Harbourfront
Community Association
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Mayor Rob Ford, Toronto City Council, September 2, 2013
Subject; Community Noise Standards for the Toronto Island Airport

Please include Harbourfront Community Noise Standards in the Airport Jets Report.

The question is, Who sets the standards for allowable noise in a community - the people or the government, and which level of government? And why is the city of Toronto letting a federal agency like the Port Authority set noise standards for the city?

We in the community would like to think that the community has a say in setting noise standards for its own area. The City also plays an essential role, in establishing city-wide noise standards, to limit noise to allowable levels in all residential areas.

The third player in setting noise standards for Toronto's Waterfront is a federal agency, The Toronto Port Authority. The TPA seems to assume that their federal powers trump city authority and outweigh community concerns.

In the current study of jets on the waterfront, the Port Authority is attempting to establish new standards for acceptable noise, around the island airport, which the TPA manages. These new noise standards come from Porter Air and their aircraft supplier, Bombardier.

These federal noise standards are not accurate measures of ground noise created by the airport. For example, Bombardier's Urban Sound Scale says that automobiles on a highway are louder than jets landing and taking off on the waterfront. How stupid does the federal government think people are in Toronto? Jets are louder than cars. The new federal noise standards are wrong. It's wise to remember, we're dealing with the same Transport Canada that brought us Lac Megantic.

The Urban Sound Scale, used by the Federal Port Authority, Porter and Bombardier is so erroneous, it raises questions of how believable is the business plan for expansion of the airport. If they can't be honest about noise, what else might they be lying about?

Some people, living along the waterfront, do not want to live with all the noise that the federal port authority plans to impose on this community, with an island jetport.

In this spirit, we are proposing Community Noise Standards, which will serve this community better than misleading and inaccurate federal noise standards.

Harbourfront Community Noise Standards are attached. It would be appreciated if these Community Noise Standards can be included in the city's study of jets for the waterfront.

Thank you, if you can help with establishing Community Noise Standards in Toronto.

Max Moore, Harbourfront Community Association
www.harbourfrontcommunity.info

Airport Noise Management Proposals for Toronto Island Airport

1. No engine run-ups before 8 am, or after 8 pm, except for emergency purposes.

2. No island airport commercial flights after 10 pm, as late night noise is the worst noise. Some airport neighbors are requesting that commercial flights end at 8 pm, if possible.

3. Cancel city permits for overnight construction at the Island Airport, as overnight construction wakes the neighborhood. It's unhealthy to live with loud noise all day and all night. The airport should not be allowed to make noise all day and all night long.

4. The City should consider stopping the use of Adjusted DBA Decibel measurements, and instead use Complete DBC Decibels for monitoring airport noise. DBC Decibels are a more accurate measure of noise, because DBA decibels don't measure bass noises.

Toronto's Harbourfront Community - Community Noise Standards

The goal is to keep all regular noise below 70 DBA. It has been determined that any noise above 70 DBA = 80 DBC Decibels, is a disturbing noise. When noise reaches 85 DBC Decibels, it is a serious noise problem for the neighborhood, especially when the noise is sustained, ie. with 200+ flights in and out of an airport all day, every day.

Noise Comparisons With Both DBA & DBC Decibel Measurements

quiet nights	40 dba	=	45 dbc
quiet room indoors	45 dba	=	50 dbc
quiet balcony outdoors	50 dba	=	60 dbc
passing cars on a busy street	60 dba	=	70 dbc
loud television, vacuum cleaner	65 dba	=	75 dbc
loud stereo, power lawnmower	70 dba	=	80 dbc
louder bass sounds, car alarms	75 dba	=	88 dbc
loud motorcycles, garbage trucks	80 dba	=	95 dbc
live concert sound systems	85 dba	=	100 dbc
fire engines, sirens	90 dba	=	110 dbc
lightning	100 dba	=	120 dbc
airport noise, airplane flying overhead	65 dba	=	75 dbc
airplane takeoff, more bass noise	70 dba	=	82 dbc
airplane taxiing	73 dba	=	85 dbc
airplane landing (braking)	75 dba	=	88 dbc
engine maintenance run-up	77 dba	=	90 dbc

Noise Measurement Note: Adjusted DBA Decibel readings are 15-20% lower than Complete DBC Decibel readings, for the same sound, because DBA adjusted decibels do not measure bass noise. Airport ground noise is mostly bass noise. The only valid way to measure an airport's constantly roaring bass noise is with DBC Decibels.

It's also important to note that airplane industry noise readings are taken from a greater distance than the other noises on the list. With noise measurements taken closer to the plane, ie. on the runway, airplane noise readings are much higher than the TPA reports.

Based on the Harbourfront Community Noise Standards, we recommend these Airport Noise Management Proposals, and hope Toronto City Council will adopt these Community Noise Standards for the Harbourfront.

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