Appendix A – Airspace Improvements at YTZ

11/27/2019

AIRSPACE IMPROVEMENTS AT YTZ

Dave Purkis
NAV CANADA Site Manager

Jonathan Bagg
Senior Manager, Stakeholder and Industry Relations



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OUTLINE

- Technology Context
- Airspace Enhancements
- Communication Status



AIRSPACE ENHANCEMENTS

- Further improvements to airspace using satellite based navigation procedures (Performance Based Navigation)
- Minor adjustments to existing PBN procedures in use at the airport today.
- Opportunity to deploy Required Navigation Performance –Authorization Required (RNP-AR)
- LPV approach for 26
- Updated Standard Terminal Arrivals

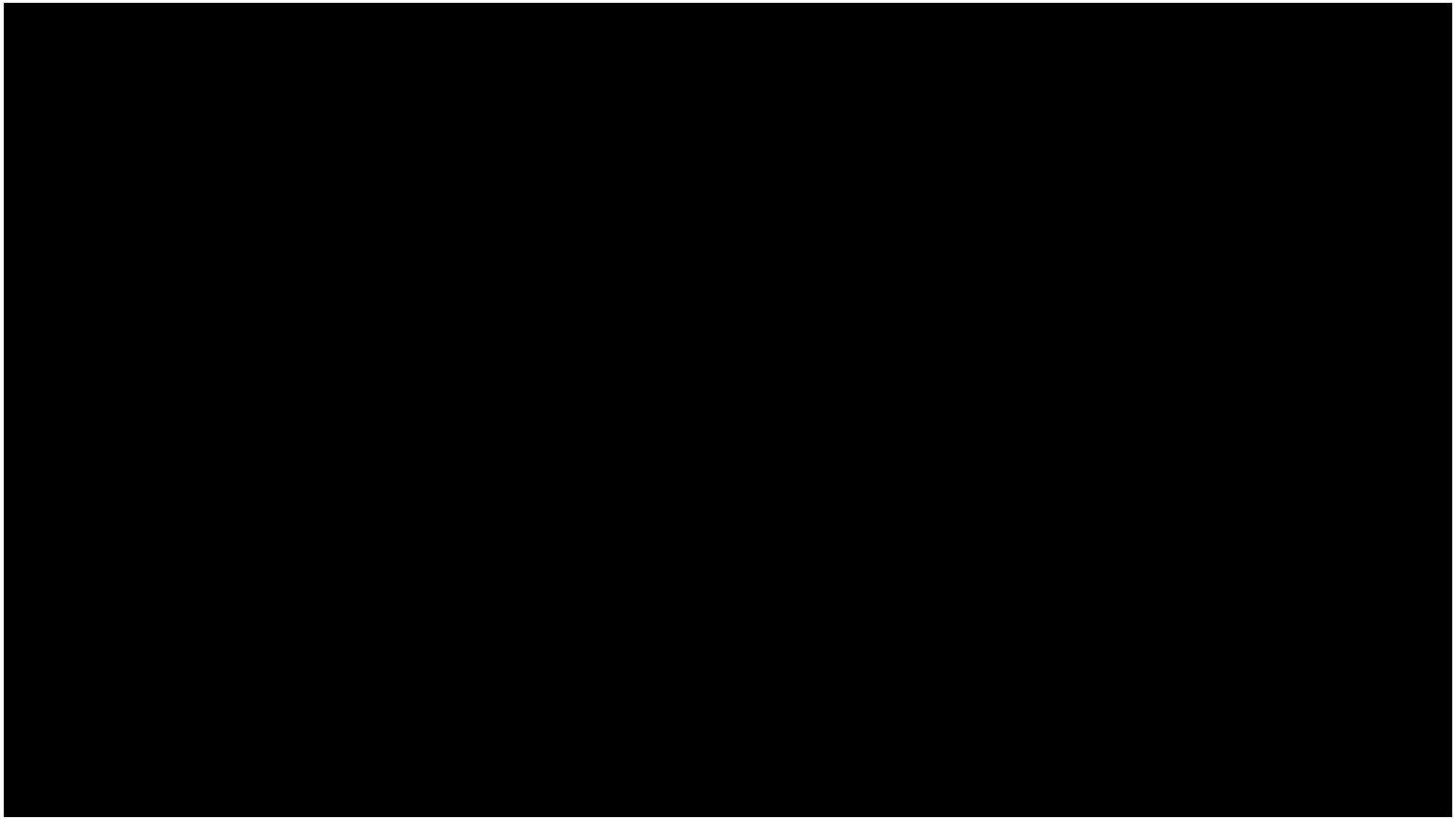


AIRSPACE ENHANCEMENTS - GOALS

- Improving traffic integration and enhancing operational efficiency
- Enhancing operations in light of obstacles
- Reducing noise exposure to residentially populated areas
- Reducing Greenhouse Gas Emissions

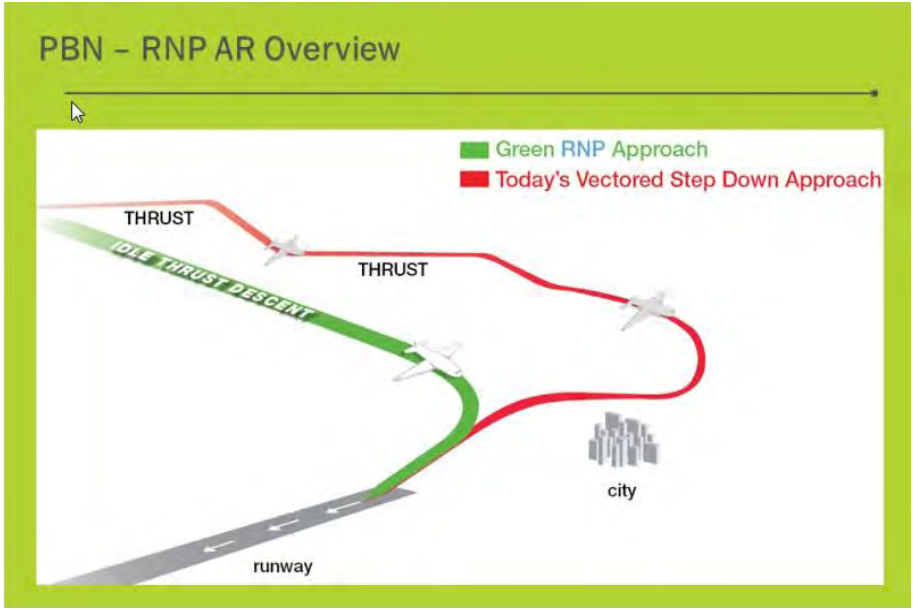


CONVENTIONAL VS PBN NAVIGATION

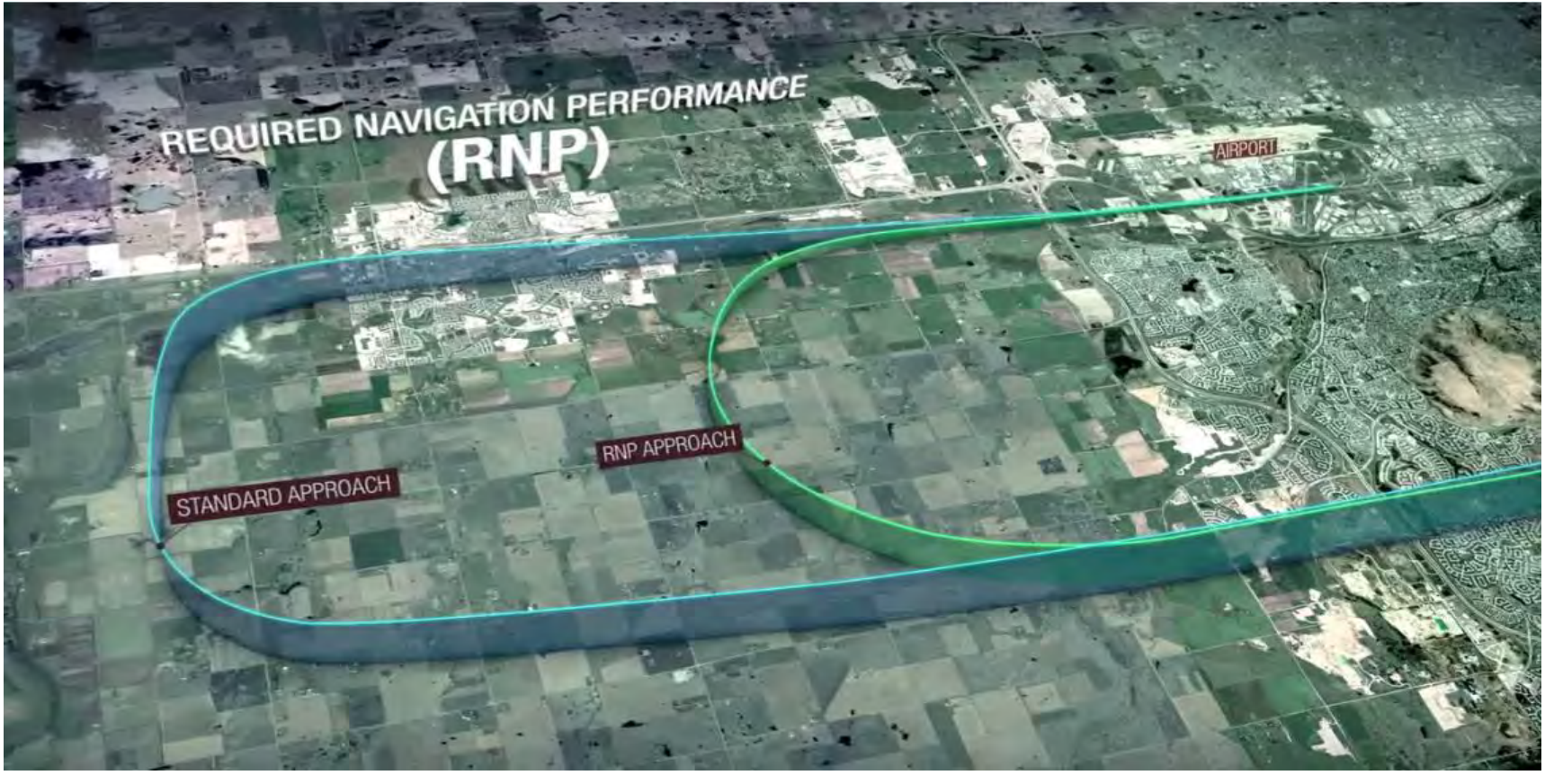


RNP-AR PROCEDURES

- Increased use of quieter continuous descent operations.
- Reduced:
  - track miles to destination
  - flying time
  - fuel burn and associated GHGs
  - workload for ATC/crews

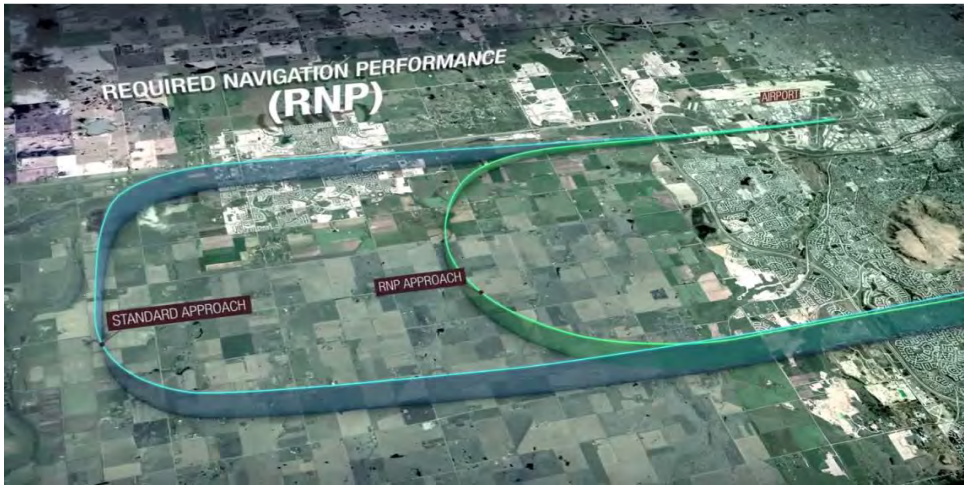


PBN/RNP

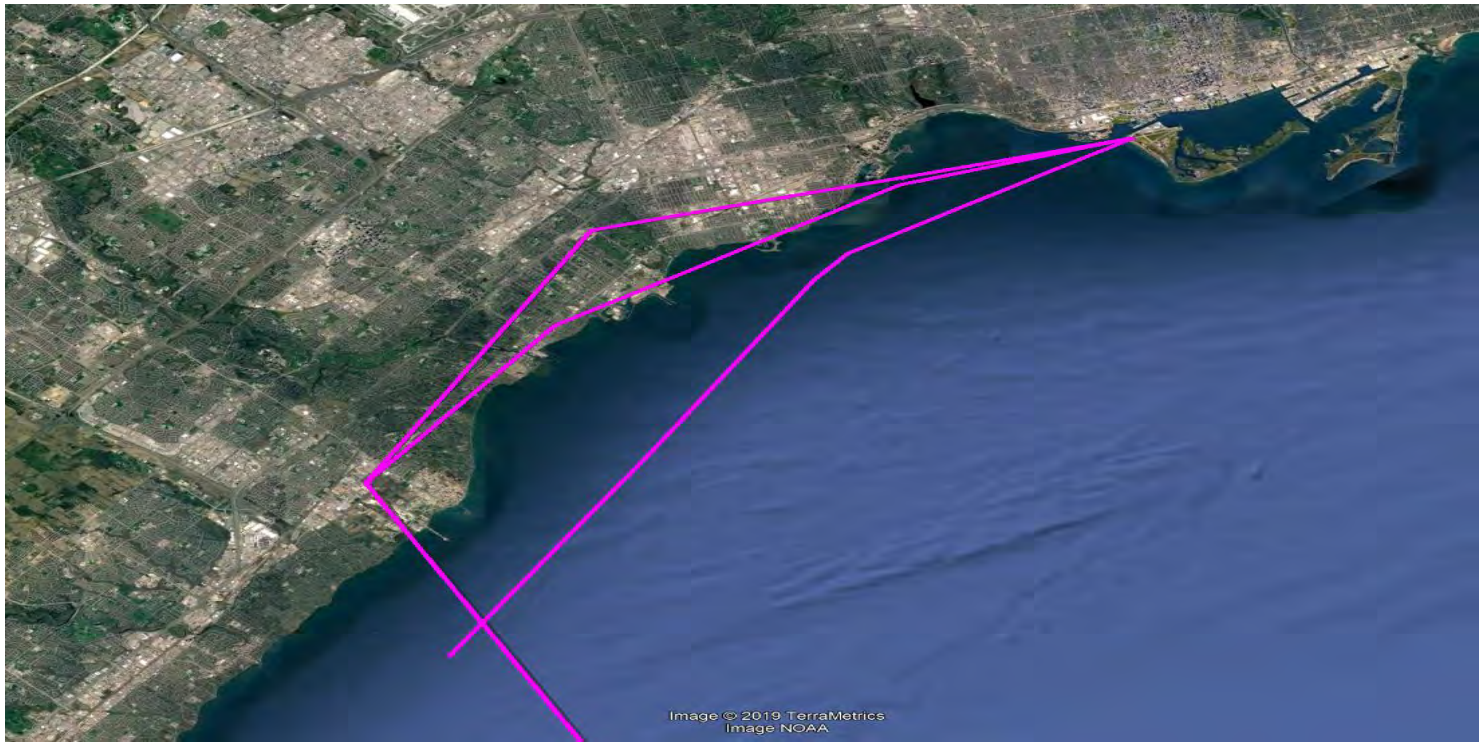

REQUIRED NAVIGATION PERFORMANCE
(RNP)
AIRPORT
RNP APPROACH
STANDARD APPROACH

PBN CONTEXT

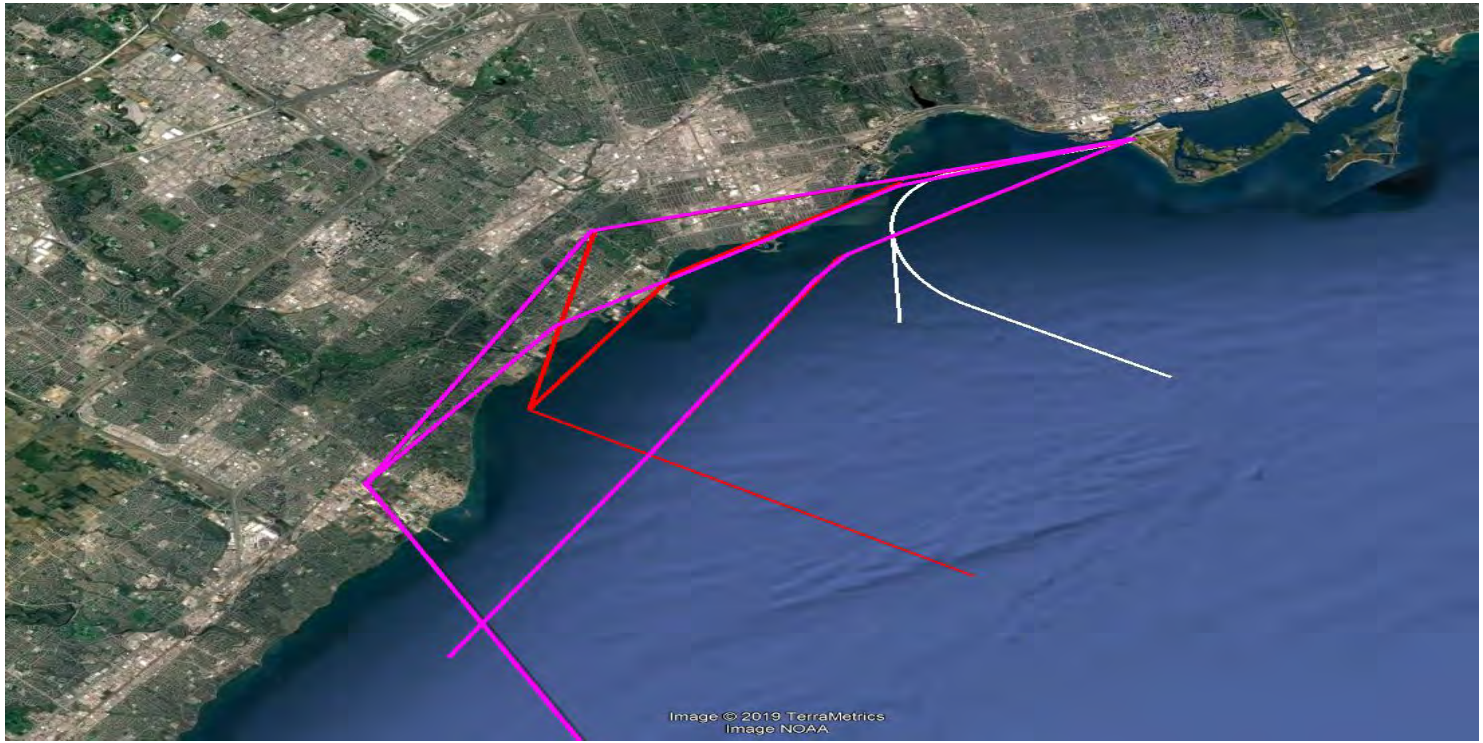
- PBN State Mandate
- NAV CANADA National RNP AR Development Program
- Deployed at 19 sites already



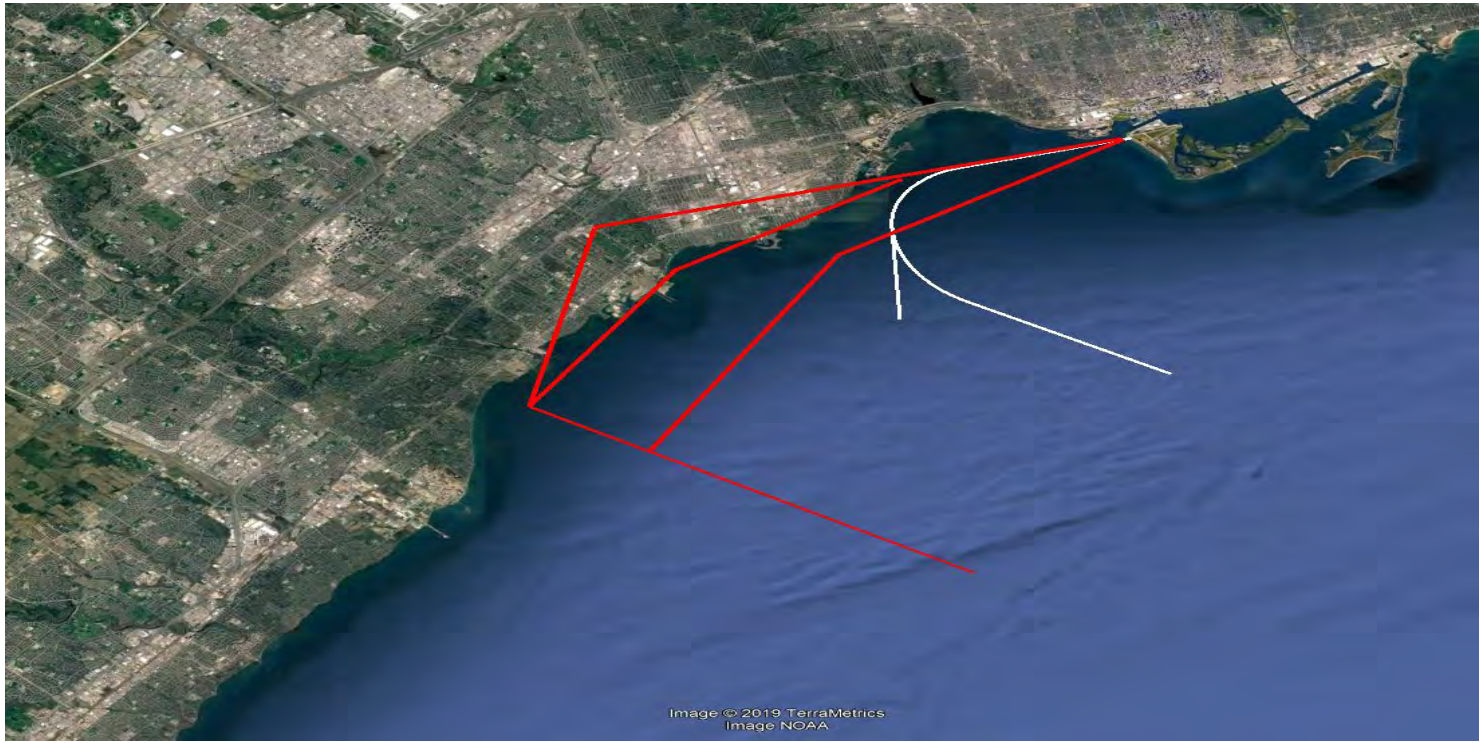
EXISTING RNAV PROCEDURES FOR RWY 08



COMBINED PROCEDURES RUNWAY 08



PROPOSED RNAV PROCEDURES RUNWAY 08



NEW RNP AR RUNWAY 08



Stays over water longer.

PROPOSED RNAV (GNSS) Y RUNWAY 08



"Overlay" existing procedure.

Linked to ILIXU and new STAR

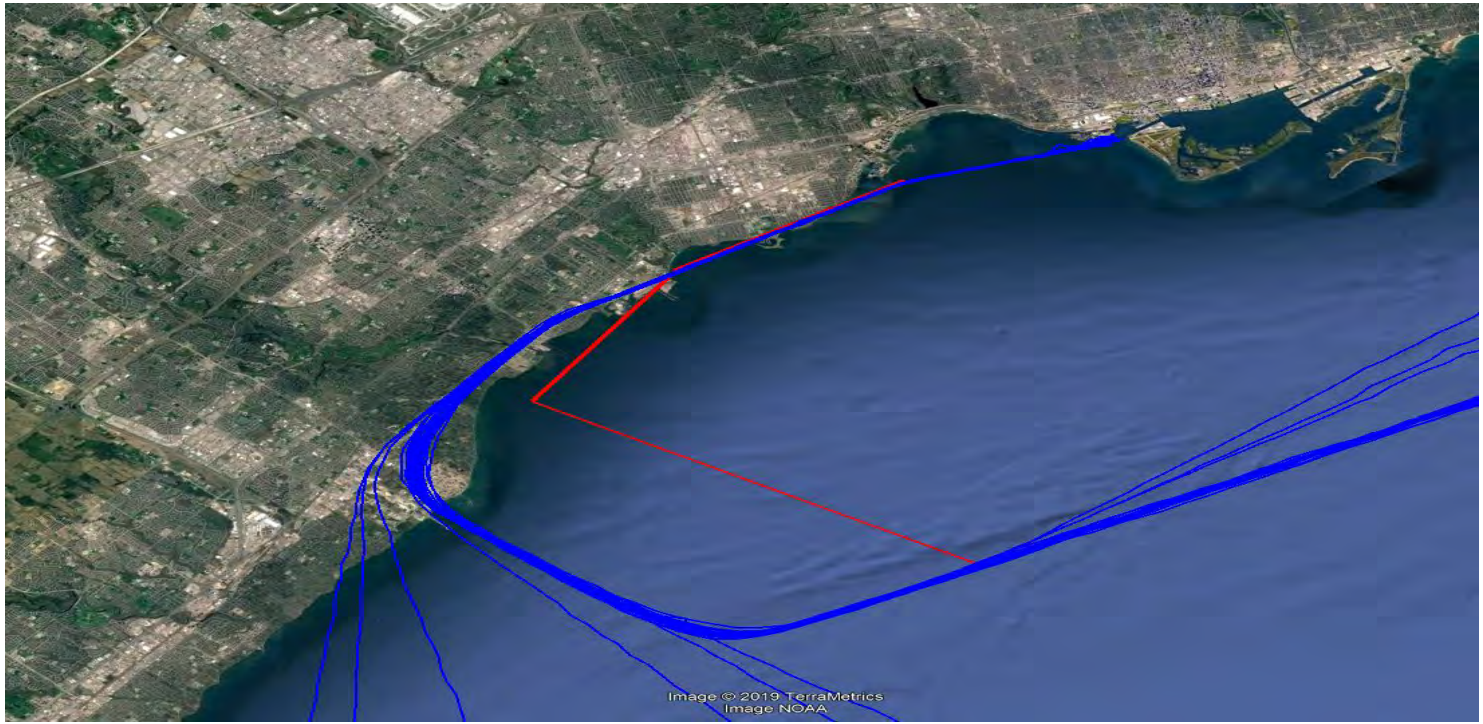
Offset 1.5 degrees (clockwise)

Cat A and B only

LPV Minima = 501 (250) feet
1 mile vis

Climb gradient
- At publication = 760f/nm
- Future Land Use = 1720 f/nm

PROPOSED RNAV (GNSS) Y + TRAFFIC



ILS RUNWAY 08



"Overlay" existing procedure closer to final.

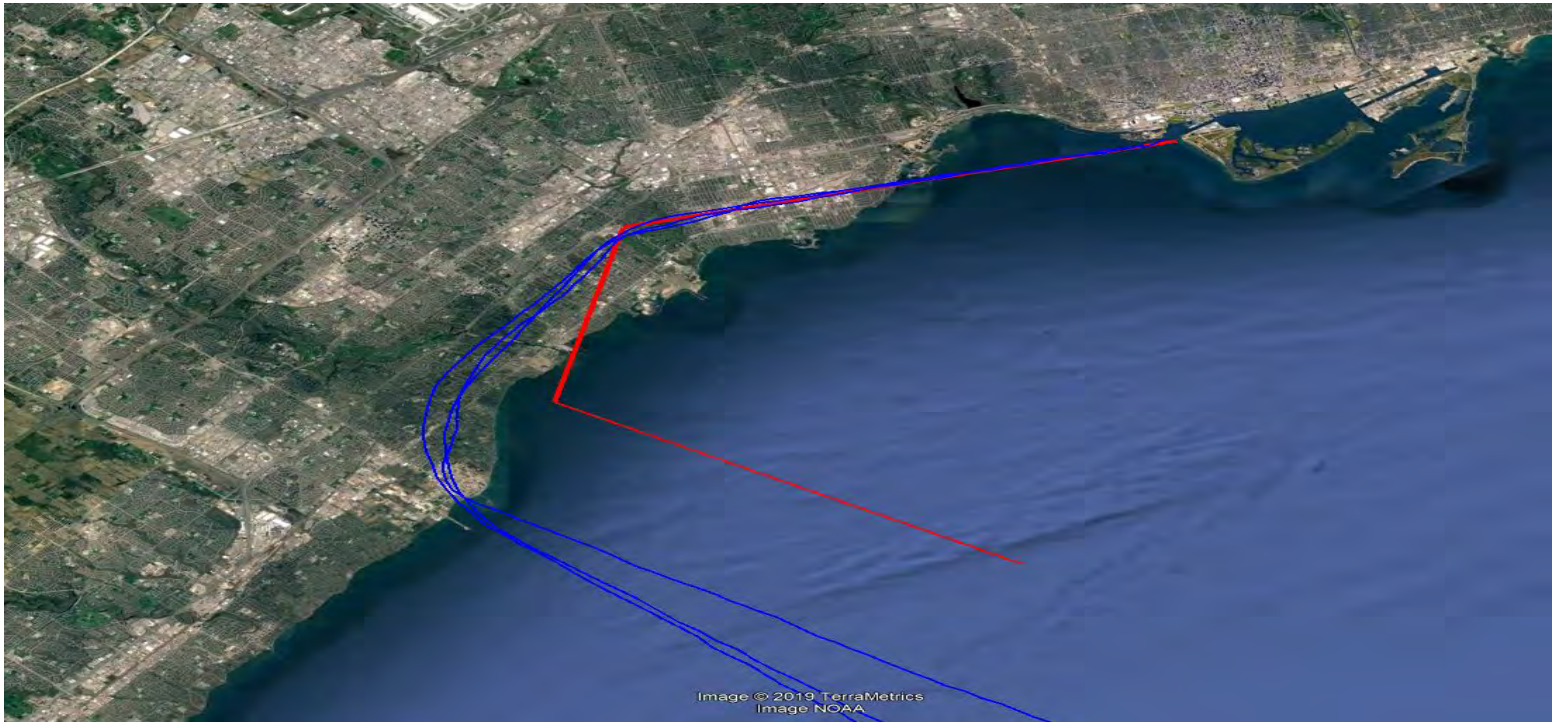
Linked to ILIXU and new STAR

3.5 degree GP

Cat A, B and C only

ILS Minima = 562 (311)

PROPOSED ILS + TRAFFIC



RNP-AR BENEFITS

- Significant reduction in overflight of residentially populated areas.
- Reduction of 16 nautical nautical miles per flight
- 5 minutes of flying time
- 71 litres of fuel saved per flight

973 mt GHGs/year

*Benefits assuming 50% utilization

NOISE MODELING – R08

- Focussed on 08, given track changes
- Noise contours: LMAX
- Generated using Aviation Environmental Design Tool
- Population data source: 2016 Census
- Comparison of population exposed at 55 dBA



NOISE MODELING RESULTS – 55 DBA

Procedure	Current	Proposed	Delta
ILS 08	52,732	39,347	-13,385
RNAV Y 08	33,970	8427	-25,543
RNP-AR	N/A	50	-33,920*

*Comparison of RNP-AR to current RNAV Y.

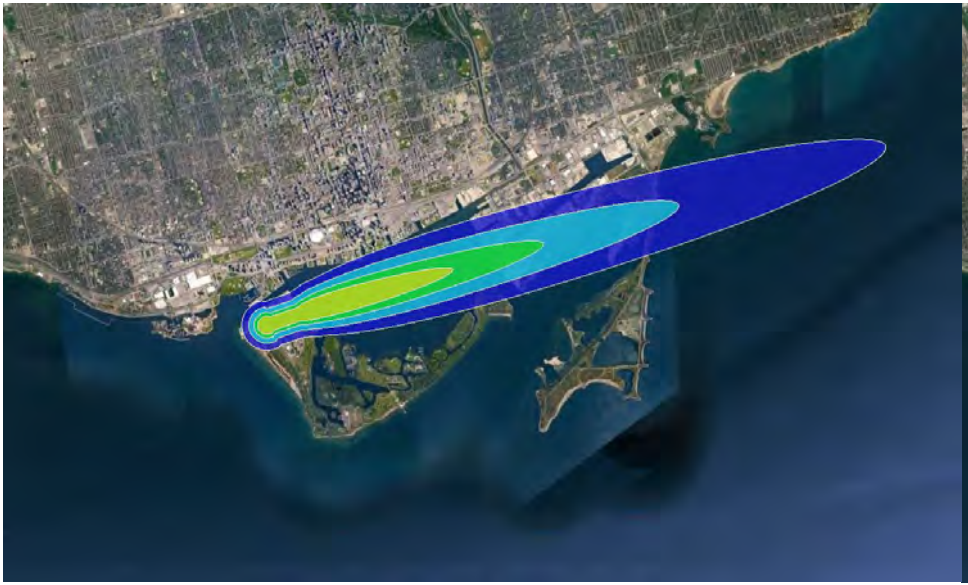
LPVRUNWAY 26



“Overlay” existing procedure

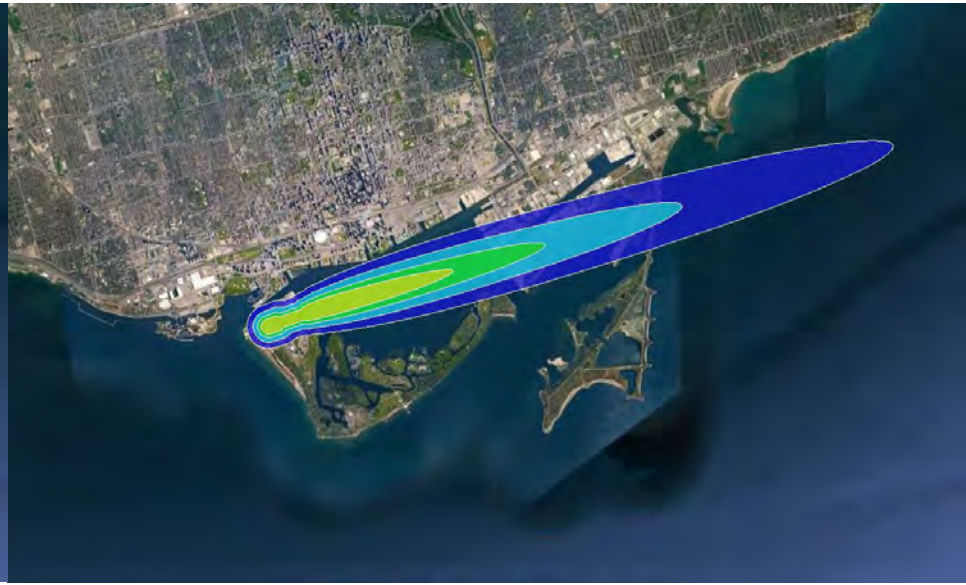
NOISE MODELING – R26

ILS (4.8)



Pop. > 55 dBA: 295

LPV (3.98)



Pop. > 55 dBA: 151

UPDATE/NEXT STEPS

- Notice published in early November on the NAV CANADA website and shared through PortsToronto channels.
- Both procedures to be published on December 5, 2019
- Procedures for 08 to be utilized on December 5, 2019, for 26 shortly thereafter.
- Changes communicated to city officials, with update anticipated in coming weeks and extension to councillors.

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THANK YOU

QUESTIONS ?

MAKING HISTORY: REAL-TIME AND GLOBAL SURVEILLANCE THROUGH SATELLITES

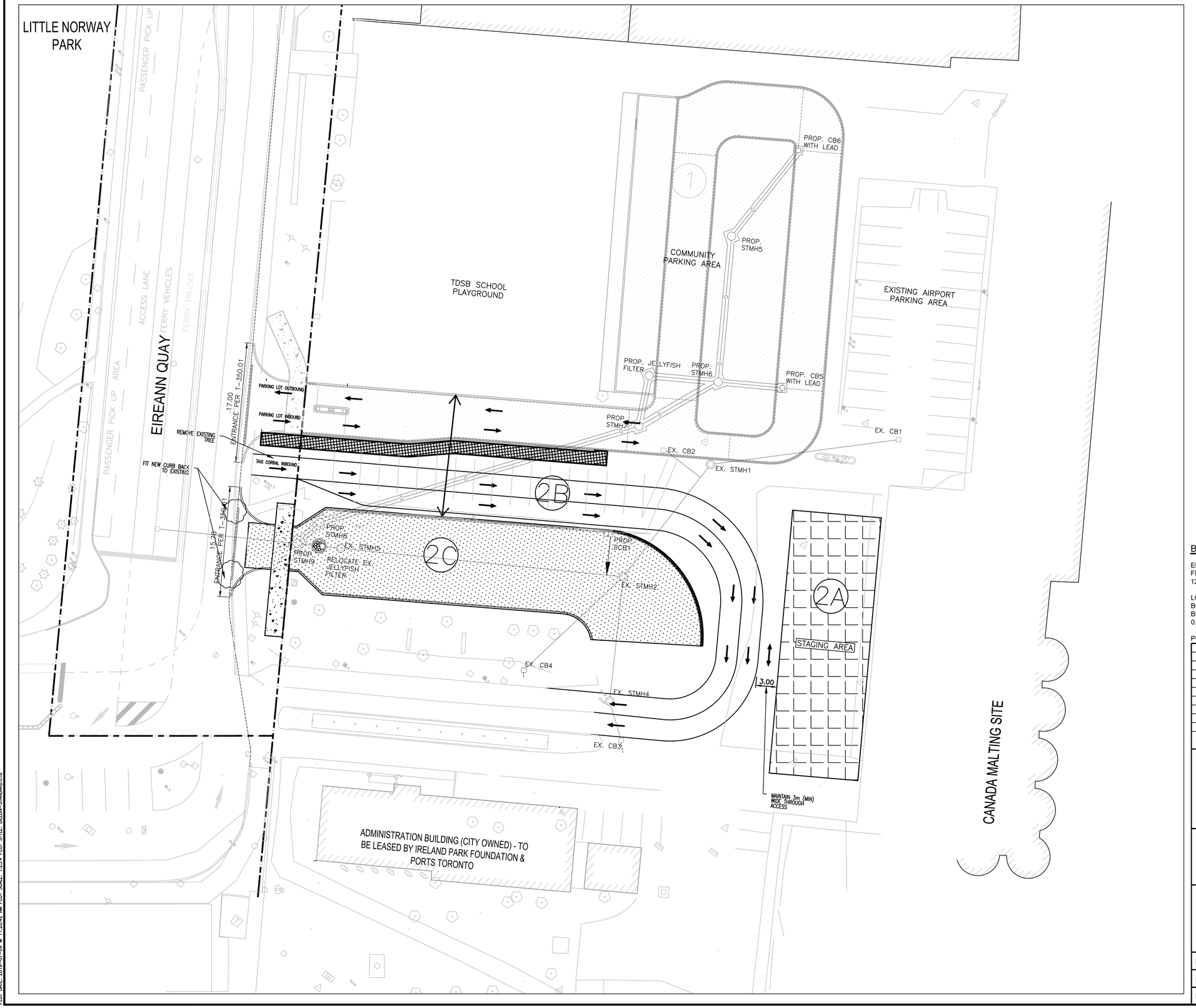
NAV CANADA and our international partners in Aireon made history earlier this year with the first-ever deployment of satellite-based ADS-B technology over the North Atlantic – enabling live, real-time tracking of aircraft in the world's busiest airspace, which is unreachable by ground systems.

Space-based ADS-B:

- optimizes altitudes and enables more direct routes, reducing fuel burn and emissions
- provides a full view of all equipped aircraft – anywhere on the planet – including regions without current coverage
- significantly increases safety and efficiency (e.g. better avoiding weather issues)
- is a game changer for aircraft operations, including search and rescue missions



Appendix B – Billy Bishop Airport Eireann Quay Redevelopment Staging Plan



LEGEND

- PROPERTY LINE
- (1) COMPLETED STORMWATER INFRASTRUCTURE, PARKING AREA AND ACCESS DRIVEWAY
- (2A) RELOCATED INTERIM PARKING AREA TO COMMUNITY PARKING AREA. USE FREED AREA FOR STAGING.
- (2B) INTERIM TAXI STORAGE AND TWO-WAY PARKING LOT ACCESS, INCLUDING TEMPORARY PARKING AREA
- (2C) CONSTRUCT TAXI CORRAL NORTH HALF AND CORRAL ENTRY DRIVEWAY AS SHOWN TO BASE ASPHALT
- PARKING AND TAXI CORRAL SITE TRAFFIC FLOW DIRECTIONS
- PROVIDE FENCE DELINEATED 1.8m WIDE (APPROX.) OVER EXISTING ASPHALT DRIVEWAY
- 17m (APPROX.) AVAILABLE: 1.8m FENCED WALKWAY, 3m LANES EACH DIRECTION PARKING ACCESS, TWO 3.0m WIDE TAXI PARKING LANES APPROX. 2.0m OF BUFFER WHERE NEEDED

NOTE: CLOSE ERIEANN QUAY EAST SIDEWALK DURING CONSTRUCTION. PEDESTRIANS TO USE WEST SIDEWALK.

3 0 5 10
1:250 (m)

FOR REVIEW

BENCHMARK:

ELEVATIONS ARE BASED UPON VERTICLE DATUM CGVD-1928:PRE-1978 FROM THE CITY OF TORONTO BENCH MARK NO.CT1525 (STATION 12219741525). HORIZONTAL PROJECTION IS MTM-10 (NAD27).

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PUBLISHED ELEVATION =77.341 METRES.

No.	DATE	REVISIONS	INITIAL	SIGNED
3	09/07/19	ISSUED FOR CITY REVIEW	JDA	PAM
2	03/04/19	ISSUED FOR SITE PLAN APPROVAL	JDA	PAM
1	01/14/19	ISSUED FOR 30% SUBMISSION	JDA	PAM

DILLON CONSULTING
51 Breithaupt Street, Suite 200,
Kitchener, ON N2H 5G5
Phone: (519) 571-9833
Fax (519) 571-7424

PORTS TORONTO

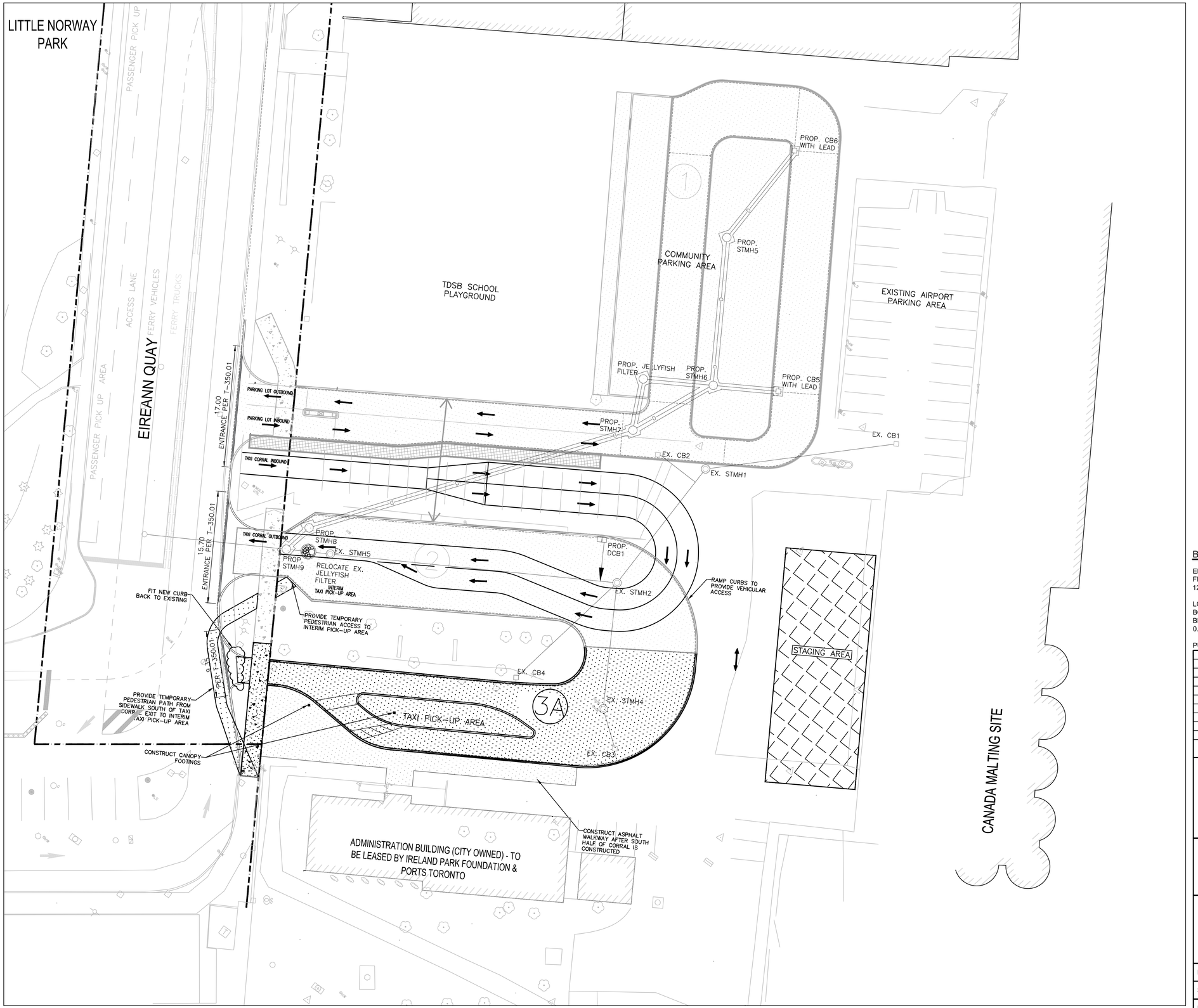
BILLY BISHOP AIRPORT

CITY SIDE MODERNIZATION PROJECT:
MALTING SITE IMPROVEMENTS

STAGING PHASE 2

DESIGN	JDA	DRAWN	JDA	CHECKED		JOB No. 18-7640
SCALE:	1:250				DWG:	STG-2
DATE:	FEBRUARY 2019				SHEET	24 OF 29

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PLOT DATE: 2019-07-09 @ 11:28:42 AM PLOT SCALE: 1:25.4 PLOT STYLE: DILLON-STANDARD.CTB



LEGEND

- PROPERTY LINE
- (1) COMPLETED STORMWATER INFRASTRUCTURE AND PARKING AREA
- (2) COMPLETED TAXI CORRAL NORTH LANES AND ENTRY DRIVEWAY
- SUGGESTED PARKING AND TAXI CORRAL SITE TRAFFIC FLOW DIRECTIONS
- 2m WIDE (APPROX.) FENCED PEDESTRIAN WALKWAY
- 17m (APPROX.) AVAILABLE: 1.8m FENCED WALKWAY, 3.0m LANES EACH DIRECTION PARKING ACCESS, TWO 3.0m WIDE TAXI LOADING LANES AND 3.0m WIDE TAXI PICK-UP AREA TO BASE ASPHALT
- (3A) CONSTRUCT SOUTH LANES OF TAXI CORRAL TO BASE ASPHALT, ASPHALT SIDEWALK AND EXIT DRIVEWAY UNDER CONSTRUCTION

3 0 5 10
1:250 (m)

FOR REVIEW

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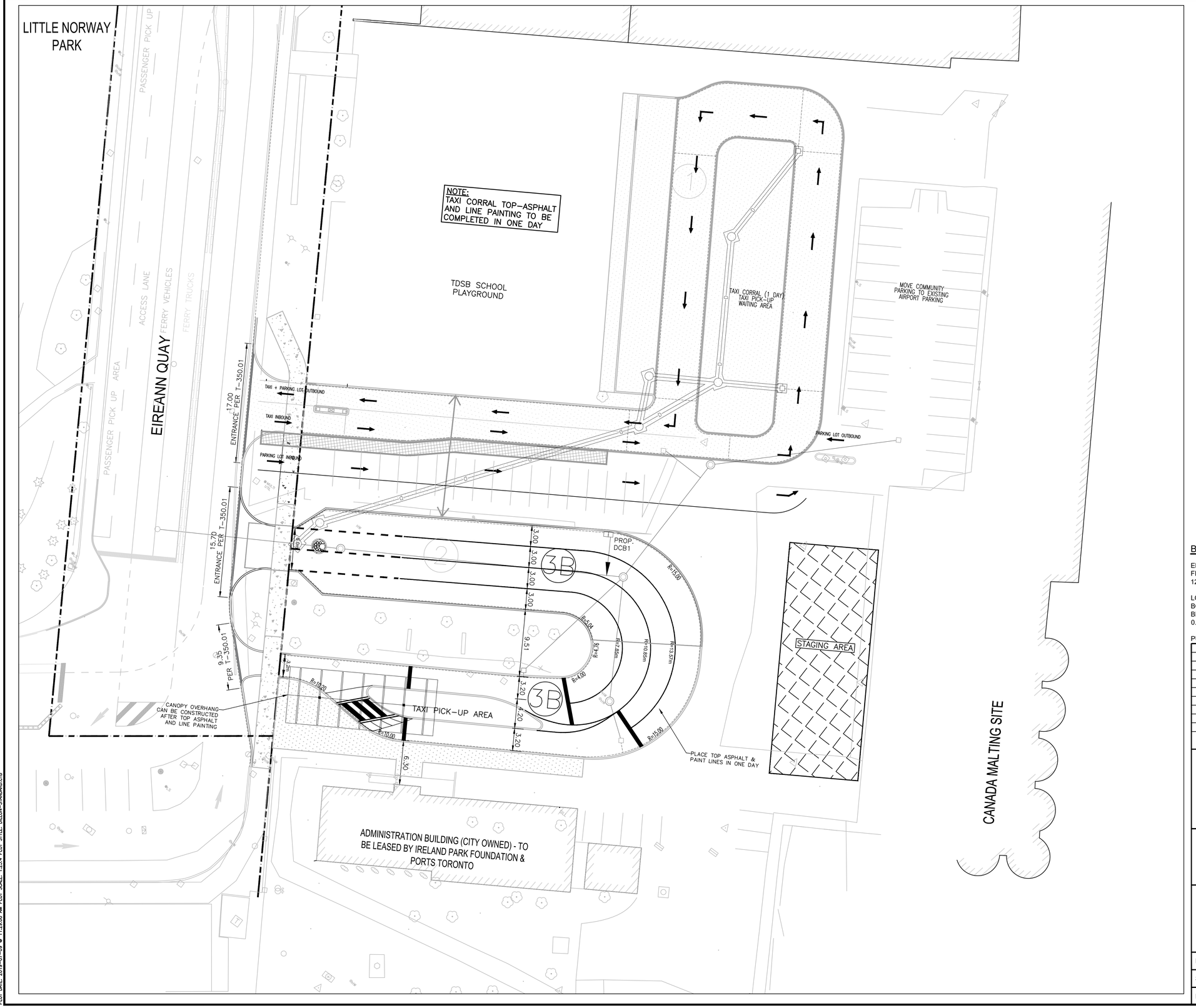
BILLY BISHOP AIRPORT

CITY SIDE MODERNIZATION PROJECT:
MALTING SITE IMPROVEMENTS

STAGING PHASE 3A

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SCALE:	1:250				DWG:	STG-3A
DATE:	FEBRUARY 2019				SHEET	25 OF 29

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PLOT DATE: 2019-07-09 @ 11:28:36 AM PLOT SCALE: 1:25.4 PLOT STYLE: DILLON-STANDARD.CTB



LEGEND

- PROPERTY LINE
- (1) COMPLETED STORMWATER INFRASTRUCTURE AND PARKING AREA
- (2) COMPLETED TAXI CORRAL NORTH LANES AND ENTRY DRIVEWAY
- SUGGESTED PARKING AND TAXI CORRAL SITE TRAFFIC FLOW DIRECTIONS
- 2m WIDE (APPROX.) FENCED PEDESTRIAN WALKWAY
- (3B) TOP ASPHALT PAVING AND LINE PAINTING THROUGHOUT THE TAXI CORRAL TO BE COMPLETED IN ONE DAY
- 17m (APPROX.) AVAILABLE: 1.8m FENCED WALKWAY, 3.0m LANES EACH DIRECTION FOR TEMP TAXI CORAL ENTRY AND COMBINED CORRAL/PARKING LOT EXIT, 3.0m WIDE EXISTING PARKING LOT ACCESS

3 0 5 10
1:250 (m)

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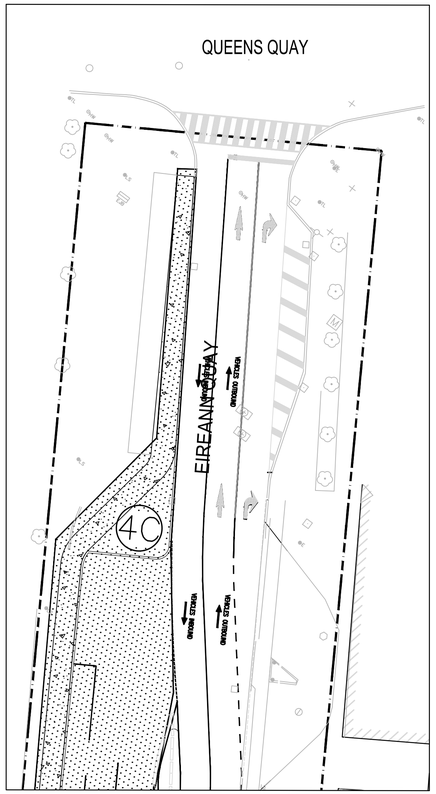
BILLY BISHOP AIRPORT

CITY SIDE MODERNIZATION PROJECT:
MALTING SITE IMPROVEMENTS

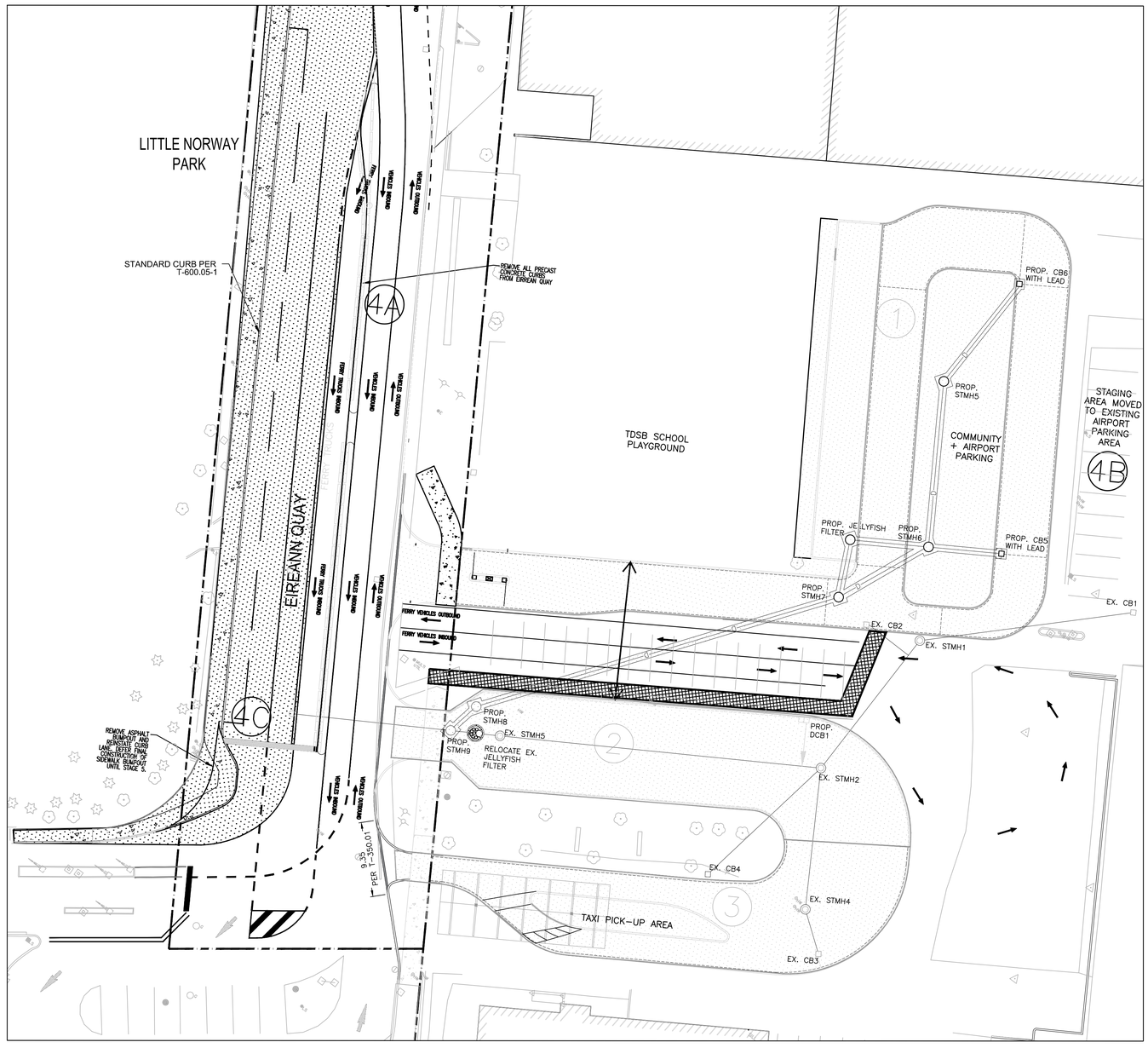
STAGING PHASE 3B

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DATE:	FEBRUARY 2019				SHEET	26 OF 29

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PLOT DATE: 2019-07-09 @ 11:29:08 AM PLOT SCALE: 1:25.4 PLOT STYLE: DILLON-STANDARD.CTB



1 STG-4 EIREANN QUAY NORTH SECTION
1:300



2 STG-4 EIREANN QUAY SOUTH SECTION
1:300

LEGEND

- PROPERTY LINE
- 1 — COMPLETED STORMWATER INFRASTRUCTURE AND PARKING AREA
- 2 — COMPLETED TAXI CORRAL NORTH LANES AND ENTRY DRIVEWAY
- 3 — COMPLETED SOUTH LANES OF TAXI CORRAL, TEMPORARY ASPHALT SIDEWALK AND EXIT DRIVEWAY
- 4A — REMOVE ALL PRECAST CURBS ON EIREANN QUAY AND PROVIDE ONE FERRY TRUCK INBOUND LANE, ONE VEHICLE INBOUND LANE AND ONE OUTBOUND LANE
- 4B — MOVE STAGING AREA TO EXISTING AIRPORT PARKING AREA
- 4C — CONSTRUCT 3 SOUTHBOUND LANES (TO BASE ASPHALT ONLY) INCLUDING CURB, SIDEWALK AND CANOPY
- 17m (APPROX.) AVAILABLE: 1.8m FENCED WALKWAY, 3.0m LANES EACH DIRECTION PARKING ACCESS, TWO 3.0m FERRY VEHICLE

4 2 0 5 10 15
1:300 (m)

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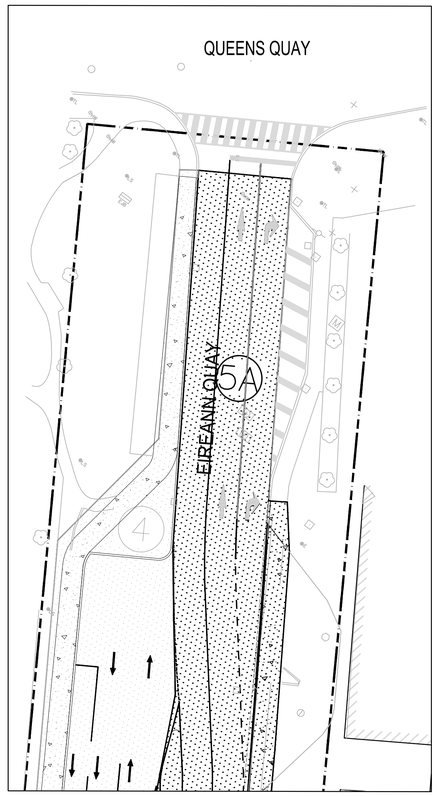
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CITY SIDE MODERNIZATION PROJECT:
MALTING SITE IMPROVEMENTS

STAGING PHASE 4

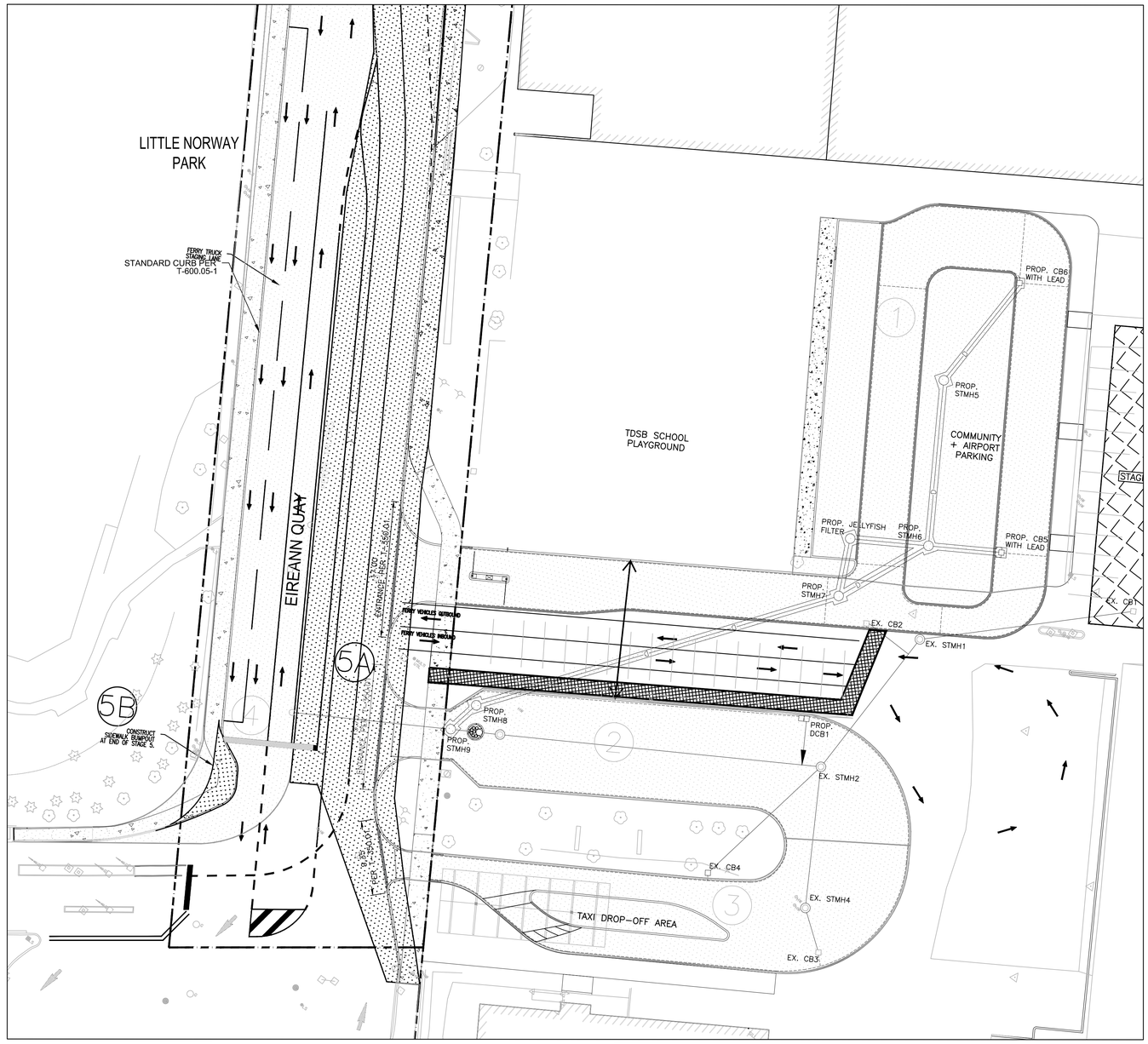
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PLOT DATE: 2019-07-09 @ 11:29:30 AM PLOT SCALE: 1:25.4 PLOT STYLE: DILLON-STANDARD.CTB



1 STG-5 EIREANN QUAY NORTH SECTION
1:300

NOTE:
ACCESS TO DRIVEWAY, TAXI CORRAL ENTRANCE/EXIT TO BE MAINTAINED THROUGHOUT CONSTRUCTION ON EIREANN QUAY.



2 STG-5 EIREANN QUAY SOUTH SECTION
1:300

LEGEND

- PROPERTY LINE
- (1) COMPLETED STORMWATER INFRASTRUCTURE AND PARKING AREA
- (2) COMPLETED TAXI CORRAL NORTH LANES AND ENTRY DRIVEWAY
- (3) COMPLETED SOUTH LANES OF TAXI CORRAL, TEMPORARY ASPHALT SIDEWALK AND EXIT DRIVEWAY
- (4) COMPLETED 3 SOUTHBOUND LANES (TO BASE ASPHALT) INCLUDING CURB, SIDEWALK AND CANOPY
- (5A) CONSTRUCT 2 SOUTHBOUND AND 1 NORTHBOUND LANES INCLUDING CURB, SIDEWALK, BARRIER MEDIAN AND BUMPOUT TO BASE ASPHALT ONLY
- (5B) CONSTRUCT MEDIAN AND BUMPOUT
- 17m (APPROX.) AVAILABLE: 1.8m FENCED WALKWAY, 3.0m LANES EACH DIRECTION PARKING ACCESS, TWO 3.0m FERRY VEHICLE

3 0 5 10
1:250 (m)

FOR REVIEW

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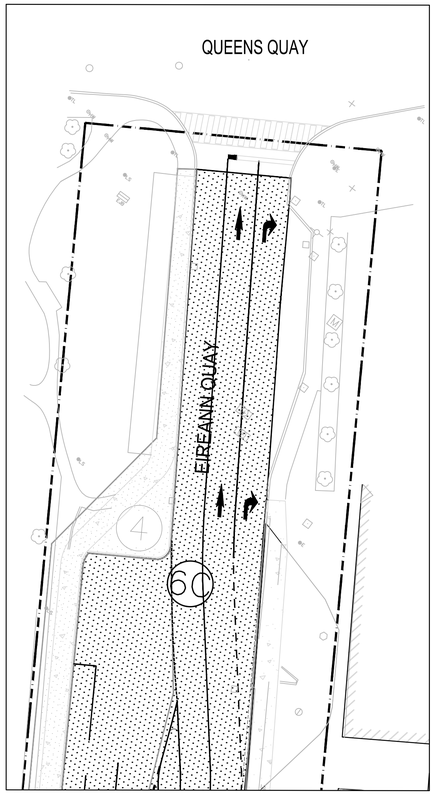
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CITY SIDE MODERNIZATION PROJECT:
MALTING SITE IMPROVEMENTS
STAGING PHASE 5

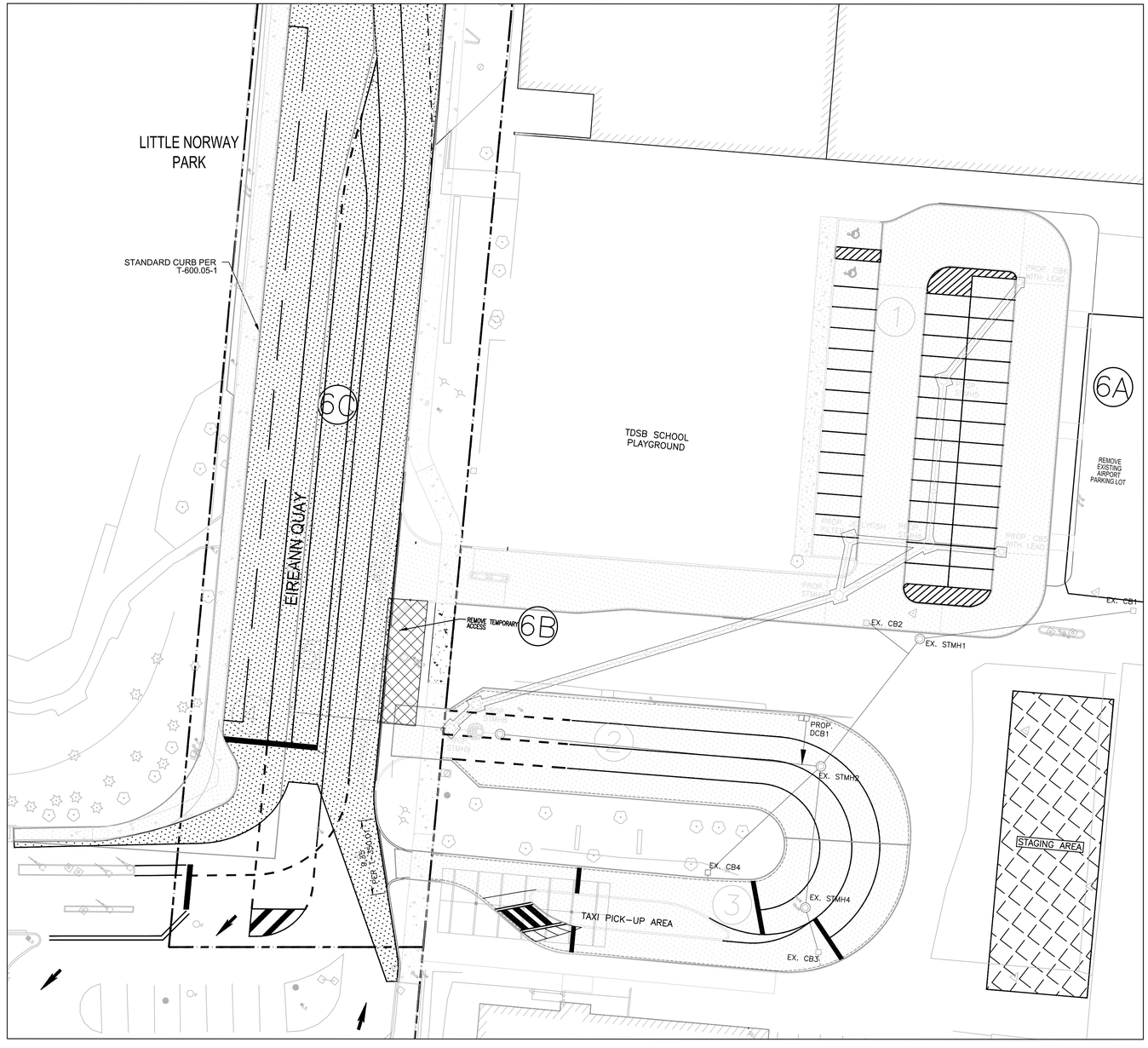
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1 STG-6 EIREANN QUAY NORTH SECTION
1:300

NOTE:
ACCESS TO DRIVEWAY, TAXI CORRAL ENTRANCE/EXIT TO BE MAINTAINED THROUGHOUT CONSTRUCTION ON EIREANN QUAY.



2 STG-6 EIREANN QUAY SOUTH SECTION
1:300

LEGEND

- PROPERTY LINE
- 1 COMPLETED STORMWATER INFRASTRUCTURE AND PARKING AREA
- 2 COMPLETED TAXI CORRAL NORTH LANES AND ENTRY DRIVEWAY
- 3 COMPLETED SOUTH LANES OF TAXI CORRAL, TEMPORARY ASPHALT SIDEWALK AND EXIT DRIVEWAY
- 4 COMPLETED 3 SOUTHBOUND LANES INCLUDING CURB, SIDEWALK AND CANOPY
- 5 COMPLETED 2 SOUTHBOUND LANES AND ONE NORTHBOUND LANE INCLUDING CURB, SIDEWALK, BARRIER MEDIAN AND BUMPOUT
- 6A REMOVE EXISTING AIRPORT PARKING LOT
- 6B REMOVE TEMPORARY ACCESS DRIVEWAY AND REINSTATE CURB AND CONSTRUCT SIDEWALK
- 6C PAVE EIREANN QUAY WITH TOP ASPHALT AND COMPLETE LINE PAINTING

3 0 5 10
1:250 (m)

FOR REVIEW

BENCHMARK:

ELEVATIONS ARE BASED UPON VERTICLE DATUM CGVD-1928:PRE-1978 FROM THE CITY OF TORONTO BENCH MARK NO.CT1525 (STATION 12219741525). HORIZONTAL PROJECTION IS MTM-10 (NAD27).

LOCATION: CITY OF TORONTO SOUTHEAST CORNER OF LAKESHORE BOULEVARD WEST & BATHURST STREET. BENCHMARK ON 2 STOREY BRICK BUILDING 0.3m EAST OF WEST END OF MOST NORTHERLY WALL, 0.4m ABOVE GRADE

PUBLISHED ELEVATION =77.341 METRES.

No.	DATE	REVISIONS	INITIAL	SIGNED
3	09/07/19	ISSUED FOR CITY REVIEW	JDA	PAM
2	03/04/19	ISSUED FOR SITE PLAN APPROVAL	JDA	PAM
1	01/14/19	ISSUED FOR 30% SUBMISSION	JDA	PAM

DILLON CONSULTING
51 Breithaupt Street, Suite 200,
Kitchener, ON M2H 5G5
Phone: (519) 571-9833
Fax (519) 571-7424

PORTS TORONTO

BILLY BISHOP AIRPORT
CITY SIDE MODERNIZATION PROJECT:
MALTING SITE IMPROVEMENTS
STAGING PHASE 6

DESIGN	JDA	DRAWN	JDA	CHECKED		JOB No. 18-7640
SCALE:	1:300				DWG:	STG-6
DATE:	FEBRUARY 2019				SHEET	29 OF 29

FILENAME: C:\PROJECTWISE\WORKING_DIRECTORY\PROJECTS_2018\20DA\DM221049\187640-02-STG 6-CON-PH2.DWG LAYOUT NAME: ST06 PLOTTED BY: AMATO, JOSEPH
PLOT DATE: 2019-07-09 @ 11:30:12 AM PLOT SCALE: 1:25.4 PLOT STYLE: DILLON-STANDARD.CTB

Appendix C – Toronto Development Assessment Process

November 27, 2019

Billy Bishop Toronto City Airport

Toronto Development Assessment Process

Briefing to the Community Liaison Committee by Mike Karsseboom





Agenda

- Purpose
- Where we were
- Where we wanted to go
- City review and referral
- Initial Assessment & Response
- Detailed Assessment & Response
- Developers actions in the event of a conflict

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Purpose

- To ensure there is no impact of proposed developments to the airport
- BBTCA staff receive, assess and provide feedback to all developments (buildings and structures) that may impact the airport.
- To ensure builders are aware of impact and adjust their plans to eliminate the impact

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Where we were

- Inconsistent Process.
- Limited communications between PT and City Planning.
- If, in the city planner's opinion, there may be impact to the airport they would send paper documents to IPE.
- IPE would assess impact to airport zoning.
- Air Navigation Data, our EDO, would review the city planning website and assess but only against restricted approaches.
- NavCanada would assess against the public approaches but we would only find out if there was an issue will into the approval process.

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Where we wanted to go

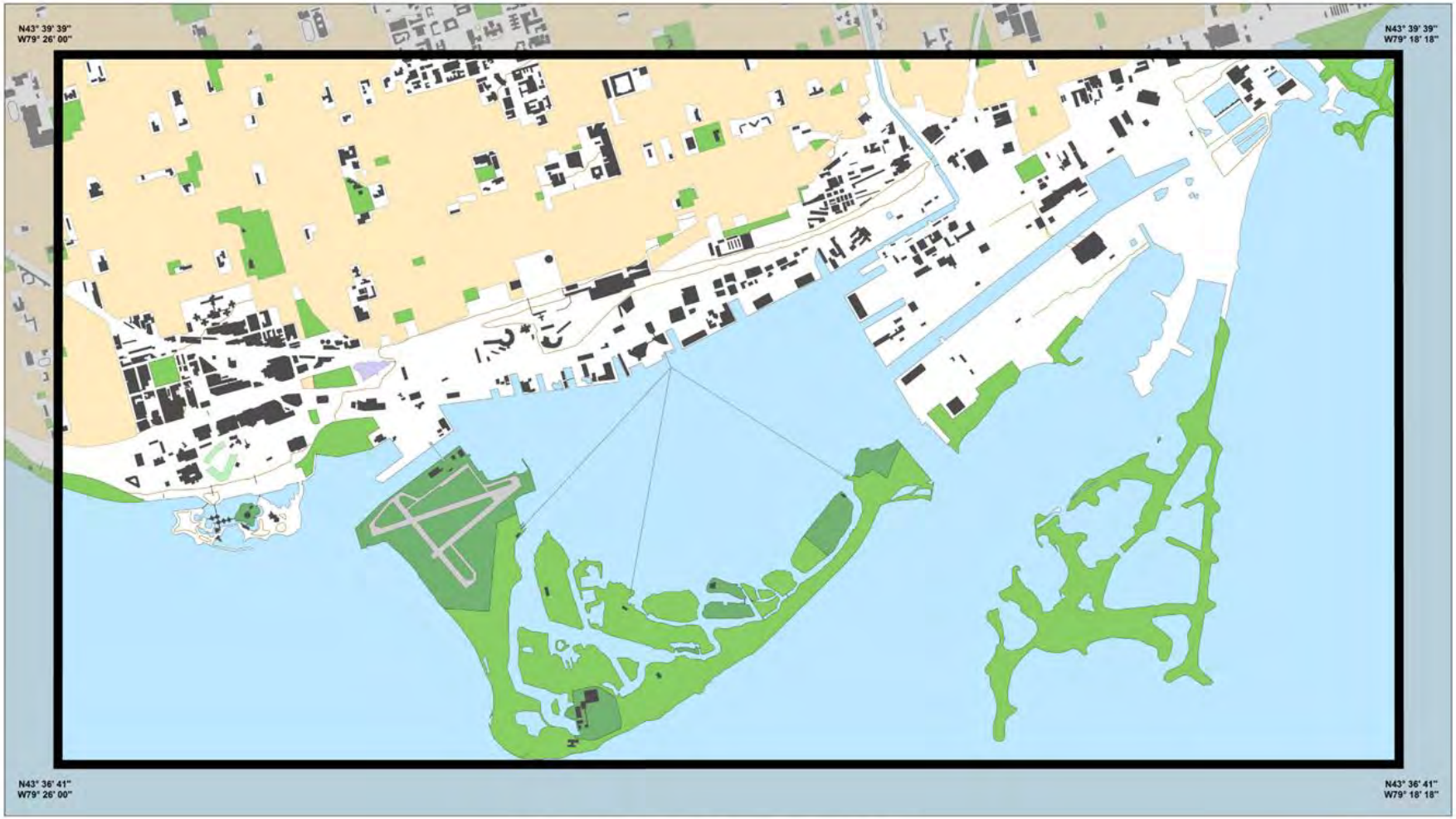
- Organized and consistent approach.
- Eliminate the guess work.
- Single point of contact at PortsToronto to assess all potential impact, including Zoning, OLS and all approaches.
- Electronic copies of documents only, to speed up information transfer and reduce paper use.
- Comments through the City Planning website.
- Working together and continually striving to improve a process that works for both organizations

The New Process

City Review and Referral

- City of Toronto planning receives all applications from developers.
- City of Toronto Planning reviews the location and if the development falls with the BBTCA area of influence the details of the project is forwarded to the BBTCA.

Area of Influence



Toronto/Billy Bishop Airport (CYTZ)

Height Restriction Map

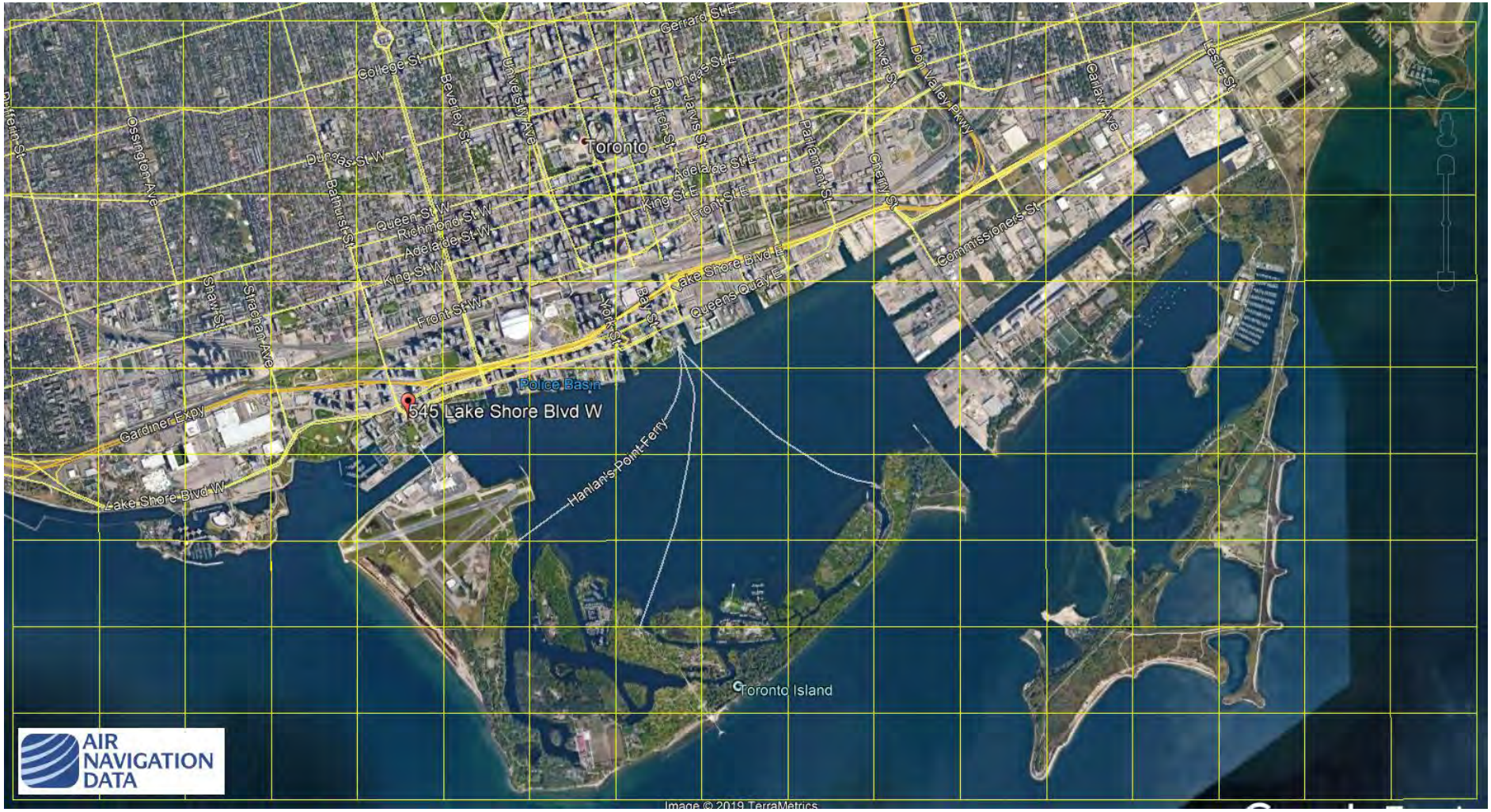
15 OCTOBER 2018

AIR NAVIGATION DATA

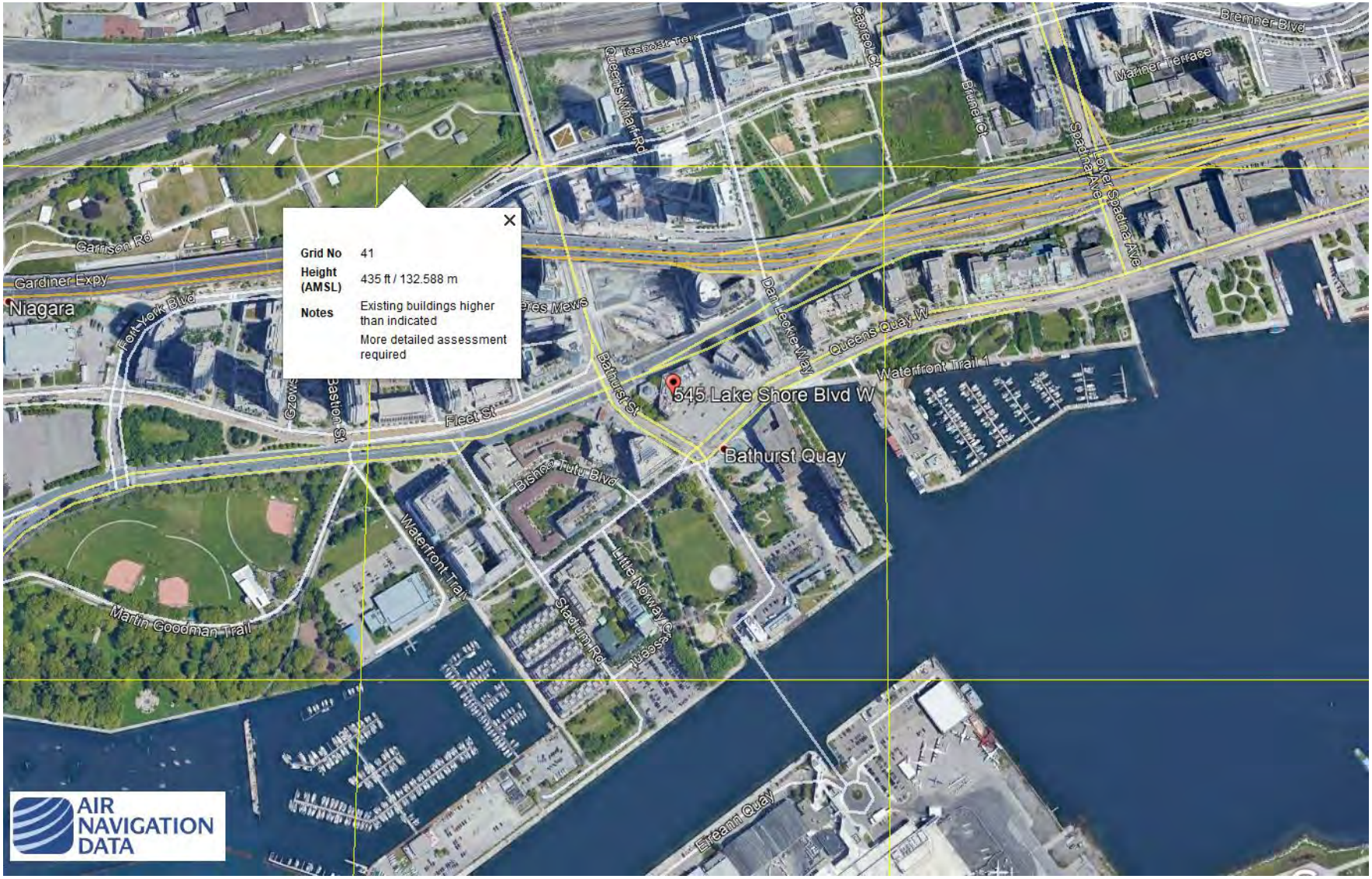
BBTCA Initial Assessment

- Using Google Earth assess the Approach Grid overlay and Registered Airport Zoning/OLS overlay.
- These overlays indicate max height in each grid and zoning section.
- Next, assess land use compatibility including exterior finishes and traffic impact to the Airport.

Approach Grid



Approach Grid Detail



Registered Zoning/OLS 08/26

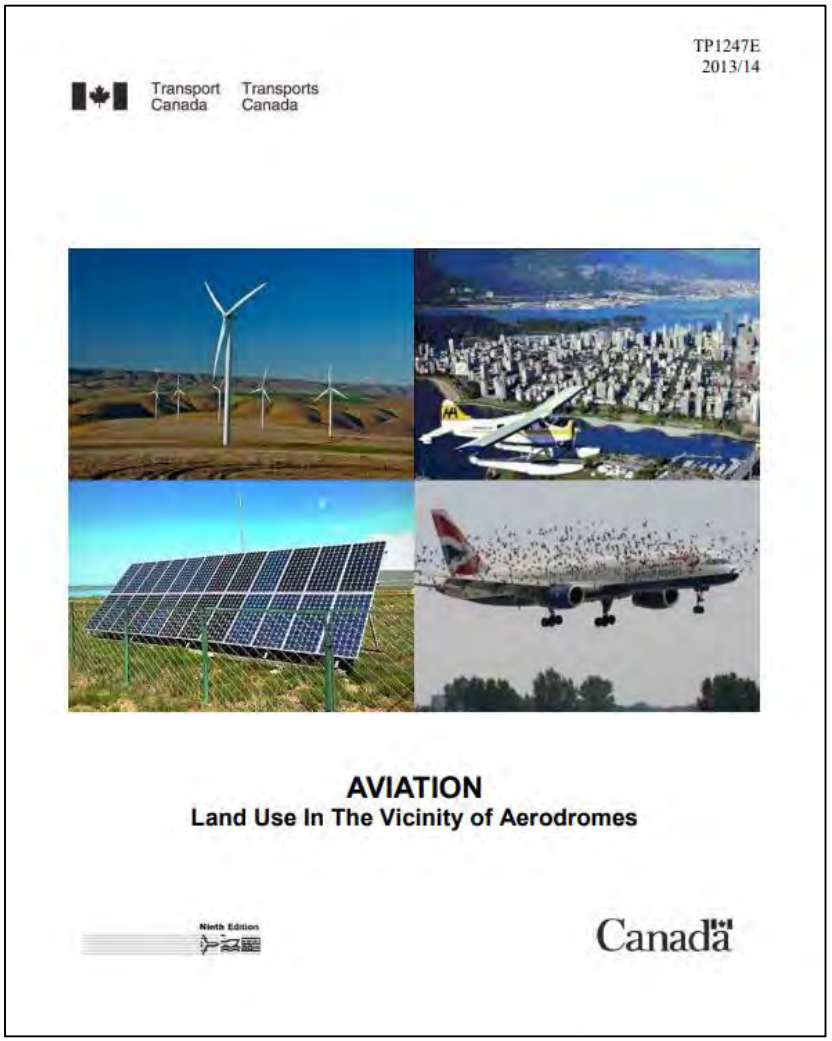


Registered Zoning/OLS 06/24



Land Use Compatibility

- **Assess land use compatibility including exterior finishes and traffic impact to the Airport.**



Response

- If there is no concern after the assessments a letter of no objection is sent.
- If after the assessments are complete, there is a concern, a letter of objection is returned detailing the concern to the Planner assigned from Community Planning.

Detailed Assessment & Response

- If the development is at or above the maximum allowable height the details are forwarded to the BBTCA contracted External Development Organization(EDO) for further review. (Air Navigation Data)
- If the EDO responds that the development is acceptable a letter of no objection is sent.

Detailed Assessment & Response (con't)

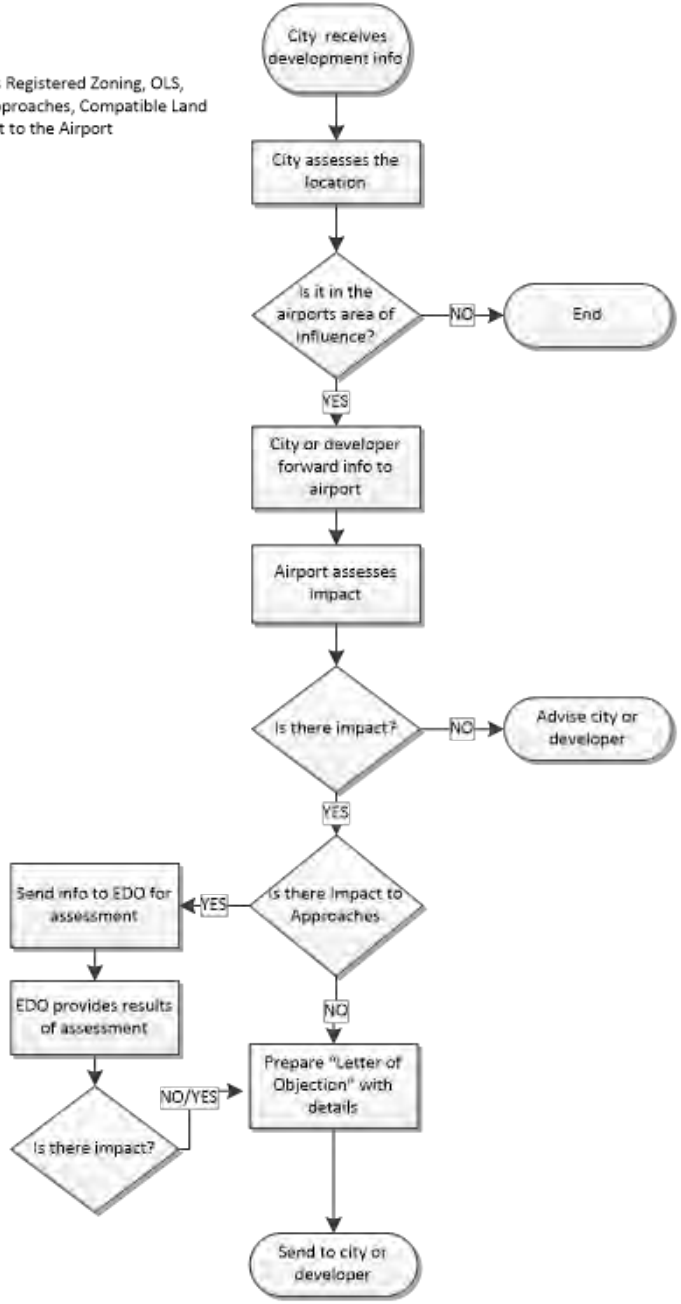
- If the EDO responds and says there is impact. A letter of objection is sent.
- The letter should contain specifics as to what the impact is. i.e. building is 100' too high and will impact the missed approach on the ILS08.

Developer's Action

- If the building has impact on the airport we will notify the City requesting for a redesign as part of our formal comments on the application.
- The developer may need to adjust the design and resubmit a number of times before it is acceptable.

Process at a Glance

Note
1 – Impact assessment includes Registered Zoning, OLS, Airspace to be Protected for Approaches, Compatible Land Use (TP1247) and Traffic impact to the Airport





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