



GET ON BOARD
(Info/Get-On-Board)

NEW PLANES
(New-Planes)

WHAT IT MEANS
(Info/What-It-Means)

AIRCRAFT
(Info/Aircraft)

It says "Reality Check", but it reads like a parent who's tired of telling his kid for the 100th time to put the toilet seat down, or to eat his vegetables. "Must we do this every single night, son? They're good for you, can't you understand that??"

Reality Check

You've been hearing a lot of opinions about Porter Plans. We want to make sure you have the facts.

Says who?

Let's say this intentionally vague statement is true. Who cares? Are we supposed to be shocked to learn that those who opposed the island airport initial creation would also oppose its expansion. I don't see how this discredits No Jets TO at all.

Making airport expansion sound like a righteous struggle against a citizen's group is pretty stupid.

CLAIM: Activist group **No Jets TO** claims it is happy with the current airport and doesn't want to shut it down.

REALITY CHECK:

- For more than 10 years, opponents have been trying to close the airport. Now that 2 million passengers use it every year for business and leisure flights, they realize it will be difficult to gain sympathy for this goal, so they've changed their strategy
- Today, they have a few fresh faces to represent them, but are being directed by the same small core of politicians and activists who want the airport closed. An official No Jets TO submission to the City of Toronto says even the existing Q400 aircraft doesn't qualify to fly at the airport, so how can they also say that they're happy with the airport today? Don't be fooled by this position

CLAIM: No Jets TO claims that the Porter Airlines proposed expansion will damage property values and the real estate industry in Downtown Toronto.

REALITY CHECK:

On both sides of the argument, "ruin the waterfront" is a silly, unqualifiable assertion. It depends entirely on your vision for the waterfront.

An awful source at the best of times. The Kevin O'Leary of condo shills.

- These are the same people who said 10 years ago that the airport would ruin the waterfront. Well, their predictions never came true. Waterfront condo values rose more than 70% between 2003 and 2013. The Toronto Real Estate Board released their Condo Report (as of October 16), stating that so far in 2013, condo sales are up by almost 20%
- Brad Lamb, a downtown condo realtor and developer, dubbed as the "condo king," has sold approximately 21,000 properties worth almost \$8 billion since 1988. Lamb says that the airport has added value to the downtown and is a selling feature for downtown and waterfront condos, and that jets will only increase this benefit
- Lamb said "I can tell you without any doubt in my mind, that if anything, the airport has added value to the waterfront and I believe that the CS100 jet service will continue to do so."

CLAIM: The CS100 aircraft is twice as heavy as the current Q400 Porter flies out of Billy Bishop Toronto City Airport (BBTCA) and will require twice as much fuel. No Jets TO says this makes the CS100 unsafe and exposes downtown residents to black carbon that will cause health problems.

REALITY CHECK:

- The truth is weight is not how to measure an aircraft's impact on the environment. There is no question that Porter's current Q400 is one of the greenest aircraft flying today. Recent test data submitted to Transport Canada shows the new CS100 is even greener, producing less emissions per passenger. Also, it's cleaner, consuming half the fuel per passenger than that used by most modern compact cars, and is four times quieter than similar jets. This activist group is using your health as a scare tactic

Anytime someone says "there's no question", it's a great time to start asking questions.

What about emissions per passenger? Wouldn't that be a better metric?

CLAIM: If Porter flies jets out of the airport, it means that other airlines will soon follow suit.

REALITY CHECK:

- Airlines can't just decide to fly from Billy Bishop and show up. The airport has a strict noise ceiling of 86.5 decibels that won't change. The CS100 whisper jet is the only jet expected to meet these strict guidelines any time soon. Billy Bishop also has limited daily take-offs and landings. Every airline must be approved to operate from the airport using the right planes and without going over the maximum number of flights

Hmmm...I wonder who submitted that data. Could it be the manufacturer of the aircraft??

Nothing in this answer addresses the question. Obviously an airline can't just show up and hang their shingle. And obviously there are operating guidelines at any airport. What does any of that have to do with other airlines potentially being approved to operate at YTZ? This is a huge dodge.

CLAIM: Bird strikes are going to be higher at BBTCA than at Pearson International Airport. Birds will get sucked into the jet engines causing crashes.

REALITY CHECK:

- Birds hit cars, trucks, tall buildings, and airplanes every day. It is an infrequent, but unfortunate occurrence at airports
- Those who want to close the airport like to show frightening images of airplanes on fire as a scare tactic.
- Before going into commercial use, every engine must pass stringent international ingestion standards. The CS100 whisper jet fan blades have been designed to bend out of the way and let debris pass through. What may be most important to note is that the surface impact for the CS100 is 50% less than that of the Q400, which is the fleet Porter currently uses. Also, the airport uses a wildlife management program to reduce the amount of bird strikes
- The truth is, 50% of Porter's bird strikes occur at BBTCA, and 50% occur at other airports. There is no higher likelihood of a bird hitting a plane at BBTCA than any other airport.

Again, thanks for that, but it doesn't answer the question. Lots of things happen every day against which we take reasonable preventative measures.

Nice of the birds to divide things up so evenly.

See, this is a real answer. And a pretty good one, if technically accurate.

CLAIM: No Jets TO says that if jets are allowed at the airport, downtown jobs will be lost and tourism will decline.

REALITY CHECK:

- This was said 10 years ago and look how Toronto has progressed. Condé Nast Traveler magazine named the City of Toronto one of its "Five Must-See Destinations in 2013." What a coup for Toronto!
- In 2013, Toronto saw its highest employment numbers since 1990. Toronto was named the second best North American city for business investment, according to fDi Magazine's "Overall North American Cities of the Future 2013/14" report
- A city study has already confirmed that an increase in passenger volume will result in increased spending in Toronto's accommodation, arts and entertainment, and sporting sectors, reported to be in the range of \$134 million. Can't argue with the professionals!

Another dumb argument that places far too much emphasis (from both parties) on the role of an central airport to Toronto tourism. If a YTZ is really what's drawing people to Toronto to see, we'd better build another aquarium or something.

CLAIM: Councillor Adam Vaughan said that this proposal "means from South Etobicoke to South Scarborough and right through the downtown core, you're going to have jets buzzing around you at extended hours at this airport. I think that the residents that are in the flight paths of this are going to be very concerned because those other jets will not be as quiet or as clean, and they're going to create very cloudy, very noisy and very disturbing skies" (April 10, CP24).

REALITY CHECK:

- What is disturbing is this doomsday prediction Mr. Vaughan is spreading. The airport is closed to private and commercial flights between 11 p.m. and 6:45 a.m. This is a rule that has been in place for 30 years and it's not proposed to change
- What they haven't told you is that 90% of Porter's current flight paths are directed away from the city. Almost all of the new routes proposed are south and west of Toronto, meaning Porter flies away from the city—not over it
- Almost every plane you see and hear over the city of Toronto today is flying to or from Pearson. There will be no Porter "jets buzzing around at extended hours" as Mr. Vaughan claims

What a dopey quote. What constitutes a "disturbing sky"? How do jets make the sky cloudy, below 30,000ft., I mean?

An equally dopey response. Vaughan is obviously referring to people living along the arrival and departure paths of aircraft using YTZ, which includes people in South Etobicoke and South Scarborough.

CLAIM: Toronto Councillor Pam McConnell said on her website on August 30, 2013 "although some find the proximity of the airport in the downtown to be a convenience, it is doubtful that this convenience is the primary source for booking a flight."

REALITY CHECK:

- Porter wouldn't be in business—and growing—since 2006 if passengers didn't view the airport as a convenience. Instead of hearing from us how this statement is false, let's hear from a couple of passengers who wrote to city council, citing the convenience of the island airport:

You'd need a proper survey to answer this charge, but from my own business travelling experience, convenience is the #1 reason I fly out of YTZ.

Good lord, I really thought Porter would have done a proper survey.

"I use the Island airport several times a year and am so impressed with its efficiency: I can get there quickly and easily from my home or workplace – Porter's shuttle bus takes me from and delivers me back to Union Station and public transport gets me home or to work. Those who support public transit MUST support the Island Airport."

- Nola Crewe, ICU Chaplain, and Rector of St. Monica's Anglican Church and Food Bank

"My time is valuable and with Porter I can fly in and out in a day. I would like to see more cities added to their flight path. It is a win-win for Toronto."

- Heather Gartner, Public Health Nurse

CLAIM: The opposition says Porter wants to move the local school and community centre.

REALITY CHECK:

- This couldn't be further from the truth. Again, this is coming from a small opposition group that wants the airport closed completely, and will say anything, and even use children as a scare tactic
- There are some exciting redevelopment scenarios being studied for the area around BBTCA that will benefit the entire community. Never has Porter said they want to tear down the school or community centre

Conversely, Porter will happily use the using of children as a source feigned indignation, which is just as bad.

\$10 says one of the "scenarios" involves Porter chipping in some money to move the school so it can build a bigger parking lot.

The worst part about YTZ is that it's still pretty inaccessible. To ask someone to drop you off or pick you up is to commit them to 30 minutes of being stuck behind cabbies doing 3-point turns at the bottom of Bathurst while bored security guards absent-mindedly wave their lit batons. You might as well ask your friend or partner to repeatedly stub their own toe. More flights mean more people being dropped off, which means more cabbies pulling 3-point turns, which means more traffic. The tunnel won't do a thing to make people get out of their cars faster. And taking a shuttle from the Royal York is really only convenient for people staying at the Royal York. It's a generally useless and slow service.

CLAIM: No Jets TO says if Porter's proposal is allowed then gridlock in downtown Toronto will get even worse.

REALITY CHECK:

- The solutions to gridlock are far bigger than one airport. Porter is doing its part to alleviate traffic in the downtown
- Porter operates a free shuttle service using a three-bus rotation and will be increasing the number of shuttles and reviewing additional pick-up points in the city to reduce waits and facilitate the movement of more passengers
- The privately-funded pedestrian tunnel (to be completed in 2014) will allow for a smoother flow of passengers
- Standard Parking operates a public parking garage at Lower Simcoe St. and Queens Quay W. Airport parking for staff and passengers is available at this location as of November 1. For easy access, Standard Parking will operate a free, dedicated shuttle bus between the parking garage and the airport. This is a separate service from the current airport shuttle. It is part of Porter's effort to minimize traffic for the local community

More stupid platitudes. I'm getting sleepy.

CLAIM: Noise pollution is a significant health risk, is a harmful pollutant and it will have negative health effects on downtown waterfront residents.

REALITY CHECK:

- We all should be concerned about noise in an urban environment. That's why Porter chose the CS100, which will be as quiet as the quietest jet. For those fighting noise pollution, that your jets only pollutes a little isn't all that convincing.

My turn to use a platitude. No jets will always be quieter than the quietest jet. For those fighting noise pollution, that your jets only pollutes a little isn't all that convincing.

The value of YTZ, and why I favour its continued existence in its current form, is that it's a very different airport from Pearson for different types of travel. YTZ is, for the most part, for commuters. That's why it's nice that you can get there so fast, and that the security folks seem a little less on edge, and that they serve free coffee. Different travel, for different commutes. Also, given its track-record as a project, the UPX is gonna be a huge gong show that no one will really like and probably won't ever work properly.

current Q400 and will not add to the continuous sound of traffic on the Gardiner Expressway, trains, streetcars, trucks and emergency vehicles that occur 24 hours of day

- Regarding other forms of pollution, the CS100 consumes half the fuel per passenger than that used by most modern compact cars

CLAIM: Once the Union-Pearson Express is completed BBTCA will not be needed as the commute to Pearson will be shortened.

REALITY CHECK:

- The Greater Toronto Airports Authority (GTAA) and Metrolinx do not believe that a viable downtown airport affects their respective business plans. The GTAA has stated they are focusing on long-haul international flights as they grow their business
- A viable secondary airport provides competition and helps lower prices for flights. This happens consistently for every route Porter serves, benefitting travelers

CLAIM: This proposal will damage the waterfront, as the revitalization of the waterfront is creating tens of jobs and billions of dollars in economic benefit, and will risk further development.

REALITY CHECK:

- This is the same doomsday prediction made 10 years by the same people running No Jets TO today as a scare tactic to try and close the island airport.
- Porter has always recognized the value of having an urban airport in Toronto – for residents, visitors, tourist attractions and businesses. Many aspects of the Billy Bishop Toronto City Airport experience have improved to the point that it is now recognized as a world-class facility ... a gateway to the city that can be made even better
- Since 2006, the population has doubled in neighbourhoods around the airport, Harbourfront Centre's attendance has gone up 40 per cent, and there is the same level of boating activity in the harbour
- The airport contributes \$2 billion in annual economic benefit to Toronto; this is only growing. The benefits of ongoing waterfront revitalization can continue alongside a thriving airport that also invests in new technologies. Toronto can enjoy both assets at the same time, as is currently happening

I go back to my earlier point, it's a go-nowhere argument because it depends on your vision for the waterfront. For me, the future of the revitalization is more heavily dependant on what happens in the portlands than what happens at YTZ. A smaller YTZ with no portland development would be the worst possible outcome, because it would represent the stagnant status quo.

"...like ours!"

No shit.

CLAIM: The BBTCA will become a "mini-Pearson" if jets are allowed.

REALITY CHECK:

- There are 59 airlines flying in and out of Pearson, accounting for almost 35 million passengers annually. This is no comparison to the two airlines and 2 million passengers that currently fly from BBTCA, or the theoretical maximum possibility of 4.3 million estimated by City Hall reports over the next seven years. Of this, only 3.2 million would enter the city (the rest is connecting passengers), so it's not an unlimited number

Sigh. It's a smaller airport and Pearson is a big one. It's already a mini-Pearson. Try harder.

I dunno, whether it goes up 2x, 3x, or 4x, I suppose the essential point is that the fuel deliveries are unsafe, right? In that case, why are we arguing about how many there are per day. If they're unsafe, tell me why.

CLAIM: Some claim that fuel deliveries to the island airport will quadruple if expansion plans go ahead.

REALITY CHECK:

- This is misinformation. The average daily fuel deliveries today are between 1.6 and 3, and this may increase by 1 to 2 deliveries per day if the proposal is approved
- The fuel depot underwent a rigorous environmental assessment when it was built in 2006. It meets all modern standards and can be enhanced within its current footprint

Another dodge. No one is talking about your impressive fuel depot, they're talking about carting tankers of jet fuel across the harbour in trucks, which when you think about, does sound a bit risky.

CLAIM: Jet aircraft produce very strong winds before and after takeoff while taxiing. The effect is called jet blasts – winds so strong that they will blow over cars, trucks and buses if a safe distance is not kept. Jet blasts could easily knock down sailboats if the Marine Exclusion Zone is not expanded accordingly.

REALITY CHECK:

- There is no anticipated effect on boating from jet blast. The CS100's geared-turbo fan engine with its high bypass ratio is a significant improvement in this respect from traditional jets
- Taxiing to the runway happens at idle power, so there is no affect for this procedure
- The Marine Exclusion Zone will also still provide approximately 150 meters of separation between aircraft taking off and boating activity

Someone's been watching too much Mythbusters. And I think they busted this one, didn't they? This is, by far, the silliest anti-airport argument yet. It's no wonder Porter included it here.

This one I believe. I'm not sure it'll close the Western Gap, but it seems like it would have to narrow it a bit. But is that a problem? Do many large ships still come in that way that couldn't come in from the eastern harbour entrance?

CLAIM: Extending the runway will affect boaters, kayakers and ferry routes. It will cut into the area they use, affecting 36 tour boat operators with 900 jobs. The expanded Marine Exclusion Zone might even close the Western Gap.

REALITY CHECK:

- Porter's objective has always been to design a runway that does not change the enjoyment of Lake Ontario by Torontonians, including the boating community
- Two viable runway options have been presented for consideration. Both preserve marine access because the buoy that boats navigate around when passing through the Western Gap does not move in either case
- The Marine Exclusion Zone does not change in any material way

CLAIM: The significant amount of noise generated by use of reverse thrust on landings of the Q400 and concern about reverse thrust that will potentially occur with the CS100.

REALITY CHECK:

- Porter's **standard operating procedures for the Q400 do not include reverse thrust for landings.** Reverse thrust is only used, at the pilot's discretion, if absolutely necessary to reduce stopping distance
- In the over 100,000 flights that Porter has landed at Billy Bishop Toronto City Airport (BBTCA) since our launch, reverse thrust has been used less than 20 times –almost exclusively as training demonstrations. Similarly, the guaranteed performance of the CS100 does not require the use of reverse thrust for landing at BBTCA

People who know better tell me this is probably true, but something certainly happens to slow the plane when it lands and that something is pretty loud. So, who cares what it's called, it's not simply disc brakes stopped aircraft that land at YTZ.

CLAIM: Frequent engine run-ups required for maintenance work that caused the Q400s to run at full power for 15 minutes at **all times of the day and night.**

Probably not true. But also probably not NO Jets TO's words.

REALITY CHECK:

- Maintenance run-ups are required when an engine or certain engine-related parts are changed. Run-ups are done on the southern edge of the southernmost runway, which is the furthest point from the city. Run-ups at full power may be up to 3 minutes, but are often less. These occur only a handful of times each week and only during the airport's operating hours

Latest Updates

Standby for bullshit.

October 24, 2013

Brad Lamb is the Condo King in the same way Howard Stern is the King Of All Media and I'm the Guacamole King.

Brad J. Lamb, best known as **Toronto's condo king**, says Porter Airlines' plans to fly whisper jets from Billy Bishop Toronto City Airport will boost local property values.

We've had a booming housing market, none of this is related to the airport, if even it was helped, in some small way, by the airport.

"I can tell you without any doubt in my mind that, if anything, the airport has added value to the waterfront and I believe that adding jet service will continue to do so," said Lamb, president and CEO of Brad J. Lamb Realty Inc. and Lamb Development Corp. "Waterfront real estate prices have gone up since Porter arrived. The Pier 27 project is one example that commands Yorkville-type pricing for a front row seat on the lake."

Lamb has sold approximately 21,000 properties worth almost \$8 billion since 1988.

His assessment is supported by Urbanation Inc., the market leader in condominium research since 1981.

An Urbanation report commissioned for Porter confirms that the Harbourfront Community experienced rapid growth following the inception of Porter flights in 2006. The population increased by 66 per cent from 2006 to 2011, and the number of built condominium apartment projects has grown from 28 to 60.

There are no indications that Porter's growth has had a negative effect on the local housing market. Market conditions for condos have remained balanced and price appreciation has been steady, averaging approximately six per cent annually for the past 10 years. Many developments promote proximity to the airport as a selling feature.

Lamb is also keenly aware of the community aspects of living on the waterfront, having been a resident of the Bathurst Quay neighbourhood for three years during Porter's operation.

"I lived at the Tip Top Lofts directly facing the airport and I was never bothered inside or outside by the sound of Porter's aircraft," said Lamb. "There is no good reason to stop the expansion, but there are many reasons to push it forward. I, for one, will be first in line to buy a ticket on the new whisper jet."

October 1, 2013

Everything below this line is from a puffy, feel-good piece about the first flight of the CS100. Feel free to ignore. There is nothing but PR from here on in.

WALL STREET JOURNAL

"That aircraft was silent. Absolutely silent."

– John Ostrower, Wall Street Journal, Tweet.

FLIGHT GLOBAL

"A crowd of hundreds of mostly Bombardier employees gathered along the runway cheered as the aircraft became airborne – its Pratt & Whitney PW1500G geared turbofan engines nearly inaudible from a few hundred feet away."

– Stephen Trimble, Flight Global

TORONTO STAR

"As it lifted off the ground, the all-new jet was noticeably quiet—with some of the 3,000 onlookers actually missing the long-anticipated takeoff, because the plane headed down the runway ahead of schedule, without a formal announcement."

– Vanessa Lu, Toronto Star

CBC

"One of the promised features that did come across in dramatic fashion was how quiet the jet's engines are."

– CBC News

AVIATION WEEK AND SPACE TECHNOLOGY

"Takeoff of the Pratt & Whitney PW1500G geared-turbofan-powered aircraft from runway 06 was extraordinarily quiet."

– *Graham Warwick, Aviation Week and Space Technology*

AIRLINE REPORT

"I tried to really listen. My perception? The CSeries is as quiet, if not quieter than a Q400 turboprop at a similar distance."

– *Howard Slutsken, Airline Reporter*

NATIONAL POST

"While it will likely take a few weeks for Bombardier to process the data from the flights to prove the plane's promises, one thing was clear Monday — it is a remarkably quiet aircraft for its size."

– *Scott Deveau, National Post.*

CRIKEY

"When the new Canadian regional jet, the CSeries 100 made its first flight it was probably the revolutionary engine that caught the ears of airline industry at large ... this was a truly quiet engine."

- *Ben Sandilands, Crikey*

REUTERS

"The plane rose from the tarmac amid cheers and surprisingly little noise from its new engines. "You could hardly hear the take-off," said Martin Gauss, chief executive officer of Latvian carrier AirBaltic, "This was one of the reasons why we bought it, along with the cost savings from lower fuel burn,"

– *Solarnia Ho, Reuters*

BLOOMBERG BUSINESS

"It was very quiet, which is great," Nico Buchholz, executive vice president at Cologne, Germany-based Deutsche Lufthansa AG (LHA), said in an interview after hearing the CSeries at Mirabel.

- *Bloomberg Business*

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