



January 14, 2016

Mr. Richard T. Slatter
rian289@cogeco.ca

**Greater Toronto
Airports Authority**
P.O. Box 6031
3111 Convair Drive
Toronto ON, Ontario
Canada L5P 1B2

P 416.776.3000
F 416.776.7746

GTAA.com

Dear Mr. Slatter

Thank you for your correspondence dated December 24, 2015 in which you raise concerns about the noise and environmental impacts of Toronto Pearson's operations. Brian Herner, a member of the GTAA Board of Directors, has asked me to respond to your letter.

At the outset, let me say that we take the matter of noise and environmental impacts very seriously and continuously engage with community and government representatives in Halton Region to address local concerns. In 2015, we were able to make some positive progress as a result of community input, including the addition of a Halton representative on the Community Noise and Environment Committee (CENAC), as well as the lifting of the 10 nautical mile rule.

I understand that you have participated in previous Community Noise and Environment Committee meetings, as well as contacting our Noise Management Office with respect to our Noise Management Program. This type of engagement is invaluable to staff efforts to better understand and address community concerns, so thank you.

As you are likely aware, Toronto Pearson is Canada's largest airport, a significant employer and generator of economic activity for the country and local communities, including Oakville. In 2015, Toronto Pearson welcomed more than 40 million passengers and that number is forecasted to grow to 65 million passengers by 2033. Additional job growth and economic activity will be fueled by Toronto Pearson's ability to support growth. Of course, that growth is not possible unless managed in a responsible and sustainable manner.

In pursuing our future strategy for Toronto Pearson, we embrace our obligation to manage growth sustainably – which includes the continual improvement of both our Environmental and Noise Management programs.

Environmental Management Program

The GTAA Environmental Management system (EMS) achieved the ISO 14001 standard in 1999 making it the first airport in North America to become certified. Our EMS covers the maintenance and development of all facilities owned and operated by the GTAA at Toronto Pearson. It is designed to ensure that required policies and procedures are in place and are



**Toronto
Pearson**
International Airport
Aéroport International

torontopearson.com



continually being reviewed to minimize our environmental impact to ensure we remain compliant with regulatory requirements. Targets are set and reviewed annually to ensure that we are continually improving our performance.

In fact, Toronto Pearson greenhouse gas (GHG) emissions have dropped nearly by half since 2006, the equivalent to 44,800 tonnes worth of carbon dioxide. Much of that reduction is related to the use of cleaner sources of electricity for Ontario's grid. However GTAA energy reduction initiatives include LED lighting upgrades throughout the airport, addition of a variable speed system to the baggage system, the provision of auxiliary power units for use by aircraft at terminal gates, and the introduction of electric vehicles to the GTAA's vehicle fleet.

In 2015, the GTAA entered the Airport Carbon Accreditation (ACA) program at Level 2 Reduction, due to the work we've accomplished under the Greenhouse Gas Policy. In 2016, the GTAA will be moving to Level 3 Optimization of the ACA program. Built on standard GHG accounting principles the ACA program at Level 2 Reduction, requires the GTAA to manage those emissions which it has direct control. Moving to Level 3 Optimization the GTAA will begin a program that will allow us to guide or influence the emissions associated with other key airport-critical activities from other organizations' activities.

Another important initiative we undertook to understand our impacts was an Air Quality Study and Human Health Risk Assessment, which included both airport related emissions, and regional emissions. The purpose of this study was to quantify and assess the current and projected air quality to understand the potential for adverse health effects for those who live, work and play in the vicinity of Toronto Pearson.

The study found that the general population is not likely at risk of adverse health effects due to Toronto Pearson's operations, based on the highly-conservative nature of the assessment and the infrequency of any exceedances.

In addition to efforts to reduce our GHG emissions, over the years we have made significant investments in stormwater management infrastructure to manage that impact. Toronto Pearson is also a founding partner of Partners in Project Green a community of businesses and government with the goal of working to improve the environment and economy.

Noise Management Program

As with the Environmental Management program, the Noise Management Program works to strike a balance between supporting the demand for air travel in the region with the impact on the community.

We are committed to implement measures that will mitigate the noise impact of our operations and will continue to work with our partners to explore new technologies and procedures that have the potential of reducing noise impacts.



The Noise Management Program includes several components to mitigate noise impacts, from noise operating restrictions and abatement procedures, to incorporating the Airport Operating Area (AOA) in the official plans of surrounding municipalities and a community outreach and education program, including a Noise Office that acts as an informational resource to the public.

Flight Paths and Procedures

NAV CANADA would be best equipped to respond to your questions about procedures such as continuous descent as airspace design falls within their mandate.

It is however, worth noting, that in July 2015, the GTAA and NAV CANADA introduced the first public consultation on noise mitigation initiatives in the GTA under the newly created noise management protocol. As per this Plan, they are studying study six ideas that may benefit surrounding communities. The concept of continuous descent is reflected in two of the noise mitigation ideas: New Approaches for night-time operations; and use new technology to reduce the need for low altitude leveling by arriving aircraft. The GTAA and NAV CANADA have now entered the technical review phase of the engagement plan, so we will soon learn whether these ideas be safely and effectively implemented at Toronto Pearson.

I hope this information builds understanding that the GTAA is always working to lessen the impact of our operations where possible, in balance with our responsibility as a vital economic engine for the Region.

I would be pleased to meet with you along with members of the Noise and Environment team to further discuss your concerns.

Yours truly,

A handwritten signature in blue ink, which appears to read "H. Marshall", is positioned below the "Yours truly," text.

Hillary Marshall
Vice President, Stakeholder Relations & Communications

c: Mr. Brian P. Herner, GTAA Board of Directors