

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

**COMMUNITY LIAISON COMMITTEE
MEETING #13**

MEETING MINUTES

Thursday March 27, 2014
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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TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #13
Minutes – Thursday March 27, 2014, 6:30 p.m. – 9:00 p.m.

Summary of Action Items from Meeting #13

Action Item #	Action Item Task	Who is Responsible for Action Item
M#13-A1	Finalize TPA CLC Meeting #12 Minutes and post to TPA website.	Lura /TPA (Completed)
M#13-A2	Provide Map of the Tripartite Landownership of Island Airport	TPA (Completed)
M#13-A3	Provide fuel truck inspection dates	TPA
M#13-A4	Invite Representative from appropriate organizations to attend meeting to discuss fuel truck inspections and routes	TPA
M#13-A5	Reschedule September CLC meeting	Lura /TPA
M#13-A6	TPA to provide Pearson International Airport Complaints filed to Billy Bishop Airport	TPA

Appendices

- Appendix A1-1: Pedestrian Tunnel Construction Committee Update
- Appendix A1-2: WebTrak Billy Bishop Toronto City Airport
- Appendix A1-3: 2013 Annual Noise Management Review
- Appendix A1-4: TPA Engagement on the Porter Airlines Proposal
- Appendix A1-5: Tripartite Landownership of Island Airport

TORONTO PORT AUTHORITY LIAISON COMMITTEE MEETING #13
Minutes – Thursday March 27, 2014, 6:30 p.m. – 9:00 p.m.

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Glenn Gustafson	Con. Pam McConnell's Office	Present
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)	Sent regrets
Con. Adam Vaughan	City of Toronto, Ward 20	Sent regrets
Con. Pam McConnell	City of Toronto, Ward 28	Sent regrets
Warren Lampitt	Air Canada	Absent
David Whitaker	Tourism Toronto	Absent
Christian Illumin	Sky Regional Airlines	Absent
Ange Valentini	Con. Adam Vaughan's Office	Absent
GUEST SPEAKERS AND SUBJECT EXPERTS		
Chris Dunn	City of Toronto	Present
Ryan Gow	Forum Equity Partners	Present
Russ Martin	PCL	Present (Part-time)
Victoria Garmy	Brüel & Kjaer EMS Inc.	Present
TPA REPRESENTATIVES		
Gene Cabral – Chair	Toronto Port Authority	Present
Pat Fagnano	Toronto Port Authority	Present
Helen Oel	Toronto Port Authority	Absent
Ken Lundy	Toronto Port Authority	Present
Antonella Tarantino	Toronto Port Authority	Absent
Deborah Wilson	Toronto Port Authority	Present
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Nishanthan Balasubramaniam	Lura Consulting	Present

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 thirteenth committee meeting. Mr. Cabral noted that draft meeting minutes from Meeting #12 were distributed via email to committee members for review. 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.

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

2. REVIEW OF PREVIOUS MEETING MINUTES

Jim Faught, Committee Facilitator, Lura Consulting, reviewed the meeting #12 minutes. The YQNA and BQNA representatives stated that they have amendments to the minutes and will provide them via email to Lura Consulting. The meeting #12 minutes will be posted on the TPA website following the extended April 17, 2014 deadline for comments.

3. DISCUSSION FLOWING FROM PREVIOUS MINUTES

The CLC reviewed the actions from CLC #12. Key points from the discussion include the follow:

Actions:

M#13-A1. Finalize TPA CLC Meeting #12 and post to TPA website.

- *The BQNA representative requested for a detailed Billy Bishop revenue report which displays percentages. He feels that the TPA's new marketing initiatives are in favour of the Porter Airlines Expansion Proposal. He continued that the BQNA and YQNA do not have the monetary assets to pay for advertisements against the Porter Airlines Expansion Proposal. Mr. Cabral assured the BQNA representative that the TPA has no position on the Porter Airlines Expansion Proposal. The TPA is supportive of the airport and the marketing initiatives are directed to building awareness of Billy Bishop Airport. Ms. Wilson added that TPA financial reports are available online.*
- *The BQNA representative requested more information on the ownership of Island Airport land. Mr. Lundy informed the representative that three parties own the land; City of Toronto, TPA through a lease from the City of Toronto, and the federal government. He will provide a detailed map of land ownership in the minutes.*

Actions:

M#13-A2. Provide Map of the Tripartite Landownership of Island Airport

- *The BQNA expressed concern over the fuel truck routes to the airport. He is worried about the health, safety and environmental impacts. He requested that a member from the Toronto Fire Department and Ministry of Transportation attend a future CLC meeting to clarify questions regarding fuel truck travel and inspections. Mr. Cabral responded that a Transport Canada (TC) representative was invited to the last CLC meeting at the request of the BQNA representative and TC provided no indication of any safety issues. The Transportation Canada*

representative also drafted a letter regarding safety which is in the Meeting #12 Minutes Appendix. The TPA will explore options to invite other appropriate organizations to future CLC meetings in an attempt to further answer any concerns raised. Mr. Cicero, Porter Airlines, stated that ESSO conducts a yearly review of fuel practices for Porter Airlines. The airline scored its highest safety score in the latest study in 2013.

Actions:

- M#13-A3 Provide airport fuel truck inspection dates
- M#13-A4 Invite Representative from appropriate organization to attend a future meeting to discuss fuel truck inspections and routes

4. TPA UPDATE

Mr. Gene Cabral, Toronto Port Authority provided a brief update regarding TPA Operations. Key points from the update include:

- Ms. Deborah Wilson is the new Vice President of Communications and Public Affairs for the TPA.
- The TPA has attended public meetings on the airport expansion consultations at the request of the City of Toronto.

5. TUNNEL CONSTRUCTION COMMITTEE MEETING – PEDESTRIAN TUNNEL CONSTRUCTION UPDATE

Ryan Gow, Forum Equity Partners, provided an update on progress with the pedestrian tunnel being constructed from the mainland to BBTCA. Key points from the update include the follow:

- Over the past two months, the structural steel adjacent to City Centre Terminal Corporation building has been erected as well as the metal deck and rough-in work. The construction team have weather proofed and removed ice from the island and mainland shafts. The majority of the work over the past two months has occurred underground and on the island.
- Construction activities planned for the next two months included placing rebar, tunnel concrete pours in the tunnel, escalator ramp and shaft walls and installation of tunnel framework. To date, 160ft out of 600ft concrete pours are complete; each concrete pour occurs approximately every 2-3 days.

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 was occurring at night.* Mr. Gow responded that all construction is occurring within the permitted times. Mr. Lundy stated that the conditions are that although construction activities within the tunnel are permitted, no construction noise can be created between 11pm-7am above the surface.
- *The YQNA representative requested that a noise and vibration study be available to the public. The report should detail levels of noise and vibrations during tunnel and elevator shaft construction. He noted that a noise and vibration study is a standard engineering industry requirement. The report should detail projected noise and vibration effects from the proposed tunnel once constructed, from all sources including escalators, elevators, and ventilation systems. The YQNA rep confirmed that a report is needed to confirm there will be no additional effects on the surrounding buildings which are 75m from the terminal. The study should confirm the limit of 3P responsibility with respect to potential damage claims flowing from existing noise*

and vibration impacts. The YQNA rep noted that based on the construction update just provided, there is an urgency with respect to preparing the noise and vibration report, to avoid having to remove any new concrete in response to the report findings. The forums equity Partners representative noted that a report has been completed to confirm tunnel materials. Mr. Lundy responded that a construction noise and vibration report is unavailable however; there are performance standards the construction designs must meet that reduce noise and vibration. Mr. Lundy will review the noise and vibration data and present the community with documentation.

- The YQNA representative suggested the tunnel construction committee be given two week advance notice of meetings to determine if a meeting should be held. He observed in the last Tunnel Construction Committee (TCC) meeting that a very small number of recipients of the TCC minutes are actually attending the TCC meetings. It is presumed there is lower interest given that tunnel construction activity in recent months has been mostly underground. Mr. Gow and Mr. Lundy agreed and will continue to contact committee members two weeks prior to meetings.
- The YQNA representative requested that the September 16, 2014 meeting be rescheduled due to a community mayoral debate planned for the same evening. Mr. Faught agreed and will reschedule the September CLC meeting.
- The YQNA representative asked if BQNA representative has received any complaints since last meeting if large construction related vehicles were routing through the neighbourhood, and it was confirmed that no complaints were received.

Actions:

M#13-A5. Reschedule September CLC meeting

6. WEBTRAK ONLINE NOISE MANAGEMENT TOOL FOR THE PUBLIC

Victoria Garmy, Brüel & Kjaer EMS Inc (B&K)., provided a presentation on the WebTrak's application. Key points from the update included the following:

- Brüel & Kjaer is a Danish Multinational engineering and Electronics Company headquartered in Copenhagen. The company is the world's largest manufacturer and supplier of sound and vibration measurement equipment. The WebTrak application is currently being used at Pearson International Airport and Vancouver International Airport in Canada and all over the world.
- WebTrak will allow users to visit an online website that track flight movements around Billy Bishop Airport. Residents in communities near the airport can track aircraft and flight patterns and identify aircraft, airspace location, origin and destination airports. This informative feature will help both the TPA and residents' better identify which aircraft and aircraft patterns are causing noise issues. WebTrak allows users to log aircraft noise complaints directly on the website.
- Ms. Garmy performed a live system demo for the CLC.

Below is a summary of the comments and questions raised by committee members regarding the WebTraks presentation:

- The YQNA representative asked how quickly the application can be setup. Ms. Garmy stated that the goal is to have it set up by this summer.

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- *The YQNA representative inquired if Webtrak displays all aircraft, including Medevac helicopter flights and military flyovers?* Ms. Garmy responded that it does display all aircraft including helicopters. Some aircrafts may be blocked by NavCanada for security purposes such as military aircraft however, most commercial flights are visible.
- *The City of Toronto Planning representative not noted that he has been reviewing the new system at Pearson and has discussed the proposed system at Island Airport with local resident and soundman Max Moore.*
- *The YQNA representative inquired about the location of the noise monitors and if it could be located at more sites around the Billy Bishop airport. He suggested exploring more noise monitor sites on buildings on the mainland. One monitor is at the Fire Station on the island and the other is at Toronto Police Marine Station on Queens Quay. He noted the noise monitors will be required at targeted runway offsets and tower elevations, and asked if monitors have been mounted on the sides of buildings for remote data measurement.* Mr. Cabral responded that two noise monitors are located near the airport; one on the island and the other at the Toronto Police Services Marine Station. Ms. Garmy noted that monitors have been mounted in all kinds of weird places in California, and said she can forward photos of example installations. She noted that rooftops have sometimes been used. *The YQNA representative noted this will probably not work for us as ambient noise effects will be affected at rooftop locations.*
- *The YQNA representative asked how often the monitors are calibrated.* Ms. Garmy said that in California, the locations of the noise monitors are inspected regularly by noise consultants and are calibrated to ISO standards. An Operations Department monitors equipment functionality 24/7. In many cases, the equipment can be recalibrated remotely. She noted it is important to regularly inspect the noise monitors to confirm there are no unusual local noise impacts being measured and distorting results eg. a dog barking at every overflight.
- *The YQNA representative noted that it is important to note that all noise will be picked up by the monitors including all the Pearson overflights which the TPA notes has contributed to waterfront complaints. He noted that the cumulative noise impacts along the waterfront have never been studied or documented.* Ms. Garmy noted that some noise can be filtered out if desired, such as the Pearson overflights if needed, so that only certain activities are measured and documented.
- *The YQNA representative then inquired as to what noise filter level was currently being assumed for ambient noise during current on-going data collection at the Island Airport.* Pat Fagnano, Toronto Port Authority, responded that the ambient noise was 63 dBA. *The YQNA representative clarified that the constant noise roar from the airport site varied from 63dBA to 68dBA at south plane of building facing opposite the airport, when there are 2 to 3 airplanes active simultaneously, punctuated with 72dBA peaks during takeoffs and landings. He noted that this total noise includes ambient noise, and said that the ambient noise levels can vary up to 15dBA over a 24 hour period along the shoreline, but can generally range from 41dBA overnight to roughly 51dBA in the afternoon. These ambient noise fluctuations might be more than what would be anticipated in other land based airport locations surrounded by urban hum, and noted that he felt this was contributing to an underestimation of the net noise change impacts being documented at Island Airport site.* Mr. Cabral noted that the noise volumes being measured by noise monitors around Pearson Airport also vary quite a bit.
- *The YQNA representative inquired about ownership of the compliant data collected from the website.* Mr. Cabral responded that the TPA Noise Management Office collects the data and it is

available at request. Ms. Garmy replied that data will be available to NavCanada, TPA, and B&K. She confirmed to YQNA representative that all historical data is normally not destroyed but stored. The City of Toronto Planning representative noted the City can request a summary of noise data.

- *The BQNA representative stated that the Webtraks application is an excellent resource for the community and thanked the TPA for pursuing the purchasing the software.* Mr. Cabral agreed and stated that this software helps show transparency as well as allows information to be fully accessible to the public.

7. 2013 ANNUAL NOISE MANAGEMENT REVIEW

Gene Cabral, Billy Bishop Toronto City Airport, provided a summary presentation on the 2013 annual noise management statistics. Key points from the update included the following:

- Over the last year, the number of passengers using the airport has increased slightly due to all 202 slots being occupied. As a result, the numbers of aircraft movements have also remained steady at about 114,000.
- The BBTCA management team is working towards publishing an Annual Noise Management Report based on best practices. The report should be available in the summer of 2014.
- In 2013, the BBTCA received 503 total complaints up from 354 in 2012. Porter Airlines Expansion Proposal in April 2013 triggered an increase in noise complaints to almost double the amount compared to previous month March 2013. The 154 engine run ups held in the year 2013 had an average of 1 complaint per each run-up.
- In 2013, 450 (89%) of complaints are aircraft related; 40(8%) are ferry related; 5(1%) are construction related; and 8(2%) is mainland operations related.
- Total aircraft complaints have increased 61% from 280 in 2012 to 450 in 2013. In 2013, 211(47%) of complaints are schedules commercial service related; 86(19%) general complaints; 58(13%) general aviation related; 44(10%) Medevac related; 42(9%) uncorrelated; and 9(2%) other issues. General comments are not specific to aircraft. Complaints the Noise Management Office could not connect to a source are classified as uncorrelated complaints.
- With the increase of 61% over 2012 the key areas where BBTCA experienced a higher number of complaints were as follows; no associated aircraft movement found (+91%); scheduled air service (+77%), general complaints (+46%); general aviation (+41%).
- A commitment was made by BBTCA management to respond to noise complaints within 5 working days. In 2013, this goal has been achieved with a success rate of 92%.
- BBTCA operating hours are from 6:45am to 11:00pm seven days a week and overnight operations are only for emergency flights and medevac flights.
- TPA stated that a typical international definition of curfew violation is being applied to the Island Airport operation. Violations are defined by the moment of 'wheels up or wheels down' relative to the runway asphalt surface. All aircraft can move around and taxi to the end of the runway before 6:45am but wheels must be on the ground until 6:45am. At night all planes must land and takeoff at or before 11:00pm.

Below is a summary of the comments and questions raised by committee members regarding the 2013 Noise Management Presentation:

- *The YQNA representative inquired if the community representatives could provide comments on the DRAFT annual noise report before it is finalized.* Ms. Wilson informed the representative that the report is TPA document and will not be reviewed by the public. The report will be made accessible to the public once it is complete.
- *The BQNA representative inquired if complaints are only from local residents.* Mr. Cabral informed him that anyone could file a complaint to the Noise Management Office.
- *The BQNA representative noted that airplane warm up and taxiing on the ground in the morning create a lot of noise, especially when windows must be left open overnight in summer.* Mr. Cabral stated that taxiing before 6:45am is within the standards of curfew. He noted that noise monitoring at the airport penalizes overnight flights such that 16 night flights equals 1 daytime flight, and that only 3 flights are currently allowed between 6:45am and 7:00am. *The YQNA representative then observed that this ensures that some residents will be only woken up 3 times in the morning and not 10 times as envisioned in the Jacobs Slot Capacity Report.*
- *The YQNA representative inquired what happens to complaints the Noise Management Office identifies as Toronto Pearson International Airport aircrafts. Also if the BBTCA has a percentage of the complaints that are caused by aircraft from Pearson.* Mr. Cabral informed the representative that the files are sent to the Pearson Airport Noise Management Office. The BBTCA does not have the percentage of Pearson International Airport aircraft complaints on hand. The BBTCA will research and identify a percentage for the meeting minutes. Ms. Garmy added that the WebTrak program will help identify aircrafts and its origins.

Actions:

M#13-A6. TPA to provide the percentage of Pearson International Airport complaints filled to Billy Bishop Airport

8. TPA ENGAGEMENT ON THE PORTER AIRLINES PROPOSAL

Gene Cabral, Billy Bishop Toronto City Airport, provided a presentation on TPA engagement of the Porter Airlines Proposal. Key points from the update included the following:

- The presentation provided the TPA with an opportunity to clarify its position on the Porter Airlines Expansion Plan. The Ipsos Reid report about the BBTCA is available on the TPA website.
- The BBTCA is a major economic engine for the GTA generating a total of \$1.9 billion in economic output. The BBTCA is created approximately 5,700 jobs in the GTA of which 1,700 are associated with the airport. The BBTCA generates \$640 million in total gross domestic product and \$290 million in wages. These numbers are very significant compared to airports of comparative size.
- Ipsos Reid survey conducted in 2014 shows that 34% of Torontonians have used the airport and they use the airport 7.4 times per year. 59% of users are business travellers and 90% of Torontonians believe that airport is a valuable asset for the City.
- In order for the TPA to support the Porter proposal, the following criteria would have to be met:
 - Maintain the strict 1983 Noise Restrictions
 - Efficient slot utilization, not necessarily more commercial flights
 - Ensure no negative impact on the environment
 - Provide that the surrounding area be no less livable than any other multi-purpose Toronto neighbourhood

- Improve vehicle traffic flows, increased use of transit/shuttle service, and work with Canada Malting Site re-development
- Be aircraft agnostic, as long as each can meet strict noise standards of the existing Tripartite Agreement
- Preserve access for the boating community with no meaningful navigational impact
- Preserve private aviation access for small aircraft
- A business case to support TPA's investment. This includes consideration given to long-term financing and Tripartite Agreement extensions, if needed
- Toronto's economy will grow and benefit. The Porter plan should improve upon the existing positive economic impact the airport is already having on the region.
- Toronto City Council and the Federal Government approval
- TPA has invested \$150 million in infrastructure improvements to the BBTCA such as the pedestrian tunnel; noise barriers; taxi staging area; improvements to Eireann Quay; dedicated community drop off parking area; TDSB perimeter fence and planted tree buffers; Airport ferry terminals and vessels; emergency response and runway clearing equipment; and runway and apron upgrades with restoration.
- Between the designated curfew hours of 11:00pm and 6:45am no scheduled planes have landed or taken off; whereas at Toronto Pearson International Airport, approximately 97 aircraft take off and land nightly. All aircraft departing and arriving at BBTCA approach the runways from Lake Ontario flight paths. Only one flight path for northern Ontario cities is directly over Scarborough. 17 flights a day take this flight path however the aircrafts are at a very high altitude when flying over Scarborough.
- Medevac operations have increased throughout the past 4 years. Overall BBTCA aircraft movements have levelled off and will remain at the same approximate level.
- Waterfront property values have increased 60%-70% over the past 10 years.

Below is a summary of the comments and questions raised by committee members regarding the TPA engagement on the Porter Airlines Proposal Presentation:

9. CITY UPDATE ON PORTER JET REVIEW

Chris Dunn, City of Toronto, provided a brief update on the City of Toronto Consultation on Porter Airlines Expansion. Key points from the update included the following:

- City of Toronto Staff has advised Council that they require more information to make a decision. City Staff are not making a decision, however staff are prepared with a work plan based on the decision. City planning will continue with a Bathurst precinct plan to improve traffic congestion regardless of council's decision.

Below is a summary of the comments and questions raised by committee members regarding the update on the City of Toronto Consultation on Porter Airlines Expansion Proposal:

- *The BQNA representative suggested that closing Fleet Street will vastly improve traffic around the airport.*
- *The BQNA representative inquired if Porter is self-sufficient and if the company is making any profit on the Porter Airlines is generating. Mr. Cicero declined providing the financial details for a private company.*

- *The BQNA representative inquired when the lease for the taxi corral will expire. Mr. Cabral informed the representative that it is due to expire in July 2015. The representative responded that the taxis pollute the environment and should be considered when conducting an Environmental Assessment of the property.*
- *The BQNA representative expressed concern over the short and long term harm the BBTCA is inflicting on the wildlife. He requested that the TPA release its Wildlife Management Plan to the public. Mr. Cabral informed the representative that the Wildlife Management Plan is a secure document and will not be released to the public. The City of Toronto has requested to view the document and could do so under a nondisclosure agreement. All Airports around the world do not release their Wildlife Management Plans. There are several documents the BBTCA will not release to the public such as the Emergency Response Plan for security purposes.*
- *The BQNA representative expressed concern about bird strikes from the engine of aircraft. He notes that there is a bird sanctuary on Muggs Island. Mr. Cabral responded that the percentages of bird strikes at BBTCA are similar to other airports. If there is an increase in bird strikes the BBTCA is required to review its operations and Wildlife Management Plan.. Mr. Cicero added that the new engines on the C100 Bombardier are designed to reduce bird strike problems.*

10. NOISE SUBCOMMITTEE UPDATE

Gene Cabral, Billy Bishop Toronto City Airport, provided a brief update on the noise subcommittee. Key points from the update included the following:

- The Noise Subcommittee Terms of Reference has been approved. The TPA will begin recruiting members to the subcommittee. The first meeting date will be announced at the next CLC meeting.

11. OTHER BUSINESS

- Gene Cabral, Billy Bishop Toronto City Airport, noted that the BBTCA ferry will be operating at night on April 5 and April 6 for a facility shutdown operation.
- *The BQNA representative noted that meeting time goes by very quickly and that the CLC has run out of time to discuss all issues raised in the meeting. He inquired if another meeting can be arranged sooner than next scheduled TPA CLC. Mr. Cabral suggested that the BQNA representative email remaining questions copying both TPA and Lura.*
- *The BQNA representative observed there were variations in the attention to detail and quality of presentation in recent TPA CLC Minutes and confirmed which individual LURA staff members worked on which sets of minutes, stating a preference for the work of one of the minute-takers. YQNA representative requested that it be added to the minutes that in general, he felt that LURA has been doing a great job in facilitating and documenting meeting discussion. Porter Airlines commented they felt that LURA was doing a good job. BQNA reserved further comment on the matter and requested that all CLC Minutes be prepared with heightened sensitivity to the matters at hand.*

12. WRAP UP

Mr. Faught confirmed with the CLC members that the next CLC meeting will be combined with the Pedestrian Tunnel Construction Period Liaison Committee. He thanked TPA employees and CLC members for attending the meeting. The next BBTCA – CLC and Pedestrian Tunnel Construction Period Liaison Committee Meeting is scheduled for Tuesday May 27, 2014, from 6:30 – 8:30 p.m. at the Harbourfront Community Centre.

ADJOURN

Appendix A1-1
Pedestrian Tunnel Construction Committee Update

The Billy Bishop Toronto City Airport Tunnel Project

Tunnel Construction Committee Meeting #13

Thursday March 27, 2014

1

Agenda

- | | |
|---------------------------|-------|
| 1. Review of Minutes | Forum |
| 2. Two Month Look Back | Forum |
| 3. Two Month Look Ahead | Forum |
| 4. Questions & Discussion | All |
| 5. Next Meeting | TPA |

2

1. Review of Minutes

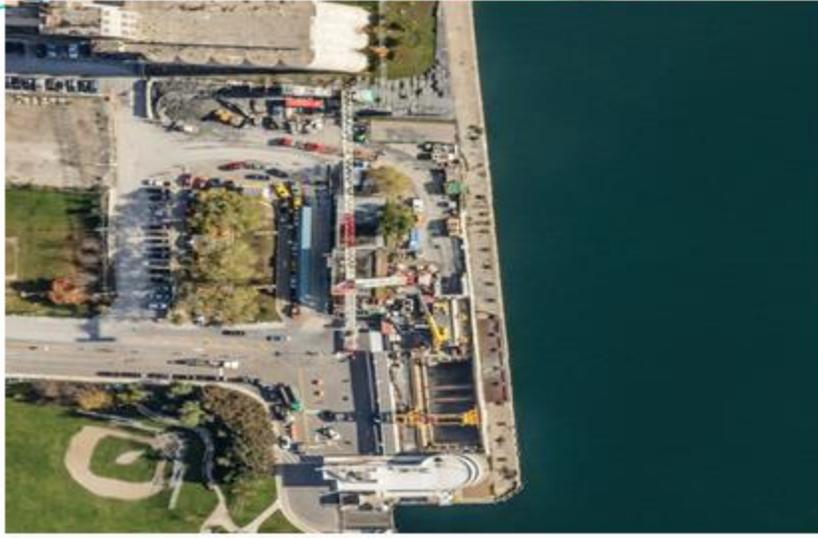
MEETING MINUTES		FORUM EQUITY PARTNERS INC.
Topic:	Annual Construction Committee Meeting Number 12 – January 28, 2014	
Location:	Harbourfront Community Centre	
Attendees:	Ryan Gow Ken Lundy Jon Chen Henry Florig Hal Beck	Forum Equity Partners Inc. Toronto Port Authority Local Council's Office Bathurst Quay Neighbourhood Association Bathurst Quay Neighbourhood Association
Distribution:	Attendees Heidi Motta Gene Cabral Rita Martin Mario Silva Charlotte Sain Kathryn Exner Christopher Shum Kloberly Kilburn Ken Sizer Rafy Pirzko Barb LaRopelle Karen Barner Julia Horne Leona Rodall Gabriela Karzybowski Rod Adams Paula Bullback Joseph Ives Beverly Dwyer Joan Prouse Jodie Gardiner	Bathurst Quay Neighbourhood Association Toronto Port Authority PCL Constructors TDSB (Sent His Regrets Prior to Meeting) St. Stephen's Waterfront Daycare The Waterfront School Parent Council City of Toronto, Waterfront Secretariat City of Toronto, Municipal Licensing & Standards PCL Constructors Ministry of the Environment Toronto Public Health The Waterfront School Bathurst Quay Neighbourhood Association Harbourfront Community Centre City School Ministry of the Environment The Waterfront School Bathurst Quay Neighbourhood Association City School Parent Council Bathurst Quay Neighbourhood Association The Waterfront School Parent Council
Date:	January 28, 2014 (19:00 – 21:00)	

3

2. Two Month Look-Back

1. Erection of CCTC structural steel
2. Installation of CCTC metal deck and rough-ins
3. Weather tarping and ice removal on island and mainland shafts.

4



Mainland Site

5



Island Site

6



3. Two Month Look-Ahead

1. Tunnel concrete program is underway with rebar and concrete materials arriving on site.
2. Tunnel concrete pours in tunnel, escalator ramp and shaft walls.
3. Installation of tunnel formwork.

7



5. Questions & Discussion

8



7. Next Meeting

May [27], 2014 at the Harbourfront Community Centre.

Appendix A1-2

WebTrak Billy Bishop Toronto City Airport

WebTrak !

Billy Bishop Toronto City Airport

www.bksv.com

Brüel & Kjær Sound & Vibration Measurement A/S.

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Who Is Brüel & Kjær?

- Danish multinational engineering and electronics company headquartered in Nærum, near Copenhagen.
- World's largest manufacturer and supplier of sound and vibration measurement equipment, systems and solutions
- UK-based Spectris plc which has annual sales of £1.1bn and employs around 7,500 people worldwide across its four business segments
- Software and services provider, Lochard was acquired and became Brüel & Kjær EMS
- Brüel & Kjær EMS Head Quarters are in Melbourne, Australia
- Americas Branch Office located in Sacramento, California US

The largest international provider of Airport Noise Management technologies

Which Airports Already Use WebTrak?

- Over 50 Airports globally have deployed Webtrak for their communities
- Canadian Airports
 - Toronto Pearson
 - Vancouver
- US Airports
 - Nantucket, MA
 - Columbus, OH
 - Port Authority of New York New Jersey (JFK + 4 more) - just went live!
 - Denver International, DN
 - Portland, OR
 - Palomar, CA
 - San Diego, CA
 - San Jose, CA
 - Torrance, CA
 - Los Angeles World airports (LAX + 2 more), CA
 - Long Beach, CA
 - Oakland, CA
 - Burbank, CA
 - Boca Raton, FL
 - Jacksonville, FL

Why WebTrak – An Investment in the Community

- Transparency
- Engagement
- Becoming a leader in outreach

“NEW PORT AUTHORITY WEBSITE FLIGHT TRACKING SYSTEM

Residents of communities near JFK and LaGuardia airports now can track planes and flight patterns on the Port Authority’s new WebTrak system, which provides graphics identifying aircraft, decibel noise levels, altitudes, airspace location and origin and destination airports.

This informative feature will help residents better identify which planes and aircraft patterns are causing noise issues. WebTrak, already in use at some other U.S. airports, also allows individuals to log aircraft noise complaints while on the site..”

WebTrack Enables Communities to...

- Investigate
 - See for yourselves what is really going on
 - View the same information as the noise office
 - Locate a date and time of interest
 - Communicate more effectively about your concerns
- Understand
 - Learn about flight patterns and trends
 - Bird's eye view on airport operations
 - Near Real Time
 - Replay controls

Live System Demo!



Appendix A1-3
2013 Annual Noise Management Review



2013 Year End Summary

Date: March 27, 2014

Noise Management Office
Community Liaison Committee

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



Key Figures

2012 Passengers	2013 Preliminary	2014 Forecast
1.9 million	1.9 million	2.0 million
2.3 passengers (including connecting)	2.3 passengers (including connecting)	2.4 passengers (including connecting)

International Enplaned Travellers (US Bound)	
Actual 2012	335,000
Preliminary 2013	360,000
Projected 2014	370,000

- 59% business travellers with strong frequency of use



Key figures (Cont'd)

Aircraft Movements

2012	2013 Preliminary	2014 Forecast
114,576	114,186	115,000
58,650 (Air Carrier Movements)	59,006 (Air Carrier Movements)	60,262 (Air Carrier Movements)

2013 Year End Summary

- ❖ The BBTCA Management team is working towards publishing a Annual Noise Management Report based on best practices
- ❖ We expect to publish this information by the end of the spring 2014
- ❖ The following slides will provide the CLC some details related to 2013 statistical information



2013 vs 2012 Comparison

- Total Complaints

2013 = 503 2012 = 354

Increase of 42%



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2013 Statistics

- Total Complaints = 503
- Complaints by Activity
 - ❖ Aircraft Related – 450 (89%)
 - ❖ Ferry Related – 40 (8%)
 - ❖ Construction related – 5 (1%)
 - ❖ Mainland Operations – 8 (2%)

2013 vs 2012 Comparison

- Total Aircraft Related Complaints

2013 = 450 2012 = 280

Increase of 61%



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2013 Statistics

- Complaints of Aircraft Operations by Type
- Total = 450
 - ❖ Schedules Commercial Service = 211 (47%)
 - ❖ General = 86 (19%)
 - ❖ General Aviation = 58 (13%)
 - ❖ Medevac = 44 (10%)
 - ❖ Uncorrelated = 42 (9%)
 - ❖ Others = 9 (2%)



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2013 Statistics

- Overview of Increased areas year over year
 - ❖ With the increase of 61% over 2012 the key areas where we experienced a higher number of complaints were as follows
 - No associated aircraft movement found (+91%)
 - Scheduled air service (+77%),
 - General Complaints (+46%)
 - General Aviation (+41%)



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 2013 this goal has been achieved with a success rate of 92%

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.
- ❖ Clarification on curfew violations (wheels up Wheels down)

Questions?

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Appendix A1-4

TPA Engagement on the Porter Airlines Proposal



Community Liaison Committee Meeting

Discussion on Porter Proposal

March 27, 2014

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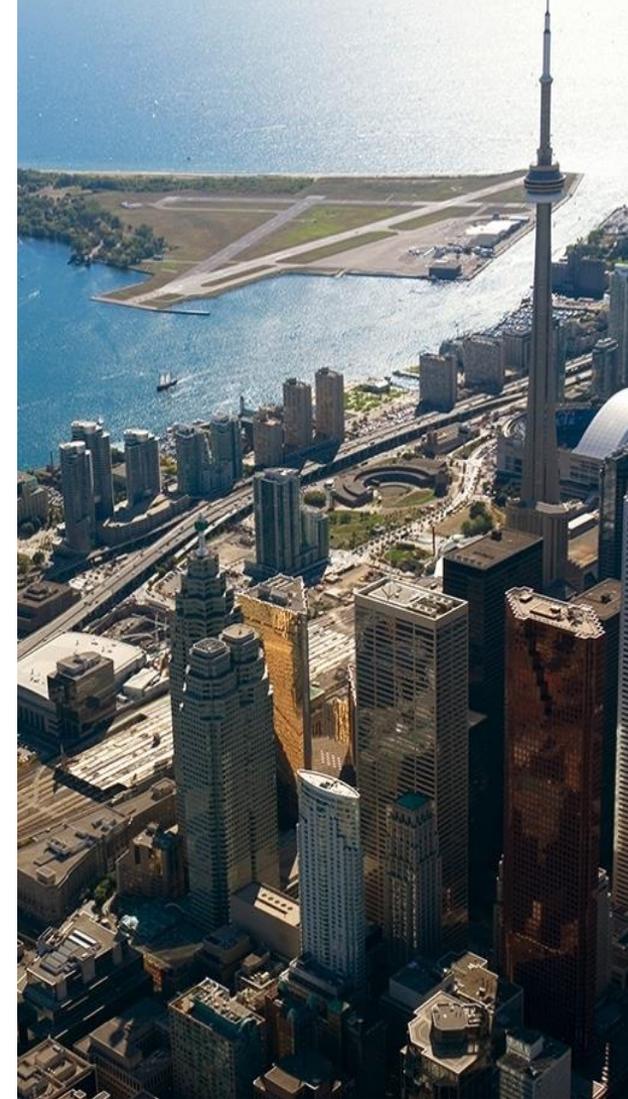
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TPA: Partnering with the City

- Partners in economic growth
- Partners in the Billy Bishop Toronto City Airport pedestrian tunnel project (projected city taxpayer savings of \$10 million)
- Committed to infrastructure investment for Toronto's future
- Partners in Toronto's mixed-use waterfront revitalization
- Committed to responsible, compatible operations
- Committed to sustainability and using 100% renewable energy on all properties

TPA and Billy Bishop Toronto City Airport are mandated to be 100% financially self-sufficient



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Key Figures

2011 Passengers	2012 Passengers	2013 Preliminary	2014 Forecast
1.55 million	 1.9 million	1.9 million	2.0 million
1.85 passengers (includes connecting)	2.3 passengers (includes connecting)	2.3 passengers (includes connecting)	2.4 passengers (includes connecting)

International Enplaned Travellers (US Bound)	
Actual 2012	335,000
Preliminary 2013	360,000
Projected 2014	370,000

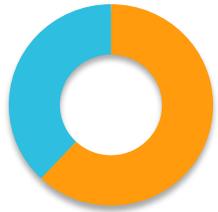
Economic Impacts

- A major economic engine for the Greater Toronto Area generating *total* impacts of:
 - **\$1.9 billion** in economic output
 - Approximately **5,700 jobs** across the GTA
 - **1,700 jobs** directly associated with airport
 - **\$640 million** in total gross domestic product (GDP)
 - **\$290 million** in wages
- Numbers very significant compared to airports of comparative size and throughput

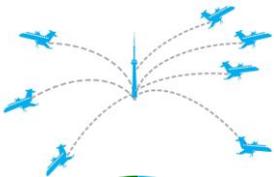
Source: InterVISTAS 2012 Report

Billy Bishop Toronto City Airport

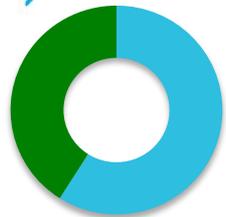
What Torontonians are saying...



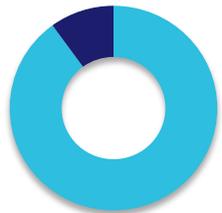
More than one-third of Torontonians have used the airport (**34%**)



Those who use the airport do so, on average, **7.4 times per year**



Majority of users are business travellers (**59%**)



90% of Torontonians believe “the airport is a valuable asset for the City”

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Source: Ipsos Reid 2014

TPA: Criteria for Support of Porter Proposal

In order for the TPA to support the Porter proposal, the following criteria would have to be met:

- Maintain the strict 1983 Noise Restrictions
- Efficient slot utilization, not necessarily more commercial flights
- Ensure no negative impact on the environment
- Provide that the surrounding area be no less livable than any other multi-purpose Toronto neighbourhood
- Improve vehicle traffic flows, increased use of transit/shuttle service, and work with Canada Malting Site re-development
- Be aircraft agnostic, as long as each can meet strict standards of the existing Tripartite Agreement

TPA: Criteria for Support of Porter Proposal

continued

In order for the TPA to support the Porter proposal the following criteria would have to be met:

- Preserve access for the boating community with no meaningful navigational impact
- Preserve private aviation access for small aircraft
- A business case to support TPA's investment. This includes consideration given to long-term financing and Tripartite Agreement extensions, if needed
- Toronto's economy will grow and benefit. The Porter plan should improve upon the existing positive economic impact the airport is already having on the region.
- Toronto City Council and the Federal Government approval



Facts & Arguments

Diagrams and Graphs to Support Key Points

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TPA has invested \$150M in Infrastructure Improvements including:

- Pedestrian Tunnel to airport
- Noise barriers at airport
- New taxi staging area
- Improvements to Eireann Quay



e.g. traffic access, parking, lighting, sidewalks

- New dedicated community drop off and parking area
- TDSB perimeter fence and planted tree buffer
- Airport ferry terminals and vessels
- Emergency response and runway clearing equipment
- Runway and apron upgrades and restoration

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Commercial Nighttime Flight Activity

Arrivals and Departures Per Night

Flights Between:	Billy Bishop	Toronto Pearson
10pm – 11pm	3	39
11pm – 6:45am	0	97
6:45am – 7am	4	19
Total	7	155

Billy Bishop Curfew:

- 100% curfew between 11:00pm and 6:45am

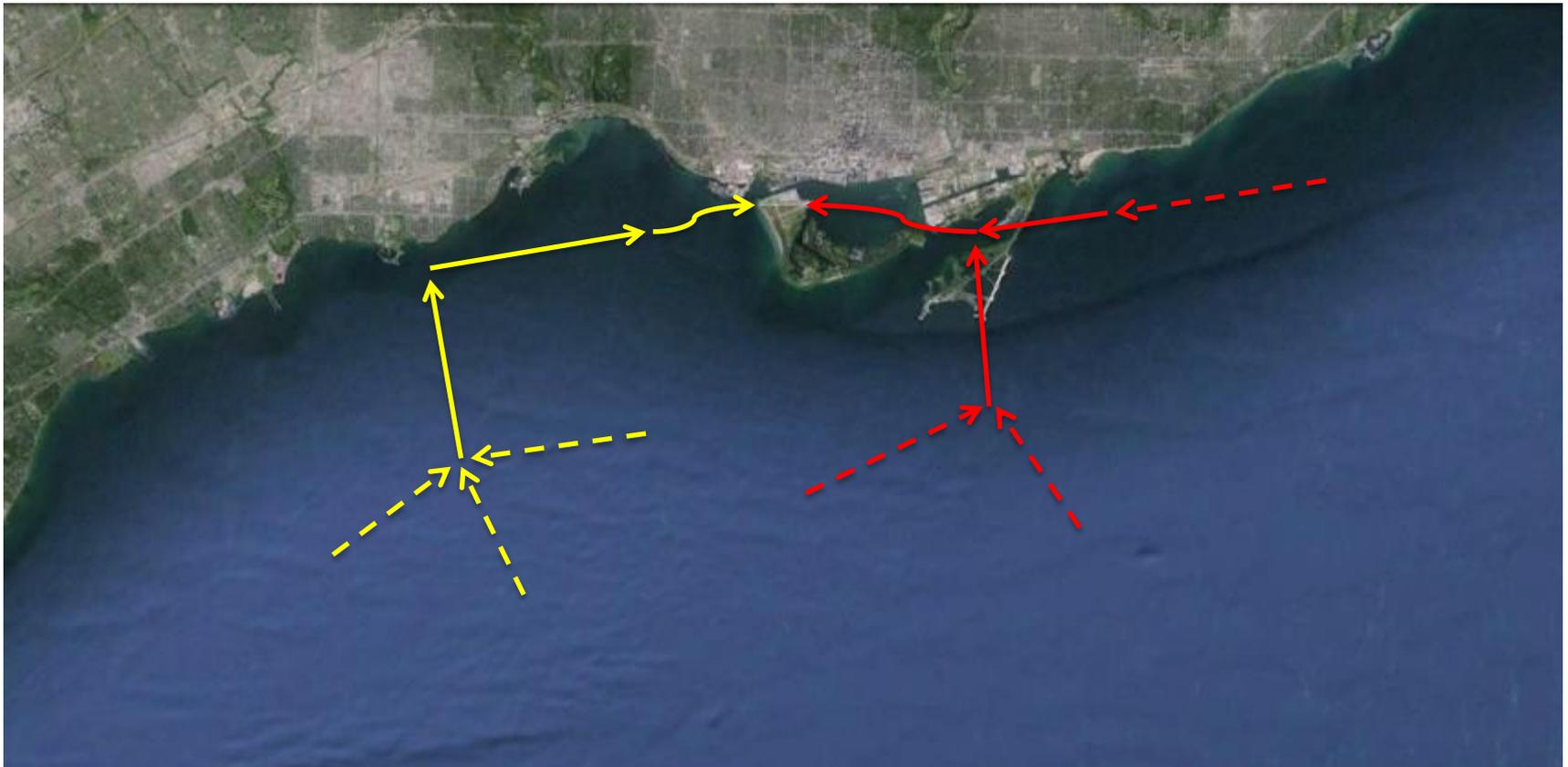
Toronto Pearson Curfew:

- None

Source: www.flightaware.com - flights averaged for the dates Sep 29'13-Oct 5'13

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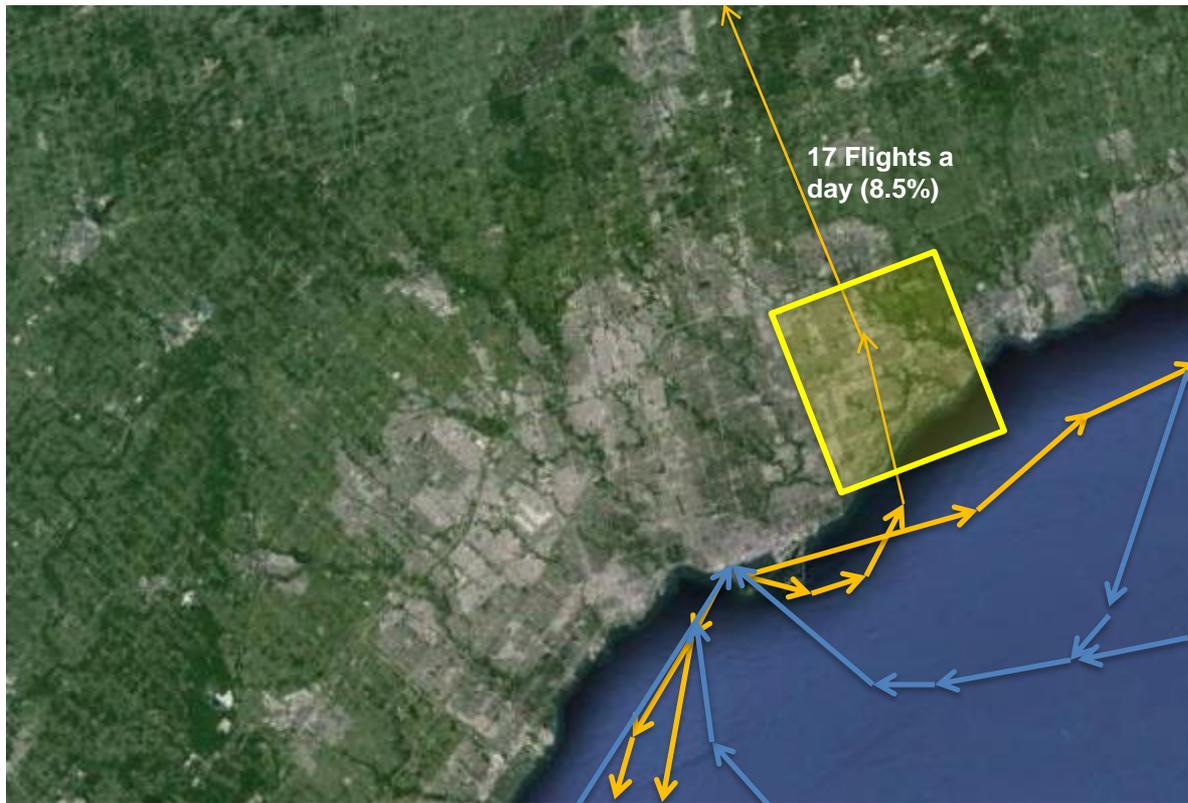
Arrival Flight Paths for BBTCA



→ RNAV A
→ RNAV C

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Flight Paths – Billy Bishop Airport



—> Arrivals
—> Departures
—> Commercial Activity



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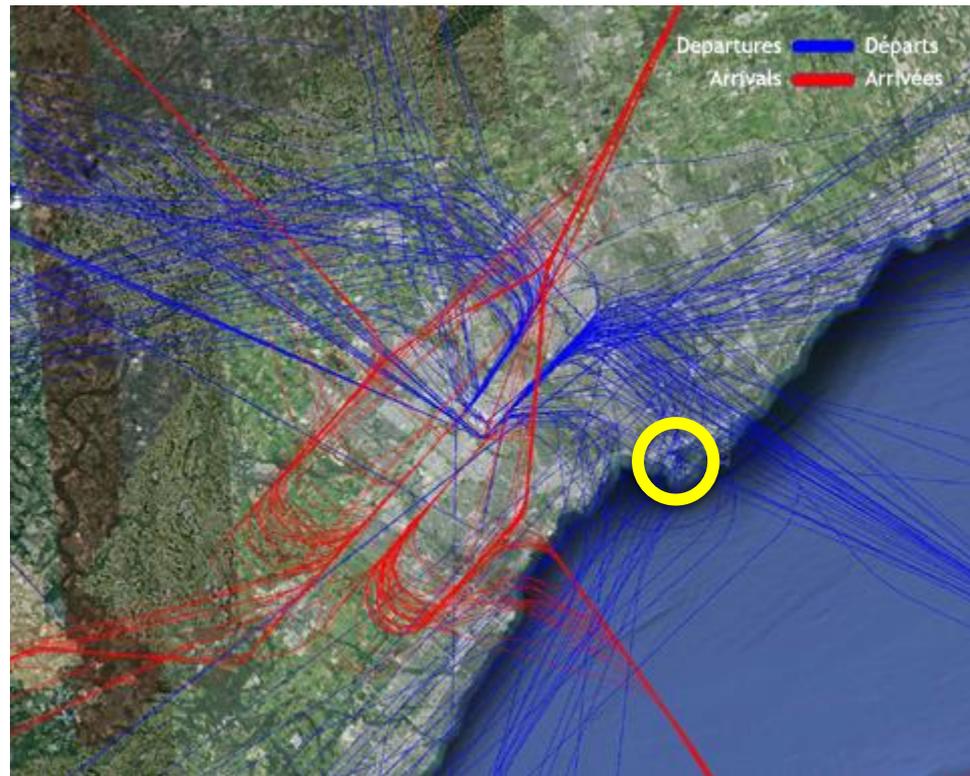
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Flight Paths – Toronto Pearson Airport

Southwest Arrivals/Departures



Northeast Arrivals/Departures



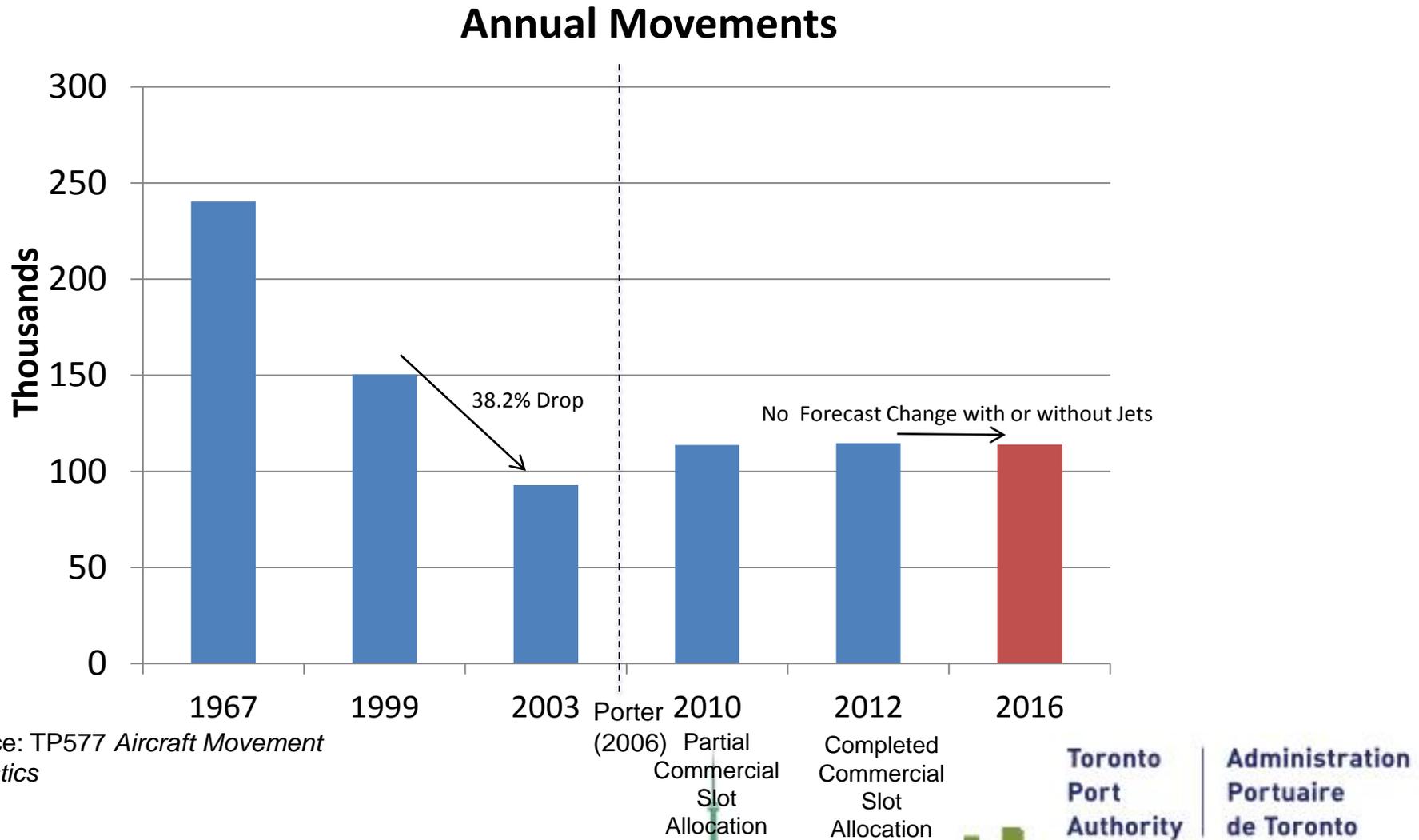
Runways: 23, 24 Right and 24 Left

Runways: 05, 06 Right and 06 Left

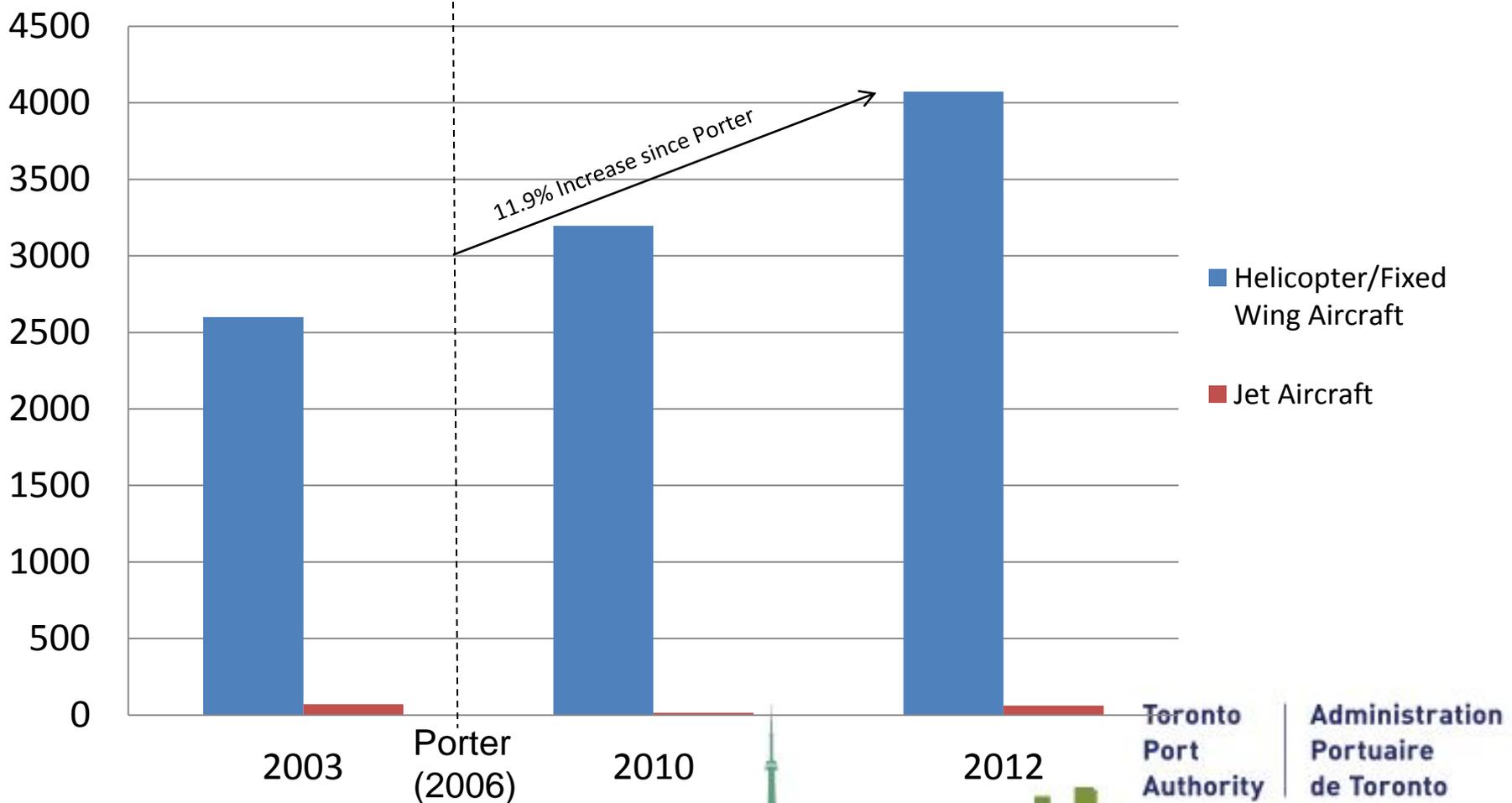


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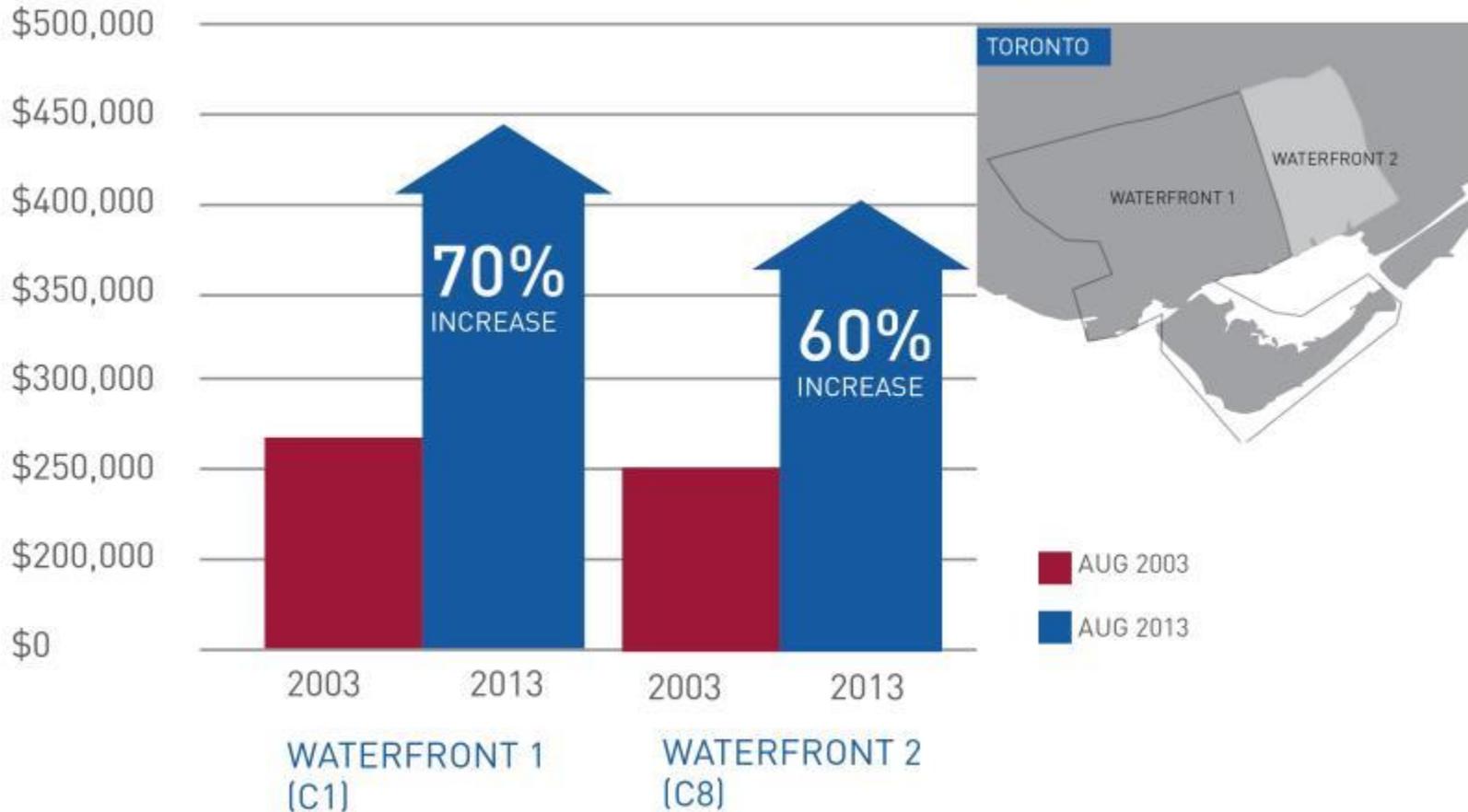
Annual Movements



Medevac Operations



Waterfront Property Values



*Source: http://www.torontorealestateboard.com/market_news/market_watch/mw0308/pdf/mwatch.pdf

*Source: http://www.torontorealestateboard.com/market_news/market_watch/2013/mw1308.pdf

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New Information



**URBAN
STRATEGIES
INC.**

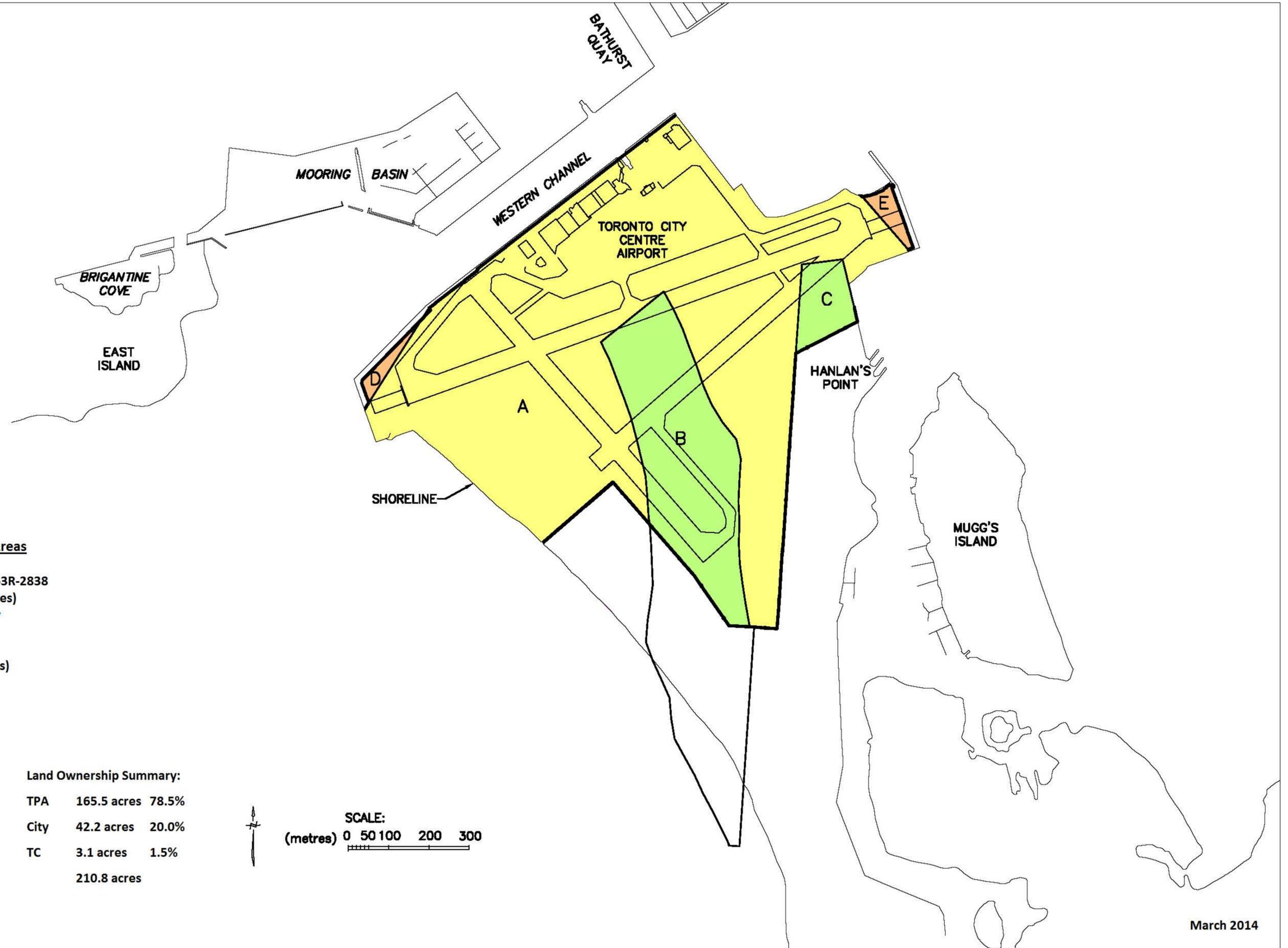
BETCA Review Computer Mode Still Image
View 6: 200m runway extension from the south
November 28, 2013

Slide included in City of Toronto presentation
given at January 27th Public Meeting.



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Appendix A1-5
Tripartite Landownership of Island Airport



Billy Bishop City Centre Airport Areas

A – Parts 1 & 3 on registered plan 63R-2838
 Land Area: 66.97 ha (165.48 acres)
 Owner: Toronto Port Authority

B – Parts 6 & Part of Part 8
 Land Area: 14.68 ha (36.27 acres)
 Owner: City of Toronto

C – Part 4
 Land Area: 2.42 ha (5.97 acres)
 Owner: City of Toronto

D – Part 2
 Land Area: 0.54 ha (1.34 acres)
 Owner: Transport Canada

E – Part 5
 Land Area: 0.71 ha (1.74 acres)
 Land Owner: Transport Canada

Land Ownership Summary:

TPA	165.5 acres	78.5%
City	42.2 acres	20.0%
TC	3.1 acres	1.5%
	210.8 acres	



SCALE:
 (metres) 0 50 100 200 300