



July 13, 2026

Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2
Attention: Gina Ang

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

Dear Chair Councillor Chris Moise, and Members of the Board of Health,

The Federation of North Toronto Residents Associations (FoNTRA) is a non-profit, volunteer organization comprised of 35 member organizations in North Toronto and North York. Its member residents' associations include at least 250,000 Toronto residents within their boundaries.

FoNTRA is strongly opposed to the proposed expansion of Billy Bishop Toronto City Airport (BBTCA) and the introduction of commercial jet aircraft, on several grounds including the negative health impacts on the residents of Toronto.

For this reason, **we request that you concur with the City Council Motion** and direct the Medical Officer of Health to:

- a. collect all available data from studies related to the potential health impacts of transportation emissions, including ultrafine particles, and noise, including the presence, expansion, and introduction of jets in close proximity to residential communities, in the context of Billy Bishop Airport, specifically, Pearson International Airport, and in other jurisdictions internationally; and
- b. work with Health Canada to conduct a comprehensive study of the potential health impacts of jets in proximity to Billy Bishop Airport, including an assessment of the related costs and burdens to our public healthcare system, and a comparison to Pearson International Airport.

In addition, we note that City Council adopted a motion to request the Government of Canada to update air pollution regulations to include safety standards for ultrafine

particles (UFPs) that reflect the most precautionary exposure limits to protect human health and actions to greatly reduce the sources of ultrafine particles.

In our June 11 communication with the Planning and Housing Committee on the matter¹ we applied a Triple Bottom Line (TBL) framework, i.e. Economic, Environmental Health, and Social/Cultural impacts. Focusing on Environmental Health, the environmental cost of the proposal is catastrophic. The 2017 Environmental Assessment (EA) indicated that a westward landmass extension would fundamentally alter the hydrodynamics of the Inner Harbour. By reducing the inflow of water, the harbour's ability to flush out pollutants from the Don River and storm sewers will be cut in half. We should be prioritizing the restoration of our "Blue Park" (the Inner Harbour) rather than its conversion into a primary industrial/aviation corridor.

Furthermore, the introduction of jet aircraft in a dense urban setting introduces intense new sources of Noise, and Ultra-Fine Particulate matter. These stressors are linked to significant public health issues, including cardiovascular and respiratory diseases. Toronto Public Health (TPH) provided excellent input to City decision-making when the expansion of the BBPTA was considered previously. In 2013, TPH published a report on the health impacts associated with the then-proposed BBTCA expansion that concluded: "Optimal protection and enhancement of the health of Central Waterfront residents and the city as a whole calls for a reduction of current and future airport impacts." On the basis of this report, the Toronto Board of Health recommended that the expansion of BBTCA and the introduction of jets be rejected.

The current expansion plans for BBTCA are significantly bigger than they were back in 2013, and the noise and emission impacts would be even worse than previously assessed. Since 2013, additional research and information on the adverse health impacts of fine particulate matter (PM_{2.5}) and Ultra-Fine Particles (UFP) have been published. Ultra-Fine Particles can enter the bloodstream, leading to potentially dangerous health effects, yet are currently not regulated by the Federal government. The Toronto Star recently did an article focusing on the measurement of UFP. As Toby Heaps told The Star "It's one of those silent but potentially deadly issues, because no one can really smell or see ultrafine particles".²

¹ (June 11, 2026) Letter from Geoff Kettel, Co-Chair, Federation of North Toronto Residents' Associations (FoNTRA) (PH.New)
<https://www.toronto.ca/legdocs/mmis/2026/ph/comm/communicationfile-213992.pdf>

² https://www.thestar.com/news/gta/why-an-invisible-danger-from-a-billy-bishop-airport-expansion-has-this-family-ready-to-move-from-their-toronto-waterfront-home/article_bed8c394-3439-49bd-b31b-2cb8c559d274.html

This article also quotes Marianne Hatzopoulou, a transportation and air quality researcher leading a University of Toronto study, who tracked the source of a number of air pollutants on the Toronto Waterfront before, during and after the pandemic. The three-year study published in 2024³ found the main source of ultrafine particles in the area comes from the island airport. “There’s no doubt,” said Hatzopoulou. “Not the Gardiner Expressway, not Highway 401 blowing to the neighbourhood — it is primarily the airport.”

Respectfully submitted,

Geoff Kettel

Geoff Kettel
Co-Chair, FoNTRA

Cc: Dr. Michelle Murti, Medical Officer of Health
Toronto MPs

The Federation of North Toronto Residents' Associations (FoNTRA) is a non-profit, volunteer organization comprised of 35 member organizations. Its members, all residents' associations, include at least 250,000 Toronto residents within their boundaries. The residents' associations that make up FoNTRA believe that Ontario and Toronto can and should achieve better development. Its central issue is not *whether* Toronto will grow, but *how*. FoNTRA believes that sustainable urban regions are characterized by environmental balance, fiscal viability, infrastructure investment and social renewal.

³ <https://pubs.acs.org/doi/10.1021/acsestair.4c00155>