

**Toronto  
Port  
Authority** | **Administration  
Portuaire  
de Toronto**

**TORONTO PORT AUTHORITY  
AND  
BILLY BISHOP TORONTO CITY AIRPORT**

**COMMUNITY LIAISON COMMITTEE  
MEETING #10**

**MEETING MINUTES**

Tuesday May 21, 2013  
Harbourfront Community Centre  
Toronto, Ontario

Minutes prepared by:



**Toronto  
Port  
Authority** | **Administration  
Portuaire  
de Toronto**

*These meeting minutes were prepared by Lura Consulting. Lura is providing neutral third-party consultation services for the Toronto Port Authority 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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**TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #10**  
 Minutes – Tuesday May 21, 2013, 6:00 p.m. – 8:00 p.m.

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**Summary of Action Items from Meeting #10**

Action Item #	Action Item Task	Who is Responsible for Action Item
M#10-A1	Finalize TPA CLC Meeting #8, #9 Minutes and post to TPA website.	Lura /TPA
M#10-A2	Create a Noise Subcommittee; Along with members of the CLC, seek additional representatives from the community that will be interested in joining the noise sub-committee.	Lura / TPA

**Appendices**

Appendix A1-1: Canada Malting Site Development Construction Activity Update

Appendix A1-2: Porter Airlines- Business Proposal- CS100 and BBTCA Runway Extension

Appendix A1-3: Pedestrian Tunnel Construction Committee Update

**List of Attendees**

Name	Organization (if any)	Attendance
<b>COMMITTEE MEMBERS</b>		
Glenn Gustafson	Con. Pam McConnell's Office	Sent regrets
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Brad Cicero	Porter Airlines	Present
Heino Molls	Bathurst Quay Neighbourhood Association (BQNA)	Present
Carol Jolly	Waterfront Business Improvement Area (WBIA)	Present
Con. Adam Vaughan	City of Toronto, Ward 20	Sent regrets
Con. Pam McConnell	City of Toronto, Ward 28	Sent regrets
Warren Lampitt	Air Canada	Sent regrets
David Whitaker	Tourism Toronto	Sent regrets
Jacqueline Lively	Toronto Board of Trade	Present
Christian Ilumin	Sky Regional Airlines	Present
Jennifer Chan	Con. Adam Vaughan's Office	Present (Part Time)
<b>GUEST SPEAKERS AND SUBJECT EXPERTS</b>		
Chris Dunn	City of Toronto	Present
Gregory Kitscha	Forum Equity Partners	Present
Robert Deluce	Porter Airlines	Present (Part time)
<b>TPA REPRESENTATIVES</b>		
Gene Cabral – Chair	Toronto Port Authority	Present
Pat Fagnano	Toronto Port Authority	Present
Helen Oel	Toronto Port Authority	Sent regrets
Ken Lundy	Toronto Port Authority	Present
Antonella Tarantino	Toronto Port Authority	Present
Pamela McDonald	Toronto Port Authority	Present
Phillip Warren	Toronto Port Authority	Sent regrets
<b>FACILITATION AND SECRETARIAT</b>		
Jim Faught	Lura Consulting	Present
Nishanthan Balasubramaniam	Lura Consulting	Present
<b>MEMBERS OF THE PUBLIC</b>		
T. Turner		Present
Rick Persich	Bathurst Quay Neighbourhood Association (BQNA)	Present
Joel Rochon	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bob (Max)Moore	Bathurst Quay Neighbourhood Association (BQNA)	Present

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Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Antoine Pappalardo		Present
Victor Pappalardo		Present

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## **1. WELCOME AND INTRODUCTIONS**

Gene Cabral, Airport Director, Billy Bishop Toronto City Airport (BBTCA), welcomed members of the Billy Bishop Airport Community Liaison Committee (BBTCA - CLC) to the tenth committee meeting. Mr. Cabral noted that draft meeting minutes from Meeting #9 were distributed via email to committee members for review, with a 4 week timeframe to provide comments, and were revised and finalized by Lura Consulting. Mr. Cabral noted this approach will be utilized for all future meetings minutes. Mr. Cabral also explained that all efforts will be made to ensure meeting agendas and materials are provided to committee members electronically ahead of each meeting.

*The BQNA representative expressed disappointment that Transport Canada was not included in this meeting.* Mr. Cabral informed members that Transport Canada is a resource to the BBTCA - CLC and are not required to attend meeting unless invited or required for an agenda item. Mr. Cabral will invite Transport Canada to the next BBTCA if the committee requests their presence on specific topic.

Mr. Cabral then briefly reviewed the agenda for the meeting.

## **2. REVIEW OF PREVIOUS MEETING MINUTES**

Jim Faught, Committee Facilitator, Lura Consulting, reviewed the meeting #9 minutes. The YQNA representative indicated changes to Meeting #8 and #9 Minutes which were sent to Lura via Email just before this meeting.

**Actions:**

M#10-A1.      Finalize TPA CLC Meeting #8, #9 and post to TPA website.

## **3. CITY WATER MAIN TO TORONTO ISLANDS**

Gordon Mitchell, Toronto Water, provided a brief update on the city water main to Toronto Island. Key points from the update included the following:

- Toronto Water reviewed the mainland water main connection to the island prior to the development of the pedestrian tunnel. Toronto Water explored building its own water main connection but it was very expensive.
- The existing pipes require heavy maintenance and cannot carry new water mains.
- When the development of a pedestrian tunnel was confirmed Toronto Water decided that it would help it meet their infrastructure requirements cost effectively.
- The water infrastructure will extend from Bathurst and Queens Quay, through the pedestrian tunnel, underneath the airport and runway to Hanlan Point. In addition, Toronto Water will replace the two sewage mains from the mainland.
- The current status of the project is in its early stages. The mainland water work has started and Hanlan's Point is being setup to begin construction work.
- The water main from Hanlan Point to the island water treatment plant is in poor condition and has failed at times. Therefore, this is also being replaced as a city project. This work will begin later this year and end in 2014.

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Below is a summary of the comments and questions raised by committee members regarding the city water main to Toronto island presentation:

- *The YQNA inquired about the diameters of the existing force mains.* Mr. Mitchell indicated that the diameters are 200mm and 300mm. *The YQNA followed up by asking who will be funding the project.* Mr. Mitchell informed the representative that the City will be paying for project and it is about \$9 million and the city is saving more than \$10 million. The initial cost before the ability to make use of the pedestrian tunnel was about \$22 million.
- *The BQNA representative inquired if any of the construction work will be done at night.* Mr. Mitchell does not believe that any work will be done at night. Mr. Cabral added that the construction work is being completed by a third party and the water mains will cross under the runways which may require some overnight work. If overnight work is required we will communicate that out to the community
- *The WBIA representative inquired if the work of the pedestrian tunnel and water main replacement will be completed at the same time.* Mr. Lundy responded that the water main project and the pedestrian tunnel project will be completed in July 2014, however additional connections required to complete the City work will be completed after this date
- *The Porter Airline representative asked if the water portion of the project will be turned on as the tunnel is completed.* Mr. Mitchell responded that it will be close to the completion of the pedestrian tunnel and it will be working in 2014.
- *Mr. Cabral inquired if the flow of water will switch from the filtration plant to the mainland.* Mr. Mitchell responded that the water will come from the mainland and the filtration plant will act as a backup.

#### **4. UPDATE ON THE LAKE FILL WITHIN MARINE EXCLUSION ZONE**

Ken Lundy, Toronto Port Authority, provided a brief update on the proposed Lake Fill within Marine Exclusion Zone. Key points from the presentation included the following:

- With the recent developments at the City of Toronto and the Porter Airlines Business expansion proposal, the project is on hold until the new development studies for the same area are completed. There will be no construction on the marine exclusion zone during that time.

Below is a summary of the comments and questions raised by committee members regarding the Lakefill within the Marine Exclusion Zone update:

- *The YQNA representative inquired if there will be any impacts to the community.* Mr. Lundy explained that there will be construction trucks hauling excavated material accessing public roads.
- *The BQNA representative asked if the TPA can ensure that construction vehicles will not use Stadium Road to access the site.* Mr. Lundy responded that they have advised the contractor of the sensitivity of using Stadium Road and will continue to direct the contractor to use Bathurst Street as they have been doing so far.

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**5. UPDATE ON CANADA MALTING SITE- FINGER LOT IMPROVEMENTS**

Gene Cabral, Airport Director, Billy Bishop Toronto City Airport, provided a presentation on the Canada Malting Site development including; a taxi management area, vehicle parking and street traffic management along Eireann Quay. Key points from the presentation included the following:

- The current construction activities that are planned for the Canada malting site is the finger lot restoration. This phase includes developing a proper sidewalk on the west side, park fence replacement, retaining wall replacement and tree planting on the adjacent property. This work will be completed over the next few months.
- The new concrete sidewalk will allow pedestrians to access the PTF from the parking lot. The construction will require access of one lane for 2-3 weeks until the sidewalk is complete.
- The wooden fence will be replaced by a 4 foot high metal fence and the timber of the retaining wall will be replaced.
- The three trees to be planted are Thornless Honey Locust (60mm calibre) and have been approved by the City's Forestry Department. The planters will be replaced after the work on Eireann Quay is completed. It should be completed prior to the tunnel being completed in the spring of 2014.
- The submission for tenders will be released on May 30, 2013 and awarded in June. The project will begin in the middle of July.

Below is a summary of the comments and questions raised by committee members regarding the Canada malting site update:

- *The BQNA representative expressed concern that there would be construction during unpermitted hours.* Mr. Cabral explained that he does not see any reason to work outside the noise by-law hours.
- *The BQNA representative inquired if the TPA will claim land from the neighbouring park.* Mr. Lundy explained that there is an easement in place, but there is no current plan to develop on the park.
- *The Porter Airlines representative asked if the third lane will revert back to usage once the project is complete and if turning radius will be considered for fuel trucks.* Mr. Cabral responded lane will be closed only for 2-3 weeks and will reopen to the same configuration. The lane will be closed to allow the construction crew to pour the concrete and setup their equipment. Turning radius were all considered and will be maintained throughout the project.
- *The BQNA representative asked if this construction is in anticipation for the Porter Airline expansion.* Mr. Cabral explained that Canada malting site plan was initialized 2 years ago to reduce traffic congestion, increase safety and the beautification of the Finger lot.

**6. UPDATE ON BILLY BISHOP TORONTO CITY AIRPORT - EIREANN QUAY STRATEGIC TRANSPORTATION PLAN**

Chris Dunn, City of Toronto, provided a brief update about the BBTCA and Eireann Quay Strategic Transportation Plan. Key points from the update included the following:

- The public consultation meetings planned for April and May were cancelled because Porter Airline Expansion proposal. Council has directed that the focus be on the Porter Airline Expansion proposal staff report and once that has been voted on by council the focus will turn

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back to the Eireann Quay Strategic Transportation Plan. Council requested this because the Porter Airline Expansion proposal will affect traffic. The city will plan to resume the Eireann Quay Strategic Transportation Plan potentially in late 2013.

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

- *The YQNA representative was concerned by the comments made by Mr. Dunn. This transportation plan should have been completed in 1994 and delaying the plan will become a safety concern. The representative also stated that there is minimal traffic outside his condo now which provides ideal conditions for traffic monitoring. The representative wants an explanation of why the porter expansion proposal will negate the need to continue with the transportation plan.* Mr. Dunn explained that the study has addressed short term ideas however; it requires medium and long term solutions. The city has responded to the short term comments/ideas they have received in meetings. *The YQNA responded by explain that short term solutions such as signage and turning restrictions have are not satisfied the safety needs.*
- Mr. Cabral added that all 202 slots are allocated and that traffic is not subsiding. The Finger lot improvements, new taxi lot and other transportation improvements have helped reduce congestion but the airport receives the same amount of traffic. *The YQNA representative insisted that traffic has subsided on Eireann Quay and the taxi lot is half full.* Mr. Cabral agreed to provide the YQNA representative with statistics about airport traffic.
- *The YQNA representative asked that another traffic count be conducted on Eireann Quay.* Mr. Dunn will check with transportation services to determine if this is possible.
- *The BQNA representative expressed concern over the increased amount of traffic in the area from the airport and events around the community.* Mr. Dunn will follow up with transportation services and connect with the BQNA representative.

## **7. UPDATE ON CITY OF TORONTO COUNCIL`S DECISION ON THE POTER AIRLINES EXPANSION**

Chris Dunn, City of Toronto, provided a brief update about the city council decision on the Porter Airlines Expansion Proposal. Key points from the update included the following:

- The executive committee adopted a motion to study the expansion plan. The plan then went to council that have added a few more items for the city to review. Council has direct the City of Toronto to conduct a high level review of the Porter Airline Expansion proposal and report back June 21, 2013. The review will provide some answers to what the impacts are; it will be an extensive process. They City will be working with different consultants and there will be public consultation throughout the process. The intent is to report back on the July 3, 2013 executive committee meeting and the process will begin next week.

Below is a summary of the comments and questions raised by committee members regarding the Canada malting site update:

- *YQNA representative inquired about the timing for public input.* Mr. Dunn informed the representative that public input will be collected starting end of May till June 21, 2013 and the public can file a comment to the clerk's office. He also stated that comments can be directed to him.

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- *The BQNA representative asked if obtaining signatures are more effective than individual comments.* Mr. Dunn suggested that the BQNA present the signatures to their local councillor who can introduce it as a petition to council.

## **8. PORTER AIRLINES- BUSINESS PROPOSAL- CS100 JETS AND BBTCA RUNWAY EXTENSION**

Robert Deluce, Porter Airlines, provided a presentation on the Porter Airlines Business Proposal. Key points from the update included the following:

- Porter Airlines is proposing a runway extension for its new proposed line of CS100 aircraft
- Porter Airline is pursuing a strategic plan that would accommodate an expanded range centered out of BBTCA, and therefore require aircraft that can travel longer distances.
- The CS100 is the latest in aircraft and engine technology. These whisper jets are the quietest commercial jet in-production with the best environmental footprint. Performance supports transcontinental flying with a modest runway extension. Porter has finalized the contract on April 9 2013 for 12 firm aircraft and 18 option CS100 plus 6 purchase rights for Q400.
- The CS100 is designed for the urban environment, the aircraft uses 20% less CO<sub>2</sub>; 50% less NO<sub>x</sub>, and is 4 times quieter than a conventional aircraft. Porter has a clause in the contract that ensures that Bombardier's CS100 will meet these targets. The new CS100 aircraft hold 107 seats apposed from the 70 seats in the Q400.
- Porter is requesting an amendment to the Tripartite Agreement to allow for; an exemption of only the CS100 for use at BBTCA. Other louder jet aircraft would not be able to utilize the airport; a 168 metre extension into the water at each end of the runway, within the airport's current boundaries. The Noise Exposure Forecast 25 will continue to restrict overall noise and activity at the airport. Approval would be required by the City of Toronto, Federal Government and Toronto Port Authority.
- The CS100 is the quietest commercial jet in production. New technology has enabled the production of quiet whisper jets that could not have been envisioned when the Tripartite Agreement went into effect 30 years ago. CS100 has a comparable sound profile to the Q400 and is 6% quieter than the Tripartite Agreement. Bombardier has guaranteed that the aircraft will be at most 86.5 EPNdB. The Dash 8 100 was permitted under the Tripartite Agreement and operated from BBTCA for over 20 years despite having a higher EPNdB level.
- Porter requires a 168 metre extension into the water at each end of the runway. The runway will stay within the existing marine exclusion zone that will not need to be expanded, a zone marked by buoys in Lake Ontario that restricts boat traffic. The extended runway will not impact marine use. The 168 metre runway extension will include a 150 metre Runway End Safety Area (RESA), an airport safety initiative currently being evaluated by Transport Canada.
- Porter only represents up to 50% of total movements at BBTCA, including other airlines, private, government and local traffic. Forecasted 2018 levels will be similar to 2001 levels, and only half of 1967 high level of traffic at BBTCA.

Below is a summary of the comments and questions raised by committee members regarding the Canada malting site update:

- *The BQNA representative inquired if the CS100 approach the runway lower and longer than the Q400 and if there are plans to extend the north south runway. The representative expressed*

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*concern that the current runway is too short for Q400.* Mr. Deluce informed members that the CS100 has the same approach glide path as the Q400 and gets airborne earlier than the Q400. There are no plans to extend the north south runway and Porter +have never used it. The touchdown area remains the same as it is now just inside the breakwater. Porter Airlines has the highest regard for safety and has always ensured the safety of all operations with full compliance with all flight manuals and Transport Canada. There is nothing more important to Porter than safety.

- *The WBIA representative inquired if the 168 metre expansion includes the 150 meters Transport Canada requirements.* Mr. Deluce responded that the 168 metre total includes the 150 metre Transport Canada proposed regulations and will not require moving the buoys. The CS100 aircraft will touchdown a small distance from the present breakwater area.
- *The YQNA representative expressed concern over the noise of the current Q400 and that the CS100 would add the noise pollution in the area.* Mr. Deluce ensured that the CS100 are the quietest aircraft available and that advancing technologies have reduce the amount of noise. Mr. Deluce thanked the TPA for monitoring the noise with state of the art equipment to ensure the noise levels are not exceeded.
- *The YQNA representative asked that the TPA create a noise subcommittee.* Mr. Cabral agreed and asked community representatives to send him contacts of interested parties.

**Actions:**

- M#10-A2. Create a Noise Subcommittee; Along with members of the CLC, seek additional representatives from the community that will be interested in joining the noise subcommittee.

**9. PEDESTRIAN TUNNEL CONSTRUCTION COMMITTEE UPDATE**

Greg Kitscha, Forum Equity Partners Inc., provided an update presentation on the construction process for the pedestrian tunnel to the Billy Bishop Toronto City Airport (BBTCA). Key points from Mr. Kitscha's presentation included the following:

- The mainland shaft excavation is now complete to drift tunnel level. Island shaft excavation is essentially complete. All seven drift tunnels have advanced and backfilled via continuous pour method of concrete. The City of Toronto water main extension has also started parallel to the pedestrian tunnel.
- The elevator shaft on the mainland side will be developed shortly and the porter terminal on the island side. Followed by the excavation of the pedestrian tunnel. Future work also includes the City of Toronto directional drilling and water main extension.

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

- *The BQNA representative inquired if construction work will occur between 7pm-7am.* Mr. Kitscha explained that he has been working closely with the City of Toronto and that there is no intent to work on the surface overnight. We are anticipating doing mining work underneath at night, but that will not create any noise that can be heard on the mainland. We have an agreement with the City to work from 7am-11pm.

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## **10. DELEGATIONS**

Four members of the BQNA made formal delegation to the TPA. Key points from the delegation presentation included the following:

- Joel Rochon, Kings Landing, expressed concern that the BBTCA has reduced their property value by 20%. The residents in the community feel helpless and are against the Porter Airline expansion. They residents are bonding together to create a larger voice that can help reduce noise pollution and decommission the BBTCA.
- Joan Prowse, Chair of the BQNA, wanted to improve the communication between the TPA and local residents. She is against the expansion of the runway and believes that the expansion will negatively affect the environment. She invited members to an upcoming community event to continue strengthening the relationship between the two groups.
- Rick Persich, Windward Co-op, is concerned about the collateral damage the airport has had on his life. The car horns, parking lots, car alarms, planes, idling vehicles, rolling luggage and cigarette smells keep him up at all hours of the day. He urges the TPA to close the BBTCA as it is affecting his life negatively.
- Bob (Max) Moore, Arcadia, explained that he is an audio engineer and expressed interest in joining the noise subcommittee. There are two different types of decibels DBA and DBC, the TPA is using DBA decimals which remove the bass from sound; therefore, objects are quieter than they actually are. He has sent a letter to John Levy asking for an independent sound engineering consultant to measure noise from the BBTCA.

Below is a summary of the comments and questions raised by committee members regarding the delegation presentations:

- Mr. Cabral invited members of the delegation to join the noise subcommittee. Mr. Cabral stated that the TPA is following industry guidelines and will invite Airport noise experts to meet with the subcommittee.
- *The Chair of the BQNA asked to be invited to the next CLC meeting to make a formal presentation of resident concerns and questions.* Mr. Cabral agreed to incorporate a BQNA delegation presentation into the next meeting agenda.

## **11. WRAP UP**

Mr. Faught thanked TPA employees and CLC members for attending the meeting. The next BBTCA - CLC Meeting is scheduled for Thursday September 12, 2013, from 6:00 – 8:00 p.m. same location.

## **ADJOURN**

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**Appendix A1-1**

**Canada Malting Site Development Construction Activity Update**

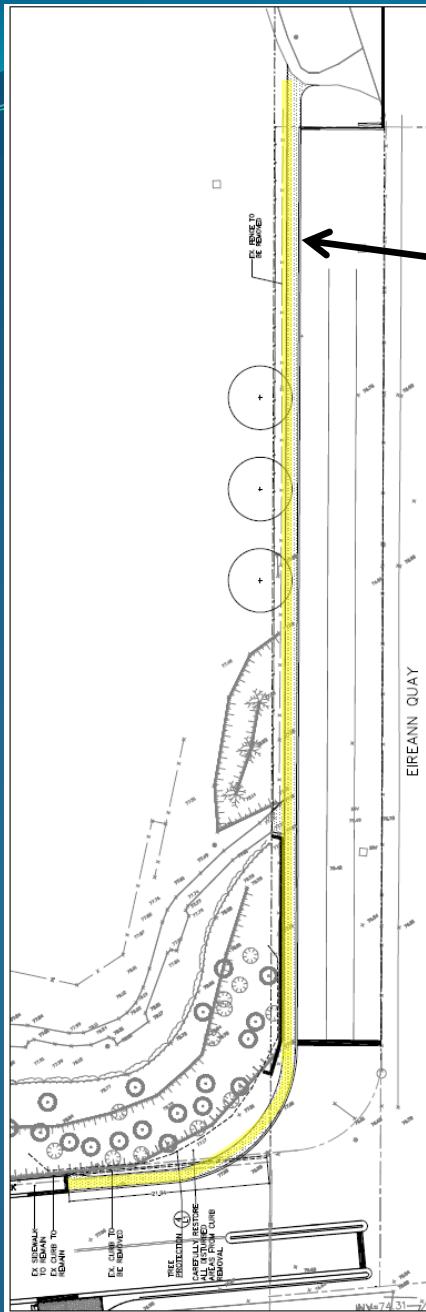
Billy Bishop Toronto City Airport  
Community Liaison Committee

# Canada Malting Site Development Construction Activity Update

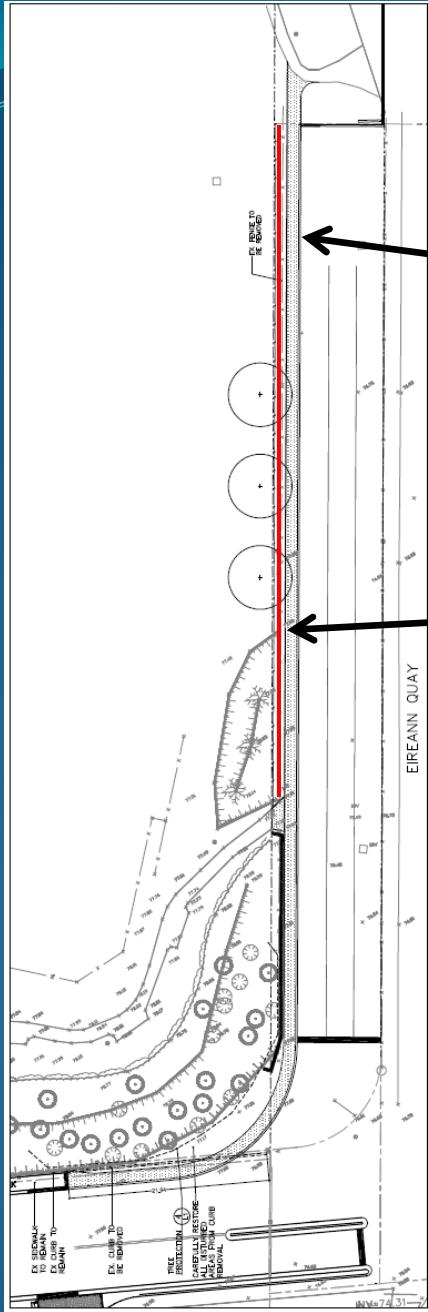
# Current Construction Activities Underway

- Fingerlot Restoration
  - West Sidewalk
  - Park Fence Replacement
  - Retaining Wall Replacement
  - Tree Planting



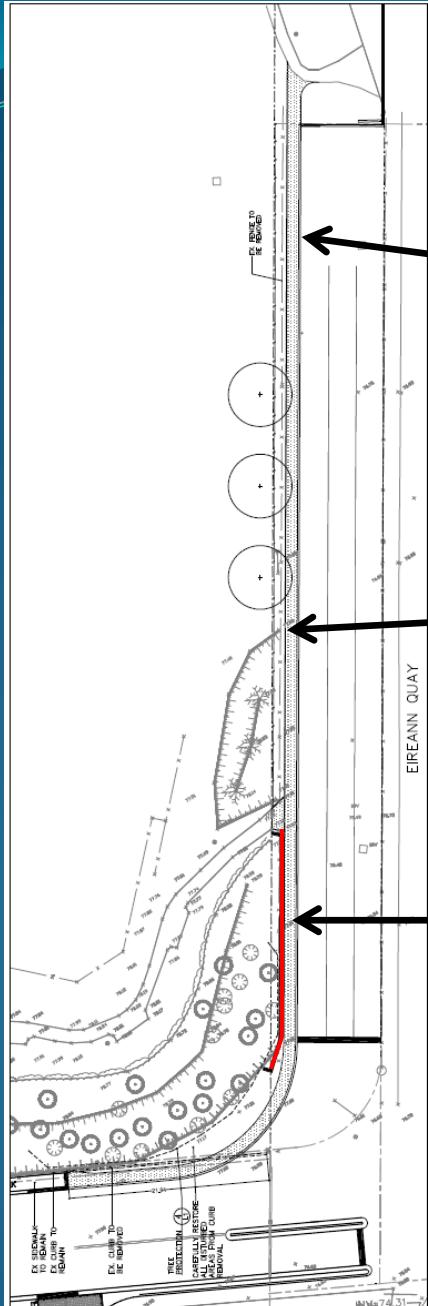


## New Raised Concrete Sidewalk



New Raised  
Concrete Sidewalk

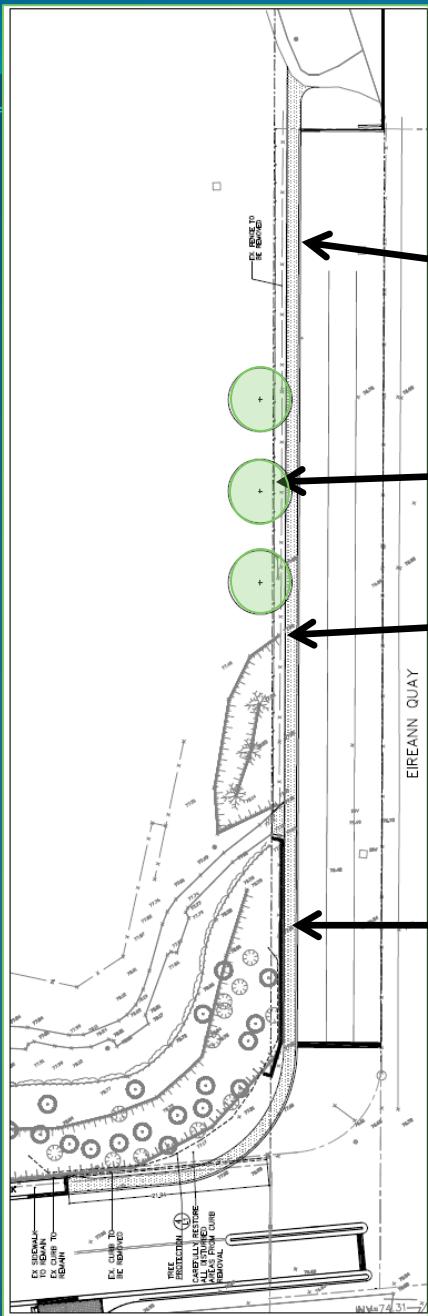
Replacement of  
Existing Fence



New Raised  
Concrete Sidewalk

Replacement of  
Existing Fence

Replacement of Timber  
Retaining Wall



**New Raised  
Concrete Sidewalk**

**New Tree Planting**

**Replacement of  
Existing Fence**

**Replacement of Timber  
Retaining Wall**

# Timelines

- Submission of Tenders      May 30, 2013
- Award of Contract            by end of June
- Construction Start          Mid July

# Questions?

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**Appendix A1-2**

**Porter Airlines- Business Proposal- CS100 and BBTCA Runway  
Extension**

porter



# Porter Today

porter

- ✓ First flight October 2006
- ✓ 3<sup>rd</sup> largest scheduled carrier in Canada
- ✓ Highest on-time performance of the three major scheduled carriers in Canada
- ✓ 1,400 employees
- ✓ \$2 billion annual economic impact at Billy Bishop Toronto City Airport
- ✓ Fleet of 26 Bombardier Q400 aircraft
- ✓ 19 destinations in Canada and the U.S.
- ✓ 2.5 million passengers in 2012
- ✓ Over 8 million passengers since first flight



# CS100 is the Ideal Airplane for BBTCA

porter



- ✓ Latest in aircraft and engine technology
- ✓ These whisper jets are the quietest commercial jet in-production with the best environmental footprint
- ✓ Performance supports transcontinental flying with a modest runway extension
- ✓ Porter has finalized a conditional contract with Bombardier for 12 Firm and 18 Option CS100 aircraft plus 6 purchase rights for Q400

# Transcontinental Opportunity

porter

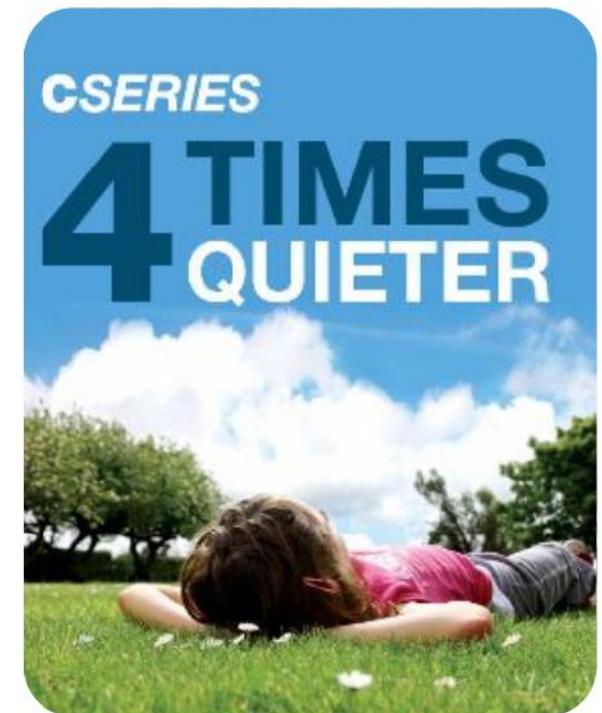
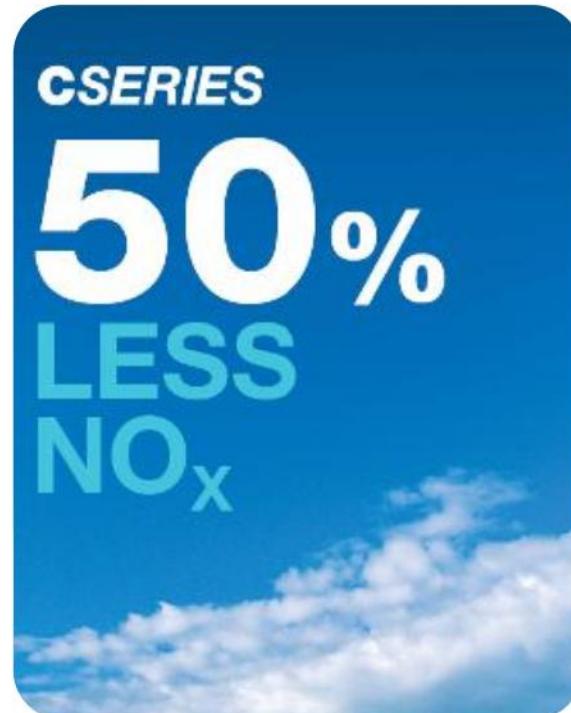
- ✓ Porter is pursuing a strategic plan that would accommodate an expanded range circle out of Billy Bishop Toronto City Airport



# Designed for an Urban Environment

porter

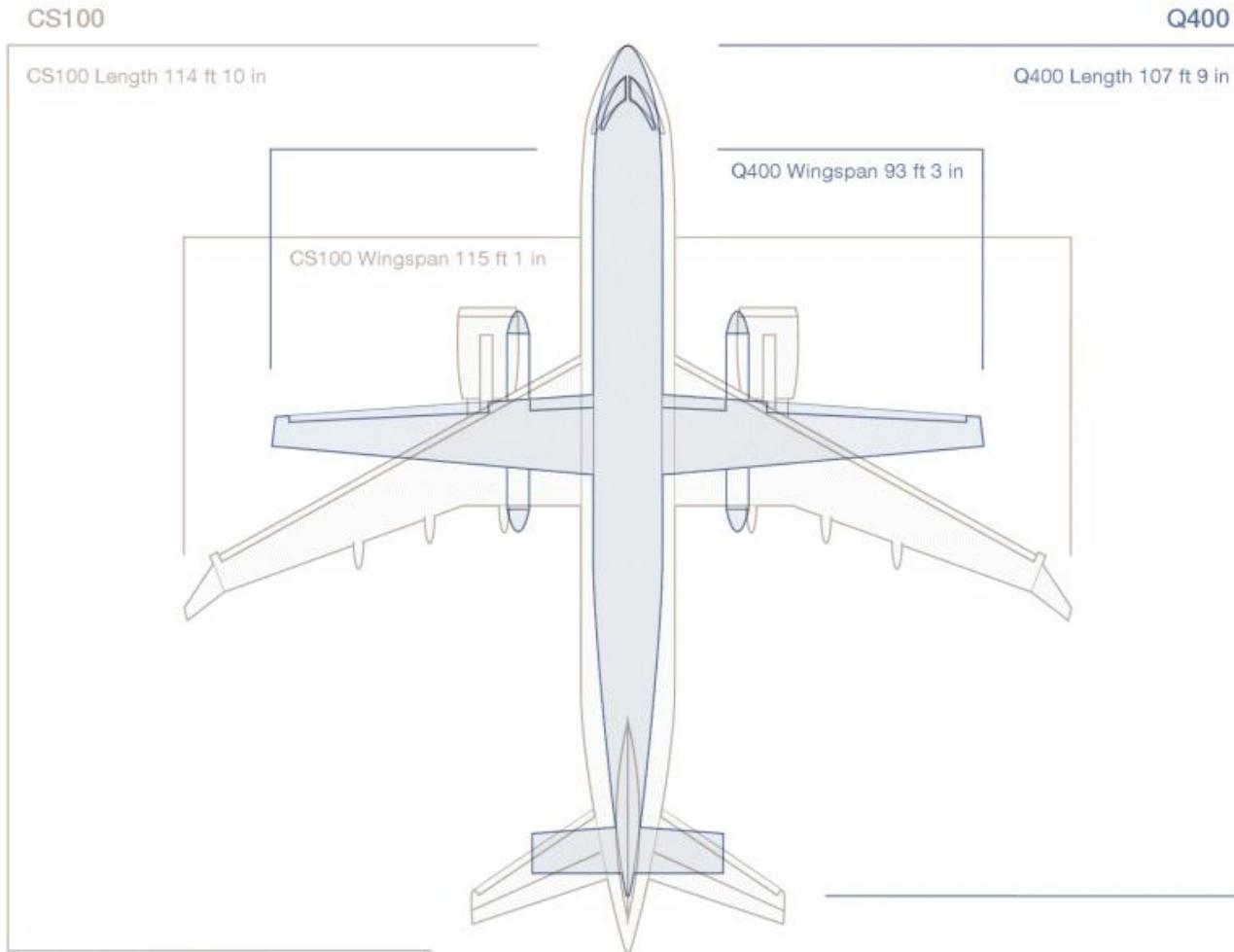
- ✓ Advanced Aircraft Technology with game-changing engine creates a whisper jet with best-in-class environmental scorecard



# Comparably Sized to the Q400

porter

- ✓ CS100 is only slightly larger than Porter's current Q400



# Required Changes for Porter's Plans

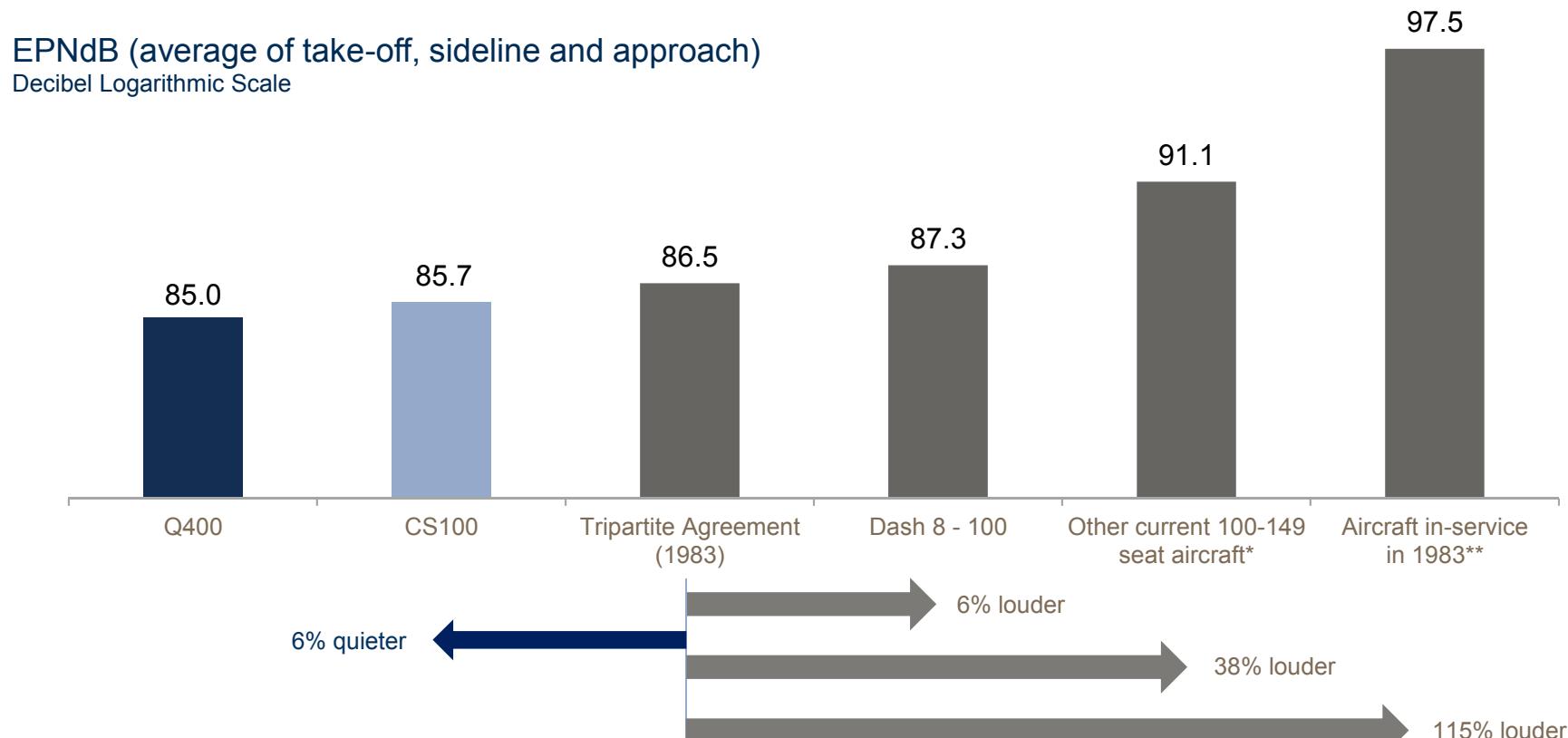
porter

- ✓ Porter is requesting an amendment to the Tripartite Agreement to allow for:
  1. An exemption of only the CS100 for use at BBTCA. Other louder jet aircraft would not be able to utilize the airport
  2. A 168 metre extension into the water at each end of the runway, within the airport's current boundaries
- ✓ The Noise Exposure Forecast 25 will continue to restrict overall noise and activity at the airport
- ✓ Approval would be required by City of Toronto, Federal Government, Toronto Port Authority

# The Quietest Commercial Jet in Production

porter

- ✓ New technology has enabled the production of quiet whisper jets that could not have been envisioned when the Tripartite Agreement went into effect 30 years ago
- ✓ CS100 has a comparable sound profile to the Q400 and is 6% quieter than the Tripartite Agreement. Bombardier has guaranteed that the aircraft will be at most 86.5 EPNdB
- ✓ The Dash 8 100 was permitted under the Tripartite Agreement and operated from BBTCA for over 20 years despite having a higher EPNdB level



# Extending the Runway

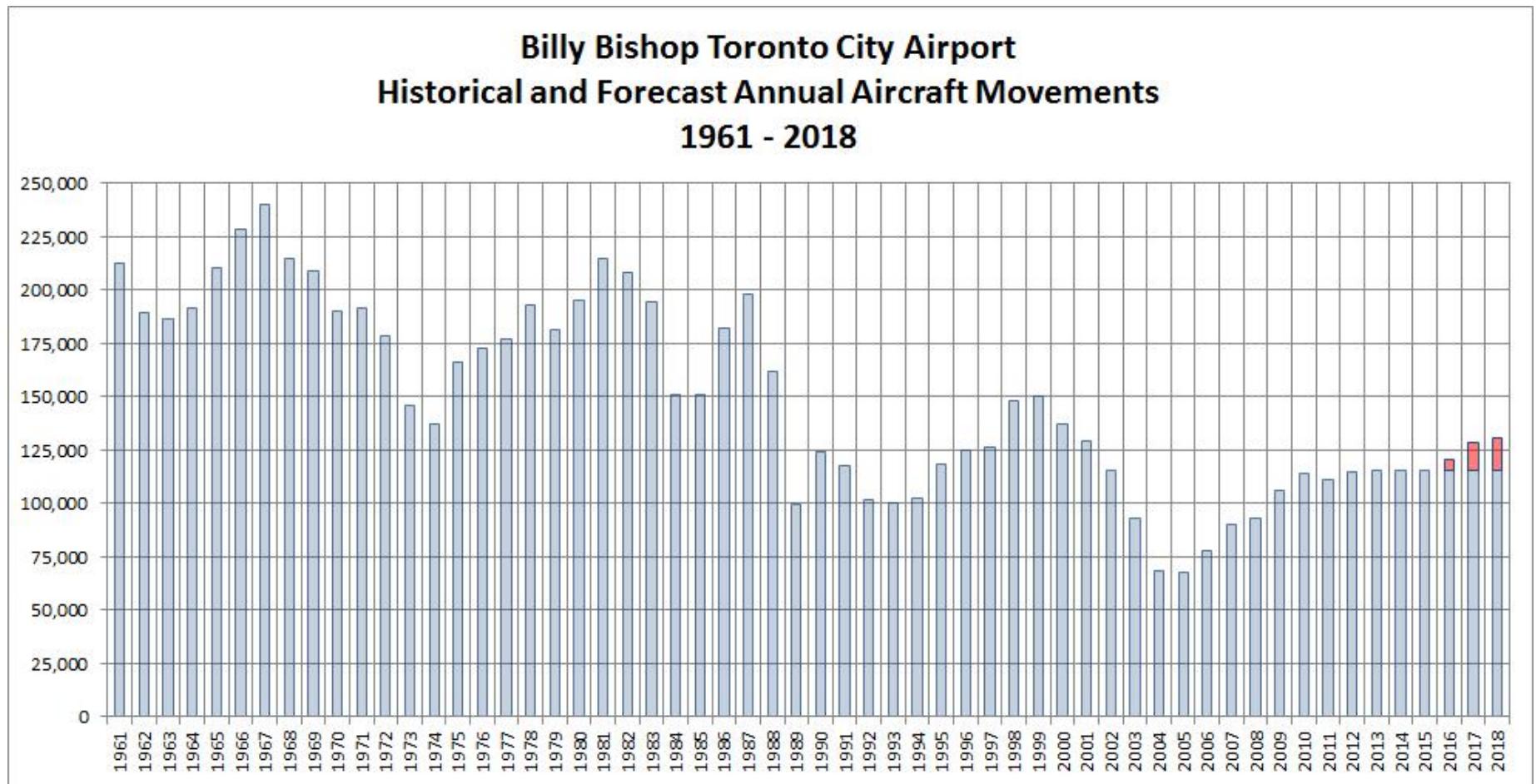
porter

- ✓ Porter requires a 168 metre extension into the water at each end of the runway
- ✓ The runway will stay within the existing marine exclusion zone, a zone marked by buoys in Lake Ontario that restricts boat traffic. The extended runway will not impact marine use
- ✓ Extension will include a 150 metre Runway End Safety Area, an airport safety initiative currently being evaluated by Transport Canada



# Expanded BBTCA will remain small by historical standards

- ✓ Porter only represents up to 50% of total movements, including other airline, private, government and local traffic
- ✓ Forecasted 2018 levels will be similar to 2001, and only half of 1967 high



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Thank you  
Merci

porter

Billy Bishop Toronto City Airport  
Toronto, Ontario  
Canada M5V 1A1  
Tel: (416) 203.8100  
Fax (416) 203.8150  
[www.flyporter.com](http://www.flyporter.com)

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**TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #10**

**Minutes – Tuesday May 21, 2013, 6:00 p.m. – 8:00 p.m.**

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**Appendix A1-3**

**Pedestrian Tunnel Construction Committee Update**



# **The Billy Bishop Toronto City Airport Tunnel Project**

## **Construction Update**

**Tuesday May 21, 2013**



# Agenda

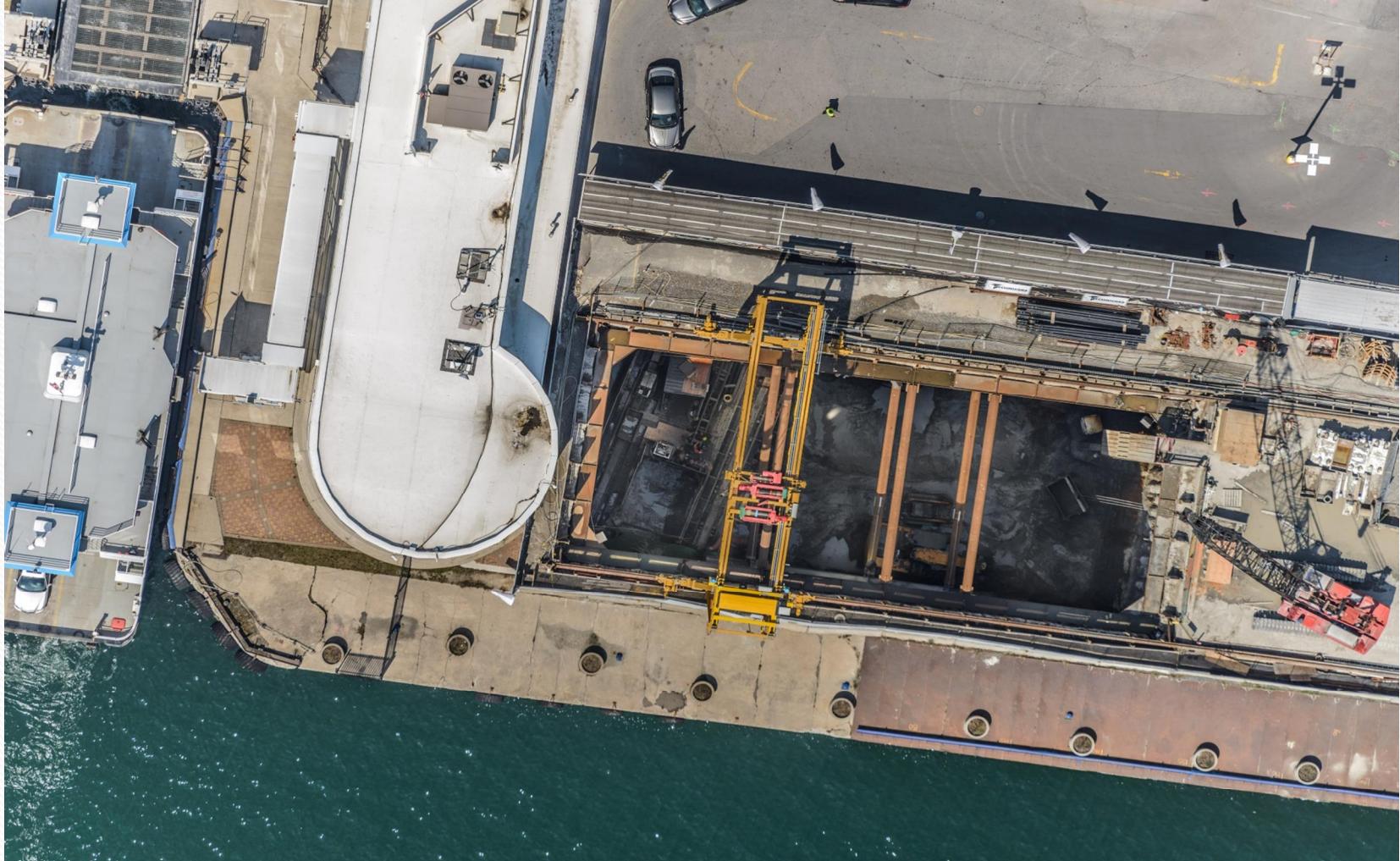
1. Progress to Date
2. Construction Look Forward
3. Questions & Discussion

# 1. Progress To Date

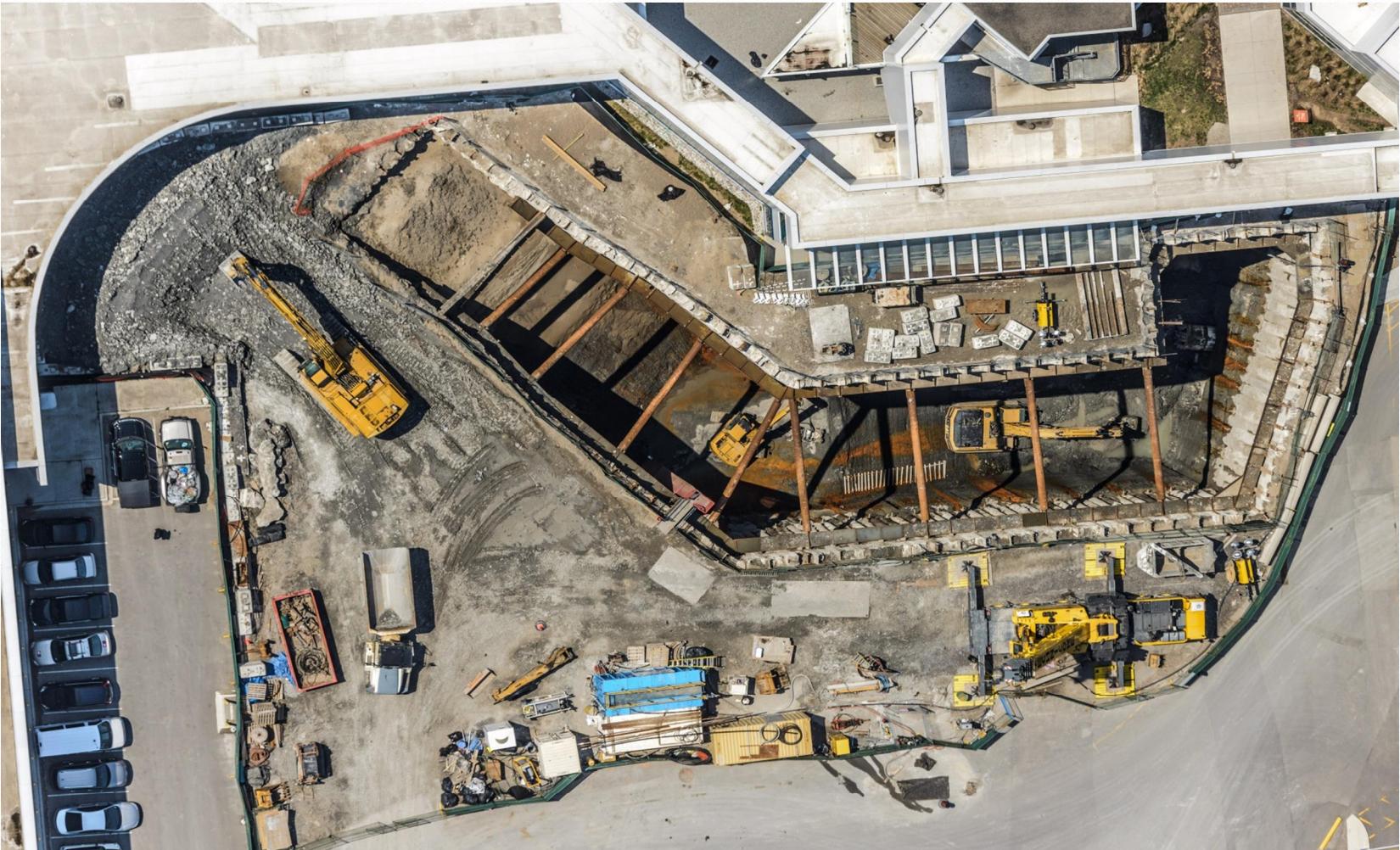
- Mainland shaft excavation complete to drift tunnel level.
- Island shaft excavation essentially complete.
- All seven drift tunnels advanced and backfilled with concrete (via continuous pour).
- City of Toronto direction drilling work for watermain extension was initiated.



Mainland Site



Mainland Shaft

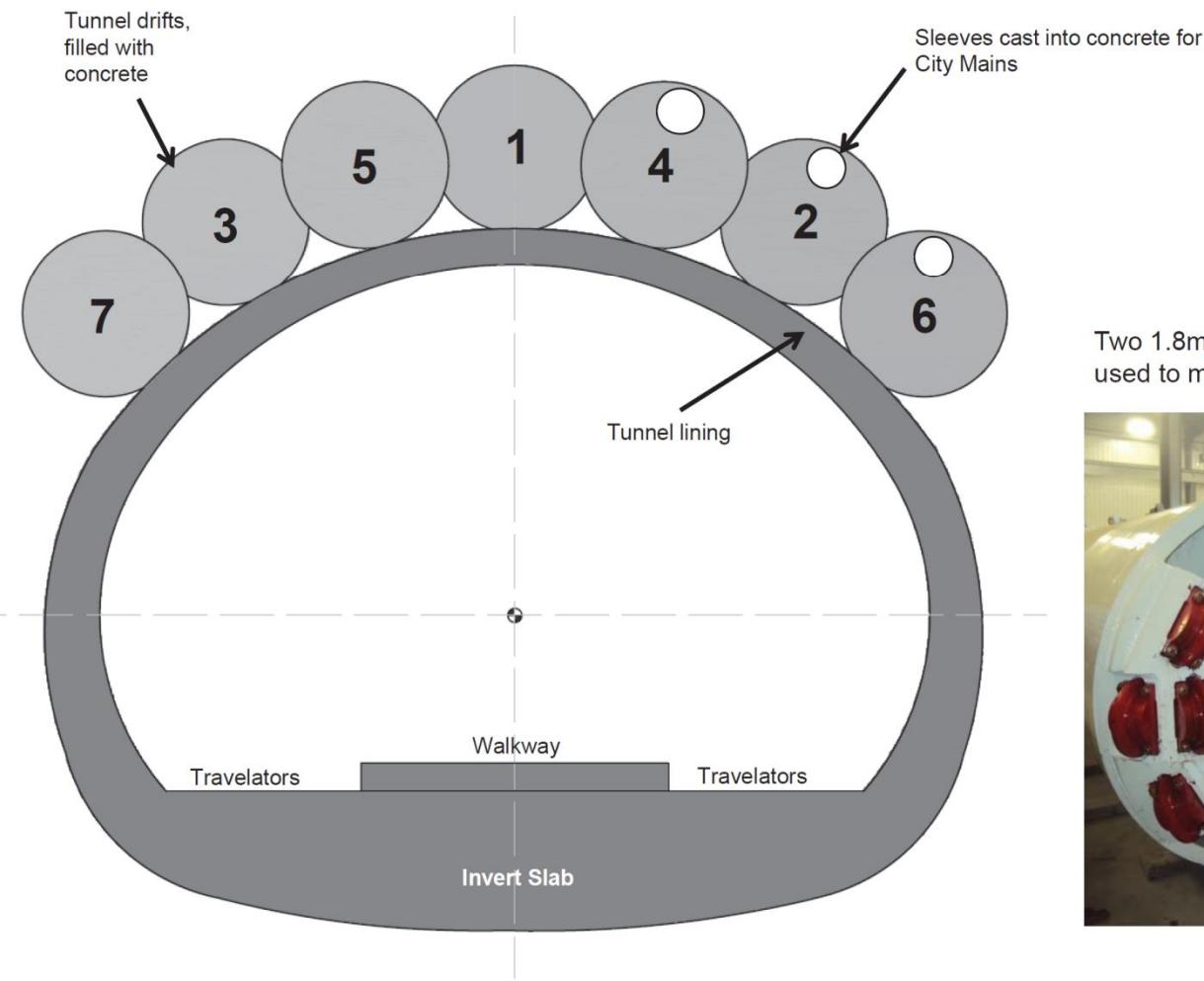


Island Site

## 2. Construction Look Forward

- Advance the mainland and island shafts.
- Begin excavation of the “pedestrian tunnel”.
- Continue with City of Toronto directional drilling and watermain extension.
- Begin construction of mainland and island structures.

## Tunnel Construction Sequence



Two 1.8m diameter rock TBMs used to mine tunnel drifts





## 3. Questions & Discussion