PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

COMMUNITY LIAISON COMMITTEE
MEETING #18

MEETING MINUTES

Wednesday June 3, 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 #18

Action Item #	Action Item Task	Who is Responsible for Action Item
M#18-A1	Provide the criteria that was used for selecting new CLC members	Lura/PortsToronto
M#18-A2	Finalize CLC #17 meeting minutes and post to PortsToronto website	Lura/PortsToronto
M#18-A3	Coordinate a date for CLC members to tour the pedestrian tunnel and Ornge operations	Lura/PortsToronto
M#18-A4	Provide CLC members with the standard operating procedure for landing used by Porter Airlines	Porter Airlines
M#18-A5	Provide the updated Canadian Flight Supplement to CLC members	PortsToronto

Appendices

Appendix A1-1: Bathurst Quay Neighbourhood Plan Concepts
Appendix A1-2: Pedestrian Tunnel Construction Update Presentation
Appendix A1-3: Environmental Assessment Update Presentation
Appendix A1-4: Noise Management Office 2014 Year End Summary Presentation
Appendix A1-5: BBTCA Annual Noise Management Report 2014

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Andrew Hilton	Waterfront Toronto	Present
Brad Cicero	Porter Airlines	Present
Carol Jolly	Waterfront Business Improvement Area (WBIA)	Regrets
Chris Glaisek	Waterfront Toronto	Regrets
Christian Ilumin	Sky Regional Airlines	Absent
Christopher Dunn	City of Toronto – Waterfront Secretariat	Present
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	Regrets
David Whitaker	Tourism Toronto	Absent
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Heather Johnson	Bathurst Quay Neighbourhood Association (BQNA)	Regrets
Lia Brewer	Councillor Joe Cressy's Office	Regrets
Mario Silva	Toronto District School Board	Present
Matthew Kofsky	Board of Trade	Absent
Robert Kearns	Ireland Park	Absent
Ron Conard	Toronto Island Community Association (TICA)	Present
Sean McIntyre	Councillor Pam McConnell's Office	Regrets
Trevor Stevenson	Resident	Present
Warren Lampitt	Air Canada	Absent
GUEST SPEAKERS AND SUBJECT EXPERTS		
Lynda MacDonald	City of Toronto	Present
Paul Murray	AECOM	Present
TPA REPRESENTATIVES		
Gene Cabral – Chair	PortsToronto	Present
Ken Lundy	PortsToronto	Present
Angela Homewood	PortsToronto	Present
MEMBERS OF THE PUBLIC		
Jim McClocklin	Resident and Alternate CLC Member	Present
Lesli Tomlin	Porter Airlines	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 eighteenth committee meeting. Mr. Faught facilitated a round of introductions including the new CLC members.

Mr. Gene Cabral, PortsToronto, provided an update on the revised CLC Terms of Reference which was approved by the Board of Directors. Mr. Cabral expressed that membership of the committee has been increased and he welcomed the new participants to the meeting. He also indicated that membership will also include a representative from a Toronto Waterfront Hotel as well as the Toronto Passenger Vessel Association (TPVA) at future meetings.

- The YQNA representative inquired about the screening process in selecting the new CLC members. Mr. Faught expressed that the selection process was based on the Terms of Reference and the set of criteria used can be provided.

Actions:

M#18-A1. Provide the criteria that was used for selecting new CLC members.

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Jim Faught reviewed the minutes from CLC meeting #17. Mr. Faught noted that draft meeting minutes from meeting #17 were distributed via email to committee members for review. Comments were received from the YQNA representative and will be reviewed and incorporated into the final minutes and posted on the PortsToronto website.

Actions:

M#18-A2. Finalize CLC #17 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:

- A series of meetings were held on the Bathurst Quay Neighbourhood Plan. The most recent community meeting was held in April and approximately 150 people attended.
- A working group meeting was held on May 11, 2015 with representatives from stakeholder and community groups, including school boards and other agencies. The format of the meeting was a workshop session.
- At the two meetings the project team presented a series of different concepts (Concept, 1, 2, 3, and 3B) for the neighbourhood, based on feedback throughout the consultations.
- The consensus on moving forward was to use Concept 3 as a starting point and to build some modifications onto it.

- Planning staff are preparing a report for the Community Council meeting on June 16, 2015 which provides an overview of the work to date, including community consultation and a summary of what was heard. The report recommends moving forward with Concept 3 as a base, with the understanding that it would be modified. (Note: the report will be posted online a week before the meeting). The report would then go to City Council in July for approval on the recommendations.
- The project team will continue to work through the summer and plans to come back to the community in the fall with new findings, including traffic results and costing to the infrastructure options.

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

- Mr. Cabral expressed that PortsToronto has participated actively in the plan and commended the project team on a robust consultation process. PortsToronto will be working closely as the plan moves forward with respect to transportation. Ms. MacDonald confirmed that further consultation with the airport community will take place over the summer.
- Mr. Christopher Dunn, City of Toronto, expressed that Concept 3 is an ambitious plan in terms of funding and timing and there may be an interim recommendation made. Ms. MacDonald confirmed that the community is interested in interim revitalization measures that can be implemented around the silos site.

4. PEDESTRIAN TUNNEL CONSTRUCTION UPDATE

Mr. Ken Lundy, PortsToronto, provided a presentation on progress with the pedestrian tunnel being constructed from the mainland to BBTCA. Key points from the presentation include:

- A Substantial Completion Milestone was met on May 29, 2015.
- Final work to be done includes: outside canopies, final finishes throughout the tunnel, landscaping enhancements, security, Wi-Fi and cellular service, water and sewer main connections being finalized.
- The mainland traffic circle is one of the most critical elements to manage passenger flow. The focus is on the drop-off and pick-up area to get traffic in and out without congestion, with nine spots available.
- There will be prominent shuttle bus designations as soon as passengers exit the tunnel to encourage a shift in transportation mode to and from the airport. During peak times there will be a shuttle bus waiting at both locations (Union Station and the airport tunnel).
- Taxi management will remain at the Canada Malting Site. Taxi capacity will be increased by relocating the shuttle loading area, allowing for dual taxi loading.
- Next steps include enhanced W-Fi and cellular service as well as watermain and sanitary connections.
- PortsToronto is planning on opening the tunnel to the public towards the end of July.
- PortsToronto is offering a walk-through of the tunnel to CLC members in advance of the public opening, to see the inner workings of the tunnel.

Actions:

M#18-A3. Coordinate a date for CLC members to tour the pedestrian tunnel (and Ornge operations).

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

- *The TDSB representative inquired if there is going to be traffic relief to the airport and surrounding area as a result of the traffic circle or if the increased capacity will encourage more cars travelling to and from the site.* Mr. Cabral expressed that the additional space for construction has been needed for quite a while, but the intention is not to encourage additional vehicles to come to the airport. A survey on modal split was conducted and the results were encouraging. In the last three years there was an increase in shuttle usage to the airport as well as evidence that people are walking or using the TTC. PortsToronto will be sharing the results with the community and will continue to promote other travel options.
- *The TDSB representative inquired if the bike share facility was installed as a request from the airport.* Mr. Dunn expressed that the bike share facility was discussed in the traffic study which started in 2012 and Bike Share Toronto was able to fulfill that request. Mr. Cabral noted that the airport has more than doubled the capacity for bike storage for employees and passengers on the island.
- Mr. Cabral indicated that a key challenge is parking in the community and there is no by-law enforcement in terms of requiring permits to park in the area. Mr. Dunn expressed that the City is going to be looking at permit parking and one hour street parking which should limit airport employees from parking the neighbourhood.
- Mr. Cabral added that PortsToronto will be preparing an outreach strategy to ensure that people coming to the airport understand how to move through the area efficiently.
- *The YQNA representative inquired about how the under-capacity of visitor parking in the neighbourhood is going to be addressed.* Mr. Dunn explained that there will be a process to understand the mechanics of on-street parking and indicated that Toronto Community Housing Corporation (TCHC) potentially has surplus parking that is underutilized, which is one opportunity to explore.
- *The Waterfront Secretariat representative inquired if there will be increased bike parking on the mainland.* Mr. Cabral indicated that capacity is limited, especially with construction, but the existing parking will be reinstated after construction is complete. Currently employees bring their bikes to the island side for parking and storage.
- *The Porter Airlines representative inquired about the staging of the traffic circle and whether it will be opened in advance of the tunnel completion.* Mr. Lundy indicated that the traffic circle will be able to open once the canopy is in place and the line painting is complete.
- *The YQNA representative indicated he would like to see an update on noise impacts with respect to the tunnel.* Mr. Lundy responded that the noise test will be conducted during the week of June 8, 2015 and the results can be shared with the CLC. The documentation will be done according the specifications.

5. EA PEER REVIEW

Mr. Andrew Hilton, Waterfront Toronto, provided a brief update on the Peer Review for the EA. Key points included:

- The Request for Proposals closed a few weeks ago. Evaluations were done in late May and a proponent has been selected for the peer review.
- The first stage of the peer review will be to review the scoping document to ensure that public and stakeholder input is incorporated and accurate.
- Once the agreement is finalized an announcement will be made regarding who will be conducting the peer review as well as information on timelines.

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

- *The YQNA representative requested to know specifically who will be commenting on noise in the peer review*. Ms. Angela Homewood, PortsToronto, responded that the consulting team includes a number of subject matter experts in air quality, noise, water quality, natural environment, etc. and once the announcement is made the information can be shared by Waterfront Toronto.

6. ENVIRONMENTAL ASSESSMENT – UPDATE

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 presentation include:

- Background on the project was provided as well as an overview of the connections between the four projects: Runway and Jets EA, Runway Design, Master Plan, and Bathurst Quay Neighbourhood Plan.
- The Tripartite Agreement was signed by the City of Toronto, PortsToronto, and Transport Canada. It is a leasing agreement and mechanism for managing operations at the airport.
- The EA is assessing all aspects of the airport operations now and in the future as well as the how the community connects with the airport from a transportation perspective. Based on that information, the impacts on natural, social and economic environments are being evaluated.
- The draft Study Design document was released for a 30-day public review which ended on May 30, 2015. Approximately 30 comments were received.
- Overall key themes raised throughout the consultation on the Study Design include: public health and safety, impacts on recreational activities, impacts on quality of livings and built environment, noise and air quality measurement and modelling, urban development impacts, greenhouse gas and climate change, and the EA process.
- The Study Design as well as all comments received will be posted on the project website: http://bbtcarunwayandjetsea.org
- The project team is anticipating that they will receive all comments from the peer review at the end of June, at which point the Study Design can be finalized. In the meantime, data collection will be ongoing. Once the Study Design is complete the analysis will begin. Draft material for consultation is anticipated to be released in the fall.

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

- *The YQNA representative proposed that there be two rows in the table depicting number of daily commercial slots (slide 6); actual utilized slots and approved slots.* Mr. Murray responded that a row can be added to capture current utilization level. Mr. Cabral explained that 202 slots is the daily allocation that is allowed and the airport is at approximately mid 80% utilization. The permitted growth scenario stated in the Master Plan assumes some additional growth of the weekend underutilized slots.
- *The YQNA representative inquired if the nine agency advisory committee meeting minutes are available publicly.* Mr. Murray indicated that they are all posted online on the EA website.
- *The YQNA representative asked if there were any opportunities with respect to the Pan Am and Para Pan Am Games in terms of data collection (cumulative effects of traffic and noise). It is anticipated that there will be complete saturation in the community.* Mr. Murray indicated that monitoring has begun and the Pan Am Games begin mid-July. The project team is hoping to get a lot of the waterfront survey completed beforehand as people may change their behaviours due to the event. The intent is to capture current conditions that are not affected by an abnormal event. The period during the event could represent some worst case scenarios in terms of traffic and noise.
- *The Porter Airlines representative noted that there may be a different demographic of people travelling during the event. Summer is always busy for the airport, however it is a different demographic as opposed to a significantly higher volume that is anticipated.*

7. 2014 NOISE MANAGEMENT OFFICE REVIEW

Mr. Gene Cabral, PortsToronto, provided an update on the 2014 Noise Management Office Year End Summary. Key points from the presentation include:

- The second Annual Noise Management Report was published on June 3, 2015 by the BBTCA Noise Management Office. All noise information is available monthly on the PortsToronto website.
- Passenger and aircraft movement numbers were presented from 2013, 2014 and forecasts for 2015.
- Total number of complaints in 2014 was 410 (82% of complaints were aircraft related). A decrease of approximately 20% was calculated in the number of complaints from 2013 to 2014.
- From 2013 to 2014, a 26% decrease in aircraft related complaints was calculated. There was almost a 45% decrease in engine run-up complaints.
- A commitment was made by BBTCA management to respond to noise complaints within 5 business days.
- In 2013, BBTCA saw a considerable increase in engine run-ups which was a major concern for the airport and the community. BBTCA has made commitments to put an airport run-up area on the premise by 2016. A policy has been introduced that indicates where run-ups can occur and how they should be managed with respect to timing. The policy is available on the website.
- In 2015 there will be a focus on communicating with the flight schools so they understand the noise sensitive areas around the island. Ferry operations are also being addressed. The main

vessel is being fitted with noise reducing mufflers and shortly after the tunnel is operating, morning ferry start-up will be moved to the island. Noise sampling of the ferry will be ongoing.

- There is a dedicated resource in the Noise Management Office and he would be willing to attend a subsequent CLC meeting to speak about his role.

Below is a summary of the comments and questions raised by committee members regarding the Noise Management Office:

- *The TICA representative inquired if there was any consideration of applying a factor of complaint fatigue to the calculations.* Mr. Cabral expressed that number of complaints had increased each year until 2013. This year BBTCA launched the WebTrak tool and is making efforts to increase transparency of airport activity. The number of unique complaints to the noise office has also increased. BBTA encourages people to call in with complaints and runs noise monitors in order to be able to investigate issues.
- *The TICA representative asked if the noise level is proportional to the reduced complaints and whether it would be possible to graphically represent noise complaints with actual noise level.* Mr. Cabral indicated that he is unable comment on the noise levels at this time however aircraft movements have remained stable and engine run-ups have decreased. It is difficult to confirm what is causing the noise picked up by the noise monitors.
- *The TICA representative expressed that there is a lack of understanding amongst island residents on general aviation. Residents see low flying aircraft and get concerned. The visual impact is more concerning than the noise. It was suggested that more information be provided to residents on general aviation activities.* Mr. Cabral suggested that the Noise Management Office could create a briefing note to be utilized as part of an outreach program.
- *The TICA representative was concerned that pilots go into reverse thrust on landing causing a great deal of noise. The Porter Airlines representative indicated that the standard operating procedure is to apply breaks and not use reverse thrust on landing. He offered to report back on SOP landing procedures.*
- *The YQNA representative inquired if the Canadian Flight Supplement (CFS) has been updated.* Mr. Cabral indicated that CFS has been updated and the most recent version can be shared with CLC members.

Actions:

M#18-A4: Provide CLC members with the standard operating procedure for landing used by Porter Airlines.

M#18-A5: Provide the updated Canadian Flight Supplement to CLC members.

8. BUSINESS ARISING

Mr. Faught opened the floor to CLC members to share any updates or additional comments:

- Mr. Faught offered to provide paper copies of past CLC meeting minutes to new CLC members and to discuss additional ways to ensure new members are briefed on previous issues and topics.
- Mr. Cabral asked CLC members if there were any specific topics they would like to discuss at future meetings. He indicated that the BBTCA General Manager, Mike Karsseboom would be

willing to do a presentation on the airport operational structure. A presentation and tour of Ornge operations could also be arranged at the same time the tunnel tour is scheduled.

- *The YQNA representative inquired if the objectives of CLC have been revised in the updated Terms of Reference. He showed interest in a plan to wind down the need for the CLC in the future.* Mr. Cabral expressed that the CLC is an important mechanism to share information with the community and understand and address their concerns.
- *The TDSB representative agreed that they see the committee as valuable for informing the airport about the TDSB's activities and is an important two way channel for communication. He expressed there is value in keeping the CLC as an ongoing committee.*
- *The YQNA representative noted that he would like to see more dialogue with all signatories of the tripartite agreement.*
- Mr. Faught noted that the next PortsToronto Annual General Meeting is being held on Tuesday June 23rd, 2015 and all are welcome.

9. WRAP UP

Mr. Faught thanked CLC members for attending the meeting, and reminded members that the next meeting will be held on September 23, 2015, 18:30 to 20:30 at the Harbourfront Community Centre.

ADJOURN

Appendix A1 – 1

Bathurst Quay Neighbourhood Plan Concepts

Concept 1:


Bishop Tutu Blvd
Lake Shore Blvd
Bathurst Street
Rogers' Site
New LRT Alignment
Transit Stop
Queens Quay
MGT
Stadium Road
Little Norway Crescent
LNP
Eireann Quay
Community and School
Wave Deck w/ recreation
Access to Marina Quay Parking
Portland Slip Recreation
Floating Swimmiing Pool
Passenger Pick-up
Community and Destination
Galleria
HeadHouse Bridge
Parking
Service and Queuing
Culture and Destination
Culture and Destination
Silo Office Reuse
Ireland Park
Western Channel Promenade

CONCEPT 2


Bishop Tutu Blvd
Lake Shore Blvd
Bathurst Street
Rogers' Site
New Transit Stop
New LRT Alignment
Queens Quay
MGT
Portland Slip Recreation
Access to Marina Quay Parking
Roof top recreation
Community and School
Community and Pool
Floating Swimming Pool
Stadium Road
Little Norway Crescent
LNP
Eireann Quay
Entry Exit
Community and Destination
Galleria
HeadHouse Bridge
Traffic Calmed
Elevated Square
New Woonerf
Mixed Use
Service and Queuing
Culture and Destination
Culture and Destination
New Park
Silo Office Reuse
Western Channel Promenade

Concept 3


Bishop Tutu Blvd
Lake Shore Blvd
Bathurst Street
Rogers' Site
New Transit Stop
New LRT Alignment
Queens Quay
MGT
New Square
Roof top recreation
Portland Slip Recreation
Access to Marina Quay Parking
Community Pavilion
Eireann Quay
Community and Pool
Community and School
Stadium Road
Little Norway Crescent
LNP
Traffic Calmed
Floating Swimmiing Pool
Eireann Quay Promenade
Hotel and Destination
Galleria
HeadHouse Bridge
New Woonerf
New LNP Pavilion
Traffic Calmed
Mixed Use
New Bathurst Square
Service and Queuing
Culture and Destination
New Park
Culture and Destination
Silo Office Reuse
Ireland Park
Western Channel Promenade

Concept 3B


Bishop Tutu Blvd
Lake Shore Blvd
Bathurst Street
Rogers' Site
New Transit Stop
New LRT Alignment
Queens Quay
MGT
Entry
Exit
Portland Slip
Recreation
Roof top recreation
Community
Pavilion
Community
and Pool
Community
and School
Eireann Quay
New Park
Destination
New Park
Stadium Road
Little Norway Crescent
LNP
Eireann Quay Promenade
Hotel and
Destination
Galleria
Mixed Use
Portland Slip
New LNP Pavilion
New Woonerf
Traffic
Calmed
Mixed Use
New Bathurst
Square
Service and
Queuing
Culture and Destination
Silo Office
Reuse
Culture and Destination
New Park
New Park
Ireland Park
Western Channel Promenade

Appendix A1 – 2

Pedestrian Tunnel Construction Update Presentation



Pedestrian Tunnel Update

Community Liaison Committee

Date: June 3, 2015

Presented By: Ken Lundy

PORTS TORONTO

Agenda:

Construction Status

Mainland Traffic Circle

Next Steps

PORTS TORONTO

Construction Status

Substantial Completion Milestone May 29, 2015

- Final Work Includes
  - Outside Canopies
  - Final Finishes
  - Landscaping
  - Security
  - Wi-Fi and Cellular Service
  - Water and sewer main connections

PORTS TORONTO


CAUTION | ATTENTION
Walkway ends /
Fin de la passarelle
Schindler
PREVENTIVE
MAINTENANCE






Arrivals
Arrivées
Departures
Départs
Toronto



Mainland Traffic Circle

One of the most critical elements to manage passenger flow:

- Drop-off and Pick-up
  - Efficient Curb Space
  - Shuttle Buses
  - Outside Canopies
- Taxi Management
  - Canada Malting Site

PORTS TORONTO


AÉROPORT de TORONTO BILLY BISHOP


ALL
PCL


AÉROPORT de TORONTO BILLY BISHOP TORONTO CITY AIRPORT

Next Steps

Completion of outstanding work:

- Enhanced Wi-Fi and Cellular Service:
  - Assist communications;
  - Provide information; and
  - Influence transportation choices
- City of Toronto Municipal Services
  - Watermain and sanitary connections

PORTS TORONTO



PORTS TORONTO

Appendix A1 – 3

Environmental Assessment Update Presentation

June 4, 2015
Community Liaison Committee Meeting

Billy Bishop Toronto City Airport Runway and Jets Environmental Assessment Study Update

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

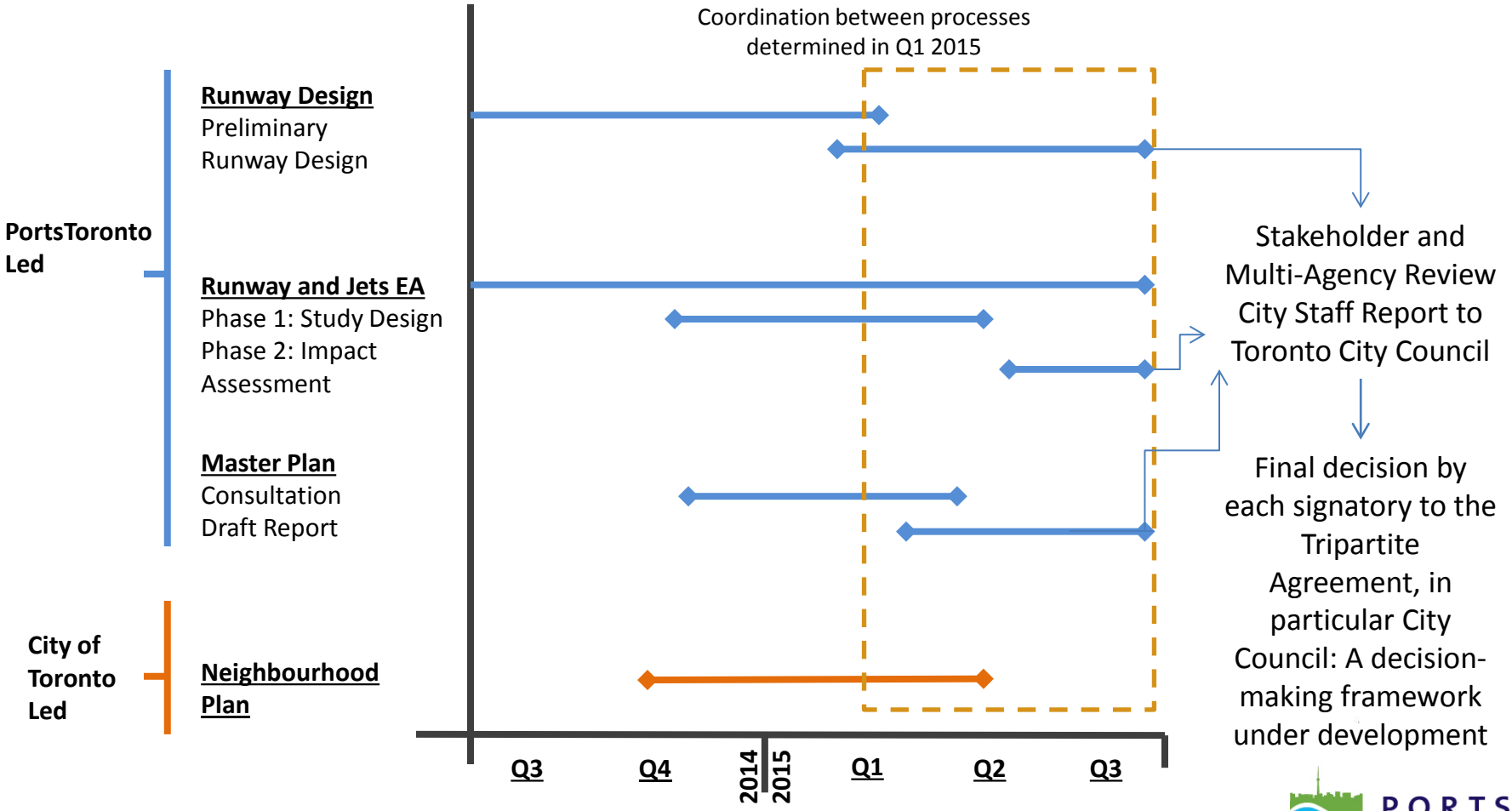


Project Background

- Porter proposal in 2013 to introduce jets and extend the landmass for the runway at Billy Bishop Toronto City Airport (BBTCA)
- City Council consideration of the proposal in 2013 and 2014 led to April 1 Council requirement for:
  - Reviewing a phased framework for managing growth at BBTCA
  - Considering the potential impacts of proposed future operations with a proposed runway extension and introduction of jets at Billy Bishop Toronto City Airport
  - Additional studies, reporting and consultation requirements
    - 2015 Master Planning Exercise (PortsToronto)
    - Preliminary Runway Design (PortsToronto)
    - Environmental Assessment (PortsToronto)
    - City of Toronto's Bathurst Quay Neighbourhood Plan (City)

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

Connections between the 4 studies



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

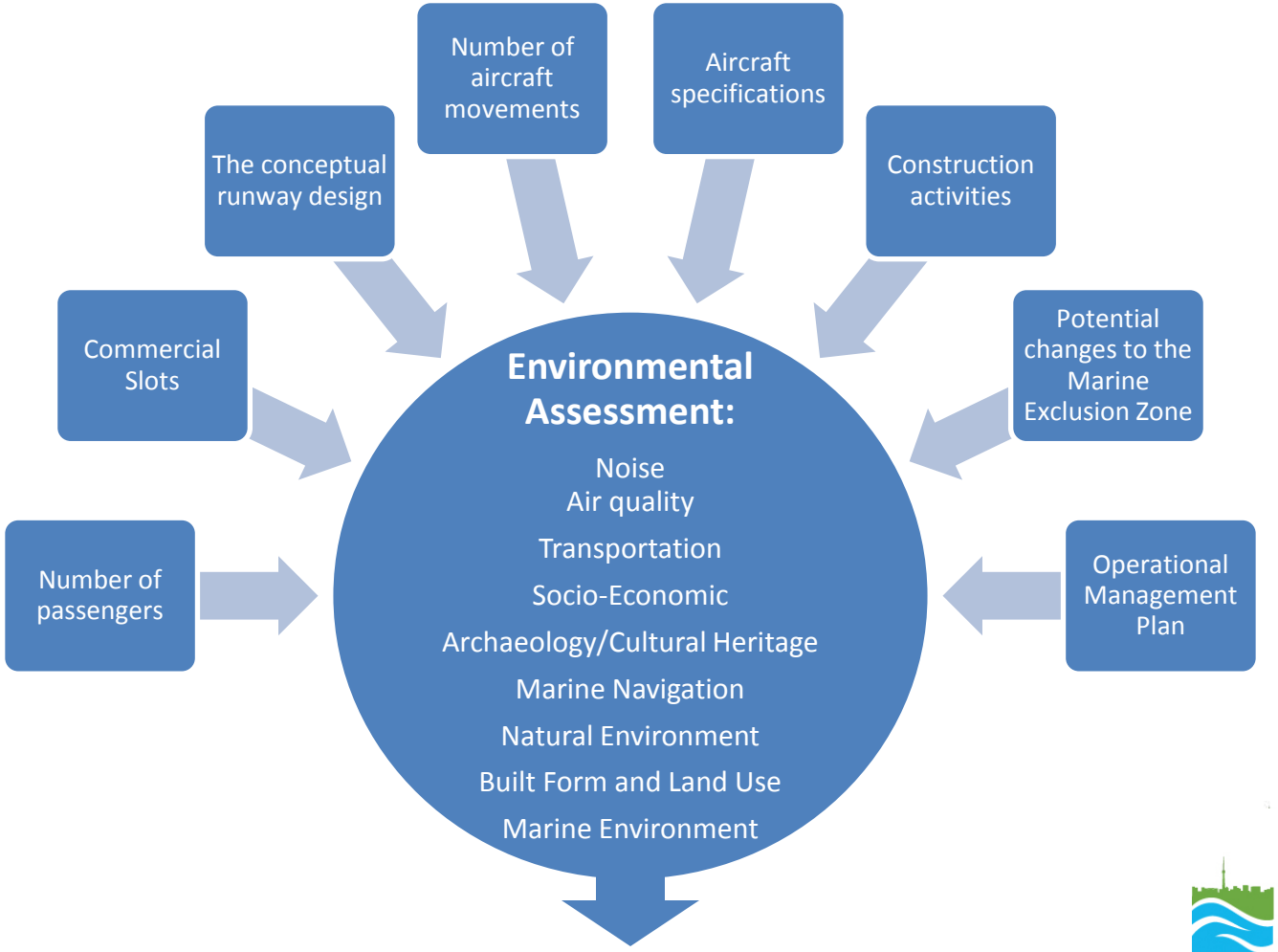
Project Background
The Tripartite Agreement

- Airport operations
- Lease agreement
- Limitations:
  - NEF contour
  - No jets
  - No runway extension



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

What the EA is studying



Impacts on natural, social and economic environments

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

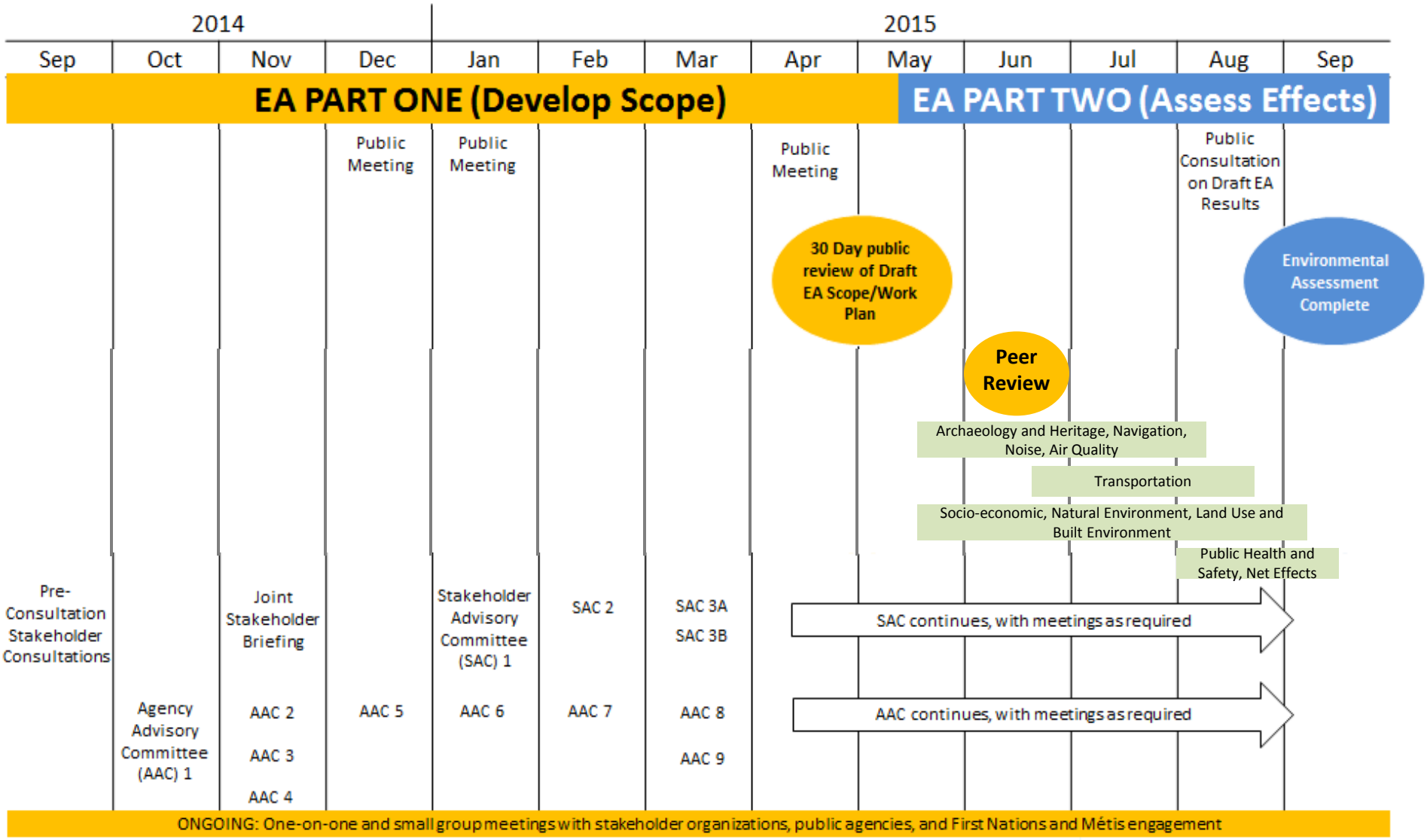
What the EA is studying

BBTCA DETAILS	TODAY *2014*	PERMITTED GROWTH *2012 Master Plan*	PROPOSED GROWTH *With runway extension & jets*
Land mass extension required	No	Yes, for RESA (approx. 43m) *Runway End safety Area - RESA*	Yes, for jets (200m) *Includes RESA*
Runway length (TORA)	1,216m	1,216m	1,658m
# of daily commercial slots	202	202	242
# of total passengers/year groundside *Number in brackets reflects total passengers moving through the airport**	2.0 million (2.43 million)	2.7 million (3.8 million)	4.1 million (5.5 million)
# of total annual aircraft movements	114,428	140,700	138,170
# total annual non-commercial aircraft movements	Approx. 53,166	Approx. 66,098	Approx. 64,778
# of passengers in peak hour groundside *Number in brackets reflects total passengers moving through the airport**	708 (944)	1,085 (1,447)	1,306 (1,741)
Type of commercial aircraft	Q400	Q400	Q400, CS100 & other qualifying jets
Changes to MEZ	No change	No change	No change in length, 10-25m increase in width

Themes in Comments on Study Design

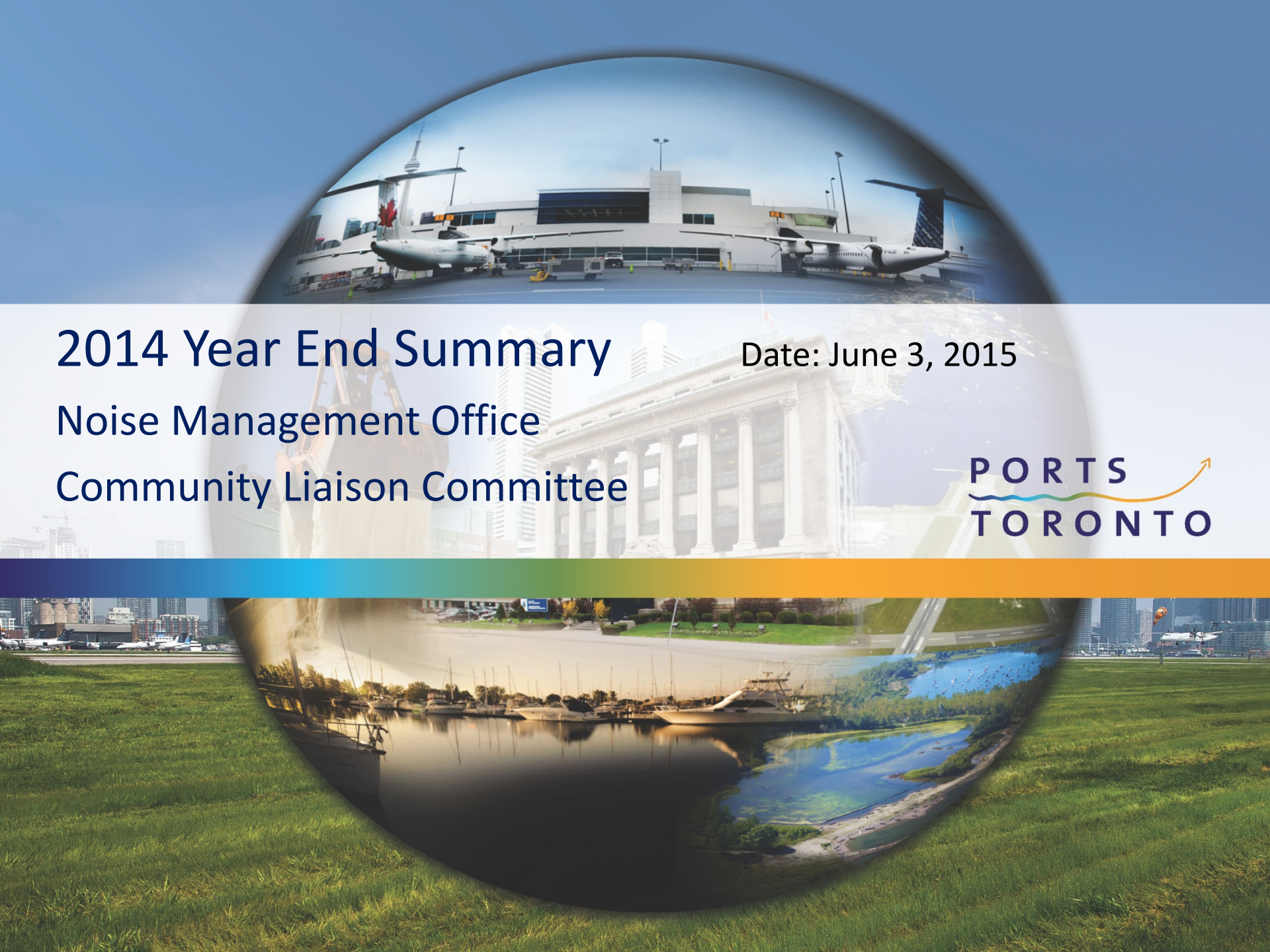
- Key themes raised on the draft Study Design during the 30-day review period include:
  - Public health and safety
  - Impacts on recreational activities
  - Impacts on quality of living and built environment
  - Noise and air quality measurement and modelling
  - Urban development impacts
  - Greenhouse gas and climate change
  - EA process

Environmental Assessment Schedule



Appendix A1 – 4

Noise Management Office 2014 Year End Summary Presentation



2014 Year End Summary

Date: June 3, 2015

Noise Management Office

Community Liaison Committee

PORTS TORONTO

Key Figures

	2013 Passengers	2014 Passengers	2015 Forecast
Non Connecting	1.9 million	2.0 million	2.1 million
Total Passengers (Incl. Connecting)	2.3 million	2.4 million	2.5 million

International Enplaned Travellers (US Bound)	
Actual 2013	357,000
Actual 2014	390,000
Projected 2015	415,000

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Key figures (Cont'd)

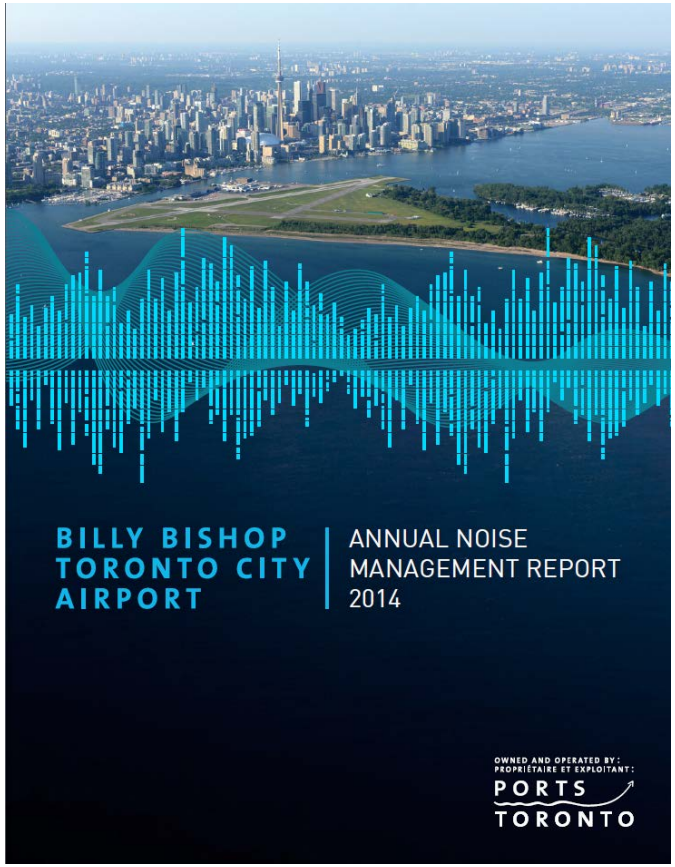
Aircraft Movements (Take off and Landing)

	2013	2014	2015 Forecast
Total Movements	113,186	114,356	115,500
Air Carrier Movements	58,436	58,250	59,250

PORTS TORONTO

2014 Year End Summary

- Released June 3, 2015, the BBTCA Management Team has published our Annual Noise Management Report.



2013 vs 2014 Comparison

- Total Complaints

2013 = 503 2014 = 410

Decrease of approx. 20%

2014 Statistics

- Total Complaints = 410

- Complaints by Activity

  - Aircraft Related – 334 (82%)
  - Ferry Related – 54 (13%)
  - Mainland Operations – 13 (3%)
  - Construction related – 9 (2%)

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2013 vs 2014 Comparison

- Total Aircraft Related Complaints

2013 = 450 2014 = 334

Decrease of 26%



PORTS TORONTO

2014 Statistics

- Complaints of Aircraft Operations by Type

- Total = 334

  - Schedules Commercial Service = 122 (37%)
  - General = 75 (22%)
  - Medevac = 46 (14%)
  - General Aviation = 45 (13%)
  - Uncorrelated = 42 (13%)
  - Others = 4 (1%)

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2014 Statistics

- Overview of changes year over year.
  - ❖ With the decrease of approx. 20% over 2013 the key areas where we experienced a lower number of complaints were as follows:

2013
Scheduled Commercial Service = 211
General = 86
General Aviation = 58
Medevac = 44
Uncorrelated = 42
Others = 9

2014
Scheduled Commercial Service = 122
General = 75
General Aviation = 45
Medevac = 46
Uncorrelated = 42
Others = 4

PORTS TORONTO

Complaint Turnaround Time Metric

- A commitment was made by BBTCA management to respond to noise complaints within 5 working days
- Tracking commenced in the later part of 2011
- In the year 2014 this goal has been achieved with a success rate of 99.5%

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Key Facts; Airport Operations

- BBTCA operating hours from 0645 to 2300hrs seven days a week
- Overnight operations only medevac and emergency flights
- Night time operation hours between 0645 to 0700hrs and from 2200 to 2300hrs.

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Questions?

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Appendix A1 – 5

BBTCA Annual Noise Management Report 2014



BILLY BISHOP TORONTO CITY AIRPORT

ANNUAL NOISE MANAGEMENT REPORT 2014

OWNED AND OPERATED BY:
PROPRIÉTAIRE ET EXPLOITANT:

PORTS TORONTO

MESSAGE ON OPERATIONS AND NOISE MANAGEMENT AT BILLY BISHOP TORONTO CITY AIRPORT



One of the attributes of Billy Bishop Toronto City Airport that our travellers love most is the airport's convenient downtown location. Just a few short minutes from the financial and cultural centres of the city, Billy Bishop Airport has become an important gateway for travellers seeking connections to key business and leisure destinations. However, operating an airport that is part of a thriving, mixed-use urban waterfront does require balance to ensure that our operations don't overwhelm the neighbourhood and that measures are in place to mitigate the impacts associated with running a successful airport. One such impact is that of noise generated by aircraft and operations.

Billy Bishop Airport is the most noise restricted airport in North America as the airport must operate within a Noise Exposure Forecast (NEF) of 25. Because the maximum allowable level of noise generated by our airport is so restricted, there are specific noise parameters placed on the type of aircraft that can fly to/from the airport. PortsToronto also observes operational best practices that reduce and limit the noise so as to be respectful of the community and adhere to the annual allowable noise threshold, as specified in the Tripartite Agreement. For example, Billy Bishop Airport operates within a curfew that prohibits any aircraft, other than emergency Medevac aircraft, from taking off and landing between the hours of 11:00 p.m. and 6:45 a.m. We have worked in partnership with our air carriers this past year to ensure absolute adherence to this curfew, resulting in zero violations in 2014. The curfew is strictly enforced, with significant penalties for any violations.

Technological advancements are also changing the way we are able to monitor and track noise generated from our operations. In 2014, PortsToronto introduced Webtrak to our suite of noise management tools at Billy Bishop Airport. Webtrak is an Internet-based software service that enables anyone with a computer, smartphone or tablet to gather information on an aircraft they hear flying overhead—including the aircraft type, altitude, destination and point of departure. With this new technology individuals are able to access the same aircraft data and monitor the same noise terminals that we have at the airport and can differentiate between flights that originate from Billy Bishop Airport and those destined for other airports such as Pearson. PortsToronto is pleased to make this service available to the community for free via our website at: www.portstoronto.com/Airport/Noise-Management.aspx.

PortsToronto recognizes that programs and regulations are only part of the solution to mitigating the effects of noise from our airport's operations. That is why, over the past few years, we have created infrastructure to help mitigate the sound of our operations, including a noise barrier constructed in 2013, with a second noise barrier and engine maintenance and run-up noise housing area scheduled to be completed by 2016.

With regard to other operations, and in response to concerns we heard from members of our community, we will also be implementing noise mitigation measures on our ferries this summer to reduce engine noise. We also recently re-designed public areas of the airport to improve traffic flow and reduce congestion. The Billy Bishop Airport pedestrian tunnel project is scheduled to be completed this year, which will also play an important role in smoothing passenger flow, and we continue to encourage passengers to use the airport shuttle, transit or other forms of transportation to get to the airport—again, reducing the level of noise resulting from vehicle traffic at the airport.

That said, noise will always be a part of operating an airport. That is why, in addition to doing all we can to manage and mitigate noise, we are also committed to regularly and openly reporting on the noise our airport generates so that we remain accountable to the community in which we operate.

Billy Bishop Airport's Noise Management Office, which was significantly enhanced in 2010 with the implementation of a state-of-the-art Aircraft Flight Tracking and Noise Monitoring System, has dedicated staff in place who collect, analyze and respond to noise complaints and monitor daily operations. More than 99 per cent of complaints were responded to within a five-day period in 2014, as part of our commitment to being a responsive and engaged member of the waterfront community. In addition to producing monthly noise reports, the office reports data on an annual basis. All of these reports are posted on PortToronto's website.

The information contained in this report is a compilation of noise data and complaints from 2014. In 2014, the noise management office received 410 complaints. This represents a nearly 20 per cent reduction from the 503 complaints received in 2013—a decrease that can be largely attributed to a reduction in complaints specific to maintenance engine run-up noise, which decreased from 161 complaints in 2013 to 89 in 2014. The community told us engine run-ups were an issue and we listened. We worked together with our commercial air carriers to ensure that engine run-ups were, as much as possible, done only in approved run-up locations and during daytime hours of operation. This reduction in complaints pertaining to engine run-ups is one example of how PortsToronto's efforts to engage with the community and adapt the practices of those who operate out of our airport can result in solutions that ensure that the airport continues to fit within the context of Toronto's mixed-use waterfront.

This year, we will continue to work with the community to implement changes and improvements at our airport that further mitigate and reduce the effects of noise from operations. Our goal, through meetings such as the Community Liaison Committee, is to listen to concerns, be responsive, and to identify and implement solutions that are consistent with our good neighbour policy. The numerous public engagement meetings PortsToronto has held for the Environmental Assessment associated with Porter Airline's proposal has also proved valuable in helping the PortsToronto team better understand some of the more specific concerns and comments and start to work towards solutions wherever possible.



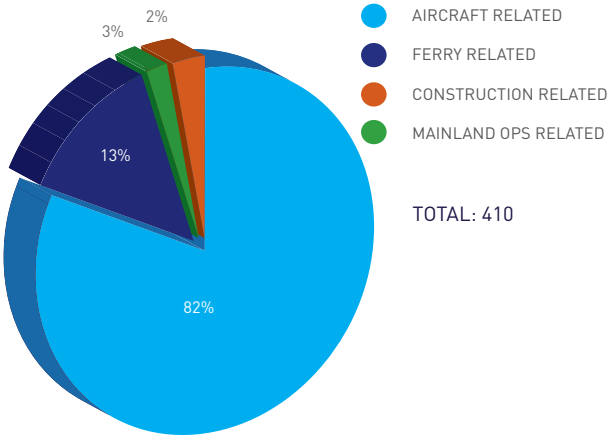
Gene Cabral
Executive Vice President,
PortsToronto and Billy Bishop Toronto City Airport

BILLY BISHOP TORONTO CITY AIRPORT

2014 NOISE MANAGEMENT REPORT HIGHLIGHTS

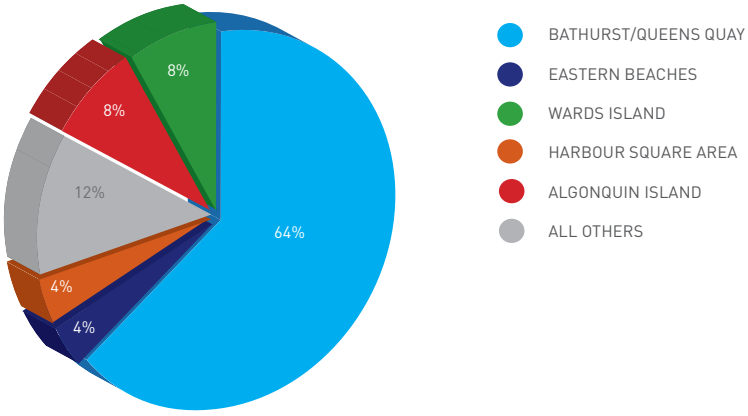
- 20% reduction in overall noise complaints—410 in 2014 vs 503 in 2013
- 45% reduction in maintenance engine run-up complaints due in part to changes made to policy and location to address complaints
- Zero curfew violations

COMPLAINTS BY ACTIVITY
2014



TOTAL: 410

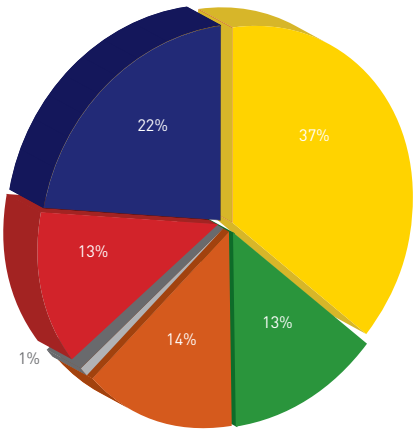
TOP FIVE NEIGHBOURHOODS FILING COMPLAINTS
2014



COMPLAINTS OF AIRCRAFT OPERATIONS BY TYPE
2014

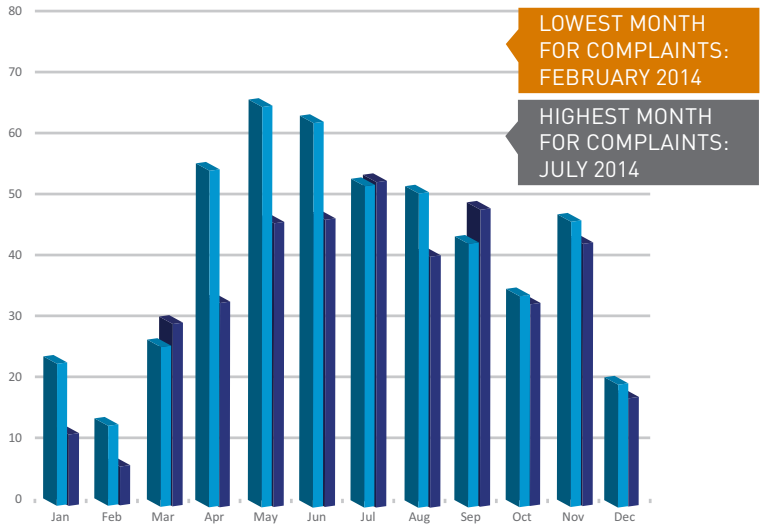
The key areas generating complaints were as follows:

- SCHEDULED- COMMERCIAL SERVICE
- GENERAL
- GENERAL AVIATION
- MEDEVAC
- UNCORRELATED
- OTHERS



TOTAL: 333

MONTHLY COMPARISON OF NOISE COMPLAINTS
2013 AND 2014

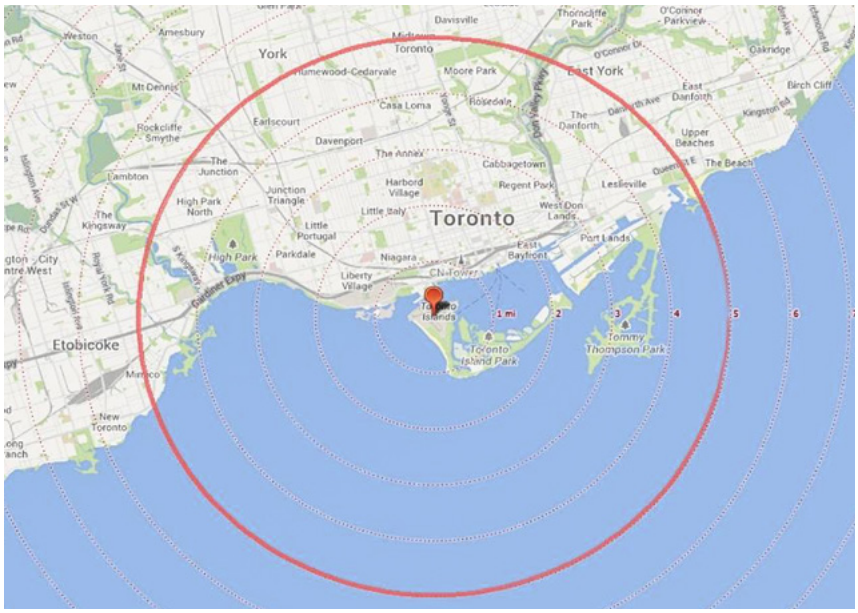


NUMBER OF COMPLAINTS 2013 | NUMBER OF COMPLAINTS 2014

BILLY BISHOP TORONTO CITY AIRPORT

BBTCA AREA OF RESPONSIBILITY

5 Nautical Miles for Aircraft Arriving/Departing at BBTCA



PortsToronto Noise Management Policy states that:

- *PortsToronto is responsible for reviewing and responding to the noise complaints within a distance of five nautical miles.*
- *Complaints which are not associated with the operation of Billy Bishop Airport, within five nautical miles, are referred to Transport Canada or the related airport.*
- *Response time policy has been in place since 2011 and mandated a response time of five business days. In 2014, 99.5 per cent of all complaints were responded to within five business days.*

BILLY BISHOP TORONTO CITY AIRPORT

FOR FURTHER INFORMATION:

PortsToronto
Billy Bishop Toronto City Airport
1 Island Airport
Toronto, ON
M5V 1A1
Canada

Noise Management Office: 416 203 8490
Website: **www.portstoronto.com**

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PROPRIÉTAIRE ET EXPLOITANT :
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