Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport
Community Liaison Committee Meeting # 45

February 16th, 2022

6:30 p.m. – 8:30 p.m.

Zoom Virtual Meeting

AGENDA

6:30 Log-In & Welcome (Alexander Furneaux)

6:35 Review of Meeting Minutes (Alexander Furneaux)

6:40 Nieuport Aviation Updates (Jennifer Quinn)

7:05 PortsToronto – 2022 Capital Program and Airport Updates (Bojan Drakul / Gene Cabral)

7:35 Bathurst Quay Neighbourhood Plan Update (Bryan Bowen)

7:50 Community Updates (YQNA, BQNA, TICA)

8:10 Air Quality Study Updates (Angela Homewood)

8:25 Business Arising

8:30 Adjourn

Appendix B – Nieuport Aviation Presentation on Community Survey

Billy Bishop Toronto City Airport: Toronto Community Pulse Poll

November 2021



Background & Objectives

Background:

This survey was conducted in November 2021 by Edelman DxI on behalf of Nieuport Aviation and PortsToronto to gain a better understanding of public attitudes towards and experiences with Billy Bishop Toronto City Airport.

Objective:
The purpose of this survey is to capture perceptions and usage of Billy Bishop Airport among Torontonians, as well as passenger demographics and attitudes towards the addition of a USCBP pre-clearance facility.

Residents contacted to complete the survey were chosen at random from neighbourhoods around Toronto, including the Bathurst Quay, York Quay and Toronto Island communities.



Key Insights

Key Insights

1. Majority of Torontonians are familiar with Billy Bishop Airport, with strongest familiarity in the Waterfront community.

2. 2 in 3 Torontonians (66%) have previously used the airport, predominantly because of the convenience and easy to access location.

3. There is strong favourability towards the Billy Bishop Airport, especially among those who live in Old Toronto.

4. Torontonians overwhelmingly agree that the airport brings economic growth and traveler benefits. There is opportunity to further promote their airport's contributions to the community.

5. Most Torontonians support the introduction of a U.S. pre-clearance facility, especially in the Waterfront community. Time saving and job creation garner the greatest support.

EDELMAN DxI / © 2021

1. Familiarity with Billy Bishop Airport

There is strong familiarity with the Billy Bishop Airport, especially in the Waterfront Community.

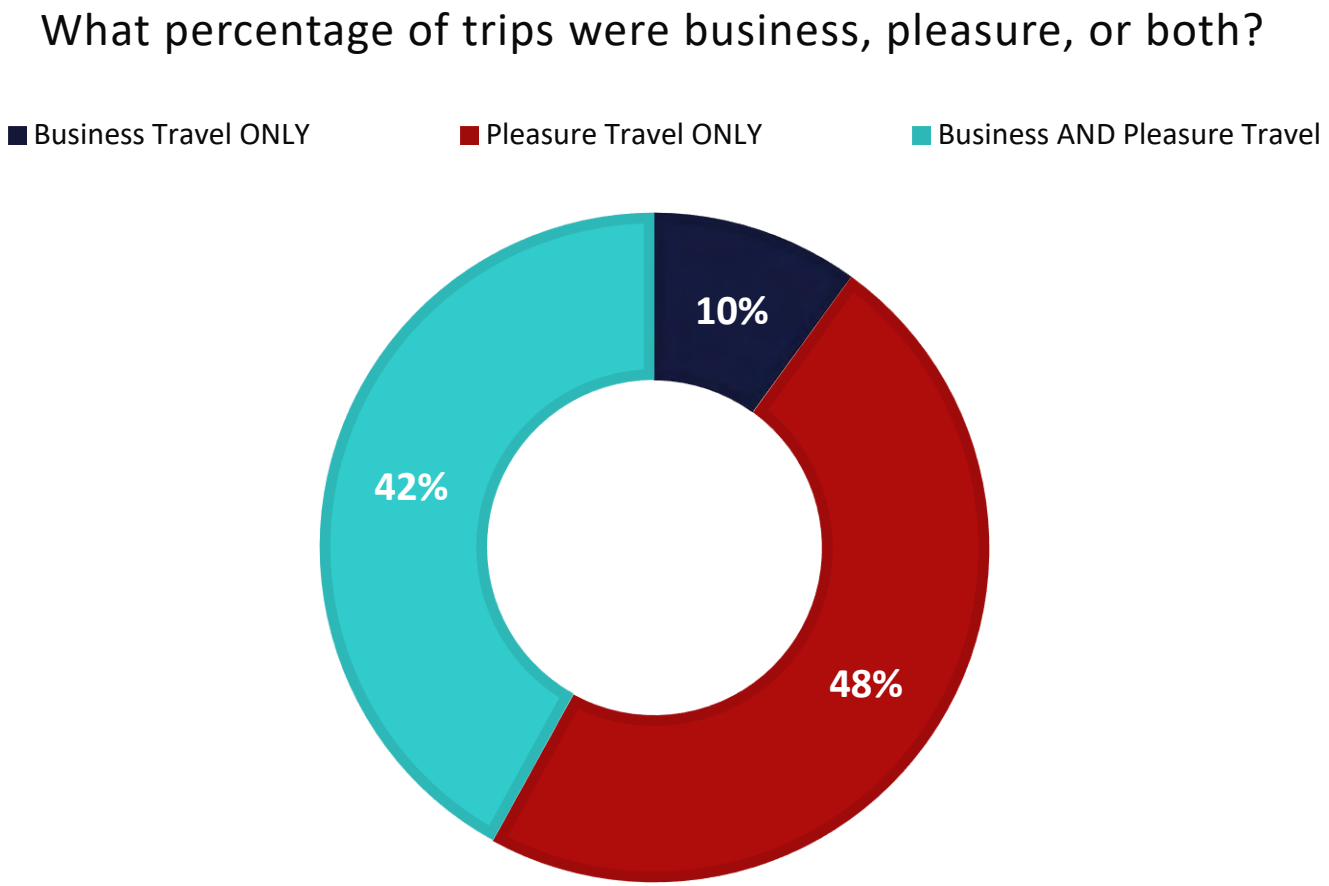
More than 8 in 10 Torontonians are familiar with the airport, with similar levels of familiarity across neighbourhoods.

	TOTAL (n=1201)	Waterfront (n=301)	Old Toronto (n=500)	York/East York (n=400)
FAMILIARITY	81%	84%	82%	79%
AWARENESS	96%	96%	97%	94%

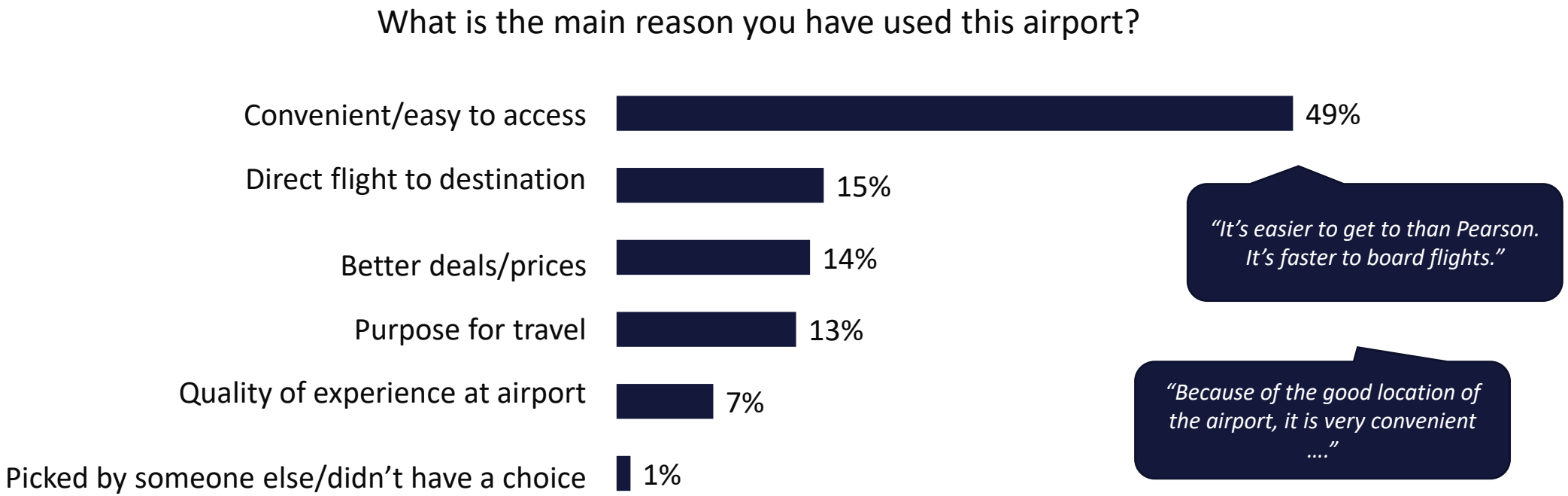
2. Usage of Billy Bishop Airport

2 in 3 Torontonians (66%) have previously used the airport, predominantly because of the convenience and easy to access location.

Torontonians use the airport for both business and pleasure travel. While nearly half use it for pleasure travel only, a small percentage use it solely for business travel.

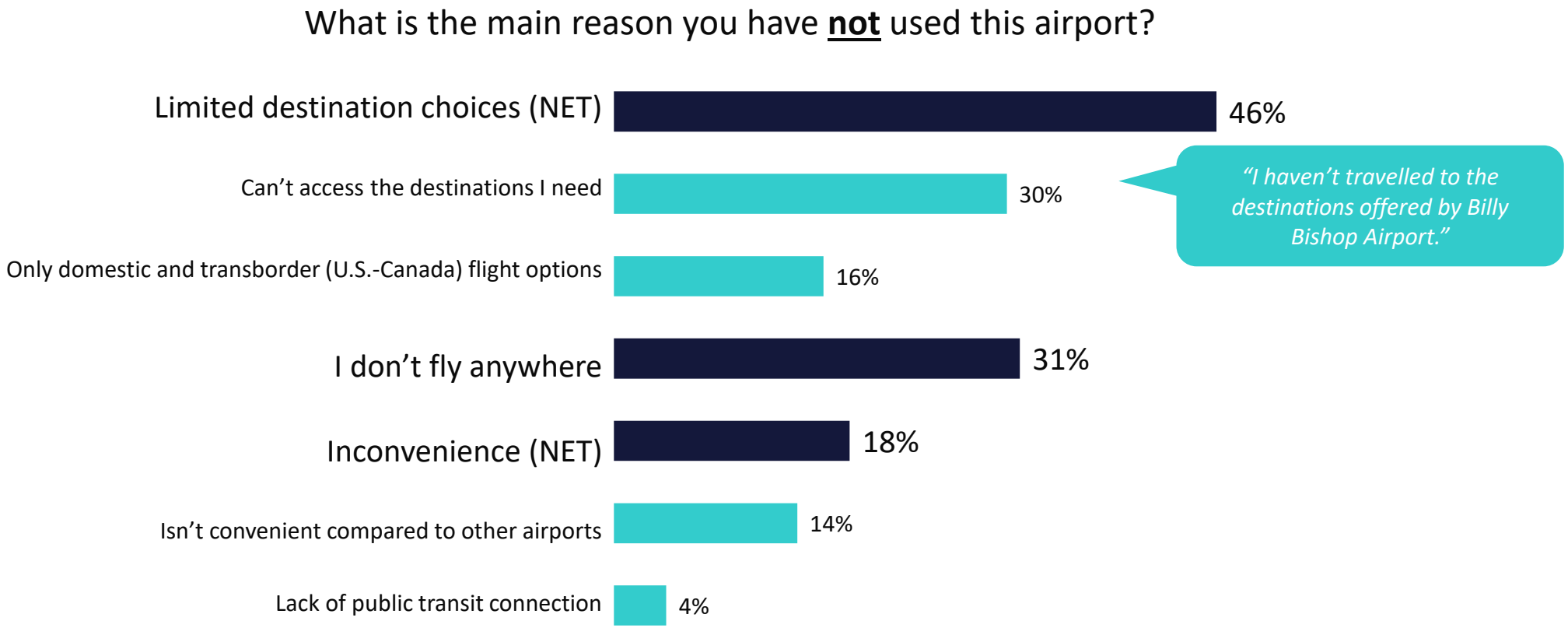


The main reason Torontonians use Billy Bishop Airport is because it is convenient/easy to access.



Base Size: Used Billy Bishop Airport (n=789)
Q6. What is the main reason you choose this airport?

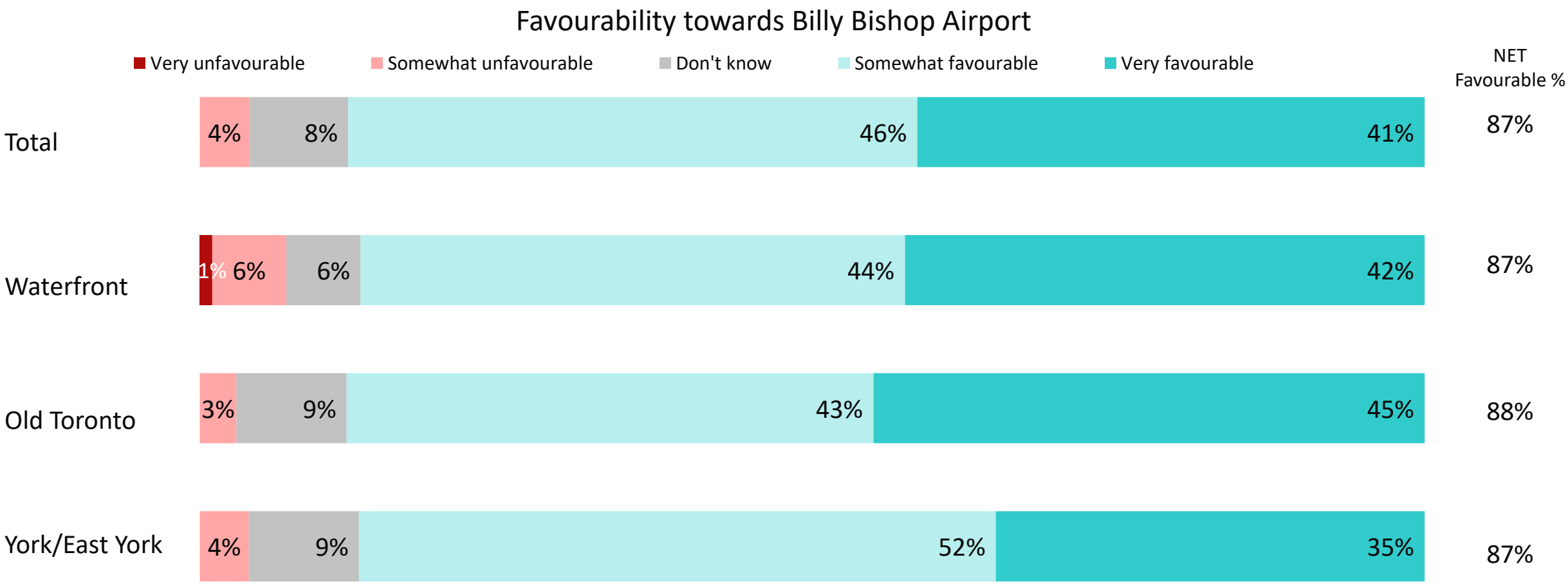
The top reasons Torontonians have not used the Billy Bishop Airport are because of the limited destination choices and perceived inconvenience compared to other airports.



3. Impression of Billy Bishop Airport

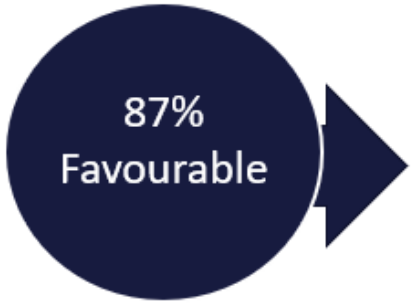
There is strong favourability towards the Billy Bishop Airport among Torontonians

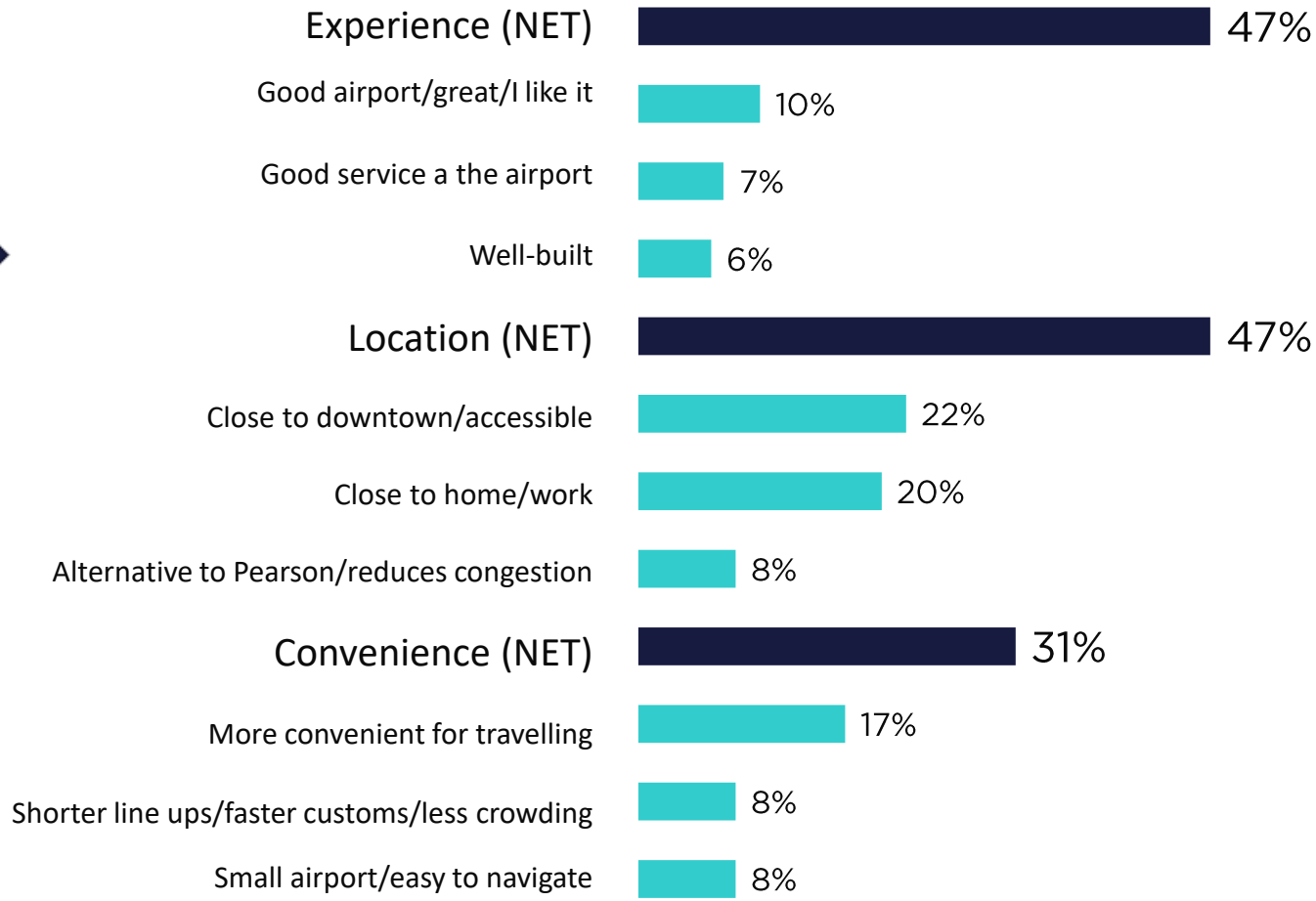
A strong majority of Torontonians (87%) who are aware of the airport say that they have favourable perceptions, similar across neighbourhoods.



What Torontonians appreciate most is the airport experience, downtown location, and convenience.

What is the main reason you have a favourable impression of Billy Bishop Airport?

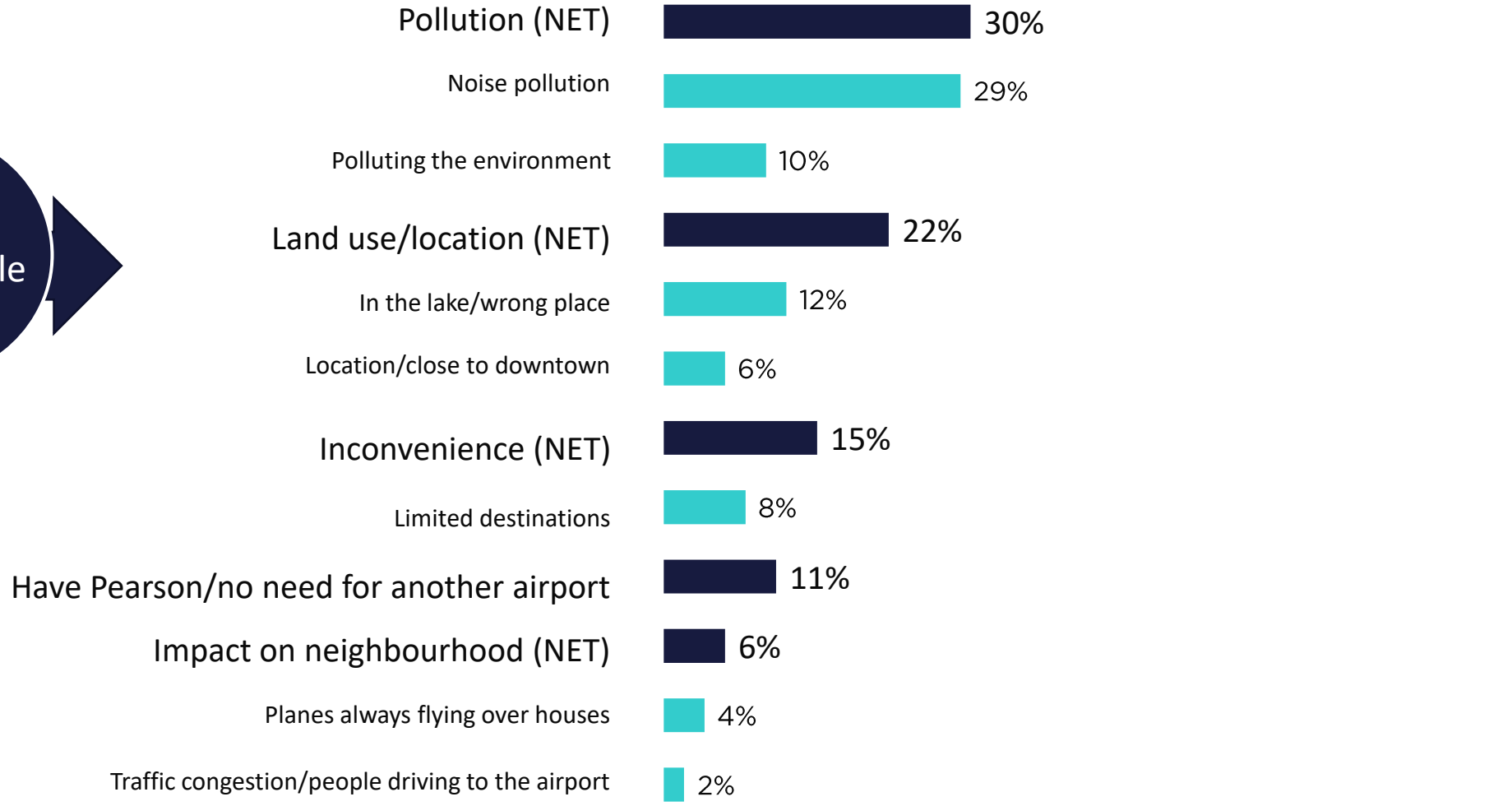




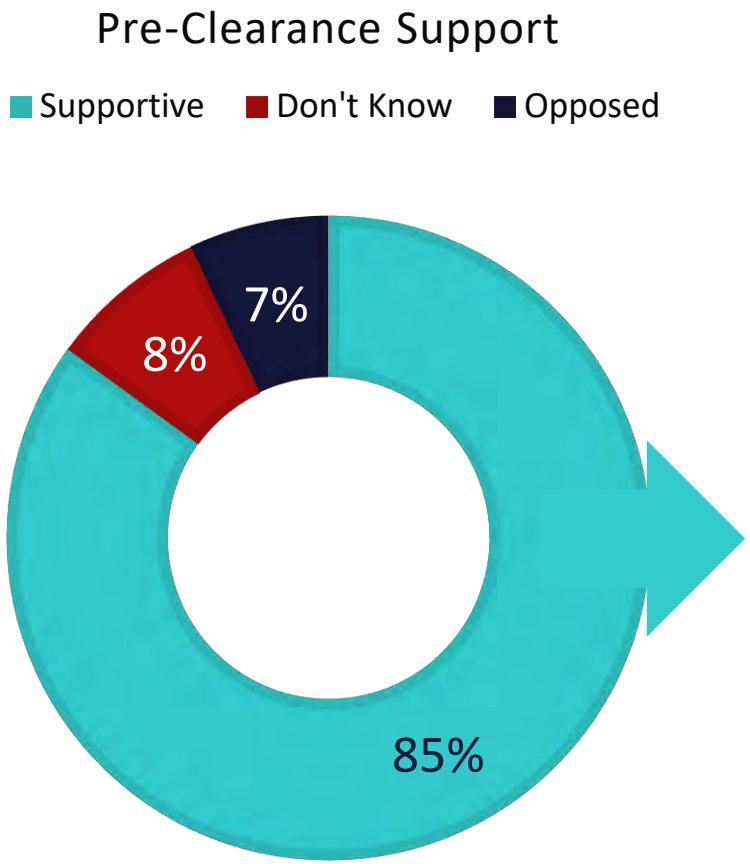
Among the 5% unfavourable, pollution and land use are the top reasons why.

5% Unfavourable

What is the main reason you have an unfavourable impression of Billy Bishop airport?



More than 8 in 10 Torontonians (85%) are supportive of the introduction of a U.S. pre-clearance facility to Billy Bishop Airport.



Waterfront = 89%
Old Toronto = 86%
York/East York = 82%

APPENDIX



Methodology



Method

5-minute online survey administered through The Logit Group



Fieldwork Dates

November 1 – 16, 2021



Language

English



Audience

GTA residents amongst 3 neighbourhoods

Waterfront (n=300)

Old Toronto (n=500)

York/East York (n=400)

REPORTING NOTES:

- Not all percentages sum to 100% due to rounding.
- Please note that research is not necessarily predictive of future outcomes and captures opinions for a point in time. All sample surveys and polls may be subject to other sources of error, including, but not limited to coverage error and measurement error. Statistical margins of error are not applicable to online nonprobability sampling polls.
- Statistical significance testing is conducted only on mutually exclusive data.
- ☐ indicate significantly higher differences that are noteworthy across mutually exclusive groups.
- ☐ indicate significantly lower differences that are noteworthy across mutually exclusive groups.

Survey Questions

1. **How familiar are you with the Billy Bishop Toronto City Airport, which is located on Toronto Island near downtown?**
   (Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

2. **How favourable is your opinion of Billy Bishop Airport?**
   (Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)
   a) What is the main reason you have a favourable impression of Billy Bishop Airport?
   OR
   b) What is the main reason you have an unfavourable impression of Billy Bishop Airport?

3. **Approximately how many flights have you ever taken from Billy Bishop Airport?**
   (enter number)
   a) What is the main reason you choose this airport?
   OR
   b) What is the main reason you have not used that airport?

4. **What percentage of your trips out of Billy Bishop Airport would you say are for business and what percentage would you say are for pleasure or personal use?**
   (A) Business or (B) Pleasure/personal/family visits

5. **How much do you agree/disagree with the following statements about Billy Bishop airport?** (Randomized)
   (Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)
   - It is a valuable asset for the entire city
   - It makes sense for the City to have an airport right downtown
   - It is an important gateway for the city that supports business and tourism
   - If Toronto wants to be considered a world-class city, it needs an airport downtown
   - It is important to job creation and economic growth in the GTA
   - Toronto's business community depends on Billy Bishop Toronto City Airport
   - It provides access to key business and financial hubs in eastern Canada & the USA.
   - It connects passengers conveniently where they want to go
   - It allows passengers more time to get home to their families
   - It provides an orderly, stress-free way to travel
   - It is a good neighbour
   - It provides funding for local initiatives and volunteering in the community.
   - Its presence enhances the surrounding communities.
   - It is a good corporate citizen
   - It operates sustainably and ethically
   - It is a good use of land

Survey Questions (US Preclearance Facility):

1. **As you may know, some airports, like Pearson, have a United States pre-clearance facility. These facilities allow travelers to complete immigration and customs inspections before flying to the United States. Upon arrival, these passengers do not need to be screened again. This process is intended to streamline border procedures and reduce congestion. A U.S pre-clearance facility does not mean jets, or more planes, would be flying in/out. Currently, there is no United States pre-clearance facility at Billy Bishop airport for travelers.**

   How supportive are you of the introduction of a U.S. pre-clearance facility to Billy Bishop airport?
   (Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

2. **To what extent do each of the following statements make you more/less supportive of the introduction of a U.S. pre-clearance facility to Billy Bishop airport?** (Randomized)
   (Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

   - Once constructed, the airport will contribute to the GDP by at least $4.8 billion, an increase of 2.8 GDP.
   - Once constructed, jobs in the economy will increase from 15,000 jobs in 2019 to 32,000.
   - The addition of a U.S. pre-clearance facility will create time savings for passengers through faster processing times at departure and arrival.
   - The addition of a U.S. pre-clearance facility will create more airline options for travel
   - The addition of a U.S. pre-clearance facility will create more destination options for travel
   - The addition of a U.S. pre-clearance facility will create access to more U.S business destinations.
   - The addition of a U.S. preclearance facility will allow travelers to clear US customs on Canadian soil.

Appendix C – PortsToronto Presentation on Capital Program 2022 Update



Billy Bishop Toronto City Airport
Capital Program 2022 Update to Community Liaison Committee

Date: February 16, 2022

Presented By: Bojan Drakul
Location: Zoom Call

PORTS TORONTO



Agenda

- Review of:
  - Completed Projects in 2021
  - Ongoing and/or Re-starting Projects in 2022
  - New Projects to Commence in 2022

PORTS TORONTO

Completed Projects in 2021



- Sanitary Lift Station Refurbishment (2 stations completed in 2021)
- Correct Arch Flash Deficiencies
- PortsToronto's Fuel Tanks Assessment Study
- Site Works for Dockwall Art
- AOCC Critical Communications System and Radios Replacement (Phase 1)
- Procurement of New ARFF Truck

Ongoing and/or Re-starting Capital Program Projects in 2022



Runway 08-26 Intersection Pavement Grooving



- The only item of work remaining to be completed under Airfield Rehabilitation Program
- Could not be completed in 2020 or 2021 as the US-based contractor could not mobilize to Canada
- Will attempt to complete in 2022
- Anticipated one to two nights of work to be completed

- The MB1 was certified by Class Society to be back in service on December 15, 2021
- A few outstanding scope of work items still need to be done over the next 3-4 months mostly related to the mainland charging station
- Being a new technology, and the first conversion of its kind in Canada, still undergoing trials and testing related to equipment performance requiring ferry to be in and out of service over the next few months



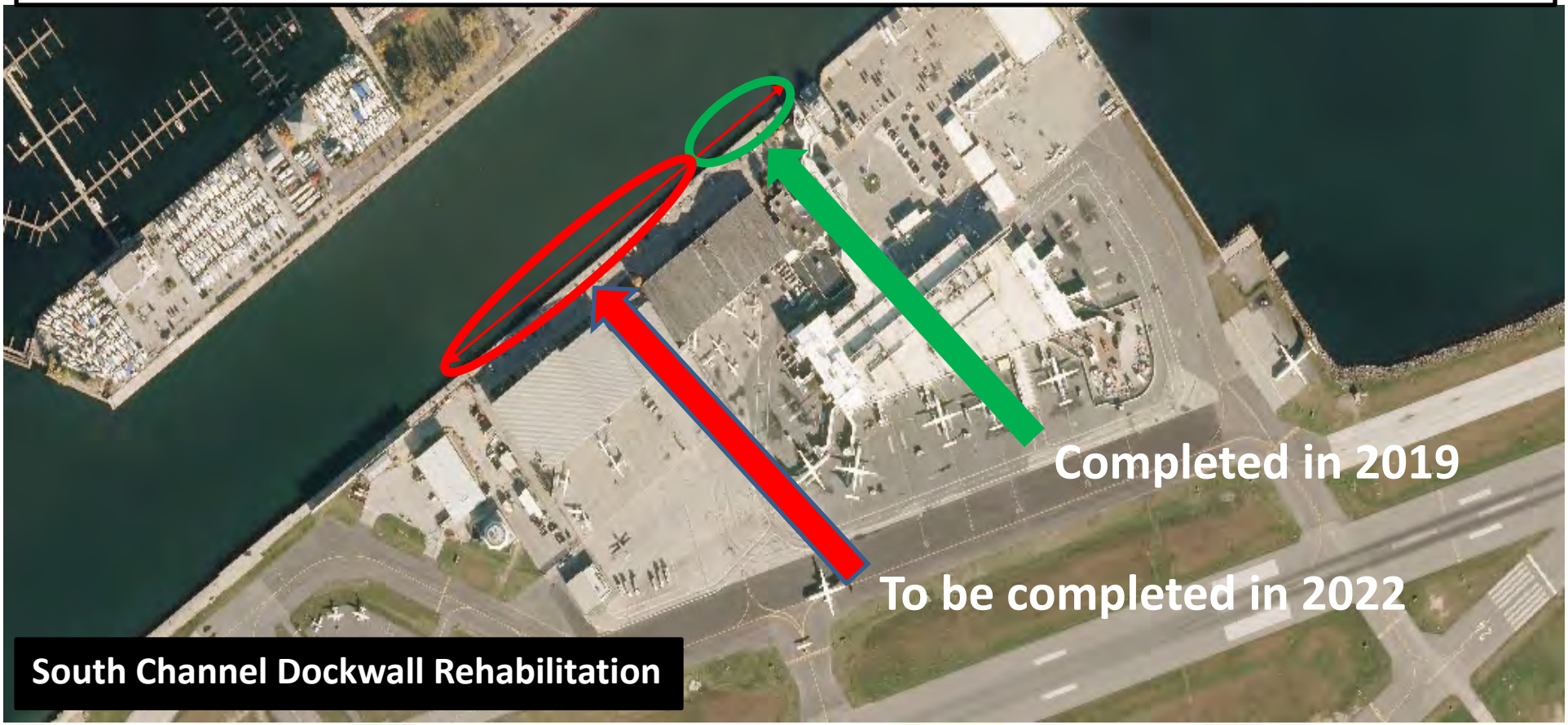
"Marilyn Bell I" (MB I) Ferry Electrification

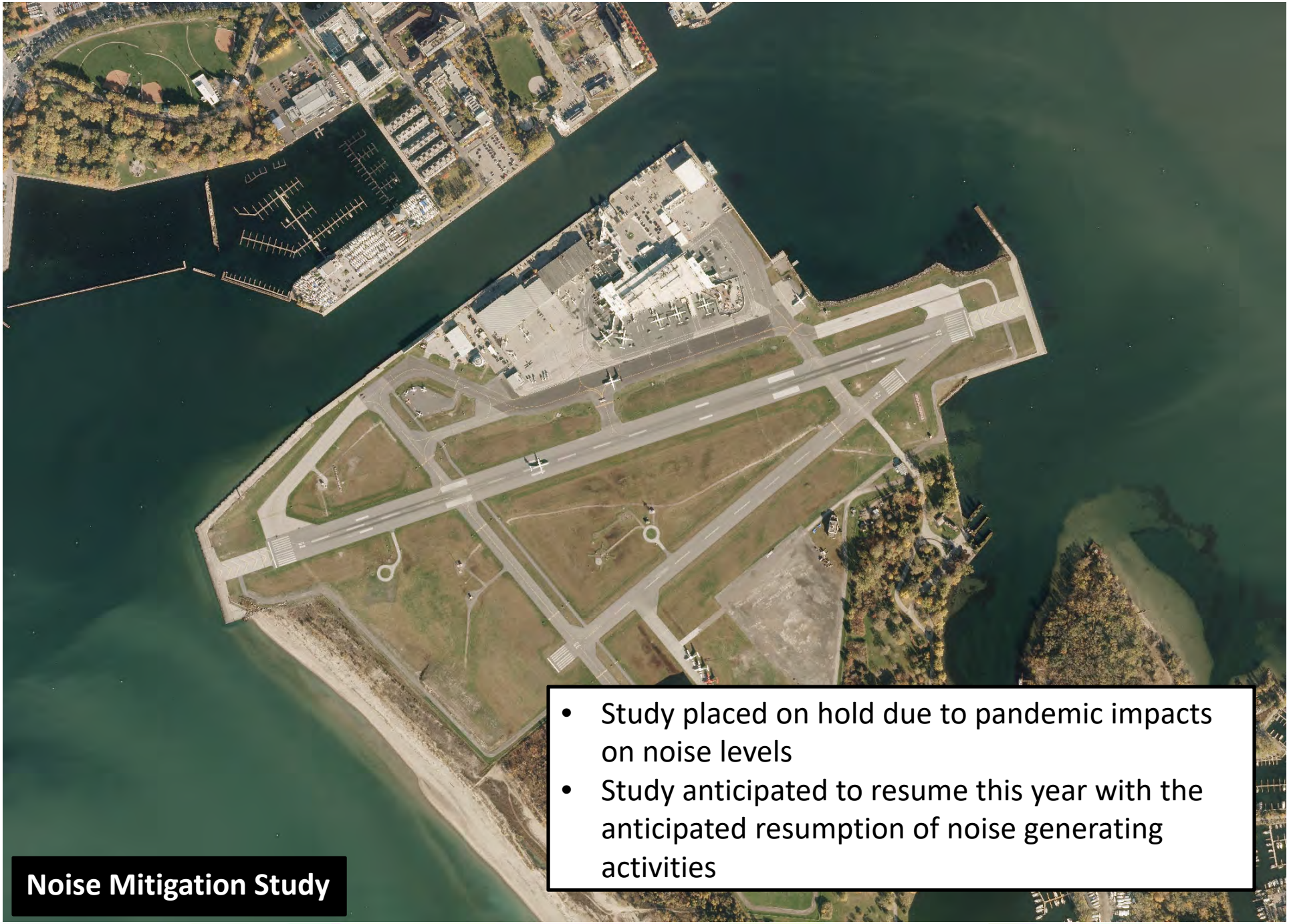


- Art sculpture to recognize and acknowledge the territorial lands of the Mississaugas of the Credit First Nation at Billy Bishop Airport
- Sculpture will be part of an overall initiative to repair and enhance the south dock wall and make it into a public space that can be enjoyed by passengers, staff and the community
- Artist: David M. General
- Production substantially completed
- Unveiling ceremony anticipated in Spring 2022

South Channel Dockwall Art

- The project includes stabilization and repair of the c.1913
- First 120m of dockwall repair completed in December 2019
- Remainder of works has been deferred from 2020 to 2022 due to pandemic implications
- Remainder of the dockwall to be completed July – December 2022





Noise Mitigation Study

- Study placed on hold due to pandemic impacts on noise levels
- Study anticipated to resume this year with the anticipated resumption of noise generating activities


New Projects to Commence in 2022



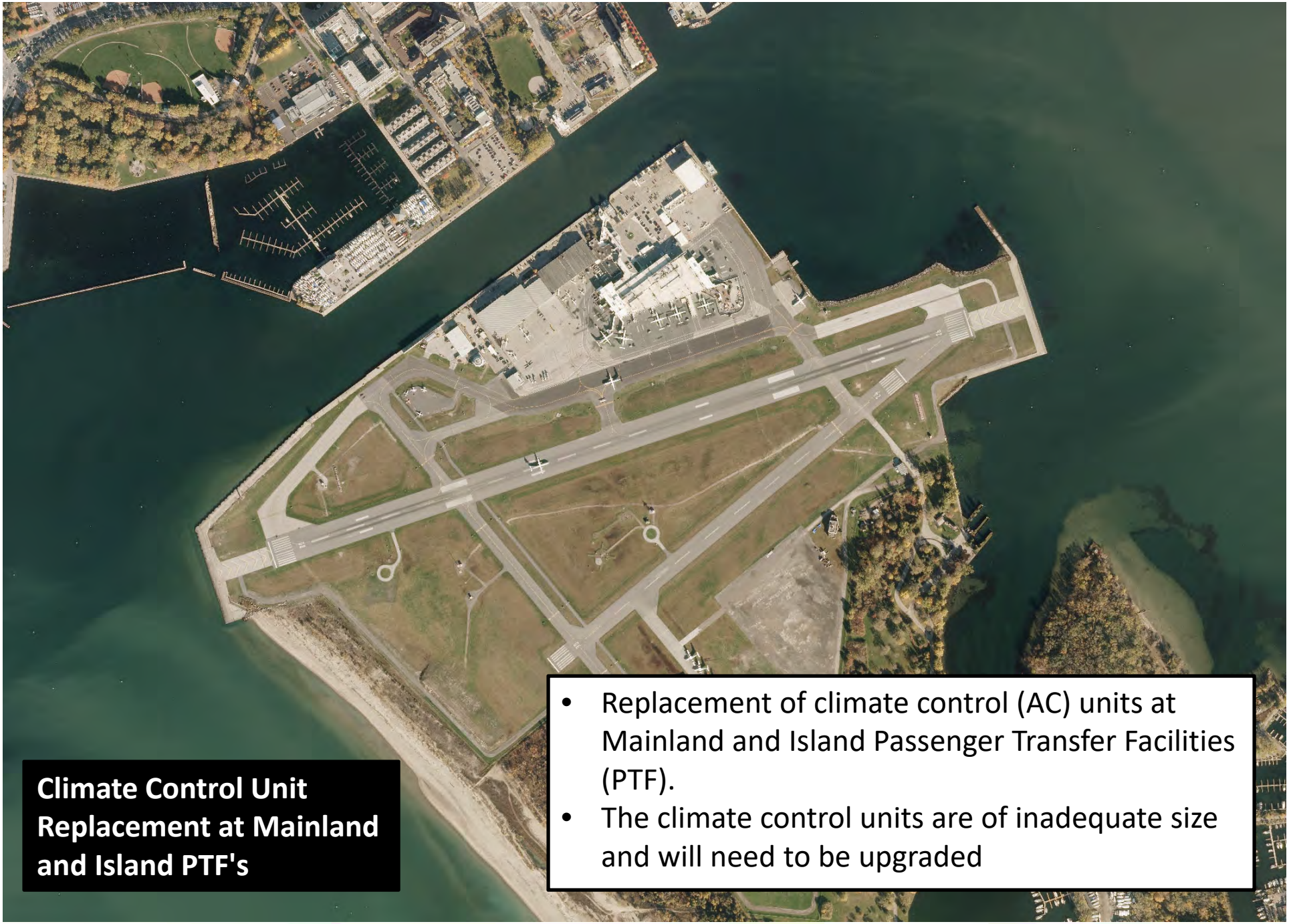
- Replacement of deteriorated and insufficiently tall security fence (from 6’-7’ to 8’), sliding vehicle gate, and three crash gates
- Will provide additional safety by reducing the risk of trespassers as well as wildlife entering the airfield

Airport Security Fence and Gates Replacement



Airfield Pavements Condition Maintenance

- Rehabilitation, Repair and Preventative Maintenance will be the main activities
- Pavement assessment and design to be completed in 2022
- Some construction activities potentially in fall 2022 but majority of work in 2023-2025
- Intention is to upkeep pavements in Good condition to prolong their lifecycle



Climate Control Unit Replacement at Mainland and Island PTF's

- Replacement of climate control (AC) units at Mainland and Island Passenger Transfer Facilities (PTF).
- The climate control units are of inadequate size and will need to be upgraded



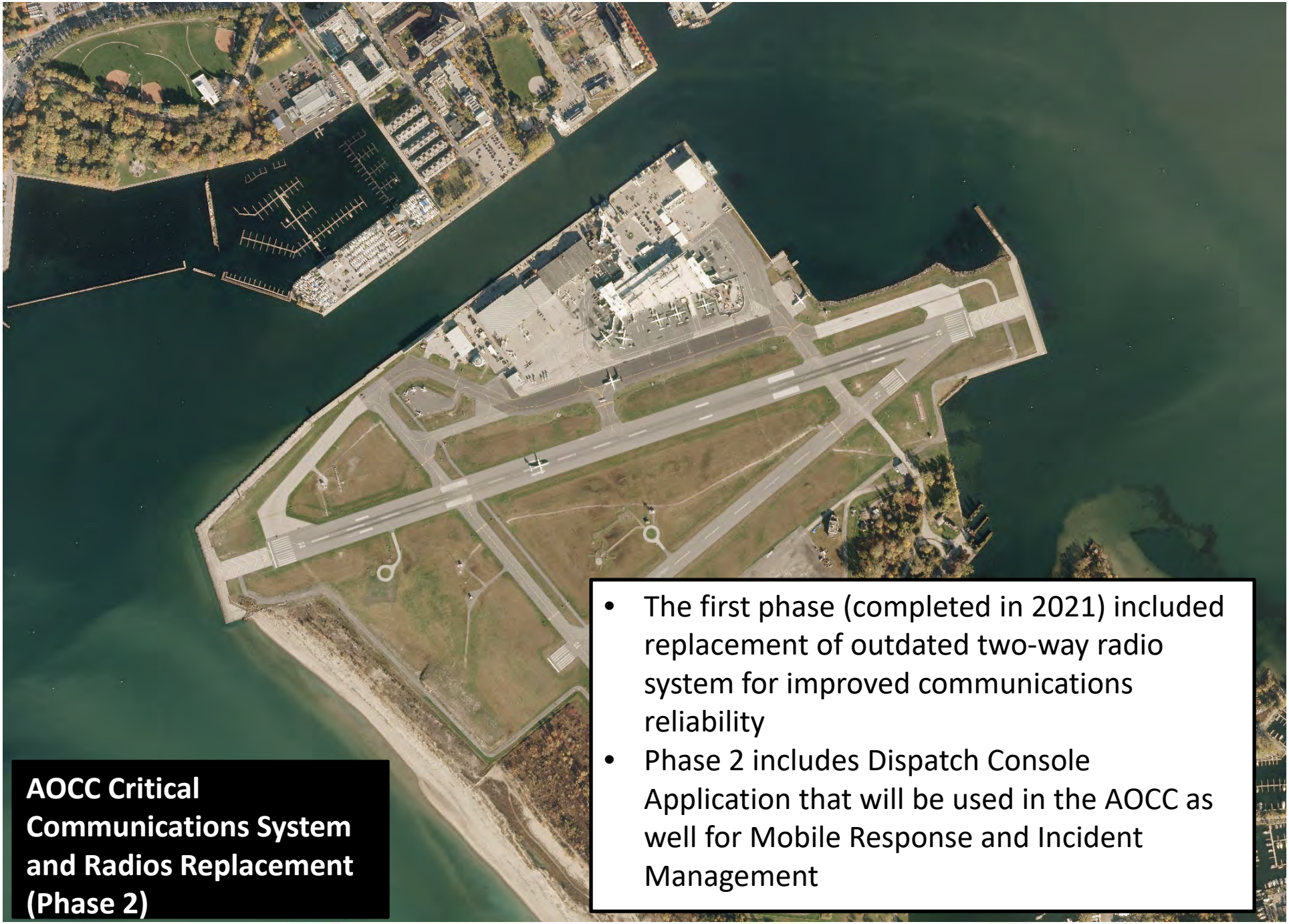
- Installation of new airfield lighting control panel in the control tower
- Current lighting panel is old and in need of replacement
- To be completed in late 2022

New Airfield Lighting Control Panel



Sanitary Lift Station Refurbishment

- Ongoing rehabilitation of aging sanitary lift stations infrastructure at the airport
- New grinder-style pumps to be installed for better performance
- First two stations completed in 2021
- Stations three and four to be completed in 2022 and stations five and six in 2023



AOCC Critical Communications System and Radios Replacement (Phase 2)

- The first phase (completed in 2021) included replacement of outdated two-way radio system for improved communications reliability
- Phase 2 includes Dispatch Console Application that will be used in the AOCC as well for Mobile Response and Incident Management



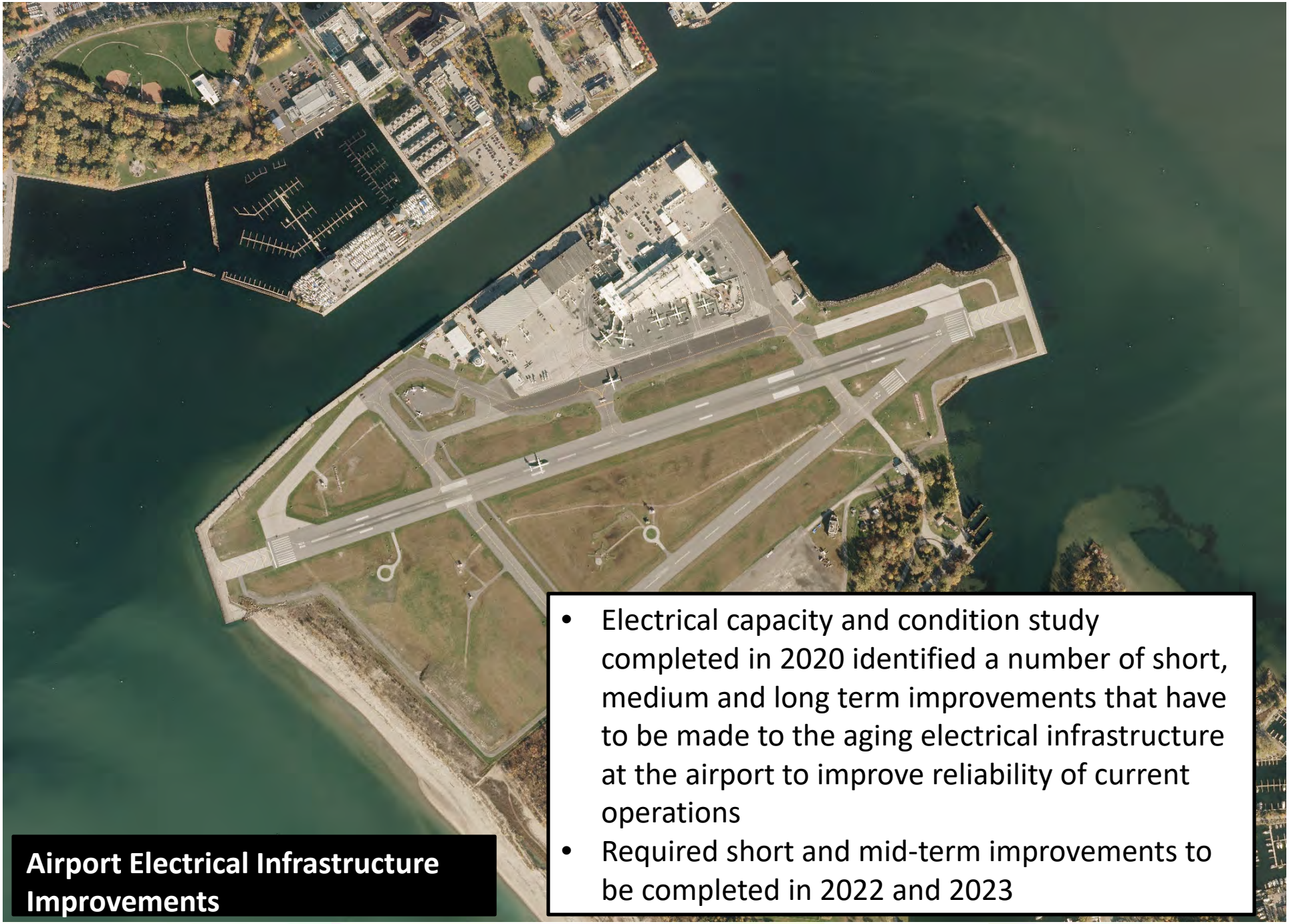
Ferry Entrance Gate

- Design and installation of the new automated ferry entrance gate on the Mainland side to provide additional security
- Design in summer 2022; installation in late 2022



Island East Dockwall Rehabilitation

- Assessment of the dockwall condition to commence in August 2022
- Dockwall is likely in need of full reconstruction as well as raising of its elevation to protect infrastructure from high water levels
- Design and Construction anticipated to commence in 2023



Airport Electrical Infrastructure Improvements

- Electrical capacity and condition study completed in 2020 identified a number of short, medium and long term improvements that have to be made to the aging electrical infrastructure at the airport to improve reliability of current operations
- Required short and mid-term improvements to be completed in 2022 and 2023



- Installation of passenger backflow prevention system in both Domestic and Transborder passenger exit points
- Project will reduce number of security breaches where passengers backflow from the CBSA Primary Inspection Area or Baggage Pick-up Area to the terminal sterile area

Passenger Backflow Prevention System



David Hornell Drydock

- Completion of mandatory 5 year dry-dock in Q2 2022
- Will include generator and engine refurbishment

Rebuild Ferries
Azimuth Drive Pods



- Azimuth drive is the marine propeller on the Marilyn Bell I (MB I) and David Hornell ferries.
- Crucial to perform regular maintenance to ensure reliability of ferry service.







- Procurement of the following critical maintenance equipment
- Replacing older vehicles with modern, reliable and more fuel efficient equipment
- Includes new runway sweeper and multi-purpose airfield maintenance unit
- Pavement crack sealing equipment to be procured as well

Critical Airfield Maintenance Equipment



- Retrofit the two older ARFF trucks with new Electronic Foam Proportioners which will improve the Fire Fighting systems on board the trucks, and significantly simplify the annual testing process.
- There will be no requirement to dispense foam during testing activities
- The newly procured ARFF truck has this equipment already included in it.

ARFF Equipment



Security Equipment

- Replacement of dated and addition of new security cameras around the terminal complex

Ferry Slips Ice Pump System



- Rehabilitation / replacement of all four (4) ice pump systems which mitigate ice buildup within ferry slips

- PortsToronto will provide Annual program updates as well as As-needed project updates through various development and implementation stages
- Any new tenants' projects will also be identified as tenants submit facility alteration permits (FAP) requests to PortsToronto
- Mitigation of impacts due to construction noise / lighting / traffic will continue to be prioritized with contractors for each project
- Sustainability and Climate Change in forefront of PortsToronto's projects
- Use of barging not anticipated for PortsToronto's 2022 projects as the proposed projects do not require large amount of material hauling





QUESTIONS / COMMENTS

PORTS TORONTO

Appendix D – PortsToronto Presentation on Airport Update

Community Liaison Committee Updates
Billy Bishop Toronto City Airport

February 16th, 2022



Billy Bishop Toronto City Airport (YTZ)

- Passenger and Aircraft Movement Updates
- Omicron Impacts
- Government of Canada Travel Requirements
- Connect Airlines Update



BILLY BISHOP TORONTO CITY AIRPORT

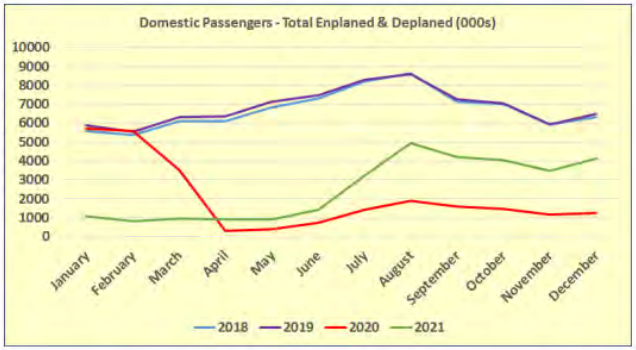
CANADIAN AIRPORTS COUNCIL | CONSEIL DES AÉROPORTS DU CANADA

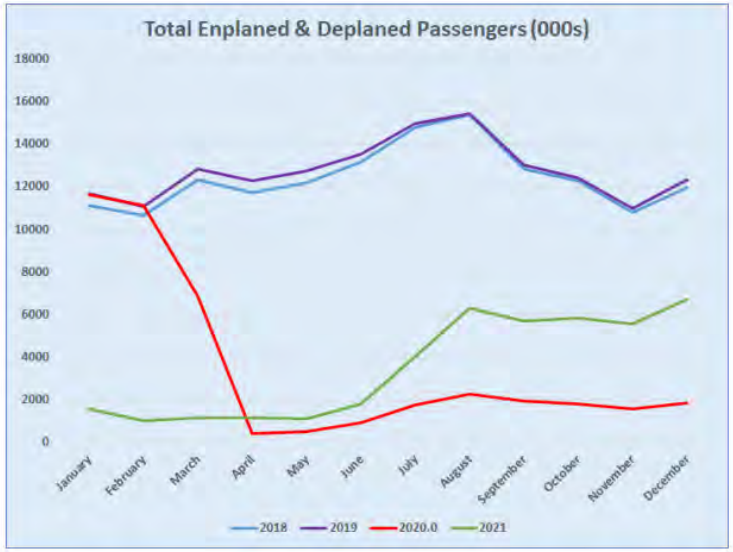
Canada's Airports: Passenger Traffic Statistics

December 2021

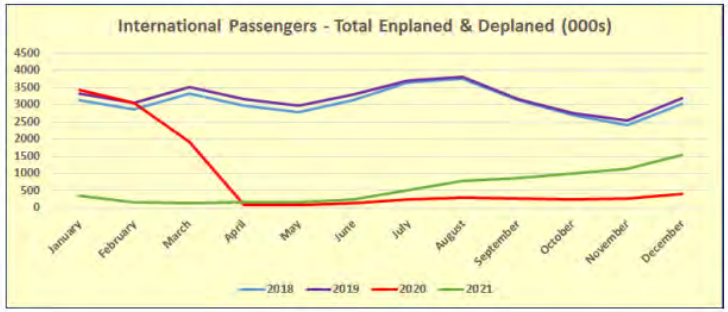
The following passenger traffic data comes from the Canadian Airports Information Sharing, a survey of 21 of the busiest airports in Canada, which represent more than 95% of Canada's air passenger traffic.

	December vs 2019	Year to Dec vs YTA 2019
Total Enplaned/Deplaned Pax	54%	32%
Domestic E/D Pax	64%	43%
Transborder E/D Pax	40%	18%
Other International E/D Pax	48%	21%

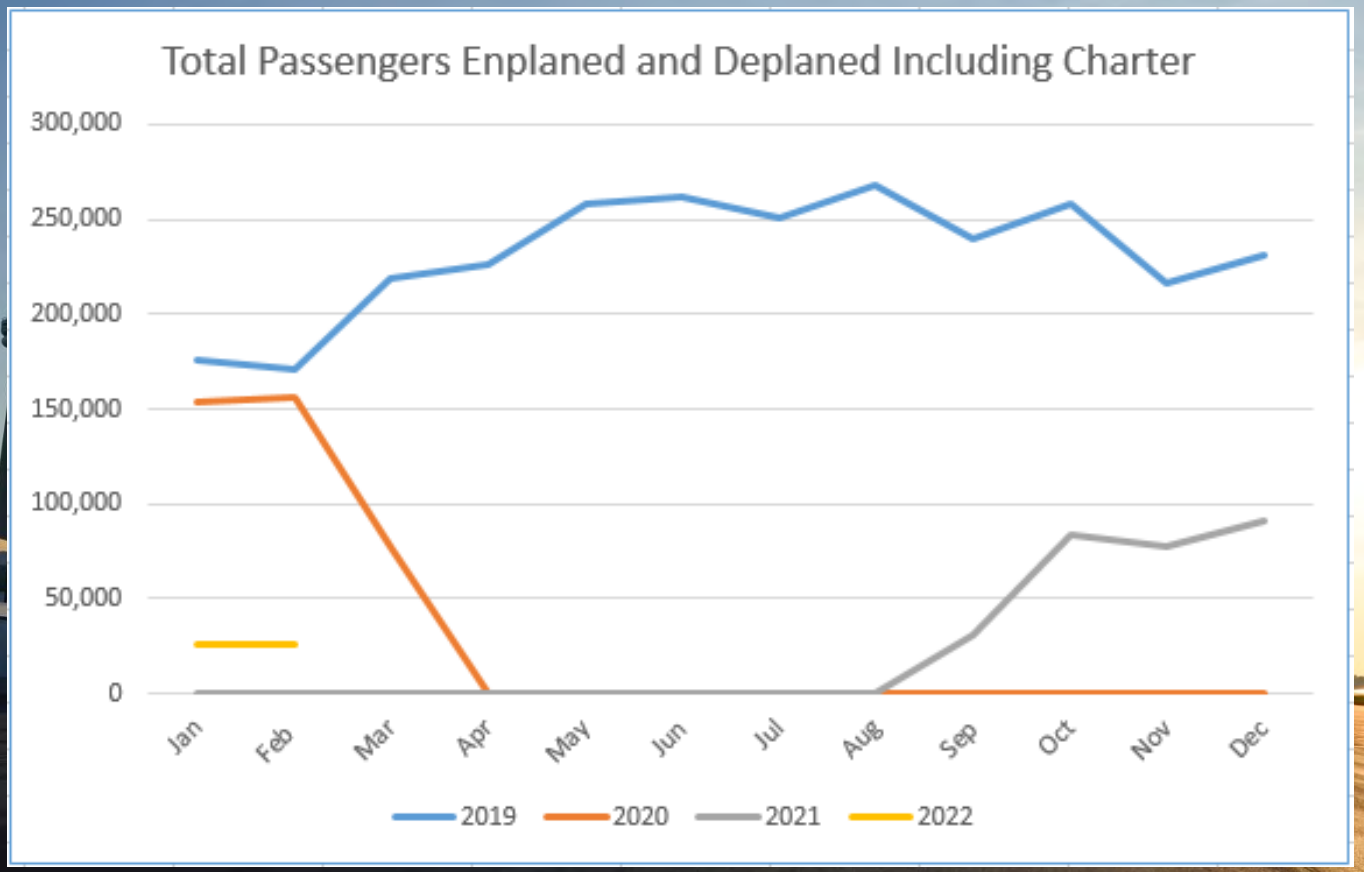








Billy Bishop Toronto City Airport Passenger Traffic



BILLY BISHOP TORONTO CITY AIRPORT

Billy Bishop Toronto City Airport Aircraft Movements



BILLY BISHOP
TORONTO CITY AIRPORT

Billy Bishop Toronto City Airport Recap

	January 2022 vs 2019	YTD Jan 2022 vs 2019
Total Passengers	15%	15%
Total Aircraft Movements	67%	67%

BILLY BISHOP TORONTO CITY AIRPORT

Next Steps

- Omicron Impacts
- Government of Canada Travel Requirements
- Connect Airlines Update

BILLY BISHOP
TORONTO CITY AIRPORT

Thank You



Appendix E – Responses to Community Questions

Answers to the following questions, received from community representatives on the BBTCA CLC, were provided by PortsToronto staff on March 1st, 2022, following CLC Meeting #45.

Climate Action

Both Ports Toronto and BBTCA have committed to exploring and implementing initiatives to reduce emissions in order to achieve a 35 per cent reduction below 2015 levels by 2030.

1. Can you clarify if or how Greenhouse Gas emissions were calculated for flights using BBTCA?

   PortsToronto and Billy Bishop Airport report annually on Scope 1 and 2 emissions, and Scope 3 where data is available. Generally, the Scope 3 reporting includes fuels consumed by tenant buildings or vehicles on site and does not include aircraft emissions consistent with global best practices for Airports.

2. We understand that Ports Toronto is using Scope 1,2 and 3 reporting https://plana.earth/academy/what-are-scope-1-2-3-emissions/ If aircraft GHG emissions were taken into account would this be a Scope 3 reporting criteria? Do you have plans to include aircraft emissions in next year's report?

   Scope 3 emissions are defined broadly as those which are generated on site by sources outside of PortsToronto's control, but which fall into our value chain.

   Based on standard reporting procedures globally, Aircraft emissions are not captured by Airport reporting.

   Airlines in Canada are leading by example on their own and with partnerships which can be seen contained within their own reporting and we will work with our airline partners as they look at ways to reduce aircraft emissions.

3. Can you clarify who are the tenants you mention in both reports?

   The PortsToronto and Billy Bishop Airport Sustainability Reports include mention of tenants at the Airport, Port, and elsewhere. At the airport these include airlines ground handling and equipment, terminal owner and operator, FBO operators, ORNG and other commercial tenants.

4. Can you clarify the graph on page 28 and what the amounts listed under Tenants (Scope 3) refer to?

   These emissions include fuels consumed by tenant buildings or vehicles on site; generally they include natural gas, propane, gasoline, and diesel.

5. How is BBTCCA encouraging general aviation and airlines to implement best practices to reduce emissions?
    a. Would BBTCA consider fines/penalties for those who don't follow recommended practices such as single engine taxiing and long idling periods? The community has noted that idling on the runway can continue for long periods and an AC aircraft was seen taxiing with both engines, rather than a single one.

    Currently recommended practices and policies are on self-compliance basis. Imposing fines is not in place. However, our Airline partners have been very proactive and leading on initiatives such as the single engine taxi programs.

    b. Regarding ground transportation: a community member asked the shuttle bus driver if he had been instructed not to idle his engine and he replied that he's never been told to turn his engine off. This appears contradictory to the statement that BBTCA enforces a strict anti-idling policy for vehicles on all its properties. In addition, when the fleet was upgraded, why did Neuiport not choose to electrify their fleet?

    PortsToronto traffic management staff are instructed to advise drivers of our anti idling policy. PortsToronto has been advised by Nieuport that their plans do include introduction of electric buses.

6. In researching and monitoring innovative measures by aviation experts, are you aware of the European Commissions RefuelEU Aviation Proposal? See attached briefing prepared by Transport & Energy group. Specifically, will Ports Toronto and BBTCA avoid the use of certain bio-fuels that actually have negative environmental impacts?

    No such proposal has been received at Billy Bishop Airport. PortsToronto will continue to engage with our airline partners as we assess the merit any future proposal.

7. Much research is globally focused on 'sustainable aviation fuel' (SAF) to count towards meeting reduction targets. Have you considered Demand Management as a means to reduce emissions? The Transport & Energy group points out that the trend for increased passenger flights 'has made it more challenging to reduce emissions, because the

greater the fuel demand, the harder it is to decarbonize. Reducing passenger, and therefore fuel, demand will be key for SAFs to have a larger effect in reducing aviation's climate impact." The fact that many planes are flying at less than 50% capacity is a sustainability challenge. How will demand management factor into your roadmaps to reduce emissions?

We are aware and watching closely the developments by Airlines around the world including in Canada. Recently an announcement has been made of the formation of a council in Canada Homepage - C-SAF.

We have no plans to implement a demand management system at YTZ.

Sustainable Cities and Communities – Noise Monitoring

We appreciate the good working relationship between BBTCA, Ports Toronto and the Noise Management Sub-Committee of the Community Liaison Committee. Ports Toronto is currently completing a noise study to identify sources of ground noise at the airport and, through analytical noise modelling techniques, assess opportunities to reduce the impact of ground-sourced noise on the community. Although not referred to specifically in the Sustainability reports the issue of NEF contour study creates ongoing challenges. As the YQNA representative pointed out in the last meeting of the CLC, the NEF contour maps do not include the stationary noise of the airport grounds and this needs to be considered - particularly if the NEF contour study allows for commercial slots well above the 242 total that is being considered based on the master plan.

8. Why are we dealing with NEF contour criteria which is acknowledged to be problematic - when we have a unique airport situated next to water and high rise residential buildings? If the NEF is admitted to be inappropriate, will Ports Toronto and BBTCA posit the possibility of reducing the number of slots to mitigate the noise problem now?

The Tripartite partners established the only framework to manage the number of take off and landings at this Airport. The NEF which is a well established tool, was agreed to and has been the tool used by all parties to date. We will continue to use the only approved mechanism in the agreement and will operate within those limits including implementing self imposed managed growth strategies to operate well below the NEF allowable conditions.

9. Going forward, will Ports Toronto clarify that noise monitoring will be measured in both DBA and DBZ to better reflect the noise impact on nearby communities?

Specific to Transport Canada guidelines, we are driven by the criteria established according to the regulator.

Having said that, specific to the existing NMT's, the noise software provider has been engaged many months ago to create a report that will show the DBZ readings. No other airport has ever requested this information, even though the monitors do record the data, they are still working on how to provide this information so it can be shared. No ETA on when this might be available but we will continue to work with them this year.

Partnerships for the Goal - Parking in Local Streets by airport staff and contractors

This issue relates directly to Port Toronto's 'Community Investment and Initiatives'. The issue of airport staff parking on local streets is an ongoing community concern. Current permit parking only restricts parking from 7 pm to 7 am which allows Porter staff and others to park in the neighborhood during the day using limited spaces on local streets.

10. Would Ports Toronto pay or negotiate subsidized parking for airport employees and contractors to use available paid parking either within the 300 parking spaces on the island or the 200 spots at Stadium road? We assume many airport staff or contractors could not afford these rates without such financial help – which is why they park on local streets. Such a policy would help solve this problem.

    PortsToronto in collaboration with Stolport do offer monthly discounted rates to staff at the Airport. Employees can choose not to park at the Airport and many will use public transportation and will walk to work as many live within the surrounding community.
    Beyond this, it is the responsibility of each BBTCA stakeholder to address parking with their employees. We will continue to promote use of public transportation, cycling, and walking to all tenants and their employees in order to reduce the number of vehicles coming to the airport.

Partnerships for the Goal - Communication with the community.

Not all community members have access to computers and smart phones. Many rely on phones only. The Ports Toronto Noise complaint line does not accept calls- and says the mailbox is full. This has been an ongoing problem.

11. Will Ports Toronto rectify the Noise Complaint reporting problem to allow easy phone communication?

    Yes - There was a miscommunication and training issue with some staff that were tasked with checking the Noise Complaint line. This was addressed immediately once brought to our attention by the committee. The Noise Complaint Line is once again checked on a routine basis.

12. Will Ports Toronto keep the community abreast of any changes with Stolport operations as part of your updates on the operational changes at BBTCA or Ports Toronto in

general? Stolport is a major operator/ owner of parking, hangers, helitours, charter flights, air flight schools and more. Any infrastructure expansion or changes by Stolport – such as increased helicopter flights, for example, could impact the community from increased noise, lighting, safety, traffic, etc. Proactive updates would keep the community informed and prepared.

PortsToronto will continue to keep the committee updated on changes at BBTCA, including those by Stolport.

Partnerships for the Goal - Traffic

BBTCA/Ports Toronto involvement with proposed Canderel development

13. The proposed development by Canderel to construct a multi-building complex on the corner of Bathurst and Queens Quay will impact the community and access to BBTCA. Is Ports Toronto aware of – or involved with – negotiations around this development and is Ports Toronto preparing for the impact on airport ground traffic particularly during construction?

    PortsToronto has reviewed and commented on this development. PortsToronto will work with the appropriate city departments to understand and to the greatest extent possible, minimize the impact to airport vehicle traffic.