

# **Billy Bishop Airport**

## **Noise Sub Committee Meeting 3 – Summary**

November 7<sup>th</sup>, 2018

6pm to 8pm

Billy Bishop Airport Mainland PTF Boardroom

### **PARTICIPANTS**

Hal Beck – Co-Chair (York Quay Neighbourhood Association)

Angela Homewood – Co-Chair (PortsToronto)

Gary Colwell (PortsToronto – Noise Management Office)

Bryan Bowen (City of Toronto, City Planning - Waterfront Secretariat)

Wayne Christian (York Quay Neighbourhood Association)

Lesley Monette (Bathurst Quay Neighbourhood Association)

Max Moore (Bathurst Quay Neighbourhood Association)

Alex Lavasidis (Lura Consulting - Notetaker)

### **SUMMARY OF DISCUSSION**

The following provides a summary of discussion at Noise Sub Committee (NSC) Meeting 3. This is not a verbatim account of the discussion. This summary is organized by discussion topic and generally follows the agenda for NSC Meeting 3 (available in Appendix A).

#### **1. Future Meetings**

Based on email feedback from an NSC member, it was proposed that future meetings be moved to 7-9pm to better accommodate members' work schedules. The NSC unanimously agreed to move future meetings to 7-9pm.

Following discussion about the TOR, the committee agreed that future meetings would be scheduled bi-monthly. Members suggested that this timeline would allow enough time between meetings for action items to be completed, while also ensuring meetings occur often enough for members to maintain their knowledge about the noise topics discussed, and accomplish the NCS goals in a timely manner. Adjustments to the meeting schedule (available at the end of this document) will be made if required.

#### **2. Finalize Terms of Reference for the Sub-Committee**

Committee members shared their requests for changes to the Terms of Reference (TOR), which had been provided to committee members electronically, after the last meeting. The proposed changes will be made by Lura Consulting, and an updated version of the TOR will be circulated to the NSC for final approval through email before the next meeting .

### 3. BBTCA Noise Mitigation Program Presentation

Gary Colwell, PortsToronto, provide an overview presentation of the current noise management process (presentation available in Appendix B). The summary of discussion, below, provides reference to the relevant slide number being discussed.

#### Slide 4

- Wayne inquired if aircraft movements for Porter and Air Canada had remained fairly steady over the last 4 years, at around 58,000 movements.
- Gary responded that yes, the movements numbers for Porter and Air Canada have remained fairly stable over the last few years, with increases in movements of general aviation aircrafts. Gary noted that the number of aircraft movements displayed in the graph include commercial, general aviation, and helicopter movements.

#### Slide 5

- Wayne inquired about commercial aircraft time violations, including when the last fine for an aircraft movement after 11 pm took place, what airline was fined, and how much the fine was.
- Gary responded that Porter had been fined around 2 months earlier, at least \$10,000.
  - *Note: Following the meeting, Wayne contacted Mike Karsseboom on November 19th 2018 about the 2018 violations as discussed at this Noise Sub Committee meeting. Mike Karsseboom responded to Wayne on November 23rd 2018 and clearly stated that there were no commercial aircraft arrival or departure time violations in 2018 at BBTCA.*
    - *Gary provided a correction to his original statement: There was a general aviation curfew violation two months earlier, not a commercial curfew violation. The general aviation violation is currently under investigation by Transport Canada for other issues concerning this flight. The correct numbers are:*
      - *2016 - 6 violations (all Porter and \$10,000.00 fines for each were levied)*
      - *2017 - 4 violations (all Porter in and \$10,000.00 fines for each were levied)*
      - *2018 - Currently no commercial curfew violations*
    - *Note: Following the meeting, Mike Karsseboom (PortsToronto) confirmed there have been no curfew violations by either Air Canada or Porter Airlines in 2018. He also confirmed that the fine for breaking curfew is set by the EVP of the Airport and currently sits at \$10,000 for a commercial carrier (however, this can be increased based on appropriateness).*
- Wayne inquired why the airlines were still breaking the rules and landing outside of permitted hours, how many violations occurred, and where the money from fines was going.
- Gary responded that he believed Air Canada had never received a fine, and had never operated outside of permitted hours.
- Lesley inquire where the money raised through fines went.

- Angela responded that she believes the funds went into the PortsToronto Community Improvement Fund. These funds end up being allocated to local schools, environmental programs, and other community initiatives and events. The fund is managed by the senior management team at PortsToronto.
  - *Note: Following the meeting, Mike Karsseboom (PortsToronto) established that currently, the proceeds of funds for curfew violations are submitted by the airport to PortsToronto as an organization. These are used under general revenues. As this is not something PortsToronto plans or budgets for, they have not allocated funds specifically to any one project or area.*
- Lesley commented that the community does not seem to have input into how they money is spent, and noted that many community members are not aware of how the money is being spent. She suggested that the local community have input into how the money is spent.
- Angela responded that PortsToronto had heard similar comments at Master Plan engagement sessions, and that the idea has been brought forward to PortsToronto senior management.
- Max noted that he previously thought the money raised went into the airport improvement fund, but that it now sounds as though the money raised is going back into the community.
- Angela noted that she will follow up with Deborah Wilson to confirm what the fund is spent on and who make decisions about use of the funds.
- Wayne noted that he would prefer there were no fines, as that would mean there were no infractions, but would prefer the funds are not spent on airport improvements.
- Wayne noted that air traffic controllers don't work after 11pm at Billy Bishop Airport, and suggested that Nav Canada should be directing planes that need to land after 11 pm to either Pearson Airport or Hamilton Airport.
- Gary noted that most infractions are due to take offs rather than landings, but he will confirm. He noted that it is against Nav Canada regulations for a plane to take off after the airport is closed.
- Max noted that there were two takeoffs around 11:30pm recently, he inquired why they occurred.

Gary responded that he believed one was a medivac flight, and that another was a helicopter. He will confirm and follow up.

#### Slide 7

- Gary will provide links to the referenced reports.
- Lesley inquired if the noise reports have any temperature or weather reporting attached.
- Gary replied that the reports do not contain weather data, but the reporting tool does show current weather data.
- Wayne inquired if the weather data was from Environment Canada.
- Angela noted that the weather data was likely from the Nav Canada's monitoring station on the Toronto Island.

#### Slide 8

- Hal inquired if Gary had looked into the best practices of placing noise monitors at various residential tower elevations and runway offsets.

- Gary responded that he had not looked into this yet. He noted that currently, there is one monitor at the marine unit, one at the fire hall on Algonquin Island, and one on the Billy Bishop City Side building.

Slide 9

- Angela noted that approximately 42% of trips from the airport are walking, cycling, or public transit, while about 32% of trips to the airport are walking, cycling, or taking transit. She noted that the Dillon traffic study is in the process of being finalized and will be posted on the PortsToronto website along with the previous study, found here <https://www.portstoronto.com/portstoronto/media-room/news/pedestrian-tunnel-at-billy-bishop-toronto-city-air.aspx>
- Wayne inquired how the data was gathered for this study, and if the data was gathered within certain hours.
- Angela noted that for the traffic study, data was gathered over 4 days, including weekends and weekdays, the weekend after the may long weekend. The information was gather by people physically counting movements in the field, combined with data from traffic counters from parking areas and video footage.
- Wayne inquired how many passengers are leaving and entering the airport overall (not including passengers on connecting flights, who don't leave the airport), and how many of the overall count are workers at the airport, rather than passengers.
- Angela noted that she does not believe the traffic study distinguishes between whether someone is an airport passenger or a staffer.
- Wayne suggested that BBTCA buses arriving and departing with passengers could possibly be carrying up to 8-12% of total BBTCA bus passengers, that are non-paying Porter Airlines and Air Canada ticket holders (employees of airport, residents who take buses from BBTCA to and from Fairmont Royal York Hotel and others).Angela replied that she is uncertain how many staff work at the airport. She will ask Dillon Consulting, who completed the traffic study, if they can distinguish who different users are in their traffic study.
- Max noted that he believes more employees would drive to the airport than take transit, as employees have car parking on the island. Max noted that the number of employees at the airport is uncertain, noting that some estimates were as high as 5,000, but that those include suppliers. He noted that a more accurate number of people who work within the airport building is likely between 1000 to 2000 people.
- Wayne noted that the new shuttle bus pickup and drop-off area in front of the Fairmont Hotel is much better than the previous location.
- Bryan noted that the relocation of the stop was a partnership between the City and PortsToronto. The relocation was motivated by the new spot's proximity to the Path system entrance. The spot is not dedicated exclusively for PortsToronto, but is designated for shuttle busses.
- Hal noted that one of his concerns about the traffic study is that the study is not correlated to plane movements. He suggested that if the traffic data is not correlated to the number and passenger loading of flights entering and exiting the airport, the information seems irrelevant.
- Angela responded that the goal of the traffic study is to identify the traffic demand and constraints for the neighbourhood and to get a sense of the mode usage in the

neighbourhood. PortsToronto want people to use less taxis, and personal pickup and drop off vehicles. They want the study to help inform them on how to reduce car use in the neighbourhood and promote the use of transit, shuttle, walking, and cycling.

- Hal acknowledged that reasoning, but noted that the study doesn't seem helpful from a noise perspective. He noted that in the past, Dillon reports have skewed results by gathering data on weekends with high student flight volume (students are more likely to take transit).
- Angela noted that in order to prevent that type of bias, Dillon specifically chose the weekend after the long weekend for data collection inputs into the traffic study. She noted that bus data was included in the study, but that this was not collected by Dillon necessarily; the study uses all available data and external sources to ensure the results are correct.
- Hal suggested that the objective of the study be made clearer. Airport operating scenarios need to be defined.
- Max and Hal agreed that the "average" numbers produced through the study are likely to vary widely depending on when the data was collected.
- Angela noted that she will follow up with Dillon to find out what the different modal split is in different parts of the study area, at different times of day.

#### Slide 10

- Hal noted that noise from the ferry was his motivation to become involved in noise management issues at Billy Bishop Airport.
- Hal inquired what was included in the expression of interest for ferry electrification project and what criteria for noise management were included in the expression of interest. He inquired if the expression of interest could be shared.
- Angela responded that the request for expression of interest did not provide strict criteria in order to encourage bids from as many consulting firms as possible, and to allow the industry to propose innovative technologies. Criteria included a turnkey option, with a focus on air and noise emission reductions. Four submissions were received, with two submissions meeting the criteria. PortsToronto has hired an advisor for this project and will receive more information from the consultant on how to move forward in the new year. PortsToronto will be comparing the two options based on air emissions reduction, noise emission reduction, and costs. Potential electrification solutions might include lithium batteries and solar panels, but this is up to the submitters. Electrification and conversion of the ferry would potentially be the first in all of Canada.
- Hal inquired if the proponents knew the ferry would operate in very close proximity to a residential area.
- Angela responded that the proponents visited the neighbourhood and are aware of the close proximity of residential buildings.
- Bryan inquired what the timelines were for the electrification project.
- Angela replied that more information would be available in December/January, as more technical work is being undertaken. PortsToronto would review options and then seek board approval. Depending on costs and technical considerations, the intent would be to move quickly.

- Max noted that electric power for the ferries would be a significant development for the neighbourhood.
- Angela noted that PortsToronto is encouraged, and that the electrification may be more effective in this setting as the crossing is a very short distance.
- Bryan inquired if, given the remaining board approvals required, electrification would be worthwhile for the subcommittee to weigh in on (e.g. providing a recommendation to the Airport CLC) so that the CLC recognizes this is an important issue to members of the NSC.
- Angela noted that would be a good idea.
- Hal would like to ensure there are field testing reports on the electrification of the ferry before it is brought into use, noting that previous reports on the current ferry are not accurate.
- Slide 11 Hal inquired if Gary had received his comments on the 2017 Noise Report, noting that the issues raised are important to the community and require a response.
- Gary noted he will review comments and respond to Hal.

#### Slide 12

- Gary will share a copy of the run-up video file with NSC members.

#### Slide 13

- Lesley inquired if the sound barrier technology used in the run-up enclosure could be used as barrier wall along the runway.
- Gary responded that PortsToronto are researching the potential of sound barrier walls.

#### Slide 15

- Hal noted that only 10 noise complaints over 3 years of construction is very successful.

### **4. Noise Monitoring**

- Lesley inquired if noise tracking could produce an average or a peak measurement.
- Gary noted that many different readings are available and that PortsToronto is also looking into developing a Noise Desk type program for the community, potentially as a part of Web Track (this would be able to provide give trends, paths, and glide scopes and more).
- Hal inquired where the noise data is sourced.
- Gary responded that the noise monitors include those from Billy Bishop as well as 30 to 40 that Pearson Airport has.
- Hal inquired if the last set of noise tracking Gary shared at the last meeting was monitored from the top of the Billy Bishop city-side airport terminal building.
- Gary said that was the potential source and he will follow up to confirm.
- Hal inquired how long the tracking intervals were (e.g. every half second) and if different frequencies are captured.
- Gary responded that he is uncertain if that information can be obtained. He will try to locate it and present it at the next meeting. Gary will also bring in a noise expert (acoustic engineering) to answer questions.

- Bryan inquired if NSC members could send questions in advance to the noise expert to allow them to prepare and better answer questions.
- Hal noted that the questions from the NSC will likely relate to the Noise Monitoring Report that PortsToronto recently received from their consultants but have yet to share. He would like to have at least 3 weeks to read through the report and form questions before the expert attends an NSC meeting.
- Angela responded that NSC members should send questions to Alex, who will aggregate and send them to the noise expert. The noise expert will attend the March meeting.
- Gary noted that the Noise Monitoring Report will be shared when it is available, as PortsToronto staff are currently reviewing the document. The October Noise Monitoring Report is posted here: <https://www.portstoronto.com/airport/business-information/noise-management/noise-management-program.aspx>
- Lesley inquired if PortsToronto had decided where to place new noise monitors.
- Gary noted that they had not, and that the report under review would help inform that decision. He noted that PortsToronto had one portable noise monitor they could use, at present.
- Angela recognized that Kings Landing had offered to host a noise monitor.
- Hal noted that the BQNA and YQNA are investigating noise meter options for the neighborhood associations and residents to buy, with the possibility of aggregating that data on a shared website.
- Lesley noted that people are currently attempting to monitor noise with instruments on their phones.
- Hal noted that the phones would need to be properly calibrated and checked regularly to ensure that data would not be dismissed.
- Gary will look into recommendations on noise monitors for the community.
- Lesley noted that it would also be useful to have advice on where to put the monitors.
- Hal suggested that the noise data be stratified by elevation, to identify any patterns in what elevation is most impacted by noise from the airport.
- Gary noted that Hal's suggestions were good ones, and he will look into them both.
- Wayne noted that it would also be interesting to look at patterns of the weather conditions during noise complaints.
- Gary noted that weather is a factor and that in the winter noise carries more, even though people have their windows closed and may not be able to hear the noise as much. Max noted that he had been measuring noise for years, and that since Gary began at PortsToronto the noise has improved from terrible to bearable.
- Gary responded that in the last couple of years PortsToronto has been listening more to the community, trying to correct the problems with noise that they had before.
- Max noted that he measures noise using dBC, and would say that noise was cut in half (which is 10 dBC less on a noise measurement scale, down to about 75 dBC).
- Lesley noted that it is important to also ensure low, but continuous noise is also monitored, as that type of noise causes as much irritation as the louder but more acute noises. She noted there have been industrial studies on the impact of persistent noise. Lesley inquired

if Hal was familiar with any specific studies that address the impact of low but persistent noise.

- Hal noted these studies likely exist but he is not personally familiar with them.
- Lesley noted that when she is home, she can sometimes see the metal window frame and the window pane vibrate from noise from the nearby idling planes. She wonders how these vibrations affect people.
- Max noted that this will be a good question to ask the noise expert in the March meeting. He also noted that he is concerned that dBA is constantly used as a design parameter. He suggested that noise monitoring should be provided in the form of a dBC, as the impacts of noise are better understood when monitoring shows the frequency spectrum, not just a single dBA number (that does not adequately measure base frequencies).
- Max noted that the Canadian Standards Association (CSA) may have completed studies of the long-term impact of noise on people. He noted that the CSA have recognized the need to measure noise with dBC instead of just dBA, and now use both because they are scientific about understanding the impacts of noise on people.
- Lesley noted that there is a noise report that was published for a new building being developed in downtown Toronto at 545 Lakeshore Boulevard at Bathurst Street. She is interested in obtaining the methods for their reporting of ground noise. She noted that they did not include airport noise in that report.
- Bryan noted that the exclusion of airport noise, though not practically correct, is technically correct because the property sits outside of the NEF requirements. Anyone who lives in the community understands that the NEF standard is inadequate for this community.
- Hal agreed with the inadequacy of the NEF standard as it deals with fly-by noise only and noted that building points of reception are currently being assessed by airport decision makers using inadequate methodology.

## **5. Provincial Noise Guidelines Presentation**

- Due to time limitations, Alex suggested that Angela's presentation be postponed until the next meeting to allow for thorough discussion. The discussion next meeting will frame how the NSC approach the Ministry with questions comments and concerns. The NSC members agreed to this postponement.
- Hal noted that his feedback on Angela's presentation will focus on the last four bullets of the presentation.
- Bryan inquired how much notice the NSC need to give the Ministry before inviting them to attend an NSC meeting, suggesting the NSC aim to have the Ministry attend the May meeting.
- The NCS agreed to plan for the Ministry to attend the May meeting.
- Angela noted that when the NSC invite the Ministry to attend, they will need to provide questions and explain the intent of the meeting (in order for a Ministry worker to obtain approval to attend the meeting).
- Bryan noted that the City will be attending the next BQNA meeting on November 21<sup>st</sup> at 7 pm at the Waterfront Neighbourhood Centre to provide an overview of the

improvements that will take place in the neighbourhood, in chronological order. Alex will send this information out to the NSC in an email.

## **6. Plans and Dates for upcoming meetings:**

- Wednesday January 30<sup>th</sup>, 7-9pm:
  - Noise Standards presentation (Angela) and discussion
  - Create a list of Noise Standard questions for the Ministry
- Wednesday March 27<sup>th</sup>, 7-9pm:
  - Noise expert attendance (planned)
- Wednesday May 29<sup>th</sup>, 7-9pm:
  - Ministry attendance (planned)
- Wednesday July 24<sup>th</sup>, 7-9pm

## **7. Action Items:**

1. Angela will speak with Deborah Wilson to confirm what the money raised through fines (when planes land or take off during no-fly hours) is used for, and who makes decisions on how the funds are used.
2. Gary will confirm if most infractions (when planes land or take off during no-fly hours) are due to take offs or landings. He will also provide information on why two aircrafts landed around 11:30 pm approximately a week before the NSC meeting.
3. Gary will look into best practices of placing noise monitors at various heights and locations and report back to the NSC.
4. Gary will provide links to the reports referenced in his presentation (slide 7).
5. Angela will inquire with Dillon Consulting (who completed the traffic study for PortsToronto) if they can distinguish who the different users are in their traffic study (e.g. an airport employee, a passenger, or someone unrelated to the airport). She will also investigate if there are different modal splits in different parts of the study area at different times throughout the day.
6. The NSC will develop a recommendation to support the electrification of the ferry to provide to the Airport CLC for PortsToronto's Board to consider during their approval and decision-making process.
7. Gary will review and respond to Hal's comments on the 2017 Noise Management Report.
8. Gary will share a copy of the run-up video with NSC members.
9. Gary will investigate the source of the noise tracking values he provided in the July meeting and will share the source with the NSC (e.g. the building the noise was tracked from).
10. Gary will investigate if he can provide the tracking intervals (e.g. every half second) and the frequencies captured from monitoring, and if so, will share those with the NSC.
11. A noise expert will be invited to attend the March meeting.
12. NSC will share questions for the noise expert in advance of their attendance to a future NSC meeting so that the expert can prepare themselves for the meeting.

13. Gary will share the Noise Monitoring Report with the NSC once it is available. Note: this should be provided 5-6 weeks before the NSC meeting with a noise expert, in order to allow the NSC the requested 3 weeks to read through the report and provide comments, and to provide the expert 2-3 weeks to prepare.
14. Gary will provide noise monitor recommendations for the community (YQNA and BQNA).
15. Gary will investigate if future noise reports can include the human stories connected to noise complaints, as well as the elevation at which noise complaints are occurring.