

**COMMUNICATION C1**  
**ITEM NO. 1**  
**SPECIAL CW (BUDGET)**  
**December 1, 2021**

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**From:** Rose Savage [REDACTED]  
**Sent:** 30 November 2021 8:38 AM  
**To:** Francesco MP <[francesco.sorbara@parl.gc.ca](mailto:francesco.sorbara@parl.gc.ca)>; Todd Coles <[Todd.Coles@vaughan.ca](mailto:Todd.Coles@vaughan.ca)>;  
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**Cc:** angela [REDACTED]  
**Subject:** [External] Fwd: GTAA / NAVCAN flight path in Woodbridge/Vaughan

**\*\*IMPORTANT\*\*\*UPDATED\*\*\***  
**\*\*Budget topic - ASAP !!\*\***

Federal Government has single handedly created a loss in home values in Vaughan due to the new flight path where thousands of planes will now be departing and arriving above our homes at a slower than normal speed, at a lower than normal altitude and in a "ring road runway" manner that's circular in motion with sharp turns that can be heard for miles constantly 24/7 daily!

Federal government made the decision to move the flight path north of 401 by 5 km. The actual approval is unknown and kept anonymous.

Private planes are now flying below 1,000 feet and are circling our skies. These planes are marked N/A and GTAA/NAVCAN does not address these planes as this is Ontario Ministry of Transportation's mandate and they wipe their hands from this issue.

There are many planes that fly illegally as well that are given violations; however, consideration to our safety is required to address prior to these planes arriving into our air space; not after the fact. Proactive enforcement is required !

No health studies were done since the Mulroney Government and Trudeau government refused to conduct the study recommended by GTAA/NAVCAN to determine the health implications as a result of the increased number of flights and low altitude. The letter of request from GTAA to Federal Government will be sent to you shortly to confirm their rejection.

Changes to airplane software allows planes to depart and arrive lower and stay longer above our homes than normal.

Issues with 737 plane are now flying over our homes using the same type of software that brought those two airplanes down in Ethiopia. The proximity of those two accidents translates to my home in terms of distance from a departures perspective.

The sharp turns in Woodbridge/Vaughan are allowing the plane noise to linger longer than normal than in the past.

The mayors from Toronto, Mississauga, Brampton, Milton, Rexdale, etc, pay salary to activists to deter planes flying in their cities; yet the City of Vaughan has done nothing about this ! Residents as individuals are having to address concerns alone.

Todd ( Mayor and members of council)

Please add this topic ASAP to the Budget meeting as house tax reductions and house values will drop as a result of this recent change that the Federal Government has imposed and already approved. Words communicated are “proposal” requesting “feedback” is not totally accurate; this decision has already been made and all the citizens need to understand this more fully.

Also, I’m attaching a document on this topic that the Vaughan City Manager (Tim Simmonds) worked on before the revolving door of city managers since Tim’s departure that showed the recommended involvement of City of Vaughan and citizens of Vaughan together.

Did the City of Vaughan receive money from the Federal Government to pay for this new flight path? If so, why have the citizens of Vaughan not been made aware of this?

The lack of transparency with all levels of government and the lack of ownership, accountability and responsibility is outrageous. Asking residents to address on their own and to point fingers without working together on behalf of the taxpayers of the City of Vaughan is unacceptable!

The decision was made already and public meetings are now being held “after the fact”; which demonstrates the lack of transparency with all levels of government again, unacceptable !!!!!

I’m requesting your help to please respond to this matter ASAP !!!

A document created by the City of Vaughan’s in response to this issue (prepared by Tim Simmonds):

Decision has already been made and notice to just “vet out” and go nowhere ...

>

Thank you as I look forward to your response to this urgent matter !

Rose Savage



## Join the conversation on proposed airspace changes in the northern GTA.

NAV CANADA and the Greater Toronto Airports Authority (GTAA) are committed to working with our neighbours to make sure that noise management remains a part of the conversation as the aviation industry recovers from the impacts of the global pandemic.

### THE PROPOSAL

NAV CANADA, the country's air navigation service provider, is proposing airspace enhancements around Toronto Pearson Airport. The proposed changes will introduce a new, modern arrival procedure at Toronto Pearson Airport known as Required Navigation Performance Authorization Required (RNP AR) for two runway ends.

RNP AR provides the opportunity to design shorter, more direct routes, enabling aircraft to turn towards the airport sooner. These procedures will support environmental sustainability efforts by significantly reducing greenhouse gases and the overflight of residential areas.

If implemented, some residents may observe changes to air traffic patterns. As a result, NAV CANADA is undertaking public consultation to ensure that communities and businesses have the opportunity to learn about and provide input into the proposed changes.

### BE PART OF THE CONVERSATION

NAV CANADA, in collaboration with the GTAA, wants to hear from you.

The public consultation will run from November 1 until December 17, 2021.

Visit [www.navcanada.ca/YZRNP](http://www.navcanada.ca/YZRNP) to learn more about the proposal, register for upcoming online public briefings or to submit a question or feedback.

The logo for NAV CANADA, featuring the word "NAV" in a large, bold, sans-serif font above the word "CANADA" in a smaller, bold, sans-serif font. A stylized horizontal line is positioned below the word "CANADA".

NAV  
CANADA

# GTAA Noise Pollution

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
- ????????





The Honourable Ginette Petitpas Taylor  
Minister of Health  
Health Canada  
70 Colombine Dr Way  
Ottawa, ON K1A 0K9

**Greater Toronto  
Airports Authority**  
PO. Box 6031  
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P 416.776.3000  
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GTAA.com

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](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](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>.



**Toronto  
Pearson**  
International Airport  
Aéroport International

torontopearson.com



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 above the printed name.

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  
CanadaSanté  
CanadaHealthy Environments and  
Consumer Safety BranchDirection 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