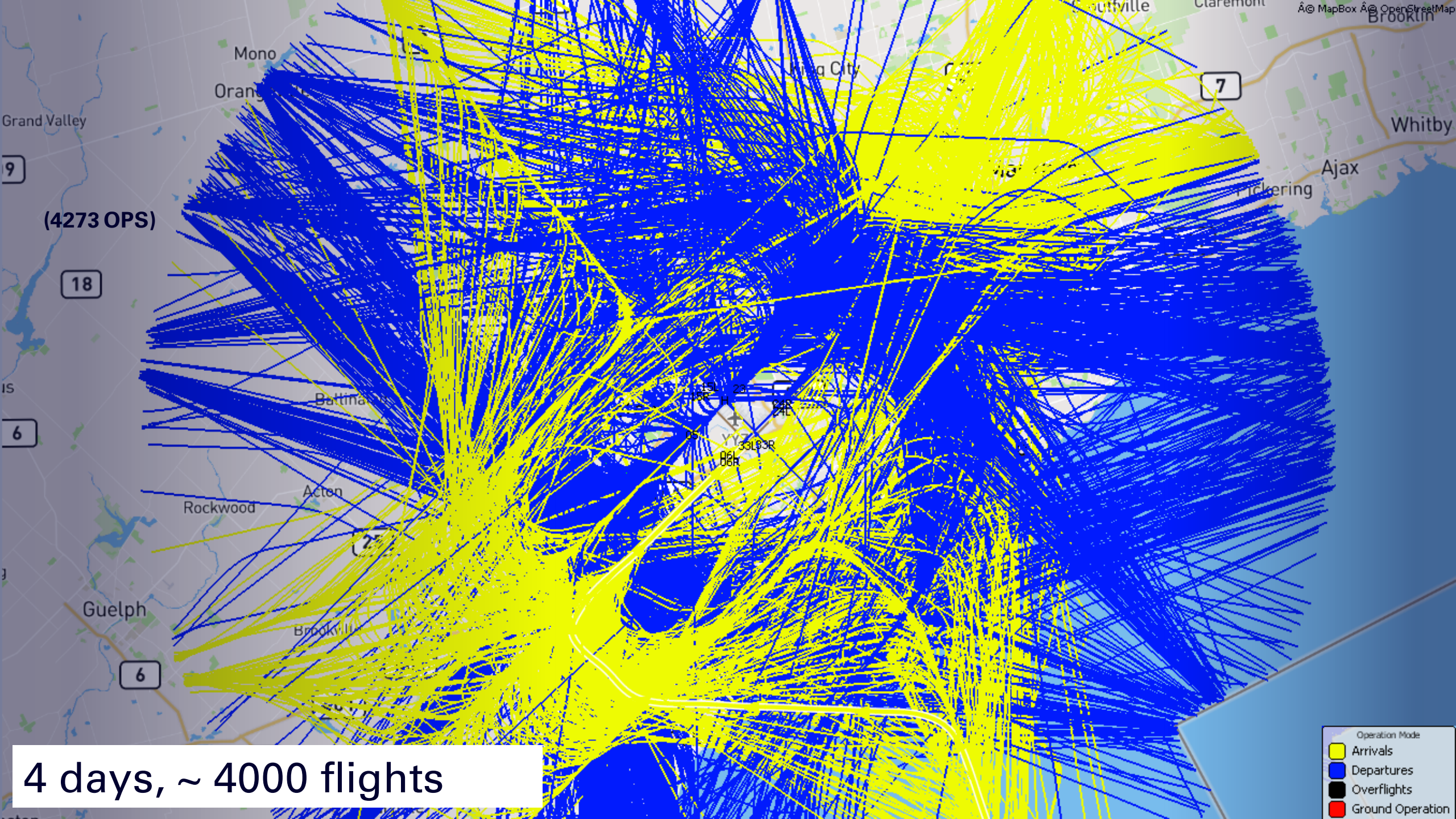


The Noise Management Program

How we manage and communicate about our impacts

The Greater Toronto Airports Authority has a ground lease with Transport Canada with the mandate to develop, manage and operate Pearson efficiently and effectively.

Part of that ground lease requires us to have a Noise Management Program that follows a balanced approach to mitigate aircraft noise.



(4273 OPS)

4 days, ~ 4000 flights

- Operation Mode
- Arrivals
 - Departures
 - Overflights
 - Ground Operation

Operations at Toronto Pearson

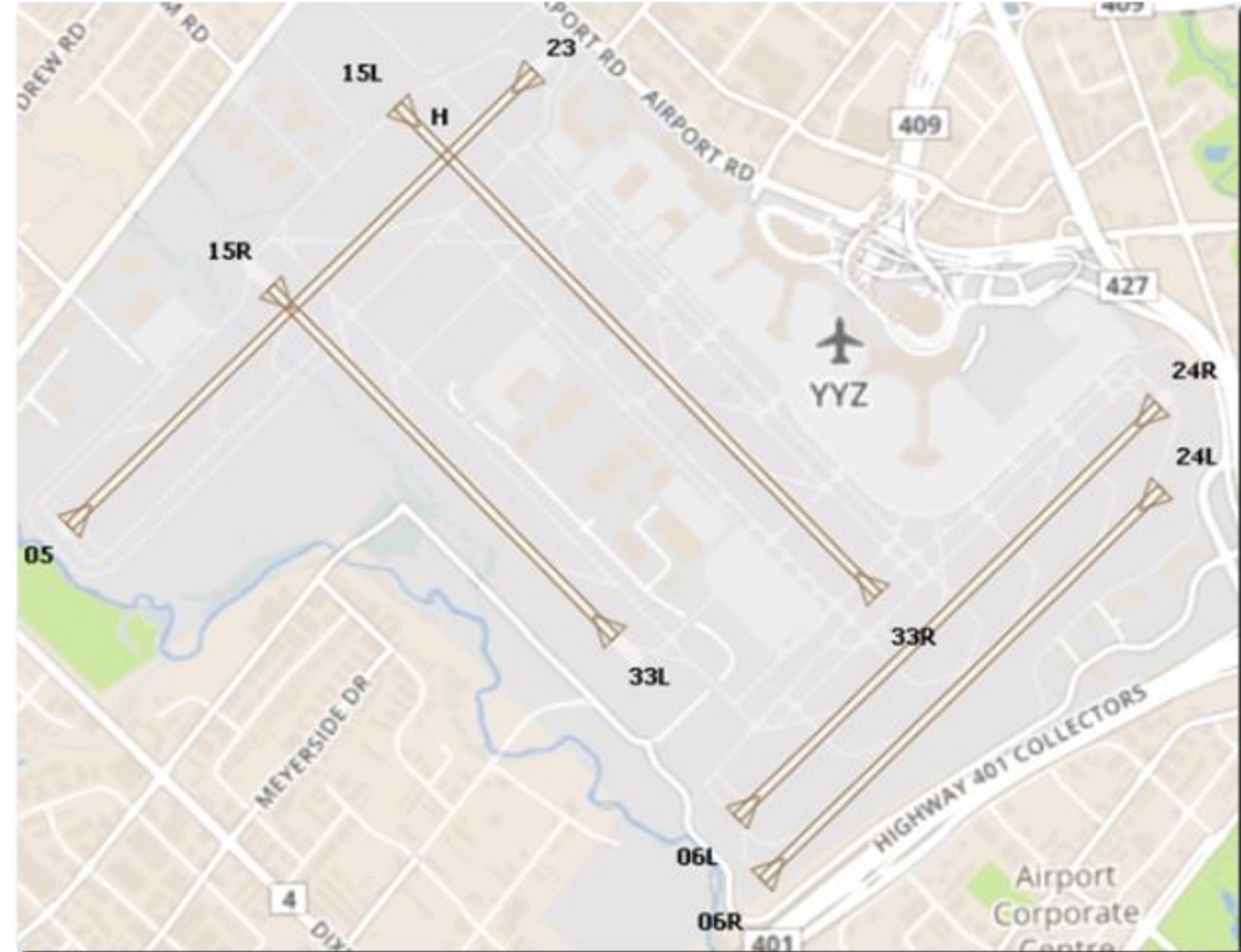
The airport has five runways that can be used in various combinations.

We use our runways dynamically to suit various conditions – winds, weather, surface conditions, airfield maintenance, and traffic levels.

Between 2019 and 2023, we saw dramatic fluctuations in traffic levels. Residents experienced very low traffic levels between 2020 and part of 2022, followed by near pre-pandemic passenger traffic levels in 2023.

Consequently, runway-use and community impacts also fluctuated.

What follows is an overview of the key components of our Noise Management Program.



Noise Management Roles and Responsibilities

GTAA manages a Noise Management Program and explores new opportunities for noise mitigation.

NAV CANADA assigns runways at Toronto Pearson considering winds, weather, capacity and preferential runway system

Airlines/Cargo operators are responsible to comply with the Noise Abatement Procedures and Noise Operating Restrictions.

Transport Canada is the regulator for aviation in Canada. It enforces the Noise Abatement Procedures and Noise Operating Restrictions



Noise Abatement Procedures

Designed to reduce the noise of arriving and departing aircraft communities, mainly through altitude restrictions.

Higher = Quieter

ARRIVALS

Aircraft must remain at or above 2,400 feet above ground level (AGL) prior to lining up with the runway



DEPARTURES

Jet aircraft must reach 3,000 feet above ground level (AGL) before turning toward their destination.



Noise at Source

- The best way to mitigate noise exposure from aircraft operations is to reduce the amount of noise that aircraft produce.
- The International Civil Aviation Organization (ICAO) set increasingly stringent noise standards “chapters” for aircraft with each new ‘chapter’.
- Larger Chapter numbers signify the newest Chapter, which means quieter technology .

Toronto Pearson’s Fleet

In 2023

- 52.7% of flights by chapter 4 and 17.6% by chapter 14 aircraft, up from 52% by chapter 4 and 1% by chapter 14 in 2019.
- A320 series retrofit program to reduce whine - 90% of flights by A320 series by retrofit aircraft up from 51% in 2020.

Noise
Operating
Restrictions



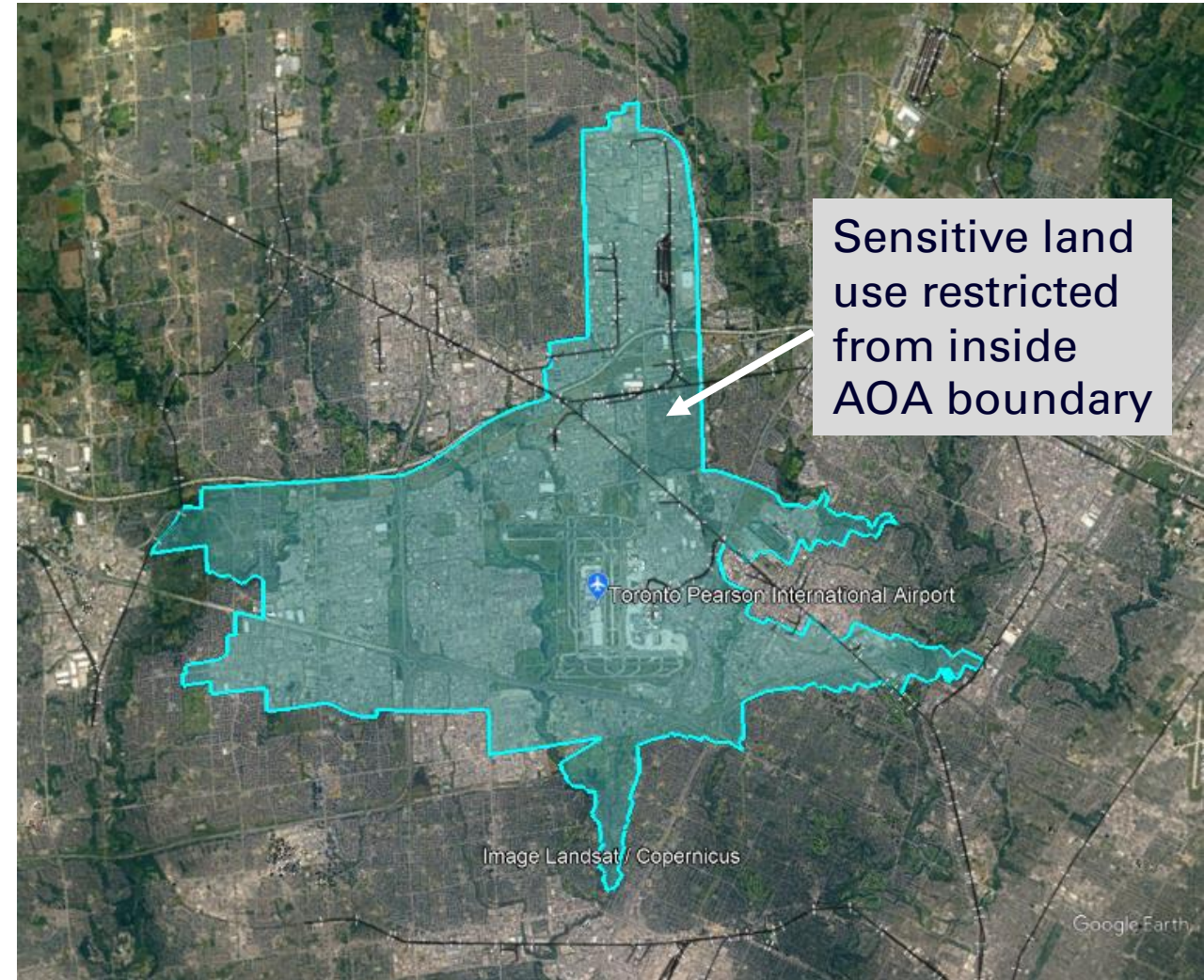
Toronto Pearson is open 24/7

We use additional programs to manage nighttime noise:

Nighttime Restriction Programs:

- **Nighttime Preferential Runway System** - between midnight and 6:30 am, a set of runways are used affecting the fewest number of people.
- **Night Flight Restriction Program:** limits the number of movements during the restricted hours (12:30 am to 6:29 am).
 - 2023/2024 night flight limit - 20,433 flights

- The Airport Operating Area (AOA) **restricts sensitive land uses such as residential from this zone** due to high exposure to aircraft noise.
- The AOA boundary is based on a threshold set by Transport Canada: **Transport Canada's land use guidelines**.



Noise Management Office

The NMO is responsible for:

- Responding to residents' questions, analyzing and registering noise complaints. In 2023,
 - Vaughan-Woodbridge- 46 residents made complaints
 - King-Vaughan- 17 residents made complaints
- Updating web content and notices and reports
- Noise monitoring
- Noise management forums, consultation/outreach



Enforcement Office

The Enforcement Office reviews all flights that operate in/out of Toronto Pearson for compliance to the Noise abatement procedures and Night flight restriction program.

Suspected violations are forwarded to Transport Canada for further investigation and possible enforcement action.

A screenshot of the Transport Canada website. The header includes the Canadian flag, the text 'Government of Canada / Gouvernement du Canada', a search bar, and a language selector set to 'tc.canada.ca'. Below the header is a 'MENU' dropdown. The breadcrumb trail reads: 'Canada.ca > Transport Canada > Aviation > Aviation accidents and investigations > Aviation offences and enforcement'. The main heading is 'Aviation corporate offenders' with a red underline. Below it, it says 'From: Transport Canada'. The text below reads: 'Civil Aviation publishes its corporate and [non-corporate offenders](#) list to both serve as a deterrent and to increase public awareness and education concerning aviation safety.'

Noise Management Forums - regular working groups with elected officials and residents to help Pearson collaborate better with industry partners.

Monthly E-Newsletter – Checking In



Insightfull Interactive webpages with location-specific answers to frequently asked questions as well as a range of reports.

Community events

Participation at community led events e.g. Woodbridge Farmers market



Community Open houses

Held in the community in partnership with local elected official(s)

How we Consult

Noise Advisory [maintenance calendar](#) for short term maintenance work affecting runways

Airspace change

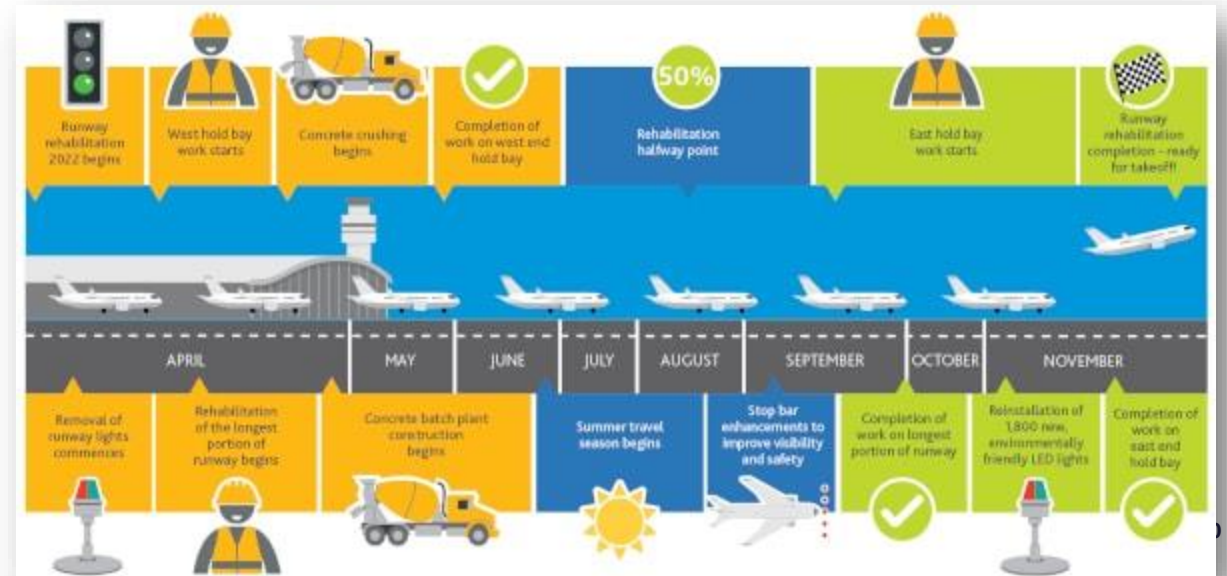
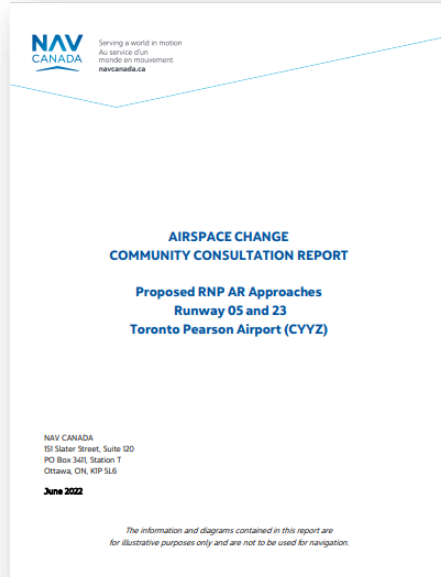
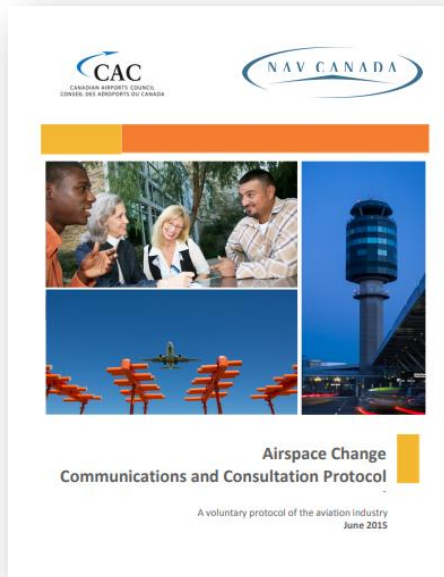
The Airspace Change Communications and Consultations Protocol provides guidelines for public consultation about proposed airspace change.

- Webpage, community presentations, elected officials' briefings, one on one sessions, survey, final report.

Maintenance Projects

GTAA provides residents and elected officials with timelines, project details, potential impacts.

- project webpage, briefings, monthly newsletter, mail drops, social media, geotargeted automated phone messages, local paper ads.



Toronto Pearson + City of Vaughan

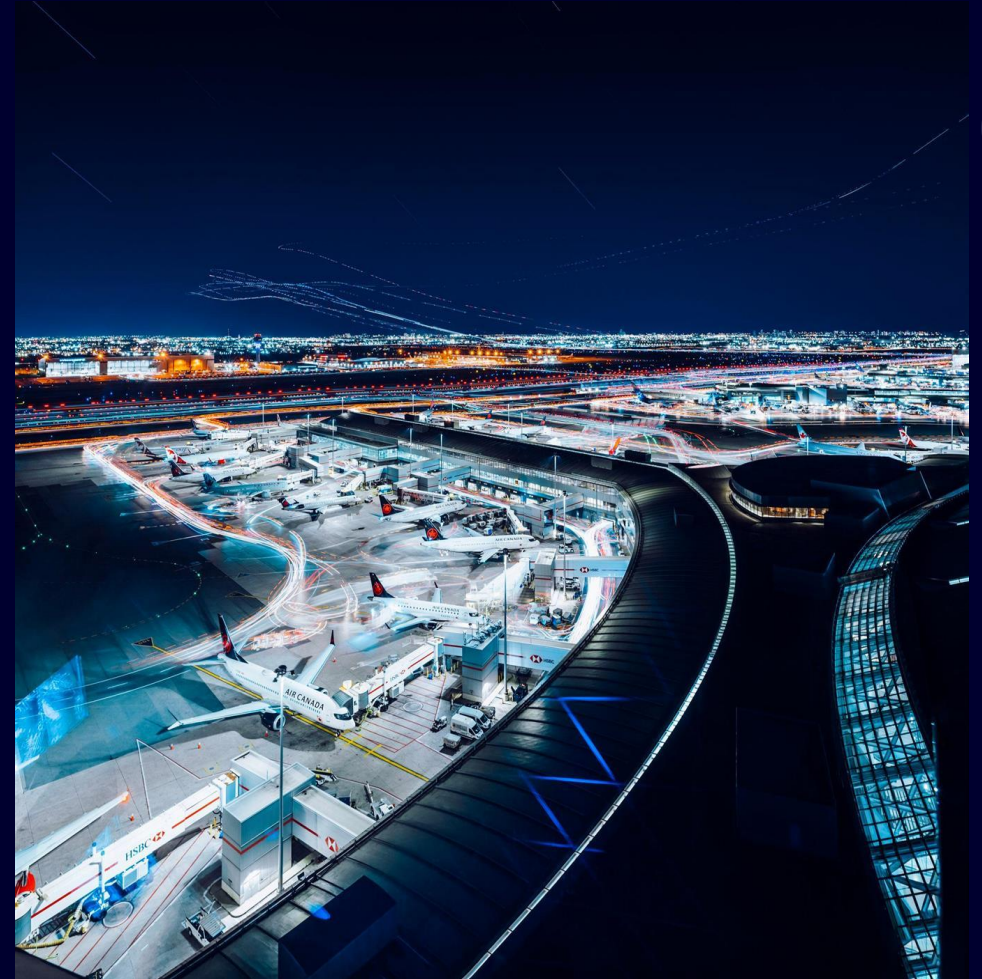
How we can work and grow together

Working and Growing Together

As one of the fastest growing cities in Canada, City of Vaughan businesses and residents depend on Toronto Pearson now more than ever for access to the world through the movement of cargo and people, and for employment. Approximately 3000 York Region residents (1000 from Vaughan) work at Toronto Pearson.

We are investing in our infrastructure now so we can support future demand for travel enabling growth and prosperity in our Region. At the same time, we continue to manage our impacts responsibly and sustainably.

We look forward to sharing the details of our LIFT while learning more about the City's development plans.



Stay In Touch



[Noise Advisory Calendar](#) – includes airport maintenance and activities.



Sign up for our monthly community e-newsletter, Checking In at torontopearson.com/checkingin



Learn more about airport operations and community impacts at airportnoise.torontopearson.com



Email us at community.engagement@gtaa.com



To log a complaint, call us at 416-247-7682 or [submit online](#)



[Pearson Public Meetings](#) – for 2024 - April 11, July 25, November 7



Thank you





Intergovernmental Relations Sub-Committee

April 8, 2024

RE:

Item 1 – PRESENTATION: GREATER TORONTO AIRPORTS AUTHORITY

The Office of the City Clerk has received a petition entitled, “STOP Loud Noisy Low-Flying Airplanes in Vaughan & STOP Bill C-52” from Rose Savage, on behalf of various individuals and concerned area residents.

The total number of signatures on the petition is: 102

Their concerns are outlined as follows:

Vaughan residents are concerned about health deterioration due to falling hazardous materials, constant turns and contour noise, caused by fuel emissions from thousands of loud illegal low-flying airplanes daily 24/7 over Vaughan.

Many residents are experiencing breathing difficulties, lung issues and hearing problems. Even our trees are not spared - they're dying at an alarming rate.

It's not just us saying it - studies have shown that exposure to air pollution from airplane emissions and airplane noise can lead to various health issues including sleep disturbance, cardiovascular diseases and mental health problems (source: World Health Organization). Moreover the air pollution from planes also contributes significantly to environmental degradation (source: Environmental Protection Agency).

Our community deserves better. We have a right to breathe clean air for us and our children; we deserve peace of mind knowing that our health is not being compromised every time illegal planes fly overhead. Ratepayers have rights which have been ignored and neglected by our MP for Woodbridge-Vaughan.

We call upon the City of Vaughan and the MP for Woodbridge-Vaughan to reverse all illegal decisions and revert the planes back to their original flight paths for the sake of our public health, environmental sustainability and the maintaining of our rights.

Please sign this petition to stop their illegal usage of our airspace and stand up for a healthier future for all residents of Vaughan.

Our MP for Woodbridge-Vaughan is looking to approve Bill C-52 which will strip us of our existing rights. Your signature will make a difference to STOP them from this abuse of power.

A copy of the online petition document is on file in the Office of the City Clerk.

Assunta Ferrante

From: Clerks@vaughan.ca
Sent: Monday, April 8, 2024 10:13 AM
To: Assunta Ferrante
Subject: FW: [External] GTAA Submission

From: Rose Savage [REDACTED]
Sent: Monday, April 8, 2024 10:09 AM
To: Clerks@vaughan.ca; Todd Coles <Todd.Coles@vaughan.ca>
Cc: IRENE FORD [REDACTED]; angela [REDACTED]
Subject: [External] GTAA Submission

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

First, The planes are flying at an illegal altitude which is below the regulated minimums that were established for health and safety reasons for all citizens.

Further, the original flight paths in Toronto had been well established when the home owners in those areas bought, as well as the additional taxation compensation provided for the inconvenience and risks they were taking.

Vaughan citizens bought their homes without concerns for the noise, health, safety and other risks associated with these new flight paths; nor has any taxation compensation or corporate health insurance been offered for the impacts associated with housing values, health and safety impacts to Vaughan Citizens.

Bottom line, we as Vaughan Citizenship did not approve; nor do we accept the increased risk to our families associated with planes flying over community.

A health study has not been done to reflect the health impacts since 1997 ! That's irresponsible to make any change without understanding the health implications.

The GTAA have been violating the rights of the residence of Vaughn citizens since 2017, with unapproved flights. All planned flights and associated growth should be stopped immediately, pending full disclosure of the impact to home values, health and safety of Vaughn citizens.

Thank you
Rose Savage

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
Flag Status: Flagged

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

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

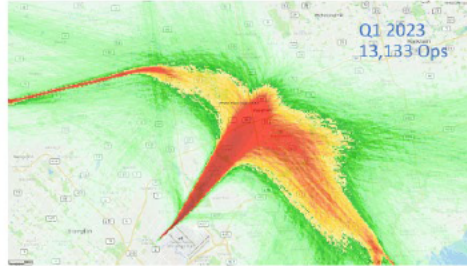
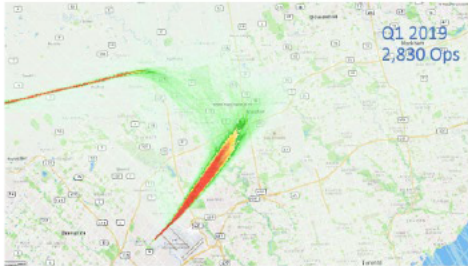
Heat Maps

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)



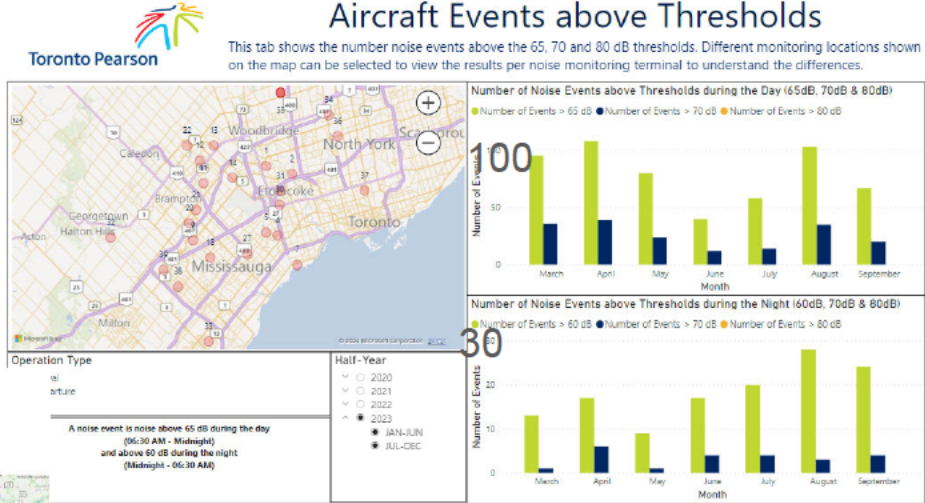
- These two heat maps depict departures from Runway 05. In Q1 2019, Runway 05 was typically used as part of an easterly parallel runway configuration along with Runway 06L or 06R. More recently, Runway 05 has been used in a land one, depart one easterly configuration as the main departure runway. This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

Back

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?

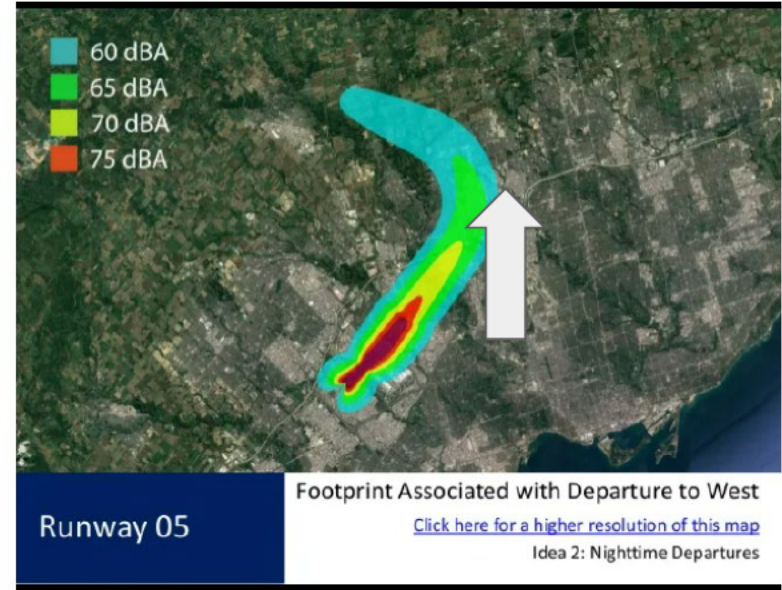
Update Operational Decisions & Airspace Changes

- 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

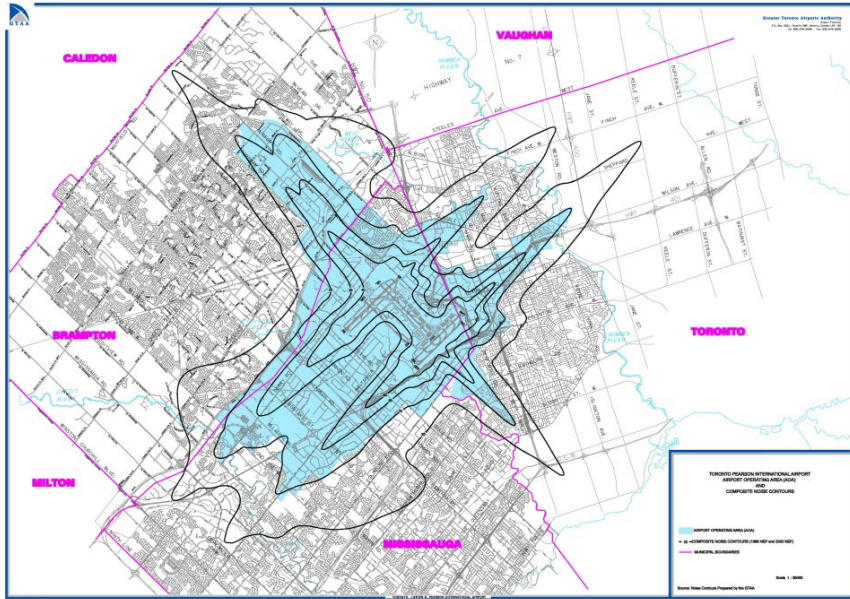
Does NavCan make decisions inconsistent with Pearson's published NEF, 2000?



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>

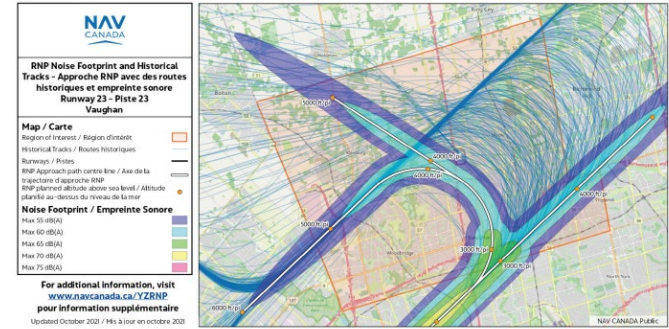
Noise Exposure Forecast (NEF)



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

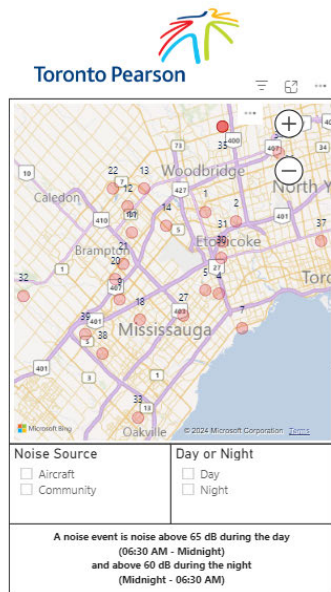
Offered a noise monitor in my backyard - HELL NO!

[Back](#)

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)

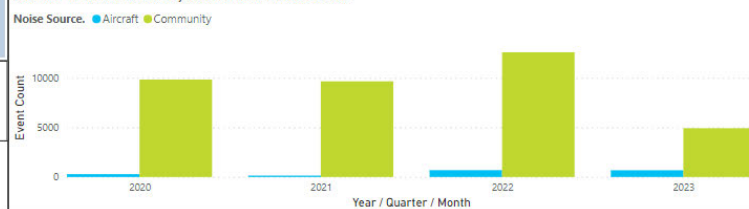
This tab compares aircraft noise events to community noise events by quarter. Different monitoring locations shown on the map can be selected to view the results per noise monitoring terminal to understand the differences.

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



Number of Noise Events by Quarter and Noise Source



Open House Mar, 2023 Community Mislead & Awaits Apology

GTAA must APOLOGIZE to Vaughan Residents

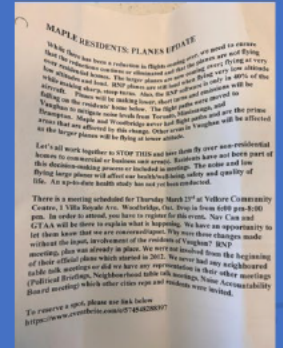
GTAA must REMOVE or UPDATE misleading [information provided](#) in response to local resident flyer

**IT IS NOT VAUGHAN RESIDENTS
IMAGINATION**

The volume, types of aircraft and aircraft movements over Vaughan have fundamentally changed!

Flyer distributed by Vaughan Resident

- While we appreciate that this flyer helped promote the March 23 Open House in Vaughan, it includes statements about Toronto Pearson operations and flight paths changes that are inaccurate.
- These slides provide accurate information on topics outlined in the flyer.
- Please reach out directly to Toronto Pearson with questions about airport operations:
Community.engagement@gtaa.com



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?

