



No More Noise
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July 13 2026

Via Email

Toronto Board of Health

RE: 2026.HL34.5, Investigating the Increased Risk of Heart Disease, Lung Cancer, and Tumours from Bringing Jets to Toronto's Waterfront Communities

To Chair Moise, Vice Chair Abinaya Chandrabalan, and Councillors Bravo, Cheng, Chernos Lin, Perruzza and Thompson, and members Charna Gord, Ida Li Preti, Rebecca Maldor, Charles Ozzoude, Ramanjeet Singh, and Stephanie Zhou,

I am writing to you on behalf of [No More Noise](http://www.nomorenoise.ca) to urge you to oppose the expansion of Billy Bishop Airport and the introduction of larger jet aircraft into Toronto's waterfront. Our civic campaign has actively mobilized community members to send over 250 emails directly to this committee. These numbers represent a clear public health mandate from residents who are demanding that this Board step in and protect their communities from the unprecedented health and environmental risks of a major jet expansion. You must prioritize the health of Torontonians over corporate profit and shareholder returns.

Billy Bishop Airport sits directly on the sensitive waterfront of one of the country's fastest-growing and most densely populated urban areas, surrounded by homes, schools, hospitals, parks, businesses, and some of Toronto's most cherished public and natural spaces. Expanding the airport would expose tens of thousands more residents, workers, students, patients, and visitors to increased aircraft noise and pollution where they live, work, recover, and enjoy the waterfront.

The True Scale of Expansion & The Impact Corridor

To understand why our community is deeply alarmed, we must look at the actual scale of this development proposal. Proponents seek a staggering **600% increase to 10 million passengers annually** on a tiny 210-acre waterfront footprint. The proposed 1,800-meter runway combined with the mandatory 720-meter approach barriers at both ends creates an immense 3.24-kilometer industrial installation. That is the exact distance from Bloor Street all the way down past Front Street.

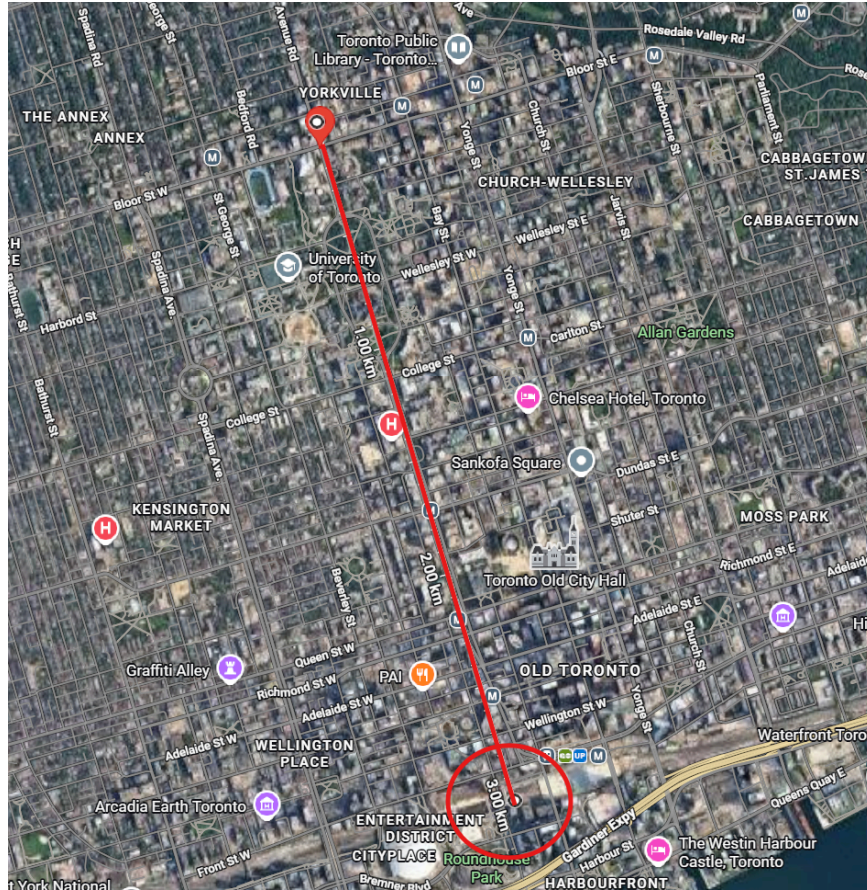


Figure 1: New runway compared to University Avenue

This massive physical footprint will cut directly through our Inner Harbour, permanently destroying Hanlan's Point beach, cutting off vital public space, and devastating the local marine businesses that rely on a safe, enjoyable waterfront.

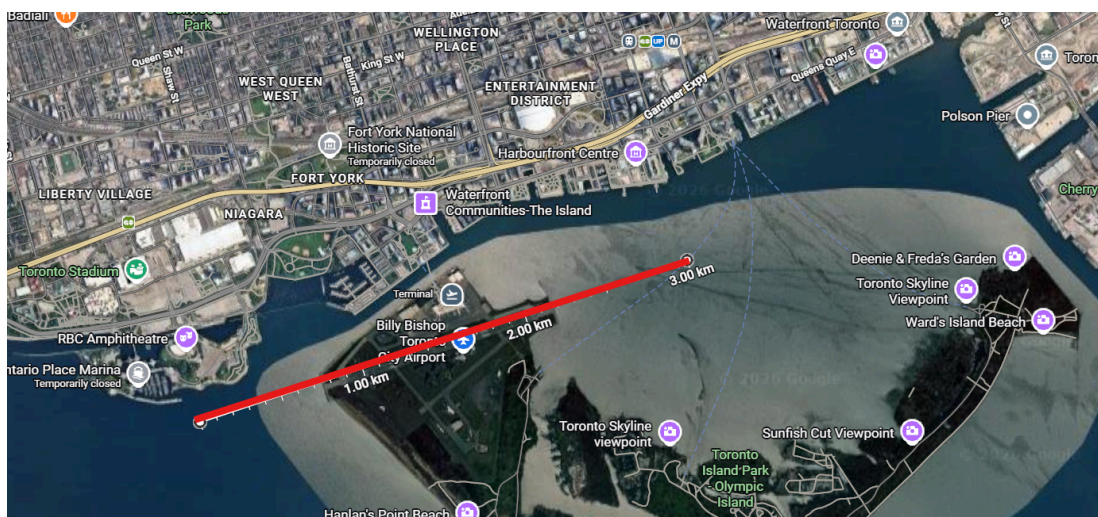


Figure 2: New runway superimposed on the Harbour Front

This immense installation creates a profoundly negative health impact. The current turboprop runway directly impacts the health and sleep of roughly 95,000 residents in the immediate downtown waterfront core. However, introducing commercial jets forces flat, low-altitude approach corridors that extend kilometers out. This effectively expands the health risk zone by more than 250,000 additional people, throwing a permanent acoustic footprint across **349,000 Torontonians** stretching from Mimico through the South Core and all the way to the Beaches.

Aviation data from similar urban environments, like London City Airport, reveals that a single jet landing creates a peak noise spike of over 73 decibels spanning nearly four kilometers from the runway threshold. With consolidated operations, this means a jet screaming over these residential acoustic zones every three minutes.

The Public Health Reality

Claims that modern "whisper jets" will eliminate concerns about aircraft noise are not supported by evidence. While newer aircraft may be marginally quieter, they are not silent, and public health depends not only on volume, but also on the high frequency of exposure. We must shatter the myth that aviation noise is a mere nuisance; the World Health Organization classifies environmental noise as a **toxic, non-auditory physical stressor**. When a jet passes overhead every three minutes, it triggers an involuntary autonomic response, flooding residents' bodies with cortisol and adrenaline.

The medical science here isn't speculative; the global clinical literature explicitly warns us that introducing a jet corridor over 349,000 residents is a recipe for a public health crisis:

- **The RANCH Study:** Published in [PubMed National Library of Medicine](#), this landmark cross-national study explicitly proved that chronic aircraft noise exposure at school and home is linearly associated with severe deficits in children's reading comprehension, effectively delaying their learning by months.
- **The NORAH Study:** This massive aviation noise study proved that a 10-decibel increase in flight noise correlates to a nearly 9% spike in clinical depression and dramatically elevates long-term risks of stroke, hypertension, and heart failure due to chronic nighttime sleep disruption.

Furthermore, the UK Civil Aviation Authority's [Aviation Noise Attitudes Survey](#) and the Department for Transport's [Aviation Night Noise Effects \(ANNE\)](#) study both found clear associations between noise, sleep disturbance, and chronic stress. In environmental health research, annoyance is itself an adverse health outcome because it reflects repeated disruption and a permanently diminished quality of life.

Alignment with Council's Health Directive & Call to Action

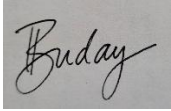
This is not an issue the Board of Health can ignore. Toronto has invested significant work and money into creating a vibrant, healthy, and livable waterfront, and we should be protecting that investment by reducing environmental noise, rather than increasing it.

We strongly support City Council's urgent directive under item [2026.MM41.19](#) and formally request that the Board of Health take the following immediate actions:

- **Fast-Track Data Collection:** Direct the Medical Officer of Health to immediately fast-track the collection of data on ultrafine particles (UFPs) and jet noise impact.
- **Enforce Strict Safety Standards:** Formally urge the Federal Government to update air pollution regulations to include and enforce strict safety standards for these toxic particles.
- **Demand Independent Oversight:** Demand a comprehensive, independent Health Canada assessment of the cumulative public health impacts on the surrounding downtown population before any level of government supports this proposal.

The Province is attempting to bypass municipal oversight using tools like the *Building Billy Bishop Airport Act, 2026*, but they cannot declare a "Special Economic Zone" over the human heart or our children's developing brains. Stand by your directive, share these critical public health concerns with the Provincial and Federal governments, and reject proposals to expand Billy Bishop Airport to protect the 349,000 residents relying on you.

Thank you for your consideration,

A square image containing a handwritten signature in black ink. The signature is written in a cursive style and appears to read "Buday".

Ingrid Buday

Founder and Executive Director, No More Noise

Cc: Chair Moise, Vice Chair Abinaya Chandrabalan, and Councillors Bravo, Cheng, Chernos Lin, Perruzza and Thompson, and members Charna Gord, Ida Li Preti, Rebecca Maldor, Charles Ozzoude, Ramanjeet Singh, and Stephanie Zhou