

Jets on Our Waterfront?

Why Scarborough residents
should be concerned



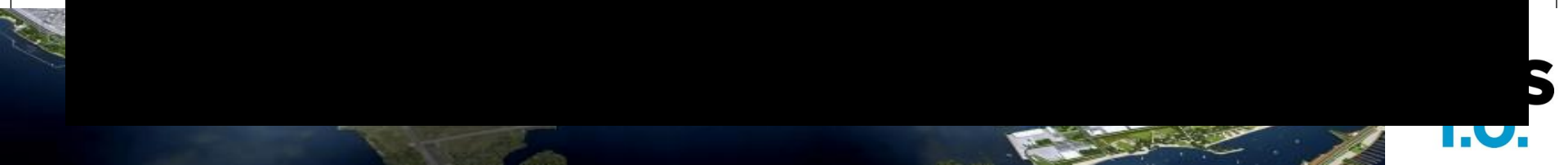
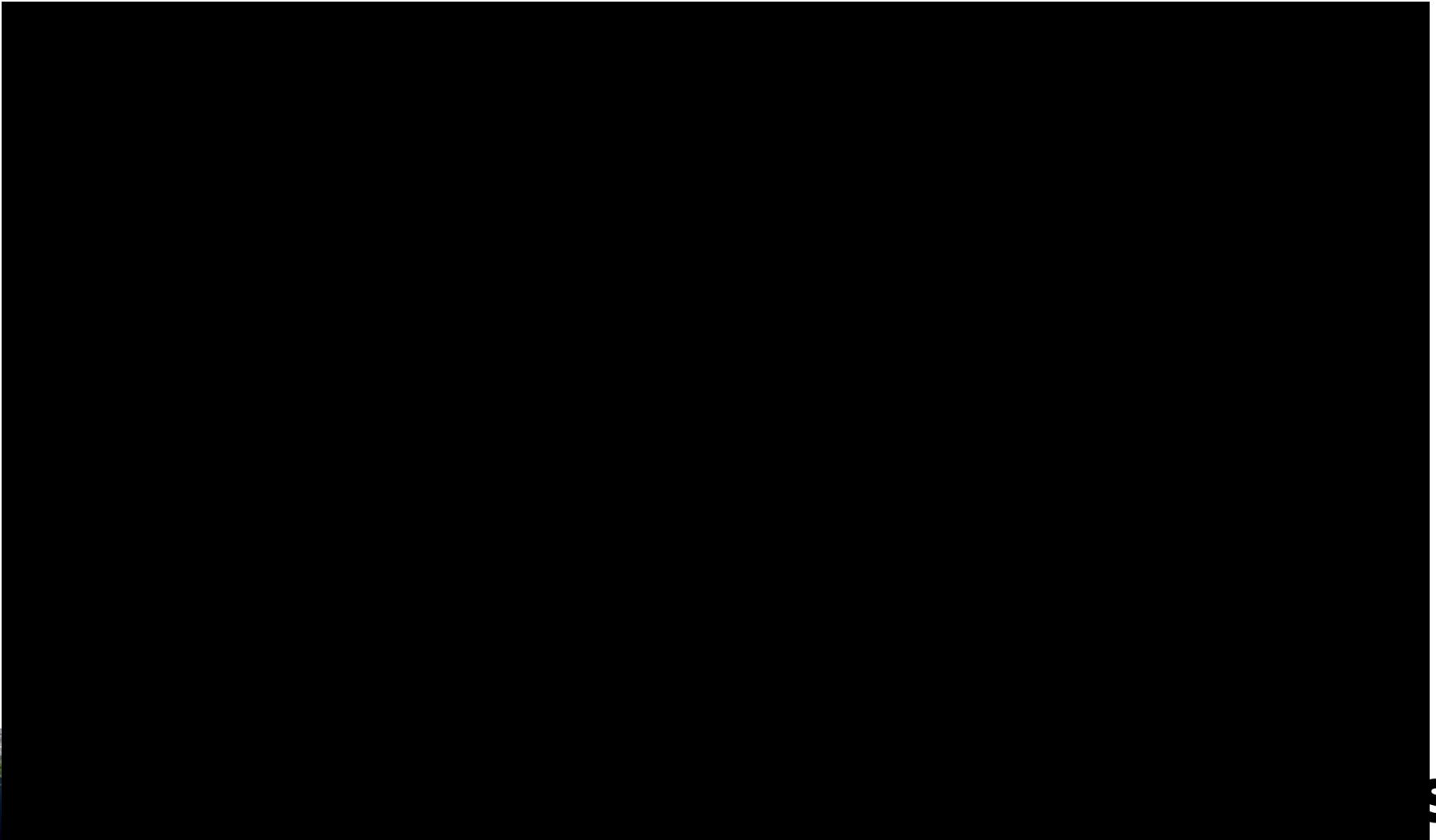
NO
JETS
T.O.

Overview

- Who is NoJetsTO
- Current Situation
- Why Porter's jet plans are not 'modest'
- How Porter and the TPA want your tax dollars
- How our waterfront revitalization will be impacted
- Other concerns
- Parting thoughts



Jets Predicted in 2003

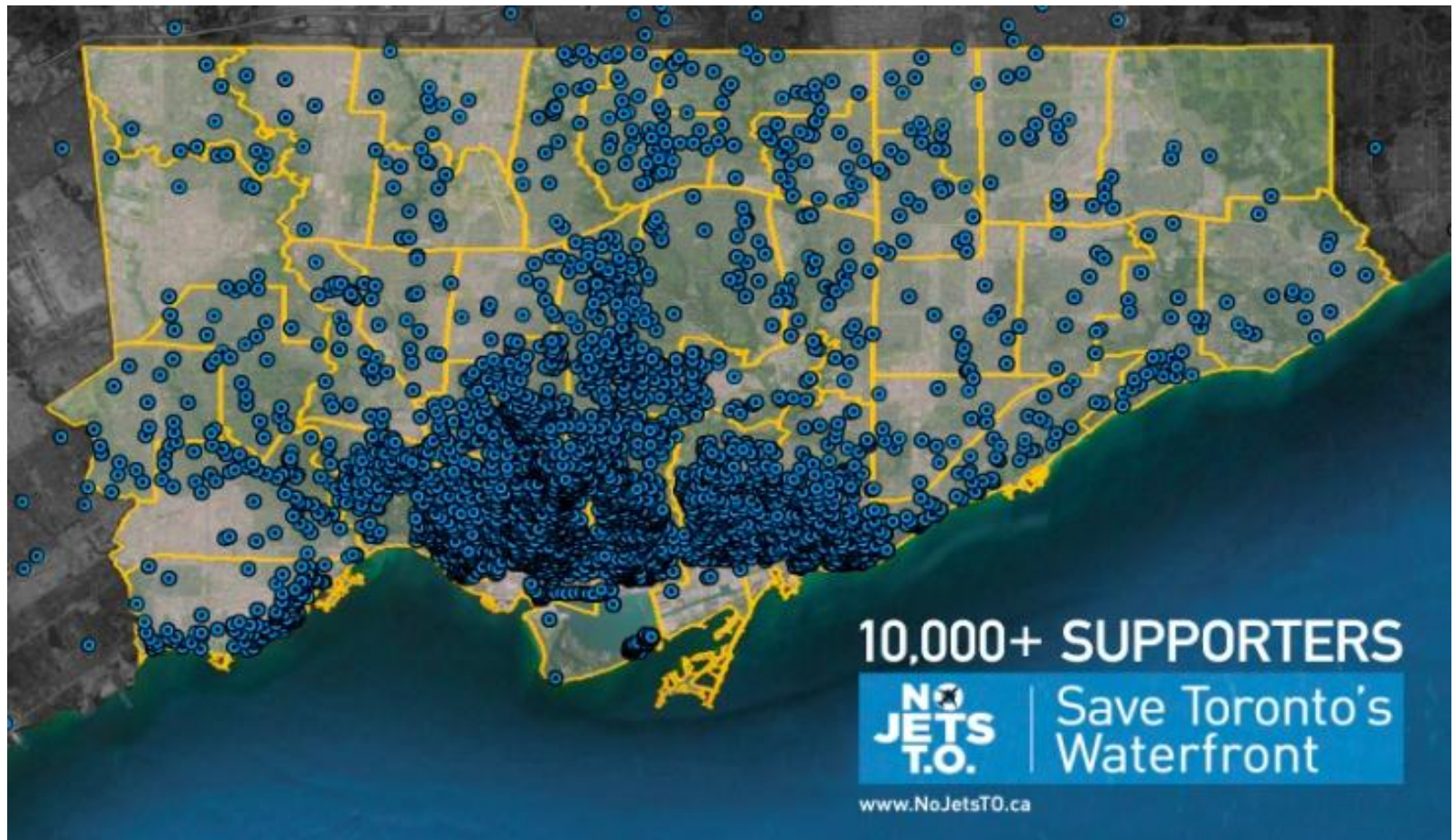


Who is NoJetsTO

- Non-partisan citizens coalition that:
 - Strives to protect existing Tripartite Agreement
 - Opposes expansion of the Island Airport
 - Supports the mixed-used vision of Waterfront Toronto
- What we are NOT:
 - Opposed to current Island Airport
 - Opposed to jets per se – Porter is more than welcome to fly out of Pearson



11,000+ Petitions Signed Across City



Broad Support from Endorsers

SCSU

SCARBOROUGH CAMPUS STUDENTS' UNION
LOCAL 99, CANADIAN FEDERATION OF STUDENTS



Toronto & York Region
Labour Council



Former MP for
Scarborough Southwest



Canadian Association of Physicians for the Environment

The National Voice of Physicians on Issues of Health and the Environment

Join CAPE



David Miller



Paul Bedford



Margaret Atwood

... and more

Current Situation

- Passenger growth 26k to 2.3M (2006 – 2012)
 - Majority of the growth is between 2009 – Present (138% since 2009)
 - TPA increased airport slots in 2010
 - 70% passengers come by private vehicle
 - Traffic problems since have not been addressed by the TPA but they did spend \$84M on a tunnel
 - Why not prioritize land side concerns? Mitigate uncontrolled growth of traffic congestion first?
- Can grow to 3.8M passengers now and 4.8M with jets. Equivalent to Ottawa International



Our Primary Concern

Expansion will have a Generational Impact.

What is the vision of this airport?
(TPA has none!! Managed Growth is strategy not a vision and clearly the TPA is failing at their own strategy)



Waterfront Toronto put it best:

“At what point does the Island Airport stop being an airport in a thriving revitalized waterfront and become an airport overwhelming the waterfront?”



Proposed Expansion: What “They” Don’t want to talk about

- Marine Exclusion Zone impacts
 - Porter uses marketing spin “modest runway extensions”
 - 2 football fields on either end is **NOT** “modest”



"Essentially the western gap will be closed by the expansion of runway 08-26."



What They Don't Want to Talk About



Boeing 737-Sized Planes...



...A plane that will not be certified until late 2015

Images are to scale.
Human figure is 1.83 m - 6 ft

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5 Reasons to Save Toronto's Waterfront

1. Impact on Waterfront vision
2. Wasteful Spend of our taxpayer \$\$
3. Health Impacts due to expansion
4. Safety Concerns are unaddressed
5. Environmental Impacts of the expansion



1. Impacting Waterfront Vision

- 17 Million people visit Harbourfront every year
- 1.5 Million people visit the Toronto Islands
- 40,000 jobs already created



East Bayfront



Lower Don Lands



Lower Don Lands



Queens Quay
Revitalization



2. Wasting Our Tax Dollars

\$1.4B

Invested in Waterfront Revitalization

\$456M

Invested in Union Pearson Express. Up and running in 2015

\$300M

Required for landside improvements for expansion

\$100M

Requested by TPA as 'down payment' – on behalf of City



Other Reasons Against Expansion

3. Negative Health Impacts – TBOH Says NO!

4. Unaddressed Safety Concerns

- Increased traffic = physical accidents
- Increased Fuel Transfer and Storage
- Bird Strikes

5. Environmental Impacts

- Air Pollution: Increased vehicular and air traffic
- Water Pollution: No Deicing fluid capture and recycling
- Noise pollution



Proposed Expansion: Some Parting Thoughts

“This Tripartite Agreement prohibits the use of jet aircraft, except for emergency and medical evacuations. The TPA has no intention of seeking amendments to the Tripartite Agreement to allow commercial jet aircraft to use the BBTCA, as we believe they are incompatible with a densely populated mixed use community surrounded by recreational and cultural amenities.”

Toronto Port Authority – 2009

[http://www.torontoport.com/TorontoPortAuthority/media/TPASiteAssets/news/TPA_June29\(EN\).pdf](http://www.torontoport.com/TorontoPortAuthority/media/TPASiteAssets/news/TPA_June29(EN).pdf)



Proposed Expansion: Some Parting Thoughts

Mr. Deluce said the risk Porter faces from bird strikes is reduced by the type of aircraft it flies.
"We're using turboprops," he said.
"They handle bird strikes better than jets."

<http://www.theglobeandmail.com/news/national/study-shows-few-bird-strikes-at-island-airport/article1151980/>



Our Ask

- Ask your city councillor to say NO to the island airport expansion
- Support us by:
 1. Signing the petition:
<http://www.NoJetsTO.ca/take-action>
 2. Order a lawn-sign:
<http://www.NoJetsTO.ca/get-your-lawn-sign/>





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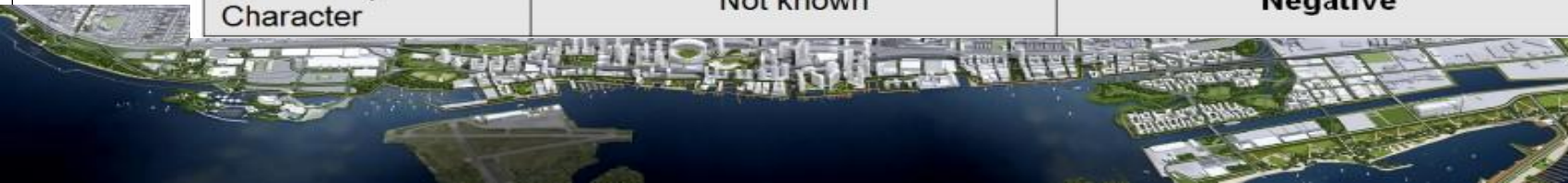
Thank you! Please help us
Save Toronto's Waterfront



3. Health – TBOH Says NO!

- Toronto Board of Health has said NO to the proposed expansion

Potential Health Risk	Health Impact of BBTCA relative to a baseline of "no airport"	Health Impact of permitting Jets, relative to current conditions
Other Environmental		
Climate change	Negative	Negative
Water quality	Negative	Negative
Economic		
Income	Positive	Positive
Employment	Positive	Positive
Tourism	Negative and positive	Negative and positive
Healthcare costs	Negative	Negative and positive
Property values	Uncertain	Uncertain
Infrastructure	Negative	Negative
Social and Cultural		
Feeling safe in the community	Negative	Negative
Recreation	Negative	Negative
Cultural activities	Negative	Negative
Community services	Negative	Negative
Community Character	Not known	Negative



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4. Safety Concerns Unaddressed

- Risk of accident/spills (no assessment)
 - 4x the amount jet fuel required
- Significant car traffic between school & park
- 200,000 birds, large migratory birds in area
- Risk of bird strikes increasing (over 206 to-date)
- Jet blasts not being studied in detail
- Emergency (Airport Rescue & Firefighting) facilities are currently inadequate



Environmental Concerns

- 200,000 birds around airport, islands, Leslie Street Spit
- Water Pollution impact not studied in detail
- Endangered fish species in lakefill area
 - Federal Fisheries EA required most likely
- Increase in emissions from increased vehicular traffic & higher emissions/flight



Open Items from WT, TRCA, City Staff, and NoJetsTO

- TIPA Master Plan NOT a master plan (Caps on Passengers, # of slots, # of max peak hour passengers also needed)
- Change mode of transport to airport from Car to Transit as a preliminary step.
- TIPA – TIPA Dispute on definition of General Aviation and vision for the airport
- Transport Canada has not received a formal application from the Toronto Port Authority to-date)
- Plane Certifications not complete (Expected in 2015 NOW assuming no delays in flight testing)



Open Items from WT, TRCA, City Staff, and NoJetsTO

- Who is paying for land use considerations (Approximately \$100M–\$500M of known costs).
- Property Value Impacts
- We don't know the flight path over the Portlands (and in general)
- Wildlife Management Strategy
- Changes to Marine Exclusion Zone
- A Study of Jet Blast
- The Toronto Port Authority wants to tie a 50 year extension of the lease to the Expansion proposal. (Lease Expiration in 2033).



Open Items from WT, TRCA, City Staff, and NoJetsTO

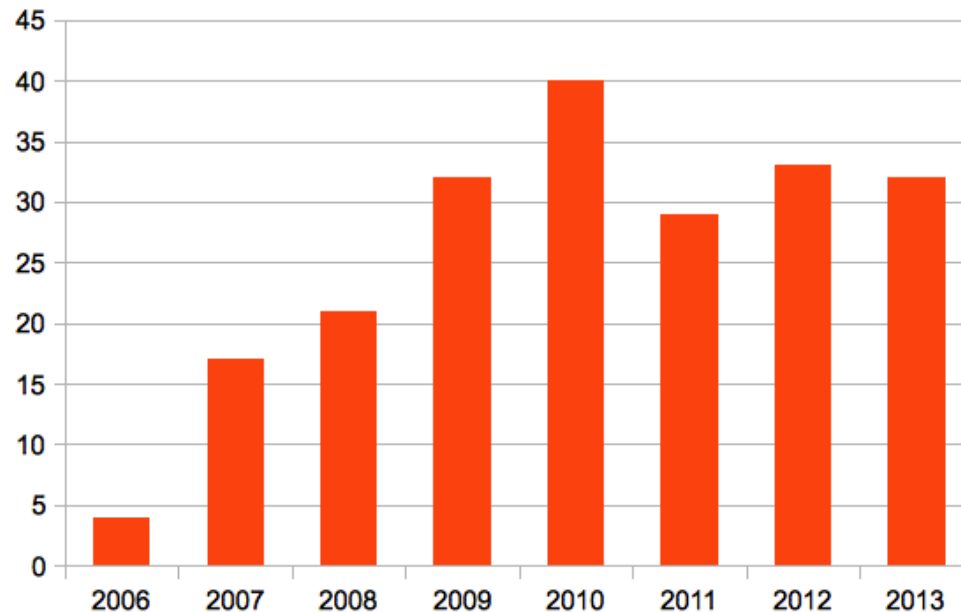
- Risk to Waterfront Revitalization & Sensory Experiences for recreation on the waterfront at risk
- Existing noise measures and standards may not capture the real impact of the Airport on the waterfront and they should be revisited
- Recommendation by city staff to push more passengers to transit (vs. car)
- The proposed expansion will exacerbate already stressed traffic conditions in the vicinity of Eireann Quay
- Expansion of Current Island Airport Operations not part of Transport Canada Regional Strategy
- Question on Tipping point of Airport dominating waterfront in terms of size and scale
- # of Parking Spots needed (1000–3000 typically needed/1M passengers). Airport only has approx. 500 spot



APPENDIX

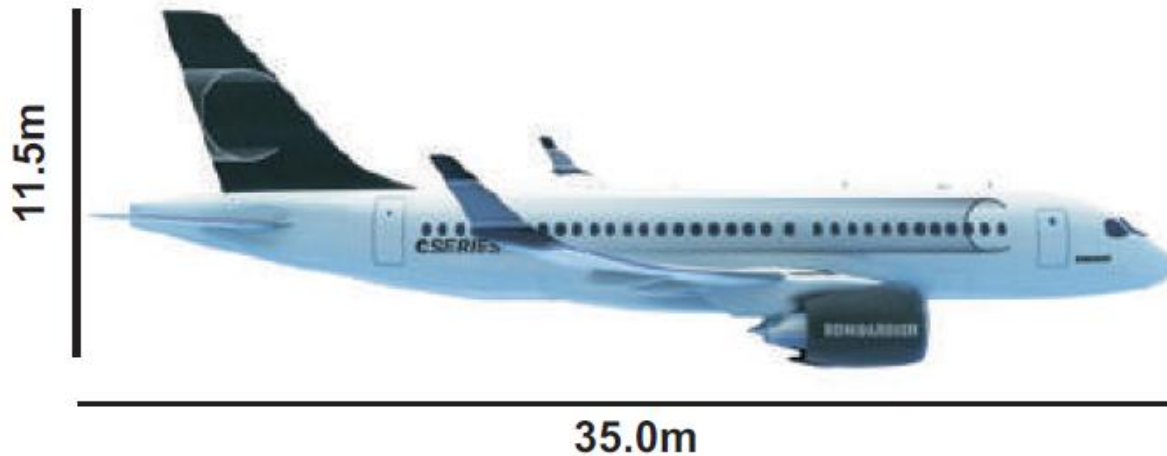
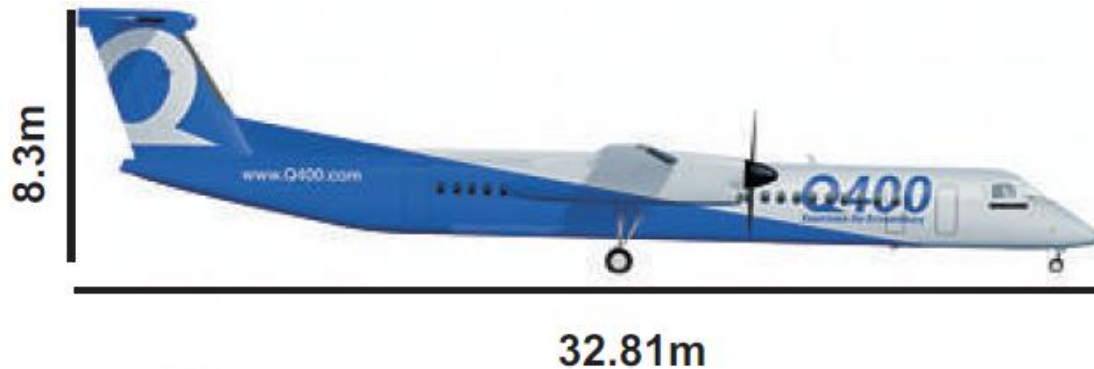
➤ Bird Strike Information (as of Mid-August) from CADOR

Bird Strikes Per Annum BBTCA



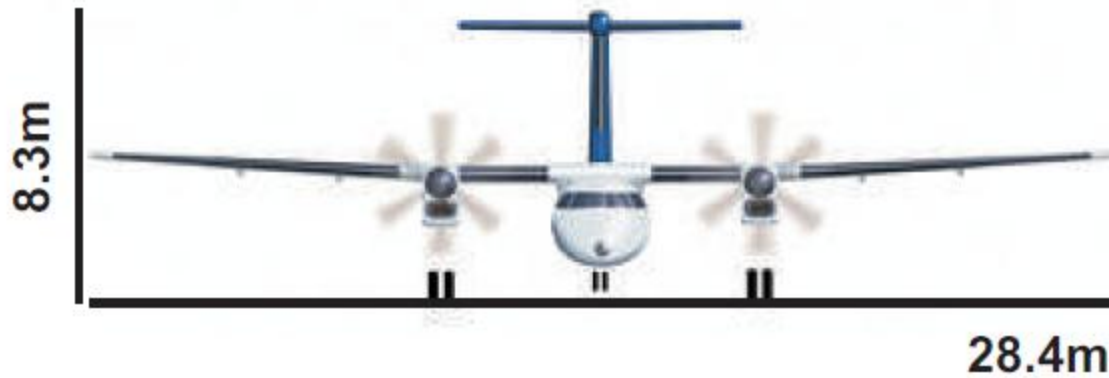
APPENDIX

➤ Size of Plane



The planes are shown to scale.

APPENDIX



This one's kinda chunky.

The planes are shown to scale.

APPENDIX

➤ Weight of 2 planes (Current vs. Future)

Q400: 29,574 kg



WEIGHTS		
Maximum Ramp Weight	65,400 lb.	29,665 kg
Maximum Takeoff Weight	65,200 lb.	29,574 kg
Maximum Landing Weight	62,000 lb.	28,123 kg
Maximum Zero Fuel Weight	58,000 lb.	26,308 kg
Operating Weight Empty	39,284 lb.	

CS100: 58,513 kg



WEIGHTS		
Maximum Ramp Weight		
Base	117,000 lb.	53,070 kg
Max	130,000 lb.	58,967 kg
Maximum Takeoff Weight		
Base	116,000 lb.	52,617 kg
Max	129,000 lb.	58,513 kg
Maximum Landing Weight		
Base	110,000 lb.	49,895 kg
Max	112,000 lb.	50,802 kg
Maximum Payload		
Base	30,150 lb.	
Max	30,150 lb.	

That info's in the spec sheets too.

APPENDIX – CS-100 vs. 737

- Size:



Images are to scale.
Human figure is 1.83 m - 6 ft

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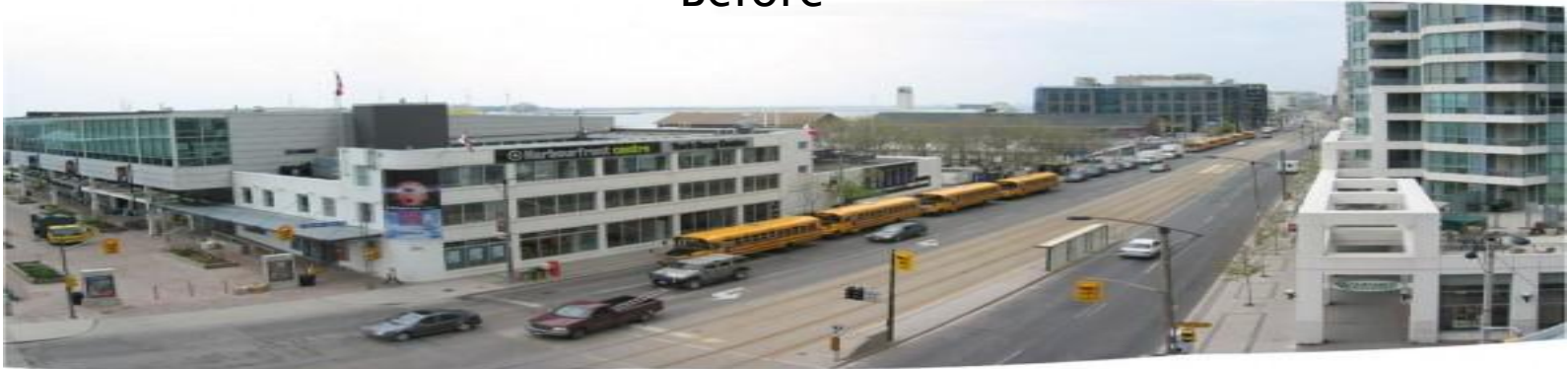
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➤ Size of Plane



Worth Fighting For: Queens Quay Revitalization \$110 Taxpayer \$\$

Before



After



