PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

COMMUNITY LIAISON COMMITTEE
MEETING #17

MEETING MINUTES

Wednesday April 8, 2015
Harbourfront Community Centre
Toronto, Ontario

Minutes prepared by:

LURA
LISTEN · UNDERSTAND · RELATE · ADVANCE

NOTE: Toronto Port Authority announced on January 19, 2015 that it rebranded to PortsToronto effective immediately. All CLC meeting minutes going forward and inclusive of these minutes will have the PortsToronto logo.

These meeting minutes were prepared by Lura Consulting. Lura is providing neutral third-party consultation services for the PortsToronto Community Liaison Committee (CLC). These minutes are not intended to provide verbatim accounts of committee discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the committee meetings. If you have any questions or comments regarding the Meeting Minutes, please contact either:

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OR

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Summary of Action Items from Meeting #17

Action Item #	Action Item Task	Who is Responsible for Action Item
M#17 - A1	Finalize CLC #16 meeting minutes and post to PortsToronto website	Lura/PortsToronto
M#17- A2	PortsToronto to provide name of noise consultant to the CLC and present further information on the noise commissioning work at next CLC meeting.	PortsToronto

Appendices

Appendix A1-1: Bathurst Quay Neighbourhood Plan Presentation
Appendix A1-2: Pedestrian Tunnel Construction Update Presentation
Appendix A1-3: Environmental Assessment Public Meeting Agenda
Appendix A1-4: Master Planning Exercise – March 31st Presentation Summary

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brad Cicero	Porter Airlines	Present
Carol Jolly	Waterfront Business Improvement Area (WBIA)	Regrets
Chris Glaisek	Waterfront Toronto	Absent
Christian Ilumin	Sky Regional Airlines	Absent
Councillor Joe Cressy	City of Toronto, Ward 20	Regrets
Councillor Pam McConnell	City of Toronto, Ward 28	Regrets
David Stonehouse	City of Toronto – Waterfront Secretariat	Present
David Whitaker	Tourism Toronto	Absent
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Heather Johnson	Bathurst Quay Neighbourhood Association (BQNA)	Present
Lia Brewer	Councillor Joe Cressy's Office	Present
Mario Silva	Toronto District School Board	Present
Matthew Kofsky	Board of Trade	Absent
Robert Kearns	Ireland Park	Absent
Sean McIntyre- new	Councillor Pam McConnell's Office	Regrets
Warren Lampitt	Air Canada	Absent
GUEST SPEAKERS AND SUBJECT EXPERTS		
Bob Howat	Forum Equity Partners	Present
Ian Hunter	PCL	Present
Lynda MacDonald	City of Toronto	Present
Sue McAlpine	City of Toronto	Present
Paul Murray	AECOM	Present
Nicole Swerhun	Swerhun Facilitation	Present
Matthew Wheatley	Swerhun Facilitation	Present
James Lindsey	WSP	Present
TPA REPRESENTATIVES		
Gene Cabral – Chair	PortsToronto	Present
Ken Lundy	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Mike Karsseboom	PortsToronto	Present
MEMBERS OF THE PUBLIC		
Robyn van Teunenbroek	Porter	Present
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Leah Winter	Lura Consulting	Present

1. WELCOME AND INTRODUCTIONS

Mr. Jim Faught, Lura Consulting, welcomed members of the Billy Bishop Airport Community Liaison Committee (BBTCA - CLC) to the seventeenth committee meeting. Mr. Faught facilitated a round of introductions.

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Jim Faught reviewed the minutes from CLC meeting #16. Mr. Faught noted that draft meeting minutes from meeting #16 were distributed via email to committee members for review. Comments were received by the YQNA representative and will be reviewed and incorporated into the final minutes.

- *The YQNA representative expressed concern that the minutes from meeting #16 were delayed in being circulated to CLC members.* Mr. Gene Cabral, PortsToronto, expressed his understanding for the CLC members' concern and explained that with many other meetings taking place there was a delay in approval by PortsToronto. Mr. Cabral assured CLC members that the minutes will be circulated within three weeks of the meeting going forward.

Actions:
M#17-A1. Finalize CLC #16 meeting minutes and post to PortsToronto website.

3. BATHURST QUAY NEIGHBOURHOOD PLAN UPDATE

Ms. Lynda MacDonald, City of Toronto, provided a brief update on the Bathurst Quay Neighbourhood Plan. Key points from the presentation include:

- The first public meeting for the Bathurst Quay Neighbourhood Plan took place in December 2014. At the meeting, the purpose of the study was introduced. The meeting was designed to obtain preliminary feedback on the issues to be studied.
- After the meeting in December 2014, the City conducted a series of consultation meetings with the following stakeholder groups to gain a deeper understanding of their issues: local residents in each building in the neighbourhood; local schools including kindergarten, elementary and high school students; the BQNA; and the Board of the community centre.
- Major themes from the consultation meetings were: transportation (all modes including cycling, walking, vehicular traffic management, etc.), parking, parks, public realm, and the Canada Malting Silos.
- The next public meeting will take place on April 22, 2015. The meeting format will include a presentation on different options and breakout discussions to obtain detailed feedback on the options.
- Ms. Sue McAlpine, Senior Planner, City of Toronto, will be taking over as the day to day contact on the project.

Below is a summary of the comments and questions raised by committee members regarding the Bathurst Quay Neighbourhood Plan update presentation:

- *The YQNA representative inquired if any comments were received from parents regarding school safety.* Ms. MacDonald responded that no specific comments on safety were received. However, the school raised concerns about the play space and security during the school day. She noted that they also spoke to the community centre about how the school board and community centre can work together in managing the outdoor space. Ms. MacDonald also expressed that they heard general concerns about the Bathurst and Queens Quay intersection.
- *The YQNA representative asked if any infrastructure improvements requested by the school could limit the dynamic mix of uses that are possible in the whole neighbourhood including the silo site.* Ms. MacDonald indicated that the schools are open to looking at different ideas.
- *The YQNA representative asked what role Build Toronto has taken in the project.* Ms. MacDonald explained that Build Toronto is part of the technical working group and the consulting team is working to ensure their comments are received. Build Toronto is interested in contributing to the overall neighbourhood plan.
- *The YQNA representative inquired what the next steps are with decommissioning of the taxi staging area when the lease expires upon tunnel opening.* Ms. MacDonald indicated there is a report going to Community Council recommending an extension of lease until the end of the year because the City was not in a position to determine a more permanent solution for the taxi staging area. The City noted that PortsToronto was not in a position to determine a permanent solution.

4. TUNNEL CONSTRUCTION COMMITTEE MEETING – PEDESTRIAN TUNNEL CONSTRUCTION UPDATE

Mr. Bob Howat, Forum Equity Partners, and Mr. Ian Hunter, PCL, provided a presentation on progress with the pedestrian tunnel being constructed from the mainland to BBTCA. Key points from the presentation include:

- Construction of the pedestrian tunnel is in the final phases.
- Over the past two months, the island structure and building envelope were completed. The mainland building envelope was completed and two tower cranes were removed. Installation of the elevators on the island and mainland side has continued. On the island side, six escalators are being installed. Shaft and tunnel interior finished continued to be installed. Exterior finishing site work and paving on the island has commenced.
- Activities planned for the next two months include: TSSA inspection of the elevators, escalators and moving walkway, final commissioning of mechanical and electrical systems, completion of all interior finishes, completion of mainland and island site work/paving, and construction site restoration.

Below is a summary of the comments and questions raised by committee members regarding the pedestrian tunnel construction update presentation:

- *The YQNA representative inquired if a design study for the tunnel noise and vibration has been completed.* Mr. Hunter explained that an acoustical commissioning will be done in May and a noise consultant has been retained to ensure noise levels meet the requirements.
- *The YQNA representative stated that a presentation on noise and vibration concerns with respect to the tunnel was presented at the last meeting. The YQNA representative raised concerns in the*

last 6 community meetings starting with the Tunnel Committee Meeting on January 28, 2014. The YQNA representative noted that the Tunnel Committee Minutes have not been revised per YQNA comments/redlines. This has to do with the outdoor noise generated by the tunnel mechanical and ventilation systems disrupting nearby residents. Disruption during sleeping hours is the primary concern. The YQNA representative asked if a design study for the tunnel noise and vibration has been completed? Through discussion, YQNA confirmed that a Noise Design Study has not been commissioned to date by PortsToronto for the tunnel despite its advanced construction. PortsToronto responded that part of commissioning will involve verifying the noise levels of the various devices. There is an acoustical commissioning in May, and consultant will ensure the noise level meet the criteria.

- *YQNA noted the next question will be: 'why should Toronto waterfront property owners and City stakeholders be treated differently with respect to lack of noise certification to province-wide standards?' The YQNA representative then briefly discussed his understanding that PortsToronto was responsible to meet the noise standards applicable for residential communities in the Province of Ontario that were pre-planned prior to 1983, and build on reclaimed lands constructed and developed by federal development agencies such as the Harbour Commission and Harbourfront Corporation specifically for residential and institutional land uses.* PortsToronto advised YQNA that the Harbourfront Corporation was not a federal agency.
- *The YQNA representative asked if they will be receiving a certification letter from that company stating that the operation of the tunnel facility including the ventilation system, elevators, escalators, is compliant with MOE standards. The YQNA representative requested that tunnel be certified to MOE criteria e.g. LU-131. We would like that stamped by a professional engineer. YQNA requested a copy of the specific requirements that the tunnel must adhere to.* PortsToronto indicated that a noise consultant is engaged and that there are specific criteria set out that they have to adhere to. PortsToronto agreed to forward a copy of the criteria.
- *The YQNA representative noted that all noise standards are relative to ambient noise, which can range from 38 to 44 dBA overnight along the shoreline opposite the airport. The potential introduction of the constant hum noise from tunnel equipment has the potential to permanently alter the ambient noise along the shoreline. The airport noise effect will then have to be taken into account in any pending or future approvals and studies with respect to airport operations. The YQNA representative asked that PortsToronto request certification from the noise consultant that the tunnel will operate to the requirements.* PortsToronto indicated they will take the community request into consideration.
- *The YQNA representative stated: If the communities concerns which are fair and reasonable and don't appear to be addressed by a certification letter from PortsToronto, then the community will ask the City for certification on this.*
- *YQNA Representative asked: Has TPA received any requests from any signatory of the Tripartite Agreement for a noise monitoring easement on the tunnel?* PortsToronto responded that they have not received any requests on this topic.
- *YQNA Representative inquired: Is there a noise monitoring easement in place for either the city or Transport Canada to be exercised independently on the operation of the tunnel so that it can be closed if and when needed to confirm ambient noise conditions with respect to compliance of the whole airport study? The TDSB Representative stated: I'm surprised it wouldn't have been addressed by the noise consultant. I know parents will be asking about it as well. We would like*

to see a report on this topic as well. PortsToronto responded that they will take the community request into consideration.

Actions:

M#17- A2. PortsToronto to provide name of noise consultant to the CLC and present further information on the noise commissioning work at next CLC meeting.

- *The BQNA representative asked where the emergency backup generator for the tunnel will be located. She expressed concern with the diesel fumes near the local school in addition to the added noise from a generator.* Mr. Hunter responded that the backup generator and fuel tank will be located above ground on the island within a self-contained silenced unit.
- *The TDSB representative expressed that their concern as a school board is that the Gardiner Expressway is a large source of pollutants in the community and that their priority from a health and safety standpoint is advocating for reducing vehicular emissions in the neighbourhood and the removal of the Gardiner Expressway.*
- *The Waterfront Secretariat representative inquired about when the soft landscaping around Ireland Park will be installed.* PortsToronto confirmed that it will be installed in May.

5. ENVIRONMENTAL ASSESSMENT UPDATE

Ms. Nicole Swerhun, Swerhun Facilitation, and Mr. Paul Murray, AECOM, provided an update on the Environmental Assessment (EA) to evaluate potential impacts of the Porter Airlines Proposal to introduce next-generation jet aircraft to Billy Bishop Toronto City Airport. Key points from the update include:

- AECOM and Swerhun Facilitation are studying the potential effects of the Porter Airlines Proposal.
- In December 2014, the project team hosted the first public meeting for the EA. At this meeting the project team asked for applications for Stakeholder Advisory Committee members. Everyone who applied to the SAC was accepted (with a couple of exceptions where interests overlapped) and the SAC has met four times. A two-part follow up public meeting was held in January 2015.
- The EA is taking place in two phases. The first phase focuses on determining what should be studied and the second phase will focus on doing the studies.
- The EA process has been extended by three months and will be completed in September 2015.
- The project team is nearing the end of the first phase. The feedback received has been extensively documented and has led to changes in the EA scope workplan. All the background studies and feedback received through the various channels are posted on the EA website.
- The final public meeting for the first phase of the EA is taking place on Saturday April 11, 2015. It will be a daylong meeting where people can learn about and comment on the six main topics that have received the most attention. Technical teams will present the input they have received and the changes that have been made to the EA studies as a result.

- Overall, the project team has been hearing more concerns rather than support for the expansion of the airport. The EA process will not be making recommendations; rather it will provide a documentation of the effects.
- The draft of the proposed approach to the EA will go for a 30-day public review following the public meeting on April 11, 2015. After the 30-day review, AECOM will make final adjustments to the approach and move into the second phase of the EA.

Below is a summary of the comments and questions raised by committee members regarding the update on the EA:

- *The YQNA representative commented that the deadline for submissions on April 11, 2015 at 5pm is a short timeline given that the meeting workshops will end at 4:30pm that day. He also added that the volume of the presentation material is too challenging to absorb and respond to by community members in the time available, given that the presentations are not distributed with sufficient time in advance of meetings relative to the complexity of the material being presented. The format of the public meetings with Q & A sessions are not as effective as they could be with respect to flushing out key questions for study team action.* Ms. Swerhun indicated that the materials for comment at the public meeting were provided a week in advance of the meeting and that community will still have the opportunity to comment on the draft material during the 30-day review. She added that this is the third opportunity to provide input to the EA Study scope.
- *The YQNA representative asked how the comments from the 30-day review period will be incorporated.* Ms. Swerhun explained that all feedback received will be documented to ensure transparency. New comments that are not repetitive of what has already been raised through the consultation process will be addressed (i.e. incorporated to refine the scope of the project or a rationale for not incorporating the feedback will be provided).
- *The YQNA representative expressed his concern with the way the PICs have been held. He was concerned that information has been too challenging for community members to absorb and that the meetings are used by the public to express individual opinions rather than constructive feedback and questions.* Ms. Swerhun indicated that the project team is open to different ideas of how the PICs could be run.
- *The YQNA representative inquired about whether the assessment methodology for the EA will look at the change between the two master plans or the magnitude of the effects*. *He asked for clarification of the 'net cumulative effect'.* Mr. Murray explained that 'net' refers to net of mitigation will be studied. He explained that the EA will start by looking at the existing operations and the proposed future scenarios. The effects of each future scenario (one with and one without jets) will be assessed and compared. There will be order of magnitude results for both future scenarios.
- *The YQNA representative asked if the actual magnitudes of the effects will be assessed or if only the relative changes in airport effects will be studies.* AECOM, Mr. Murray confirmed that both relative changes and the magnitude will be documented in the study.

6. MASTER PLANNING EXERCISE UPDATE

Mr. James Lindsey, WSP, provided an update on the Master Planning Exercise. Key points from the update include:

- Over the last 12-18 months, a large amount of input was received by the project team on the technical concerns regarding the proposed runway extension. The intent of the meeting on March 31, 2015 was to go through some of the more technical items of the Master Planning Exercise and to respond to them in a non-technical way.
- A one-page summary of feedback on the key items from the March 31, 2015 meeting has been provided.
- The meeting addressed the following key areas: passenger market opportunity, capacity analysis / potential slot increase, peak hour passengers, annual passengers, electronic navigational aids, approach lighting, wind / wave / ice considerations, jet blast deflectors, noise barriers, access to south field, aircraft approach slopes, marine exclusion zone (MEZ), and noise compliant aircraft.

Below is a summary of the comments and questions raised by committee members regarding the update on the Master Planning exercise:

- *The Waterfront Secretariat representative inquired about the process and timing for the Master Plan moving forward.* Mr. Lindsey expressed that the Master Plan will summarize a number of individual analyses and that the biggest component of the process is the passenger forecast. Now that the forecast is completed some of the other analysis can be completed. The next steps are collaborating with the EA process because the preliminary design cannot be completed until the EA is completed. At least one more public meeting is anticipated and PortsToronto has created a webpage with information on providing comments.
- *The BQNA representative stated that she is trying to better understand the Marine Exclusion Zone (MEZ). It has been said that the MEZ is not really changing. Is the MEZ changing based on your analysis?*
    - Mr. Lindsey stated: An aircraft needs more runway length to take off than to land. The proposed runway extension is being provided is for purposes of takeoff, not landing. Landing point is not actually changing from where it is today. Expansion is a function of more distance required for takeoff. Departure profile for an aircraft is much steeper than the approach profile. By the time and aircraft gets to the end of runway it is well up in the air. We need to increase the MEZ width with the proposal, because if there is an extension to the runway then the code for the runway changes. Proposed runway code will be going from 2 to 3, which means it will be necessary to have minor changes to the width of the protection zone for the MEZ. Aircraft landing profile is what is driving the limits of the MEZ and we need to look at landings from either end of the runway.
- *The YQNA representative inquired about the data source of the slot capacity bar graphs presented by WSP as part of the Master Plan, showing increases in airport capacity.* WSP, Mr. Lindsey confirmed that bar chart data is derived from NEF contour modeling work.
- *The YQNA representative stated he was struggling to resolve how NEF contours can be plotted on a water surface, as they are calculated based on Effective Perceived Noise Level (EPNL) data for aircraft. The EPNL data is applicable to ground surfaces only. He asked if the noise contours being reviewed by WSP were calibrated to take into account marine environmental effects on*

noise. WSP, Mr. Lindsey confirmed the NEF contours are not calibrated to take into account marine environmental effects on noise. WSP confirmed that NEF contours are not calibrated.

- *The YQNA representative observed that it appears PortsToronto had made a mistake in its Press Release at the launch of WebTrak by stating the noise experienced by residents is reduced because of planes flying over the water surface, when the exact opposite is true by definition. YQNA asked if the NEF planning contours being used in the Master Plan process are illustrative of the actual marine noise environment at the airport.* WSP confirmed that the NEF contours do not incorporate all noise effects. The BQNA representative noted that one would think that the noise being reviewed would be representative of actual conditions.
- *The YQNA representative then observed that PortsToronto had approved 202 slots per day in spring of 2011 based on an uncertified report which was not professionally sealed by RWDI dated November 2010.* That report assumed that the NEF contours are illustrative of the actual noise environment at the Island Airport, which is surrounded by water, which the YQNA representative believes is technically incorrect.
- *The YQNA representative inquired if the NEF calculations are based on theoretical and modeled calculations versus actual noise calculations?* Mr. Lindsey responded that the NEF contours are confirmed in the Tripartite Agreement. To assess capacity we are completing a noise forecast. Every year actuals are being studied, with the most recent data available for 2010. The NEF is based on actual level of activity. NEF is the metric we use in Canada. Different countries use different metrics. Transport Canada has elected to use the NEF for airports in Canada including BBTCA. The actual noise contour is based on the level of activity. It doesn't include physical and environmental factors and is strictly based on aircraft activity. Mr. Cabral stated that PortsToronto does ensure strict compliance to the requirements of the Tripartite Agreement and of the NEF. PortsToronto has captured the YQNA representative's concern from an EA perspective regarding the effects of water and environment on noise. *The YQNA representative then noted that the community wants BBTCA to be in compliance with Section 16 of the Tripartite Agreement. YQNA had previously emailed both PortsToronto and the City that all studies need to satisfy all requirements, standards, guidelines and bylaws and be in accordance to the Tripartite Agreement. YQNA observed that plotting NEF planning contours on water surfaces without any calibration is not in compliance with engineering standards.*
- *The BQNA representative stated that she does not understand why BBTCA would not look at the airport noise effects on neighbours. She stated that she felt there is a community/neighbour responsibility for PortsToronto to go beyond the NEF measure.* Mr. Cabral responded that there are many practices we look at to minimize noise. The EA will look at noise impact on the neighbourhood as part of the EA impacts study.
- *The Porter Representative stated that the Billy Bishop Toronto City Airport is held to a higher standard when it comes to the NEF than any other airport in Canada.*
- *The YQNA representative asked if WSP had any comment on Porter's comment, as it is not obvious why or how this is the case.* Mr. Lindsey stated: BBTCA is the only airport that is constrained in terms of capacity due to the NEF. NEF is a tool used by planners to ensure compatible land uses around airports. It is used as a capacity constraint tool. We use NEF as a compliance tool. No other airport requires that. AFPA at Pearson delineates the 30 NEF. It was implemented as planning tool years ago to ensure residential land use doesn't encroach on the airport. *The YQNA representative then observed that noise related to slot capacity increases at*

airports across the nation that are also constrained by the 25 NEG and 30 NEF control contour requirements as per TP 1247. In this regard, there are no special considerations at Island Airports. The PortsToronto representative suggested that this conversation be addressed at another time, in light of remaining meeting time.

7. OTHER BUSINESS

Terminal Building

- Community members were surprised by the sale of the terminal building. A concern raised by the community is whether the 202 slots actually exist. The slot allocation may impact the financial transaction on the terminal building. Mr. Cabral confirmed that 202 slots is the BBTCA operational limit today.
- *The Porter representative stated that the price circulating in the media is speculation. Everyone interested in bidding had access to the Tripartite Agreement. They know there are 202 slots today and that it may vary. The sale of the Terminal Building is a private transaction and there is no public money involved.*
- *The YQNA representative noted that if stationary noise sources of the airport are studied to meet standards, the number of slots will probably have to be lowered.*

Future CLC Meeting Agenda Items

- Mr. Cabral stated that Mike Karsseboom is now the BBTCA General Manager. He could provide an overview of the management structure for the airport. If it is of interest, an overview can be added to the June meeting agenda.
- *The YQNA representative stated that the existing current master plan is a potential topic for a future CLC meeting. He felt that there hasn't been a public process on that plan and that no one knows what growth is embedded in the 2012 BBTCA Master Plan; therefore YQNA requests a presentation on the 2012 airport master plan. He would like to know details of the 2012 Master Plan including an overview of the plan, the managed growth parameters and infrastructure improvements planned for the future.*

Neighbourhood Association Meetings

- PortsToronto created an opportunity for YQNA and BQNA to meet with PortsToronto to discuss neighbourhood items. The first meeting was held January 6, 2015. Subsequent follow up meetings will also be scheduled.

CLC Terms of Reference (TOR)

- Mr. Jim Faught discussed that a few additions and revisions to the text of the BBTCA CLC Terms of Reference are being considered. The revised TOR and membership will go to the PortsToronto Board for review and approval.
- He indicated that they would like to keep council commodores on the committee. They have not had a representative to send in the past, so we will reach out to them again for a CLC representative.

- A passenger vessel association member was added as recommended by the CLC, for discussion with PortsToronto board.
- There have been no deletions of members from the CLC. For any new members, PortsToronto is willing to provide a briefing on the history and results of past meetings.
- Lia Brewer will be the new representative from Councillor Cressy's office.
- Sean MacIntrye will be the new representative from Councillor McConnell's office.
- Pam Mazza is the new representative on behalf of TICA (Subsequent to the meeting, TICA informed PortsToronto that the new TICA-nominated representative for the CLC would be Ron Conrad to replace Pam Mazza).

8. WRAP UP

Mr. Faught thanked CLC members for attending the meeting, and reminded members that the next meeting will be held on June 3, 2015, 18:30 to 20:30.

ADJOURN

Appendix A1 – 1

Bathurst Quay Neighbourhood Plan Presentation

BATHURST QUAY NEIGHBOURHOOD PLAN

April 8, 2015



Purpose of the BQNP Study

- **Enhance** the identity and experience of the neighbourhood.
- **Improve** the open space system.
- **Manage** transportation and improve access to Queens Quay and along the waterfront.
- **Identify** improvements to the neighbourhood to make it more successful.
- **Integrate** a long-term vision for the Canada Malting Silos.
- **Recommend** mitigation measures to limit existing airport operational impacts on the neighbourhood.

BATHURST QUAY
NEIGHBOURHOOD PLAN

Process	2014	2015						
	December	February			March		April	
Community Consultation	Open House	Resident Meetings					Youth Engagement with HCC	**April 22, 2015- Community Workshop**
	Information Session	679 Queens Quay West	637 Lakeshore Blvd	633 Lake Shore Blvd W	600 Queens Quay West	22 Bishop Tutu	Youth Engagement with City School & Waterfront School	
		17-55 Bishop Tutu Blvd	90 Stadium Road	34 Little Norway Crescent		680 Queens Quay West		
		480 Queens Quay West	38 Stadium Road	550 Queens Quay West		HCC Board Meeting		
		500 Queens Quay West	650 Queens Quay West					

Major themes from Consultation Meetings

- **Transportation**
- **Parking**
- **Parks**
- **Public Realm**
- **Canada Malting Silos**

BATHURST QUAY
NEIGHBOURHOOD PLAN

TORONTO Community Consultation Meeting

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

BATHURST QUAY NEIGHBOURHOOD PLAN

PRESENTATION OF OPTIONS AND COMMUNITY WORKSHOP

The City is holding a Community Workshop meeting where you can learn more about this study ask questions and share your comments. Details are as follows:



Date: Wednesday, April 22, 2015
Time: 6 p.m. to 9 p.m.
Place: 627 Queens Quay West
Harbourfront Community Centre Gymnasium

Presentation of Options and Workshop

City Staff and consultants will present different options for the future of the Bathurst Quay Neighbourhood followed by a workshop to provide community input on these options.

The Bathurst Quay Neighbourhood Plan will create a vision for the community and update to the planning policy framework for Bathurst Quay. The study will develop recommendations for public realm and transportation improvements, pedestrian and cycling connections and facilities, and open space and park facilities. The study will also develop principles for the future of the Canada Malting silos and address traffic and access issues related to the Billy Bishop Toronto City Airport.

You can view background information on the study at:
http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d7ea3713016 1a410VgnVCM10000071d60f89RCRD

To speak to the planner directly, contact Sue McAlpine, at (416) 392-7622 or [illegible]. You may mail your comments to the planner at Toronto and East York District, 100 Queen Street West Floor 18 E Toronto ON, M5H 2N2.

You may also contact Councillor Joe Cressy, Ward 20, at (416) 392-4044.

Notice to correspondents:
Information will e collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Our public meeting locations are wheelchair/mobility device accessible. Other reasonable accommodation or assistive services for persons with disabilities may be provided with adequate notice. Please contact Sue McAlpine, at (416) 392-7622, smcalpin@toronto.ca no later than one working day prior to the meeting with your request. The City of Toronto is committed to taking the necessary steps to insure compliance with the Accessibility for Ontarians with Disabilities Act, 2005.

For more information visit our website at Information www.toronto.ca/planning/developmentapplications

Contact information:

Lynda Macdonald
Planning Manager, City of Toronto
Email: lmacdon1@toronto.ca
Tel: (416) 392-7618

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Senior Planner, City of Toronto
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Appendix A1 – 2

Pedestrian Tunnel Construction Update Presentation

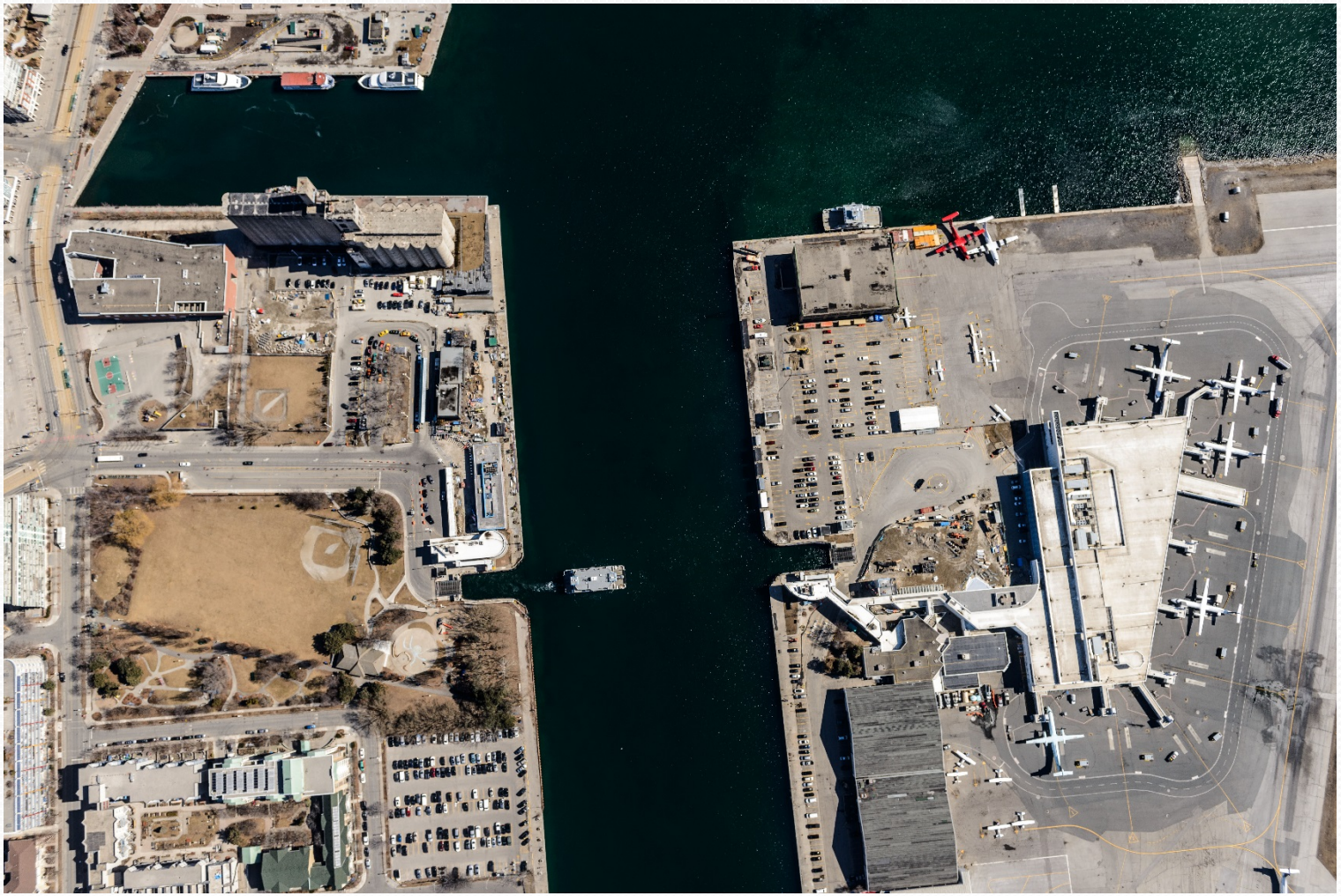
The Billy Bishop Toronto City Airport Tunnel Project

CLC Meeting
Tunnel Construction Update

Wednesday April 8, 2015

Two Month Look-Back

1. Completed island structure and building envelope.
2. Completed mainland building envelope.
3. Removal of two tower cranes.
4. Continued with island and mainland elevators and island escalators.
5. Continued with shaft and tunnel interior finishes.
6. Commenced island exterior sitework/paving.



Mainland and Island Site



Mainland Building



Mainland B2 Lobby



Island Site

Two Month Look-Ahead

1. Elevator, escalator and moving walkway TSSA Certification.
2. Final commissioning of mechanical and electrical systems.
3. Completion of all interior finishes.
4. Completion of mainland and island siteworks/paving.
5. Construction site restoration.

Appendix A1 – 3

Environmental Assessment Public Meeting Agenda

Proposed Runway Extension and Introduction of Jet Aircraft at BBTCA

Environmental Assessment Public Meeting

Saturday, April 11, 2015
Metro Toronto Convention Centre
South Building, Level 700, 222 Bremner Boulevard
9:30 am - 4:30 pm

Meeting Purpose: To review and seek feedback on the Draft Work Plan Package for the Environmental assessment, (EA) including the updated list of potential effects that will be studied in the EA, and the methodology that will be used to study these effects.

The EA will be assessing the impacts of the proposal as described in the Master Planning Exercise and Preliminary Runway Design, including, but not limited to, the effects of: Number of passengers; Number of take-offs and landings; Conceptual runway design; Potential changes to the Marine Exclusion Zone (MEZ); and Aircraft specifications.

Following the meeting, a final draft of the EA Study Design/Scope document will be available for a 30-day public review, during which anyone can provide suggested refinements for PortsToronto to consider. **Following this 30-day review period**, the Study Design will be finalized and part two of the EA and public consultation process will begin.

Agenda

9:30 am	**Welcome & Agenda Review – ROOM 714** Nicole Swerhun, Swerhun Facilitation Gene Cabral, PortsToronto
9:40 am	**Overview Presentation – ROOM 714** Paul Murray, AECOM
10:15 am - 12:45 pm	**Topic Stations** Topic Stations will last 45 minutes each, including a 10-15 minute technical presentation and 30-35 minutes for feedback. There will be a 5 minute break to rotate between rooms. There will be three rotations in the morning, with presentations beginning in each room at the following times: **10:15am | 11:05am | 12:00pm**
12:45 pm	**BREAK**
1:15 pm	**Welcome & Agenda Review – ROOM 714** *(Repeat of 9:30 am)*
1:25 pm	**Overview Presentation – ROOM 714** *(Repeat of 9:40 am)*
2:00 pm - 4:30 pm	**Topic Stations *continued…*** Same format as the morning. There will be three rotations, with presentations beginning in each room at the following times: **2:00pm | 2:50pm | 3:40pm**
4:30 pm	**Adjourn**

Topic Stations:

Room	Topic	Presenters
713A	Air Quality	Mike LePage (RWDI)
713B	Noise	Peter VanDelden (RWDI)
715A	Transportation	Pranav Dave (AECOM), Claudio Covelli (Dillon)
715B	Land Use & Built Environment	Bryan Bowen (planningAlliance)
717A	Natural Environment	Jessica Ward (AECOM)
717B	Socio-Economic & Marine Navigation	Marvin Stemeroff, Julia Cushing (AECOM)
Hall	Display boards covering all EA topics identified above, as well as Archaeology and Cultural Heritage, Marine Physical Environment, and the Draft Consultation Plan for Part 2 of the EA	

Worksheet

Please use this worksheet to provide PortsToronto and its EA Consultant Team with your suggested refinements to the various components of the Draft Work Plan Package for the EA.

Topic	Suggested Refinements
Air Quality	
Noise	
Built Environment	
Natural Environment	
Socio-Economic	
Archaeology and Cultural Heritage	

Topic	Suggested Refinements
Transportation	
Marine Navigation	
Marine Physical	
Cumulative Net Effects	
Engagement Plan	

Please attach additional pages if necessary.

DEADLINE FOR PUBLIC MEETING FEEDBACK

All written feedback received **before 5:00 pm on Saturday, April 11, 2015** will be incorporated into the meeting summary. Please send your completed worksheet to the Independent Facilitator's Office by email mwheatley@swerhun.com, fax (416-572-4365), or mail (720 Bathurst Street, Suite 500B, Toronto, Ontario M5S 2R4).

Following the April 11, 2015 meeting, a final draft of the EA Study Design/Scope document will be available for a 30-day public review, during which anyone can provide suggested refinements for PortsToronto to consider. Following this 30-day review period, the Study Design will be finalized and Part Two of the EA and public consultation process will begin.

For more information visit www.BBTCArunwayandjetsEA.org

metro toronto convention centre

Metro Toronto Convention Centre | South Building | Level 700



GLOSSARY OF SYMBOLS

- Washroom
- Payphone
- Public Elevator
- Escalator
- Freight Elevator
- Taxi pickup / drop
- Bus pickup / drop
- First Aid
- Guest Services

CAPACITY NUMBER INFORMATION

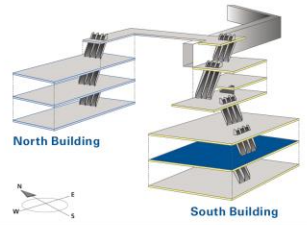
Theatre setup numbers include a head table.
Classroom setup: 3 people per table (6' x 1.5')
Banquet setup: 10 people per round table (66")

*** Capacities do not take into account space required for audio visual equipment and stage.**

COLOUR CODING

- Meeting Space
- Pre-function Space
- Retail Food Outlet

CURRENT LEVEL



Appendix A1 – 4

Master Planning Exercise – March 31st Presentation Summary

Billy Bishop Toronto City Airport

Master Planning Exercise and Preliminary Runway Design
Public Engagement Open House – March 31, 2015

Presentation Summary

Presentation Item	Remarks
Passenger Market Opportunity	Historically, BBTCA has between 29% and 55% of total market share (based on air carrier seat capacity from Toronto) of the domestic cities it serves, and between 17% and 40% of US cities it serves. With the introduction of jets, a conservative expectation of the anticipated market demand for select long-haul routes would be 20% for domestic cities (Vancouver, Calgary, Edmonton, Halifax) and 10% for US cities (Los Angeles, Las Vegas, Atlanta, Miami).
Capacity Analysis / Potential Slot Increase	There is the potential to increase the number of daily air carrier slots from 202 to 242 and still remain within the estimated 140,000 annual movement capacity limits detailed in the 2012 Airport Master Plan and required under the 1990 25-NEF noise contour. This will need to be confirmed with additional noise analysis.
Peak Hour Passengers	With jets, peak hour originating/destination (O/D) passengers could range from 850 (16 hourly slots) to 1,300 (24 hourly slots). This would be an approximate 20% increase over a turbo-prop exclusive scenario.
Annual Passengers	Annual O/D passengers (excludes connecting passengers) could reach 4.1 million under a '242 slots with jets' scenario versus 2.7 million under the 'base case' scenario with 202 slots and turbo-prop only aircraft.
Electronic Navigational Aids	Increase in protection areas associated with a longer runway, and the provision of a full parallel taxiway, will require the relocation of a number of electronic navigational aids including ILS localizer and glidepath.
Approach Lighting	Approach lighting that extends beyond the 200m land mass is not required.
Wind / Wave / Ice Considerations	National Research Council is undertaking studies to determine an appropriate breakwater structure and the impact of green-water spray.
Jet Blast Deflectors	A jet blast deflector will be required at each end of Runway 08-26 (for a total of 2 deflectors) to mitigate effects of jet blast on take-off. Revision to taxiway design mitigates need for jet blast deflectors along taxiway.
Noise Barriers	Requirement for noise barriers will be determined through the EA process and not the Master Planning Exercise.
Access to South Field	A road to the airport's south field is being considered, which would tunnel under the west runway extension. The road would provide access to potential future general aviation development and to Toronto Island when normal ferry access is unavailable.
Aircraft Approach Slopes	Approach slopes of 4.8° and 3.5° as well as the visual 3.0° are located well above the Obstacle Limitation Surface established for the runway, providing ample clearance from marine traffic.
Marine Exclusion Zone (MEZ)	The length of the MEZs will not change. The MEZ at the west end will get slightly wider on north and south sides. The MEZ at the east end will get slightly wider on the south side, but no change to the north side or east end.
Noise Compliant Aircraft	Very few aircraft meet the Noise Type Certification requirements of the Tripartite Agreement. These aircraft include the Q400, CRJ200, EMB145 and Bombardier CS100. These aircraft range in size from 50 to 107 seats, with the CS100 being the largest. A few corporate jets also meet the noise requirements. In addition to noise requirements, these aircraft must also meet performance (runway length) requirements and certification for steep approaches.
Next Steps	Next steps include: Stakeholder engagement with airport tenants and agency stakeholders; engagement in the EA process; preparation of draft reports; and further public engagement and presentation of draft reports.

March 31st 2015
Allstream Centre

Proposed Runway Extension and Introduction of Jets at:

Billy Bishop Toronto City Airport

Master Planning Exercise and Preliminary Runway Design Public Engagement Open House

PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT



Why We Are Here Today

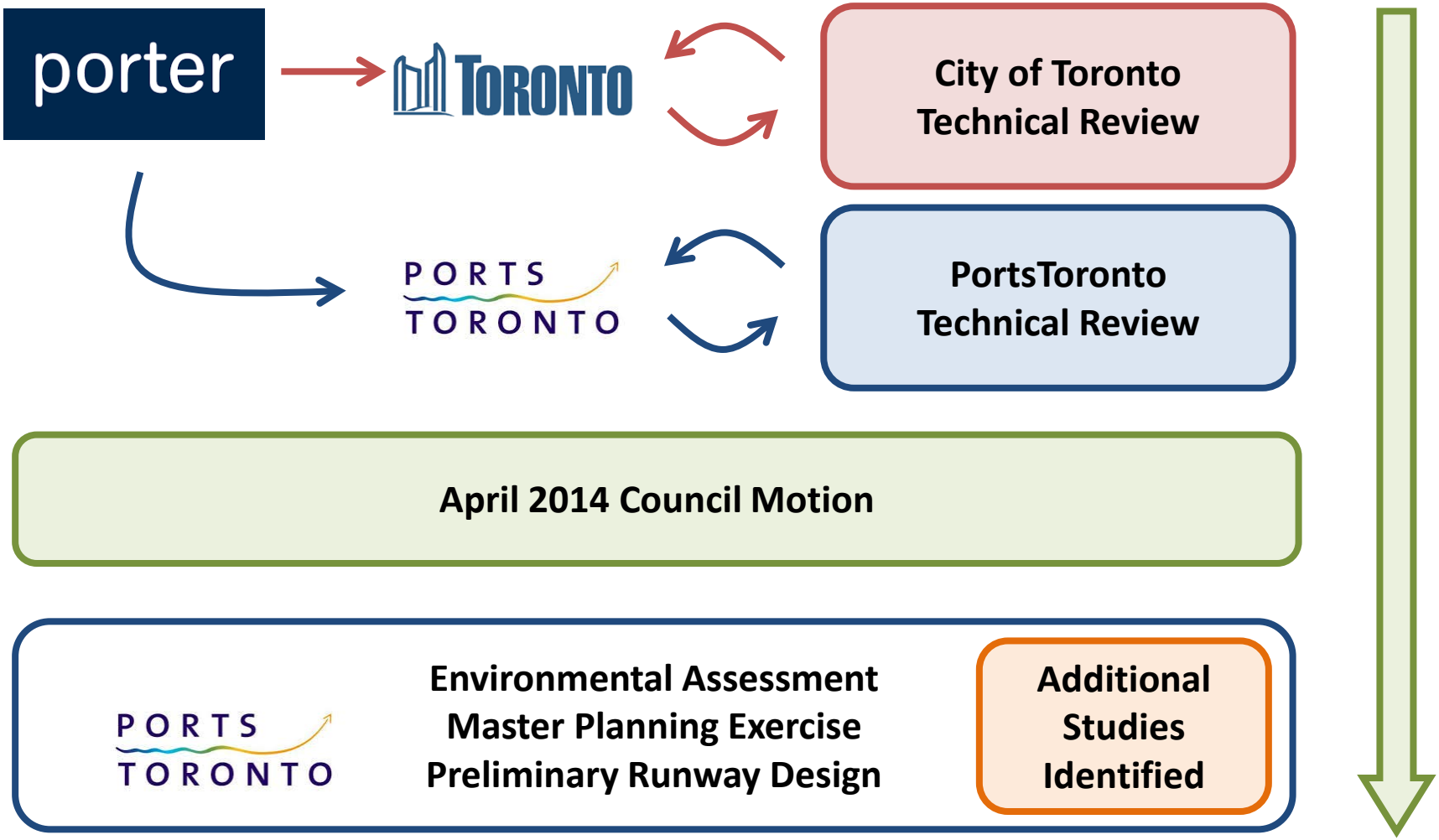
- Building on the existing 2012 Airport Master Plan, the objective of the 2015 Master Planning Exercise is to assess the infrastructure investments required to accommodate the proposed introduction of jet aircraft, the extension of the main runway and any associated future activity.

- The Master Planning Exercise is being led by PortsToronto to understand what this future scenario could look like. This exercise is necessary to develop the future scenario which will be assessed in the Environmental Assessment.

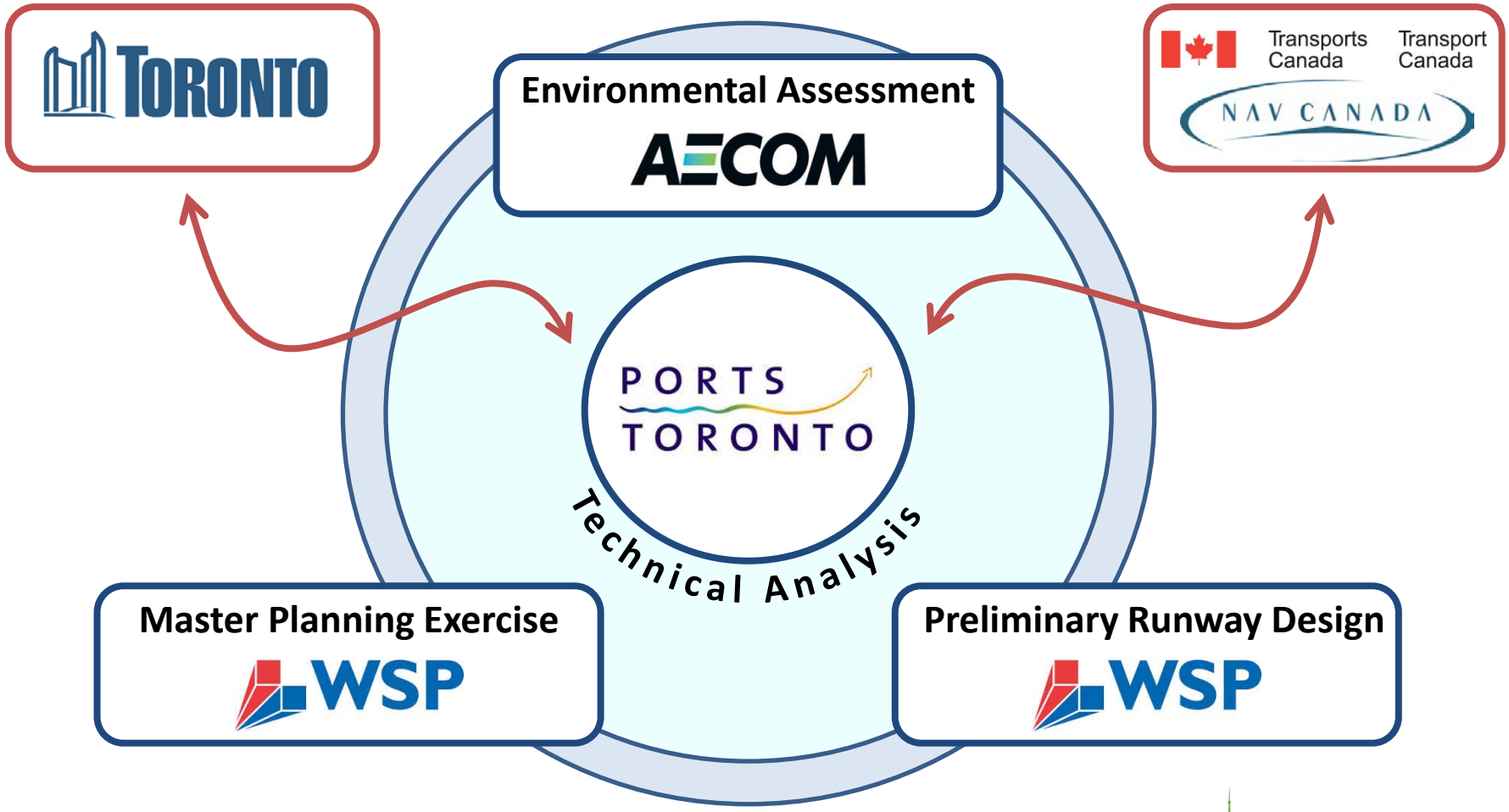
- City Council outlined a phased framework for growth in April 2014, and PortsToronto intends to continue working with the City to connect the Master Planning Exercise, the Preliminary Runway Design, and the Environmental Assessment to the City's Bathurst Quay Neighbourhood Plan.

PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Summary of Review Process

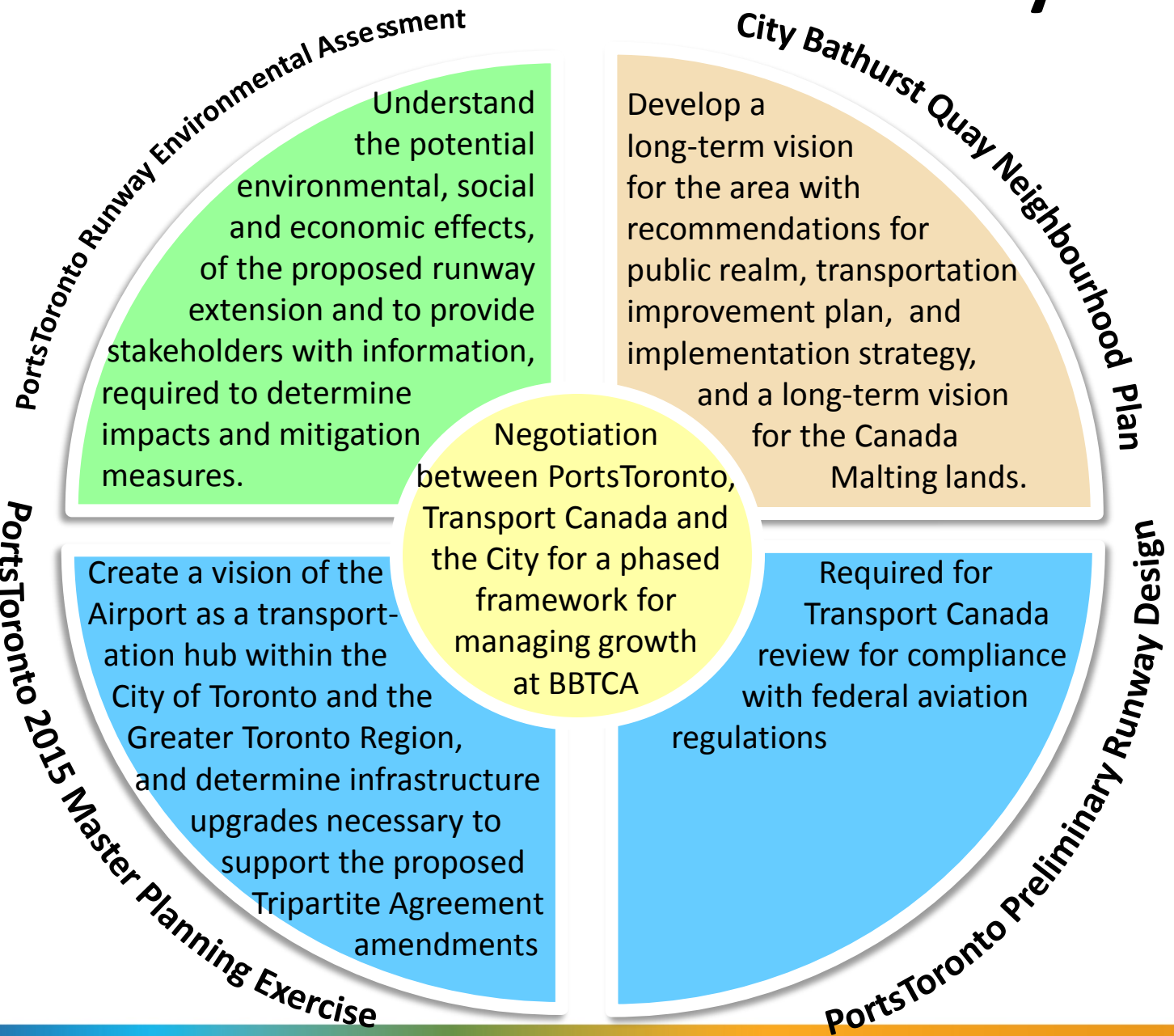


Status of Current of Studies



PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Concurrent Studies Underway



Assessing Potential Changes

- WSP, the aviation consultants hired by PortsToronto to review Porter's proposal to extend the runway and introduce jet aircraft, is providing options as the expert in this area. WSP is leading the Master Planning Exercise and Preliminary Runway Design work.

- WSP will be assessing potential changes based on the proposal, including passenger volumes and aircraft slots which are a normal part of an airport master plan review. Details of this assessment will be included in the draft and final report which will be completed at a later stage.

- PortsToronto will review the analysis of the various studies, including the Environmental Assessment, the Master Planning Exercise, the Preliminary Runway Design and the City led Bathurst Quay Neighbourhood Plan. As the operator of the airport, PortsToronto needs to explore the implications to airport operations in order to be in an informed position to respond to the proposal and consult on these findings with its Tripartite Agreement signatories including the City of Toronto and Transport Canada.

PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Consultation and Engagement

- PortsToronto is coordinating work plans for the Master Planning Exercise, Environmental Assessment and Preliminary Runway Design projects to ensure the public, agencies, stakeholders and the City are provided with information about the three projects that connect with each phase which will assist in providing timely information.

- Based on comments we have received from public consultation on the Environmental Assessment (December 9, 2014) and on the Environmental Assessment, Master Planning Exercise and Preliminary Runway Design (January 24 and 26), participants have said they need to know the details of the runway extension and jets proposal to assess potential impacts, and the Master planning exercise provides these details.

- PortsToronto is interested in seeing public consultation meetings unfold as constructively as possible. In this regard we have scheduled the Master Planning Exercise, including the Preliminary Runway Design public meeting occurring tonight, in advance of the Environmental Assessment public meeting being planned for Saturday April 11th.

PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Framework for Tonight's Discussion

- Please keep in mind throughout this meeting that the information being presented is for discussion purposes only at this point.

- PortsToronto has commissioned WSP to develop a Preliminary Runway Design and Master Planning Exercise that contemplates the proposed introduction of jets in the most efficient and effective way possible.

- The information you will receive tonight is recommended by WSP who are the subject matter experts with global experience in aviation infrastructure planning and engineering. As we are in the process of undertaking consultation on the various projects based on the proposal, it does not necessarily mean that PortsToronto will adopt any recommendations, in whole or in part.

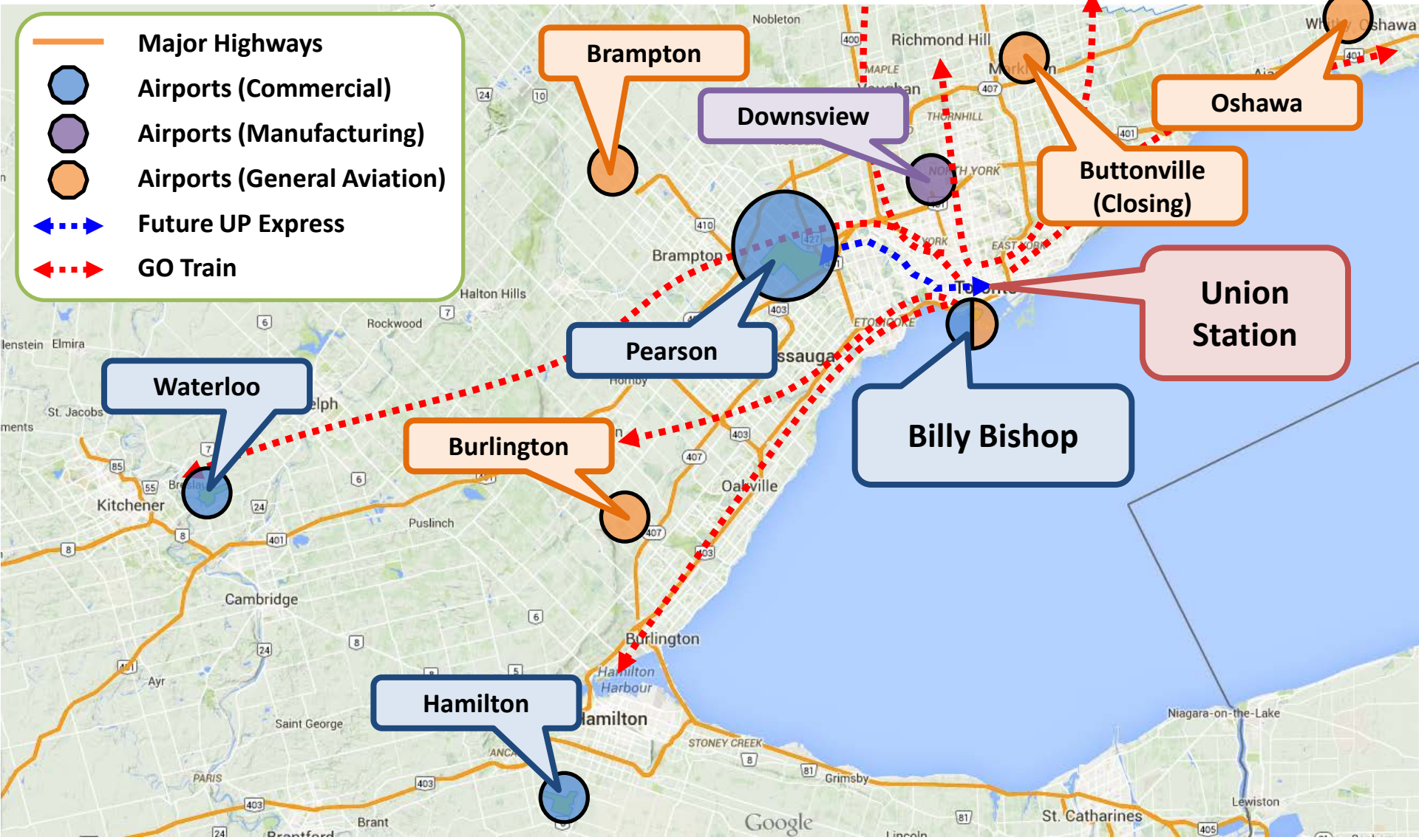
- The Master Planning Exercise and the Preliminary Runway Design will not be completed until the Environmental Assessment is complete.

PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Agenda

- Regional Context
- Airport Master Planning
- Summary of Studies
- Airport Activity Demand
- Landmass Design
- Marine Exclusion Zone
- Aircraft Mix
- Summary of next steps

Regional Context



Airport Master Planning

Airport Master Plan (Typical)

- Inventory Existing Conditions
- Establish Short/Long-term Decisions
- Forecast Future Traffic
- Investigate Environmental & Socioeconomic Effects
- Identify Opportunities & Constraints
- Develop Ultimate Concept
- Typical 20 Year Planning Horizon
- Update Cycle (5yr review/10yr new)

PORTS TORONTO

- Existing Master Plan
- Completed 2014
- Full Compliance with Tripartite Agreement
- No provision for runway extension or jet aircraft

An Airport Master Plan is not a Regulation; it is a long-term planning tool.

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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Airside Technical Analysis

- Runway Length Design & Landmass Extension
- Aircraft Geometric & Pavement Design
- Marine Land Reclamation & Breakwater Design
- Surface Water Drainage
- Approach Slopes Analysis & Marine Exclusion Zone
- Electronic Navigational Aid Design & Instrument Procedure
- Jet Blast & Noise Barrier Considerations
- Construction Methodology
- Regulatory Compliance

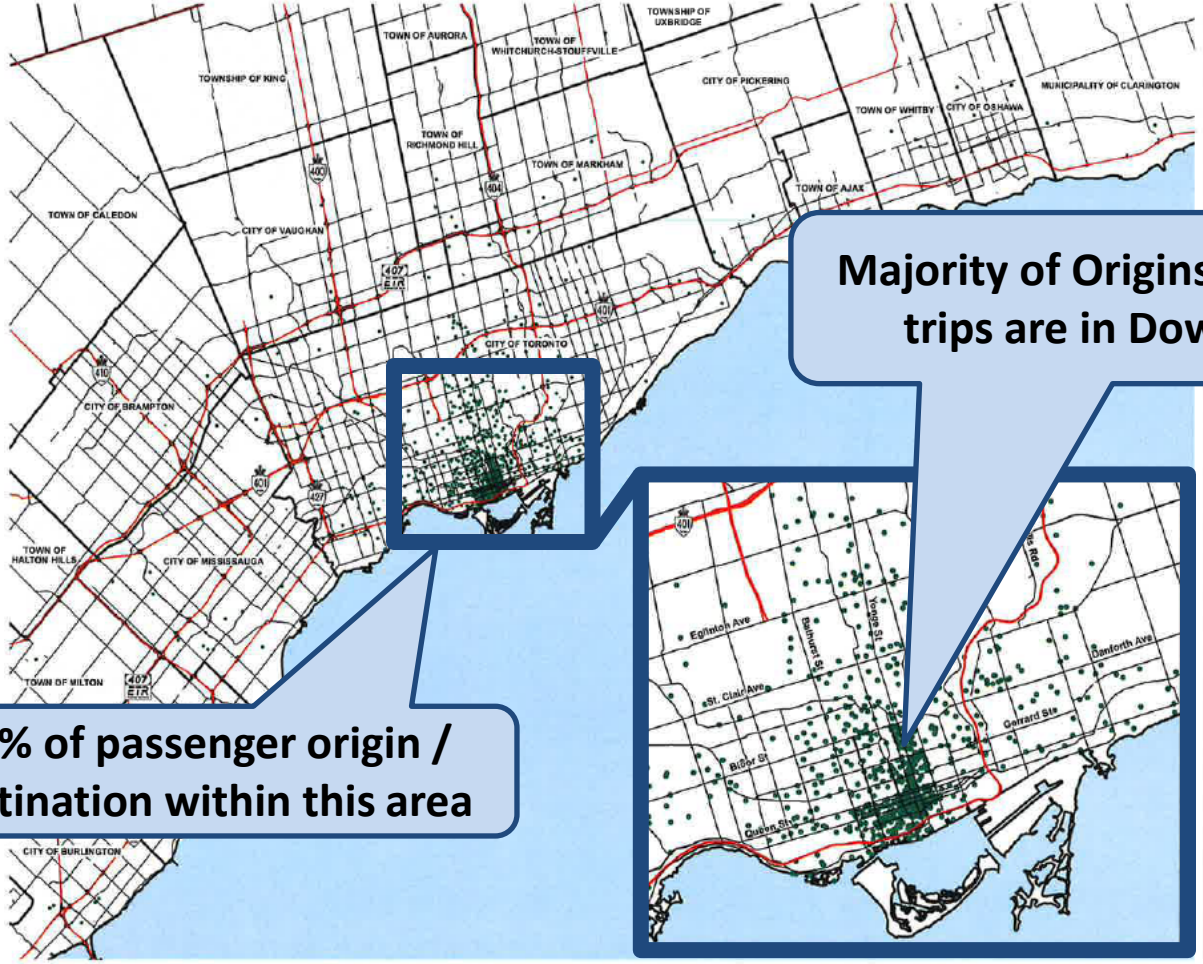
Regional Demand Growth



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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Passenger Origin / Destination

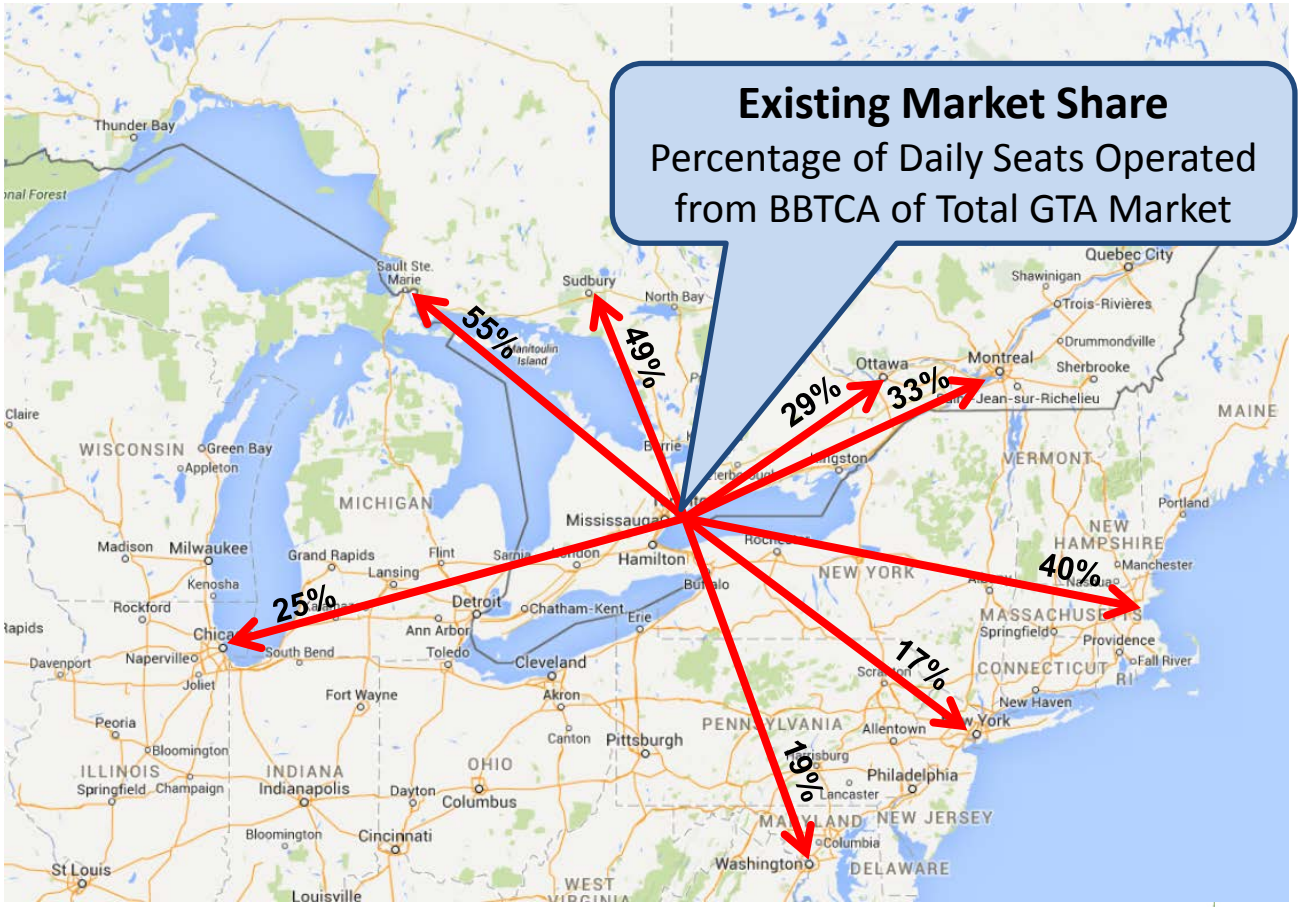


Source: Billy Bishop Toronto City Airport Strategic Transportation Plan, Passenger Survey Summary
Dillon Consulting, 2012

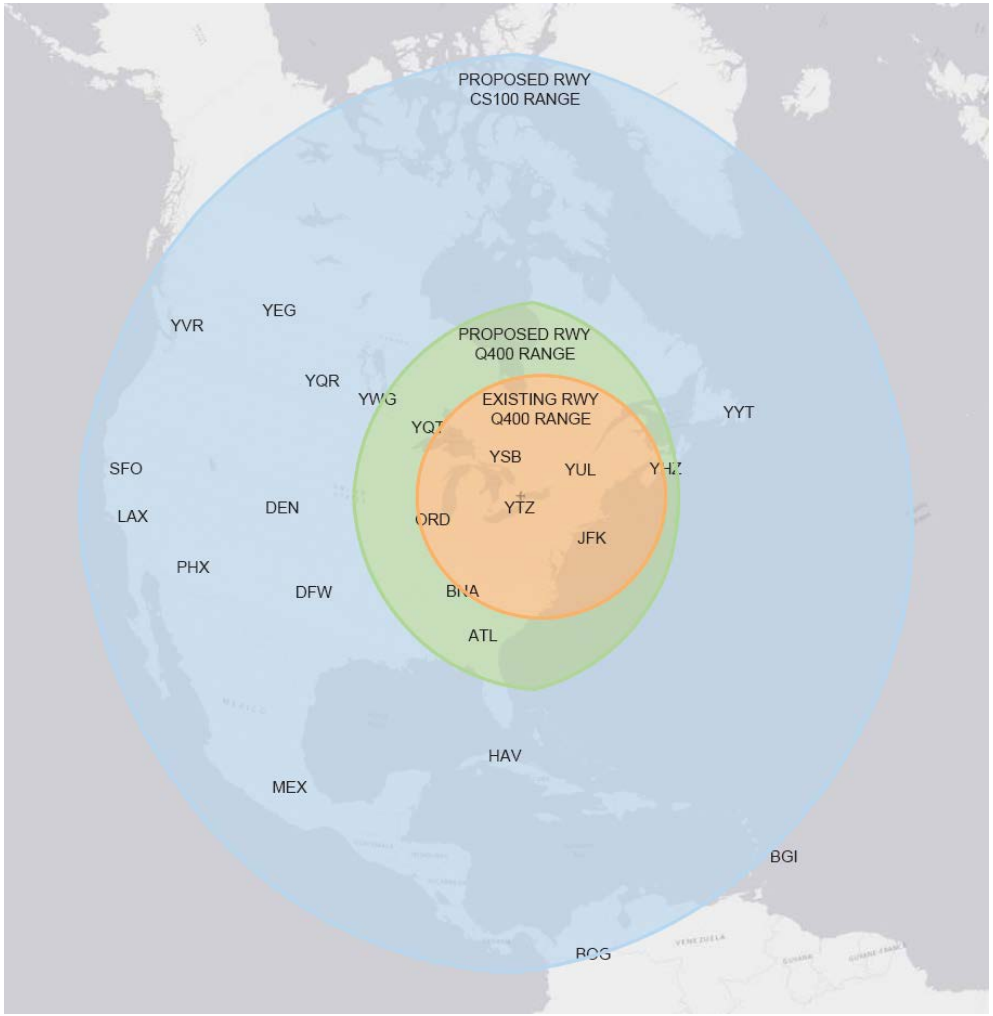
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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

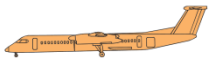
Existing Passenger Traffic Market



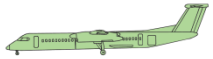
Market Opportunity



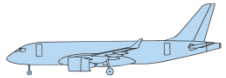
Aircraft Range



Existing Runway - Q400 Range 646 Nautical Miles



Proposed Runway - Q400 Range 1,018 Nautical Miles

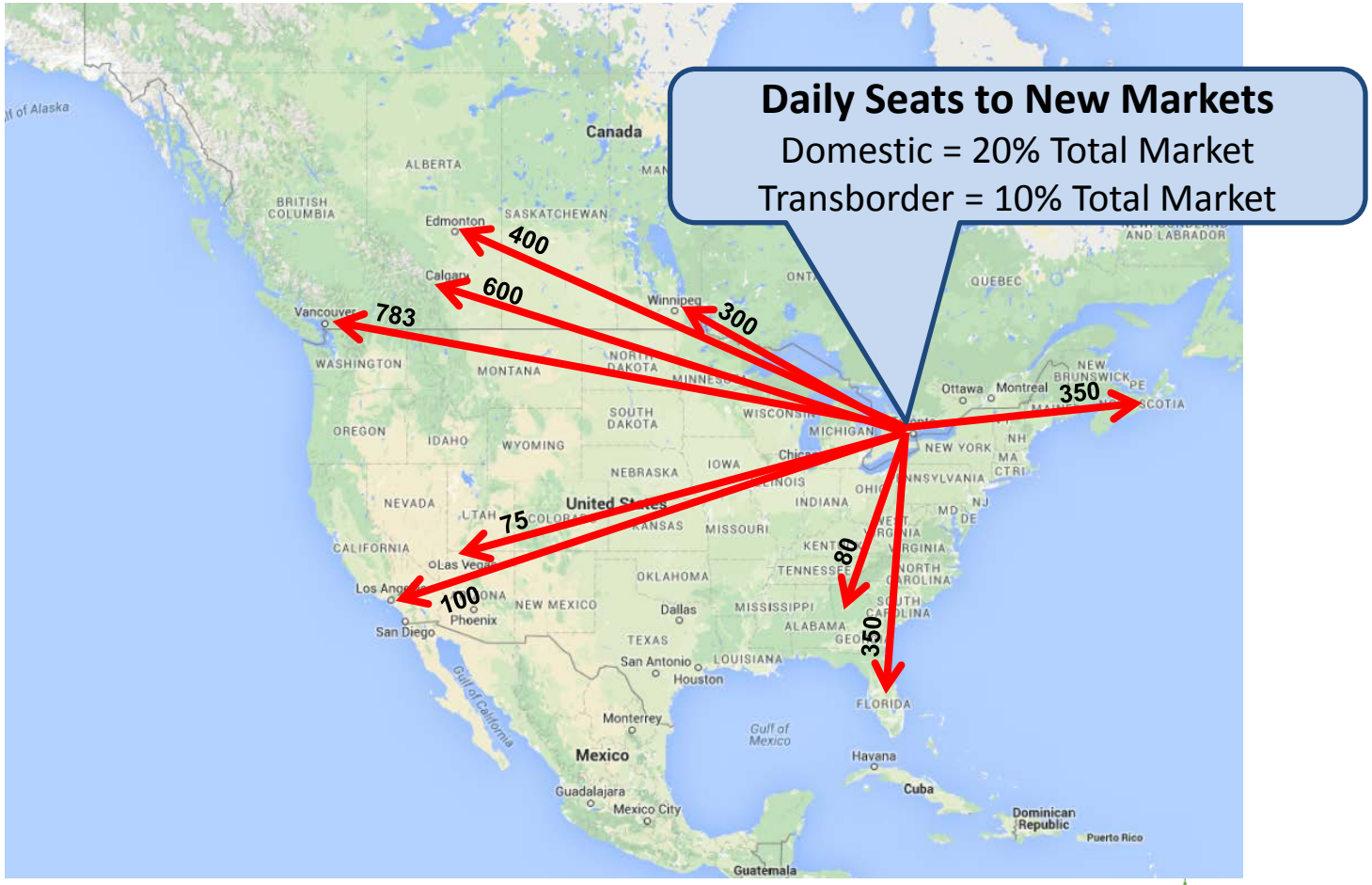


Proposed Runway - CS100 Range 2,312 Nautical Miles

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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

New Market Opportunity



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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

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Potential Airport Activity

Market Demand

- Historical / Existing Market
- Seat Capacity in Greater Toronto Area
- Route Opportunities

Air Carrier Slots/Day Capacity Analysis

PORTS TORONTO

Full Compliance with Tripartite Agreement

Master Planning Exercise
NEF Validation

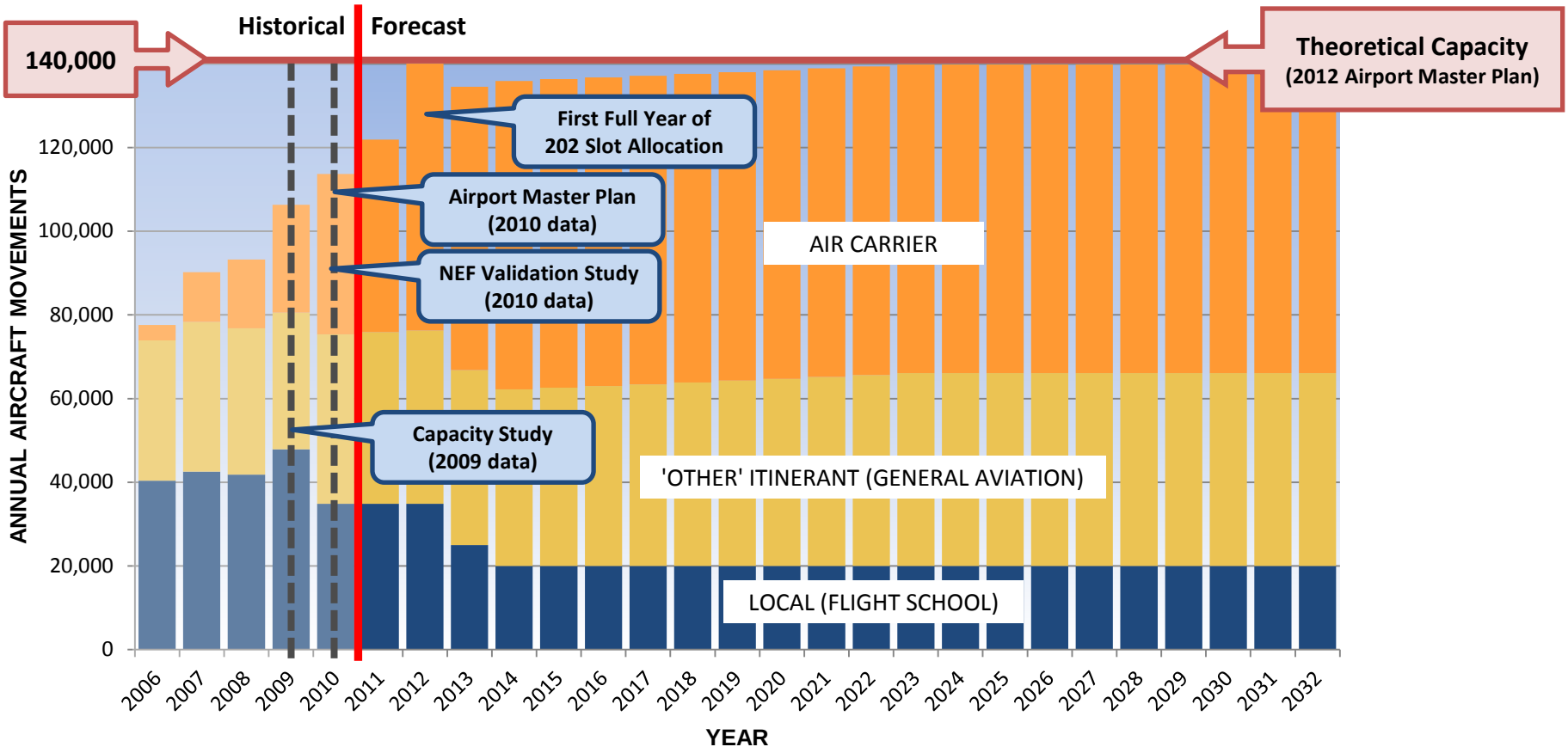
Airport Capacity

- 2010 NEF Study (Transport Canada)
- 2009 Capacity Study (Jacobs)
- 2012 Master Plan (140,000 Movements / Year)

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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

2012 Master Plan Activity Scenario

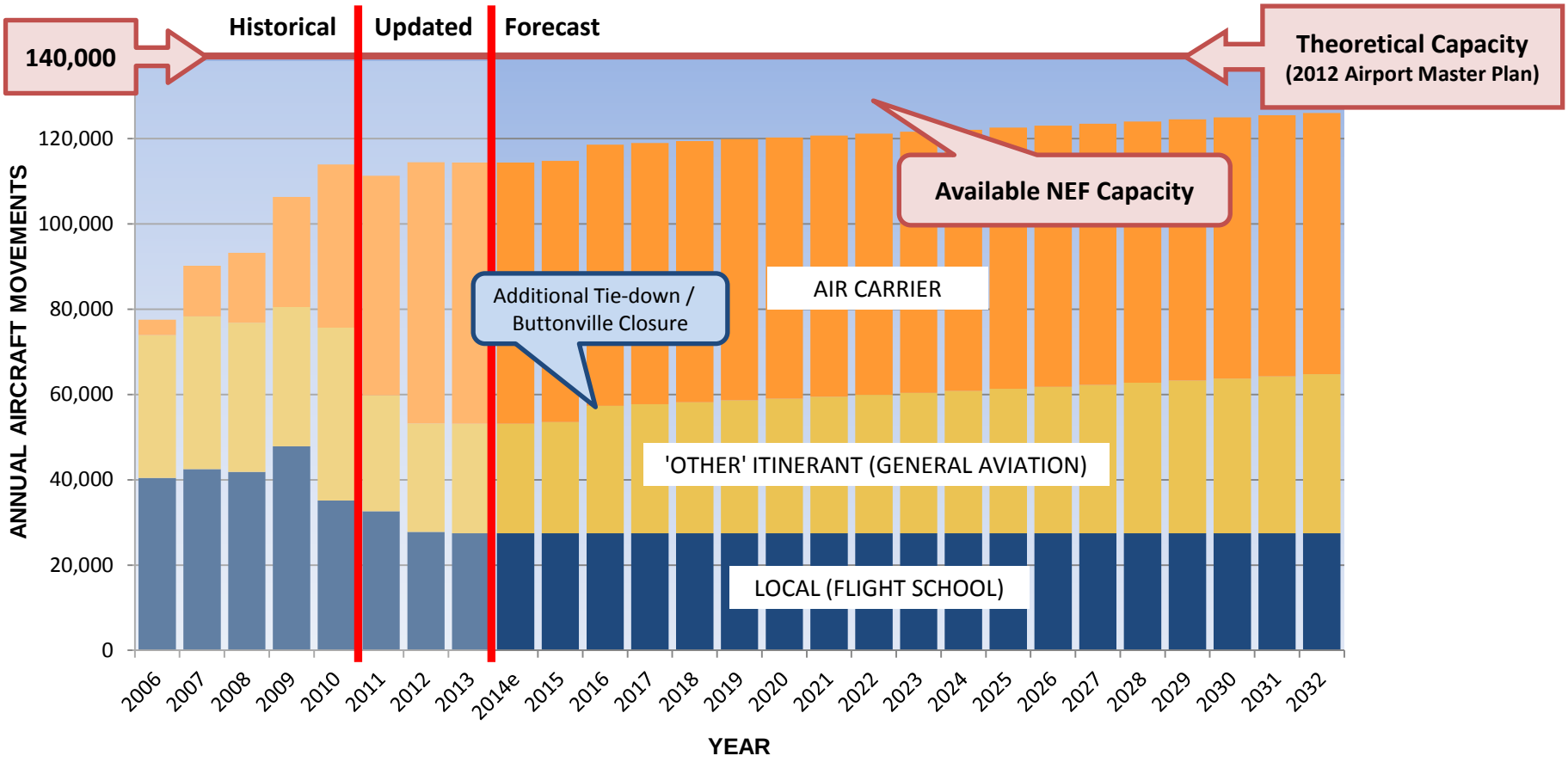


EXISTING AIRPORT MASTER PLAN (2012)
TRAFFIC ACTIVITY SCENARIO 2

PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

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Updated Master Plan Activity Scenario

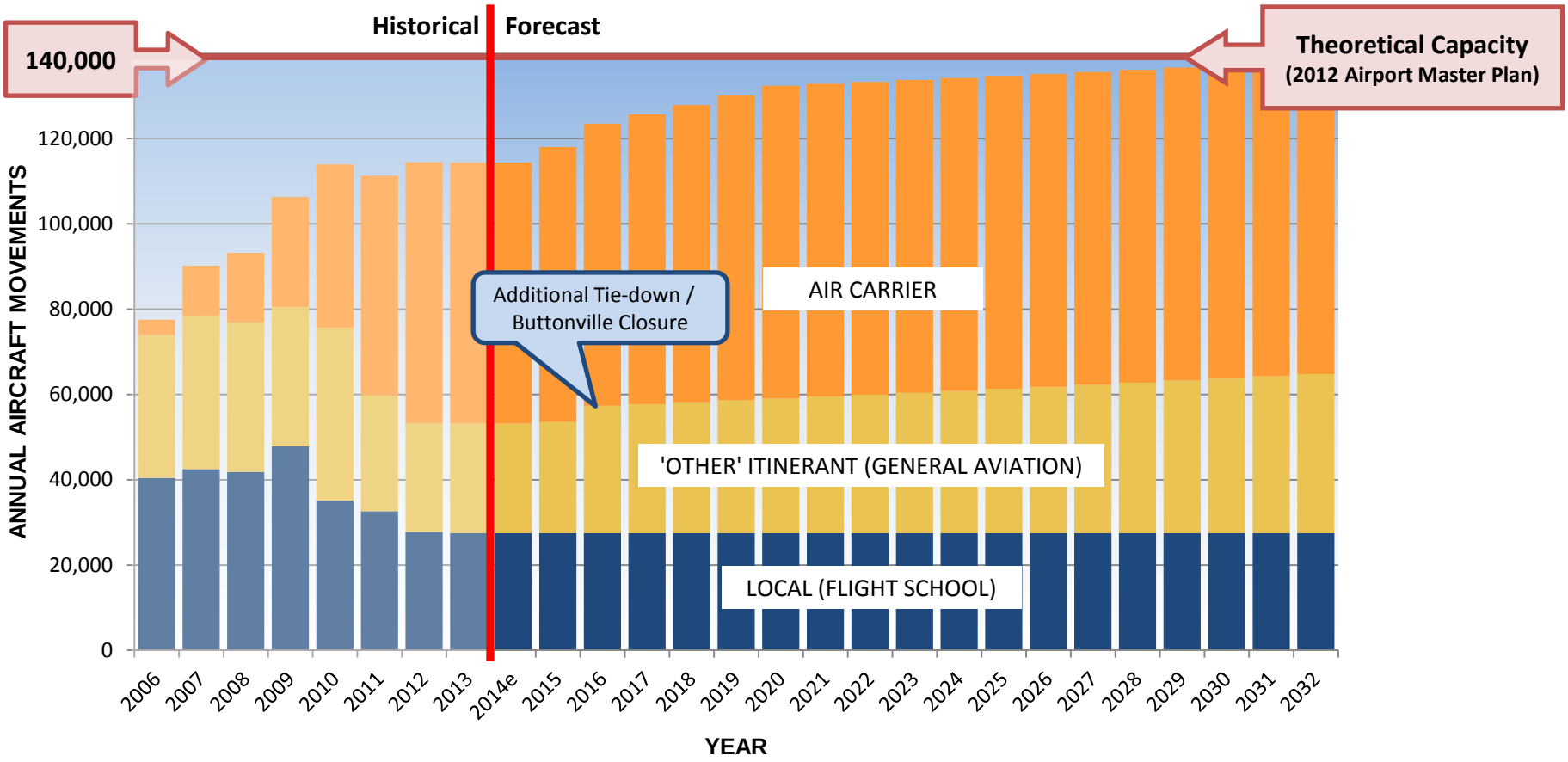


202 AIR CARRIER SLOTS

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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Jet Intro Traffic Activity Scenario



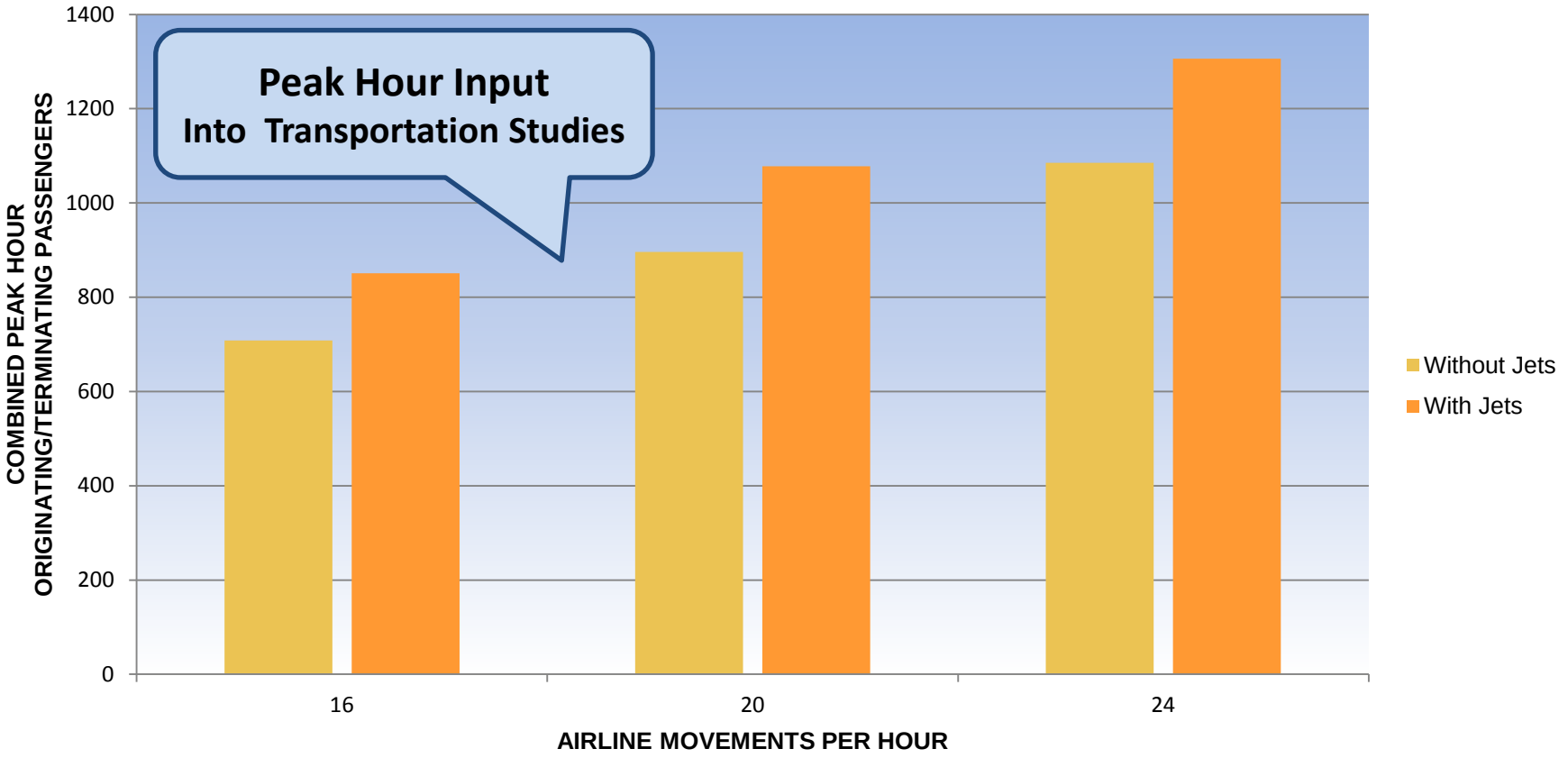
242 AIR CARRIER SLOTS

(Activity Capacity Under 25-NEF Limit)

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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Peak Hour Passenger Activity

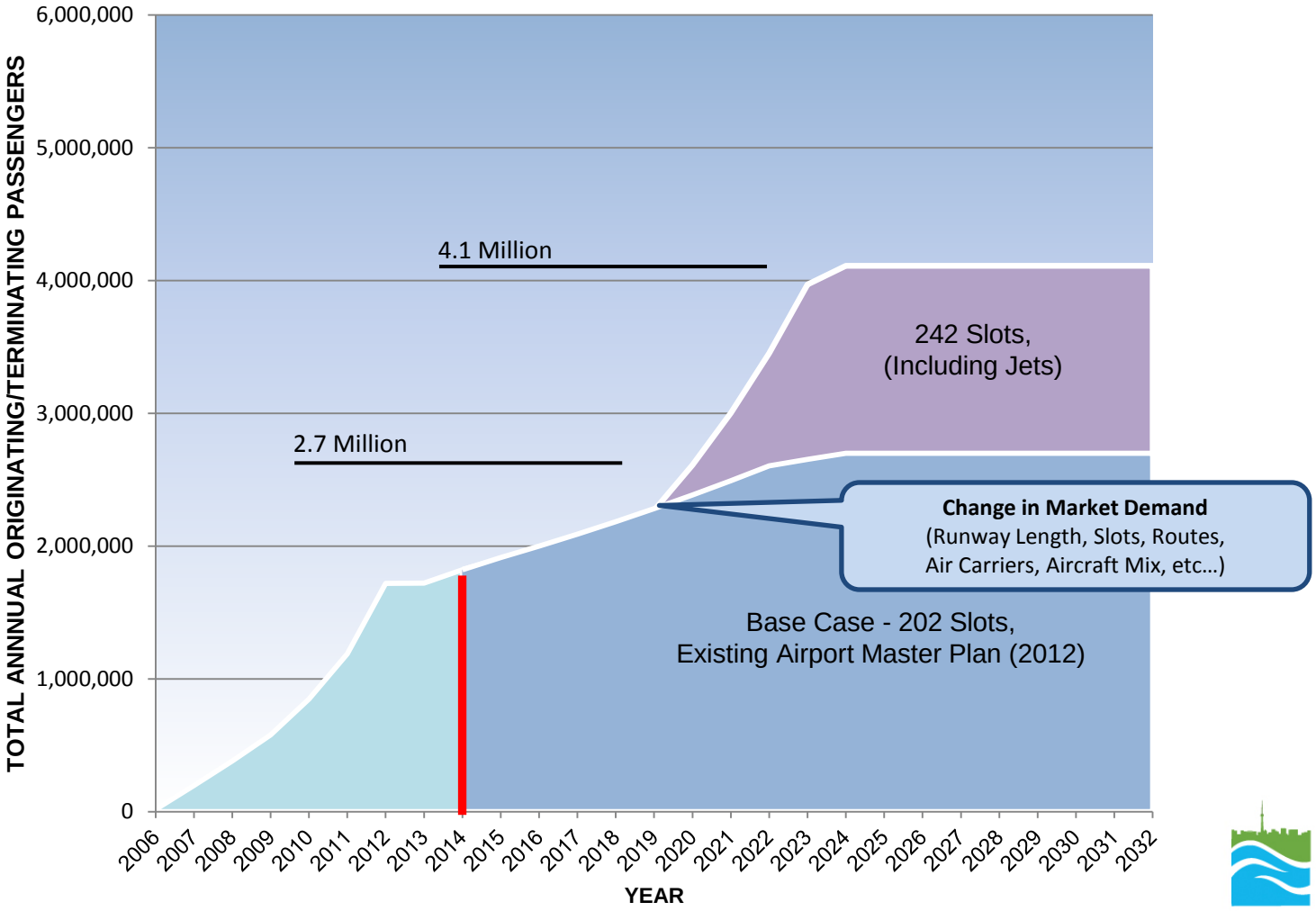


PEAK HOUR ORIGINATING / TERMINATING PASSENGERS
(Capacity Under 25-NEF Limit)

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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

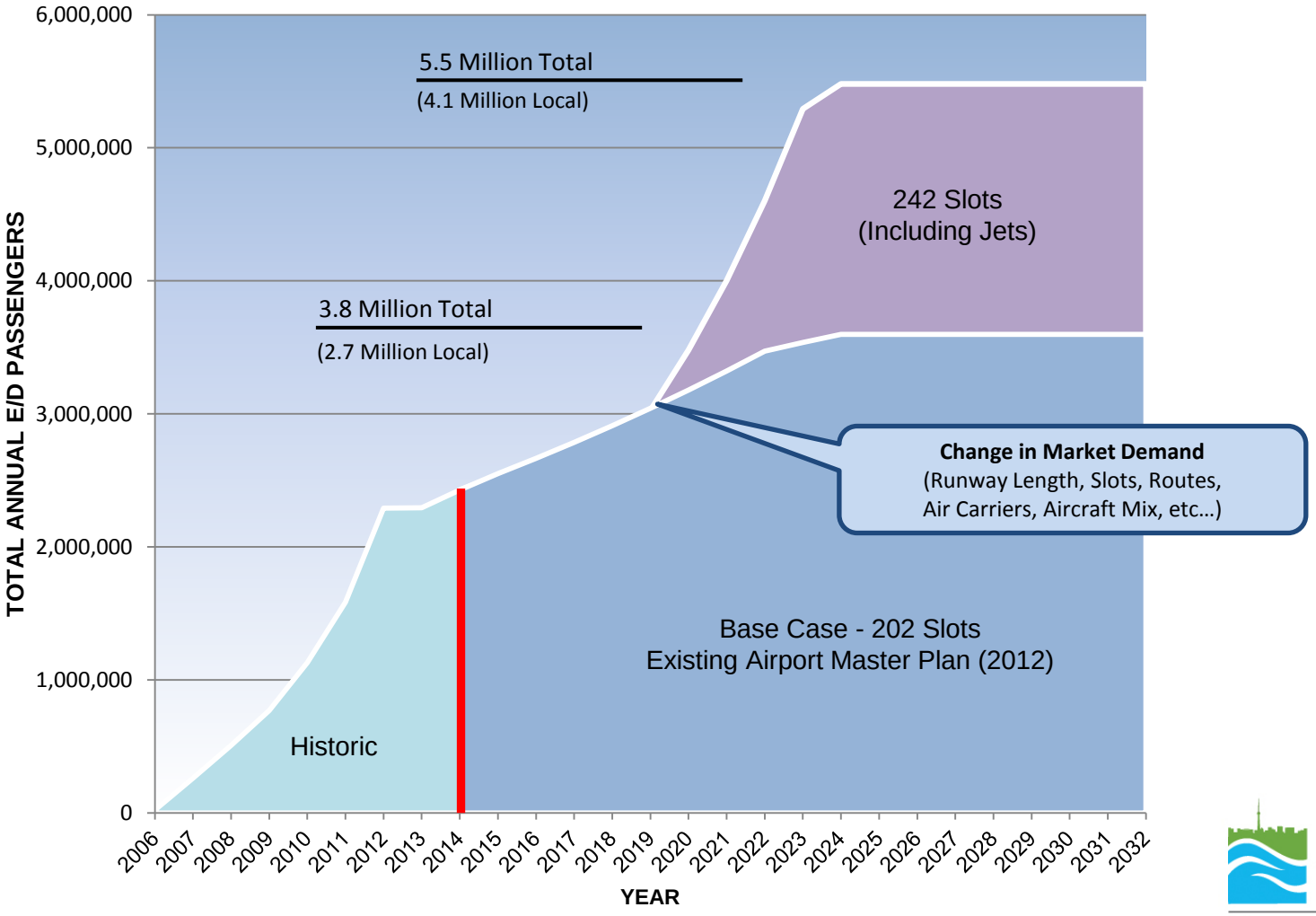
O&D Passenger Traffic Activity Scenario



TOTAL ORIGINATING / DESTINATION (O&D) PASSENGERS
(Excludes Connecting Passengers)

PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

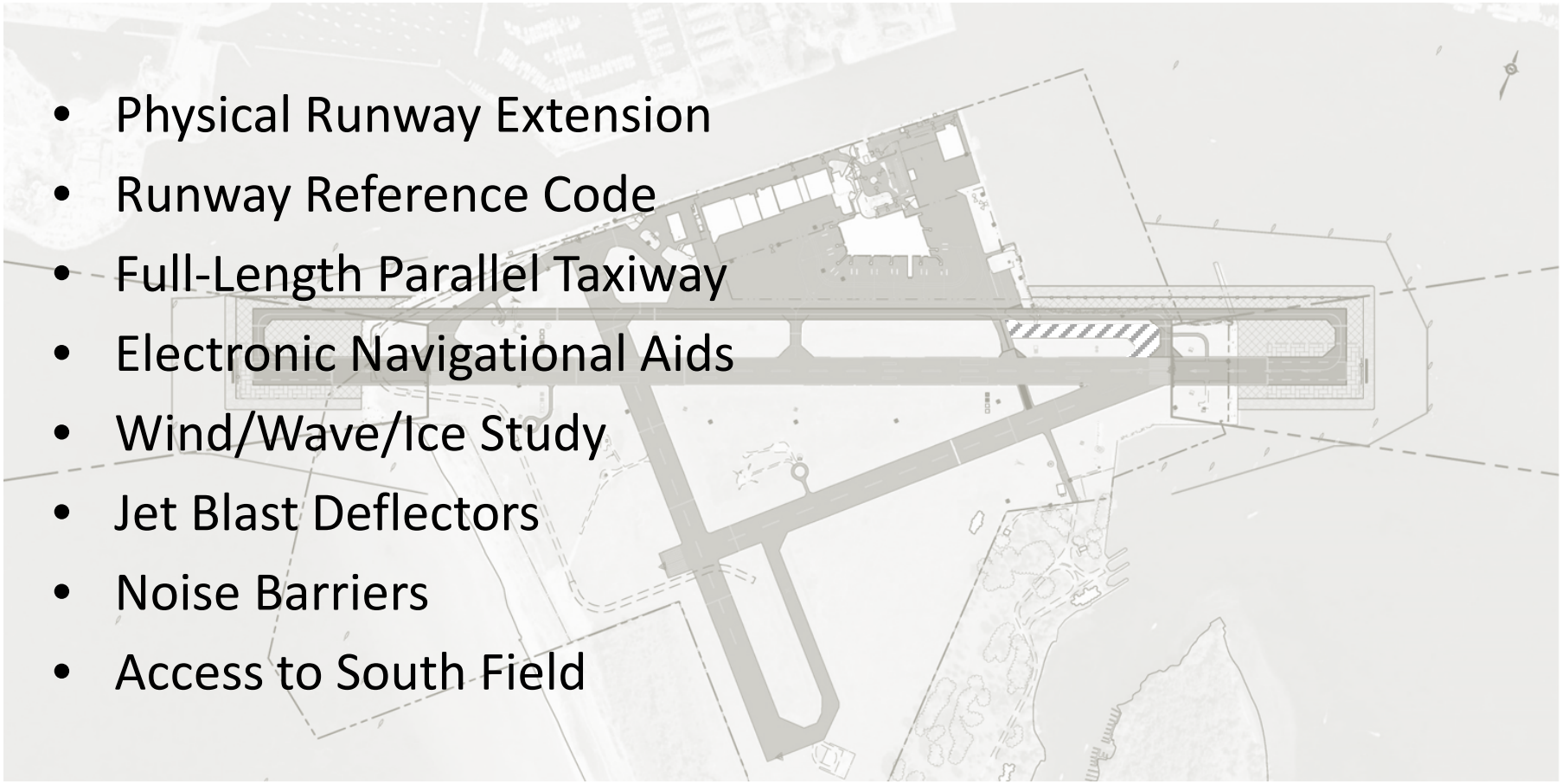
Total Passenger Traffic Activity Scenario



TOTAL PASSENGERS
(Originating , Destination & Connecting)

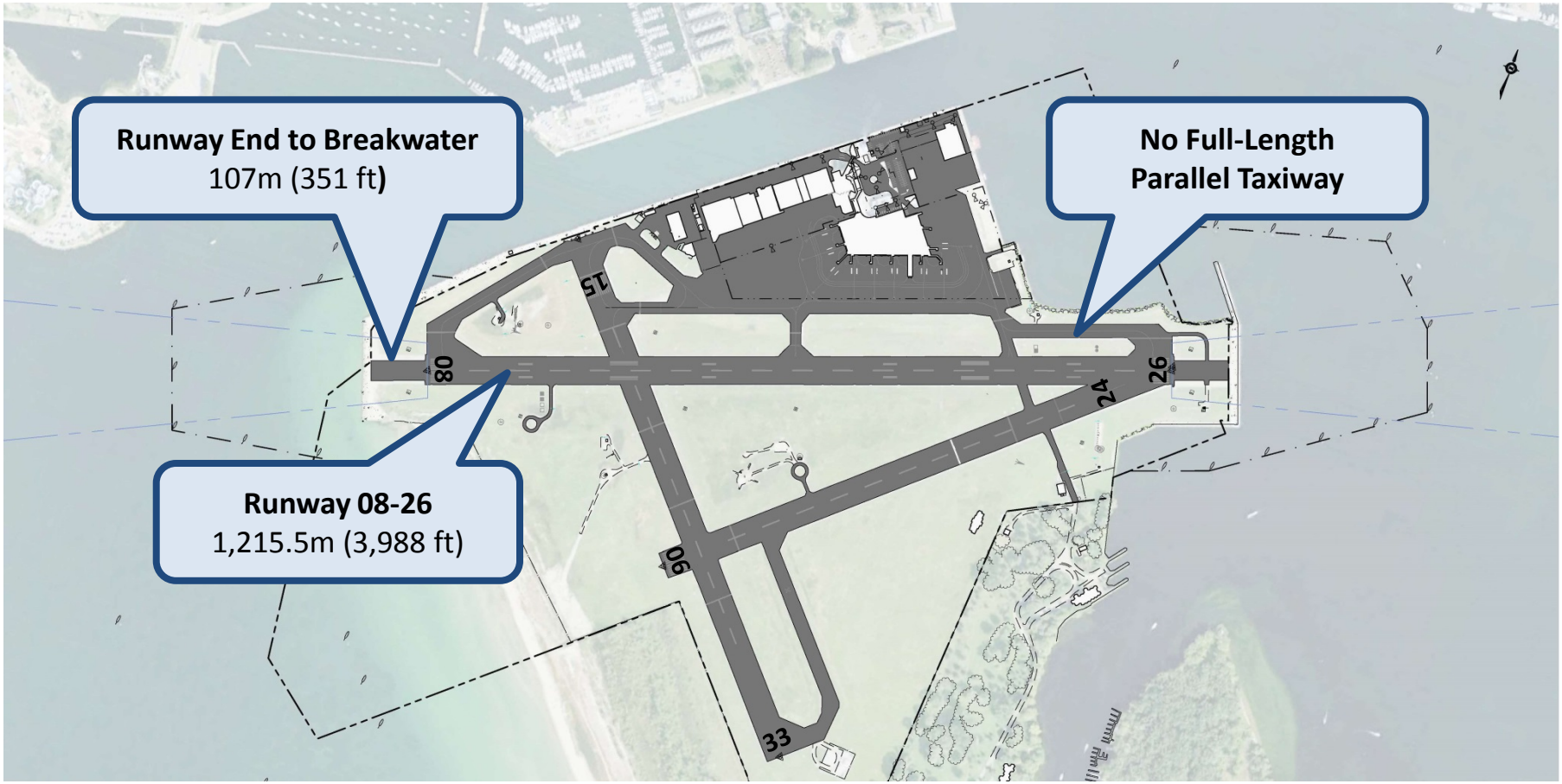
PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Landmass Design Considerations



- Physical Runway Extension
- Runway Reference Code
- Full-Length Parallel Taxiway
- Electronic Navigational Aids
- Wind/Wave/Ice Study
- Jet Blast Deflectors
- Noise Barriers
- Access to South Field

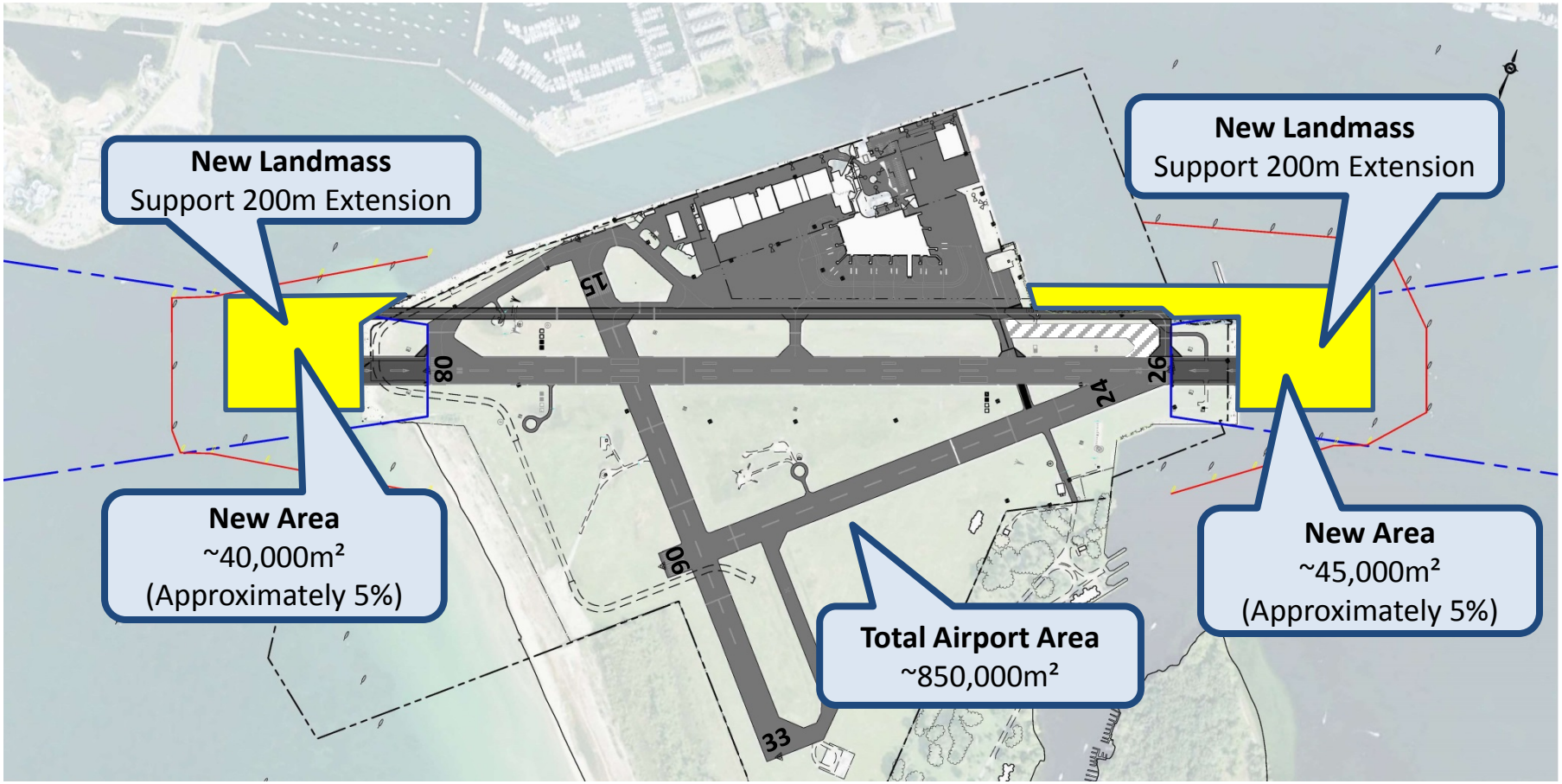
Existing Conditions



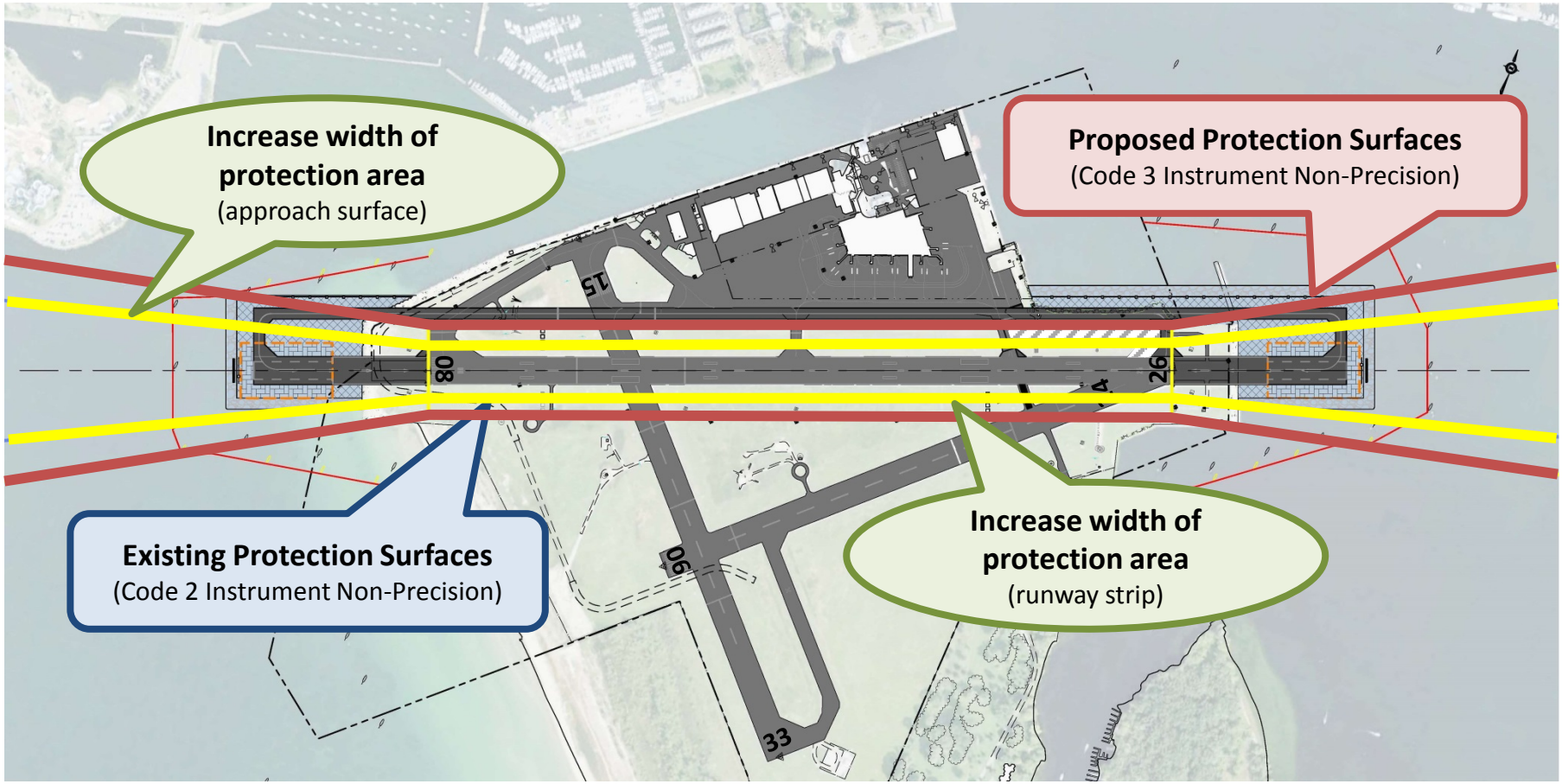
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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Physical Runway Extension



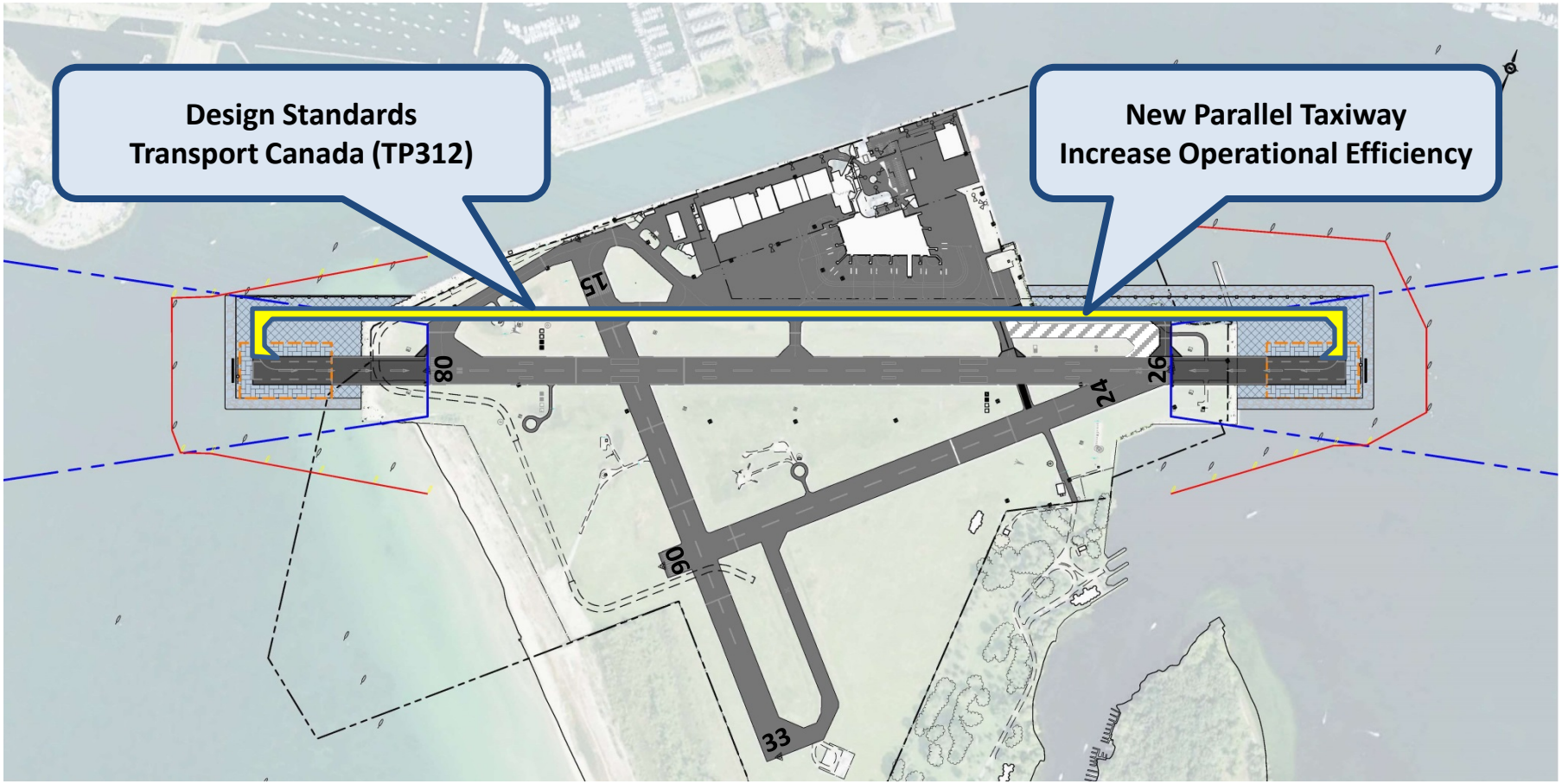
Runway Classification



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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

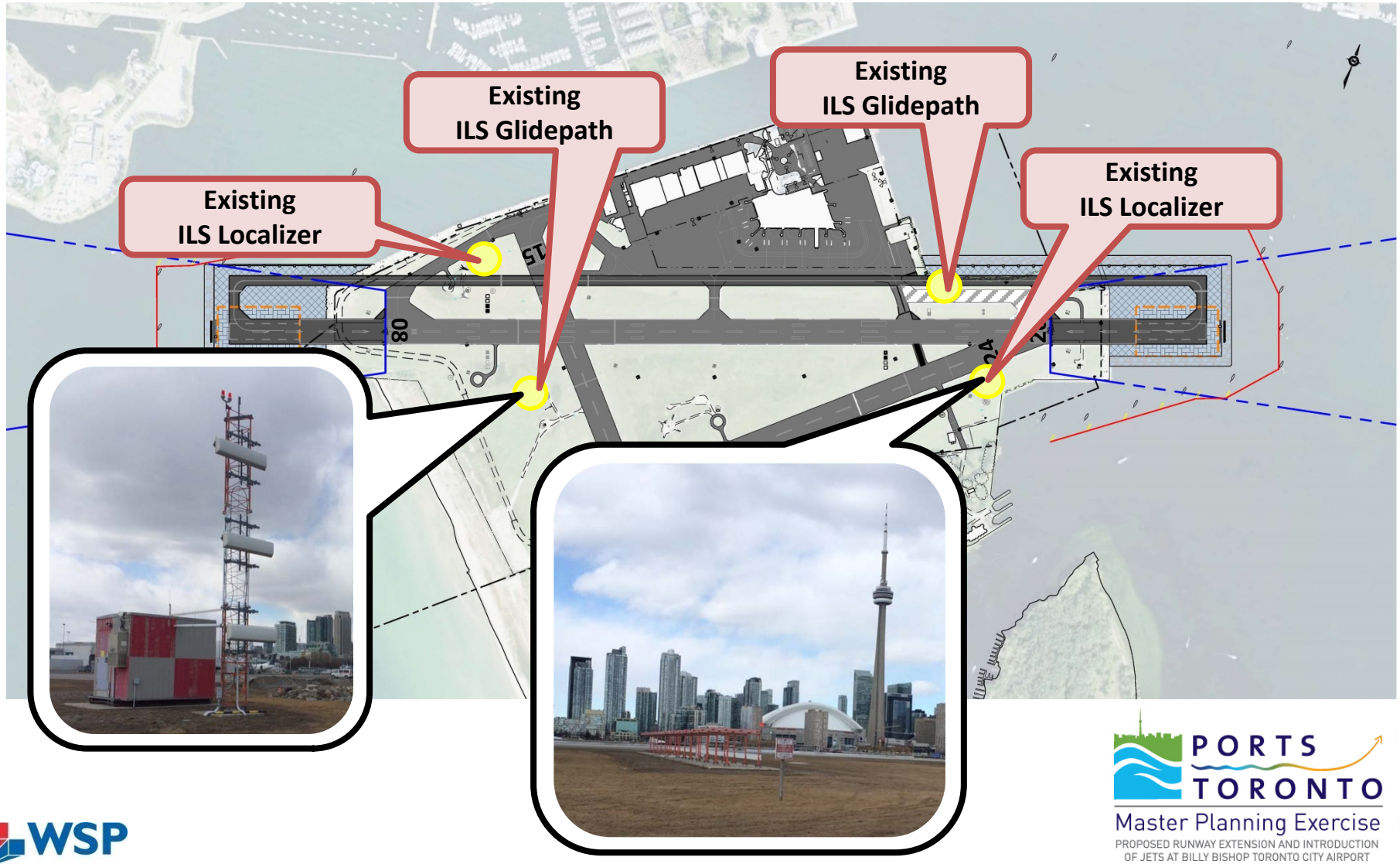
Full-Length Parallel Taxiway



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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

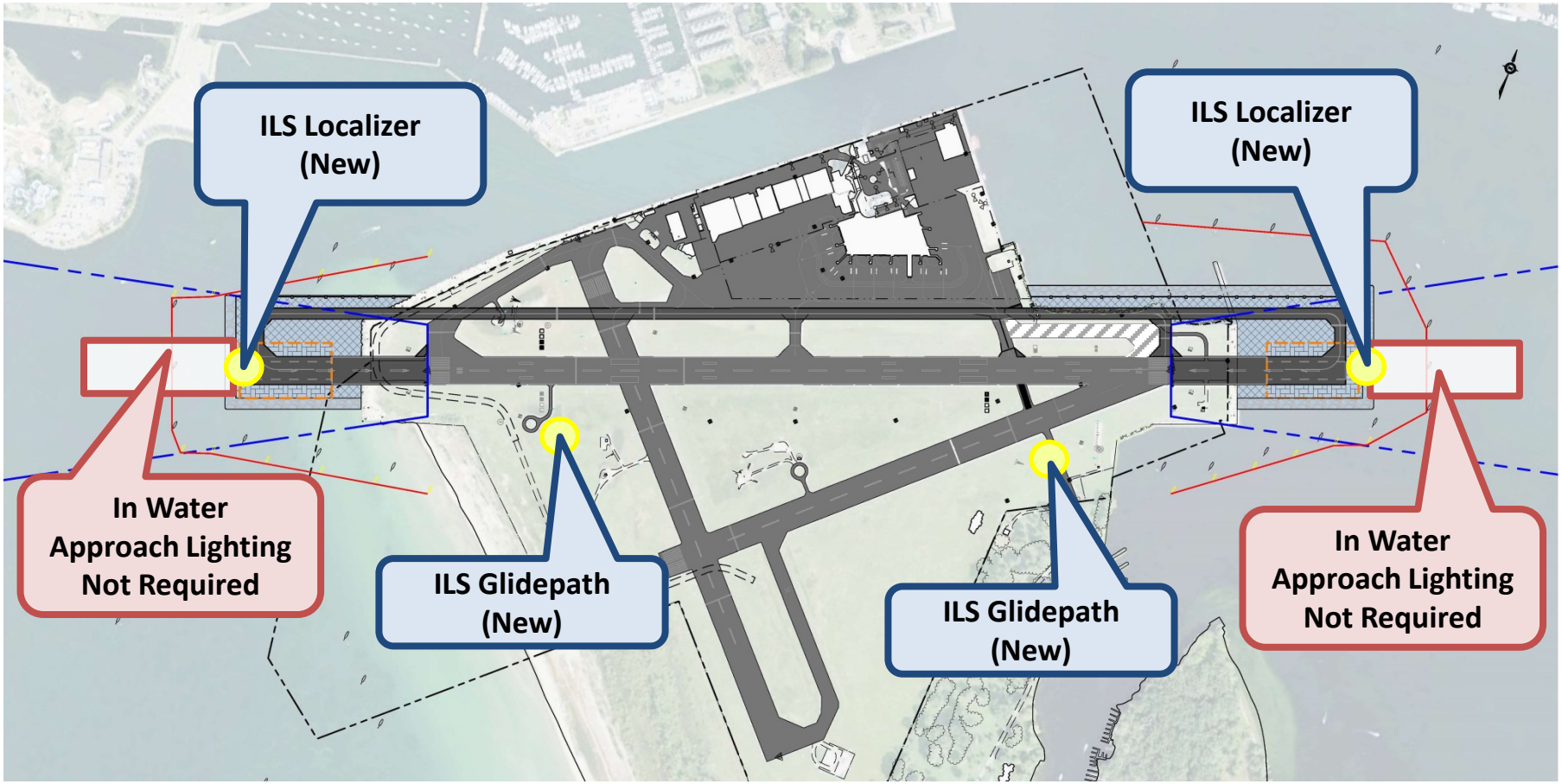
Electronic Navigational Aids



PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

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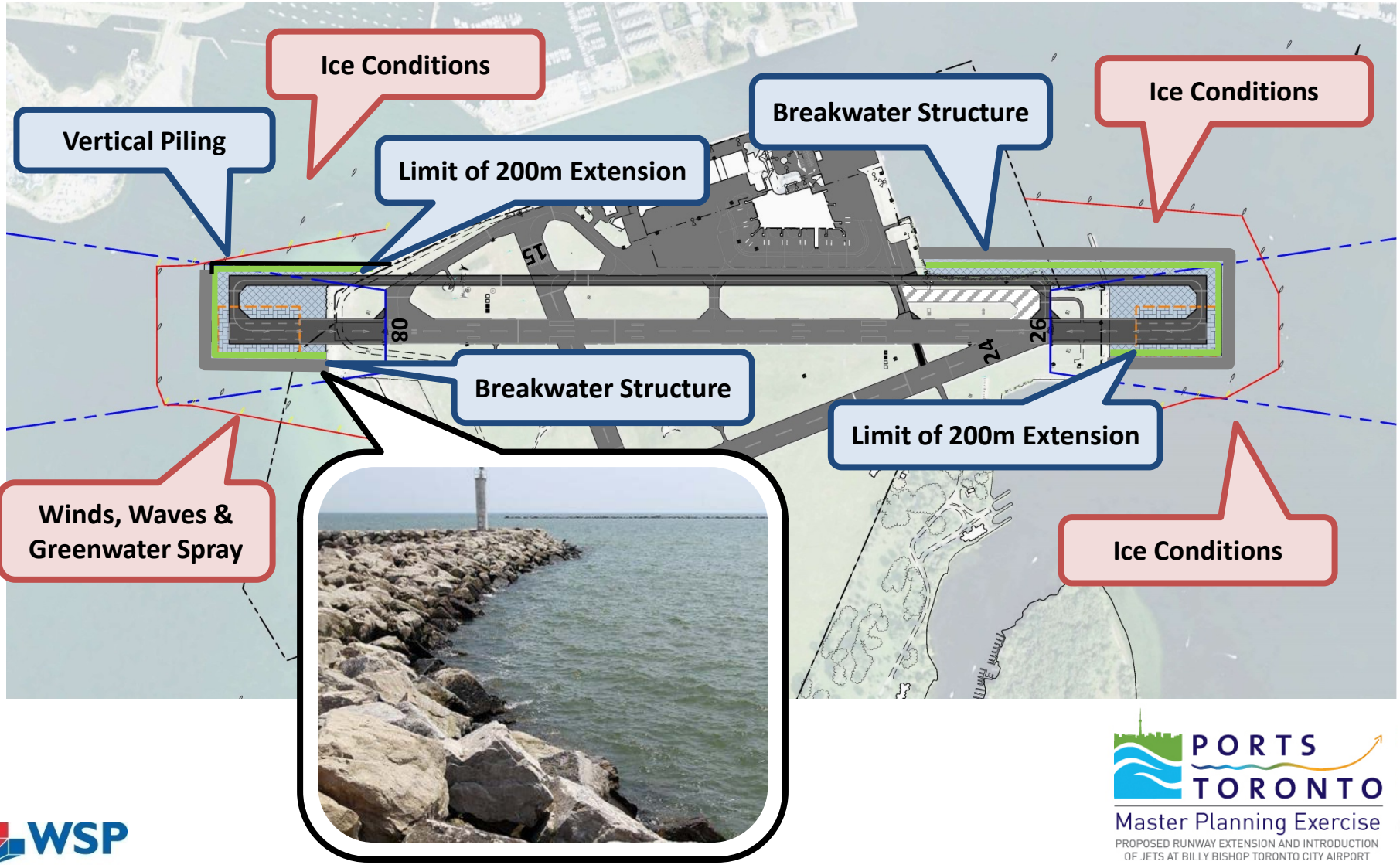
Electronic Navigational Aids



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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

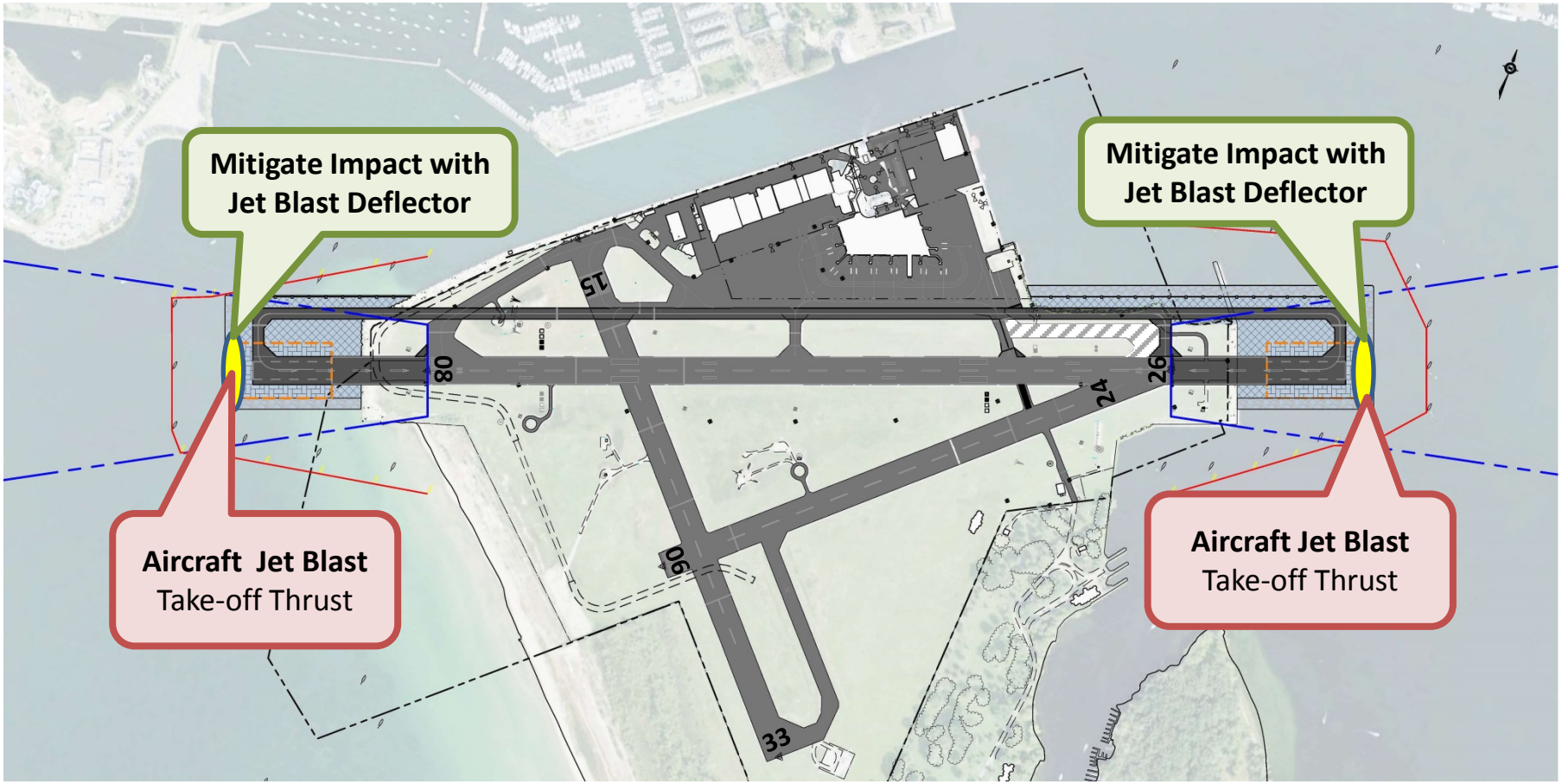
Wind / Wave / Ice Considerations



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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

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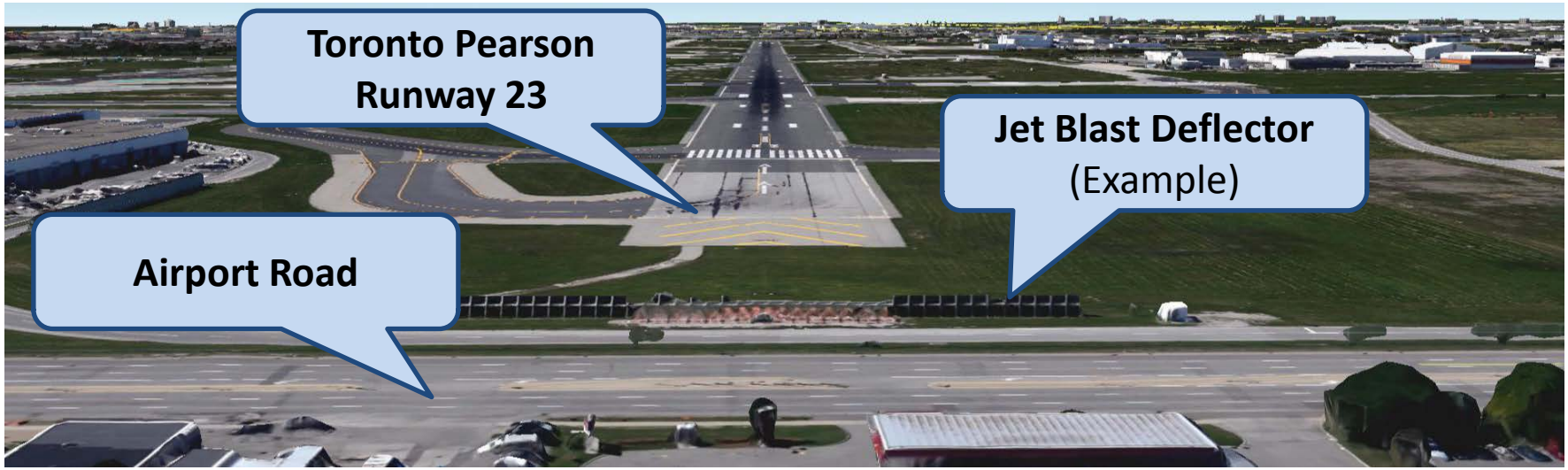
Jet Blast Impact Mitigation

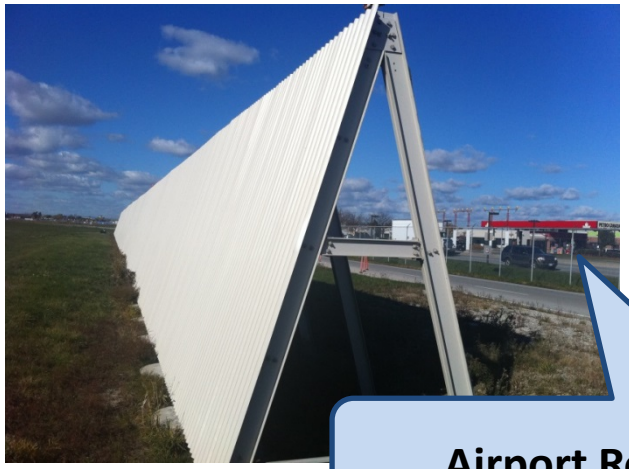


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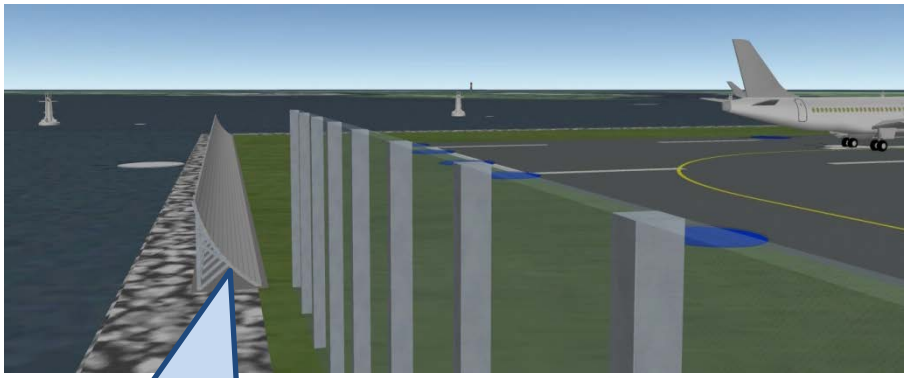
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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Aircraft Jet Blast Mitigation





Airport Road

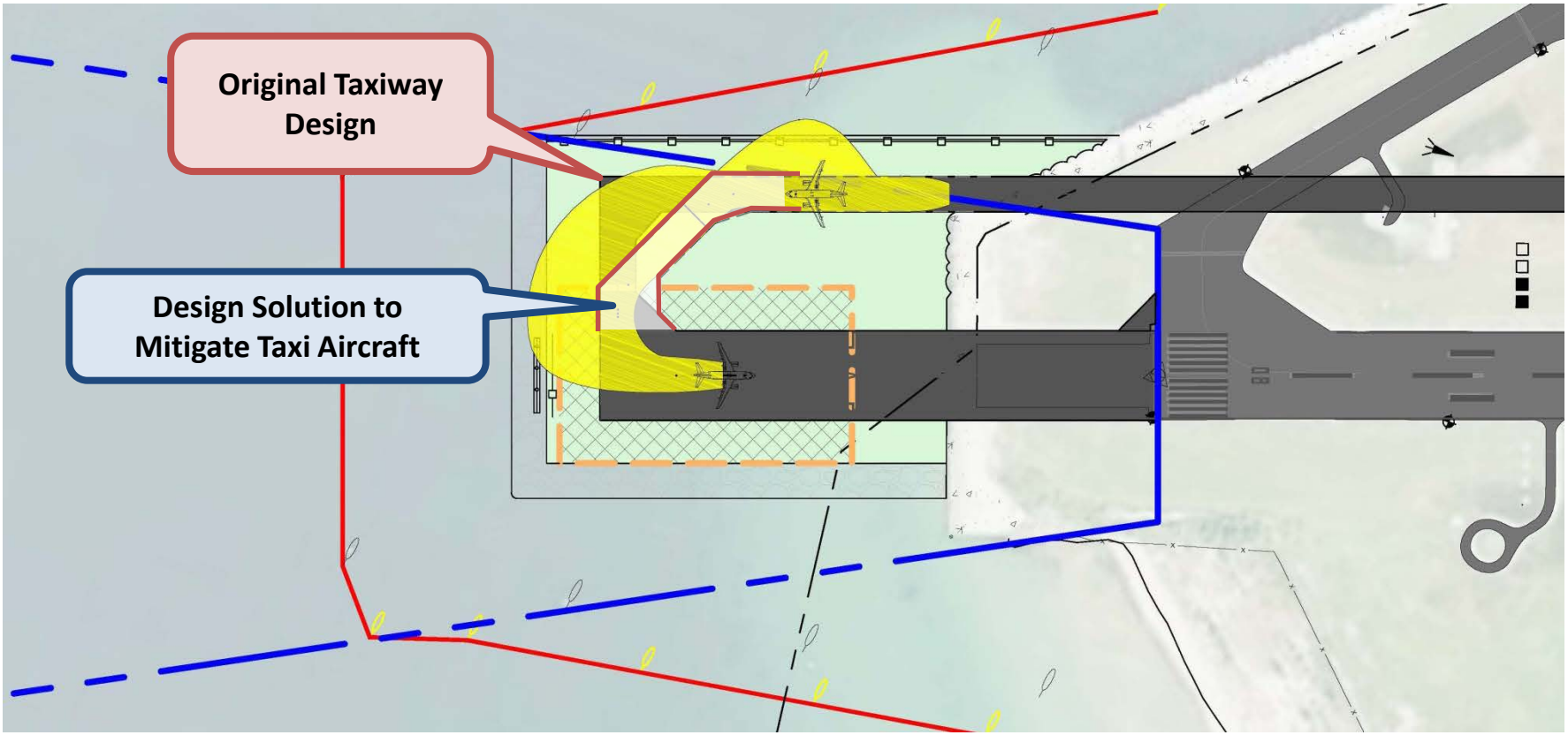


BBTCA Rendering
Jet Blast Deflector

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PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

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Aircraft Taxi Jet Blast Analysis - West

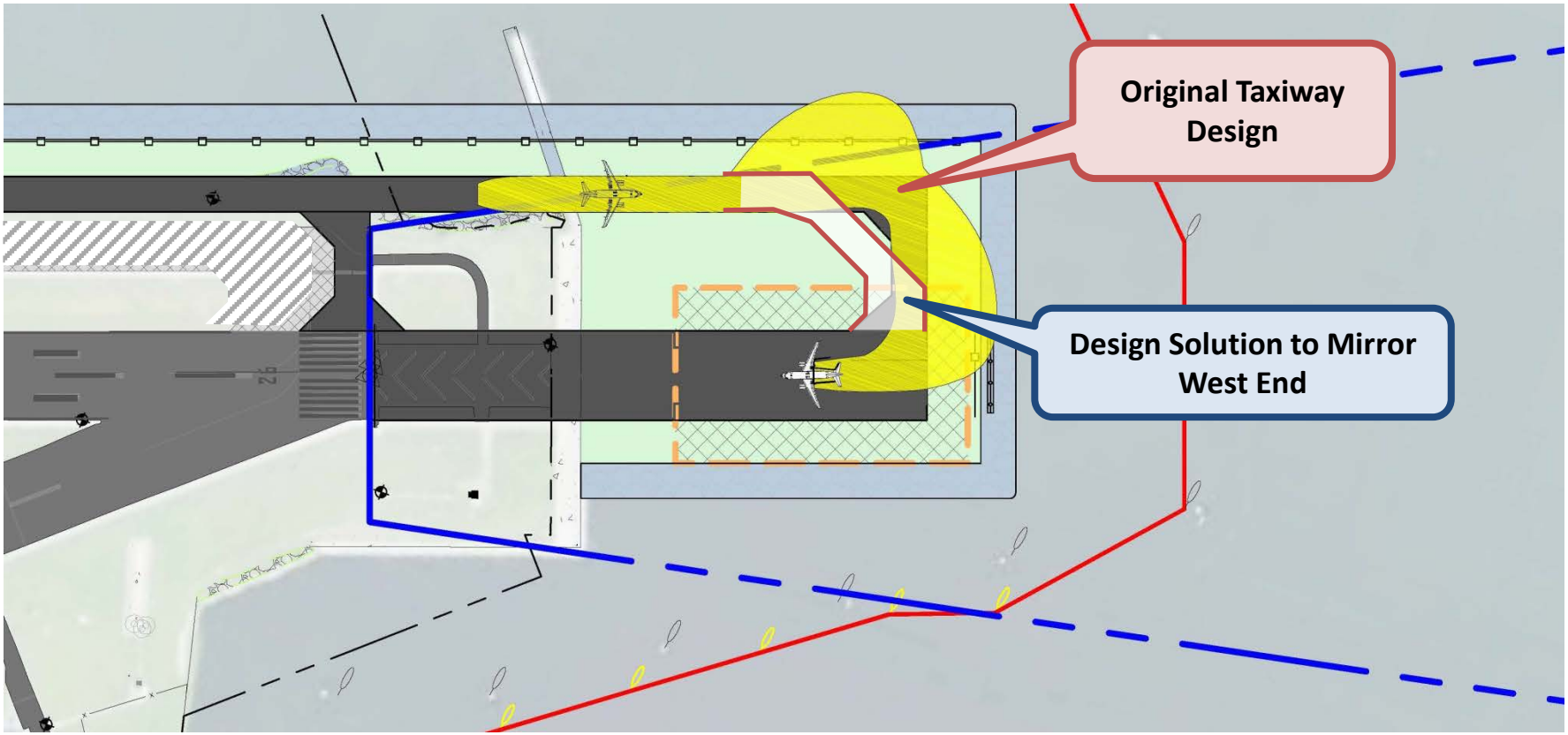


Breakaway at 56 kph (35 mph)

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Aircraft Taxi Jet Blast Analysis - East

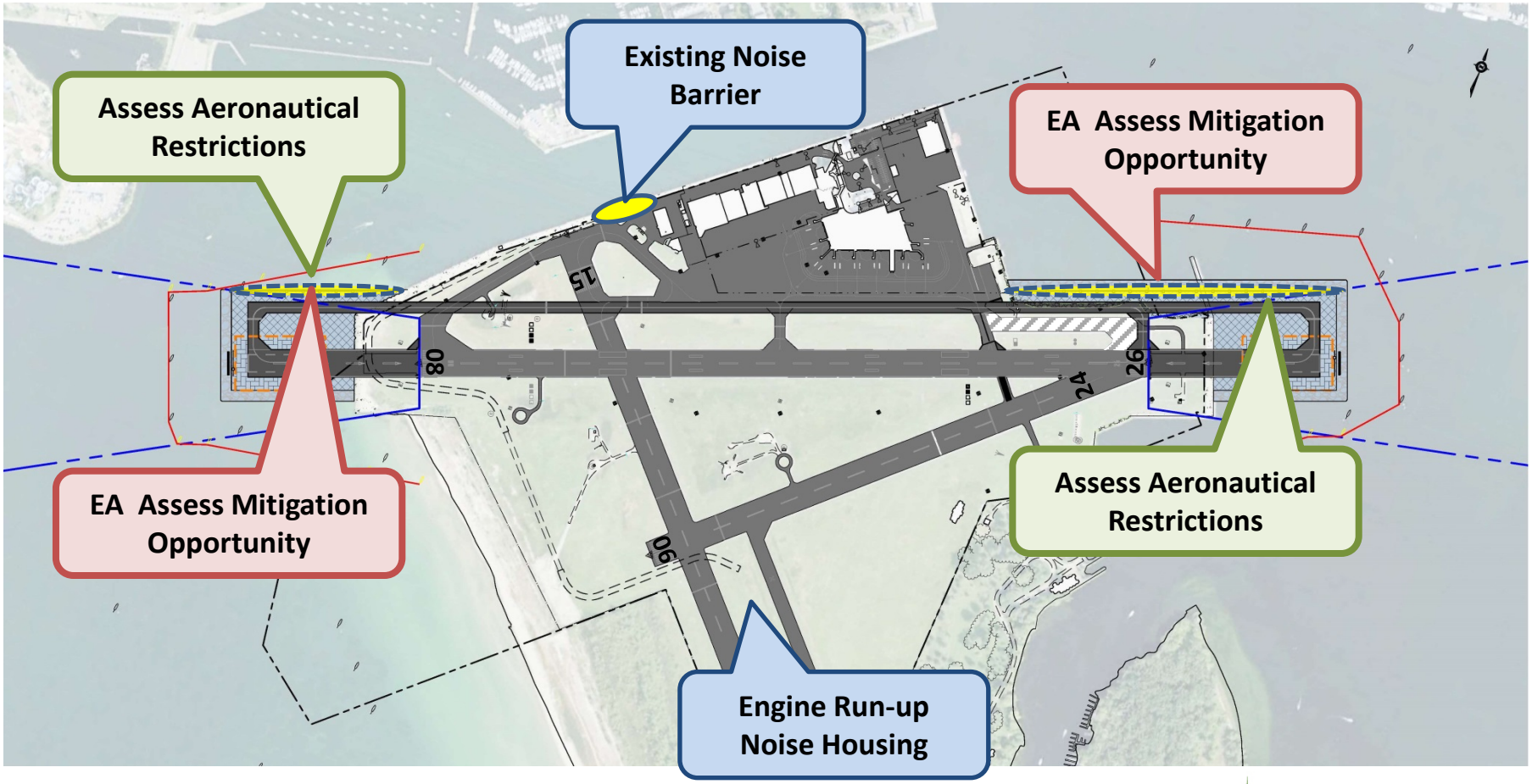


Breakaway at 56 kph (35 mph)

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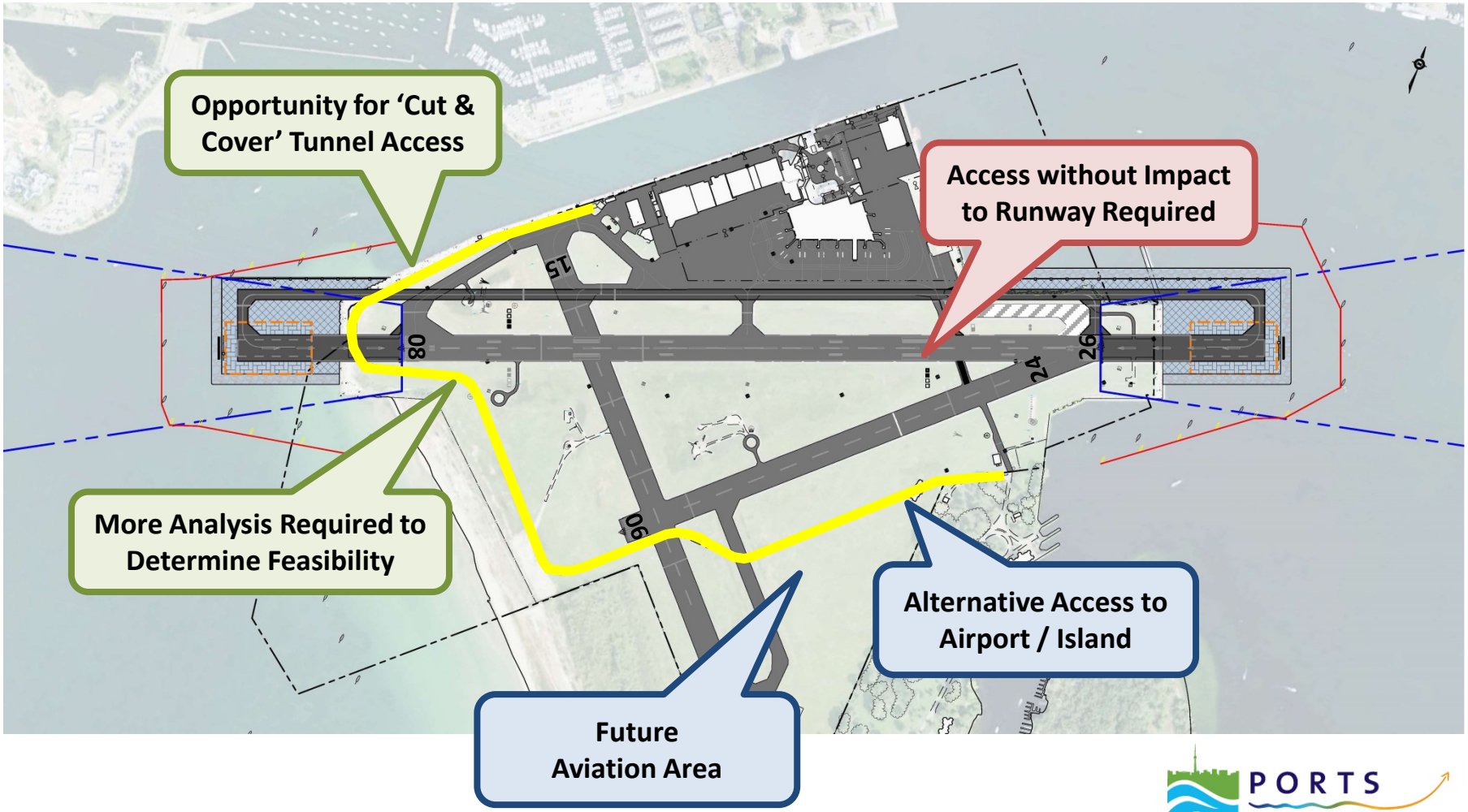
Noise Barriers



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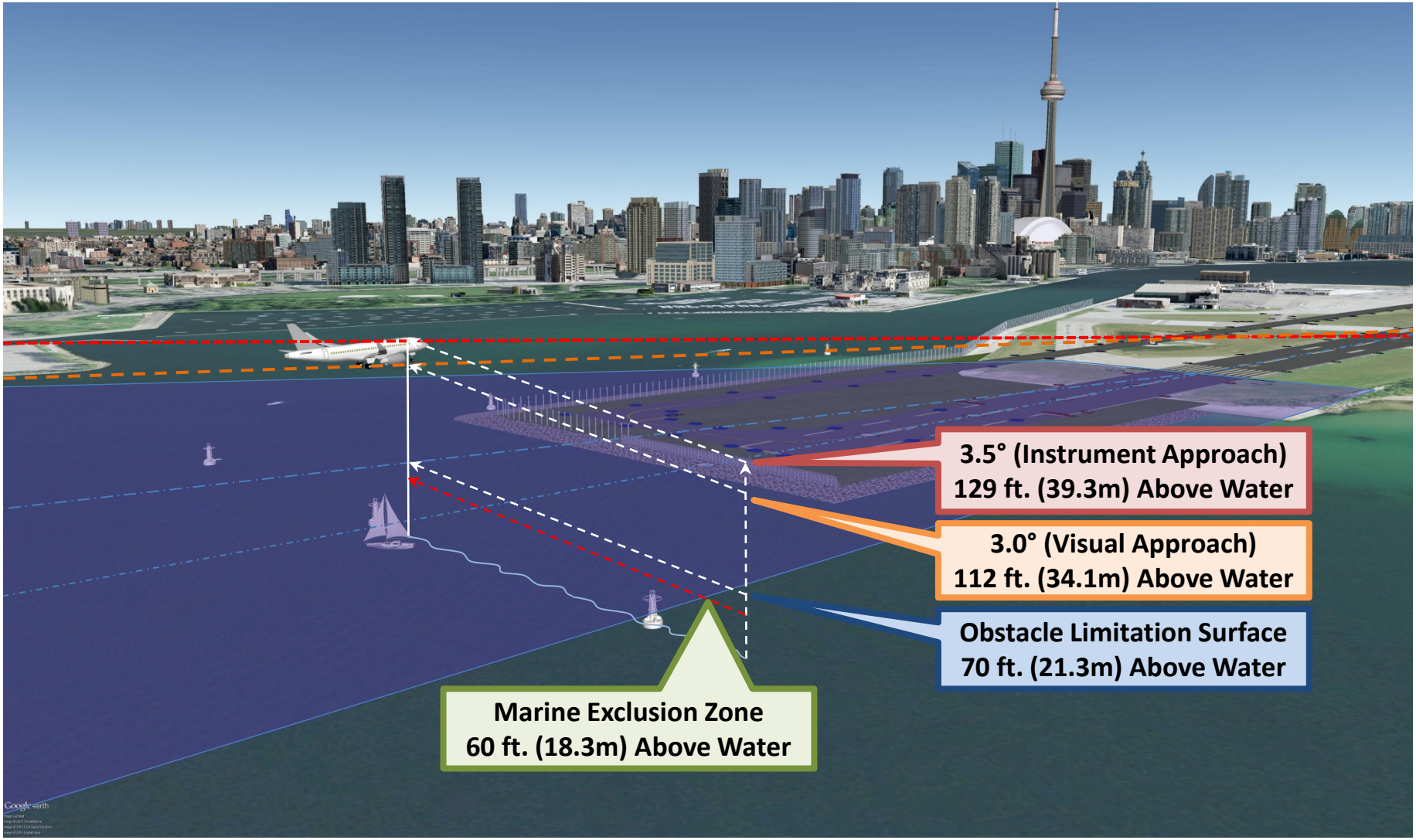
Access to South Field



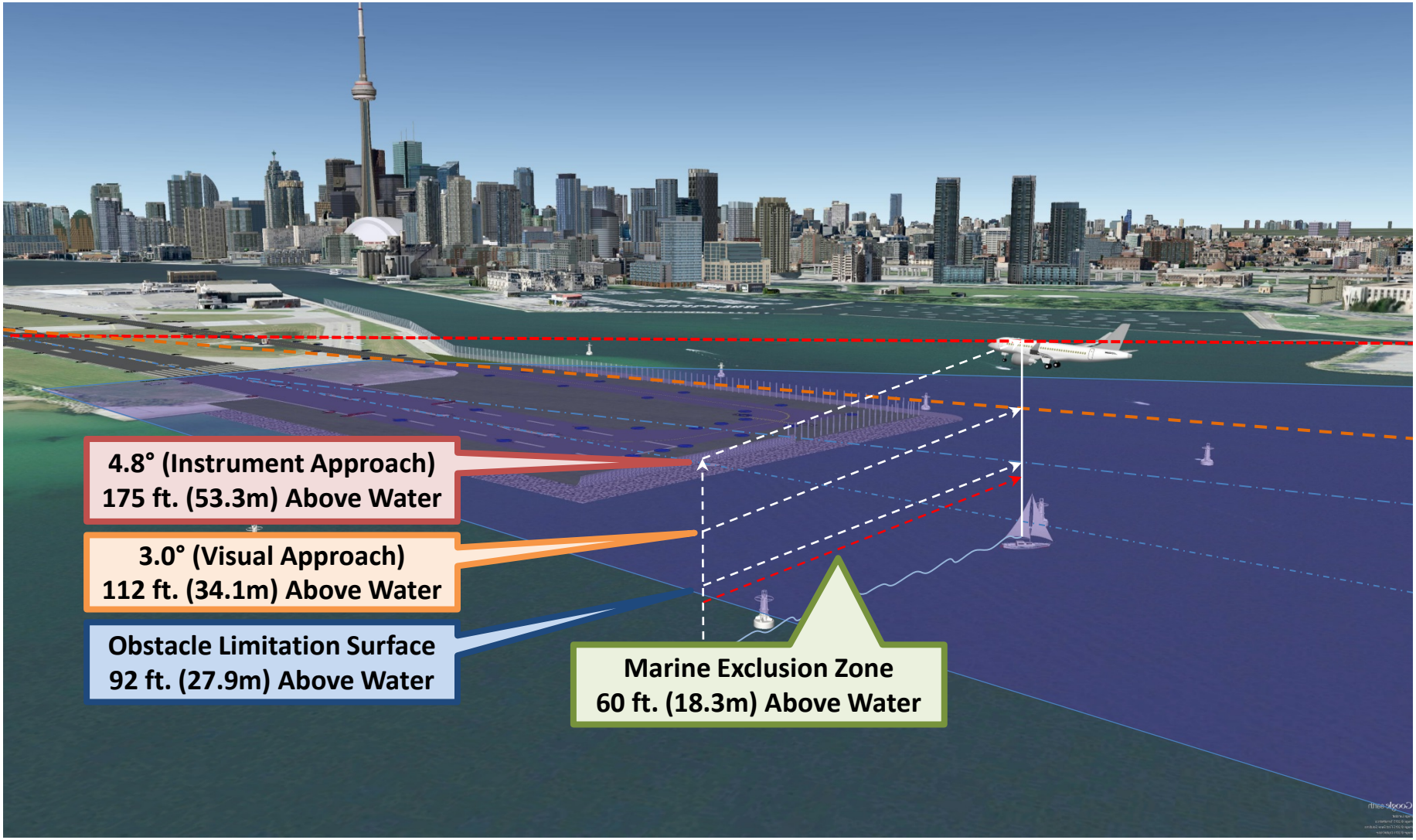
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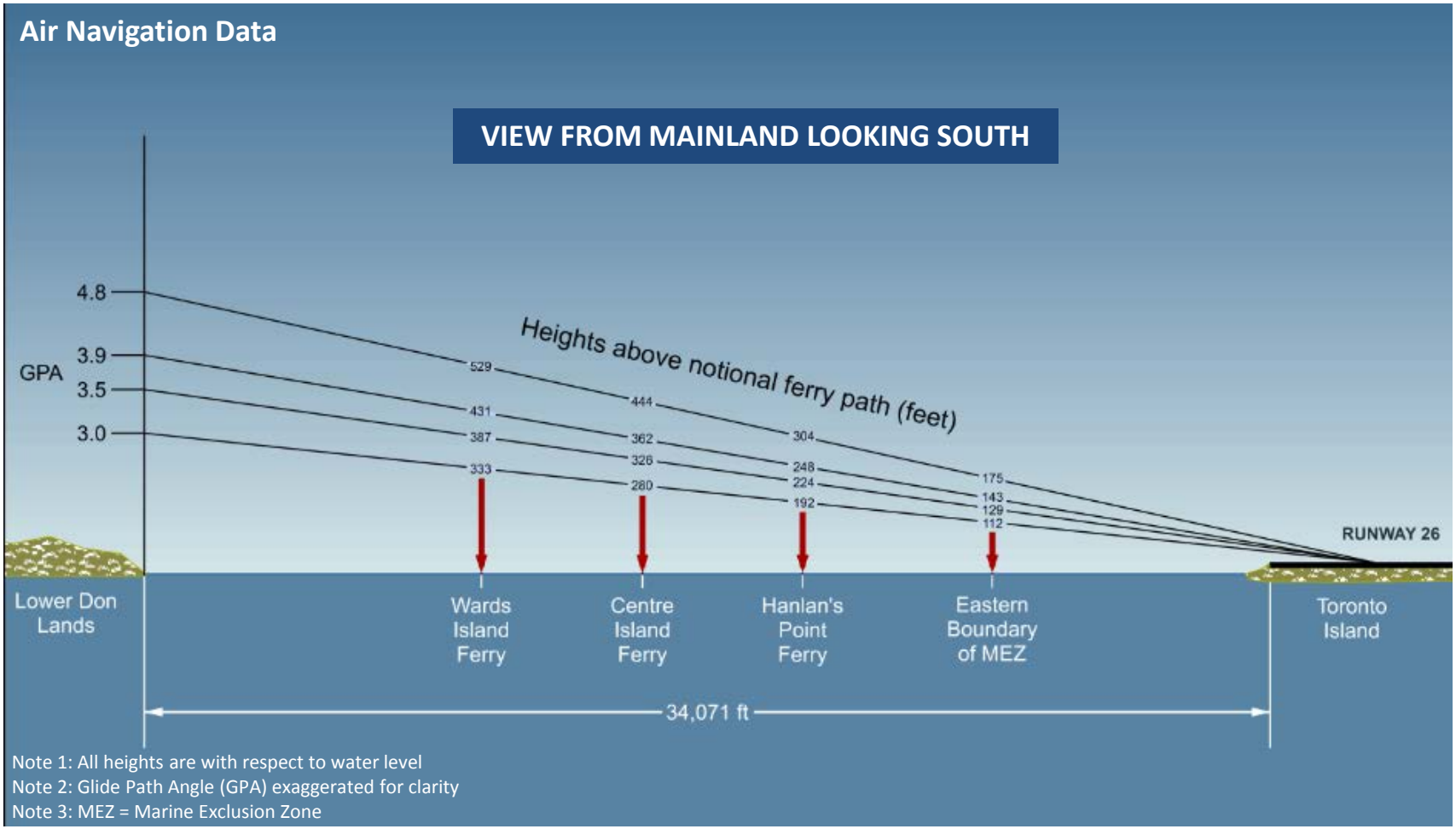
Approach Slopes (Runway 08)



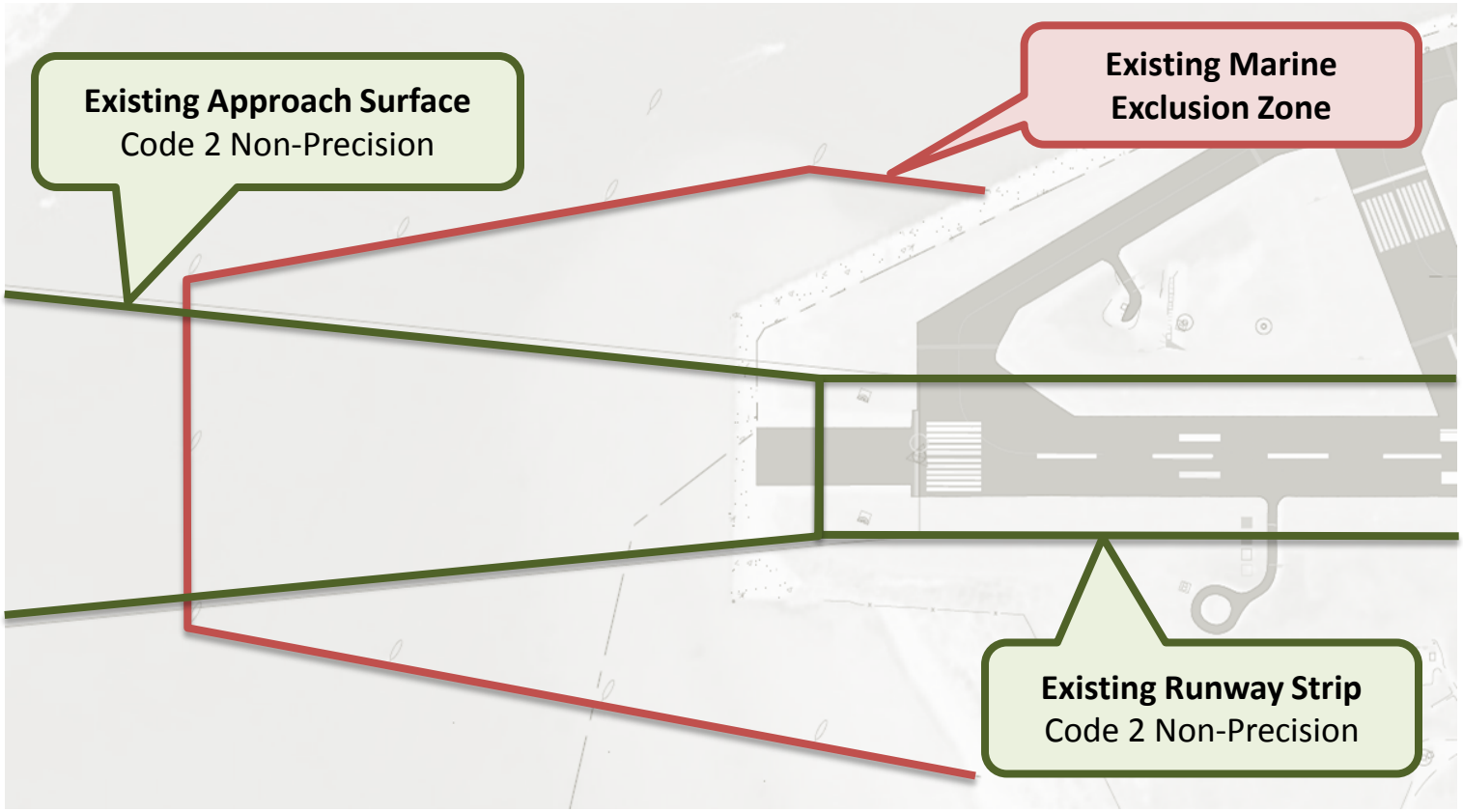
Approach Slopes (Runway 26)



Aircraft Glideslope (Runway 26)



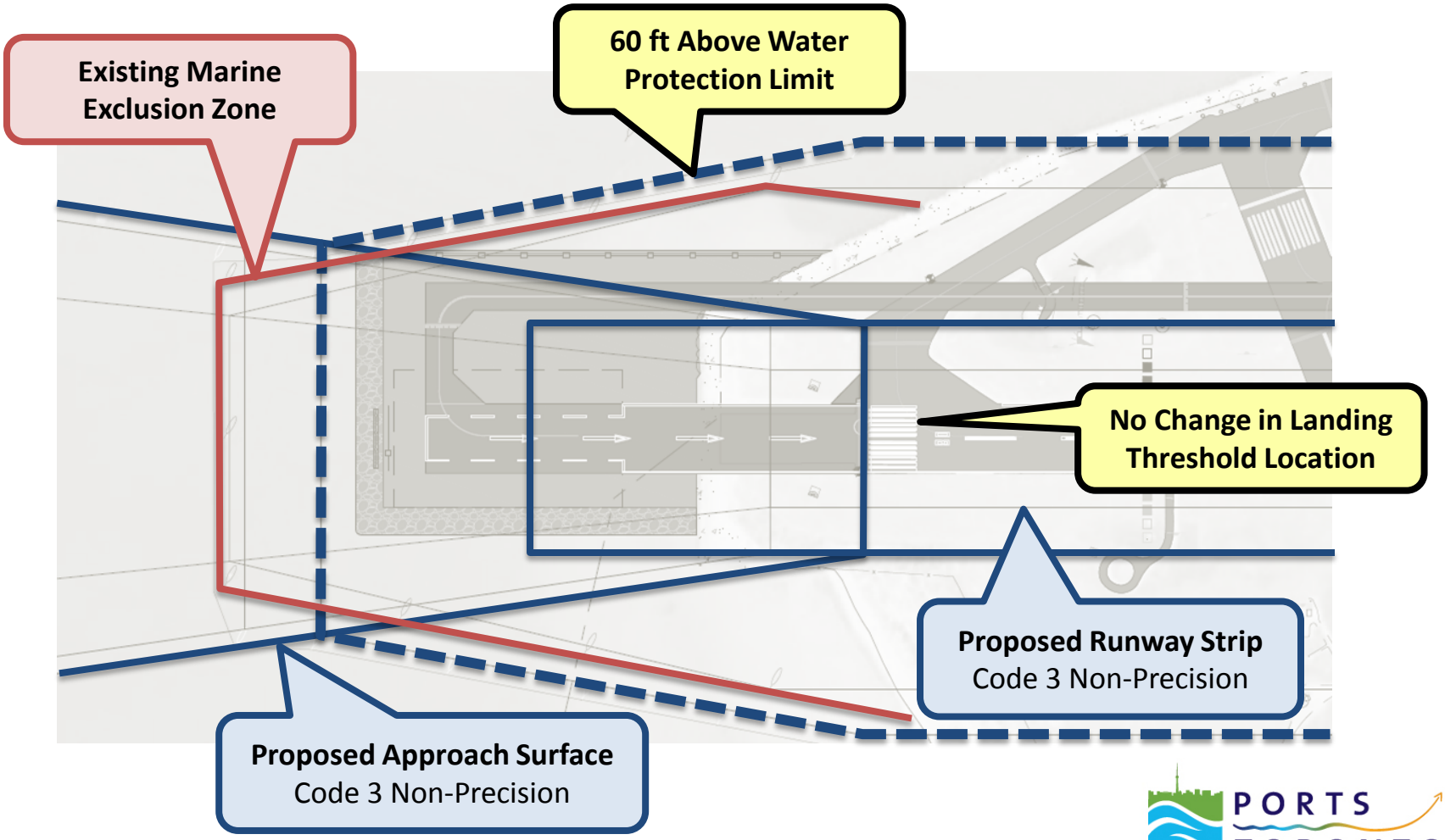
Marine Exclusion Zone (Runway 08)



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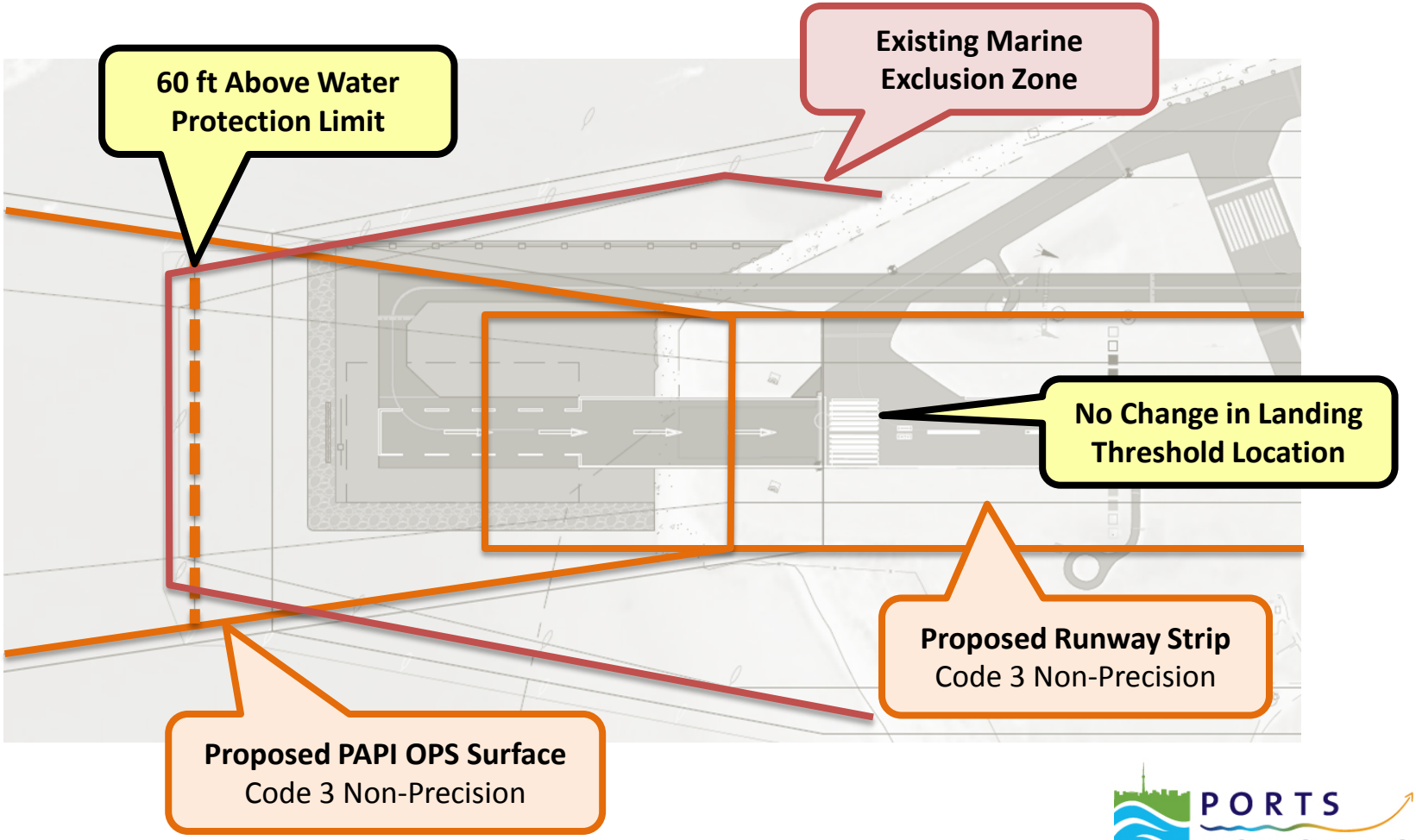
Marine Exclusion Zone (Runway 08)



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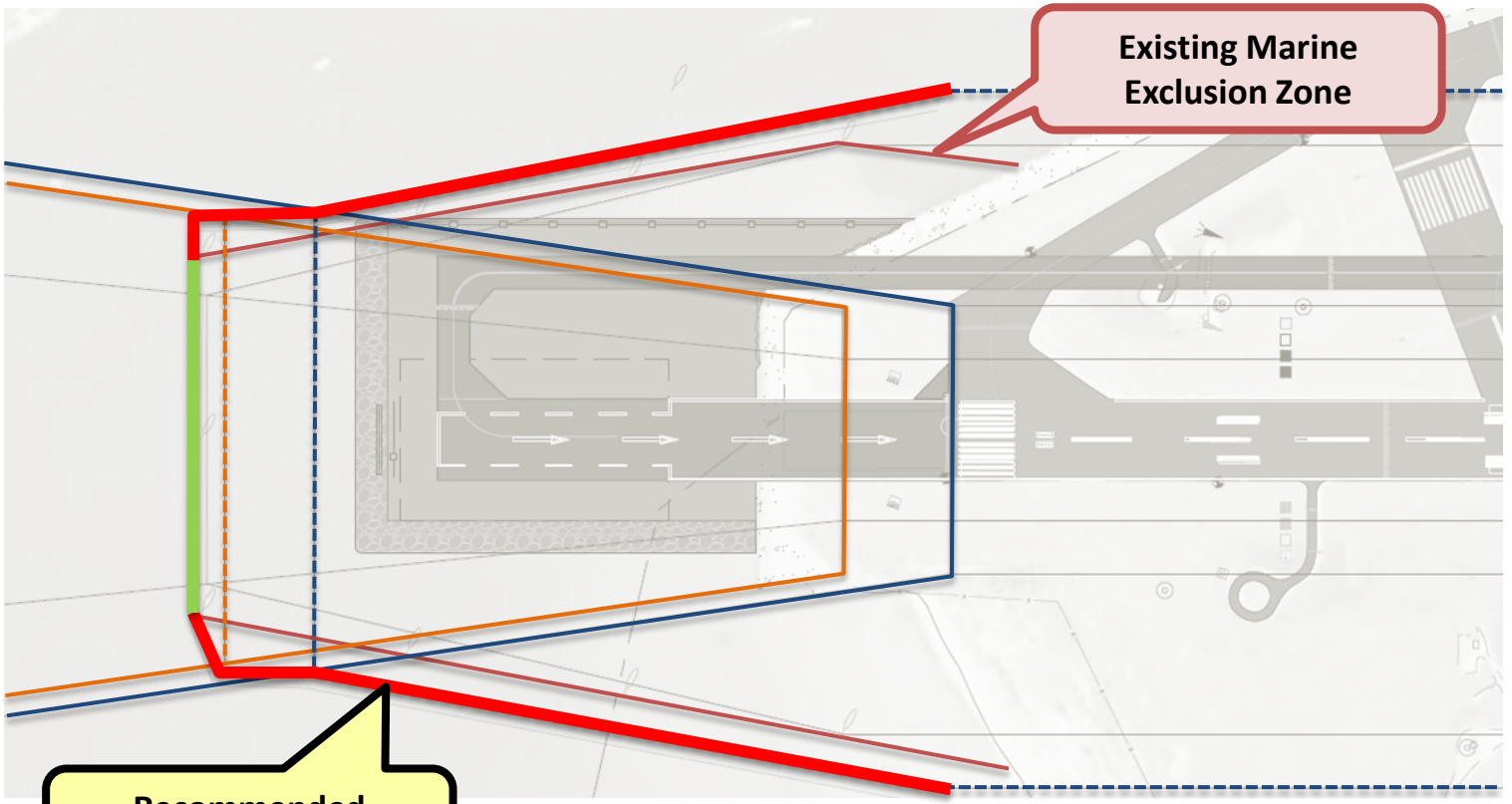
Marine Exclusion Zone (Runway 08)



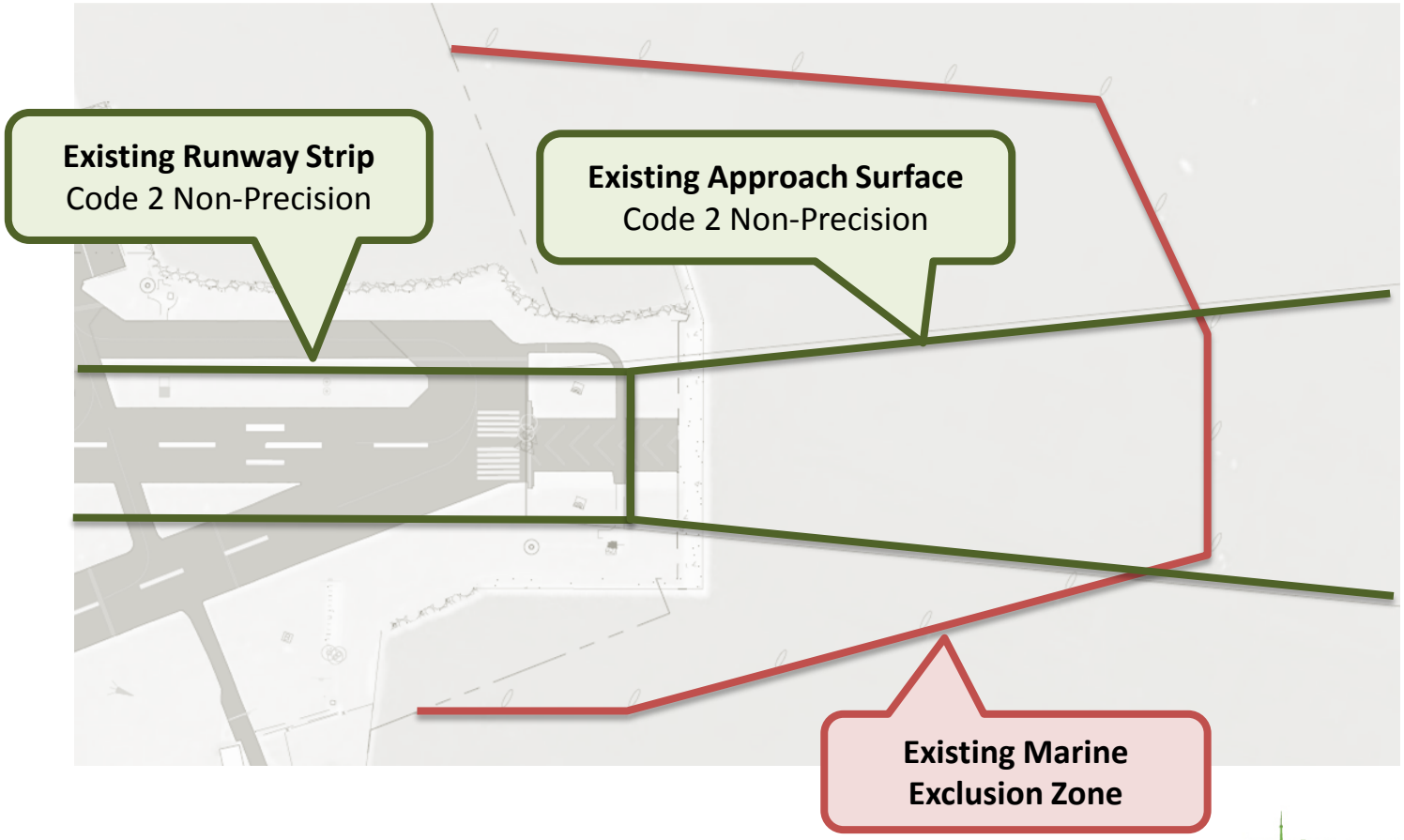
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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Proposed Marine Exclusion Zone



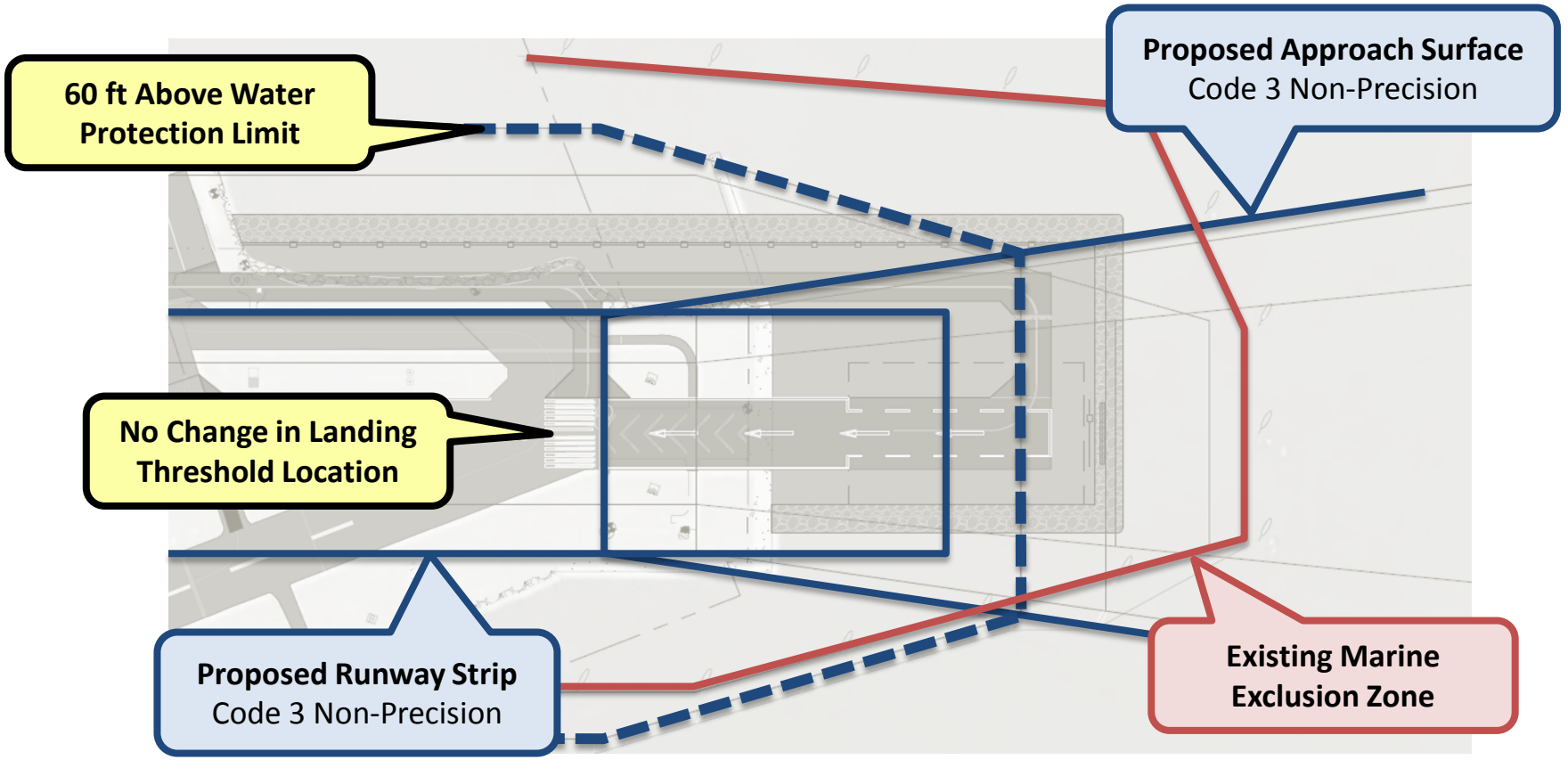
Marine Exclusion Zone (Runway 26)



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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

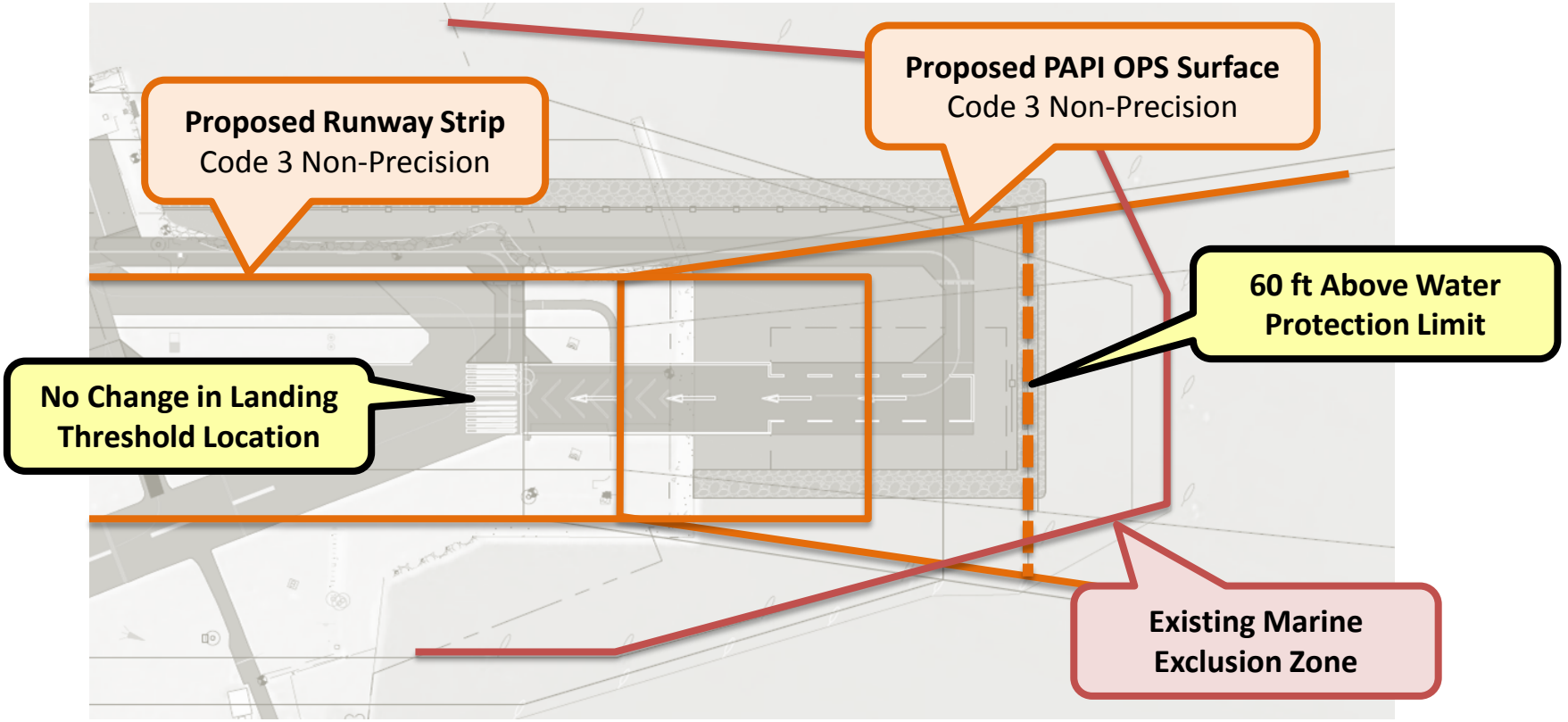
Marine Exclusion Zone (Runway 26)



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PORTS TORONTO
Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

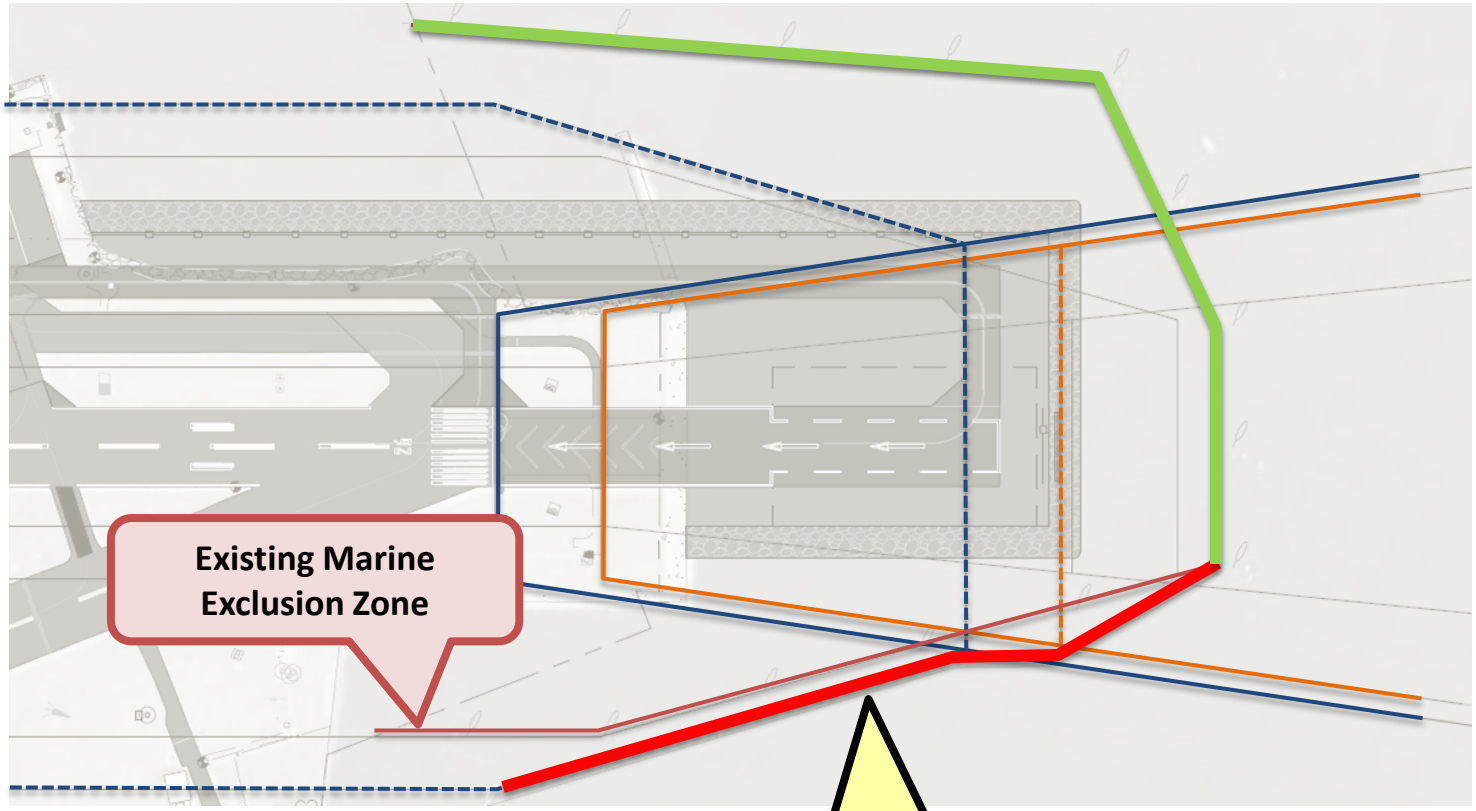
Marine Exclusion Zone (Runway 26)



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PORTS TORONTO
Master Planning Exercise
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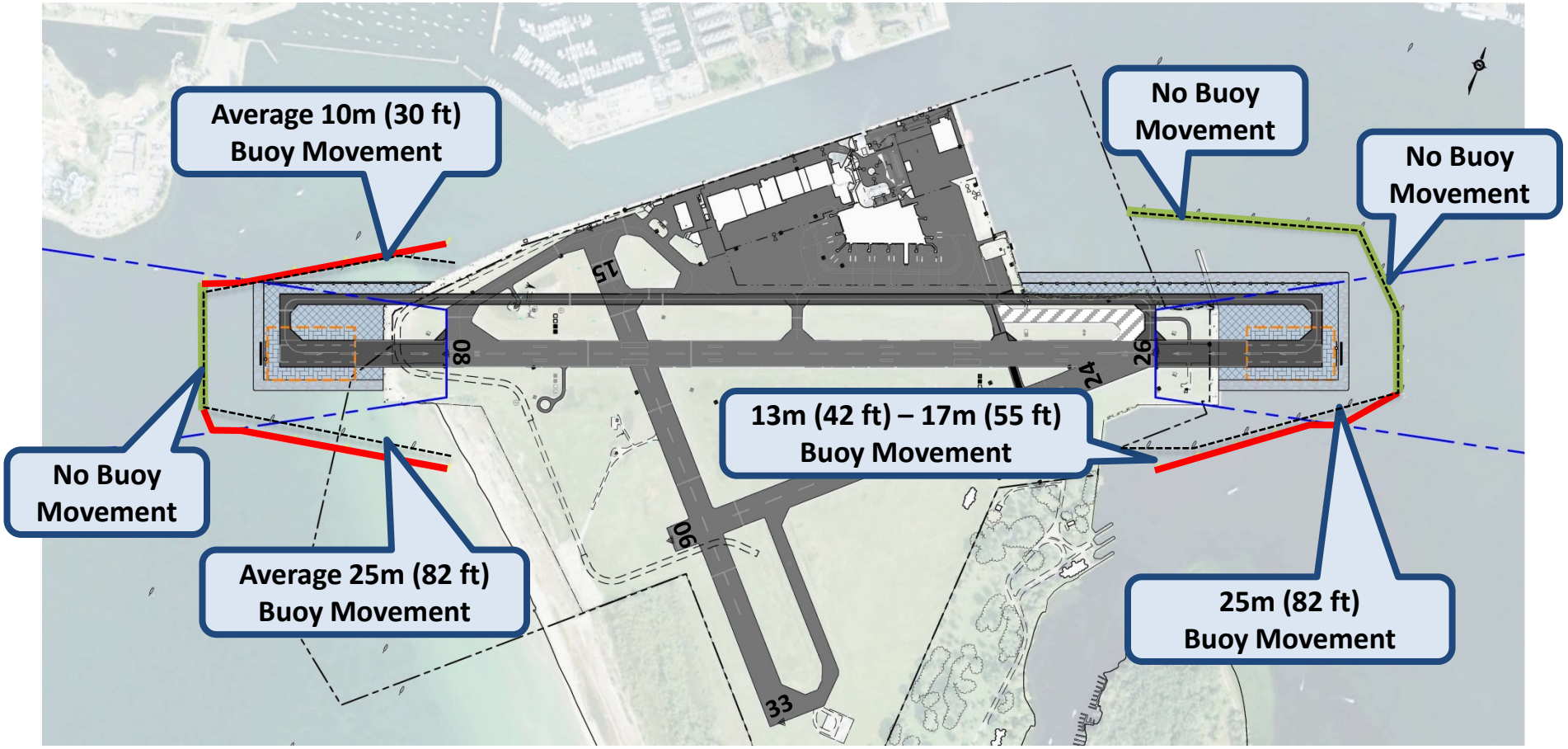
Marine Exclusion Zone (Runway 26)



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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

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Proposed Marine Exclusion Zone



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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Aircraft Operating Eligibility

Compliance Requirements Prior to Flight Operations from BBTCA

- **Compliance with Tripartite Agreement** (Noise)
- **Aircraft Performance Capability** (Runway Length)
- **Aircraft Type Certification** (Approach Slope)

Aircraft operator must demonstrate compliance with all above criteria prior to PortsToronto issuing Commercial Carrier Operating Agreement or Slots

Noise Compliant Aircraft Mix

Aircraft Noise Type Certification

Transports Canada

Transport Canada

FEDERAL AVIATION ADMINISTRATION

EASA European Aviation Safety Agency

ICAO · OACI · ИКАО

ICAO Annex 16

Trade-offs:

Sum Excess <3 EPNdB

Single Excess <2 EPNdB

Excess = Offset

Aircraft Noise Type Certification

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Takeoff	Sideline	Approach
84.0 EPNdB	83.5 EPNdB	92.0 EPNdB

Total
259.5 EPNdB

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PORTS TORONTO Master Planning Exercise

PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Existing Air Carrier Aircraft

Aircraft Type	Engine Type	Noise Measurement Points			
		Takeoff	Sideline	Approach	Total
Tripartite	T-P	84.0	83.5	92.0	**259.5**
Dash-8 Q400	T-P	78.0	84.0	93.1	**255.1**



Regional Aircraft (Jet)

Aircraft Type	Engine Type	Noise Measurement Points			
		Takeoff	Sideline	Approach	Total
Tripartite	T-P	84.0	83.5	92.0	**259.5**
CRJ 100/200	Jet	77.6	82.4	92.1	**252.1**
CRJ 700	Jet	82.7	89.4	92.6	**264.7**
CRJ 705/900	Jet	83.9	89.1	92.4	**265.4**
EMB145	Jet	81.0	84.9	92.5	**258.4**
EMB175	Jet	84.4	91.9	95.0	**271.3**
EMB190	Jet	85.4	91.4	92.5	**269.3**
MD-80/88	Jet	88.6	97.1	92.9	**278.6**
CS100	Jet	--	--	--	**<259.5**





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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Narrow Body Air Carrier (Jet)

Aircraft Type	Engine Type	Noise Measurement Points			
		Takeoff	Sideline	Approach	Total
Tripartite	T-P	84.0	83.5	92.0	**259.5**
A319	Jet	84.0	92.0	92.6	**268.6**
A320	Jet	84.5	92.9	94.4	**271.8**
B737-600	Jet	82.1	90.0	95.3	**267.4**
B737-700	Jet	83.1	90.6	95.8	**269.5**
B737-800	Jet	88.6	92.1	96.5	**277.2**





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PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Cessna (Executive Jet)

Aircraft Type	Engine Type	Noise Measurement Points			
		Takeoff	Sideline	Approach	Total
Tripartite	T-P	84.0	83.5	92.0	**259.5**
Cessna 525	Jet	73.4	83.6	89.5	**246.5**
Cessna 550	Jet	73.7	85.2	91.2	**250.1**
Cessna 560	Jet	70.0	89.8	90.5	**250.3**
Cessna 650	Jet	78.9	91.9	90.8	**261.6**
Cessna 680	Jet	71.9	87.8	87.9	**247.6**
Cessna 750	Jet	72.0	82.9	90.3	**245.2**





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PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Falcon (Executive Jet)

Aircraft Type	Engine Type	Noise Measurement Points			
		Takeoff	Sideline	Approach	Total
Tripartite	T-P	84.0	83.5	92.0	**259.5**
Falcon 10	Jet	82.2	86.2	95.2	**263.6**
Falcon 20	Jet	80.3	90.7	90.7	**261.7**
Falcon 50	Jet	79.9	92.3	95.2	**267.4**
Falcon 200	Jet	83.9	89.0	93.9	**266.8**
Falcon 7X	Jet	81.9	90.1	92.6	**264.6**
Falcon 900	Jet	78.7	90.6	92.2	**261.5**
Falcon 2000	Jet	75.1	91.8	90.5	**257.4**





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PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Gulfstream (Executive Jet)

Aircraft Type	Engine Type	Noise Measurement Points			
		Takeoff	Sideline	Approach	Total
Tripartite	T-P	84.0	83.5	92.0	**259.5**
Gulfstream G150	Jet	80.7	91.2	91.9	**263.8**
Gulfstream G200	Jet	81.4	85.8	90.9	**258.1**
Gulfstream G300	Jet	78.2	87.7	93.3	**259.2**
Gulfstream G350	Jet	74.1	89.7	92.3	**256.1**
Gulfstream G400	Jet	79.0	87.6	93.3	**259.9**
Gulfstream G450	Jet	75.8	89.5	92.3	**257.6**
Gulfstream G500	Jet	77.6	90.5	90.8	**258.9**
Gulfstream G550	Jet	79.3	90.2	90.8	**260.3**
Gulfstream G650	Jet	71.7	90.7	88.3	**250.7**





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PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Learjet (Executive Jet)

Aircraft Type	Engine Type	Noise Measurement Points			
		Takeoff	Sideline	Approach	Total
Tripartite	T-P	84.0	83.5	92.0	**259.5**
Learjet 35	Jet	79.2	86.7	91.4	**257.3**
Learjet 40	Jet	73.7	85.1	93.4	**252.2**
Learjet 45	Jet	74.4	85.1	93.4	**252.9**
Learjet 55	Jet	84.2	90.9	90.6	**265.7**
Learjet 60	Jet	70.8	83.1	87.7	**241.6**
Learjet 70	Jet	74.3	87.4	93.4	**255.1**
Learjet 75	Jet	74.3	87.4	93.4	**255.1**





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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT

Next Steps

- Continue stakeholder engagement:
  - Airport tenants and key agency stakeholders
  - Transport Canada – technical engagement
  - NAV CANADA – technical engagement
- Continued engagement in Environmental Assessment
- Prepare draft reports:
  - Master Planning Exercise
  - Preliminary Runway Design
- Public Engagement & draft Report Presentation

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Master Planning Exercise
PROPOSED RUNWAY EXTENSION AND INTRODUCTION OF JETS AT BILLY BISHOP TORONTO CITY AIRPORT



Question / Comments

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