

Clause embodied in Report No. 8 of the Policy and Finance Committee, as adopted by the Council of the City of Toronto at its meeting held on May 30, 31 and June 1, 2001.

5**Proposed Lester B. Pearson International Airport
Co-ordinating Committee (All Wards)**

(City Council on May 30, 31 and June 1, 2001, adopted this Clause, without amendment.)

The Policy and Finance Committee recommends the adoption of the following report (May 14, 2001) from the Chief Administrative Officer:

Purpose:

To recommend an appropriate mechanism to address the concerns of City of Toronto residents respecting the impact of operations at Lester B. Pearson International Airport (LBPIA).

Financial Implications and Impact Statement:

The recommendations of this report do not have any financial implications.

Recommendations:

It is recommended that City Council:

- (1) request the Federal Members of Parliament for Etobicoke North (Mr. Roy Cullen), Etobicoke Centre (The Honourable Allan Rock), Etobicoke Lakeshore (Ms Jean Augustine), Parkdale High Park (Sarmite Bulte) and the Minister of Transport and Minister Responsible for the Greater Toronto Area (The Honourable David Collenette) to convene regular public semi-annual meetings in the City of Toronto to address airport issues of concern to the public;
- (2) request that the three City of Toronto nominees on the Greater Toronto Airports Authority's Board of Directors be invited to these meetings; and
- (3) authorize and direct the appropriate City Officials to take the necessary action to give effect thereto.

Background:

At its meeting of August 1, 2, 3 and 4, 2000, City Council adopted, as amended, the recommendations of the Policy and Finance Committee (Clause No. 3 of Report No. 10) to, among other things, approve an Accord between the City of Toronto and the Greater Toronto Airports Authority (GTAA). Council also directed that a Task Force be established to review

noise management and air pollution issues, and the Chief Administrative Officer be requested to submit a report to the Policy and Finance Committee outlining the Terms of Reference for the proposed Task Force.

Additionally, at its meeting of October 3, 4, 5, 6, 2000, and October 10, 11, and 12, 2000, by Notice of Motion (appearing under item 'J', moved by Councillor Korwin-Kuczynski, seconded by Councillor Miller) City Council re-opened Clause No. 13 of Report No. 9 of the Etobicoke Community Council (Lester B. Pearson International Airport Noise Monitoring and Impact Review and Assessment) and resolved that:

“the Airport Task Force be established as a continuing committee with clear directions dealing with all airport issues, and that the mandate of such Task Force include the examination of noise generated by all aircraft, save and except those involved in emergency services”.

This report responds to Council's request.

Comments:

Lester B. Pearson International Airport is the largest and busiest airport in Canada and one of the busiest in North America both in terms of passenger and air cargo traffic. It is a major economic generator for the City and the region, accounting for over 116,000 direct and indirect jobs. In 1999 more than 28 million passengers and 360,000 kilograms of cargo moved through LBPIA. About 75 percent of the airline passengers using LBPIA have an origin or destination within the Greater Toronto Area.

Additionally, to accommodate future growth and enhance Toronto's competitive position as a gateway to North America, the GTAA has initiated a ten year, \$4.4 billion, redevelopment plan, which includes replacing Terminals 1 and 2 with a single unified horseshoe shaped terminal building, adding two new east-west runways and a new cargo facility, and improving taxiways, de-icing facilities, access roads and parking. The plan, when complete will increase Pearson's passenger handling capacity to 50 million people per year.

These operations benefit the Greater Toronto Area in many ways, however, they also have some negative impacts on residents of the adjacent communities. During the consultation process to develop the Accord between the City and the GTAA, local residents commented that airport related noise, in particular, is a serious problem that negatively impacts the enjoyment of their homes, reduces property values, and in general reduces their quality of life. They also indicated that the noise problem appears to be getting worse with time.

Local residents also expressed concern about the impact of low-level emissions including the smell of jet fuel on air quality in neighbourhoods close to the airport, and aircraft related debris, such as green ice falling from planes into neighbourhoods.

The staff report on the then draft Accord between the City and the Greater Toronto Airports Authority noted that although the Greater Toronto Airports Authority has responsibility for the management, operation and maintenance of LBPIA, airport operations are subject to national and

international procedures, regulations, and standards. The International Civil Aviation Organization (ICAO) is responsible for establishing international standards and recommended practices and procedures for civil aviation operations; the Federal Government through Transport Canada retains ownership of the Pearson airport lands and has responsibility for air transport certification, regulation and safety within Canada; and NAV Canada, under contract to Transport Canada, provides air traffic control services and aeronautical information services.

While the City of Toronto has taken a leadership role in addressing some of the residents' concerns, for example through the Noise Impact Study completed last year, Council has no authority to resolve these important issues. It is essential that the Federal Government, through Transport Canada, take a more active role both in ensuring compliance with current regulations, standards and procedures for airport operations, and in developing new policies to address residents' concerns.

Conclusions:

As indicated in previous staff reports, the issues of most concern to City residents, e.g. noise and air quality, are clearly beyond the jurisdiction of City Council. Regulatory and legislative authority for air transport issues are a responsibility of the federal government and fall under the mandate of Transport Canada. Establishing a City of Toronto Committee on airport operations would be a symbolic gesture. Given the City's current budget constraints, it is essential that senior orders of government be held accountable for issues under their mandate.

It is therefore recommended that a City of Toronto Airport Committee not be established. City Council should instead request the Federal Government, through Transport Canada and the local Members of Parliament elected in ridings in close proximity to Lester B. Pearson Airport, to address the concerns of their constituents. At a minimum the local Members of Parliament and the Minister of Transportation should convene regular semi-annual public meetings to solicit input from residents and report out on progress made to address outstanding concerns. Sufficient notice of these meetings should be provided so that interested residents, businesses, City of Toronto nominees on the GTAA and Councillors can make arrangements to attend and present their views.

The Commissioner of Economic Development, Culture and Tourism, the Commissioner of Urban Development Services, the Commissioner of Works and Emergency Services and the Commissioner of Corporate Services have been consulted in the preparation of this report and concur with the recommendations.

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(City Council on May 30, 31 and June 1, 2001, had before it, during consideration of the foregoing Clause, the following communications in support of the establishment of a City of Toronto Airport Committee:

- (i) (May 29, 2001) from Ms. Sylvia Giovanella, President, Etobicoke Federation of Ratepayers' and Residents' Association; and*
- (ii) (May 30, 2001) from Mr. Allan Sparrow.)*