



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

**COMMUNITY LIAISON COMMITTEE
MEETING #35**

MEETING MINUTES

September 25, 2019
627 Queens Quay W. (Waterfront Neighbourhood Centre)
Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA is providing neutral third-party consultation services for the Ports Toronto 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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Summary of Action Items from Meeting #35

Action Item	Action Item Task	Who is Responsible for Action Item
M#35-A1	LURA to send the CLC the CLC Index for their review prior to it being posted on the Ports Toronto website	LURA Consulting
M#35-A2	YQNA to check for LURA's email regarding gravel tonnage movements.	YQNA
M#35-A3	Ports Toronto to provide an update on the airport's vulnerability assessment, emergency preparedness measures related to environmental changes, and work with TICA to identify opportunities for sharing knowledge and facilitating resource access for future high/low water level scenarios.	Ports Toronto
M#35-A4	Ports Toronto to add "Air Quality Study Update" item to November 27 th CLC agenda.	Ports Toronto
M#35-A5	Ports Toronto and Toronto City Planning to present on the process for determining conflicts between proposed building heights and flight paths to BBTCA.	Ports Toronto & Waterfront Secretariat
M#35-A6	NAV Canada to share details on noise data for the RNP-AR flight procedures which LURA will distribute to the CLC.	NAV Canada
M#35-A7	NAV Canada to provide a brief update at the November 27 th 2019 CLC meeting on the implementation process of LPV procedures.	NAV Canada
M#35-A8	Ports Toronto to determine where wildlife trapped at the airport are relocated and convey this information to the CLC.	Ports Toronto
M#35-A9	Ports Toronto to prepare information about changes to flight procedures over the Island to share with members of the TICA.	Ports Toronto
M#35-A10	LURA to circulate potential dates for CLC meetings in 2020 before the November 27 th CLC meeting.	LURA Consulting

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Regrets
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Absent
Bryan Bowen	City of Toronto – Waterfront Secretariat	Regrets
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Present
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck <i>(and stand-ins during start of meeting: Angelo Bertolas and Ed Hore)</i>	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Present
Jonathan Bagg	Nav Canada	Absent
Dave Purkis	Nav Canada	Present
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Absent
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Absent
Mike Karsseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Regrets
Gary Colwell	PortsToronto	Present
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Alexander Furneaux	Lura Consulting	Present

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Community Liaison Committee
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- Appendix D: Briefing to the Community Liaison Committee Update on Noise
Management Program

1. Welcome and Introductions

Jim Faught, LURA Consulting, welcomed members of the Billy Bishop Airport Community Liaison Committee (CLC) to the 35th committee meeting. Mr. Faught facilitated a round of introductions and provided an overview of the agenda.

2. Review of Previous Meeting Minutes

Mr. Faught noted that the meeting 33 and 34 minutes had been finalized and would be posted online shortly. The YQNA representative indicated that he did not attend meeting 34 and requested that his name be removed from the list of attendees. Furthermore, the YQNA representative inquired whether the redlines he submitted for meetings 31, 32, and 33 were included. Alexander Furneaux, LURA Consulting, noted that these redlines were received, incorporated into the meeting minutes, and are now pending approval from Ports Toronto. Once these redlines are approved, meeting minutes for meetings 31, 32, and 33 will be reposted to the website along with the minutes from meeting 34.

Mr. Faught also introduced the BBTCA CLC Index developed by LURA Consulting. This tool will allow members of the public to quickly search meeting topics from all previous meetings. This tool is also being developed for the Noise Management Sub-Committee (NMSC) meeting minutes once more meeting minutes are finalized and posted to the Ports Toronto website. These indices will be posted to the Ports Toronto website and updated regularly once Ports Toronto determines a good way to share this document so that it can be searchable through a web browser.

The YQNA representative requested that he view the Index prior to its launch on the website to ensure meeting items are accurately referenced.

Action:

M#35-A1 CLC to receive and review the CLC Meeting Index prior to its launch on the website

3. Ports Toronto - Airport Capital Program Update

Bojan Drakul, Ports Toronto, provided an update to CLC on Ports Toronto's upcoming capital projects. Mr. Cabral noted this update was moved to this meeting given that Ports Toronto would be beginning work prior to the November 27th CLC meeting and wished to ensure the CLC was aware of potential disruptions caused by construction. Notably, Mr. Drakul presented on:

- Remaining deficiencies in the Airport Rehabilitation Program including: Runway 08-26 and apron grading, taxiway delta rehabilitation to aircraft wheel path areas, raising bell manholes, pavement markings on taxiway A and GRE, miscellaneous electrical deficiencies;
- Eireann Quay improvements; and
- South Channel Dockwall Rehabilitation and Beautification.

Mr. Drakul noted that they anticipate a start date of October 15th for work covered under the Airport Rehabilitation Program which will include some nighttime work. To mitigate any adverse impacts on the community posed by this nighttime work, measures to minimize noise and light disturbances on the community, such as restricting back up noises from vehicles and directing flood lighting away from residences, will be followed. The full presentation by Mr. Drakul can be found in **Appendix A**.

Following the presentation, the YQNA representative requested that Mr. Drakul elaborate on the work being conducted on the South Channel dockwall. Mr. Drakul explained that the work to rehabilitate the dockwall involves removing the concrete slab that sits atop boxes full of fill. Currently, holes in the dockwall are causing fill from these boxes to leak out resulting in the concrete slabs caving in. Rehabilitation will involve removing the concrete slab, inspecting the boxes for holes, patching these holes, refilling the boxes and replacing the concrete slab on top. Once rehabilitation work begins and divers can submerge beside the dockwall, they will be able to assess the level of damage. Mr. Drakul anticipates that work to repair holes can be completed by divers installing metal plates to ensure fill does not leak from the boxes, however if it is determined that there is significant damage to the dockwall, it may be necessary to drive new piles into the dockwall to retain the dock edge. This work is scheduled to be completed over the course of summer 2020 as the weather is more amenable to diving and rehabilitation work in this season.

The YQNA representative inquired further about the beautification stage of the project asking if this second stage of the dockwall's redevelopment would conflict with the existing noise barrier. Mr. Drakul explained that the beautification work will not conflict with the noise barrier and that this project is the second stage of the dockwall project. This second stage would involve the installation of wooden decking, seating, and trees along the south channel dock wall. This second stage would not conflict with the existing noise wall. Mr. Cabral added that the addition of more trees in this area is intended to visually mask the noise barrier as well as contribute to noise reduction thereby complimenting the noise wall.

The BQNA representative inquired if a second hangar is being constructed on the north-east corner of the airport, expressing concern about the condition of leases for BBTCA that dictate a lessee's ability to develop on the airport site. The principle concern here being that a lessee would exceed the growth management forecasts established by Ports Toronto in its Master Plan. Mr. Cabral indicated that Stolport is permitted within its lease to undertake this construction and that this was discussed at the May 1st meeting (CLC Meeting #34). The conditions of a lessee's lease with Ports Toronto dictate the conditions under which they may alter the property they use for their operations. In the case of Stolport, they are permitted to build a hangar. This development falls within the Airports Growth Management strategy and will simply allow Aircraft currently parked on the open apron to relocate into the hangar. Mr. Cabral reassured the CLC that concerns related to growth in airport activity are of the utmost concern to Ports Toronto and that depending on future projects as proposed in the 2018 Master Plan, these will be brought to the CLC's attention. The BQNA representative added one final question regarding the timing and scope of Stolport's construction project. Mr. Drakul

elaborated that Stolport is constructing a steel structure is anticipated to be complete prior to the beginning of winter.

The BQNA representative also inquired about a patch of levelled off grass near the south end of the airfield near the Ground Run-Up Enclosure (GRE), wondering if there was something planned for that area. Mr. Drakul explained that this area and structures seen on it served as a staging area for airport rehabilitation projects, are strictly temporary.

The YQNA representative inquired about the scope of the apron upgrades acknowledging that work had been done to the airport apron recently. Specifically, the YQNA representative asked if the contractors missed something and whether additional catch basins were being installed. Mr. Drakul explained that indeed there was work conducted on the south side of the airport terminal apron to extend the apron by 11 metres. He elaborated that the regrading is intended to address areas where ponding is occurring given the extremely flat topography of the airport. As a point of reference, Mr. Drakul explained that the grade of the airport is nearly indiscernible by grading equipment which has a tolerance of 5mm which can struggle with the airport's shallow gradients of +/- 0.2%. Compounding this, working at night adds an extra layer of difficulty to the process of grading the airfield. Regrading sections where there is water accumulating will seek to remedy ponding issues. No new catch basins are proposed in this work, however there will be some regrading around existing basins to facilitate drainage.

The YQNA representative requested that the total tonnage of gravel transported to and from the airport for recent construction projects be identified. Mr. Cabral, Mr. Drakul, and Mr. Faught indicated that they believe this figure was sent to the CLC. The YQNA representative indicated they would check their email again and contact LURA if it they were unable to find this information.

Action:

M#35-A2 YQNA to check for LURA's email regarding gravel tonnage movements.

The TICA representative requested that a fulsome report of the impact of high water conditions on the airport be shared at the next CLC meeting, including images, to better understand how the airport is responding to high water and whether there are opportunities to collaborate with Ports Toronto and Toronto Island residents on future flood management efforts. The YQNA representative inquired whether the airport experienced any adverse impacts as a result of this year's high water. Mr. Cabral responded indicating that Ports Toronto worked alongside the City of Toronto and the Toronto and Region Conservation Authority (TRCA) in the spring to manage high water levels adjusting the ferry, ferry slips, and airport lands. Specifically, Mr. Cabral referred to the incorporation of high-water levels on Lake Ontario into a Ports Toronto vulnerability assessment and emergency preparedness plan which can be shared with the CLC.

Action:

M#35-A3 Ports Toronto to provide an update on the airport's vulnerability assessment, emergency preparedness measures related to environmental changes, and work

with TICA to identify opportunities for sharing knowledge and facilitating resource access for future high/low water level scenarios.

4. Community – Updates

Bathurst Quay Neighbourhood Association

The BQNA representative provided an update on their meeting with the University of Toronto air quality team and the discussion of air quality concerns at their recent BQNA AGM. The BQNA representative indicated that over the summer the University of Toronto team conducted mobile data collection for three to five hours over four days between August 13th, 2019 and 26th, 2019. Additionally, stationary air quality measuring equipment was installed on the 3rd floor balcony of the Acadia building collecting air quality data from August 16th, 2019 to 27th, 2019. The University of Toronto team now has preliminary results. These will be discussed at the next meeting scheduled for October 10 at University of Toronto. A meeting is now scheduled for October 10th, 2019 from 3:00pm to 5:00pm at the University of Toronto with Angela Homewood of Ports Toronto and Bryan Bowen of the Waterfront Secretariat confirmed they would attend at the meeting, along with Toronto Public Health, Councillor Cressy's office, and BQNA board members. The a room location has yet to be set. The BQNA representative hopes that at the next CLC meeting there will be time to present University of Toronto's proposal for further study, an opportunity to discuss funding opportunities for further study, and a presentation of preliminary findings.

Action:

M#35-A4 Ports Toronto to add "Air Quality Study Update" item to November 27th CLC agenda.

Mr. Cabral inquired whether there is any difference in sets of testing proposed by the research team and whether there was any funding allocated to this preliminary research. The BQNA representative indicated that the research team wants to collect data during different seasons to understand the impact of seasonality on local air quality. The BQNA representative explained that the research team did not have funding to pursue developing preliminary research outcomes but will be using the preliminary data and findings to look for funding opportunities to develop the research further. Mr. Cabral indicated that Ports Toronto is committed to serving as a partner in this process and suggested a joint approach between the BQNA, University of Toronto, City Planning, Toronto Public Health, Councillor Joe Cressy's office, and Ports Toronto to further develop this research.

The TICA representative inquired what height data was collected at. The BQNA representative indicated that data was collected from the stationary monitor on a south-facing third floor balcony while the mobile data was collected at ground level. The YQNA representative inquired whether the third-floor location is representative of the micro-climate, to which the BQNA representative indicated that this is the location the University of Toronto team requested.

Toronto Island Community Association

The TICA representative raised a concern about complaints about low-flying aircraft over the Island. Mr. Faught indicated that he is aware of these complaints and indicated that further detail will be provided on Ports Toronto's actions to address this issue under Agenda Item #8 Noise Management Update.

5. Nav Canada - Airspace Enhancements

Dave Purkis, NAV Canada, provided an update on airspace improvements at BBTCA, specifically detailing satellite-based Performance Based Navigation (PBN) and Required Navigation Performance – Authorization Required (RNP-AR) procedures. Mr. Purkis identified how the introduction of these procedures at BBTCA will reduce track miles to destination, aircraft flying time and associated fuel burn resulting in decreased GHG emissions, and reduced noise exposure. During the presentation Mike Karseboom, Ports Toronto, clarified that the acronym LPV stands for 'Localized Precision Vertical guidance' and deals with the track (path) an aircraft can follow. The full presentation by Mr. Purkis can be found in **Appendix B**.

The YQNA representative inquired whether these changes impact aircraft ascent. Mr. Purkis clarified that the RNP-AR procedures only impact aircraft descent into the airport. These procedures allow the aircraft to maintain an idle thrust descent that reduces distance, noise, and fuel consumption. The YQNA representative added that it would be beneficial to see the noise models associated with the ascents visualized alongside the tower corridor as well as the descents shown in the presentation.

The TICA representative requested further clarification on whether these new procedures are specific to commercial operators (Porter and Air Canada) or whether private operators are also included. Mr. Purkis clarified that the RNP-AR procedures are only for commercial aircraft, private aircraft such as those the TICA representative expressed concern regarding low-flying passes over the Island do not follow these procedures.

The TICA representative requested to know who was involved in the revisions to the flight path specifically considering the amount of growth occurring on the waterfront that might impact flights on Runway 08's approach. Specifically, the TICA representative wishes to know whether Ports Toronto is consulted before, during, or after Toronto City Planning approves large developments. Mr. Cabral responded stating that Ports Toronto is always involved in the early stages of developments that may impact flight paths to the airport. Ports Toronto has a process with City Planning to review building heights in protected areas on a map that plots maximum heights at specific GPS coordinates on a grid. If the height of a development exceeds the maximum height specified for that coordinate, Ports Toronto flags this conflict with City Planning. Mr. Karseboom expanded that in the case of the 92-storey Toronto Star site development the TICA representative referred to, Ports Toronto initially submitted letters of adjustment that were ultimately lifted once it was determined by NAV Canada that they could realign the flight path. Mr. Karseboom then offered to speak to this process and what height limits are in a joint presentation with City Planning at a future CLC meeting. The YQNA representative added that he would like to know whether the buildings in these protected areas are being built to the latest requirements for noise mitigation

Action:

M#35-A5 Ports Toronto and Toronto City Planning to present on the process for determining conflicts between proposed building heights and flight paths to BBTCA.

The YQNA representative inquired whether NAV Canada has an estimate on the reductions in noise impacts for Runways 26 and 08. Mr. Purkis and Mr. Cabral replied that they do not but could look into finding this information to share with the CLC for the November 2019 meeting. Furthermore, the YQNA representative inquired about Slide 14 of the NAV Canada presentation seeking clarification on whether the graphic displays average or peak dBA levels and what the values of the different noise contours illustrated are. Mr. Purkis indicated that the purple contour is 55 dBA and that he could share this information with the CLC through Mr. Faught.

Action:

M#35-A6 NAV Canada to share details on noise data for the RNP-AR flight procedures which LURA will distribute to the CLC.

Mr. Cabral noted that NAV Canada's work is at the leading edge of aviation and that other jurisdictions are looking to Canada for this work, especially regarding the GHG reductions this technology can bring to the industry. The BQNA then asked whether members of the CLC were aware of the Corsia Aviation goals to cap aviation emissions despite passenger growth. Mr. Purkis indicated he is not, however Ms. Homewood indicated she is. At this stage Ports Toronto is following federal targets and working with NAV Canada to meet these targets. Mr. Purkis indicated that reducing GHG is one of NAV Canada's top six interests and that technology helping the commercial aviation industry achieve these targets. Mr. Cabral added Ports Toronto is extremely grateful for the partnership and collaboration with NAV Canada and BBTCA's carriers as this requires changes and participation from all parties to be successfully implemented. Following the meeting the BQNA representative circulated a [CBC article](#) about Corsia Aviation's goals.

Lastly, Mr. Purkis informed the CLC that the LPV procedures should be active by early 2020 and that he can update the CLC on the implementation process at the next CLC meeting in November 2019.

Action:

M#35-A7 NAV Canada to provide a brief update at the November 27th, 2019 CLC meeting on the implementation process of LPV procedures.

6. City of Toronto – Updates

Bryan Bowen, City of Toronto Waterfront Secretariat, sends his regrets and was unable to attend the meeting to provide an update on the City's on-going projects. In his place, Mr.

Faught provided a brief update based on notes provided by Mr. Bowen. Mr. Bowen will attend the BQNA's meeting on October 9th 2019 and provide a more detailed update on:

- City-side dockwall improvements along the western gap;
- Detailed design on the plaza on Eireann Quay provided by the project's landscape architect;
- An updated conditions assessment on the Malting Site silos and a discussion of their integration and rehabilitation within the public realm of Eireann Quay; and
- A BBTCA airport Master Plan update.

7. Ports Toronto - Billy Bishop Airport 2018 Master Plan Status

Mr. Cabral, Ports Toronto, provided an update on the Master Plan status highlighting that the third and final public meeting occurred on June 12th, 2019 and was followed by a 60-day comment period where comments from 12 individuals or groups were received. Mr. Cabral provided a high-level overview of feedback submitted and articulated the next steps of the project. The full presentation by Mr. Cabral can be found in **Appendix C**.

The YQNA representative was curious whether their individual feedback submission was included under the umbrella of the YQNA submission or whether it was considered separately? If it was considered separately, why were the names of individual respondents redacted and is there any capacity to enable names to be published with respondent permission? Mr. Faught responded that names from feedback submissions are redacted and placed in the report appendix as is best practice. The YQNA representative requested that their feedback be incorporated separate from the YQNA feedback.

The BQNA representative expressed concern that the feedback on the Master Plan was collected over the course of the summer when it is difficult to convene volunteer neighbourhood association boards to collectively draft feedback. This sentiment was echoed by the YQNA representative who suggested summer is a poor time to conduct engagement and wondered whether there are preferred meeting dates? Mr. Faught, Mr. Cabral, and Ms. Homewood responded conveying that while the quantity of responses to the public meeting was low, the quality responses were robust, outlining a range of concerns about the plan. This feedback will be included in an appendix to the master plan consultation report being prepared by LURA. Mr. Faught expressed understanding that the summer is a challenging time to convene meetings however the extension of the feedback period from 30 days to 60 days was reasonable. Mr. Faught and Mr. Cabral thanked CLC members for their comments on the Master Plan and reiterated that the CLC remains a place for discussing these documents and their implementation over time.

The BQNA representative inquired what the acronym RESA stands for to which Mr. Cabral responded it stands for 'Run End Safety Areas' which is a protected area managed by Transport Canada beyond the runway intended for overruns.

8. Ports Toronto - Noise Management Update

Mike Karsseboom, Ports Toronto, provided a noise management update addressing the installation of noise monitors, the Good Neighbour Policy, and procedures to be followed by aircraft flying over noise sensitive areas including Algonquin and Wards Island communities in light of recent concerns expressed by TICA dealing with low-flying, non-commercial aircraft. The full presentation by Mr. Karsseboom can be found in **Appendix D**.

Mr. Cabral added that the consultant recommendations were shared with the CLC with areas such as the Port Lands and brought to the NMSC regarding the placement of other locations, of which there is budget for 3 noise terminals. The YQNA representative and Mr. Karsseboom exchanged dialogue surrounding the placement of these terminals, with concerns raised by the YQNA representative about the proposed placement of one terminal in Inukshuk Park. The YQNA representative suggested that the areas where there is significant potential for adverse noise impacts should be the target areas for new noise monitors, and that a list of these locations should be developed by the consultant. The YQNA representative voice their eagerness for the site walk to explore potential placement opportunities to measure stationary source and fly-by noise.

The YQNA representative inquired whether data on noise levels is publicly accessible. Gary Colwell, Ports Toronto added that BNK is developing a better system for the public to access noise information. Currently Ports Toronto uses Web Trak which allows Mr. Colwell to download spreadsheets of the data upon request from the public from as far back as 5 years ago. Ports Toronto will be looking to move towards a more publicly accessible system however for the moment Mr. Colwell can be contacted if noise data is required.

The TICA representative inquired whether Ports Toronto continue to use noise to discourage wildlife from interfering with airplanes. Michael Antle explained that Ports Toronto uses a variety of methods including pyrotechnics, paintball powder, low-level lasers, hawk kites, and vegetation management to reduce wildlife presence near the airport. In the past bangers were used however better techniques have emerged reducing the use of this technique. Mr. Cabral added that the overall objective is co-existence through a robust wildlife program. The TICA representative asked whether wildlife such as coyotes and geese are relocated by Ports Toronto. Mr. Cabral responded that Ports Toronto traps coyotes on site but is unsure where they are relocated. Regarding geese, Ports Toronto partners with the TRCA to round up geese. Mr. Antle added that maintaining these measures in an important strategy to reduce conflicts between aircraft and wildlife.

Action:

M#35-A8 Ports Toronto to determine where wildlife trapped at the airport are relocated and convey this information to the CLC.

Addressing the TICA representative's earlier comment about low-flying aircraft over Island communities, Mr. Karsseboom reassured the CLC that Ports Toronto investigates all noise complaints. Ports Toronto has identified the flight school and some smaller carries as having

flown too low over the Island in the past due to conflicting information. Ports Toronto is working to ensure information is clear and consistent and is working to update flight procedures over the Island with Transport Canada for the next publication of the Canada Flight Supplement to be released on October 10th, 2019. Mr. Karsseboom noted that it can take some time to get pilots on board with these changes with continued reminders and ongoing education by Ports Toronto. The YQNA representative inquired whether Ports Toronto has the direction to issue fines or require a deposit that is repaid upon good behaviour. Mr. Karsseboom replied that Transport Canada is charged with issuing fines, however it may merit a discussion in the future to delegate fining authority to Ports Toronto. The TICA representative expressed their gratitude for the update, requested the procedures be extended to over the Island School and the bird sanctuary as well, and that Ports Toronto communicate the information about these changes to flight procedures to TICA to convey to the community that their concerns have been heard and responded to.

Action:

M#35-A9 Ports Toronto to prepare information about changes to flight procedures over the Island to share with members of the TICA.

9. Noise Sub-Committee – Update

Ms. Homewood, Ports Toronto, provided an update on the last Noise Management Sub-Committee (NMSC) meeting held on July 24th, 2019. The meeting involved a discussion of Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning Publication NPC-300 that the YQNA representative and Mr. Faught were incredibly impressed with depth of discussion that occurred at this meeting. Ms. Homewood continued indicating that Ports Toronto posted a Ground Noise Study RFP to MERX on June 9th. Ports Toronto has selected [R.J. Burnside & Associates Limited](#) as the consultants leading the study with Mike David as the project manager on the Ports Toronto side. The NMSC is planning a site walk with the consultants on October 17th, 2019 to discuss the study. This will be followed by a planned noise sampling program and new noise monitoring terminals.

The YQNA representative thanked Ports Toronto for the NMSC meetings and added that these are incredibly effective meetings that benefit all participants. Mr. Cabral responded indicating he is very thankful for the commitment and involvement of community members in this relationship.

10. Business Arising

Mr. Faught indicated that LURA will be circulating dates for CLC meetings in 2020 which should be decided upon by the next CLC meeting on November 27th. Mr. Cabral inquired whether Wednesday is still the best day for the meetings to be held. The YQNA representative requested that these dates account for potential dates where major sports events are occurring, holidays and other significant dates be avoided.

Mr. Faught inquired whether there are any suggestions for upcoming site visits. William Peat, Ireland Park, suggested a tour of the Ireland Park Foundation office in renovated former offices of the Canada Malting Company building at 3 Eireann Quay.

Action:

M#35-A10 LURA to circulate potential dates for CLC meetings in 2020 before the November 27th CLC meeting.

Appendix A
Billy Bishop Toronto City Airport Capital Program 2019 Update to
Community Liaison Committee



Billy Bishop Toronto City Airport Capital Program 2019 Update to Community Liaison Committee

Date: September 25, 2019

Presented By: Bojan Drakul

Location: Waterfront Neighbourhood Centre




Agenda

- Review Status of Key PortsToronto's 2019 Construction Projects to Commence this Fall
- More detailed update on all 2019 projects as well as contemplated 2020 projects to be provided at November CLC meeting

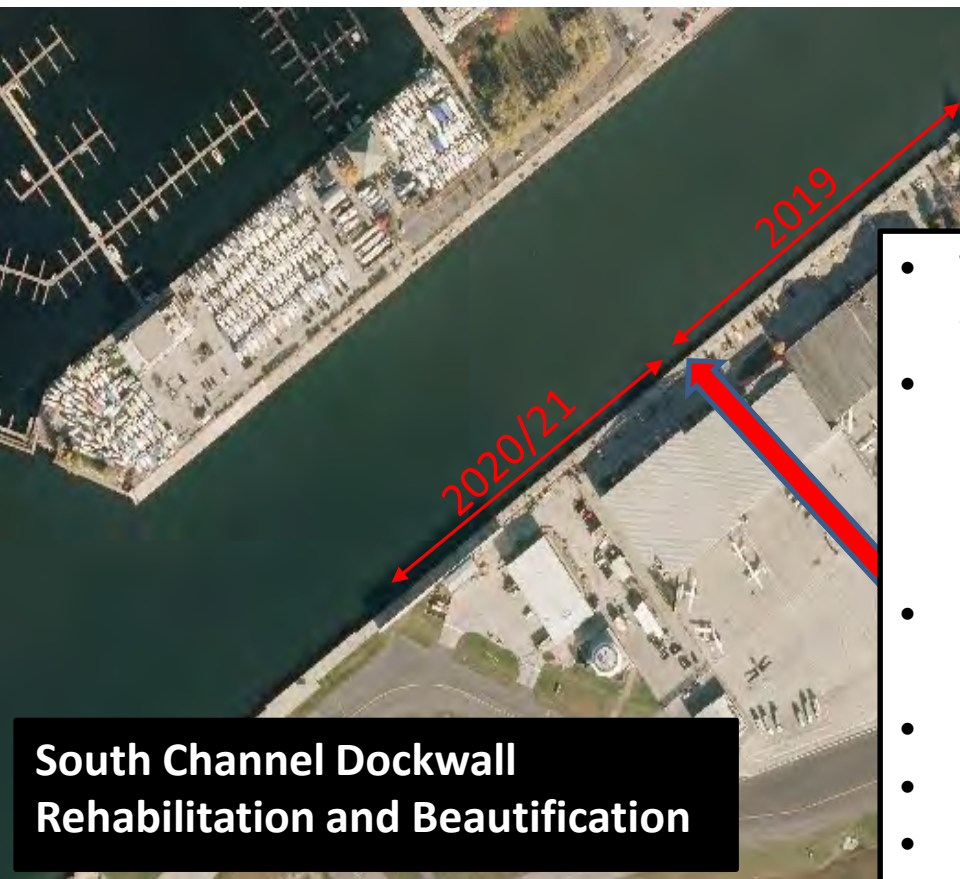
Airfield Rehabilitation Program – Remaining Deficiencies Work



- Miscellaneous Deficiencies to be addressed during Maintenance period including:
 1. Runway 08-26 / Taxiway Echo Intersection Grading
 2. Apron Grading Improvements
 3. Taxiway Delta Rehabilitation (wheel path areas)
 4. Raise Bell Manhole
 5. Pavement Markings for Taxiway A and GRE
 6. Miscellaneous Electrical Deficiencies
- Starting on October 15th (after long weekend); approximately 4-5 weeks to complete
- Night work only (2300-06:45)
- Same measures implemented to minimize noise and lighting impacts on community
- Some night time ferry use will be required as there is no barge access available

- 
- Update to airport access including improvements to traffic flow and passenger experience
 - Storm water management updates
 - Coordinated with Bathurst Quay Neighbourhood Plan and Dockwall Repair including Record of Site Condition for change of land use from industrial to parks and open space
 - Construction Tender closing September 30th
 - Work to commence mid-October
 - Anticipated completion





**South Channel Dockwall
Rehabilitation and Beautification**

- The project includes stabilization and repair of the c.1913 dockwall
- Following repair, construction of public boardwalk and greenspace will commence including timber boardwalk, seating, and native plantings
- Opportunity for MNCFN art installation at prominent airport location
- Project split into two stages (two years)
- Construction Tender closing September 25th
- Start of construction anticipated in late October



QUESTIONS / COMMENTS

Appendix B
NAV Canada Airspace Improvements at YTZ

September 25, 2019

AIRSPACE IMPROVEMENTS AT YTZ

Dave Purkis
NAV CANADA Site Manager



Serving a world in motion
navcanada.ca



OUTLINE

- › Technology Context
- › Airspace Enhancements
- › Communication



AIRSPACE ENHANCEMENTS

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



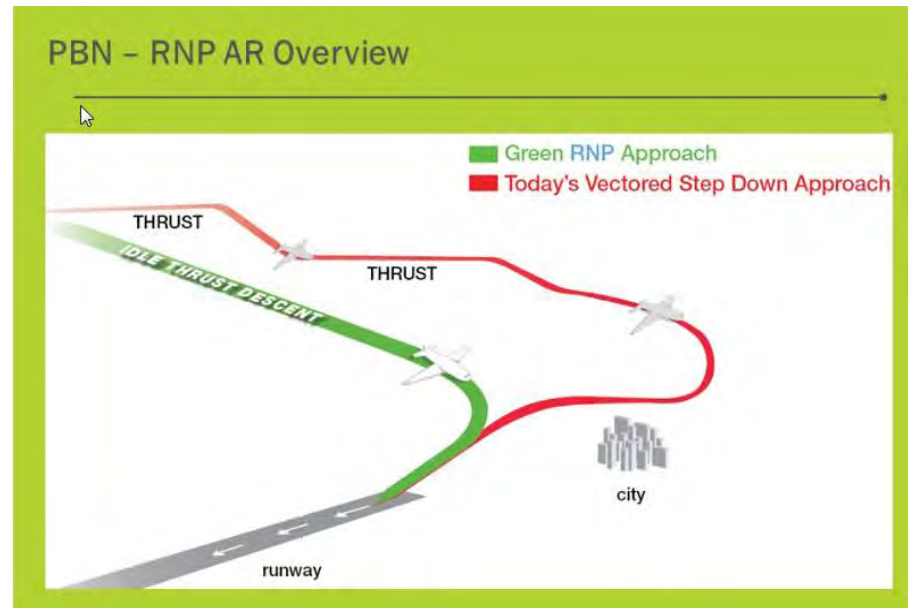
AIRSPACE ENHANCEMENTS - GOALS

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

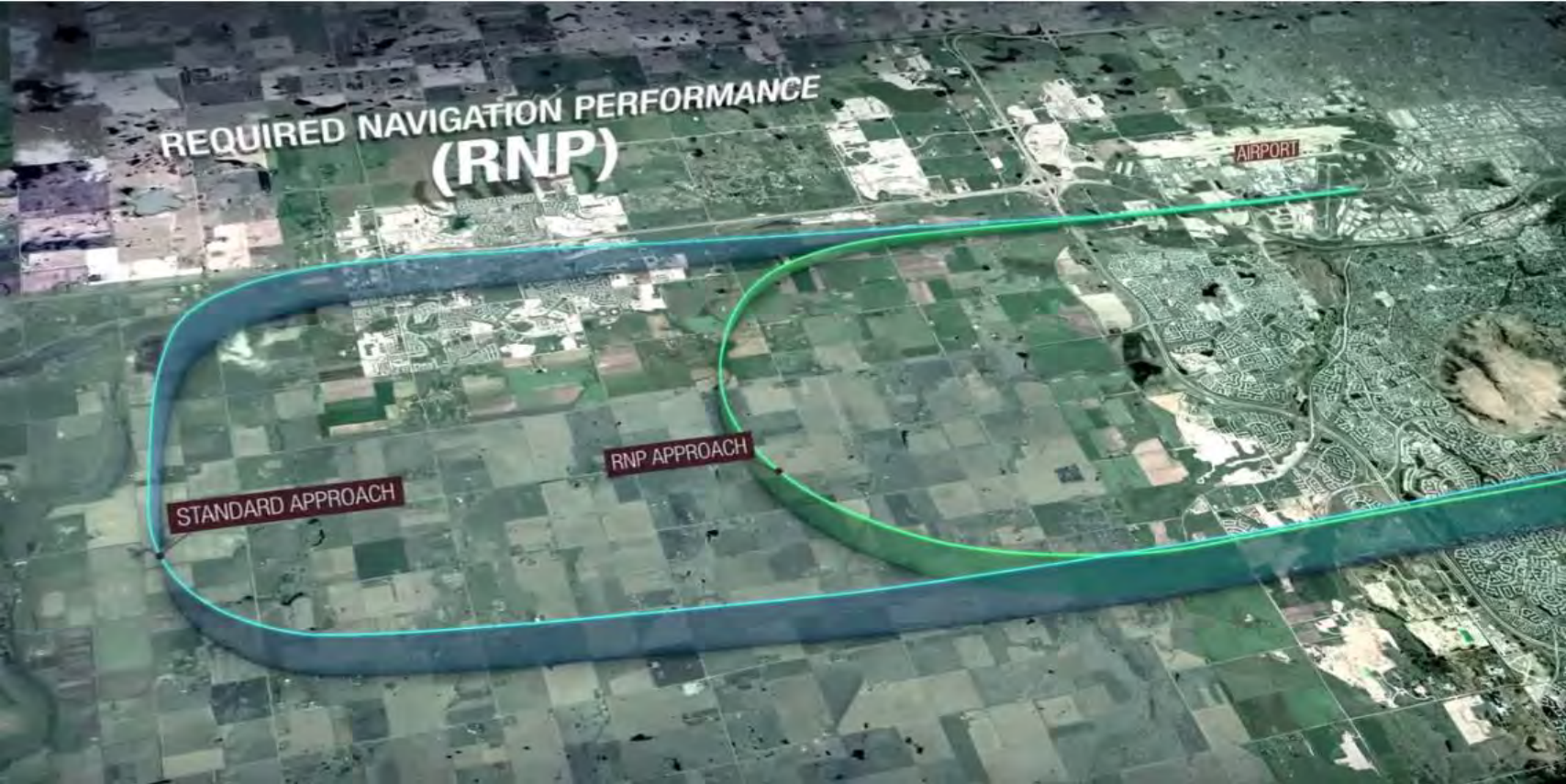


RNP-AR PROCEDURES

- › Increased use of quieter Continuous Descent Operations.
- › Reduced:
 - track miles to destination
 - flying time
 - fuel burn and associated GHGs
 - workload for ATC/crews



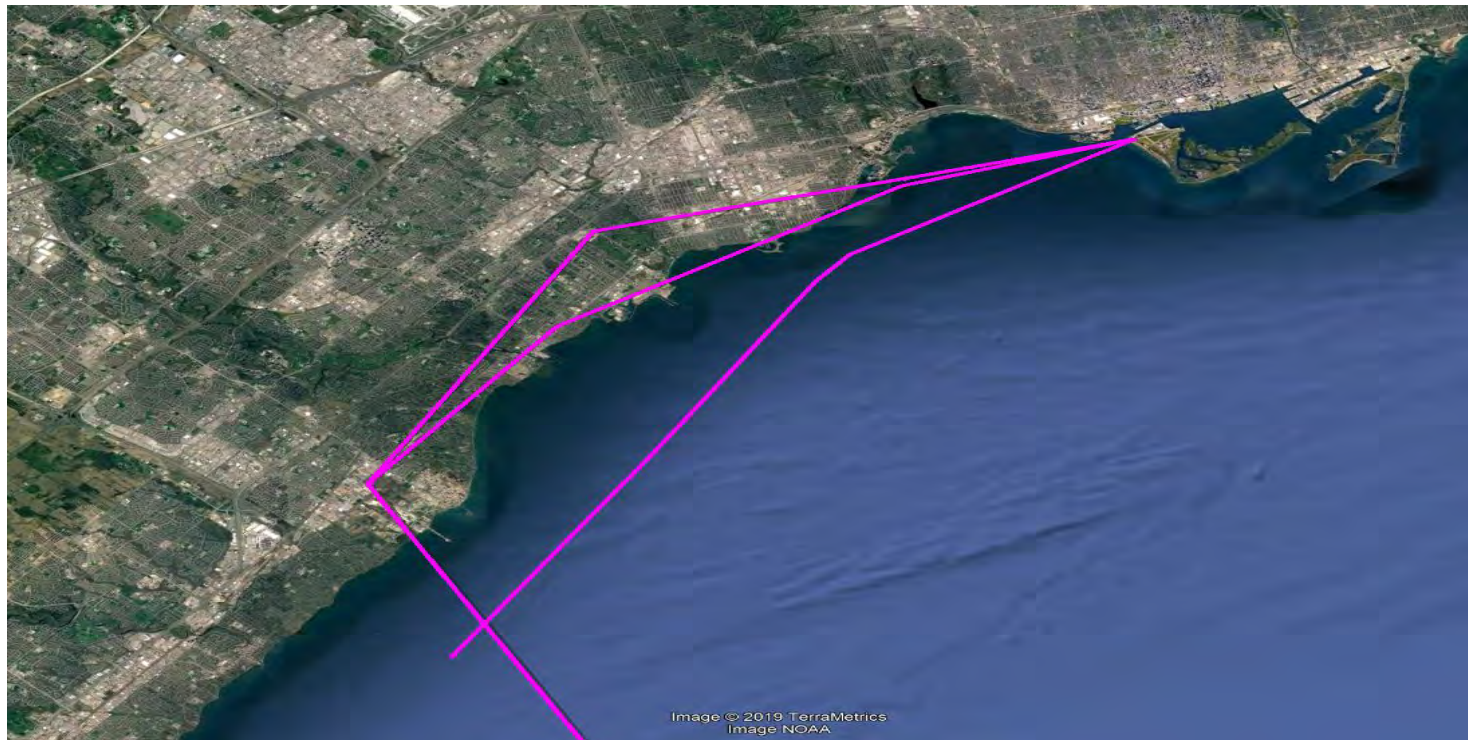
PBN/RNP



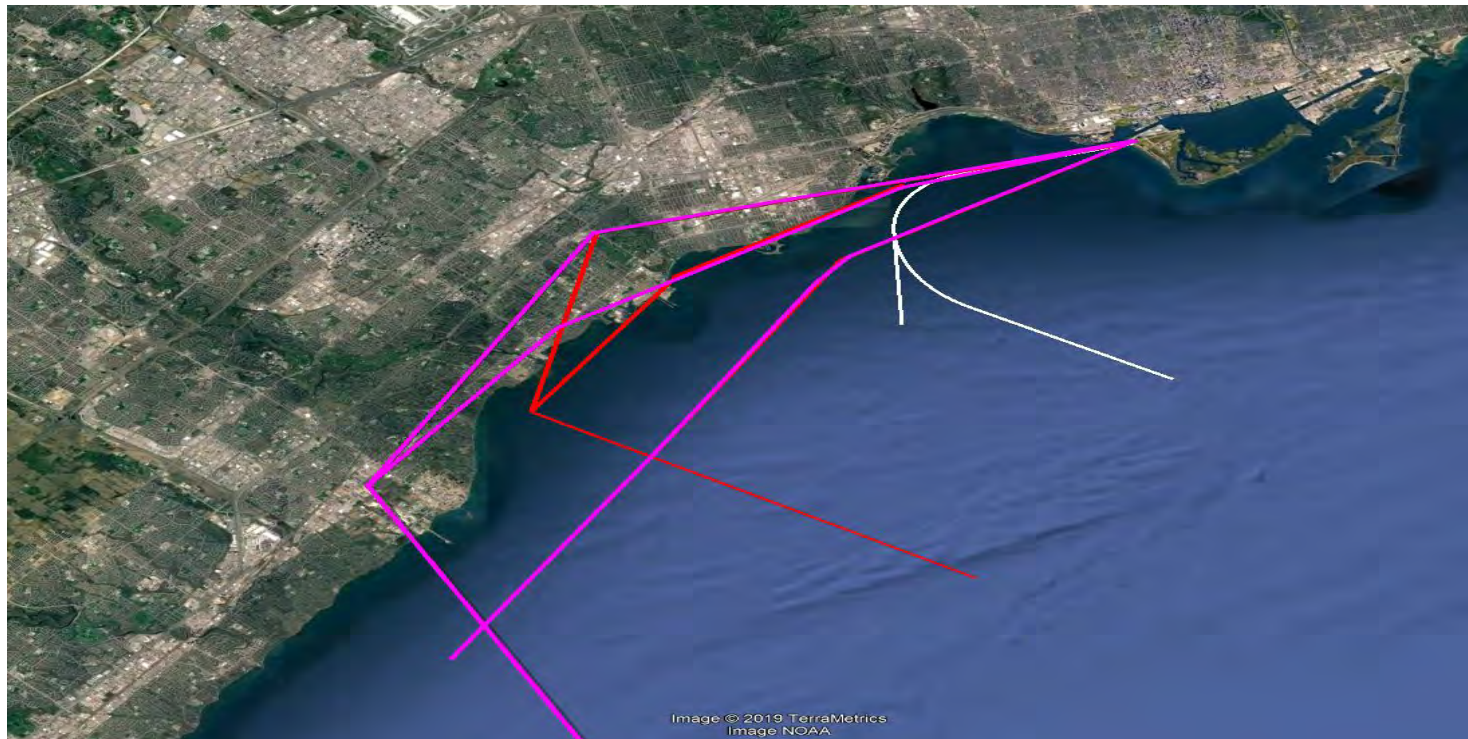
PBN CONTEXT

- › PBN State Mandate
- › NAV CANADA National RNP AR Development Program
- › Procedures deployed at 18 sites already
 - Including Calgary, Ottawa, Edmonton, Winnipeg, Halifax and Quebec City

EXISTING RNAV PROCEDURES FOR RWY 08



EXISTING AND ENHANCED PROCEDURES RUNWAY 08



ENHANCED RNAV (GNSS) Y RUNWAY 08



Stays over water longer

NEW RNP-AR RUNWAY 08



ILS RUNWAY 08



“Overlay” existing procedure closer to final.

Linked to ILIXU and new STAR

3.5 degree GP

Cat A, B and C only

ILS Minima = 562 (311)

RNP-AR BENEFITS

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

973_{mt}
GHGs/year

Benefits estimated assuming 50% utilization. RNP-AR compared to RNAV to ILS approach

NOISE MODELING

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

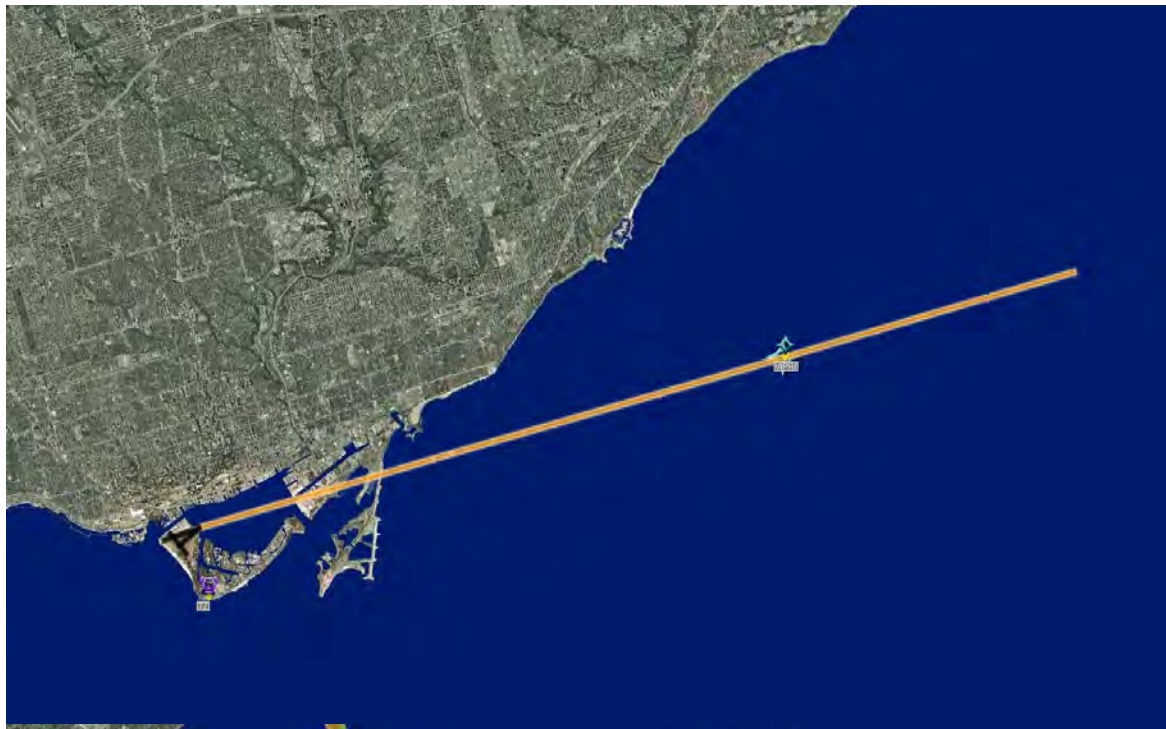


NOISE MODELING RESULTS – 55 DBA

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

*Comparison of RNP-AR to current RNAV Y.

POTENTIAL RNAV (GNSS) RUNWAY 26



Lateral overlay of existing procedure on final.

~3.98 degree glideslope (versus 4.8 on current ILS).

Eliminates requirement for a special authorization associated with a steeper glideslope.

Simplifies pilot training and currency.

Reduced complexity for the pilot.

“Cleaner” descent profile.

NEXT STEPS

- › Brief CLC and City Officials
- › Notice to be published on PortsToronto website
- › Procedures for 08 to be published on December 5th
- › LPV procedure to 26 anticipated to come in to effect in early 2020 – updated to be provided at the next CLC



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THANK YOU

QUESTIONS ?

Appendix C
Status Update to Airport Community Liaison Committee

Status Update to Airport Community Liaison Committee

September 25, 2019



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MASTER PLAN
2018



Status Update

- The third and final public meeting as part of the Airport Master Plan process, was held the evening of Tuesday June 12 at the Metro Toronto Convention Centre. There were 56 attendees that signed into the meeting room and the key themes raised included: noise, environmental concerns, City-side concerns and RESA.
- As a result of requests from community members, the 30 day public comment period was extended for an additional 30 days, which closed on August 14.
- At the close of the 60 day comment period, we received formal comments from 12 individuals or groups representing various sectors of the community, through the project email account or directly via email to the management team at PortsToronto or the LURA Facilitation team.



Who Submitted Comments

- City of Toronto
- Bathurst Quay Neighbourhood Association
- York Quay Neighbourhood Association
- Toronto Island Community Association
- Harbourfront Community
- Kings Landing Condominium
- Community Air
- Arcadia Co-Operative Board (received September 6)
- Waterfront BIA
- Residential & Civil Construction Alliance of Ontario
- Entro Design
- Nieuport Aviation



Key Themes of Comments Received

- Community groups do not support additional slot growth until an up-to-date noise and air pollution study has been completed to understand the impact on the community. Other concerns include: climate change effects on flooding and more flights; the administration of the NEF process to manage airport noise; increased traffic based on additional slots; concerns about RESA; and the application of Tripartite Agreement on airport operations.
- Business community supports the evolution of the neighbourhood as a well-connected part of the City that includes flight connections due to the presence of the airport.
- The City recognized the Airport's role and supports continued collaboration with the City to make improvements that will benefit the community and waterfront for all to enjoy.



Next Steps

- Comments have been reviewed, and edits to the draft master plan are being incorporated based on this feedback. We are working towards posting the final Airport Master Plan, in English and French, in early November.
- PortsToronto will continue to work collaboratively with the City and community on initiatives in the neighbourhood, which include the ground noise study which the Noise Management Sub-Committee is involved in, and the air quality exposure study proposal being led by Joan with the support of the UofT team and agencies including Councillor Cressy's Office, City staff, Toronto Public Health and community members.

Thank You



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MASTER PLAN
2018

Appendix D
Briefing to the Community Liaison Committee Update on Noise
Management Program

Briefing to the Community Liaison
Committee

Update on Noise Management Program

25 September 2019

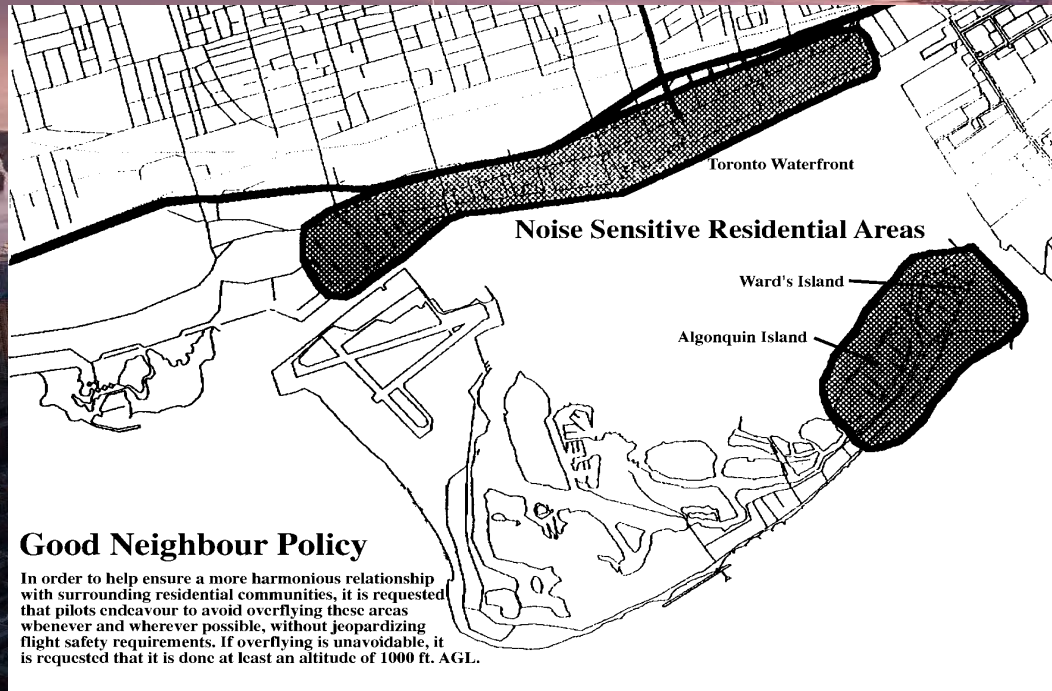
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New Noise Monitoring Terminals



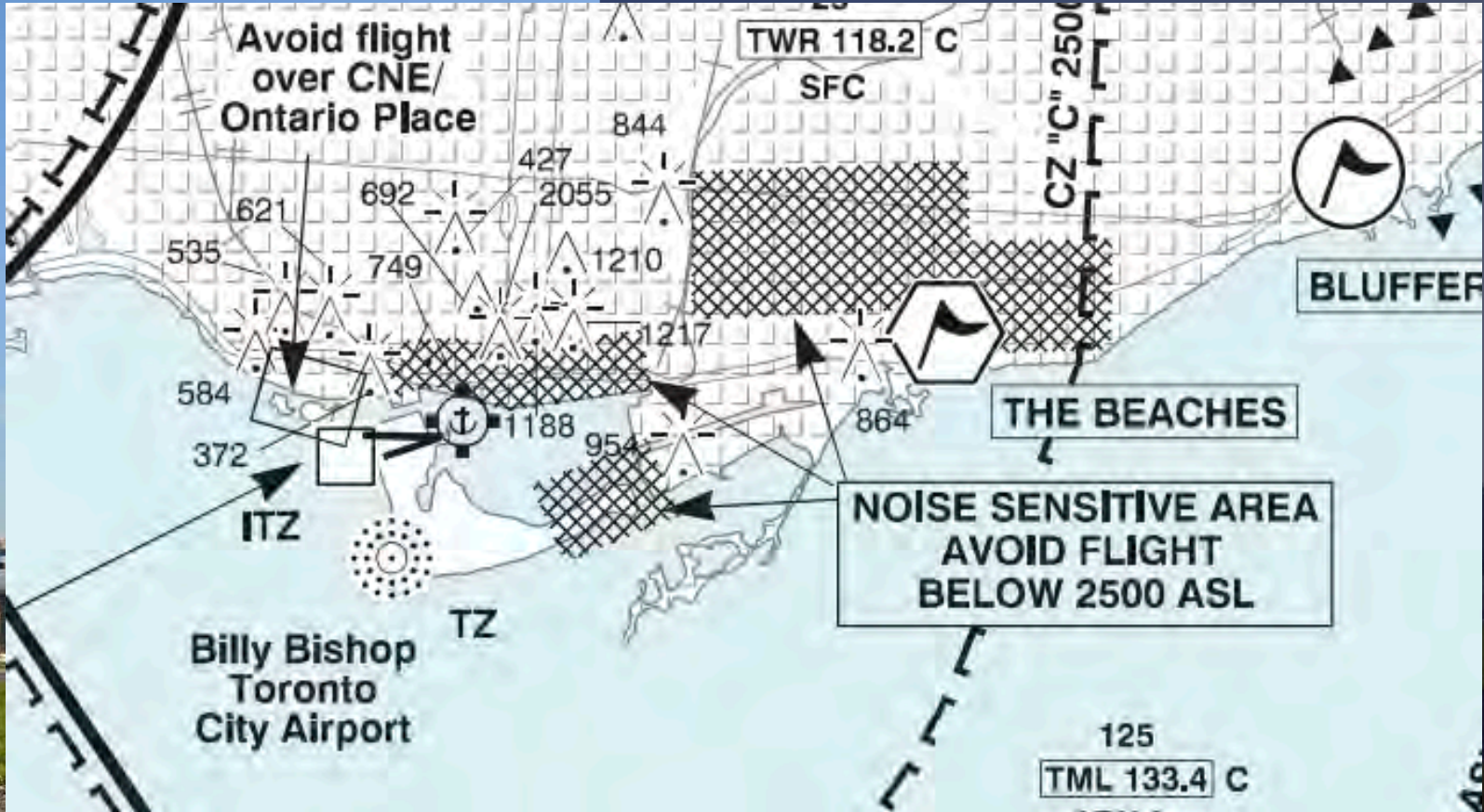
Good Neighbour Policy



The Toronto Port Authority implemented a Good Neighbour Policy in 1995. The policy applies to all aircraft noise intrusions for aircraft operating to and from the BBTCA within a five- nautical mile radius of the airport.

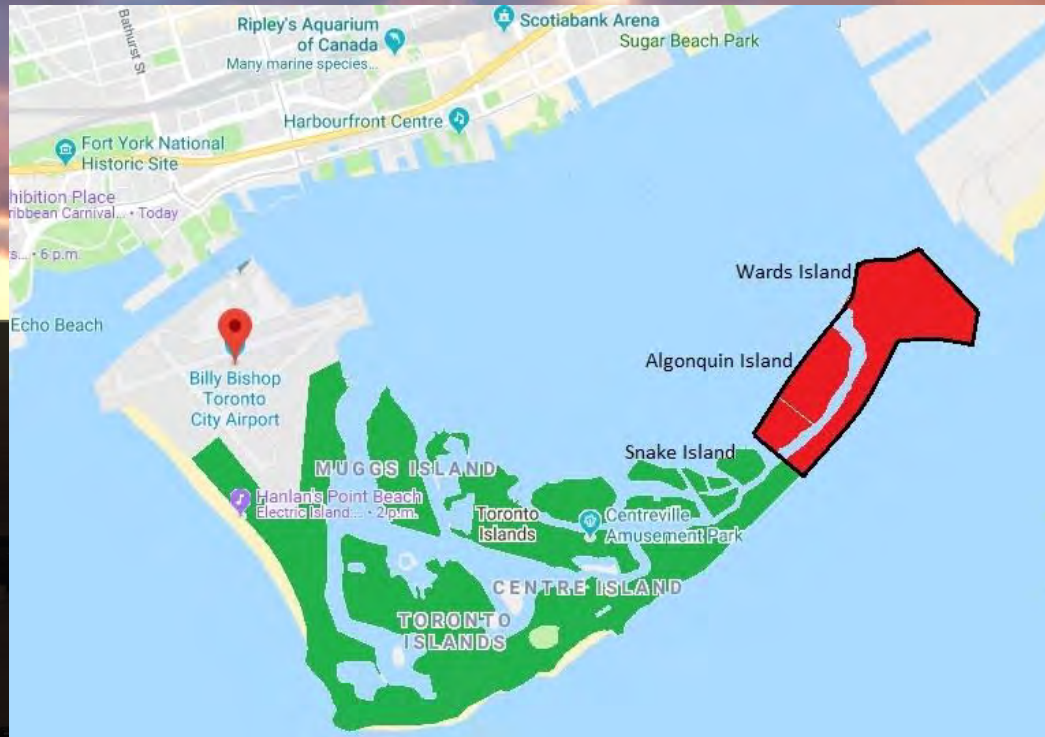
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Canada Flight Supplement Noise Abatement



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New Procedures



Avoid flight over Noise Sensitive areas below 2500' ASL unless directed by ATC. If ATC directs a flight over these areas, aircraft should be no lower than 1000' AGL (1250' ASL).

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Next Steps

- Monitor Compliance
- Letters being sent to those not complying
- If voluntary compliance is not achieved, petition Transport Canada to implement mandatory Noise Abatement Procedures



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Questions

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