



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

COMMUNITY LIAISON COMMITTEE

MEETING #40

MEETING MINUTES

November 18th, 2020

Virtual Meeting

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:

Gene Cabral

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Airport

PortsToronto

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OR

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Meeting Notetaker

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Summary of Action Items from Meeting #40

Action Item	Action Item Task	Who is Responsible for Action Item
M#40-A1	Finalize CLC Meeting #39 Minutes and post to the PortsToronto website.	LURA/ PortsToronto
M#40-A2	Provide formal data from NAV Canada on aircraft movements, if permitted.	NAV Canada
M#40-A3	Add “Airport Site Visits” to the Q2 CLC agenda.	LURA
M#40-A4	Add “BBTCA Capital Program Update” to the Q1 CLC agenda.	LURA
M#40-A5	Provide meeting dates for the 2021 CLC meetings.	LURA



List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Absent
Bushra Mir	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Present
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Absent
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Scott Brownrigg	Nieuport	Absent
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Regrets
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Absent
Jonathan Bagg	Nav Canada	Absent
Dave Purkis	Nav Canada	Present
Tyson Morelli	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
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Deborah Wilson	PortsToronto	Regrets
Mike MacWilliam	PortsToronto	Present
Michael David	PortsToronto	Absent
Jessica Pellerin	PortsToronto	Present
Mark Smith	PortsToronto	Present
FACILITATION		
Jim Faught	LURA Consulting	Present
Alexander Furneaux	LURA Consulting	Present



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Appendices:

Appendix A – CLC Meeting #40 Agenda

Appendix B – Bathurst Quay Neighbourhood Plan Update, November 18, 2020 (Waterfront Secretariat)

Appendix C – PortsToronto October 2020 Safety and Security Exercise (PortsToronto)

Appendix D – The Effects of the Pandemic on Traffic Patterns (NAV Canada)

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1. Welcome and Introductions

Jim Faught (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 40th committee meeting and provided an overview of the agenda.

The meeting agenda is included in **Appendix A**.

2. Review of Previous Meeting Minutes

Mr. Faught reviewed the status of the meeting minutes from CLC Meeting #39 held on September 23rd, 2020.

M#39-A1 Finalize CLC Meeting #39 Minutes and post to the PortsToronto website.

3. PortsToronto Updates

Mr. Cabral provided an update on operations at BBTCA since the previous meeting. Key points from Mr. Cabral's updates include the following:

Macro-Level: Canadian Airline Industry

- Continuing to see travel restrictions impacting travel throughout Canada, and expect the border closure with the United States to be extended past the current scheduled reopening date of December 21st, 2020.
- The airline industry is anticipating that a 3-to-5-year recovery period will be necessary to return to pre-COVID travel levels.
- Major carriers Air Canada and West Jet have been scaling back operations because of ongoing restrictions.
 - West Jet has eliminated all routes to the Atlantic provinces except for Halifax and St. Johns.
 - Air Canada has suspended 30 regional routes with the possibility to suspend further routes.
- The airline industry is reporting a 50% unemployment rate.
- Many airports have put major capital projects on hold.
- Rapid testing trials are happening in Calgary that can screen passengers on arrival and confirm whether the passenger is COVID positive within 48 hours. During this 48-hour time window passengers are asked to quarantine with conditions to follow-up for additional testing.
- The Government of Canada is developing assistance packages for the airline sector, including focused packages for critical infrastructure necessary for recovery.
- Seeing progress on vaccines which will aid recovery.

Micro-Level: Billy Bishop Airport

- The airport has remained open throughout the pandemic for ORNGE and other operators.

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- As is typical for this time of year, the airport is seeing a downward trend in aircraft movements.
- The PortsToronto team is continuing to monitor Transport Canada guidelines as they are updated and preparing for an eventual restart involving protocols and commitments consistent with the most current public health measures.
- Air Canada has pushed its restart date to January 10th, 2021 though PortsToronto anticipates another push to align the restart date Porter is targeting for February 11th, 2021. Generally, January is a slow month for air travel so on top of the pandemic it would be a difficult month to restart operations.

Jim Faught (LURA) inquired whether the results of the McMaster study at Pearson airport on rapid testing have analyzed and reported on data publicly. Mr. Cabral indicated the results are only preliminary however, less than 3% of individuals tested on arrival tested positive for COVID. Results also found preliminarily that a high percentage of individuals who do not test positive on Day 1 (the day they arrived at Pearson) also do not test positive on Day 6/7 when they are asked to test again. Hopefully, this will help make a case for domestic rapid testing in the interim to help the industry get back on its feet.

The YQNA representative inquired what the difference between 2019 and 2020 aircraft movements at Billy Bishop is. Mr. Cabral replied that there has been a 100% reduction in Q400 flights with Air Canada and Porter currently still suspending their operations. A few small carriers, ORNGE, and private aviators continue to operate out of the airport. The YQNA representative followed up seeking clarification on the observations of a YQNA member who saw a Q400 take off recently. Mr. Cabral explained that Porter Airlines is currently operating a charter flight to Quebec on some Fridays. Brad Cicero (Porter) elaborated that these are small and infrequent charters that do not involve passengers at the airport and are only for moving Porter flight crews to Quebec for a customer.

4. City of Toronto – Waterfront Secretariat Updates

Bryan Bowen (City of Toronto – Waterfront Secretariat) provided an update on City of Toronto projects underway or planned to begin soon as part of the Bathurst Quay Neighbourhood Plan. Mr. Bowen noted that the Bathurst Quay Neighbourhood Plan entails 7 smaller projects approved by City Council in 2017, and delivered through partnerships between the City (various divisions), PortsToronto, the Waterfront Neighbourhood Centre, the Toronto District School Board, and the Ireland Park Foundation. He also noted that the City will soon be retiring the rendering of the Bathurst Quay Neighbourhood Plan from the 2017 iteration of the plan, and will be replacing it with a more advanced rendering to be showcased at future CLC meetings.

a. Dockwall Rehabilitation

- Contractors are currently finishing the installation of the granite promenade with expected completion in December 2020.
- There will be a small opening of the promenade for a few key project partners, BQNA members, and the Irish ambassador to Canada. The ceremony will not be publicized due to COVID-19.

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b. Transportation Improvements (City of Toronto)/City-Side Modernization (PortsToronto)

- With PortsToronto's involvement in this project complete it is becoming easier to imagine the new future plaza and connections to Bathurst Quay.
- Improvements to Eireann Quay were paid for by PortsToronto including upgrades to stormwater infrastructure to reduce ponding and significant improvements to the pedestrian experience walking to the airport.
- The City has installed bollards to wean drivers off using a portion of Eireann Quay near Queens Quay as a temporary stopping spot. As the City proceeds with its improvements to the portion of Eireann Quay closer to Queens Quay a new parkette and gateway mural will be added to further enhance the pedestrian experience.
- The new mural is funded through Transportation Services and is part of the preliminary phase of [StreetARToronto](#).

c. Canada Malting Head Office Renovations (Ireland Park Foundation Headquarters)

- Kearns Mancini has been retained to design the new home for the Ireland Park Foundation. Bespoke Cultural Collective has been retained to develop the cultural programming of the space and just wrapped up a curatorial marketing process for the space.

d. Bathurst Quay Plaza

- The City of Toronto is currently reviewing the RFP submissions for landscape architects to complete the detailed design of the silo plaza. The City received many applications from talented architects from Ontario, Alberta, and British Columbia.
- The design will pick-up directly from the concept design allowing the City to move quickly towards implementation. The City is hoping to tender and begin construction in late-summer 2021.

e. Canada Malting Silos Stabilization

- The City is currently working on the structural and engineering work required for the first part of the rehabilitation strategy. This step is intended to make the structure safe for closer interaction with the site from the new plaza and to prepare the site for future adaptive re-use.
- The second part of the rehabilitation strategy involves an EOI package and RFP process to find a re-use partner to adaptively reconfigure the silos. The repurposing process will involve the participation of PortsToronto and NAV Canada on the technical side to be mindful of airport operations.

Mr. Bowen's presentation is included in **Appendix B**.

The YQNA representative inquired how murals are managed by the City so that they look good over time and are cleaned of graffiti. Mr. Bowen replied that the City has a team focused on this who consider ongoing maintenance in the procurement of public murals. Mr. Bowen indicated that he would be happy to speak to this process in the future when the City reaches that stage.

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The YQNA representative requested to confirm what “Corleck” means in relation to the Ireland Park Foundation. Mr. Bowen indicated that it is a Gaelic word referencing the Corleck Head statue from Ireland. The Corleck Head has three faces focused on different directions and is viewed to represent in the case of the Ireland Park Foundation’s work a representation of the many faces and perspectives on migration that they intend to highlight in their new building.

5. Airport Emergency Exercise Overview

Mark Smith (Billy Bishop Airport Fire Chief, Emergency Response and Planning Manager) provided an update on the airport’s full-scale safety and security exercise conducted on October 13th, 2020. The purpose of the exercise is to meet Canadian Aviation Regulations, test the airport’s Emergency Response Plan (ERP), and provides an opportunity to train and update procedures. Billy Bishop exceeds the mandatory requirements set by Transport Canada by conducting two exercises per year, alternating between tabletop and full-scale exercises. Unlike previous exercises, due to COVID-19 the team deployed its Emergency Operation Centre (EOC) virtually to ensure the health and safety of staff while practicing an alternate delivery system for Incident Management. Mr. Smith’s full presentation is included in **Appendix C**.

The YQNA representative inquired how COVID-19 impacted the exercise. Mr. Smith indicated that usually the EOC has everyone together to make decisions. Participating staff were all screened against COVID-19 protocols prior to the exercise, personal protective equipment was used, and staff were separated to meet physical distancing requirements. Mr. Cabral added that this provided Billy Bishop a unique opportunity to test how to conduct these types of exercises safely in emergency scenarios during a pandemic.

The YQNA representative inquired whether there are any airport security risks posed by health requirements to wear a mask. Mr. Cabral replied indicating that security at the airport can request individuals to remove their mask temporarily to confirm identity if needed. During these checks, security remains masked and 2 metres away where possible.

6. NAV Canada Update

Dave Purkis (NAV Canada) identified that he is moving into a new role assuming responsibility of regional management across Ontario for NAV Canada. Mr. Purkis introduced Tyson Morelli (NAV Canada) who will be replacing him as the site manager for Billy Bishop Airport. Mr. Purkis delivered a short presentation summarizing the effects of the COVID-19 pandemic on air traffic patterns across Canada. The key points from his presentation are as follows:

- NAV Canada controls a significant amount of airspace over the North Atlantic track system providing a large revenue generator for Canada.
- The bulk of flight paths cross over southern Canada though increasingly we are seeing more polar routes tracking north to reach Asia more efficiently. By travelling over the pole, aircraft also increase their track distance over Canadian airspace generating more revenue for NAV Canada.
- Cross-border travel between Canada and the United States is oriented primarily towards business hubs.

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- Toronto is at the core of mid-continent and east coast flightpaths with many United States domestic flights passing over southern Ontario.
- Canadian airports see seasonal patterns that pre-COVID were largely consistent year-over-year. Overall, Pearson International Airport far exceeds other airports in the country by volume of traffic.
- COVID-19 bottomed out airline traffic – while major airlines and international airports are the headline, they are not the full story as many regional airports have seen a rebound over recent months.
 - Regional airports generally have a smaller number of flights to begin with thousands of small operators, the largest operators are Air Canada and West Jet.
 - Similar to Billy Bishop, flights by small operators and private aircraft have rebounded well, the remaining gap is primarily caused by the suspension or significant reduction of service from major carriers.
- An emerging issue is that while traffic is down 50%, revenue is down 70% as commercial airlines provide the bulk of NAV Canada's revenue.

Mr. Purkis' full presentation is included in **Appendix D**.

The YQNA representative inquired whether the movements shown in the charts were split out between cargo and passenger flights. Mr. Purkis replied that they are not and that these movements would typically be commercial aircraft with some private aircraft, medivac, and other small operations.

The YQNA representative inquired whether a colour-coded legend could be provided for the charts to illustrate which airports each colour represents. Mr. Purkis indicated the charts are unfiltered data and that he will inquire whether formal versions of this data can be provided to the CLC.

M#40-A2 Provide formal data from NAV Canada on aircraft movements, if permitted.

The YQNA representative inquired how many passengers arrived in Canada on average. Mr. Purkis replied that NAV Canada does not track this as part of their work as they bill airlines only on the size of the aircraft flying through Canadian airspace. Airlines themselves keep track of inbound and outbound passenger counts.

7. Noise Management Subcommittee and Air Quality Study Update

Co-chairs Angela Homewood (PortsToronto) and Hal Beck (YQNA) provided an update on the activities of the Noise Management Subcommittee including the following indicating the last meeting focused on updates on the Ground Noise Study in light of COVID-19, and the permanent and temporary noise monitors.

Ms. Homewood provided an additional update on the Air Quality Study outlining that committee met on November 10th, 2020 to receive an update on sampling and research activity from the University of Toronto research team. Meeting items included discussing the results of a community survey of residents on their perceptions and experience of air quality, reviewing the Terms of Reference, and early discussions for sharing the findings of the study which will be managed by a communications sub-committee co-chaired by Joan Prowse and Angela

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Homewood. The team also resubmitted their NSERC request and hope to be granted funding in the first quarter of 2021 along with other funding commitments from PortsToronto and the City of Toronto. The next meeting for the Air Quality Study is scheduled for March 2021. Mr. Bowen noted that University of Toronto post-graduate students have been conducting some of the data collection and feels confident this study will be seen by the federal government as a priority with a strong case from local partners to receive funding.

8. Business Arising

Mr. Faught (LURA Consulting) asked CLC members if there were any outstanding items to address at this meeting.

The YQNA noted that some site tours of the airport had been put on hold and inquired when in the foreseeable future the committee could look to schedule these. He noted previous tours were suggested to visit the fuel storage area, glycol management system, and emergency services to name a few. Mr. Cabral indicated that once COVID-19 begins to normalize PortsToronto would be happy to commit to hosting these tours once it is deemed safe to do so. Mr. Cabral suggested that the committee revisit these requests in the second quarter CLC meeting.

M#40-A3 Add “Airport Site Visits” to the Q2 CLC agenda.

The YQNA representative inquired whether COVID-19 has delayed or cancelled the electrification of the ferry. Bojan Drakul (PortsToronto) replied that the equipment will be arriving in St. Catherine’s in December where it is being assembled. An RFP will be issued by PortsToronto for the final shipyard assembly of the ferry electrification equipment. Overall, Mr. Drakul noted that this project has been relatively unaffected by COVID-19.

The YQNA representative inquired whether there will be a capital program update at the first quarter CLC meeting. Mr. Drakul indicated that COVID-19 has prompted PortsToronto to scale back a lot of its capital program as these are paid for by airport fees which have largely disappeared with commercial carriers having suspended operations for the time being. A list of capital program items was recently sent to the PortsToronto Board of Directors. Mr. Drakul indicated that 2021 will most likely involve only key infrastructure issues of urgency and will happily present on whatever information is available at the first quarter meeting in 2021.

M#40-A4 Add “BBTCA Capital Program Update” to the Q1 CLC agenda.

The YQNA representative specifically followed up that he is interested in an update on runway focused projects that might benefit from the decreased operations of the airport and could be carried out during daytime hours rather than creating night disturbances. Mr. Drakul noted that runway grooming had been planned earlier this year however border restrictions prevented the U.S. contractors completing the work to come to carry out the work. These contractors are scheduled to complete runway grooming work next week. Mr. Cabral added that PortsToronto

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has taken the opportunity to cut back on ferry hours by starting later and ending earlier, and on very rare occasions conducting overnight start-ups.

The YQNA representative added that it may then be more relevant to explore the 3-to-5-year capital program horizon given the expected rebound period for the airport. Mr. Cabral noted that his team and the airport has a 5-year capital program horizon however it will be difficult to synchronize the capital program with COVID-19 recovery given how different recovery has unfolded in different markets. For instance, he noted that China's airline market has rebounded to 90% of pre-COVID levels whereas in the U.S. it has only rebounded to 40-50% depending on region.

Alexander Furneaux (LURA) indicated he will send possible meeting dates for 2021 following the meeting.

M#40-A5 Provide meeting dates for the 2021 CLC meetings.

The meeting adjourned at approximately 8:45 p.m.

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Appendix A – Meeting Agenda

**Billy Bishop Toronto City Airport
Community Liaison Committee Meeting # 40**

November 18th, 2020
6:30 p.m. – 8:30 p.m.

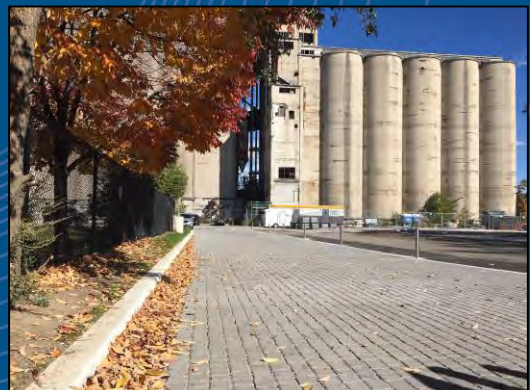
Call-In Details - Zoom Virtual Meeting

AGENDA

- 6:30 Log-In & Welcome (Jim Faught)
- 6:35 Review of Meeting Minutes (Jim Faught)
- 6:40 PortsToronto Updates (Gene Cabral)
- 7:00 Bathurst Quay Neighbourhood Plan Update (Bryan Bowen)
- 7:25 Airport Live Scale Emergency Exercise Overview on October 13th, 2020 (Mark Smith)
- 7:45 Nav Canada Update (David Purkis)
- 8:05 Noise Management Subcommittee and BQNA Air Quality Committee Update (Angela Homewood)
- 8:25 Business Arising
- 8:30 Adjourn

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Appendix B – Bathurst Quay Neighbourhood Plan (BQNP)
Implementation: Progress Update and Looking Ahead to 2021

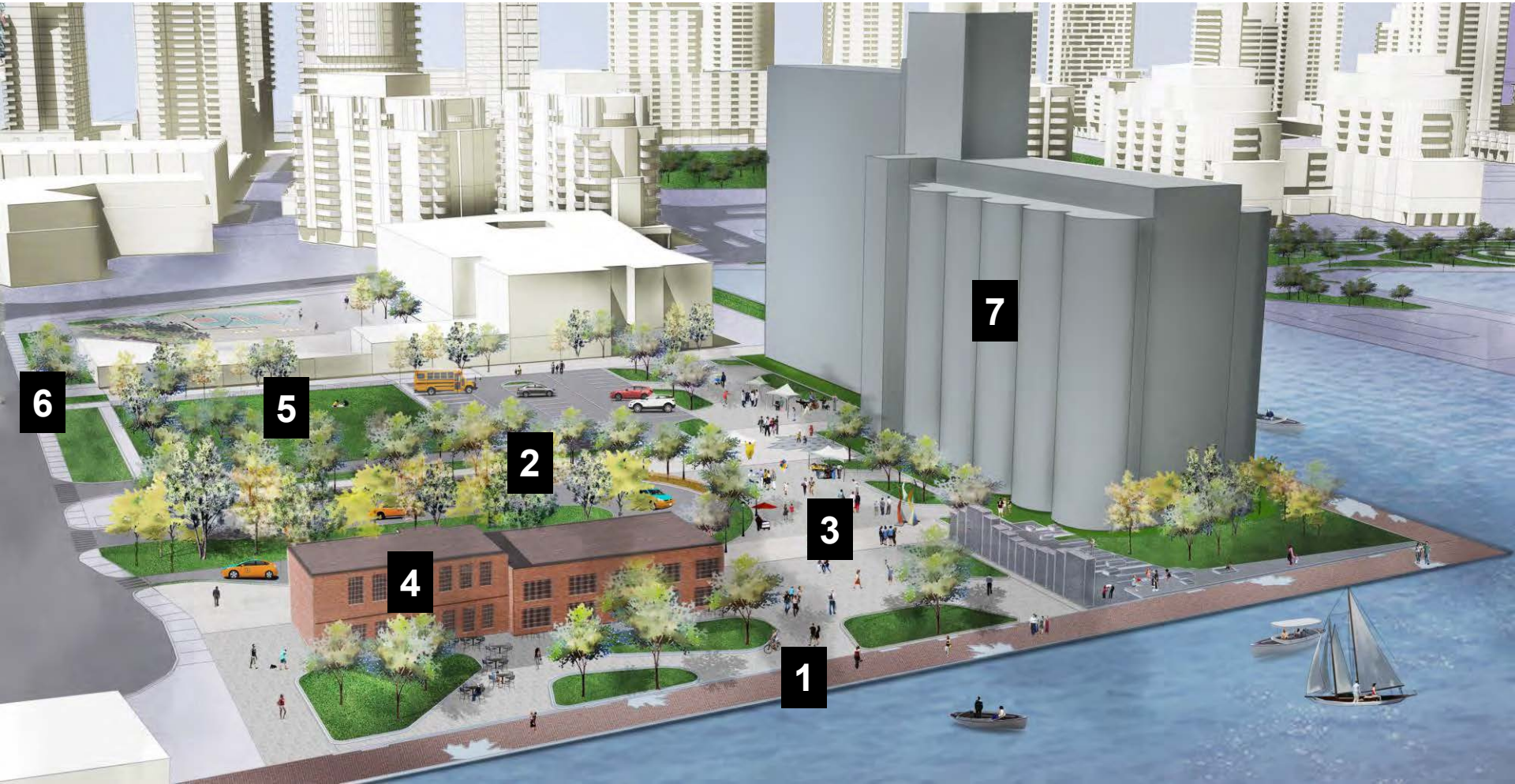


BATHURST QUAY NEIGHBOURHOOD PLAN (BQNP) IMPLEMENTATION

Progress Update &
Looking Ahead to 2021

Bryan Bowen
City Planning – Waterfront Secretariat
November 2020

One Action-Oriented Plan. Seven Projects in Partnership.



ARTIST'S RENDERING OF PROPOSED IMPROVEMENTS



City of Toronto

Ward 10 Councillor Joe Cressy
City Planning
Parks, Forestry & Recreation
Facilities Management
Transportation Services
Real Estate Services

Ports Toronto

Toronto District School Board

Ireland Park Foundation

The Waterfront BIA

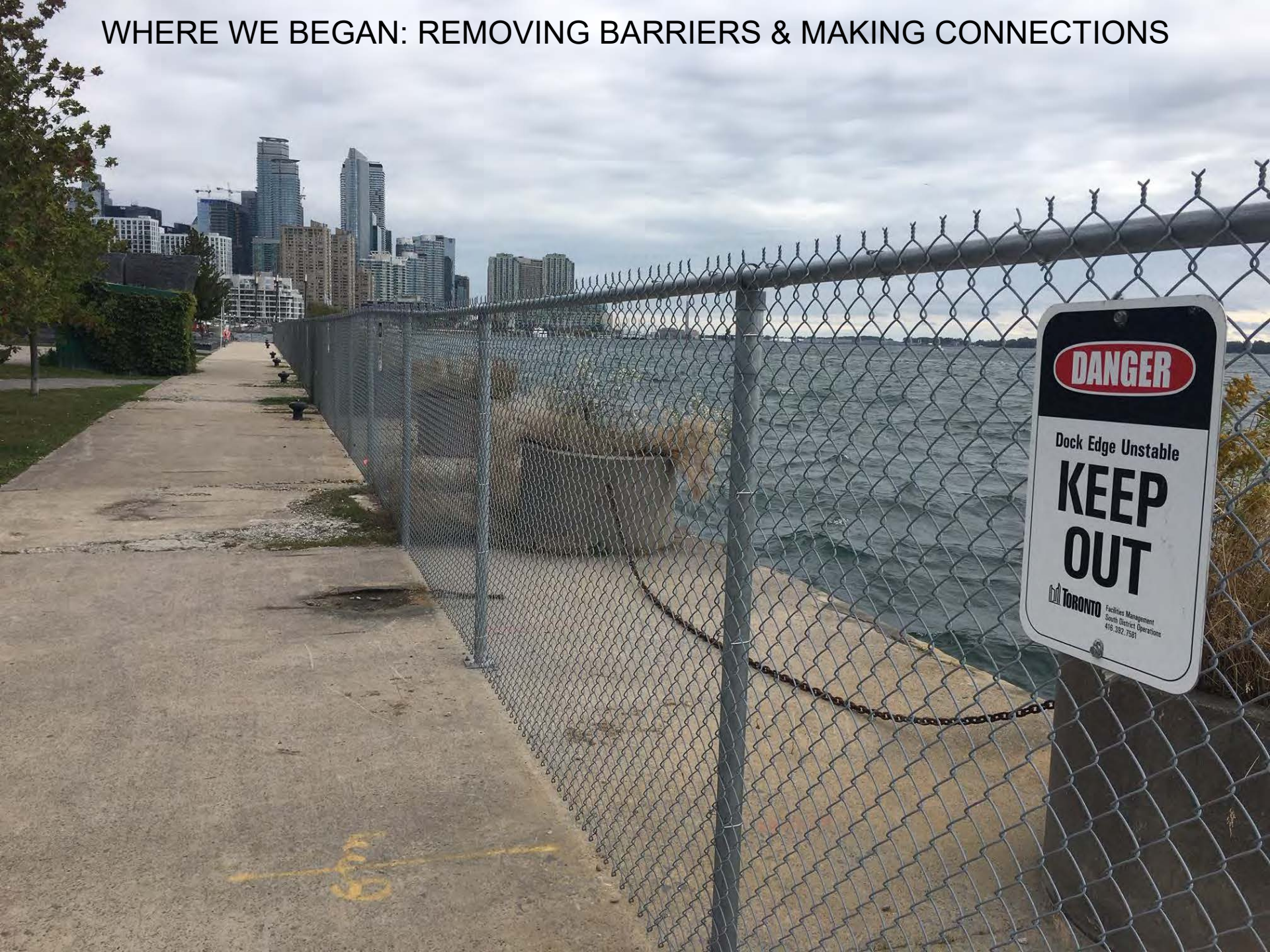
Waterfront Neighbourhood Centre



Let's take a look at our progress:

- What's underway right now.
- What will be completed in 2020.
- What's happening in 2021.

WHERE WE BEGAN: REMOVING BARRIERS & MAKING CONNECTIONS

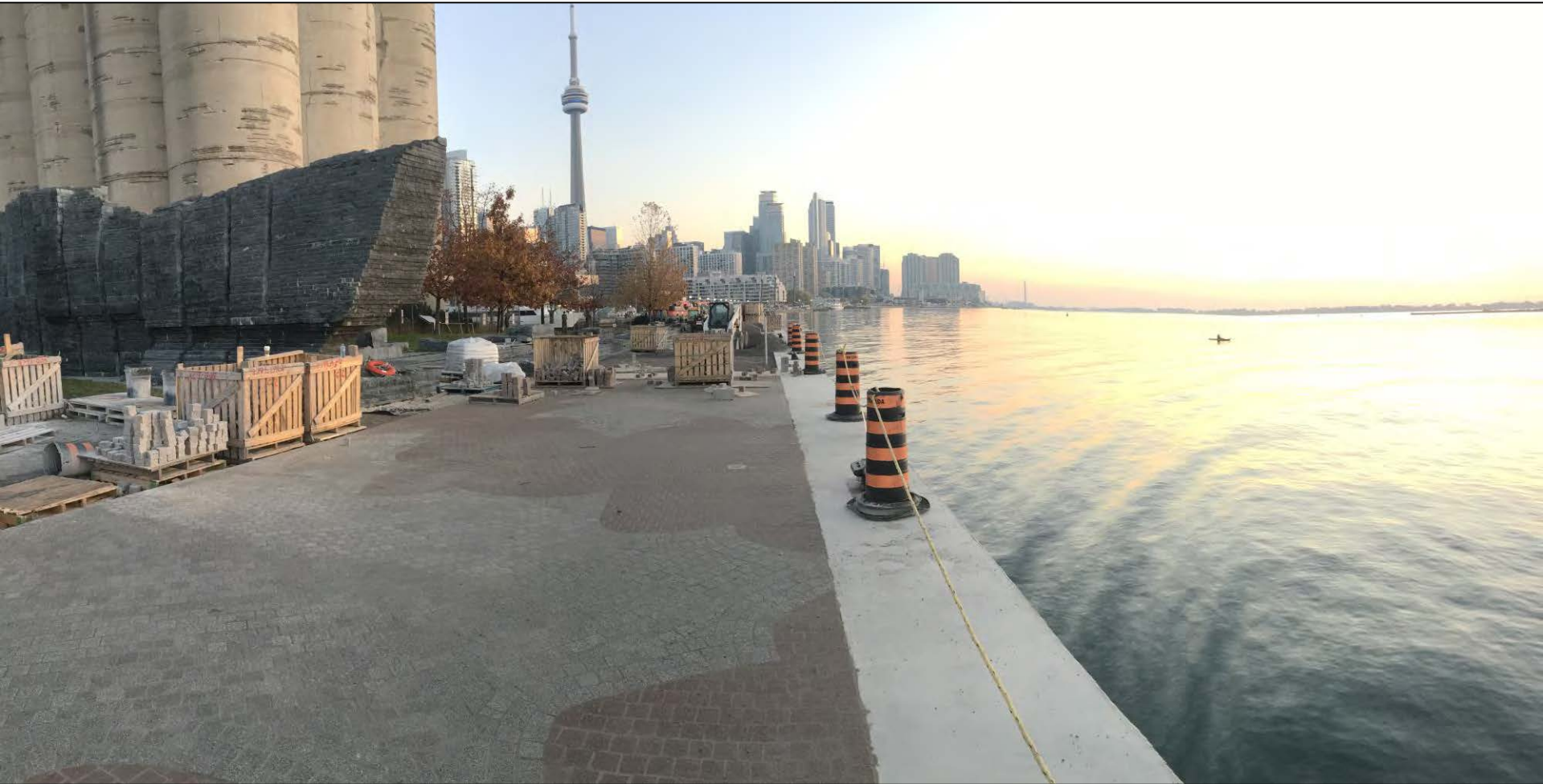




Three stages: Demolition (top image; complete);
Structural Rehabilitation (bottom image; complete) & Finishing (underway)



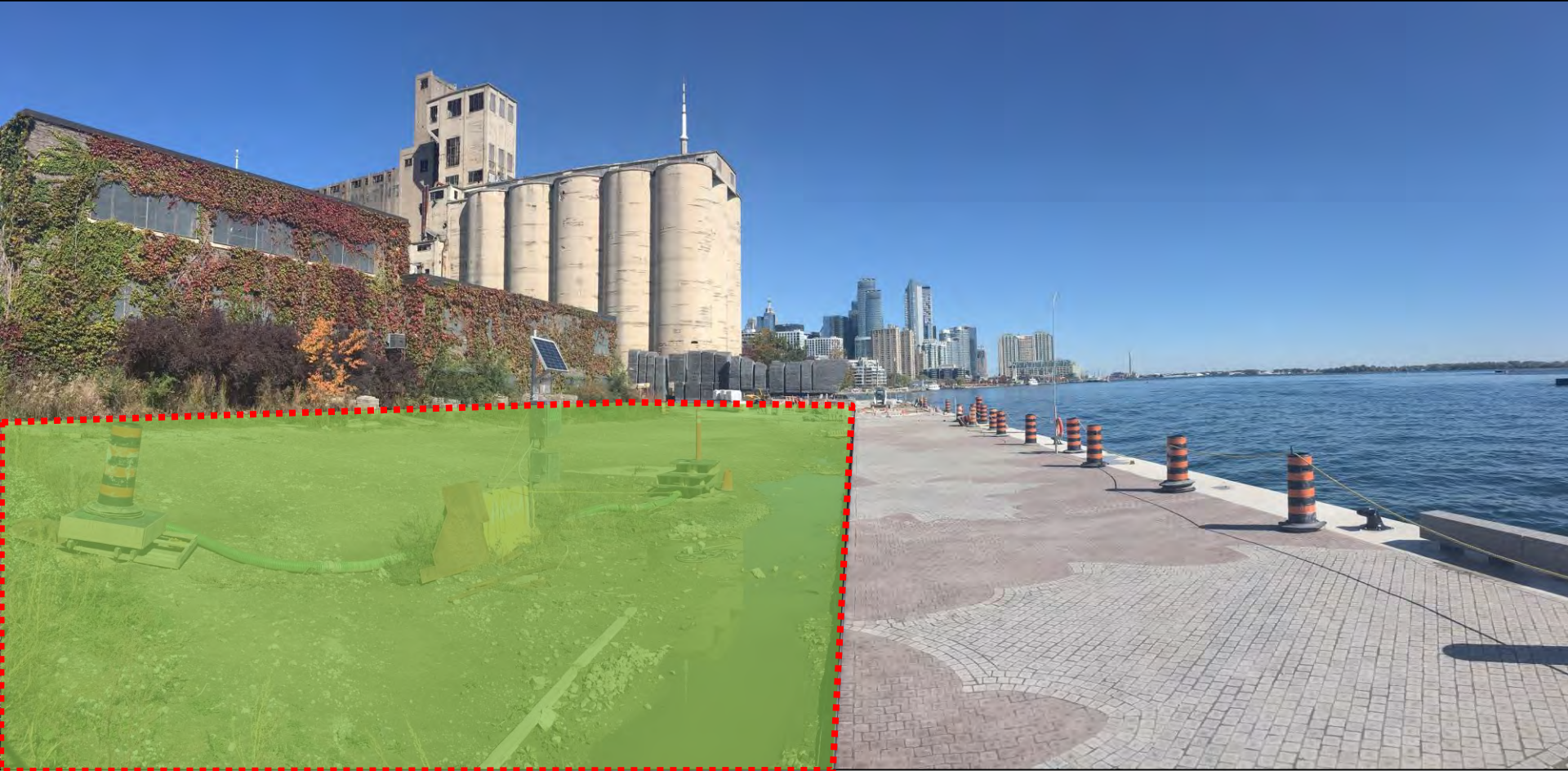
AN ICONIC SKYLINE VIEW FROM THE WATER'S EDGE PROMENADE



OPENING DECEMBER 2020



AN ATTRACTIVE & WELCOMING WATERFRONT PLAZA



CONSTRUCTION STARTING 2021

THE PLAZA: A FOUR SEASON DESTINATION AND CULTURAL EVENT SPACE ON THE WATER



THE CORLECK BY IRELAND PARK FOUNDATION



A FORECOURT FOR THE CORLECK AND NEW CONNECTION TO IRELAND PARK



Before: Poorly defined edges and connections

In progress: landscaped pedestrian connection

BEFORE: CANADA MALTING CO. SITE WAS NEGLECTED & INACCESSIBLE



BEFORE: THE SILOS FROM EIREANN QUAY



IN PROGRESS: A PEDESTRIAN PATHWAY THROUGH THE HISTORIC MALTING SILOS



CANADA MALTING SILOS REHABILITATION

Two-Part Strategy:
1: Repair
2: Re-purpose

Part 1: Repair

2019: Updated condition assessment

2020: Detailed engineering work

2021: Construction begins

Part 2: Repurpose

2020: Develop EOI

2021: Launch EOI/RFP Process

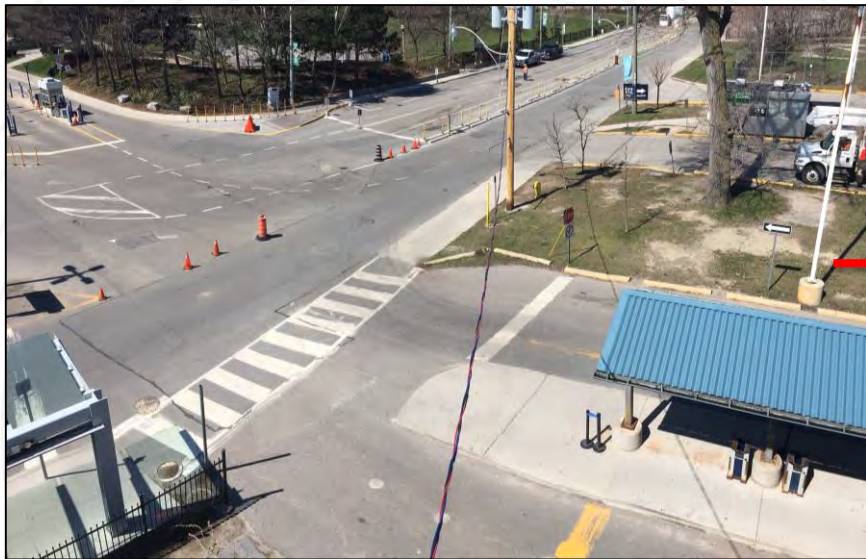
TBD: Select Re-use Partner(s)





In progress: pedestrian-focused redesign

Before: Eireann Quay

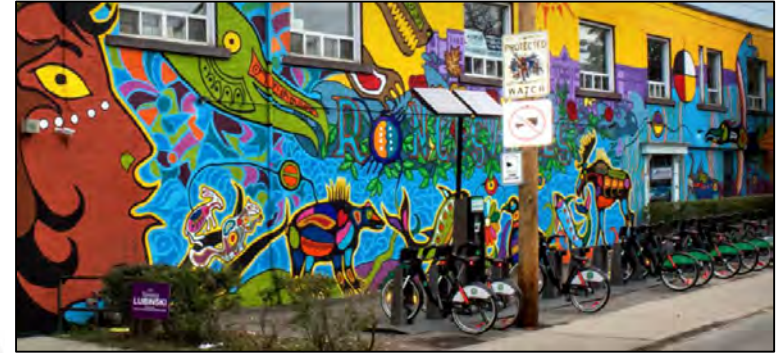


Before: poorly defined edges



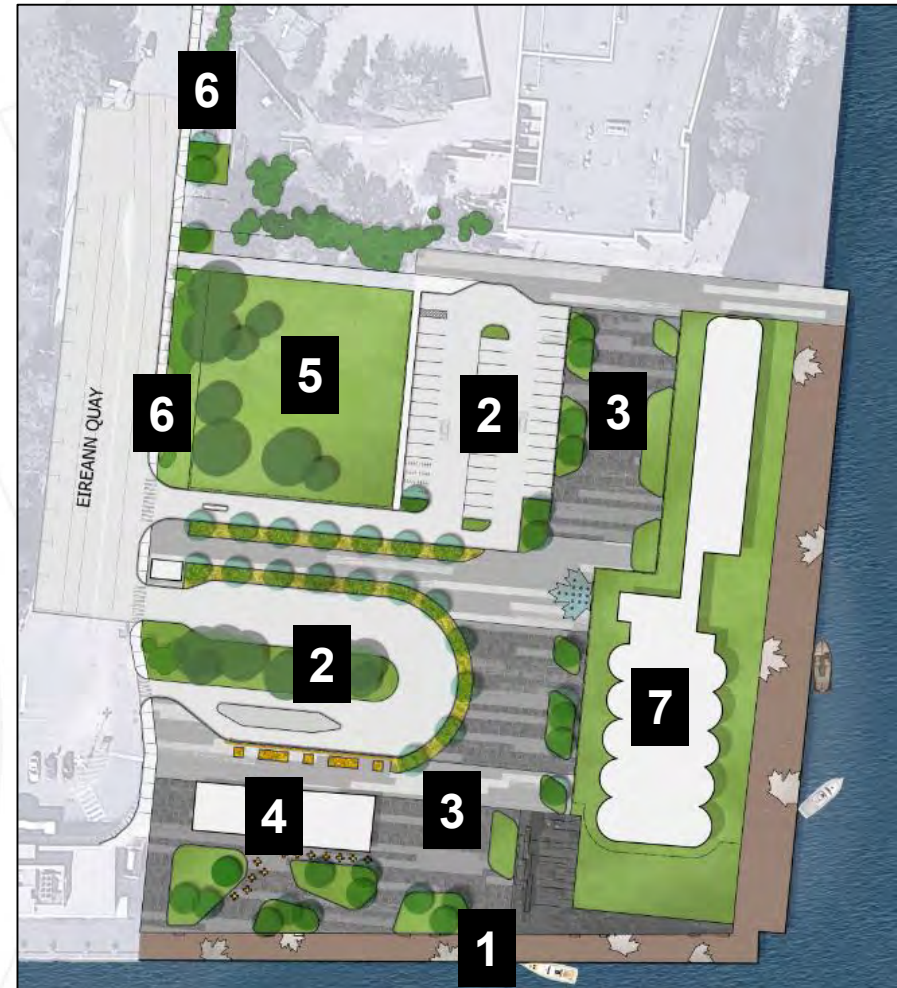
In progress: strengthened pedestrian connections

PLANNING UNDERWAY FOR PEDESTRIAN PARKETTE AND GATEWAY MURAL



Overview of key dates

1. Promenade: Fall 2020 completion.
2. Transportation: Fall 2020 completion.
3. Plaza: Detailed design starting end 2020. Phase 1 (South) construction start in 2021.
4. The Corleck: 2021 construction start. 2022 planned Phase 1 opening.
5. Play field: 2021 design start.
6. Streetscape: Construction started and some improvements completed in 2020. Additional improvements start construction in 2021.
7. Silos rehabilitation:
Part 1: 2020 Design. 2021 construction start.
Part 2: EOI/RFP early 2021.





BATHURST QUAY NEIGHBOURHOOD PLAN (BQNP) IMPLEMENTATION

Thank you!

Bryan Bowen
City Planning – Waterfront Secretariat
bryan.bowen@toronto.ca

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**Appendix C – BBTCA Full Scale Safety/Security Exercise -
October 13, 2020**

2020 BBTCA Full Scale Safety / Security Exercise

October 13, 2020





Exercise Participants





Agenda

- Transport Canada Regulations
- Exercise Planning
- Exercise Objectives
- COVID 19 Safety Protocol
- Day of Exercise

Transport Canada Regulation

- The primary purpose of conducting a large-scale exercise is to meet the requirements of the Canadian Aviation Regulations 302.208 (3).
- The operator of an airport shall conduct full-scale exercises based on scenarios that relate to a major aircraft accident and, at a minimum, the exercises shall include the assembly and deployment of fire-fighting, policing and medical services organizations.”

Transport Canada Regulation cont.

- Annual exercise allows BBTCA to test the Emergency Response Plan (ERP), work with internal, external stakeholders, identify strengths and areas to improve the current plan.
- Identifying areas of improvement allows BBTCA to amend procedures and provide training to ensure airport safety and security needs.

Transport Canada Regulation cont.

Transport Canada issued exemptions due to the COVID 19 Pandemic.

Airport Full Scale / Tabletop Exercises 12 - 18 months

Airport Rescue Firefighting (ARFF) Certifications 12-30 months



Exercise Planning

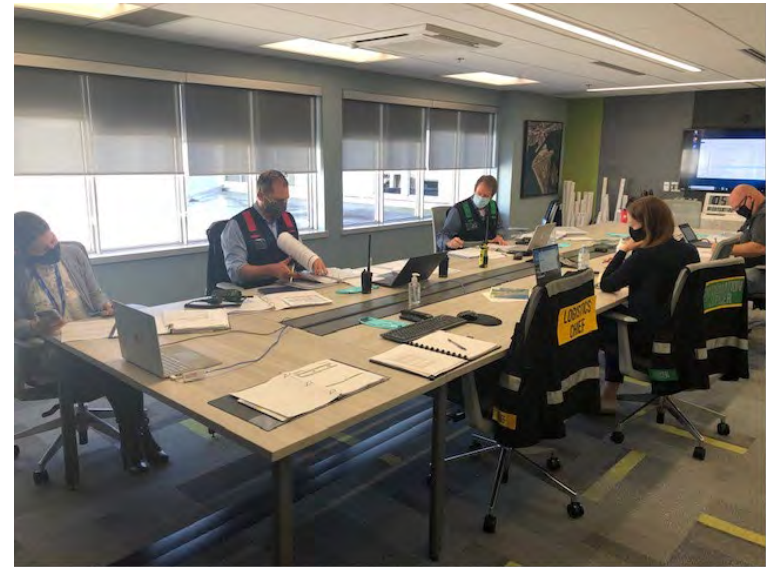
- Emergency Planning and Incident Management is to top priority for BBTCA and our community.
- BBTCA proceeded with an Annual Live Exercise by combining a variety of regulatory requirements.
 - ARFF Recertification's
 - Security Tabletop Exercise
 - Full Scale Exercise



COVID 19 Safety Protocol

Participants Health and Safety was a key component in the planning of the exercise:

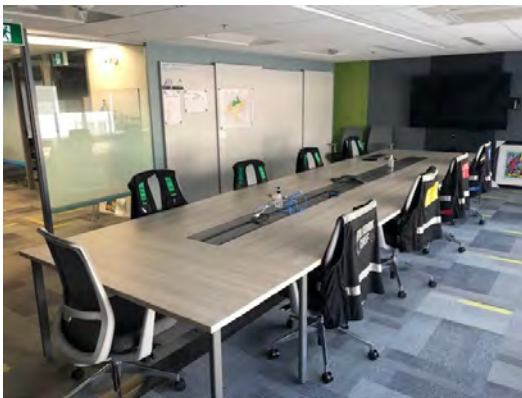
- Mandatory face covering
- Social distancing
- Temperature screening
- Contact tracing
- No live victims



Exercise Objectives

- Test the Airport's ERP, AVSEC and MARSEC Plan's.
- Test Aircraft Rescue and Firefighting (ARFF)
- Provide a platform for agencies to practice information exchange.
- Test interoperability between Airport Staff, Stakeholders and Mutual Aid.
- Test communication processes and systems.
- Fulfill obligations under Canadian Aviation Regulation.

Day of Exercise



Day of Exercise

- Exercise spanned two hours simulating an aircraft incident (crash) within the Parklands.
- Simulation triggered a Mutual Aid Response consisting of:
 - BBTCA ERS
 - Toronto Fire Services
 - Toronto Paramedics Services
 - Toronto Police Services

Day of Exercise cont.

In addition to evaluating BBTCA Regulatory Requirements, areas tested consisted of:

1. Emergency Operations Centre (EOC)

- Deployment of Incident Management (IMS)
 - Functional approach to managing an incident and or event

2. Technology

- Virtual EOC

3. Communication Interoperability

- Unified Command
- Site to EOC Communications



Day of Exercise cont.

- 4. Airport Emergency Response
- 5. Rescue and Recovery Strategies
- 6. Public Safety
- 7. Media Communications



Observations of Exercise

- All on-site responding agencies worked well together.
- Airport Emergency Operations Centre was established quickly.
- Incident Action Plan was developed in the early stages of the incident.
- Good media communications.
- Excellent teamwork observed by all organizations in the EOC.

Challenges Observed

- Our biggest challenge, not only for BBTCA is Virtual Technology. COVID 19 has tested everyone's technical abilities.
- Virtual platforms for meetings and presentation is the way of the future, everyone has been forced to adapt.



Summary

- Billy Bishop Toronto City Airport is committed to exceeding the requirements of Transport Canada through Safety / Security Exercises and enhancing partnerships with stakeholders, responding agencies, to the airport.

Commitment, Pride, Readiness

Questions

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**Appendix D – NAV Canada Operations: The Effects of the Pandemic on
Traffic Patterns**

2020-11-18

NAV CANADA OPERATIONS

The Effects of the Pandemic on Traffic Patterns

David Purkis
Manager Air Traffic Operations-Airports
Toronto FIR

TRAFFIC IN CANADIAN SKIES

Canada is at a crossroads for Aviation

- › Alaska Routes
 - U.S and Asian Cargo
- › European Routes
 - These flights head out to the Atlantic tracks
- › Domestic Routes
 - Large distances will low competition
 - Some smaller remote markets served
- › Asian market
 - Travelling over the polar regions
- › Cross Border
 - Tourism and business travel
- › U.S to U.S Domestic.
 - Southern Ontario mainly affected

THE COVID EFFECTS ON TRAFFIC

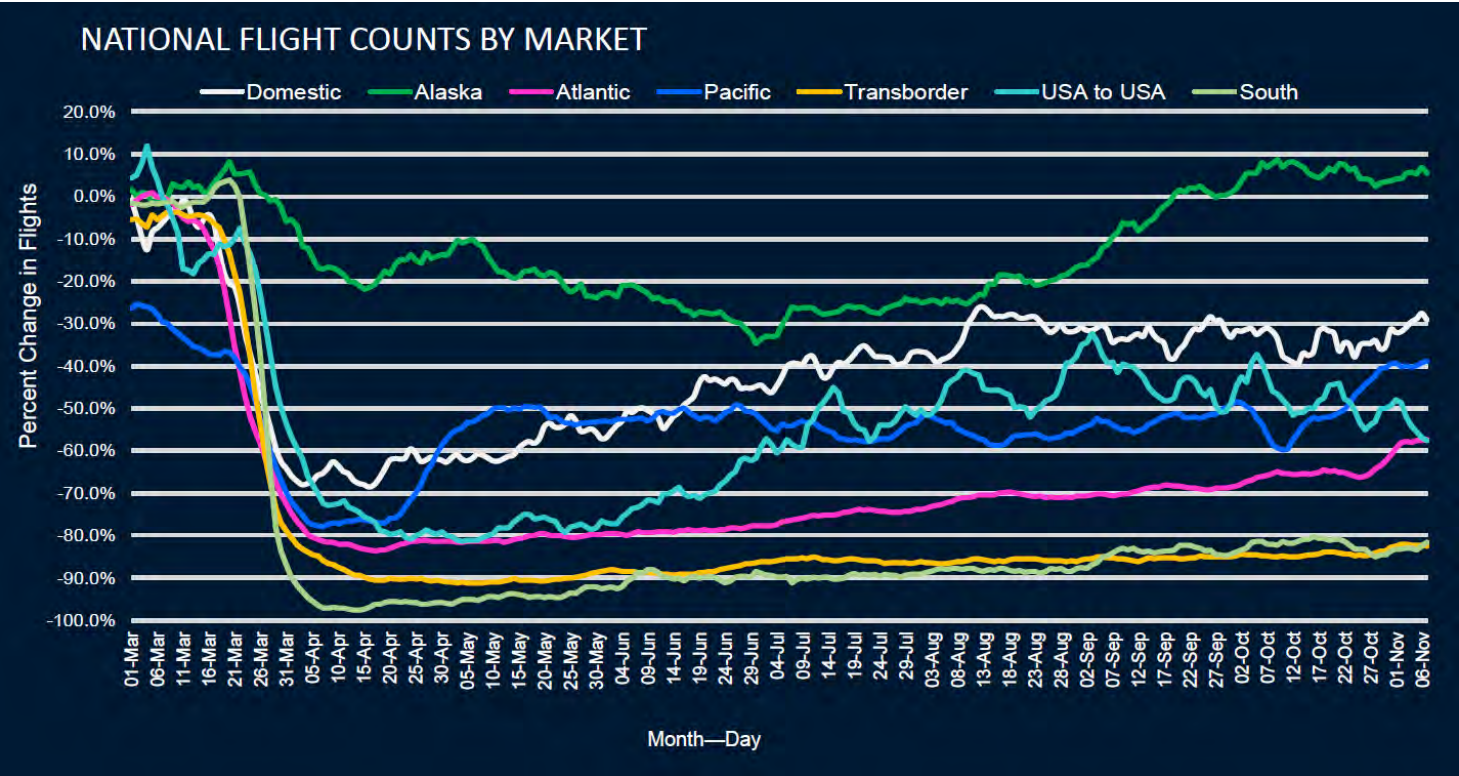
Early Reaction

- › Caution in the industry in early 2020
- › U.S to Europe market effectively shut down
- › Quarantine Act imposed
- › Domestic Lockdowns.

New normal

- › Only essential travel occurring...
- › Quarantines still largely in effect and variable
- › Some traffic levels have recovered, some have not
- › Still seeing seasonal patterns

The National Effect on the Industry



SEASONAL PATTERNS

› Weather

- Snow and poor winter weather limit flying more than rain in summer

› Daylight hour

- Longer daylight hours promote flying. Night flying not as common

› Equipment limitations

- Aircraft must have more substantial equipment to fly in snowy and bad winter weather

› Insurance

- How many times do you fly versus putting the corvette in storage?

› Free time

- More vacation time in summer months and more freedom for families
- Fuller Airline schedules and higher demand

Seasonal Patterns



COVID EFFECTS ON AIRPORTS

- › Initial effects were severe due to lock downs
- › Effects have eased
- › The broad industry has generally started to or has returned to normal

Pandemic Effect



MAJOR INTERNATIONAL AIRPORTS

- › Major airports and Airlines in the headlines are the main story and are far from normal.

The industry In the Headlines



REGIONAL AIRPORTS

- › Small airline base
 - Not many flights
- › General aviation (private aircraft owners)
 - High numbers of individuals
- › Flight schools and rentals
 - Consistent demand and customer base
- › Medevac and Military
 - Not high numbers but always present

- › Is the regional industry back to normal? Not entirely.

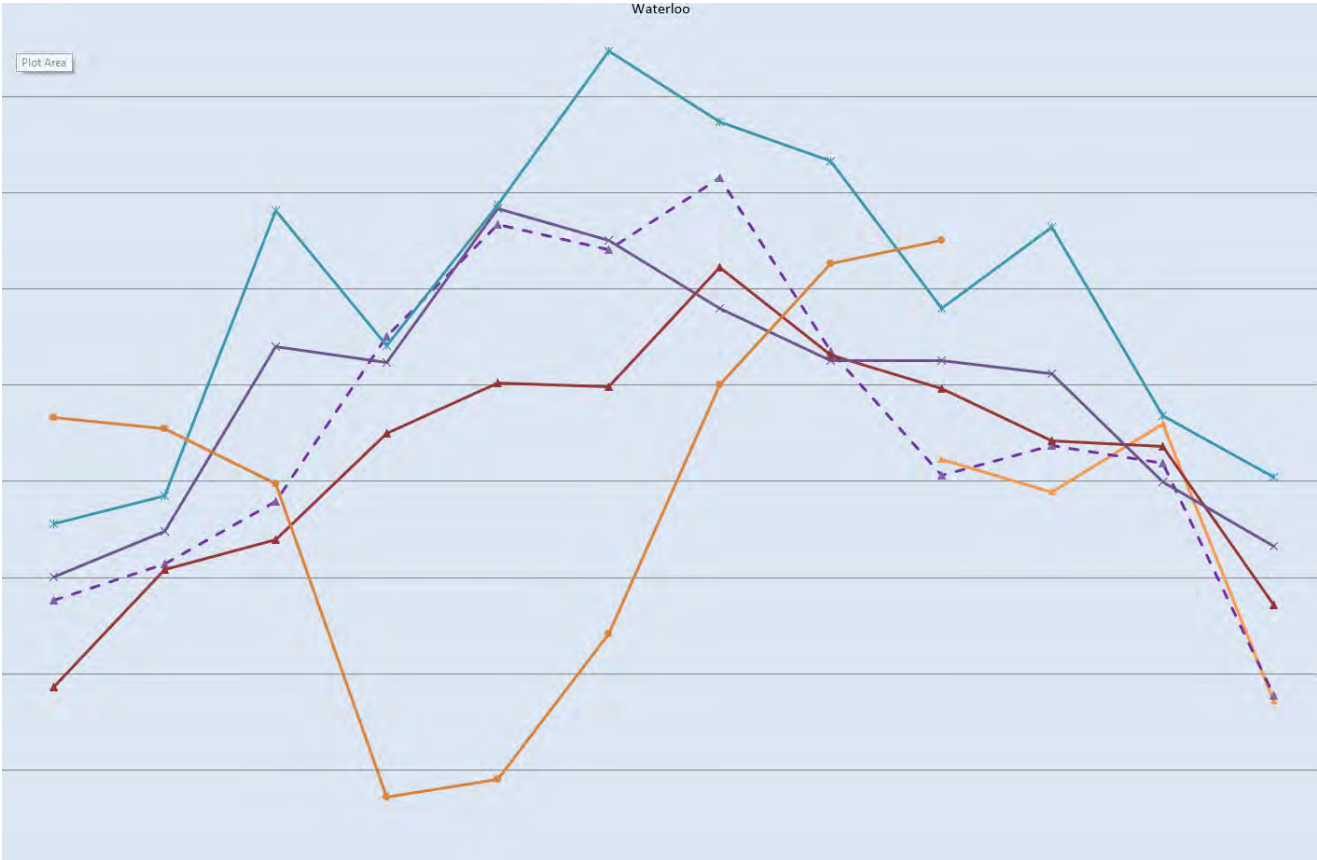
Local Effect



Other Airports Back to normal?



Other Local Airports



LOOKING FORWARD

- › Vaccine- Is it the cure to the industry?
- › Rapid testing-Scalable to support pre COVID travel?
- › Industry Supports – Solid footing or just a bridge to a new consolidated industry?
- › More lockdowns?

THANK YOU

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