



DELIVERED BY HAND

September 10th, 2014

The Honourable Lisa Raitt, M.P.
Minister of Transport
c/o 86 Main Street East
Milton, ON L9T 1N3

Dear Ms Raitt,

On behalf of the Toronto Aviation Noise Group we wish to thank you once again for meeting with us on August 5th in M.P. Carmichael's office.

As requested, we are conveying our proposals for mitigating the effects of the actions taken by NAV CANADA in altering and concentrating the flight path for arrivals into Lester B. Pearson International Airport.

In presenting these proposals, we wish to emphasize that we fully recognize there may be a need for flights to continue to overfly those communities represented by T.A.N.G. We also recognize that a principal focus for your Ministry and for NAV CANADA must be the safe movement of aircraft. That, obviously, is in all of our interests.

T.A.N.G.'s Objective

T.A.N.G.'s fundamental objective is to achieve an amended air space design that adequately mitigates the disproportionate impact of the 2012 changes and that represents a more balanced and safe approach to flight traffic that is fair to all Toronto residents.

Benchmark for Reduction of Over-flights

We submit that a necessary benchmark to measure the effectiveness of any refinements to the flight path, whether those proposed below or others, would be a minimum 50% reduction in the frequency of flights passing over our homes as well as a significant reduction in the speed-brake whine of turning aircraft.



T.A.N.G.'s Flight Path Proposals

The specific proposals that we have previously identified for more fairly balancing the impact of the 2012 air space redesign (arrivals, Runways 24 Left & Right) without compromising safety, are:

- Lengthen the downwind-leg segment further east, with co-related descent profiles (higher altitudes for longer in the segment) and direct 50 percent of flights to waypoint locations beyond the existing waypoint location;
- Widen the downwind-leg segment. Consequently, lengthen the base-leg segment to a length between ICAO's guideline for the **minimum** base-leg segment length (the current 5.2 NM) and the **maximum** allowable length.

Related Proposals

- Create efficient use of both:
 - Lake Ontario for night-time arrivals into Pearson Airport, and
 - currently underutilized runways;
- Cap night-flights over residential areas, increase the period of night-flight restrictions by at least 30 minutes and commit to not including runways 24 Left and Right as "preferential" runways;
- Prescribe limits on activity for periods immediately before and after the night flight hours, particularly on weekends and statutory holidays;
- Conduct independent studies to measure the impacts of NAV CANADA-designed flight paths on people living under the flight paths, like those recommended by Dr. David McKeown, Toronto's Medical Officer of Health ;
- Create an independent complaint mechanism for receiving, reviewing and reporting on complaints;
- Integrate a role for citizens' groups and elected representatives in future flight-path refinements or reviews.

Attached you will find a more detailed explanation of each of our proposals setting out the basis for the proposal and the rationale as to why we think they merit serious consideration.

T.A.N.G. puts forward these mitigation proposals after careful study, from a citizen's perspective and with some aviation industry advice. We acknowledge that NAV CANADA may have other proposals which would also achieve the Benchmark of a minimum 50% reduction in the number of flights passing over our homes. We are open to any and all proposals which achieve the goal of creating a fairer flight path into Pearson airport.



15 Nautical Mile Radius

One of T.A.N.G.'s proposals had been to increase the ambit of the G.T.A.A.'s control to 15 nautical miles from the existing 10 nautical miles. We understand that you have undertaken to implement this change, a decision for which we wish to commend you and your Ministry.

Achieving Results & Timeframe

Whatever changes are ultimately implemented to remedy the severe impact of NAV CANADA's actions, we also wish to secure a commitment to achieving measureable results and a commitment to a timeframe in which to achieve them. We were pleased with the proposal at the meeting on August 5th to achieve the results during the Government's current mandate.

Finally, we very much appreciate your active engagement and that of M.P. Carmichael with the issue of aircraft noise in our communities and your commitment to working towards solutions. We look forward to meeting with you again at an appropriate stage in the development of those solutions.

Sincerely,

Original Signed by Margaret Evans

Original Signed by Renee Jacoby

Margaret Evans, Chair
Toronto Aviation Noise Group

Renee Jacoby, Vice-Chair
Toronto Aviation Noise Group

c.c. Mr. John Carmichael, M.P.

Attachments