Jacobs Report Recommendations – One Year Update

In February 2010, the Toronto Port Authority released a report which looked at airport activities and related noise sources at the Billy Bishop Toronto City Airport. Part of that report included recommendations on possible ways to lessen the impact of noise on the surrounding community.

In spring 2010, the Toronto Port Authority's board of directors accepted the report and directed the TPA management to start working on the recommendations.

The TPA immediately established an implementation team, which in June 2010 issued draft terms of reference for an "Airport Community Consultation Committee".

In October 2010, the Board approved the Terms of Reference, and the new Committee started operations this month.

See the attached report for details of all the recommendations and the Toronto Port Authority's solutions.

Jacobs' Recommendations	Port Authority Actions
1. The TPA develops a formal policy encouraging operators to limit the use of reverse thrust; above idle power consistent with the safe operation of the aircraft. Further, the policy is to be actively communicated to the pilot community.	☑ The TPA, working with its current commercial carrier, has put in place a workable, safe operating procedure on the use of reverse thrust; currently being followed The TPA is also working with Nav Canada to publish a formal policy in the Canada Flight Supplement. <u>Target Date: Summer 2011</u>
2. The TPA develops and enacts aircraft engine run-up policies and procedures, with are formally communicated to the pilot community, addressing allowable times, specific areas, exceptions.	☑ The TPA has developed an Airport Directive, consistent with best practices at GTAA. Communicated to the pilot community. Airport Directives will be published on the Toronto Port Authority's website in <u>Spring 2011</u>
3. BBTCA to assess and potentially develop designated engine run-up areas, including a maintenance run-up area (ie. end of Runway 33) and runway end run-up pads (ie. end of Runway 15; eastern edge of the Terminal Apron near Runway 26 end). Further the BBTCA should seek approval to have the designated run up areas identified in the Canada Flight Supplement (CFS).	☑The TPA is assessing design criteria and suitable location options, likely near the west end of Runway 06-24 for the maintenance run-up noise barrier <u>Next Steps:</u> An EA consultant has been selected and the Project Scope is being developed. A public meeting will be held as part of the EA to inform and seek comments from the public. <u>Target Date: Early Spring 2011.</u> <u>Target</u>: to publish in CFS upon implementation.
4. The TPA is to assess the potential of implementing noise control barriers at or near any proposed aircraft engine run-up areas or pads.	☑ The TPA is prepared to install noise barriers along a section of the north edge of the airport, and a second structure on the east shoreline near the terminal apron. An EA consultant has been selected. A public meeting will be held as part of the EA, to inform – and seek comments from – the public. <u>Target Dates:</u> EA – Early Spring, 2011; Construction: Late Spring 2011

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5. The TPA to discuss with Nav Canada possible revisions to Noise Sensitive Areas in order to better reflect the current land uses in the communities surrounding the airport lands while maintaining safety and capacity in the surrounding airspace.	☑ TPA has met with Nav Canada to investigate additional compliance 'best practices' with the pilot community. 2010 TPA requested increased noise ceiling over Toronto islands. TPA is developing a map for distribution to pilots which will indicate residential developments in the vicinity of the airport and along common flight paths. Part of the comprehensive 'Good Neighbour' policy.
6. TPA to discuss with Transport Canada and Nav Canada the feasibility of redesigning the HWY 2 Flight Route to avoid tracking through Greenwood Section of the Noise Sensitive area.	☑ Initial discussions are underway with representatives from Nav Canada.
7. TPA to discuss with Transport Canada and Nav Canada the feasibility of designating preferential runway use in order to avoid Noise Sensitive Areas.	TPA is formalizing a policy on preferential runway use for all pilot community. The existing scheduled air carrier already uses an accepted process to voluntarily avoid Noise Sensitive Areas on departure.
8. TPA to discuss with Transport Canada and Nav Canada the feasibility of redesigning the non-precision RNAV A approach path in order to avoid the Algonquin and Ward's Island Noise Sensitive Area.	☑ Initial discussions are underway with Nav Canada to investigate the feasibility of modifying the non-directional GPS beacon approach from the east.
9. TPA to discuss with Transport Canada, Nav Canada and other stakeholders the potential for improvements to the stated procedures and restrictions in the CFS and CAP as they relate specifically to noise abatement and other matters which impact community noise.	☑ Discussions with all stakeholders are taking place.

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10. Implement improvements to the summary noise reporting metrics to make them clear and more understandable to the community and provide comparisons to prior year's results.	☑ Established new Noise Management Office, effective January 2011. ☑ New software has been implemented and measurement and reporting formats developed in line with global 'best practices'. ☑ Formats are similar to those in place at Pearson, and include year-over-year results comparison ☑ Response procedures for the sequencing of initial communication, acknowledgement, analysis, reporting, and community response have been established
11. Improve response time (eg within 96 hours) and communication procedure for community noise reports.	☑ A new reporting format is operational with the new system. ☑ The Noise Management Office will respond to complaints within five (5) business days. <u>Target: Summer 2011</u>
12. Conduct quarterly meetings with tenants and key users to communicate progress of noise management program and to discuss and resolve specific noise issues and noise mitigation opportunities.	☑ The Airport Users' Liaison committee which includes the airlines, flight schools and general aviation tenants, will be holding its first meeting in March. A standing item at these meetings will be noise management and mitigation opportunities.
13. Provide further opportunities for educating the community regarding aircraft noise and noise abatement procedures through the TPA website and printed media.	☑ A "noise primer" is being created; distribution will be on the website and at key neighbourhood sites ☑ TPA website in process of reconstruction with friendlier access to information. <u>Target completion date: March 2011</u>

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14. Establish a "Fly Quiet" voluntary compliance and pilot participation program which rewards pilots for compliance with mandatory and recommend noise mitigation procedures.	☑ The TPA will post a summary of the mandatory and recommended noise mitigations on "Information for Pilots" section of the website in <u>Spring 2011.</u> ☑ Compliance guidelines will be discussed with carriers in Spring 2011. Also covered in the Users' Liaison Committee meeting to be held in March. ☑ The TPA is creating an educational module for incorporation into the Ground School portion of flight training at the airport
15. Assess possible organizational changes to better address and implement noise management initiatives, including assessing the cost-benefits of outsourcing noise reporting and monitoring functions.	☑ Part of recent reorganization at the airport with dedicated Noise Management Team under the direction of Airside Operations Manager. Over 40 years experience in airport operations and noise management 'best practices' within the Group. Will handle all airport noise–related issues. ☑ Outsourcing examined and decision made to keep in house to maintain accountability to the community.
16. Establish a permanent noise consultative process, involving airport and community stakeholders.	☑ Implementation well advanced. Airport Community Consultative Committee first meeting February 16, 2011.