



PortsToronto

Billy Bishop Toronto City Airport

Airport Slots Follow-up Meeting

Meeting Minutes

January 13, 2022

Virtual Meeting

Toronto, Ontario

Minutes prepared by:



First Published: February 14, 2022

Republished: June 1, 2022



This meeting summary was prepared by LURA Consulting. LURA provides neutral third-party consultation services for the Ports Toronto Community Liaison Committee (CLC). These minutes are not intended to provide verbatim account of discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the meeting. If you have any questions or comments regarding the meeting summary, please contact either:

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Executive Summary

PortsToronto is in the process of increasing the number of slots available at Billy Bishop Airport (BBTCA) for the Summer 2022 aircraft schedule season. A slot represents the authorization granted by PortsToronto for an air carrier to schedule a landing or takeoff at BBTCA during a specific time period. The proposed daily airport slots for Summer 2022 are 224 slots for Monday to Friday (up from 202), 129 slots for Saturday (up from 109), and 193 slots for Sunday (up from 173). The planned increase in slots is driven by market demand, with additional slots being requested by all three carriers (Air Canada, Porter Airlines, and Connect Airlines) operating at BBTCA in Summer 2022. BBTCA's Managed Growth Strategy (as outlined in the [2018 Master Plan](#)) plans for the incremental growth in total slots up to 246 by 2023 – this is in compliance with Transport Canada's yearly Noise Exposure Forecast (NEF) assessment.

The purpose of this meeting was to answer questions from the broader community regarding slot increases at BBTCA, as a follow-up to the discussion on November 24, 2021, during Community Liaison Committee (CLC) Meeting #44. At CLC Meeting #44, community representatives from York Quay Neighbourhood Association (YQNA), Bathurst Quay Neighbourhood Association (BQNA), and the Toronto Island Community Association (TICA) expressed interest in understanding the rationale for increasing slots and how these would impact their communities. In addition to the community representatives to the CLC, members of the broader community were invited to attend. In total, 40 individuals participated in the meeting.

The key points of feedback from the community are summarized below, grouped by themes that emerged:

Community Health Impacts and Mitigations

- Multiple participants indicated that they do not want BBTCA to increase slots until the results from the Ground Noise Study and the Air Quality Study (both currently in progress) are known.
- It was requested that an update be provided on how community input during the Master Plan consultations were implemented in the final Master Plan.
- Participants were interested in additional information on mitigation measures in response to the increase in slots.

NEF Formula and Calculations

- Concern was expressed with how the NEF flight numbers are calculated and how inaccuracies caused by the unique conditions of BBTCA as an urban, marine airport has led to an excessive number of slots established for the airport.
- It was suggested that a meeting be scheduled with Transport Canada, representatives of the Tripartite Agreement, and community representatives from the Noise Management Subcommittee to ensure common understanding of the NEF formula and the underlying Effective Perceived Noise Level (EPNL) calculation methodology to gain insights from the BBTCA community on how the implementation of regulatory NEF process at the airport can be improved.

Climate Change

- Multiple participants expressed concerns about the climate crisis and indicated that increasing the number of flights at BBTCA is not consistent with the need to reduce carbon emissions.
- It was suggested that the impacts on climate change from additional slots should be evaluated before additional slots are approved.
- Concern was expressed with the PortsToronto and BBTCA sustainability reports not including carbon emissions generated by flights.

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Detailed feedback on what was heard from the community is documented in the Meeting Minutes in the following pages.

Summary of Action Items from Airport Slots Follow-up Meeting

Action Item	Action Item Task	Who is Responsible for Action Item
A1	Provide an update on how community input was implemented in the final Master Plan.	PortsToronto
A2	Request Transport Canada to present on NEF and EPNL noise calculation methodologies	PortsToronto

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List of Attendees

Affiliation	Attendees
PortsToronto	Angela Homewood , Project Manager and Environmental Specialist Gene Cabral , Executive Vice-President Michael Antle , General Manager, Airport Operations Mike MacWilliam , Director, Groundside Services, Security and Compliance
City of Toronto	Bryan Bowen , Project Manager, Waterfront Secretariat
Community Members	Hal Beck , CLC Representative for York Quay Neighbourhood Association (YQNA) Joan Prowse , CLC Representative for Bathurst Quay Neighbourhood Association (BQNA) Bev Thorpe , CLC Representative for Bathurst Quay Neighbourhood Association (BQNA) Sarah Miller , CLC Representative for Toronto Island Community Association (TICA) 25 additional community members attended the meeting
Elected Representatives and/or their Staff	Bushra Bir , On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York MPP Chris Glover , MPP Spadina-Fort York MP Kevin Vuong , MP Spadina-Fort York Deijaumar Clarke , On behalf of MP Kevin Vuong, Spadina-Fort York
Facilitators	Alexander Furneaux , Project Manager [Meeting Facilitator] Sayan Sivanesan , Community Engagement Specialist [Notetaker]

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1. Welcome and Introductions

Alexander Furneaux (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) and attendees from the broader community to the Airport Slots Follow-up Meeting.

Mr. Furneaux noted that the purpose of this meeting is to answer questions from the community regarding slot increases at BBTCA, as a follow-up to the discussion on November 24, 2021, during CLC Meeting #44. Mr. Furneaux then facilitated a round of attendee introductions and provided an overview of the agenda.

The meeting agenda is included in **Appendix A**.

2. PortsToronto – Opening Remarks and Updates

Gene Cabral (PortsToronto) provided opening remarks thanking attendees for their participation in the meeting and acknowledged the dedication of CLC members in representing their community and engaging in two-way dialogue with BBTCA around community interests and concerns.

Mr. Cabral then provided a presentation on PortsToronto updates. Mr. Cabral's presentation on PortsToronto updates is included in **Appendix B**.

Key points from Mr. Cabral's updates on this topic include the following:

- Mr. Cabral reviewed data on passenger traffic during the 2021 holiday period in both United States and Canada. He noted that before the impact of the Omicron COVID-19 variant, passenger traffic during the 2021 holiday period had returned to or was exceeding pre-pandemic levels in the United States and was between 65% to 75% of pre-pandemic levels in Canada. After the impact of the Omicron variant, passenger traffic during the 2021 holiday period was 80% to 95% of pre-pandemic levels in the United States, and 50% to 60% of pre-pandemic levels in Canada.
- Mr. Cabral reviewed comparative data on the total monthly passenger traffic in Canada, including the domestic, transborder, and international passenger sectors, from 2018 to 2021. He noted that the 2018 and 2019 numbers follow a similar pattern, and then there was a sharp decline in 2020 due to pandemic restrictions. Starting in summer 2021 there has been a slight upward trend in passenger traffic in Canada.
- Total Canadian passenger traffic in November 2021 was 51% of November 2019 levels.
- Most of the recovery is from domestic passengers (November 2021 was 59% of November 2019 domestic passengers), whereas the recovery in transborder (November 2021 was 37% of November 2019 transborder passengers) and international passengers (November 2021 was 44% of November 2019 international passengers) has been slower.
- Mr. Cabral reviewed comparative data on the monthly total passenger traffic for BBTCA from 2018 to 2021. He noted that after pandemic restrictions took effect in 2020, there was zero passenger traffic at BBTCA until the restart of commercial service in September 2021.
- Mr. Cabral reviewed comparative data on monthly aircraft movements at BBTCA from 2018 to 2021. He highlighted that the airport remained open throughout the pandemic even when commercial service was shut down, and that there were still aircraft activities happening including medevac services.
- Total passenger traffic at BBTCA in December 2021 was 39% of December 2019 levels.
- Total aircraft movements at BBTCA in December 2021 were 78% of December 2019 levels.

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- Mr. Cabral noted that BBTCA's Managed Growth Strategy from the [2018 Airport Master Plan](#) are in full compliance with the Noise Exposure Forecast (NEF) limits imposed by the Tripartite Agreement, and that the Noise Exposure Forecast (NEF) is the only tool identified by the Tripartite Agreement for limiting the number of takeoffs and landings.
- Mr. Cabral noted that based on the NEF Study in the Master Plan, BBTCA could operate at over 175,000 annual movements, and a scheduled passenger service well above 300 slots.
- Mr. Cabral noted that based on community consultation and airport stakeholder input, BBTCA has self-imposed further restrictions as part of its Managed Growth Strategy, resulting in the Master Plan capping growth at 149,510 annual movements and 246 scheduled passenger service slots. The Master Plan forecasts that the airport will grow to this level of activity by the late 2020s.
- Mr. Cabral noted that based on community input the Managed Growth Strategy also controls growth to limit activity and the number of slots on weekends.
- Mr. Cabral noted that restrictions due to the Omicron COVID-19 variant are expected to have an impact on air travel demand in Q1 of 2022, and that both Air Canada and Porter Airlines have reduced their schedule in the short-term.
- Mr. Cabral noted that Connect Airlines is a new airline that is working towards certification in the United States and is looking to offer service at BBTCA. Connect Airlines expects to start conducting proving-flights towards the end of February 2022 as part of the Federal Aviation Administration (FAA) process for certification, and then start service towards the beginning of Q2 2022.
- Mr. Cabral noted that for Summer 2022, BBTCA has declared an increase in capacity of 22 additional slots (from Monday to Friday) above the current 202 slots, even though there is market demand for an additional 70 slots. Airport Coordination Limited (ACL), an independent slot coordinator that manages airports around the world, will work with the carriers to determine the allocation of slots. The final allocation of slots will be known by March 2022.
- Mr. Cabral reviewed the revised daily airport slot capacity planned for Summer 2022: 224 slots for Monday to Friday (up 22 from 202), 129 slots for Saturday (up 20 from 109), and 193 slots for Sunday (up 20 from 173).
- Mr. Cabral noted that BBTCA was careful about the timing of when additional slots were added to address community interests. There are no additional slots between 6:45 am – 7:30 am or after 10:00 pm.

3. Facilitated Discussion

Mr. Furneaux opened the floor up for any questions from meeting attendees.

The BQNA representative noted that they had requested for an update on how input from CLC members during the Master Plan consultations were implemented in the final Master Plan and indicated that this information was not provided.

The BQNA representative expressed concern that the draft Master Plan that the CLC was consulted on did not specify any numbers for slot increases, whereas the final version of the Master Plan includes numbers for projected slot increases. The BQNA noted that Nieuport Aviation based their economic study on the number of slot increases projected in the final Master Plan, but that the community was not consulted on this number of additional slots.

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The BQNA representative indicated that the community does not want the airport to increase slots until the results of studies on community health impacts, such as the air quality study and the ground noise study currently underway, are known.

Mr. Cabral responded that PortsToronto has undertaken many actions based on community inputs over the years but understands that this is a continuous conversation where there is always room for improvement and innovation. Mr. Cabral provided some examples, noting that the Air Quality Study was a response to community input and that the ferry electrification project is a proactive step taken to contribute to community health by reducing pollution and noise.

Mr. Cabral noted that the draft Master Plan did discuss slots being added in 2021 and 2023. He indicated that PortsToronto has to balance its consideration of community input with requests from the commercial side, noting that market demand would like to see the airport grow well beyond 246 slots. Mr. Cabral indicated that, based on what was heard from the community, PortsToronto adjusted the Master Plan's implementation of additional slots so that the growth to 246 slots happens in increments instead of all at once. The slot increases also respect commitments on noise by managing peaks and avoiding noise sensitive time periods.

Mr. Cabral added that Nieuport is an independent business that conducts its studies independently, but indicated that PortsToronto continues to encourage Nieuport to keep scenarios within the limits of the Master Plan. PortsToronto will not support scenarios beyond 246 slots based on the current Master Plan.

Ms. Homewood noted that she reviewed and tracked all the comments from the Master Plan consultations. Ms. Homewood confirmed that she can share how the community input was addressed in the final Master Plan.

A1 Provide an update on how community input was implemented in the final Master Plan.

The BQNA representative expressed concern that the slot increases for Summer 2022 represent a 20% increase on Saturday and 10% increase on Sunday. The BQNA representative inquired whether there can be no increase in slots on weekends.

Mr. Cabral reaffirmed that the input from the community did influence the development of the Master Plan. He noted that originally 202 slots were available to the carriers on weekends. Based on what was requested from the community, this was reduced to the current 109 slots on Saturday and 173 slots on Sunday. He indicated that the increase in weekend slots being considered now are due to market demand and well below the 202 previously allowed at the Airport.

The YQNA representative provided an overview of comments that they submitted by email to PortsToronto through their independent facilitator, LURA Consulting, on January 11, 2022. The comments outline some of the YQNA representative's concerns with the NEF documentation to date, which he believes have led to an excessive number of flight slots being approved at BBTCA. Additionally, he reiterated concerns about what he believes was an absence of public presentation of noise considerations during the Master Plan process.

The YQNA representative reviewed the following seven points about concerns with the NEF calculations:

- Incorrect interpretation of modelled flight numbers
- Incorrect ground noise attenuation assumptions
- Flyby noise energy omitted from NEF calculations
- Terrain noise modeling not completed
- NEF model scale not considered

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- Airport site ground noise resulting from NEF flight numbers not considered
- NEF Compliance studies not yet completed to confirm flight numbers

The YQNA member's full email detailing these points is included in **Appendix C – Email #1**.

The YQNA representative indicated that they would like to speak with Transport Canada noise engineers regarding these seven points and understand how they could conclude that 202 slots were permissible at BBTCA.

While presenting an overview of the emailed issues, the YQNA representative also provided some supplementary points. He noted that in their 2009-2010 slot capacity studies consultants from Jacobs Engineering Group and Airbiz Aviation Strategies used then already dated software to model 202 slots of Q400 aircraft. He noted that this was likely done to use surrogate noise data from old Dash 8 planes that would have been representative of what noise was assumed at the time of the 1983 Tripartite Agreement, as well as due to other modelling considerations flagged in their presentation such as constrained flight track modelling features of outdated software. However, in the 2019 WSP Master Plan study, the most current NEF modelling software version was used, which includes a less restrictive ground noise algorithm. The YQNA representative expressed concern that no explanation was provided in the Master Plan as to why there was this change in the philosophical approach in what software version is used for calculating total movements and asked for clarification about this.

PortsToronto Comment: Information about the updated NEF analysis is included on Page 85 of the Master Plan.

From previous discussions with the CLC and Noise Management Subcommittee, PortsToronto staff have outlined that Master Plan calculations would allow up to 175,000 annual movements while still remaining within compliance of the Tripartite Agreement. The airport then made the decision, as a good neighbour, to lower the amount of slots permitted and develop a Managed Growth Strategy to chart a path towards a gradual increase from 202 to 246 slots between 2021 and 2023.

In addition, the YQNA representative noted that in accordance with the control contour noise envelope location shown on the Official Noise Map for the Island Airport, all developable lands in the harbourfront were zoned to receive below 25 NEFdB per hour fly by noise. He noted that 25 NEFdB per hour has been the national standard recommended for residential land zoning for decades, and that waterfront property owners and residents expect that this noise level will be reasonably modelled for and achieved.

The YQNA representative noted that aside from the overriding noise standards, several clauses in the Tripartite Agreement also promote the application of the NEF process. He also read out Section 16 of the Tripartite Agreement which notes that the airport "shall at all times fully observe and comply with and endeavour to ensure strict observation of and compliance with all statutory requirements, regulations, rules, or bylaws of every municipality or other authority..." As envisioned by the structure and content of the agreement, Section 16 requirements are to be confirmed and enforced by the City of Toronto and Transport Canada. Provincial requirements are prescribed for the City to protect residents.

The YQNA representative noted that professional engineers are statutorily required to prepare estimates which are fair and reasonable, especially as engineering principles are being applied with direct effect on the health, safety, and well being of the public. Engineers are not allowed to prepare estimates which are unfair and not reasonable regarding future airport noise generating activity.

The YQNA representative requested that there be a meeting that includes technical representatives from each of the Tripartite Agreement signatories, and if possible, any interested community representatives as well, to review the calculation methodologies underlying the NEF and EPNL values

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used to calculate flight numbers so that more detailed discussions about the community's concerns about the noise can occur. He estimated that assuming the attendees will be knowledgeable on logarithmic noise math, a half-day session with some pre-reading should suffice.

Mr. Cabral responded that he understands the methodology behind the NEF contour and its underlying assumptions. Mr. Cabral noted that the NEF model is a fixed model that is used by Transport Canada. Mr. Cabral acknowledged that the NEF is an imperfect tool, but it is the tool that is specified by the Tripartite Agreement and agreed to by all partners in the agreement. Mr. Cabral noted that the NEF model is utilized by airports across Canada but BBTCA is the only airport in Canada that is required to use this tool as a compliance tool to cap the number of flights. Mr. Cabral noted this airport is the only airport in Canada the must produce an annual noise contour report, per the terms of the Tripartite Agreement.

Mr. Cabral reiterated that the NEF tool is not the only factor that PortsToronto considers when calculating slots, noting that under one NEF scenario BBTCA would have been allowed 400 slots, but PortsToronto has chosen to self-impose constraints based on balance and inputs from community consultations.

Mr. Cabral noted that the annual compliance check using the NEF model is generated by Transport Canada independently and shared with the City of Toronto and PortsToronto. These compliance checks are available to the public on the PortsToronto website by visiting the [Noise Management Program](#) page.

The YQNA representative noted that there should theoretically never be a non-compliant modelling outcome shown in the annual reports based on the previous year's flight numbers, as only 16.25 hours of flight noise energy is being input into the 24-hour NEF noise modelling formula per the reports.

Mr. Cabral also noted that the reason why Transport Canada used old software in the 2009 study was because the model itself had used an older aircraft. Mr. Cabral indicated that for years PortsToronto, has pushed Transport Canada to update its model, and it was through this effort that an updated model was used for BBTCA's Master Plan.

Mr. Cabral agreed with the point that the NEF contour does not take ground noise (defined as all other noise sources from the airport, excluding aircraft once they lose contact with the ground. Mr. Cabral noted that PortsToronto has been responsive to community feedback around low background noise and as a result has implemented measures such as enhanced run-up procedures, the single-engine taxi procedures for commercial aircrafts, and the ground run-up enclosure. Mr. Cabral also noted that PortsToronto is committed to completing the Ground Noise Study to assess where noise can be further mitigated and investing in addressing those concerns.

Mr. Cabral confirmed that PortsToronto will work to schedule a meeting with City of Toronto and community representatives where Transport Canada can provide clarifications on the NEF model.

A2 Request Transport Canada to present on NEF and EPNL noise calculation methodologies.

A participant inquired whether the increase in slots is to serve Connect Airlines or whether all three carriers are asking for more slots. The attendee indicated that they are concerned about the term 'managed growth' because they are uncertain how much further growth there will be in the long-run.

Mr. Cabral confirmed that all three carriers – Air Canada, Porter Airlines, and Connect Airlines – requested additional slots for Summer 2022. He noted that the 70 additional slots requested were almost even from the three airlines, and that ACL will determine how the slots are distributed based on the Worldwide Airport Slots Guidelines (WASG) criteria that are publicly available.

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Mr. Cabral also clarified that the future growth of the airport would be contained within the Master Plan. He noted that even though the carriers requested 70 additional slots in total, BBTCA is not accepting the full request and is operating within the Master Plan constraints.

A participant asked for clarification on whether a slot represents arrivals and departures, and on the level of non-commercial traffic at BBTCA.

Mr. Cabral confirmed that an increase in 22 slots, for example, would represent 11 departures and 11 arrivals. He noted that BBTCA is a slot constrained airport, which means that slots limit the exact number of takeoffs and landings for commercial activity. Mr. Cabral clarified that the non-commercial aircraft movements at BBTCA, such as medevac and helicopter activity, are over and beyond the number of slots. He added that smaller general aviation activity at BBTCA are driven by market demand, and that these are assessed based on their ability to operate as a business on a permanent basis, and airport capacity.

The same participant asked for clarification on who the agreement on slots is with. They noted that they heard that Porter Airlines is in a court case against Nieuport and was wondering whether the slots agreement is between the airlines and Nieuport. The participant also asked whether Porter Airlines would be using less slots at BBTCA going forward given the news that they are looking to fly out of Pearson Airport.

Mr. Cabral confirmed that PortsToronto has control over operating slots, and that PortsToronto works with carriers directly on managing slots.

Mr. Cabral also confirmed that Porter Airlines has purchased aircrafts that they intend to fly at other airports, and that these aircrafts will not fly at BBTCA because they are jet aircrafts. Mr. Cabral indicated that PortsToronto sees this as Porter Airlines expanding their business. He noted that if Porter Airlines is awarded additional slots at BBTCA that they do not use, then those slots would be returned to the pool and redistributed to other interested carriers.

Another participant indicated that they live about 800 metres from the BBTCA runway and inquired whether it is safe for them to live there long-term. They asked whether there is specific information that can be pointed to regarding pollution and nitrogen oxides. The participant also inquired whether the increase in slots can be postponed until there is proof that this would not impact the health of local residents.

Angela Homewood (PortsToronto) responded that the Master Plan references input that was received from Toronto Public Health. Ms. Homewood noted that Toronto Public Health presented to the CLC in 2017 and that the latest report that Toronto Public Health referenced was a [2013 Golder Associates Study](#). She also noted that PortsToronto is currently working on an Air Quality Study that is half-way through the process of doing indoor and outdoor air quality sampling. Ms. Homewood indicated that this Air Quality Study is in partnership with the University of Toronto, Bathurst Quay Neighbourhood Association, the City of Toronto, and Toronto Public Health, and received funding from the Natural Sciences and Engineering Research Council of Canada (NSERC).

Ms. Homewood noted that Toronto Public Health found, based on the 2013 Golder Associates Study, that there are no health concerns as a result of BBTCA's operations and that air pollution in the surrounding area are below provincial standards. This information was included in the Master Plan.

Ms. Homewood noted that BBTCA contributes 10% to 15% of emissions in the air shed and that the diesel fuel from airport ferry operations was the primary contributor to these emissions. She noted that the airport ferry was recently electrified to eliminate these emissions, and that the electrified ferry went back into service in December 2021.

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The same participant asked whether there is air quality monitoring done at the airport?

Ms. Homewood responded that the provincial and federal government have a station for gathering data at Hanlan's Point. She noted that there is also a network of monitoring stations in the city that the University of Toronto has access to, and that the data from this monitoring system inform the current Air Quality Study that PortsToronto is a partner on.

The same participant indicated that they found the presentation lacked an acknowledgement of climate change. They noted that in addition to consideration of public health, climate change should also be considered before approving additional slots.

Ms. Homewood affirmed that there were very strong comments from multiple stakeholders during the Master Plan consultations about reducing BBTCA's carbon footprint, and that PortsToronto worked with all airport stakeholders to identify opportunities to do this. She noted that this input was included in the Master Plan and encouraged the participant to review the Master Plan as a starting point for understanding the airport's work on addressing its climate impact.

Mr. Cabral also recommended that the participant look at the [PortsToronto and BBTCA annual sustainability reports](#), as it lays out specific aspirations and targets related to the environment. He affirmed that PortsToronto takes meeting its commitments to the environment very seriously.

The BQNA representative noted that BQNA will have an online public meeting on Thursday January 27th, where the University of Toronto scientists will present preliminary findings and an overview of the Air Quality Study. They also noted that the research team is looking for citizen scientists to put air quality monitors inside and outside of their units. She encouraged interested participants to visit [BQNA.ca](#) for more information on the event and the study.

Another participant expressed that they are very concerned about the effects of climate change and expressed that BBTCA's decision to permit more emissions from the airport by increasing slots is moving in the wrong direction given the climate crisis. The participant inquired why the airport is looking to expand when high-speed rail that is electrified is envisioned for the Windsor-Quebec corridor and will take business away from the airport.

Mr. Cabral responded that PortsToronto takes its responsibility in this area very seriously, and that there are many initiatives currently under way to reduce the airport's carbon footprint, most recently the electrification of the ferry.

Another participant expressed concern that there is not much time left to address climate change. They indicated that society needs to reassess all activities from a climate lens, and this includes reducing the number of flights. The participant expressed that they hope PortsToronto can show leadership in the airport sector on climate change but was concerned that this was not reflected in the presentation.

Mr. Cabral affirmed that climate change is at the forefront of everyone's mind, including PortsToronto staff. Mr. Cabral expressed that PortsToronto is committed to continually implement improvements and seize any opportunity to address climate impacts from the airport.

The BQNA representative noted that the PortsToronto and BBTCA sustainability reports do not include the carbon footprint of aviation flights. They noted that the scope of the carbon measurement and reduction efforts in the sustainability reports are limited to the airport operations and management. The BQNA participant expressed that they found this to be a significant hole in the sustainability reports.

The BQNA representative also indicated that the current Air Quality Study will look extensively at things such as ultrafine particles, which they do not believe were considered in older studies, so they believe that the new data will be very important.

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Mr. Cabral clarified that the scope of the sustainability reports are emissions that are generated directly from the airport, which is consistent with how airports report around the world. He noted that airlines conduct their own reporting of emissions and targets, that capture the emissions from their flights. He concluded that flight emissions are being measured, but they are not captured by the airport.

A participant noted that in 1983 when the Tripartite Agreement was initially signed, the character of the waterfront was very different than today. They noted that the area was very industrial at the time, but today it is a residential, tourist, and commercial waterfront. They indicated that BBTCA is no longer in keeping with the character of the waterfront. The participant concluded that in 2033 when the Tripartite Agreement comes up for renewal, that the three levels of government may shut down the airport if it continues to expand and increase the pollution that it creates.

Mr. Cabral responded that BBTCA is committed to ambitious targets to reduce its carbon footprint, and is in the midst of accelerating those targets, so he expects the airport to perform very differently in 2033 than it does today.

A participant echoed previous comments, expressing their concern about the potential negative impacts from additional slots on the environment and on the health and safety of residents. They noted that there are hundreds of thousands of more residents that live in the area than when the 2013 Golder Study was conducted. The participant expressed that they believe BBTCA should consider innovative approaches to reducing flights such as only flying planes out of the airport that are 90% full. They concluded that adding slots does not make sense when we should be doing everything possible to address climate change.

Ms. Homewood responded that there is a lot of work being done to address this and that the new Air Quality Study will inform these efforts. Ms. Homewood encouraged attendees to join the online public meeting on January 27th, to learn more about the science behind the Air Quality Study and the research findings to date.

A participant indicated that they have not heard any reference to how PortsToronto will mitigate noise, air quality, and congestion impacts.

Mr. Cabral responded that there are many actions that are captured in the Master Plan many of which that work to address these areas, including:

- Reconfiguration of the Passenger Pick-Up and Drop-Off area as part of the Bathurst Quay Neighbourhood Plan
- Creation of new sheltered bike racks and Bike Share station
- Conversion of the ferry from diesel to electric operation

A full list of actions can be found in Chapter 8 of the Master Plan.

MPP Chris Glover asked whether the City, as a member of the Tripartite Agreement, have to sign off on the increase in slots that is being proposed.

Bryan Bowen (City of Toronto – Waterfront Secretariat) responded that the City is reliant on the NEF compliance studies commissioned by Transport Canada to inform its position on whether or not the number of slots the airport is operating within is in compliance with the Tripartite Agreement. Mr. Bowen noted that the City recognizes that there is considerable room for improvement in the Tripartite Agreement, largely due to the changing complexity of the waterfront and the pace of growth at BBTCA that was not previously anticipated. Mr. Bowen also noted that the City does not independently assess the Transport Canada compliance studies, and accepts the findings that are given.

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The MPP also noted that there is a Board of Health mandate from 2013 that says that any change to operations and associated transportation infrastructure should ensure that existing health impacts are reduced. The MPP inquired whether the proposed increase in slots reduces the noise and air quality impacts, and how the Board of Health mandate from 2013 affect the process of increasing slots going forward.

Mr. Bowen responded that there is no scenario in isolation where an increase in slots, and therefore flights at the airport, reduces impacts associated with the airport. Mr. Bowen indicated that the position of the City has been that an increase in slots and airport flights should be commensurate with and tied to investments in mitigating impacts in and around the vicinity of the airport. Mr. Bowen noted that there have been investments made by PortsToronto on a voluntary basis due to its current leadership. Mr. Bowen indicated that because this leadership may not always be around, the City would like the next agreement to guide the airport (once the current Tripartite Agreement expires) to directly tie airport growth to these investments.

The MPP inquired whether there are any studies that show how the investments in mitigating measures weigh against the impacts from the increase in slots.

Mr. Bowen responded that there are a series of studies underway to assess the impacts, and there are a series of investments being made to offset those impacts, but he is not aware of any studies that directly compare the two.

Mr. Cabral added that the 2013 Golder Associates Study looked at various growth scenarios, including a scenario with no airport and there were still adverse impacts on the environment associated with that. Mr. Cabral asked the MPP to take into consideration this aspect of the study.

4. Next Steps

Mr. Furneaux acknowledged that there may be more questions that community members have about airport slots. He encouraged participants to send these in writing by email. Comments received by email by community members are included in **Appendix C**.

Mr. Furneaux noted that the meeting summary will be sent by email to everyone who participated after it is published on the PortsToronto website.

Mr. Cabral thanked the community members for their participation in the meeting.

The meeting adjourned at approximately 8:00 p.m.

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Airport Slots Follow-Up Meeting

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6:00 p.m. – 7:30 p.m.

Zoom Virtual Meeting

AGENDA

Meeting Purpose

- To answer questions from the community regarding slot increases, including calculations

Agenda Items

6:00 Log-In & Welcome (Alexander Furneaux)

6:15 Agenda Review & Introductions (Alexander Furneaux)

6:20 Words of Welcome (Gene Cabral)

6:30 Facilitated Discussion

7:25 Next Steps

7:30 Adjourn

Appendix B – PortsToronto Updates

Billy Bishop Toronto City Airport Commercial Slot Follow-Up Meeting (CLC)

January 13, 2022



PORTS
TORONTO

Highlights of the Status of Commercial Aviation Recovery

- 2021 Holiday Period (pre Omicron)
 - United States passenger traffic back to and was exceeding pre pandemic levels
 - Canada passenger traffic was between 65-75% of pre pandemic levels
- Omicron Impact – Holiday Travel
 - United States passenger between 80-95% of pre pandemic levels
 - Canada passenger traffic was between 50 to 60% of pre pandemic levels
- Public data available past 7 days
 - United States – 77% of pre pandemic levels (Jan 11th 2022)
 - Canada – 49% of pre pandemic levels (Jan 9th 2022)



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Canadian Passenger Traffic (through November)

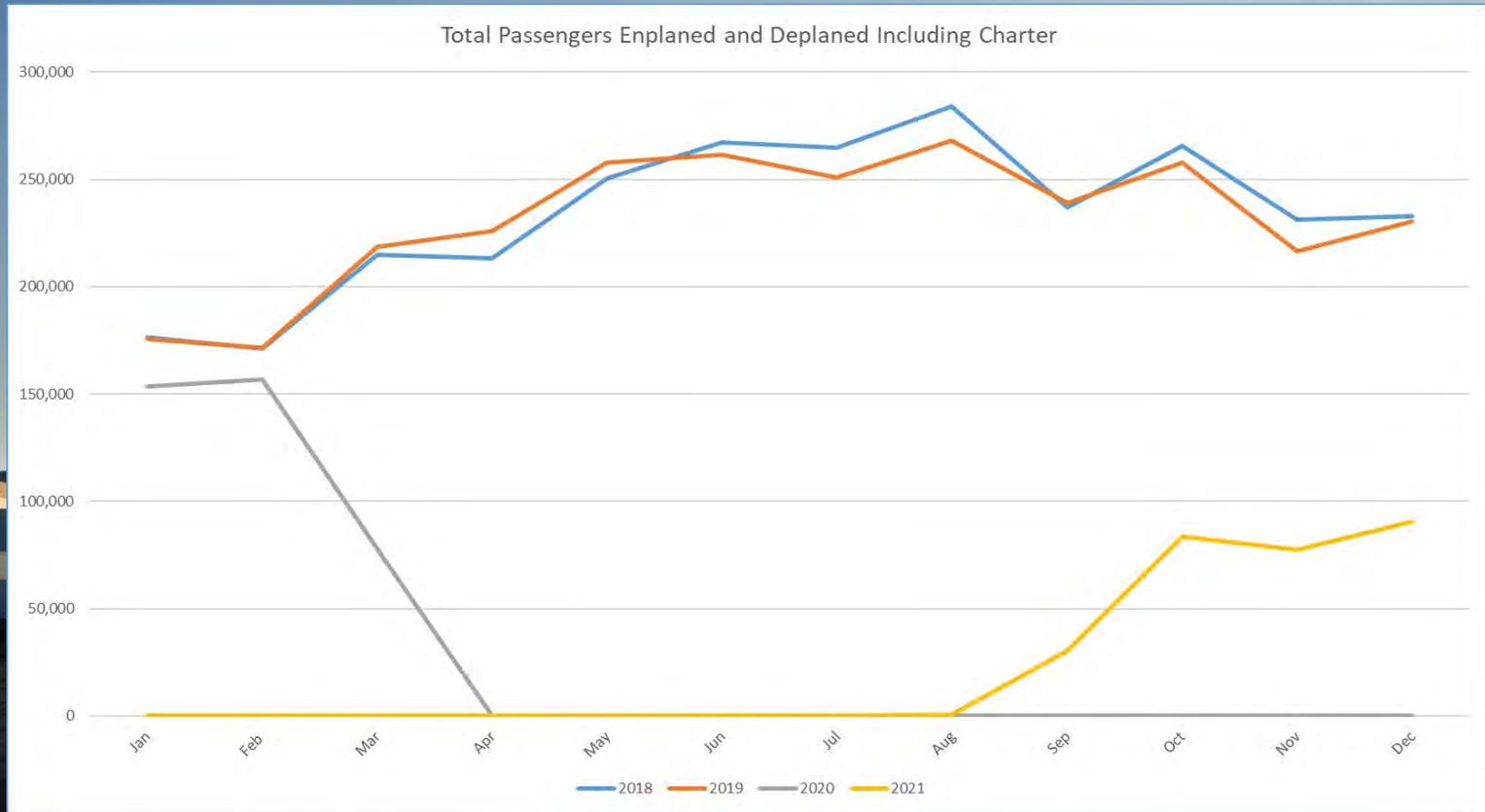


Canadian - Passenger Traffic (through November)

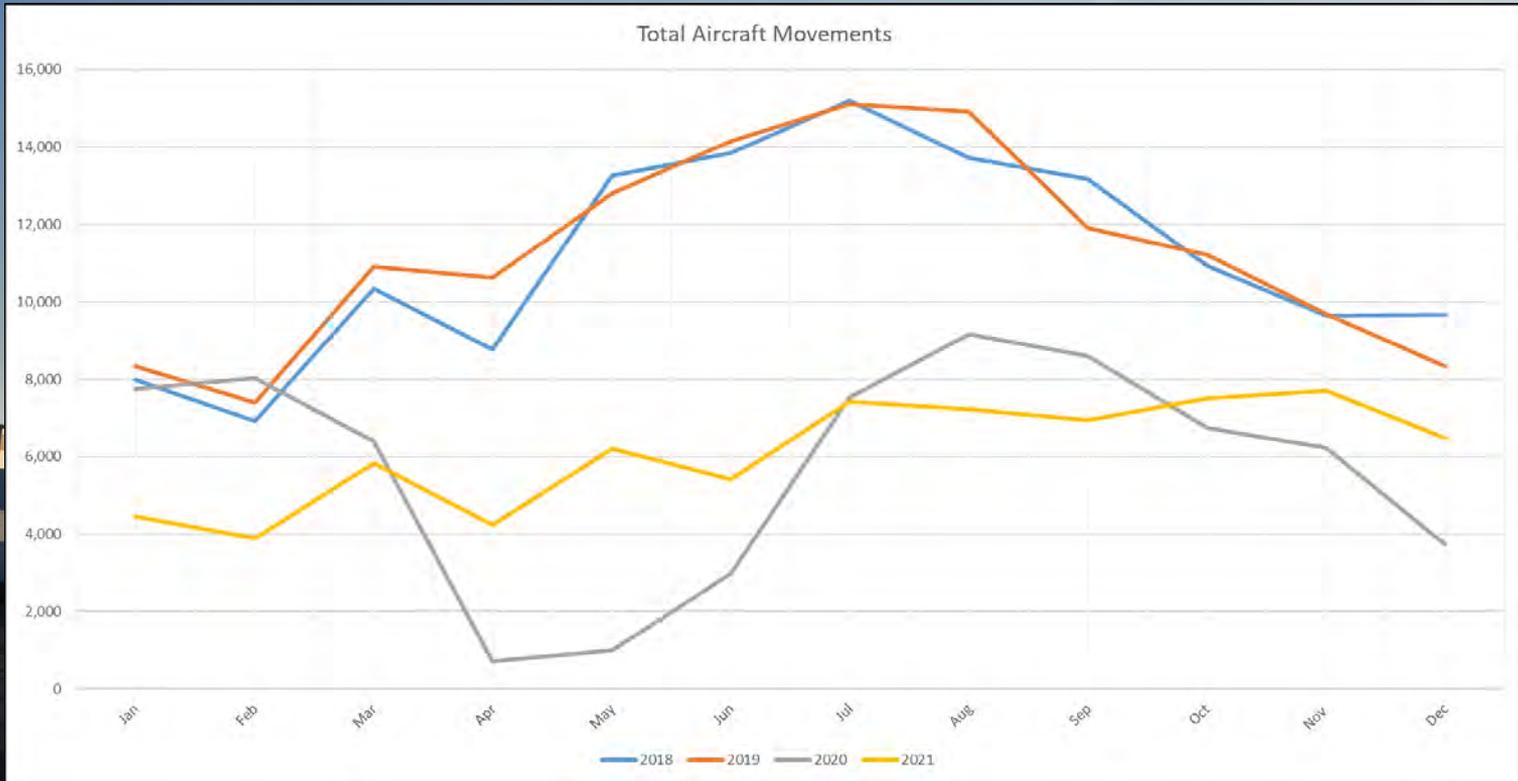


	November vs 2019	Year to Nov vs YTA 2019
Total Enplaned/Deplaned Pax	51%	23%
Domestic E/D Pax	59%	32%
Transborder E/D Pax	37%	10%
Other International E/D Pax	44%	13%

Billy Bishop Toronto City Airport Passenger Traffic (through December)



Billy Bishop Toronto City Airport Aircraft Movements (through December)



Billy Bishop Toronto City Airport Recap (through December)

	December vs 2019	Year to Dec vs 2019
Total Passengers	39%	10%
Total Aircraft Movements	78%	54%

Managed Growth:

Guiding Principles from Airport Master Plan (MP)

- Full compliance within the NEF limits imposed by the Tripartite Agreement
- Based on NEF Study and modelling in MP, Airport could operate at:
 - Over 175,000 Annual Movements
 - Scheduled Passenger Service well above 300+ slots
- Based on Community Consultation and based on Airport stakeholder input self imposed restrictions are in place
- 149, 510 Annual Movements and 246 Scheduled passenger Service Slots forecast by late 2020's



Timeline - Update



Rebuilding YTZ Air Service



First Quarter 2022 – January to March 2022
Airline Planned Capacity – Omicron Impact
Government Restrictions
Air Canada Update
Porter Update
Connect Airlines



Next Steps / Planning –
Summer 2022

Added 22 Slots Monday to Friday (Originally planned for 2021)
Oversubscription of requests from 3 Airlines for 70 slots
**Final allocation will be known by March 2022

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** YTZ allocation completed by Airport Coordination Limited an independent Subject Matter Expert based on a number of factors and International Best Practices

Summer 2022 Planning

Airport Slot Capacity – As outlined in the Airport Master Plan

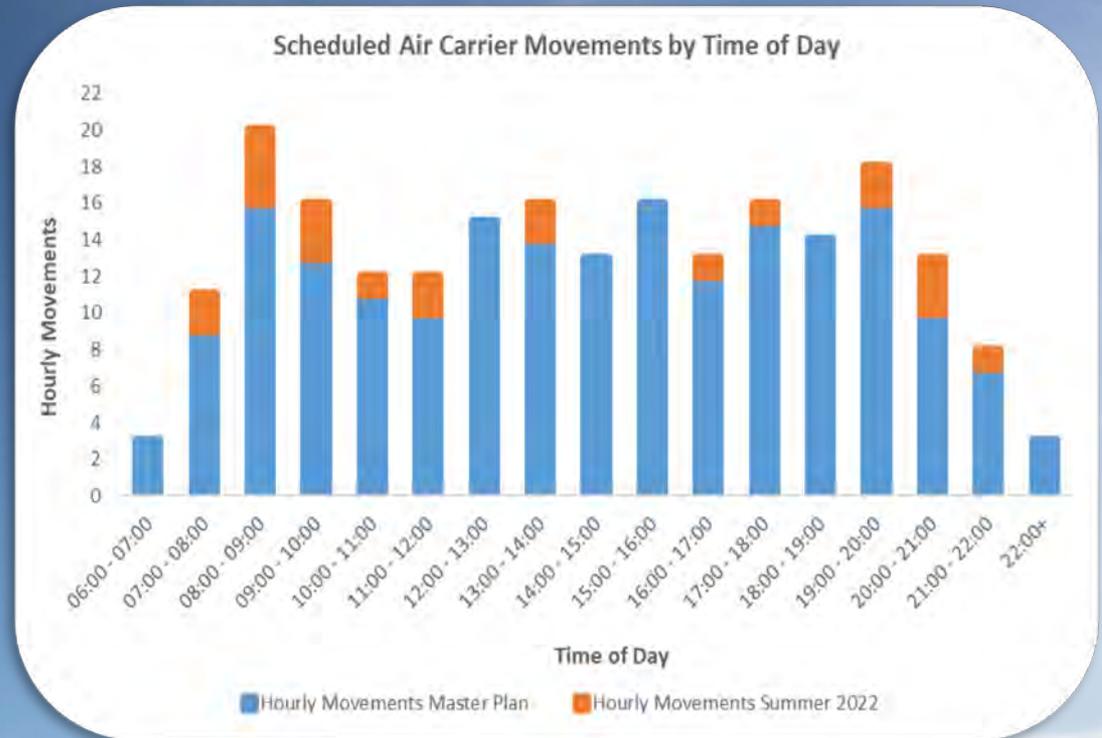


Revised Daily Airport Slot
Capacity Limit

Monday to Friday
224 Slots (up 22 from 202)

Saturday
129 Slots (up 20 from 109)

Sunday
193 Slots (up 20 from 173)



The table above illustrates the distribution of scheduled air carrier movements for a typical weekday

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Thank You



Appendix C – Additional Comments Received by Email

The following provides all comments submitted by email to PortsToronto and LURA Consulting relating to the Airport Slots Follow-up Meeting on January 13, 2022. All personal information has been redacted.

Pre-Meeting

Email Submission #1 – January 11, 2022 at 9:51 AM

[Dear LURA and PortsToronto], the slots meeting is fast approaching.

There are a few noise engineering issues related to number of flights being calculated which were not documented in the 2019 Master Plan nor in any other studies for some reason. The flight numbers are being calculated solely based on NEF software output, so I focussed the following issues list on NEF modelling errors and omissions only. Please forward these issues to the noise engineers so they can speak to next steps and timing regarding their slot reduction calculations.

There have been systemic errors and omissions in applying the NEF noise engineering principles over the years, leading to excessive flight numbers having been calculated. It has not been helpful that the five noise engineering consultants retained separately by the City and Port Authority over the years since 2008, who presented noise capacity material to the public, confirmed they were not intimately familiar with the NEF noise energy calculation formula, nor underlying EPNL calculation methodology, when making their presentations. It is also not reasonable that any of the airport decision makers and policy makers should be assumed to have detailed working knowledge of NEF noise engineering calculations.

1. Incorrect interpretation of modelled flight numbers

The NEF calculation methodology calculates the theoretical total number of flights possible for a 24 hour operation, not the 16.25 operating hours available, resulting in excessive flight numbers being proposed during operating hours.

To recap noise calculation methodology, the NEF formula uses the decibel-seconds of noise energy of every modelled flyby (normalized over 10 seconds), and sums these decibels over 24 hours, to calculate an average decibel per hour ie. an NEF value (NEFdB) for the given location. The resulting NEF values are then plotted on the map, and contours of equal value are compared to the geographic location of the control contour noise envelop to confirm if the modelled flight scenario is within the noise envelop.

Airport decision makers have not documented that they have been informed by their noise engineers that the total modelled flights calculated using the NEF formula are for 24 hours of continuous airport activity. Per the NEF formula calculation methodology, the modelled total number of flights per day needs to be pro-rated (lowered) over the fewer number of hours the airport is actually approved for operation. For example regarding commercial flights, the 202 slots modelled over 24 hours multiplied by 16.25/24 equals 136 slots during airport operating hours. Furthermore, the NEF calculation methodology assumes the total EPNL noise energy from the total modelled flybys is equally distributed over each hour over the 24 hour period, not loaded up in specific hours. No specifics related to these flight calculations were appended to the Master Plan or otherwise to support flight numbers.

2. Incorrect ground noise attenuation assumptions

NEF software includes a ground noise attenuation algorithm which assumes modelled fly by noise is being absorbed by the lake surface, resulting in excess noise capacity assumptions and excessive flight volumes proposed.

The algorithm calculates an increasing volume of noise being absorbed by the ground surface during a flyby noise event when the plane is closer to the horizon or ground surface relative to a viewer location. The modelled NEF values have been lowered accordingly. This assumed noise reduction due to ground surface attenuation does not apply to the water surfaces of Toronto waterfront. This issue is especially important at the Island Airport where planes are accelerating or decelerating from runway ends that are surrounded by Lake Ontario in front of residential towers. The lower noise values thus being modelled for each flyby (before being plotted on the noise map for comparison to the official noise control contour), results in additional noise capacity inside the control contour limit than is otherwise possible in real life. This leads to additional excessive flight numbers being proposed or assumed potentially possible.

Also related to this are the flight reductions that need to be calculated with respect to the anticipatable increased noise propagation (not attenuation) in the marine environment of the modelled NEF noise. The NEF software was designed to produce output for use on stereotypical suburban subdivisions on tableland, and explicitly does not consider reflective water surfaces or inversions. Airport decision makers have to date assumed the NEF noise maps for the Island Airport already include for Lake Ontario noise effects, and have not documented that they have been informed otherwise by their noise engineers.

3. Flyby noise energy omitted from NEF calculations

The established NEF calculation procedure (more specifically the underlying EPNL) is excluding some of the fly by noise energy of louder planes (eg. Q400) from the NEF analysis, resulting in noise capacity exceedances of the 25 NEFdB zoning standard.

As detailed in the EPNL calculation procedure, the NEF noise maps only show that portion of modelled noise energy (decibel-seconds) which occurs within the duration of time in which the top 10 decibels of a given flyby are emitted. If there is any remaining fly by noise energy modelled to occur outside this defined window of time, it is automatically excluded from the NEF calculation. To illustrate this important issue (ignoring the typical PNdb to dBA conversion), the maximum fly by noise level of a Q400 aircraft in the harbourfront is sometimes 73dBA. Only the loudest portion of the noise energy that the Q400 emits during a fly by (occurring immediately before and after the maximum decibel), is included for in the NEF calculation (ie. the noise during the fly by from 63dBA to the 73dBA max, then back down to 63 dBA is included in NEF calculation). Whereas, the balance of the noise energy the same Q400 emits during the same fly by, before and after the flyby peak (between 63dBA to below the background sound level of roughly 50dBA), is not accounted for in the modelled results.

Airport decision makers to date have assumed the NEF contour maps account for the “total noise exposure”. This is also stated in Transport Canada’s TP1247 ‘Land Use in the Vicinity of Airports’ which is the document intended to guide them. Airport decision makers have not documented that they have been informed otherwise by their noise engineers.

Based on the EPNL calculation procedure, the NEF formula was envisioned for application where the maximum decibel in any modelled fly by would be within 10 decibels of the background sound level for a given location, in order for the calculated NEF values to contain the “total noise exposure”. When a flight mix contains louder aircraft exceeding this 10 dB limit, where it is therefore known that some of their modelled fly by noise energy will automatically being omitted through typical EPNL calculation, conditions exist for the NEF software output to produce a false or misleading 25 NEF contour compliance. In this instance, even though the NEF model output is plotted to show compliance with the 25 NEF noise envelop, the 25 NEFdB per hour fly by noise limit being relied upon by the previously zoned residential lands will be exceeded by the noise omitted from the calculations. The total noise energy for

the hour in which the high decibel aircraft will be flying must be checked to ensure the flight mix and flight numbers proposed for that hour will still meet the overall 25 NEFdB per hour noise compliance standard. Such careful assessment of the fly by noise energy that was omitted from the NEF analysis was not appended to the Master Plan to support the number of flights calculated in each hour. Airport decision makers have not documented that they have been informed by their noise engineers of this fundamental noise engineering check with respect to Q400 at Island Airport.

The NEF model output is supported by a logarithmic formula containing the terms: $EPNL = PNLTM + D$. The Master Plan should have a tabulation of these terms for each of the modelled aircraft at the three ICAO reference locations (ie. lateral, takeoff and approach). From a community perspective, the key aircraft whose values need to be highlighted are those for the Q400 aircraft.

4. Terrain noise modelling not completed

The typical NEF modelling process was designed to model noise at ground surface elevations only, and not at the various elevations of 50 storey residential towers constructed 500m from the flightpath outside of the official noise envelop. Urban terrain modelling details have not been made available. Airport decision makers have not documented if they have been informed by their noise engineers that these matters need to be reviewed when calculating proposed flight numbers so that they address the 25 NEF noise standard re exterior walls of residential buildings.

5. NEF model scale not considered

There are important considerations when applying the typical NEF software process to the small Island Airport site. The NEF methodology (more specifically the underlying EPNL) was envisioned, designed, and tested empirically to model noise at ground surface elevations, and primarily for situations where the altitude of the observed aircraft is above 500' to 2,000' ie. not when the aircraft is at lower altitudes (below 350' or 35 storeys) or within a 10 second proximity of the end of runway. Also, given that NEF modelling typically generates 25 NEF contour lines for residential zoning that extend 3km or farther away from airports, the NEF software outputs are typically mapped at a larger 1:50,000 scale, exceeding the scale of the Island Airport. Similarly, the ICAO lateral certification point located 450m perpendicular to runway centerline is typically well inside the residential zoning contour line and not outside of it as at Island Airport. The Airport decision makers have not documented if they have been informed by their noise engineers of the above matters (affecting public health, safety, and well being), with respect to confirming the noise studies required to support the necessary flight number reductions.

6. Airport site ground noise resulting from NEF flight numbers not considered

The noise roar from the airport grounds due to the number of modelled flights exceeds site noise capacity.

Airport decision makers have to date assumed that stationary source noise (eg. the ground roar resulting from flight activities) is included for in the NEF noise contour mapping. This analysis requirement might sometimes be forgotten by technologists when modelling NEF scenarios, as the residential zoning limit is normally established much farther away from the airport, over which distance the ground roar from airport site may be otherwise assumed to have dissipated. Reductions to flight numbers need to be calculated to contain the on-site ground roar, so that the average hour noise levels meet the provincial stationary source noise limits. The entire waterfront tower corridor has been approved and constructed to meet those limits. The initial residential buildings in harbourfront were planned by a federal development agency to meet the stationary source noise limit requirements, and bedrooms were subsequently constructed facing the airport without noise protection nor central air conditioning as a result. Airport decision makers have not documented that they have been informed

by their noise engineers that public health, safety, and well-being are affected in this regard when excessive flight numbers are not meeting the federal or provincial residential NEF standards.

7. NEF compliance studies not yet completed to confirm flight numbers

Per 1996 NEF Validation Study, which confirmed the NEF process for Canada, the NEF software modelling work needs to be supplemented with single fly by event analyses to ensure the 25 NEF noise standard is met at small footprint airports like the Island Airport. The NEF modelling software was designed for a continuous noise environment such as when there are two or more descents and/or ascents taking place simultaneously. The Island Airport site is primarily dominated by single fly by noise events, which have never been studied to confirm 25 NEFdB average hour noise compliance at Island Airport. Airport decision makers have not documented that they have been informed by their noise engineers of this study requirement to confirm flight numbers.

Conclusion

The above key issues list is not exhaustive. It is separate from matters related to outstanding certification requirements for a noise impact assessment study of the airport. In the absence of report sealed by a licensed professional noise engineer, public health, safety, and well-being have to date not yet been assured by any of the airport decision makers at Transport Canada, City of Toronto, and the Port Authority.

I added members of the airport noise sub-committee to email chain to keep in loop.

Regards,

[YQNA Representative]

Email Submission #2 – January 11, 2022 at 1:53PM

Thank you [YQNA Representative] for the detailed clarification of NEF issues at the unique Billy Bishop City of Toronto Airport.

Pardon me for being blunt but we all know that the noise levels at the airport are inappropriate for this location and your calculations explain our intuitive concerns about the impact of aircraft noise on property and people as we experience it every day.

It seems that until a qualified NEF sound engineer reviews the NEF in our unique situation and provides us finally with the appropriate numbers, there should be no consideration of increases in slots.

Getting a proper evaluation done to identify the correct NEF contours and sound levels at the airport is critical and should occur as soon as possible.

[BQNA Representative]

PortsToronto Response #1(to Submission #1 & #2) – Wednesday January 12, 2022 11:21 PM

Good Evening [YQNA Representative] and [BQNA Representative],
First off it was great seeing you both tonight and many others that joined the BQNA meeting. I look forward to seeing you both tomorrow for our discussion.

I thought I would reply in advance to address a few of the points raised below. First off and most importantly, this is a very important and complex discussion which we always want to engage and have attempted to address many of these questions over the several years I have been with the Airport. As it is clear that Hal in particular is looking for the owner of the NEF Model in Canada which is the Regulator Transport Canada, I am working towards securing a resource in Ottawa to join us at a future noise sub

committee to speak again to his points. I do want to clarify, I and others have attempted on several occasions to provide answers to these questions.

A few points that are critically important to clear some confusion that I believe is contained below and are clearly outlined within the Tripartite agreement(TP):

- The NEF contour is the key limit that governs the number of take off and landings at this Airport
- The NEF tool which is a Transport Canada utilized tool is the only mechanism and provision in the TP agreement to govern the max allowable movements
- Annually Transport Canada completes at the request of the City an annual compliance check on our operation (posted on our website) by qualified noise engineers and we operate continuously within the allowable limits of the TP agreement
- This is the only tool that exists in the agreement and was agreed to by all parties with the creation of the
- agreement
- Our Master Plan utilized the same methodology and tool approved by Transport Canada to complete all
- scenarios contained within the MP

Having said all of the above, this does not substitute the concerns we have heard from the local community and as such, this is why PortsToronto has implemented self imposed restrictions on the number of movements to address the concerns. Also not captured within the TP agreement is ground noise, which once again the airport has made continuous improvements in this area and will continue to make them. I felt I need to clarify these points in advance, because to suggest otherwise that somehow we are offside with the TP agreement is just factually incorrect.

You have my commitment and my teams, that we will continue to focus on the concerns and mitigation above what is within the TP agreement as we have for the past several years and since the Managed Growth mandate was implemented by PortsToronto.

Gene Cabral, MBA
Executive Vice-President
PortsToronto and Billy Bishop Toronto City Airport

Response to PortsToronto Response #1 – Wednesday January 12, 2022 11:50PM

Hi Gene, thanks for reviewing.
None of the points you mentioned below are in contention.
Regards,
[YQNA Representative]

Post-Meeting

Email Submission #3 - January 14, 2022 at 3:23PM

[Dear LURA and PortsToronto], We were over the time limit last night and I didn't have the chance to speak. This is the point I wanted to make.

Ports Toronto is a federal government agency, and the Island Airport land is publicly owned, about 75% by the federal government and 25% by the City of Toronto. The Prime Minister has been very clear. The

effort to reduce the threat of climate change is a top priority for this government. He has vowed to reduce Canada's greenhouse gas emissions by 40% to 45% by 2030, seven years from today. We will never achieve that target if federal agencies like Ports Toronto do things like increasing the number of flights from the Island Airport. By choosing to expand the number of slots, Ports Toronto is at risk of becoming a renegade, rogue federal government agency and must be stopped.

[Community Member #1]

Email Submission #4 – January 15, 2022 at 11:59PM

Part 1

Hello, I'd like to follow up on the meeting BBTCA Slot Increase meeting that was held last Thursday to inquire about next steps.

I'm a resident in the area and it was really just a fluke that I even found out about this meeting, which I suppose was a follow-up to a previous one which I had no knowledge of whatsoever. I think it was mentioned that there would be a summary on a Ports Toronto site, but I don't see that as yet.

What I'd really like to know is what happens next? Is there a governing body that will hear the slot increase proposal and judge on it? Who ultimately decides?

My concern is that there was no satisfactory answer to the simple question of 'am I safe to live where I do'. The health impacts of the compromised air quality the airport represents is shamefully being overlooked. I mean to just reference a 2013 study, that even itself advises against further growth is pretty sloppy. It is also a real bummer the willful ignorance to the climate aspect of increased flight activity. I hope all of us involved in this discussion can speak up a bit for what we all know needs to be done, this is really our time to act.

Any replies or suggestions are appreciated.

[Community Member #2]

Part 2 – January 18, 2022 at 9:22AM

In addition, I'd like to note that;

I would at the very least expect that this proposal should be preceded by evidence that the increased flight activity that this would entail would not increase health risks for residents in the area. I'd imagine making current high-quality air quality studies would be the path, and then modeling on top of that.

Then there's the climate issue, which is so extremely important that it must not be neglected, nor weakly placated by 'sustainability' pamphlets offered by the airport regarding good, but small auxiliary measures...rather the focus must be kept on the issue: the impacts of increasing flight activity.