



# Toronto Noise Mitigation Initiatives Summary Report on Stakeholder Roundtables

Prepared by Lura Consulting  
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This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Toronto Noise Mitigation Initiatives Stakeholder Roundtables.

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## Introduction

### BACKGROUND

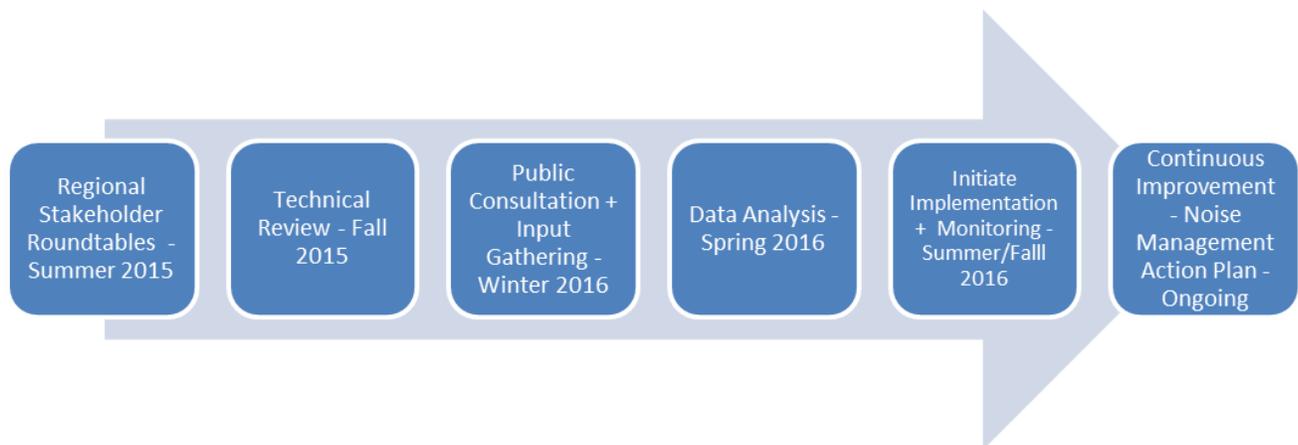
Toronto Pearson is one of North America's fastest growing global hub airports, handling nearly 40 million passengers today, and well on its way to reaching greater than 64 million passengers by 2033. As a significant contributor to the local and national economies, a job creator, and a facilitator for trade and foreign investment, Toronto Pearson knits Canada together and helps our country compete globally.

Toronto Pearson also has an important role to play in community life. Passengers expect connections to the world; airlines, industry partners, and airport employees expect safe operations; and the communities surrounding the airport expect sustainable operations.

The community served by Toronto Pearson expects the airport to be a good neighbour. One important way to do this is to lessen the impact of operations on the surrounding areas by reducing aircraft noise where possible.

On June 17, 2015 NAV CANADA and the Greater Toronto Airports Authority (GTAA) shared a plan to work with the community to reduce the noise footprint of aircraft operations at Toronto Pearson airport and reduce the impacts on the city's neighbourhoods.

The Toronto Noise Mitigation Initiatives Engagement Plan consists of a six-phase plan for consulting with the community and implementing new noise mitigation measures. As part of this process, NAV CANADA and the GTAA are studying six ideas that may provide benefits for the communities surrounding Toronto Pearson airport. The six ideas are in response to feedback that has been provided by the community.



### OVERVIEW OF STAKEHOLDER ROUNDTABLES

Between July 29<sup>th</sup> and August 24<sup>th</sup> 2015, NAV CANADA and GTAA hosted a series of eight roundtable discussions with stakeholders to discuss airport operations and to explore the six ideas for mitigating noise in the community. The Stakeholder Roundtables provided a forum for an in-depth conversation with a small group of highly-engaged community members. A full public consultation will occur in 2016 following additional technical study.

## Objectives

The Stakeholder Roundtables were designed to:

- Review and discuss feasibility of preliminary ideas to mitigate impacts due to flight paths and aircraft noise.
- Obtain community input on process, criteria for decision-making, and next steps.

## Locations

Host communities for the Roundtables were determined based on existing operational impacts, potential future benefits and the impacts of proposed changes.

## Participants

GTAA and NAV CANADA worked closely with the Community Environment & Noise Advisory Committee (CENAC) and elected officials to identify Stakeholder Roundtable participants. A total of 95 people participated in the eight Stakeholder Roundtables. Participation was by email invitation.

## Roundtable Format

Each of the Stakeholder Roundtables were held from 7:00pm to 9:00pm and consisted of an overview presentation on the current airport operations and background on each of the six noise mitigation ideas. A copy of the presentation can be found [online](#). Following the presentation on each of the six ideas was a question and answer period and a facilitated group discussion.

The Roundtables were facilitated by Jim Faught or David Dilks, Lura Consulting and the presentation was provided by Kurtis Arnold, NAV CANADA. Staff from both the GTAA and NAV CANADA was in attendance at the roundtable meetings to respond to stakeholder questions.

## Participant Feedback

At the beginning of the Roundtables, participants were provided a Discussion Guide to record their feedback for submission at the end of the session or by email until the deadline of September 4, 2015. The Discussion Guide was also made available on the GTAA website in a survey format to enable participants to provide additional feedback after the sessions. A total of 16 hard-copy discussion guides and 23 online feedback emails/surveys were submitted as feedback to this round of consultation. Participants also received a Glossary of Terms ([available online](#)) to assist with understanding the presentation and discussions.

## Stakeholder Roundtables Summary

Date	Location	Venue	Number of Attendees
July 29, 2015	Mississauga	Burnhamthorpe Community Centre 1500 Gulleden Drive, Mississauga	8
August 4, 2015	Etobicoke	Eatonville Library 430 Burnhamthorpe Road, Toronto	8
August 5, 2015	North Toronto/ York Region	Driftwood Community Centre 4401 Jane Street, North York	3

August 10, 2015	Brampton	Chris Gibson Community Centre 145 McLaughlin Road, Brampton	6
August 11, 2015	Halton Hills/ Georgetown	Gellert Community Centre, Kinsman Hall 10241 Eighth Line, Halton Hills	5
August 12, 2015	Toronto Centre/ St. Paul's/ Davenport/ Parkdale-High Park	Davenport Perth Neighbourhood Centre 1900 Davenport Road, Toronto	22
August 19, 2015	Toronto Centre/ Don Valley West/ Eglinton Lawrence	Leaside Gardens 1073 Millwood Road, Toronto William Lea Room	20
August 24, 2015	Oakville/Halton	St. Volodymyr Cultural Centre 1280 Dundas Street West, Oakville	23

## What We Heard – Summary of Stakeholder Feedback

The following summary highlights the recurring themes that emerged at the Stakeholder Roundtables as well as written feedback submitted by participants, organized according to the six ideas presented at the meetings.

### **IDEA #1 – NEW APPROACHES FOR NIGHT-TIME OPERATIONS**

During busy daytime periods, the safe management of air traffic necessitates certain restrictions. However, when traffic volumes are lighter at night and single runway operations are being used, there are options to improve descent profiles that could reduce noise impacts.

Proposed Approach: NAV CANADA will design new approaches for use during designated night-time operations.

#### ***1. What do you like about this idea?***

Participants generally agree that new approaches for night-time operation are a good idea. Recurring comments from participants highlighted the following points they like about this idea:

- Considers continuous descent as an option to mitigate noise at night-time.
- Allows aircraft to fly at a higher altitude as they make the final turn to align with runways, reducing drag and noise.
- Provides flexibility to modify altitudes and flight paths to avoid residential areas, particularly those under flight paths originating from runways 23/05 and 24/06.
- Appears logical, more efficient, and easy to implement.

#### ***2. What concerns do you have...why?***

Participants raised several concerns about this idea. In particular, they are concerned that it will:

- Extend night-time hours of operation.
- Facilitate an increase in night-time air traffic over the short- and long-term.
- Does not address the frequency of night-time air traffic over residential areas, which is a primary concern.
- Shift noise from one community to another, introducing noise to areas where noise from overflights is currently not an issue. This negates the efforts of those who researched current flight paths and purchased their property accordingly.
- Concentrate flight paths and noise over certain residential areas.
- Change if there are significant changes to the fleet mix.

#### ***3. What should be considered as this idea is studied further?***

The top recurring suggestions for further consideration in relation to this idea include:

- Identify a volume threshold for noise from night-time aircraft operations.
- Monitor noise from night-time operations and utilize the data to assess the benefits of this idea.

- Collaborate with CENAC’s acoustician to identify the estimated change in noise that would result from implementing this idea.
- Identify a specific range of time during which this approach would be in effect. Several participants suggested 11:00 pm to 6:30 am.
- Consider the full range of environmental impacts associated with this idea (e.g., noise pollution, air quality, sleep disturbance).
- Design and move the flight path where it does not impact residents (e.g., over Lake Ontario, highway corridors, Billy Bishop Toronto Island Airspace).
- This idea should be pursued in conjunction with a decrease or elimination of non-emergency night flights or a return to the 1997 night-time flight budget formula as a maximum number of movements.

## **IDEA #2 – NEW DEPARTURE PROCEDURES FOR NIGHT-TIME OPERATIONS**

There are opportunities to alter night-time departure procedures during lower traffic volume periods when only one runway is in use for departures. Increasing the altitude achieved before aircraft turns are permitted may deliver noise benefits for those under the departure flight path.

Proposed Approach: NAV CANADA will design new departures for use during designated night-time periods.

### ***1. What do you like about this idea?***

Feedback on this idea included:

- Participants at the Mississauga roundtable expressed particular support for this idea, noting that it keeps aircraft on a narrower flight path, at a higher altitude primarily over industrial areas.
- Participants at the Brampton and Toronto Centre (Davenport) roundtable sessions also indicated this idea would benefit their communities.
- Feedback from the remaining roundtable sessions iterated the need to reduce night-time operations between certain hours (e.g., 11:00 pm to 6:30 am).

### ***2. What concerns do you have...why?***

Participants raised several concerns about this idea. Recurring comments from participants emphasized the following:

- This idea will concentrate noise from night-time operations over one community. Feedback from some participants at the North Toronto and Toronto Centre (Davenport) roundtables expressed support for distributing or sharing the noise among different communities, while other participants at the Toronto Centre (Davenport) roundtable expressed concern that this idea will negatively impact some residents while providing relief to others.
- This may lead to an increase in night-time air traffic.
- Ensure there is a measurable reduction in noise.
- New departure procedures are needed for all times of day, not just night-time. This idea is too restrictive.

### ***3. What should be considered as this idea is studied further?***

The top recurring suggestions for further consideration in relation to this idea include:

- Consider the trade-off of sharing the noise (e.g., providing relief to some communities while creating issues in other communities).
- Monitor noise from night-time operations and utilize the data to assess the benefits of this idea.
- Explore the application of this idea to arrivals and daytime operations.
- The current "early turns" trial for certain aircraft should be concluded and this idea implemented.
- All Standard Instrument Departures (SID) should be redesigned to be track oriented with the track designed to avoid residential areas to as great an extent as possible. The redesign should also include the objective of continuous climb to cruising level.
- This idea should be pursued in conjunction with a decrease or elimination of non-emergency night flights or a return to the 1997 night-time flight budget formula as a maximum number of movements.

### **IDEA #3 – INCREASE DOWNWIND ARRIVAL SPEEDS**

Changing the published speeds on the “downwind” portion of the arrival flight path from 200 knots to 210 knots may reduce noise in some areas of the city by decreasing the need for flap use by pilots of larger aircraft needing to slow their airspeed.

Proposed Approach: NAV CANADA will study the noise benefits of increasing speeds.

#### ***1. What do you like about this idea?***

Participants expressed general support for this idea noting that it is logical. Recurring comments include:

- This idea was of particular interest to participants at the Toronto Centre (Davenport) roundtable session, who noted that it holds the most prospect of noise relief of the six ideas presented.

#### ***2. What concerns do you have...why?***

Participants, with the exception of those at the Toronto Centre (Davenport) roundtable, raised several concerns about this idea. Participants emphasized the following:

- Prioritize safety (e.g., avoid the potential for air collisions over residential areas).
- Consider the operational limits of different carriers.
- Identify the actual noise benefit of this idea and how it is measured; several participants are not convinced that increasing speeds will result in less noise.

#### ***3. What should be considered as this idea is studied further?***

The top recurring suggestions for further consideration in relation to this idea include:

- Assess the benefits of this idea against potential risks to ensure safety.
- Explore whether there is a net reduction in noise; the speed difference appears marginal.
- Ensure other stakeholders (e.g., pilots) are given the opportunity to review this idea.

- Consider flight paths at even higher altitudes to mitigate noise.
- Explore the potential of this idea at even higher speeds (e.g., 215-220 knots); this was iterated by participants at the Davenport roundtable.

#### **IDEA #4 – USE NEW TECHNOLOGY TO REDUCE THE NEED FOR LOW ALTITUDE LEVELING BY ARRIVING AIRCRAFT**

Aircraft arriving at parallel runways require a level portion in the descent of each aircraft to ensure safe separation. There are noise impacts associated with power increases necessary to achieve low altitude level flight. New technologies could reduce the need for those level portions in flight profile and permit quieter, constant descent operations.

Proposed Approach: NAV CANADA will study the potential use of new technologies.

##### ***1. What do you like about this idea?***

Participants were supportive of using new technology to reduce the need for low altitude leveling by arriving aircraft if analysis demonstrates there will be a noticeable reduction in noise. Specific comments on what participants like about the idea are summarized below:

- If noise is reduced, Required Navigation Performance (RNP) implementation should be encouraged to increase constant descent opportunities.
- The technology is worth exploring further if it is currently being implemented at other airports around the world.
- The potential to use technology to move away from high/low operations at Pearson Airport should be explored.
- It can be used consistently and with underlying land use in mind.
- There is support for reducing the use of vectored flight paths over residential areas as long as there is an appreciable change in noise levels.

##### ***2. What concerns do you have...why?***

Participants raised some concerns about this idea. In particular, they were concerned about the cost and amount of time required to implement the technology. Feedback from participants emphasized the following:

- The amount of time to study the idea, gain necessary approvals, and implement the technology in Pearson Airport's fleets make this idea a long-term solution and would provide no immediate noise relief.
- The cost to implement the technology is likely a barrier for smaller aircraft operators.
- There are concerns with maintaining safe separation of aircraft.
- Even if the technology exists, there is no guarantee that the airlines will implement it.
- There is substantial concern that one flight path will concentrate aircraft noise over a specific residential area. How that concentrated flight path is determined will be a challenge.
- There is the potential for increased complexity of managing air traffic.
- If there is a fuel usage increase with this technology, airlines may be less likely to adopt this procedure.

### ***3. What should be considered as this idea is studied further?***

The top recurring suggestions for further consideration in relation to this idea include:

- Identify the cost-benefit of the idea with respect to financial investment and noise benefit.
- Consider designing the RNP tracks over the Greenbelt or low density residential areas.
- Use data generated by other airports in studying this idea.
- If aircraft using this technology would be flying on one path, consider the impact to communities below that path.
- Explore whether government subsidies to encourage technology adoption are feasible.
- Consider this idea as part of a multi-pronged solution as the noise benefit may not be sufficient from this idea alone.

### **IDEA #5 – ESTABLISH WEEKEND PREFERENTIAL RUNWAYS**

Traffic volumes on Saturdays and most of Sunday tend to be lower than other days of the week. The establishment of weekend preferential runways could facilitate runway alternation on weekends. Alternating runways could provide periods of weekend respite from noise for communities impacted by these operations.

Proposed Approach: NAV CANADA and GTAA will study the feasibility of establishing weekend preferential runways.

#### ***1. What do you like about this idea?***

Participants were generally supportive of the concept of establishing weekend preferential runways as it can provide a more fair distribution of noise amongst communities surrounding the airport during weekend periods. Specific comments on what participants like about the idea are summarized below:

- Alternating runways would share the noise and provide some relief.
- The idea seems relatively easy to implement.
- By using all the runways, noise can be spread out more evenly.

#### ***2. What concerns do you have...why?***

Participants raised some concerns about this idea. Recurring comments from participants emphasized the following:

- There is concern about how the preferential runways will be determined and what criteria will be used. Noise must be shared equally.
- The number of aircraft arriving/departing from Pearson is increasing. This idea could make sense today, but may not be feasible in the long-term.
- Changing current operations may lead to new issues for residents not accustomed to flight paths over their homes. Impacting additional communities is a concern.
- There will be no overall reduction in noise generated. The objective should be to reduce the overall noise by implementing continuous descent procedures with the traffic on low drag, low power, profiles with tracks and turning points over non-residential areas where possible at all times of the day and night.

- Participants at the Mississauga roundtable expressed that the Rockwood community has unique circumstances and is already inundated due to its proximity to Pearson.
- Implementing this idea could create expectations for residents that might not be able to be met consistently.
- Participants at the Toronto Centre (Davenport) roundtable indicated that any time preferential runways are in use there is a need to ensure proper spacing between aircraft. This will mean the final approach is shared by alternating runways and that the downwind leg appears to be shorter. This idea may produce more noise.

### ***3. What should be considered as this idea is studied further?***

The top recurring suggestions for further consideration in relation to this idea include:

- Consider how this idea will affect communities' currently not experiencing noise.
- Consider changing the approach depending on the seasons (i.e. summer is most important for providing relief when people spend more time outdoors).
- Investigate whether alternating runways could be applied to lower traffic times during the week.
- Controller managed descents will provide the best noise prevention on downwind and base legs during lower traffic times.
- Consider the ability to provide consistent runway alternation given the variables of maintenance, traffic loads, etc.
- The downwind leg offset must be adjusted in accordance with which runway is being used, otherwise there is the risk that the existing STARs will be used. If the downwind leg for Runway 24 is used for flights arriving onto Runway 23 when Runway 23 is the "preferential" runway, there will be no relief for those neighbourhoods.
- Consider an evaluation and trial period including resident representation at all phases especially for post-implementation evaluation.

## **IDEA #6 – ALTERNATE NIGHT-TIME PREFERENTIAL RUNWAYS**

Preferential runways exist to ensure that aircraft landing and departing overnight impact the fewest people. The possibility to alternate use of night-time preferential runways might result in sharing night-time noise impacts from aircraft operations across more communities.

Proposed Approach: GTAA is currently reviewing the continued appropriateness of its existing night-time preferential runways to ensure they meet the stated objectives.

### ***1. What do you like about this idea?***

Participants were generally supportive of alternating night-time preferential runways. Specific comments on what participants like about the idea are summarized below:

- This idea requires revisiting outdated procedures on preferential runways. A review of these procedures is long overdue.
- Any measure that helps to spread out the noise impacts should be pursued.
- This idea utilizes the entire east/west runway complex reflecting the current configuration.

## **2. What concerns do you have...why?**

Participants raised some concerns about this idea. Recurring comments from participants emphasized the following:

- There is concern about how the preferential runways will be determined and what criteria will be used. Noise must be shared equally.
- Changing current operations may lead to new issues for residents not accustomed to flight paths over their homes. Impacting additional communities is a concern.
- Participants at the Toronto Centre (Davenport) roundtable felt that this idea would not provide the benefits they are looking for.
- Participants at the Brampton roundtable felt that this idea would cause issues for residents under the runway 24/06 flight path and result in increased noise complaints.
- Participants at the Mississauga roundtable were concerned about the impact to the Rockwood community.
- Frequently, when Runway 23 is being used for night-time arrivals, the air traffic controllers are directing the aircraft onto the downwind leg for the Runway 24 L/R arrivals but are then having them extend the northbound base leg by an extra 2 kilometres to bring them on to the arrivals leg for Runway 23. This has a dramatic impact on a series of residences that are already overly burdened by day time arrivals.
- There will be no overall reduction in noise generated. The objective should be to reduce the overall noise by implementing continuous descent procedures with the traffic on low drag, low power, profiles with tracks and turning points over non-residential areas where possible at all times of the day and night.

## **3. What should be considered as this idea is studied further?**

The top recurring suggestions for further consideration in relation to this idea include:

- The overall number of night-time flights should be reduced.
- Criteria to determine which runway should be used should include safety, wind, construction, equitability of noise, emissions, fuel savings, etc.
- Identify where residential growth is planned to be located and avoid high growth areas.
- Consider using the north/south runways to disperse the noise at night-time.
- Investigate whether alternating runways could be applied to lower traffic times during the week.
- Consider the cumulative noise impacts on some communities from flight paths at Billy Bishop airport.
- The downwind leg offset must be adjusted in accordance with which runway is being used, otherwise there is the risk that the existing STARs will be used. If the downwind leg for Runway 24 is used for flights arriving onto Runway 23 when Runway 23 is the “preferential” runway, there will be no relief for those neighbourhoods.
- Where a preferential runway is used during the night-time, adjustments should be made to ensure that flights are not overflying routes that receive high percentages of regular traffic.

## PROCESS AND NEXT STEPS

### ***1. What are the most important factors you would like to see considered in evaluating the various noise mitigation initiatives? Please identify your top 3 factors.***

The most important factors identified by participants to evaluate the noise mitigation initiatives are recorded below, in no particular order:

- Safety (i.e., mitigate all safety concerns).
- Human health (e.g., impact of non-audible noise, sleep disturbance).
- Measureable changes in noise reduction using real data.
- Establishing volume thresholds and baseline of current noise levels.
- Impacts of the proposed ideas (e.g., avoid creating new noise).
- Sharing noise (there was both support for and against this option).
- Mitigating noise at specific times (e.g., season, day of week, time of day).
- Environmental impacts (e.g., noise pollution, air pollution).
- Changes in fleet mix over time.
- Frequency of flights.
- Workload pressures on pilots or air traffic controllers.
- Relocating flight paths over non-residential areas (e.g., industrial corridors, Lake Ontario, highway corridors).
- Population density (e.g., number of people adversely affected).
- Flight altitude.
- Balancing the use of all runways.
- Amount of time required for implementation.

Feedback from participants also suggested using a systems approach as well as weighted criteria to evaluate the proposed ideas.

### ***2. What feedback or suggestions do you have regarding the community engagement process moving forward and next steps?***

Participants provided the following suggestions to enhance community engagement efforts as the study continues:

- Broaden outreach and notification efforts through partnerships with provincial and municipal constituency offices and by using a variety of communication tools (e.g., social media, local newspapers).
- Provide more notice of consultation events, especially since people who are currently not affected by noise will be difficult to engage.
- Establish key messages about the project.
- Ensure meaningful stakeholder and public consultation at each step in the process.
- Consider more innovative ways to involve the general population using a variety of tools.
- Prioritize transparency and accountability in the study process, particularly when decisions are made.
- Provide regular updates and report back to residents.
- Consider the demographics of each target community when designing consultation approaches (i.e., need for non-English notifications).

- Educate the public and build awareness about airport and runway operations (e.g., wind and weather limitations).
- Use plain language to explain technical concepts and procedures and provide tangible examples where possible.
- Use visual aids to help illustrate technical concepts and the impacts of proposed changes (e.g., maps, noise data, and simulations).
- Provide information specific to the community you are consulting to facilitate obtaining meaningful feedback.
- Provide presentation handouts and materials before or during consultations rather than distributing them after the events.
- Be clear about the opportunities and limitations of each idea and provide more information about each idea, including noise reduction data.
- Create a mechanism to provide independent/objective solutions to conflicts.

## **OTHER IDEAS AND FEEDBACK ON NOISE MITIGATION**

Additional comments provided by participants are summarized below and organized according to recurring themes:

### ***Additional Noise Mitigation Initiatives***

- The six noise mitigation ideas do not address community concerns for noise between 6:00am and 12:30am regardless of frequency of air traffic.
- Additional noise mitigation ideas should be presented that address de-concentration of flight paths.
- Consider additional noise mitigation initiatives, including (in no particular order):
  - Descents controlled by air traffic controllers instead of using standard terminal arrival routes (STARS) when traffic volumes allow for it;
  - Flight paths at higher altitudes and/or over Lake Ontario to mitigate noise in residential communities;
  - Eliminate unnecessary track miles;
  - Introduce continuous climb to cruising level;
  - Introduce the point merge method of sequencing arrival flows;
  - Delay of vectoring south/southwest bound aircraft to greatly reduce noise over Oakville and Burlington.
  - New approaches focused on decreasing or eliminating night flights wherever possible.
  - Introduce noise mitigation training for air traffic controllers.
- Consider global best practices on managing community noise impacts (e.g., Germany).
- An environmental/feasibility study should be undertaken by an independent third party to assess moving south arrival aircraft over Lake Ontario as there are potential benefits for all major stakeholders. A true cost/benefit analysis including human and environmental health impacts should be undertaken.

### ***Increasing Transparency***

- Provide the public with the long list of noise mitigation ideas submitted by individuals, community groups and organizations to enhance traceability and transparency.

- Explain how the long list of ideas submitted by individuals, community groups and organizations was evaluated and which criteria were used to arrive at the six ideas presented.
- Provide a summary of the changes made in 2012 and the rationale for them.
- There is concern that the criteria used to develop the six noise mitigation initiatives is focused on the financial interests of the airlines and GTAA and is lacking a focus on human and environmental health.
- There is concern that the six noise mitigation ideas presented were pre-selected by airport stakeholders so that there would be little to no impact on airline operations. Ideas proposed by the community need to be considered and addressed.
- An independent, expert authority responsible for assessing noise mitigation issues and arbitrating any proposals for noise mitigation is required as there appear to be competing interests between GTAA/NAV CANADA and residents.
- Involvement of a knowledgeable representative on behalf of residential populations affected by aircraft noise or potential mitigation measures is required to ensure direct community participation in the process.

#### ***Community Consultation***

- There is concern that the public consultation process is flawed in that it does not consider or address previously raised community concerns and lacks an explanation of the process by which the six noise mitigation ideas were chosen.
- Ensure new communities are informed about the location of flight paths and noise from overflights.
- Consider the full impact of noise from overflights on quality of daily activities (e.g., sleeping, outdoor recreation).

#### ***Noise Level Monitoring and Reduction***

- Noise levels should be measured and reported on regularly for all flight paths over Metropolitan Toronto, not just close to Pearson airport, for all periods of day and night.
- All noise mitigation initiatives that are implemented should achieve a 20% reduction in noise as a minimum.
- The 1997 night-time flight budget formula should be reinstated as the upper limit in order to control noise.
- Pursue all feasible options that prioritize noise mitigation to determine the quantifiable benefits or appreciable changes in noise levels.

## Next Steps

The feedback obtained through the Stakeholder Roundtables will help inform the technical review of each idea during the next phase of the process. An outline of the study plan is provided in the Technical Analysis Workplan available online. A full public consultation is scheduled for 2016. Regular updates will be provided during the technical analysis.

For more information please visit:

<http://www.torontopearson.com/en/NoiseMitigationInitiativesEngagementPlan/#>