



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

Meeting #44

Meeting Minutes

November 24, 2021

Virtual Meeting

Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA provides 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 #43

Action Item	Action Item Task	Who is Responsible for Action Item
M#44-A1	Finalize CLC Meeting #43 Minutes and post to the PortsToronto website.	LURA
M#44-A2	Provide CLC members with information about the StreetArtTO public consultation process for the Eireann Quay mural project.	City of Toronto
M#44-A3	Provide CLC members with details on carrier slot allocations when finalized.	PortsToronto
M#44-A4	Schedule a follow-up meeting to discuss slot increases.	LURA
M#44-A5	Provide answers to the list of questions from the BQNA community in the CLC#44 meeting minutes.	PortsToronto
M#44-A6	Provide report on the lighting tour to the BQNA representative.	PortsToronto
M#44-A7	Poll CLC members on preferences for 2022 meeting dates and preferences for in-person versus virtual meetings.	LURA
M#44-A8	Add "Nieuport Updates: Economic Impact Study and Community Survey Results" to CLC 45 agenda	PortsToronto
M#44-A9	Review attendance of recent CLC meetings and follow-up with absent members.	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	Absent
Deijaumar Clarke	On behalf of MP Kevin Vuong, Spadina-Fort York	Present
MP Kevin Vuong	MP, Spadina-Fort York	Present
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Jennifer Quinn	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Present
William Peat	Ireland Park	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Present
Tyson Morelli	Nav Canada	Absent
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Present
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	Present
Mike MacWilliam	PortsToronto	Present
Mike David	PortsToronto	Present
GUEST PRESENTER		
John Thomas	Waltzing Matilda Aviation	Present
FACILITATION		
Alexander Furneaux	LURA Consulting	Present
Sayan Sivanesan	LURA Consulting	Present

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1. Welcome and Introductions

Alexander Furneaux (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 44th committee meeting and provided an overview of the agenda.

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

2. Review of Previous Meeting Minutes

Mr. Furneaux reviewed the status of the meeting minutes from CLC Meeting #43 held on September 22, 2021. Mr. Furneaux noted that the meeting minutes were shared with CLC members on November 9th, 2021 and requested that any comments on these meeting minutes be shared by January 3rd, 2022. After this, the minutes will be finalized and published.

M#44-A1 Finalize CLC Meeting #43 Minutes and post to the PortsToronto website.

Mr. Furneaux also noted that members of the public are welcome to join the CLC meetings in a listening capacity, but only community representatives appointed to the CLC are permitted to ask questions in the interest of time. Mr. Furneaux encouraged members of the public in attendance to share questions through their representatives on the CLC or through the Zoom Chat feature and confirmed that responses to any unanswered questions will be provided in the meeting minutes.

3. Bathurst Quay Neighbourhood Plan Update

Bryan Bowen (City of Toronto – Waterfront Secretariat) provided an update on the Bathurst Quay Neighbourhood Plan (BQNP) project.

Mr. Bowen prefaced the update by showing a [video](#) about the completion of Phase 1 of the BQNP and the launch of Phase 2. Mr. Bowen indicated that the video has been posted on the City of Toronto's social media accounts and encouraged CLC members to share it with interested stakeholder groups.

Mr. Bowen's presentation on the BQNP project is included in **Appendix B**.

Key points from Mr. Bowen's updates on this topic include the following:

- The BQNP consists of six unique but overlapping capital projects being delivered by different partners in coordination to create a cohesive public space on Bathurst Quay.
- Phase 1 of the BQNP broke ground in October 2019. Phase 1 included the reconstruction of the dockwall, construction of a new water's edge promenade, soil remediation, and the redesign and consolidation of PortsToronto's footprint on the property to free up space and create continuous paths for public access to the site.
- On November 2nd, 2021, City of Toronto and its partners hosted an event to officially launch Phase 2 of the BQNP, which includes the rehabilitation and restoration of the Canada Malting Silos and the creation of a new arts and cultural hub by the Canada Ireland Foundation through the transformation of the Corleck building.
- Canada Malting Silos are heritage-designated buildings under the *Ontario Heritage Act*. The project work will involve a full structural rehabilitation of the Silos to stabilize them and allow them to be integrated into the surrounding public space. The Silos will also be connected with electricity and the building foundations will be waterproofed. Brook Restoration is the general contractor that is delivering this project on behalf of the City.

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- The Corleck building used to be the executive office buildings for the Canadian Malting operations at the site and is currently vacant. The renovation of the Corleck building is being funded primarily through private donations raised by the Canada Ireland Foundation. The project aims to transform the building into a public facing arts and cultural hub that will host a range of public events year-round. The renovated building is expected to open to the public in Spring of 2023.
- Construction of the Waterfront Plaza is expected to begin in Summer 2022. This public plaza will connect all the other BQNP projects together. PFS Studio, a leading Canadian landscape architecture firm, has been hired to design and deliver this project on behalf of the City. The Waterfront Plaza conceptual design has been finalized and work on the detailed design drawings has begun. This project is expected to be completed roughly one year after construction begins.
- Part of the BQNP is to introduce ambient lighting features on the Canadian Malting Silos. Mr. Bowen noted that CLC members attended a lighting test hosted by the City in October 2021, and that the City received lots of positive feedback from the community. Mr. Bowen shared that the City intends to conduct another lighting test before final installations take place, and that CLC members would be updated on those details.
- Another component of the BQNP is streetscape improvements along Eireann Quay. This will involve reclaiming an existing parking area to create a neighbourhood pocket park that includes new lighting, wayfinding features, seating areas, trees, and other plantings.
- The backdrop to the new pocket park will be a new mural that will be created on the currently blank wall on the west face of the Waterfront Neighbourhood Centre. The mural will be managed and commissioned by StreetArtTO.
- Mr. Bowen noted that he shared the contact information of CLC members with StreetArtTO, as they will be reaching out to local residents to initiate a public consultation process for the mural. StreetArtTO will be soliciting feedback on the themes, ideas and tone that the neighbourhood would like to see reflected in this mural project. StreetArtTO will then conduct a competitive conceptual design process. The winning artist will be selected in Spring 2022, and the mural is expected to be installed in Summer 2022.

Mr. Bowen then opened the floor up for any questions from CLC members.

The Bathurst Quay Neighbourhood Association (BQNA) representative indicated that their building, Arcadia Artists Co-op, is very interested in the mural project. The BQNA representative noted that they would like to share information on the mural project at the Co-op's AGM being held this Sunday and asked whether the Co-op is on StreetArtTO's list of community contacts.

Mr. Bowen confirmed that he provided StreetArtTO with the contact information for both Arcadia Artists Co-op and the BQNA representative. He also responded that he would provide the BQNA representative with information that they can share at their Co-op AGM.

The York Quay Neighbourhood Association (YQNA) representative asked if there is a target date for the StreetArtTO mural project.

Mr. Bowen responded that StreetArtTO intends to initiate consultation with local residents in December 2021, and then run the conceptual design process through the winter and spring of 2022. StreetArtTO hopes to award the commission to the winning artist in late spring of 2022, and see the mural installation start in summer 2022 ahead of construction of the pocket park.

Mr. Furneaux asked whether Mr. Bowen can share the information with him about the public consultation process when they become available, so that Mr. Furneaux can share the details with all CLC members. Mr. Bowen confirmed that he can share this information.

M#44-A2 Provide CLC members with information about the StreetArtTO public consultation process for the Eireann Quay mural project.

Gene Cabral (PortsToronto) congratulated Mr. Bowen for his great effort and leadership on the BQNP project, and thanked Mr. Bowen for organizing the event on November 2nd, 2021.

4. PortsToronto Updates

Gene Cabral (PortsToronto) provided a presentation on PortsToronto updates. Mr. Cabral's presentation on PortsToronto updates is included in **Appendix C**.

Key points from Mr. Cabral's updates on this topic include the following:

- Mr. Cabral reviewed comparative data on the monthly domestic passenger traffic in Canada from 2018 to 2021. He noted that in both 2020 and 2021, as pandemic restrictions were lifted in the summer months there was a recovery (increase) in domestic passenger traffic and then there is a drop off after September given resurging COVID cases and public health restrictions.
- Mr. Cabral reviewed comparative data on the monthly transborder passenger traffic in Canada from 2018 to 2021. He noted that due to pandemic border restrictions and funneling of airports there was a sharp decline in 2020 followed by a flatline in traffic for about 15 months. Starting in summer 2021 there has been a continuing upward trend.
- Mr. Cabral reviewed comparative data on the monthly international passenger traffic in Canada from 2018 to 2021. He noted that the international passenger traffic is following the same pattern of sharp decline due to pandemic restrictions. There has been a slight upward trend in recent months, but nowhere near the level of increased passengers in other jurisdictions.
- Total Canadian passenger traffic in September 2021 was 43% of September 2019 levels. In the last seven days this number has jumped to 55% of 2019 levels; we are seeing an upward trend driven by increased transborder activities and additional airports allowed international flights.
- The majority of the recovery is from domestic passengers (September 2021 was 58% of September 2019 domestic passengers), whereas the recovery in transborder (September 2021 was 24% of September 2019 transborder passengers) and international passengers (September 2021 was 27% of September 2019 international passengers) has been much slower.
- Mr. Cabral reviewed comparative data on the monthly total passenger traffic for BBTCA from 2018 to 2021. He noted that with the restart of commercial service in September and October, there has been a 'hockey-stick recovery'. We saw just above 80,000 total passengers in October and are forecasting numbers to continue to grow in the coming months.
- Mr. Cabral reviewed comparative data on monthly aircraft movements at BBTCA from 2018 to 2021. He highlighted that the airport was still open even when commercial service was shutdown, and that there were still aircraft activities including helicopters.
- Total passenger traffic in October 2021 was 32% of October 2019 levels.
- Total aircraft movements in October 2021 were 74% of October 2019 levels.
- BBTCA anticipates between 70% to 80% pre-pandemic capacity during 2021 holiday season, including the resumption of Porter Airlines' seasonal route to Mt. Tremblant.

Note: These assumptions were made prior to knowledge of and widespread impacts of the Omicron COVID-19 variant.

- Conversations are occurring in both the US and Canada about moving forward with the US Customs and Border Protection facility at BBTCA.

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- Additional slots are being planned for Summer 2022 aircraft schedule season, which is from the end of March until the end of October. The revised daily airport slots are 224 slots for Monday to Friday (up 22 from 202), 129 slots for Saturday (up 20 from 109), and 193 slots for Sunday (up 20 from 173).
- Mr. Cabral noted that slots on weekends were pulled back considerably from the original 202 airport slots driven by BBTCA's commitments to reducing noise.
- Mr. Cabral noted that BBTCA was careful about the timing of when additional slots were added to address community interests. There are no additional slots between 6:45 am – 7:30 am and between 10pm to 11pm.
- Air carriers are currently going through the process for securing slots and have until the end of January to make adjustments, so slot numbers have not been finalized.
- Final details on slot allocations will be available sometime in February and will be shared with the public and this committee.

M#44-A3 Provide CLC members with details on carrier slot allocations when finalized.

Mr. Furneaux then opened the floor up for any questions from CLC members.

The BQNA representative indicated that their community is wondering what the rationale is for increasing the number of takeoffs and landings (slots), and that the community is very concerned about these increases and feels that they have not been consulted. The BQNA representative asked if its possible to have a separate conversation with the community about this increase so that their questions can be answered.

Mr. Cabral responded that the decision to add slots in 2022 was based on multiple factors indicating that this was the right time from a commercial perspective, but also is in keeping with the managed growth strategy that was put out through extensive consultation during the 2018 Airport Master Planning process, and respecting commitments on noise by managing peaks and avoiding noise sensitive time periods.

Mr. Cabral also confirmed that he and his team would be happy to partake in a separate meeting with the community on this topic, and that he would work with Mr. Furneaux on finding a time.

M#44-A4 Schedule a follow-up meeting to discuss slot increases.

The YQNA representative noted that the noise standard for BBTCA is 25 NEF which equates to an hourly average of 50 dBA, and that measurements collected over several years indicate that this standard has been significantly exceeded. The YQNA representative inquired whether the airport intends to respect this 25 NEF standard. The YQNA representative also expressed that they would like to understand how BBTCA determined the 202 slots per day and indicated that this has not been substantiated from a technical perspective in the Master Plan process.

Mr. Cabral responded that this is the first time he has heard about the 50 dBA standard, but that the NEF compliance mechanism that PortsToronto is required to conform to under the Tripartite Agreement has been well documented in the activity forecast Section 6 of the [2018 Airport Master Plan](#), and that all the modeling is done using the same methodology that Transport Canada uses in its compliance checks.

Mr. Cabral added that the Master Plan indicates that BBTCA could go up to 175,000 movements per year and still comply within the NEF contour, but PortsToronto has self-imposed a managed growth strategy that lowers that number because they feel it is the responsible thing to do.

The YQNA representative asked whether the airport is committed to meeting the 25 NEF standard.

Mr. Cabral responded that the PortsToronto website publishes the annual compliance checks that show that BBTCA is well within 25 NEF. Mr. Cabral suggested that this can be discussed further during the follow-up meeting being planned on the topic of slots.

The BQNA representative asked when the follow-up meeting on slots would be scheduled, noting that it would be nice if it could happen soon.

Mr. Cabral agreed that he believes this discussion should happen soon and indicated that he thinks it can happen before or right after the holiday season.

The YQNA representative inquired whether the numbers in the presentation referred to total movements of all aircrafts and not just commercial aircrafts.

Mr. Cabral confirmed that the aircraft movement numbers represent all aircraft takeoffs and landings, including medevacs, helicopters, and flight school aircrafts.

5. Waltzing Matilda Aviation – Connect Airlines Presentation

John Thomas (Waltzing Matilda Aviation) provided a brief presentation on Connect Airlines. Mr. Thomas's presentation on Connect Airlines is included in **Appendix D**.

Key points from Mr. Thomas's presentation on this topic include the following:

- Connect Airlines is a division of Waltzing Matilda Aviation (WMA) – WMA is the operator and Connect Airlines is the brand.
- WMA has operated for 13 years and is what is considered in Canada as a 704 operator.
- Plan is to launch transborder service from BBTCA in Q1 2022 to support Toronto's visitor economy and provide local community additional traveler choice.
- Connect Airlines plans to connect travelers from Toronto to Philadelphia International and Chicago O'Hare. These are both major hub airports that provide travelers connections across the US and the world.
- Partnering with Universal Hydrogen to bring the first zero emission aircraft to market. Intention to operate first zero emission aircraft at BBTCA by 2024/2025. This aircraft will not only provide significant emissions reduction but also utilizes much quieter engine technology which will further reduce the noise impact of the airport on the local community.

Mr. Furneaux then opened the floor up for any questions from CLC members.

The YQNA representative indicated that the issue of increased local traffic due to increases in transborder flights is a great concern for the local community, noting that there is a higher propensity for transborder passengers to travel to and from the airport in private vehicles because they tend to have more baggage. The YQNA representative inquired how transborder passengers will be encouraged to use the shuttle and transit instead of private vehicles.

Mr. Thomas responded that the Connect Airlines schedule is aligned around US business travelers coming to Toronto for the day, with flights arriving in Toronto at 8:30am – 9am, and then flights departing Toronto back to the US at about 5pm – 6pm. Business travelers coming into Toronto for the day don't have a lot of baggage and will be encouraged to use the shuttle given that they are likely going to downtown Toronto.

Mr. Cabral added that PortsToronto would be committed to working with Connect Airlines to raise awareness of the transit and active transport options available, and that they are continually working on improving the airport from a walkability perspective. He also confirmed that the profile of travelers

coming to the airport tends to be business travelers resulting in BBTCA having one of the lowest customer bag ratios.

The BQNA representative asked for clarification if the intention is to replace all aviation fuel with hydrogen fuel.

Mr. Thomas responded that there is a lot of money going into zero emissions in aviation, including electric aircrafts, but that electric aircrafts are best suited to replace the helicopter and General Aviation market. Mr. Thomas indicated that the most credible way of achieving zero emissions in the airline industry is through hydrogen power and that there are various companies working on that at the moment. He also clarified that hydrogen likely won't power all aircraft by 2050, but that the aim is to power a lot of the airline industry, and the most viable first step is bringing to market hydrogen-fueled turboprop aircrafts.

The BQNA representative asked how realistic it is to expect hydrogen-powered aircrafts in 2024/2025 as mentioned in the presentation.

Mr. Thomas responded that they are looking at a smaller version of the Q400 called the Dash 8-300 and that a testbed of that is looking to be flown by the end of 2022. He added that they are not developing a new engine, but rather using an existing hydrogen engine that has the power to fly a Dash 8-300, and that there is a path to certification that should enable these planes to be in service by 2024.

Matthew Kofsky (Toronto Board of Trade) asked what WMA was hearing from local business groups in Toronto with regards to demand for travel.

Mr. Thomas responded that most people are now saying that business travel will come back, and noted that when restrictions have been lifted in other jurisdictions such as in Asia and the US, that the market rebounds very strongly on the business side. Mr. Thomas added that WMA has recently joined the Ontario Chamber of Commerce to connect with the local business community.

6. BBTCA 2020 Sustainability Report: Questions

Mike David (PortsToronto) provided a brief presentation on the reporting background, process, and scope for Greenhouse Gas (GHG) Reporting. Mr. David's presentation on GHG Reporting is included in **Appendix E**.

Key points from Mr. David's presentation on this topic include the following:

- PortsToronto began publishing yearly GHG reports in 2015, and additionally began publishing BBTCA specific GHG reports each year starting in 2017.
- The process starts in January of each year so that the data from the full previous year is available, and takes about two months to complete. This involves conducting an audit of every fuel, combustible or refrigerant that was observed over the year. The data is extracted by PortsToronto and is analyzed by Sustainability Consultants at the Delphi Group who calculate the associated amount of carbon emissions.
- GHG is generally reported in three scopes. Scope 1 are direct emissions occurring from sources owned or operated by PortsToronto (ferry fuels, vehicle fuels, natural gas and propane). Scope 2 are indirect emissions associated with off-site utilities generation. Due to the ongoing partnership with Bullfrog Power, which displaces PortsToronto's electricity use with an equivalent amount of 100% green and renewable energy, PortsToronto's Scope 2 has been zero since 2010. Scope 3 are emissions resulting from sources not owned or operated by PortsToronto (tenant natural gas and vehicle use), however aircraft fuels are not included.

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- In 2015, PortsToronto set a goal to achieve 35% reduction in GHG footprint by the year 2035, which was in line with the targets being set by Federal and Provincial governments and the City of Toronto at that time.
- Electrification of Marilyn Bell 1 ferry will reduce PortsToronto's GHG footprint by 25%. Other GHG reduction initiatives include Highway H20 (keeps 50,000+ trucks off the road), fleet electrification, organic waste recycling program, generator replacement program, electric airfield maintenance equipment, LED retrofit program.

Mr. David then opened the floor up for any questions from CLC members.

The BQNA representative asked whether there are plans to include aircraft emissions in next year's report, or if this is completely off the table.

Mr. Cabral responded that airports around the world do not include the use of aviation fuels or aviation emissions within their reporting. Airlines do their own extensive reporting on their emissions reduction journey, and every part of the industry is working together and hard at addressing emissions. So, it's not as if nobody is dealing with aircraft emissions, it's just being reported under different banners.

The BQNA representative suggested that both the BBTCA and PortsToronto sustainability reports include the definitions for the different GHG scopes so that this is easier to understand. The BQNA representative then asked if there could be a process for answering a list of questions from the community on the sustainability report.

Mr. Furneaux responded that answers to the questions can be included in the minutes for this meeting. The questions from the community and responses from PortsToronto can be found in **Appendix F**.

M#44-A5 Provide answers to the list of questions from the BQNA community in the CLC#44 meeting minutes.

Answers to these questions were provided on March 1st, 2022 to the CLC and are included in these minutes as well as the minutes to CLC #45.

The Toronto Island Community Association (TICA) representative asked whether the solar and wind power for the electrified Marilyn Bell I ferry will be generated on site.

Mr. David responded that the renewable energy is generated offsite. He explained that PortsToronto buys its electricity directly from Toronto Hydro and it comes through the electricity grid, but then PortsToronto pays a premium to Bullfrog Power who supplements the grid with solar and wind power from elsewhere in Ontario.

Mr. Cabral suggested that the CLC have a standing item, perhaps once or twice a year, to discuss sustainability on a regular basis, and especially to share details on the sustainability report.

7. Community Updates

The TICA representative shared that there has been a lot of road repair work happening in Toronto Island, and that the community is very grateful for the cooperation of BBTCA in allowing the concrete trucks to access the island through the airport runways. The TICA representative also shared that over a third of the Toronto Island community is above the age of 70, and that BBTCA has been very generous about allowing food deliveries across the runway which the community depends on to support this vulnerable population.

Mr. Cabral responded that the credit should go to Michael MacWilliam and the team he put together to support those activities. Mr. Cabral thanked the TICA representative for recognizing that.

The BQNA representative noted that in October, they participated in a tour led by Michael MacWilliam, with Bryan Bowen, the YQNA representative, and Alexander Furneaux, that looked at the different airport lighting scenarios from the perspective of a south-facing building, and then went to the airport to assess the lighting sources and what can be done to mitigate impacts. The BQNA representative inquired whether a report on that tour has been completed.

Mr. MacWilliam replied that he has not yet completed the report, but that he will get something back to the BQNA representative in the next week or so.

M#44-A6 Provide report on the lighting tour to the BQNA representative.

The YQNA representative indicated that their community members are very concerned about building back smarter at the airport and the number of flights.

Mr. Cabral affirmed that building back smarter is very important to PortsToronto and indicated that many other airports are dealing with long lineups during peak times and then very quiet periods afterwards. Mr. Cabral congratulated the teams at BBTCA, including Porter Airlines and Air Canada, for managing the peaks accordingly so that the type of long lineups in other airports are not an issue at BBTCA.

8. Air Quality Study Updates

Angela Homewood (PortsToronto) and the BQNA representative provided an update on the Air Quality Study. Ms. Homewood shared that last week there was a meeting for the Bathurst Quay Neighbourhood Air Quality Study. The meeting included partners from the University of Toronto research team and reviewed the work the research team has done in terms of indoor and outdoor air monitoring sampling, as well as areas where they were seeking additional information from the community through Citizen Science initiatives.

Ms. Homewood noted that the research team is also looking for some additional information from the airport with regards to the operations of transporting fuel to and from the airport and airport vendors. Another idea that came up was to set up outdoor air monitoring sampling locations at the airport, and there is work being done to move that conversation forward.

Ms. Homewood also noted that at the end of January it will be a year since the study started, and that another public meeting as well as a citizen scientists meeting are being schedule around that date. Ms. Homewood and the BQNA representative will be working on setting up the communications subcommittee meetings and the technical working group meetings in the coming weeks so that there can be some outreach with the community around providing project background and growing engagement with the study.

The BQNA representative added that future plans for the study include conducting additional mobile testing, as well as getting permissions to install long term fixed monitors at both the airport and in the community. The research team would like to know when the airport expects to get back to 75% capacity because that is when they would be able to start the mobile testing again.

Mr. Cabral responded that the airport is not at 75% capacity yet, and though the holiday season might bring that up to the 70% - 80% range, it is uncertain at this time. Mr. Cabral recommended that it would be better to plan for the mobile testing in the spring.

9. Business Arising

Mr. Furneaux noted that he will be sharing some tentative 2022 CLC meeting dates by email and asked CLC members to provide feedback if there are any conflicts.

Mr. Cabral suggested that in gathering feedback on the 2022 meeting dates, that CLC members can also be polled on preferences for in-person meetings versus virtual meetings.

M#44-A7 Poll CLC members on preferences for 2022 meeting dates and preferences for in-person versus virtual meetings.

Jennifer Quinn (Nieuport) shared that Nieuport has commissioned an economic impact study that will launch tomorrow, that she will circulate with CLC members in advance. Ms. Quinn noted that this study is different from most economic impact studies in that it is forward looking and seeks to understand the impacts and contributions BBTCA will make in 2025 based on the Master Plan.

Mr. Cabral suggested including time on the next meeting's agenda for Ms. Quinn to present on this topic. Ms. Quinn confirmed that she would be happy to.

The BQNA representative indicated that they heard about Nieuport conducting a survey. They asked if Ms. Quinn could tell the CLC members about that.

Ms. Quinn replied that this was a two-week survey conducted by phone, that polled sentiment from different communities about the airport. Ms. Quinn noted that the survey was just recently completed and that she could provide an update once the results are in.

M#44-A8 Add "Nieuport Updates: Economic Impact Study and Community Survey Results" to CLC 45 agenda

Mr. Furneaux asked CLC members if there were any outstanding items to address at this meeting.

Michael Antle (PortsToronto) noted that on Monday, November 29th there will be a jet aircraft conducting flight checks at the airport for all runway approaches from 10am – 11:30am. This is part of the regular certification of the runways. Mr. Cabral confirmed that a notice will be sent out to inform community members but encouraged CLC members to give a heads-up to their communities.

The BQNA representative noted that there is a CLC member that was never replaced, but also some members of the CLC that do not attend. The BQNA representative inquired whether CLC members could reach out to other members to encourage them to come.

Mr. Furneaux replied that he intends to do a review of what attendance has been like at CLC meetings and follow-up with absent members.

M#44-A9 Review attendance of recent CLC meetings and follow-up with absent members.

Mr. Cabral agreed with the BQNA representative that it might be helpful for CLC members to reach out to fellow members to politely encourage them to attend. Mr. Cabral also thanked the members who regularly attend for their participation.

The meeting adjourned at approximately 8:40 p.m.

Appendix A – Meeting Agenda

**Billy Bishop Toronto City Airport
Community Liaison Committee Meeting # 44**

November 24th, 2021
6:30 p.m. – 8:30 p.m.
Zoom Virtual Meeting

AGENDA

- 6:30** Log-In & Welcome (Alexander Furneaux)
- 6:35** Review of Meeting Minutes (Alexander Furneaux)
- 6:40** Bathurst Quay Neighbourhood Plan Update (Bryan Bowen)
- 6:55** PortsToronto Updates (Gene Cabral)
- 7:05** Waltzing Matilda Aviation – Connect Airlines Presentation
- 7:30** BBTCA 2020 Sustainability Report: Questions (Mike David)
- 8:00** Community Updates (YQNA, BQNA, TICA)
- 8:15** Air Quality Study Updates (Angela Homewood)
- 8:25** Business Arising
- 8:30** Adjourn

Appendix B – Update on Bathurst Quay Neighbourhood Plan

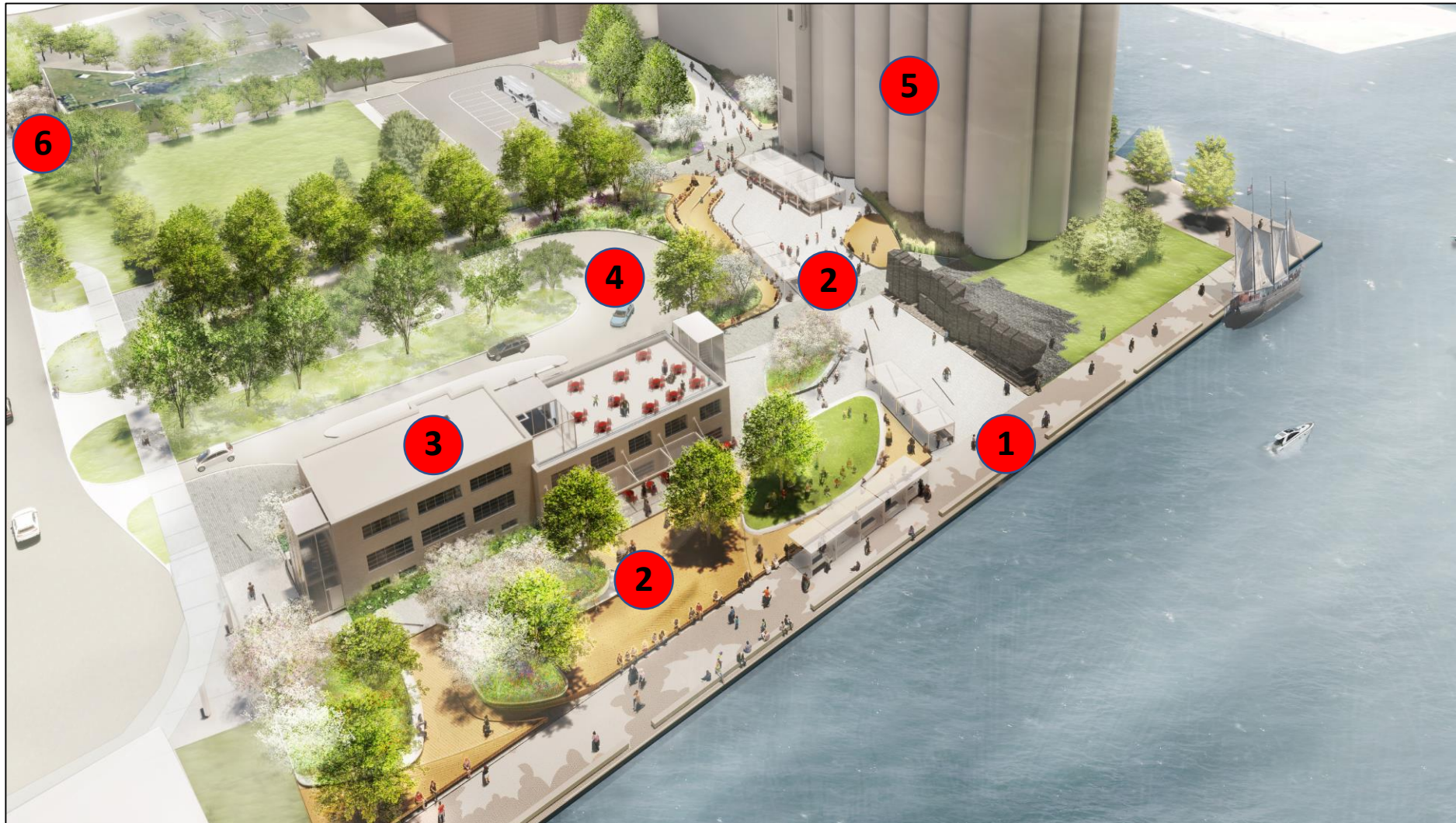
BATHURST QUAY NEIGHBOURHOOD PLAN (BQNP) IMPLEMENTATION – PROJECT UPDATE – NOVEMBER 2021



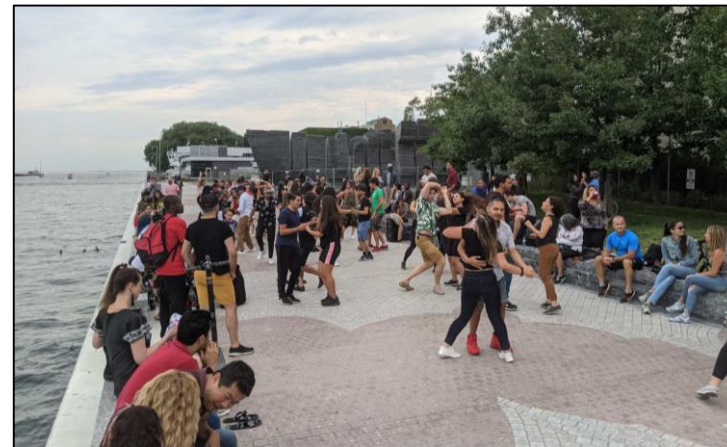
City Planning – Waterfront Secretariat (B. Bowen)



The BQNP: Six separate yet overlapping and co-ordinated revitalization projects. Delivered in partnership through three construction phases. Linked together by new public space on our waterfront.



Water's Edge Promenade



BQNP Project Updates – CMC Silo Rehabilitation

- Design work and Heritage Conservation Plan complete
- Active Request for Tender opened July 2, 2021; closed August 3, 2021. Bid Award Panel September 22, 2021
- Brook Restoration mobilized in October 2021. Work to last approximately 2 years. Project will be staged south to north to accommodate start of plaza construction in 2022.
- Perimeter fence to be removed in stages (also south to north). New pedestrian ‘portal’ to be ‘roughed in’ with south silo rehab and completed with plaza construction.
- Adaptive re-use EOI/RFP details in 2022.



Above: Foundation waterproofing presently underway.
Below: Hydro duct bank installation set to commence.



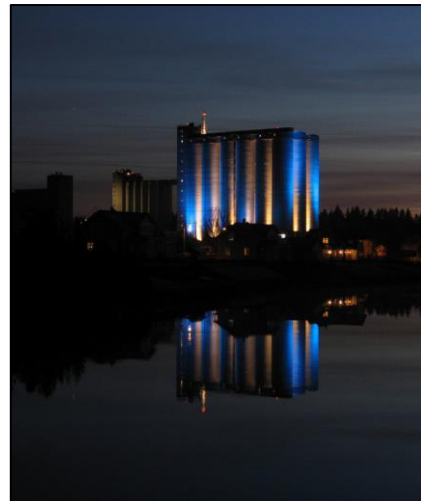
BQNP Project Updates – The Corleck Building

- New waterfront centre for arts and culture. To be delivered and operated by the City's non-profit partner, Canada Ireland Foundation.
- Various project permits and approvals complete and underway (zoning; servicing connections; building permits)
- Site work and renovations to commence in November 2021
- Expected to open Spring 2023.



Waterfront Plaza Concept –

Inspiration and precedents for new public space on the Canada Malting site.





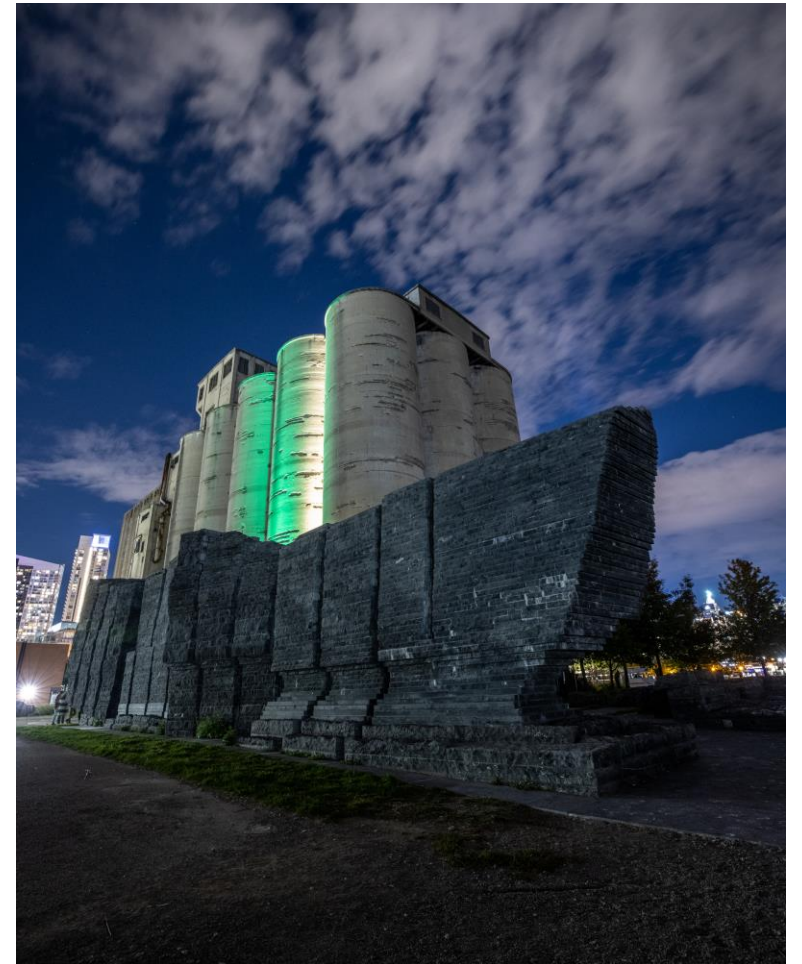
Plaza construction to begin
Summer 2022.

The silo portal –

A new connection through and with the malting silos. A walk-through interpretive exhibit to tell the history of Toronto's waterfront: from indigeneity, to industrialization, to revitalization.



Ambient lighting for the Canada Malting Silos



Eireann Quay streetscape and StreetArtTO mural

A neighbourhood 'pocket park' and gateway with space for pedestrians, trees, wayfinding and public art.



Eireann Quay streetscape and StreetArtTO mural

A neighbourhood 'pocket park' and gateway with space for pedestrians, trees, wayfinding and public art.

About StART

StreetARToronto (StART), an initiative of the City of Toronto, Transportation Services Division, is a suite of innovative city building programs intentionally designed to showcase, celebrate and support street, mural and graffiti artists and art throughout Toronto.



975 Danforth Avenue
Lead Artist: Elicser Elliott, Partners: East End Arts

StreetARToronto



Robust consultation and conceptual design process to begin in Dec 2021 and run through Spring 2022.
Artist selection in Spring 2022. Mural installation Summer 2022.

Appendix C – PortsToronto Updates Presentation

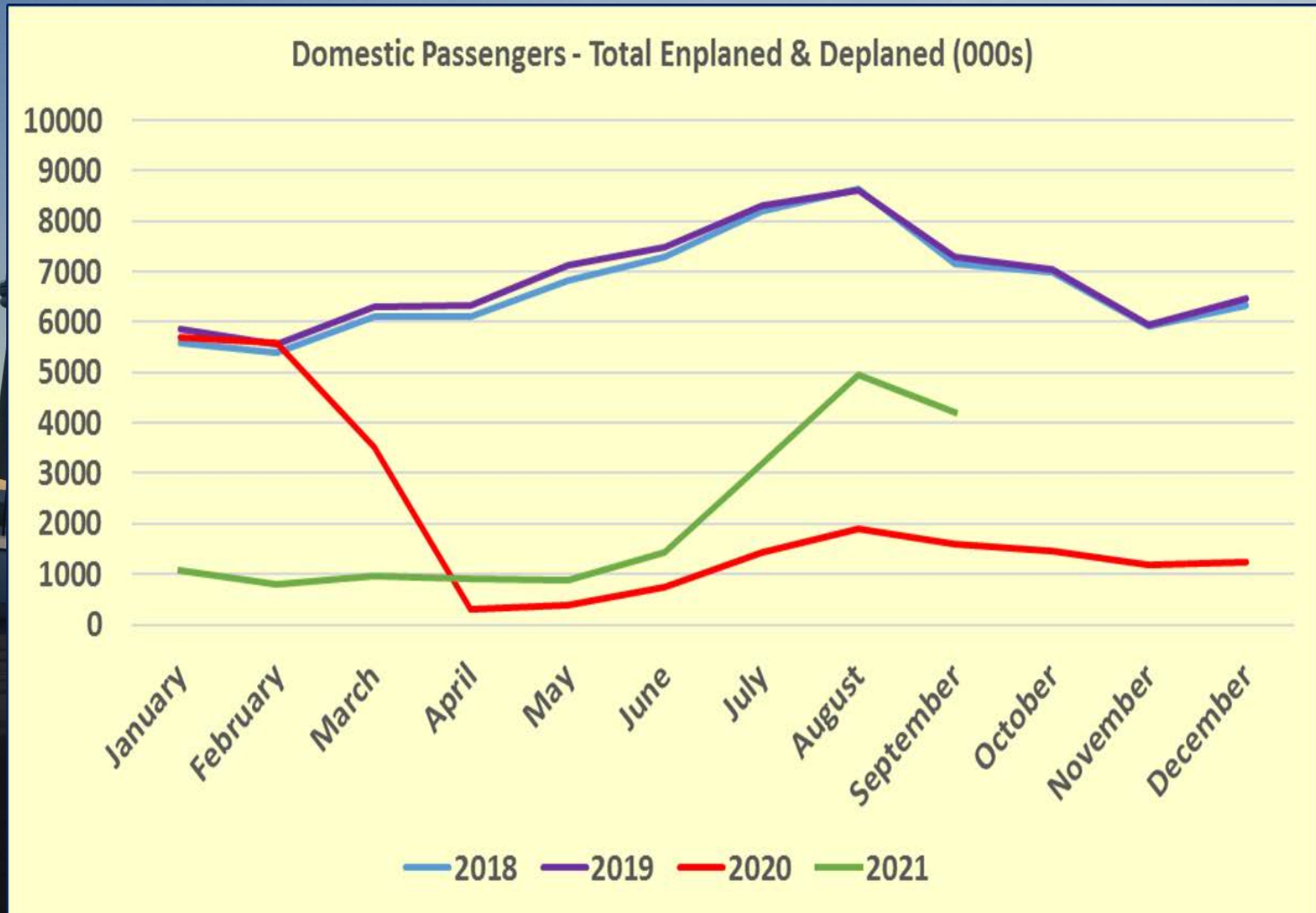
Billy Bishop Toronto City Airport Updates

November 24, 2021



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Canadian - Domestic Passenger Traffic 2021 (through September)



Canadian – Transborder Passenger Traffic (through September)



Canadian - International Passenger Traffic (through September)

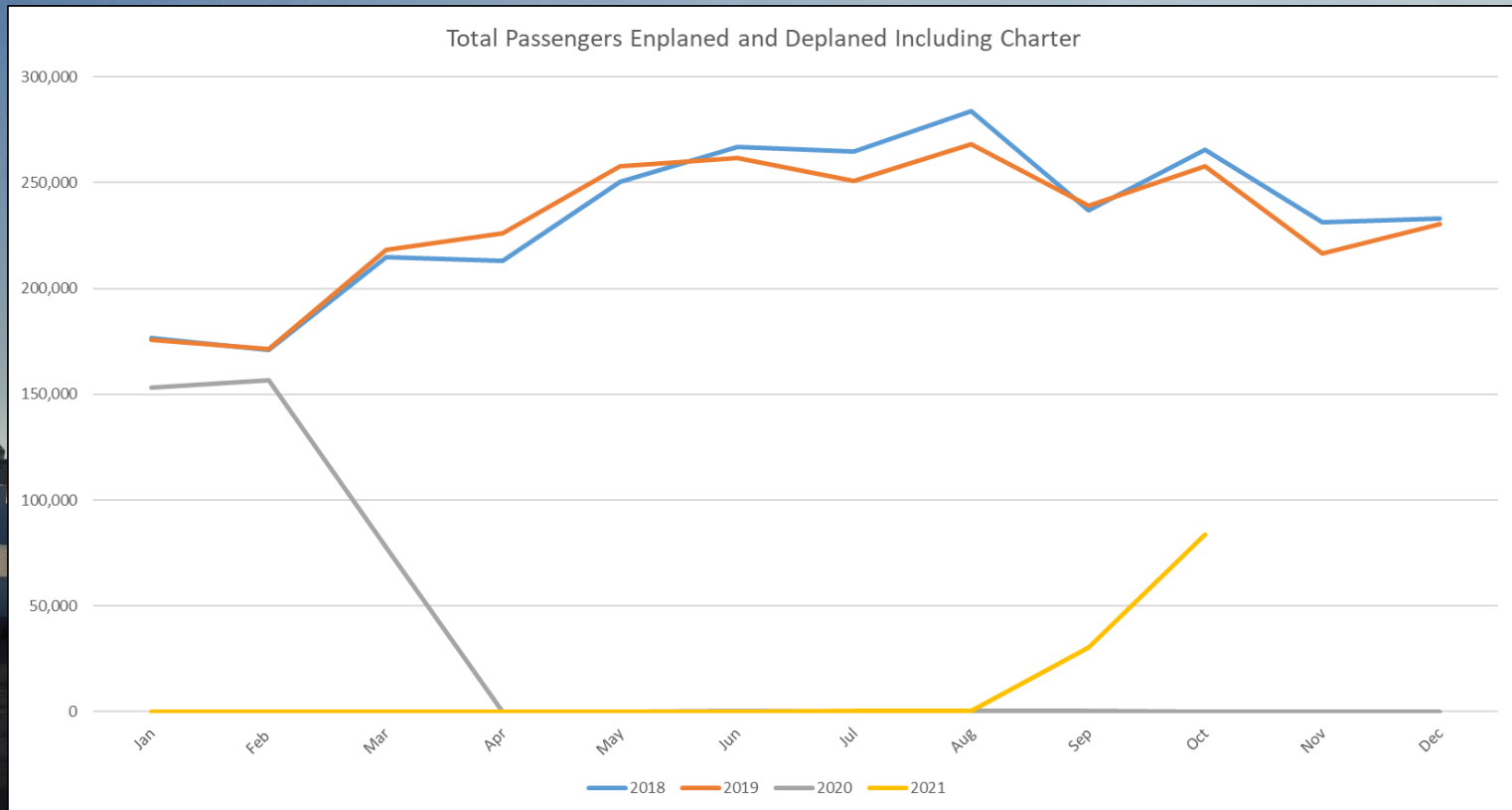


Canadian - Passenger Traffic (through September)

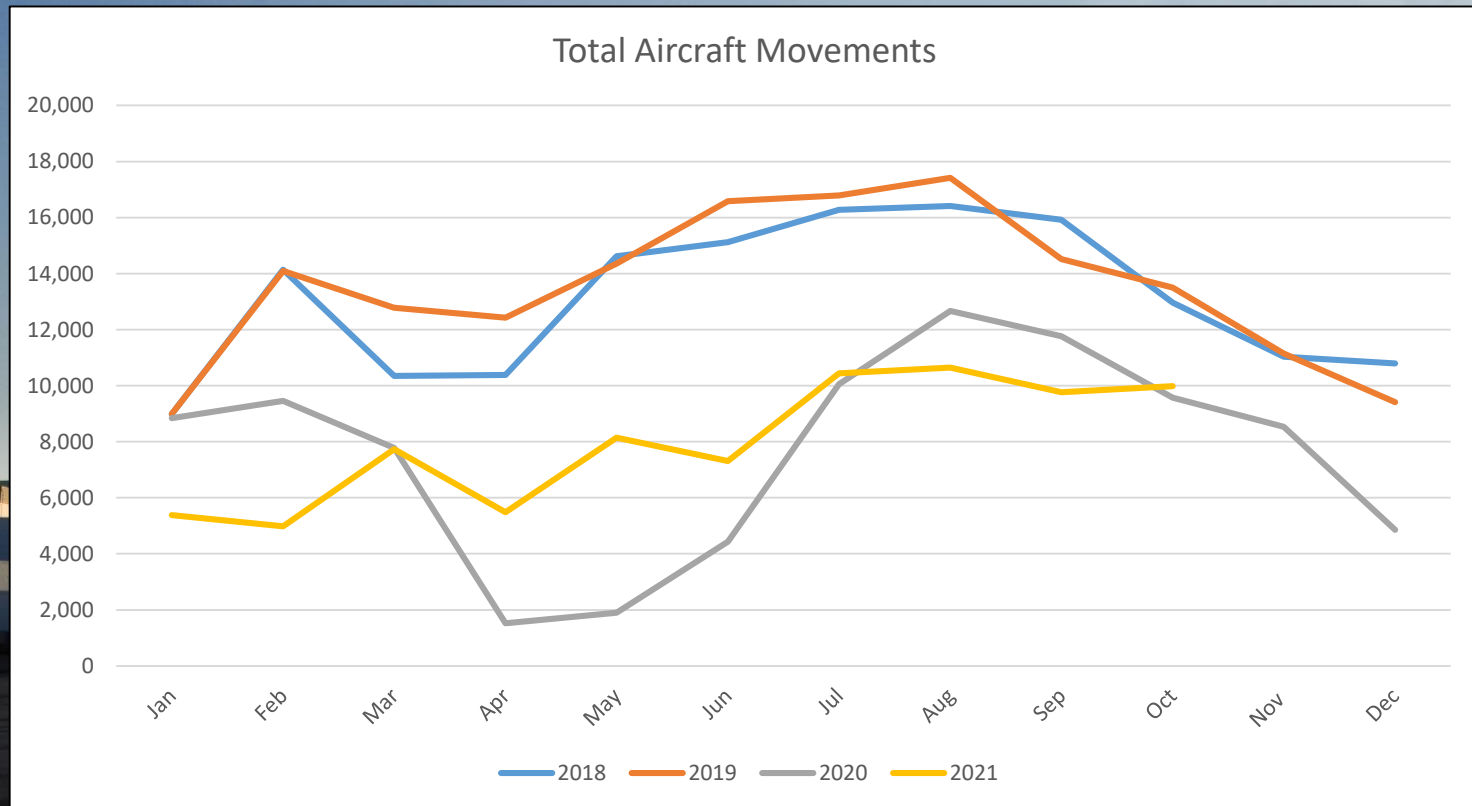


	September vs 2019	Year to Sept vs 2019
Total Enplaned/Deplaned Pax	43%	20%
Domestic E/D Pax	58%	26%
Transborder E/D Pax	24%	6%
Other International E/D Pax	27%	11%

Billy Bishop Toronto City Airport Passenger Traffic (through October)



Billy Bishop Toronto City Airport Aircraft Movements (through October)



Billy Bishop Toronto City Airport Recap (through October)

	October vs 2019	Year to Oct vs 2019
Total Passengers	32%	5%
Total Aircraft Movements	74%	56%

Timeline

Rebuilding YTZ Air Service



Holiday Season 2021

Airline Planned Capacity

The Airport anticipates between 70 to 80% capacity pre pandemic including Porter's resumption of seasonal service to Mt. Tremblant



Next Steps / Planning –

Summer 2022

USCBP – U.S. Customs and Border Protection

Connect Airlines Start up (WMA)

Summer 2022 Planning

Airport Slot Capacity – As outlined in the Airport Master Plan



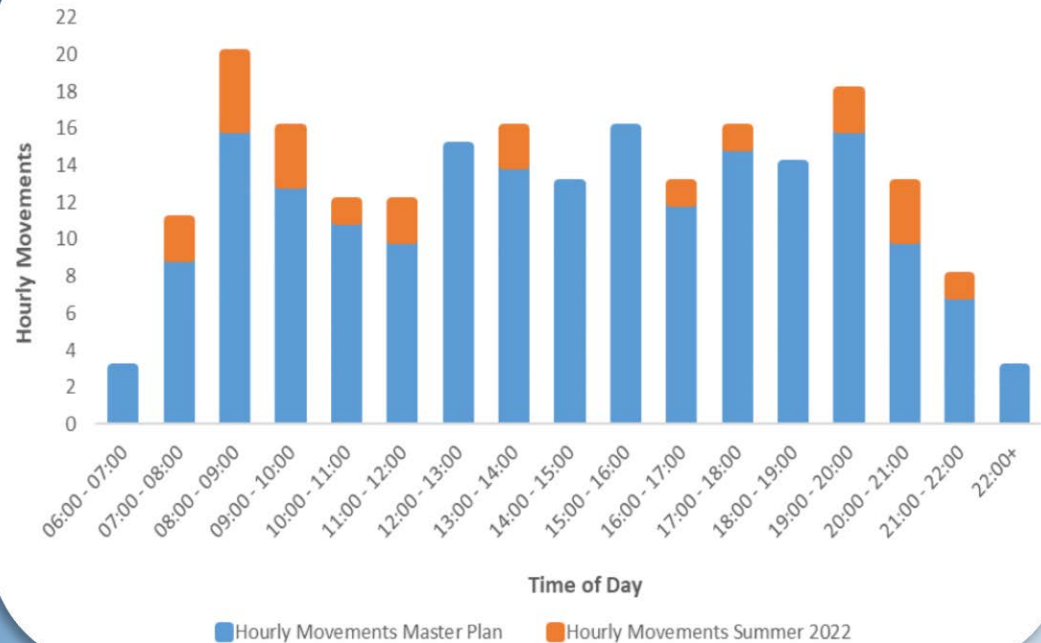
Revised Daily Airport Slot
Capacity Limit

Monday to Friday
224 Slots (up 22 from 202)

Saturday
129 Slots (up 20 from 109)

Sunday
193 Slots (up 20 from 173)

Scheduled Air Carrier Movements by Time of Day



**BILLY
BISHOP** 
TORONTO CITY AIRPORT

Thank You



Appendix D – Presentation on Connect Airlines



Connect Airlines, the future of *smarter*, greener travel
November 24, 2021

John Thomas – Chief Executive Officer



40+ years in airline industry as leading global advisor

In addition to actively managing WMA, currently:

- Board member for Skyservice, the largest Corporate aviation service provider in Canada
- Board member Icelandair Group
- Senior Advisor to Spike Aerospace Inc., ATM Consultants Group, and CAPA Centre for Aviation

Led a turnaround as Group Executive (CEO), Virgin Australia Airlines

Led the Global Airline Practice for LEK Consulting for over 20 years advising the world's leading airlines and OEMs on M&A, ancillary revenues, loyalty programs, airports, alliances, and restructuring

Supported by a management and advisory team of professionals with more than 150+ collective years of airline experience



Waltzing Matilda Aviation (WMA) is launching Connect Airlines

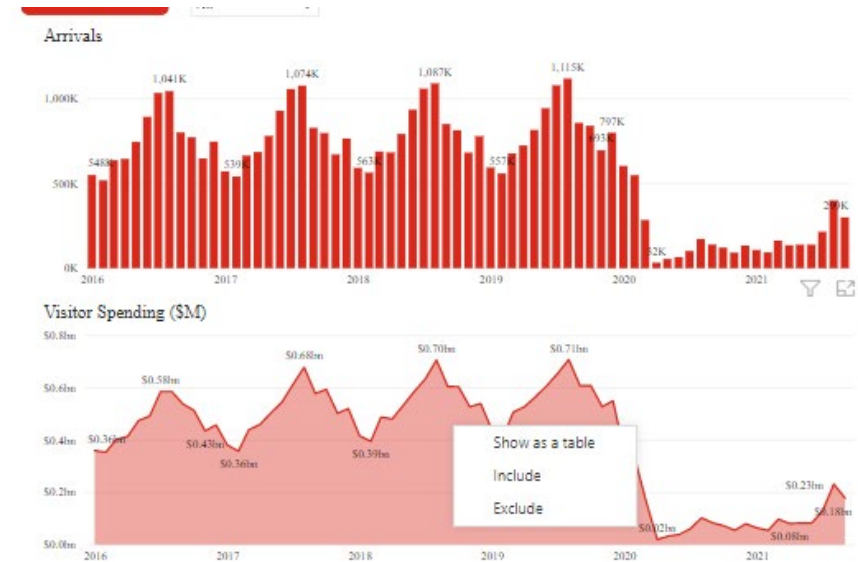
- WMA Mission Statement
 - “With Safety as our number one priority, the mission of WMA is to connect our guests to family, friends, and colleagues with the highest standards in service and reliability to create a safe, stress-free, enjoyable and sustainable travel experience”
- WMA currently operates as a US Part 135 airline (Charter and Air Taxi) based in Bedford, MA
 - Commenced operations in 2008 and has provided with an expanding fleet of aircraft
 - 13 years of safe, reliable operations with zero violations, zero noise complaints, and an excellent working relationship with the FAA and Massport – Boston area
 - WMA’s core Boston based business grew by 80% from 2019 to 2020
- WMA is undergoing FAA certification to add a Part 121 certificate (US Flag, US Scheduled, and US Non - Scheduled Airline)
 - Will rely on fuel efficient/more environmentally friendly turboprop aircraft
 - Developing North America’s first Zero-Emission Airplane Service
 - Plan to launch transborder service from Billy Bishop Toronto City Airport in Q1 2022 to support Toronto’s visitor economy and provide additional traveler choice





Supporting the GTA's Visitor Economy

- YTZ is a vital economic and quality of life gateway
 - Providing greater consumer choice and convenience for Toronto residents
 - Generating in pre-pandemic times \$470 million in Gross Domestic Product (GDP) each year and supporting 4,740 jobs, including 2,080 directly associated with the airport operations (PortsToronto)
 - Visitor arrivals and spending plummeted in COVID
- Access to U.S. markets is a massive competitive advantage for Toronto – it will take work from all stakeholder to bring that back
- Business travelers needed to raise Toronto occupancy beyond 50% leisure traveler ceiling (Destination Toronto)
- Connect will open more markets bringing additional business and leisure travelers to the City to support jobs and economic growth in Toronto





Supporting Traveler Choice

- Connect plans to begin US-Canada transborder service in early 2022 connecting travelers from Toronto - Canada's largest city and economic engine - to Philadelphia International and Chicago O'Hare
- Opportunity to reach US airports serving metro areas within ~2.5 hour flying range, with first flights incoming to YTZ each day
- Travel from YTZ to the world with one stop
- Our partnership with global airlines and their leading loyalty programs dramatically increases traveler destination options and rewards them with points and redemptions





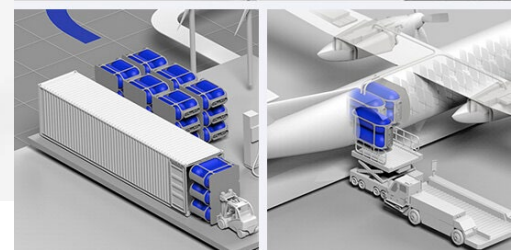
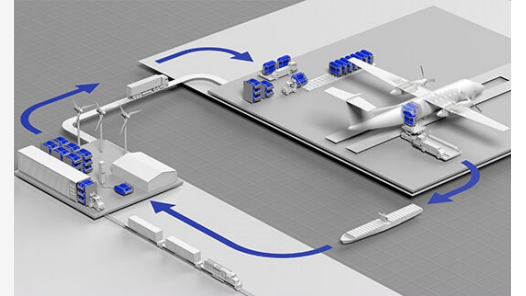
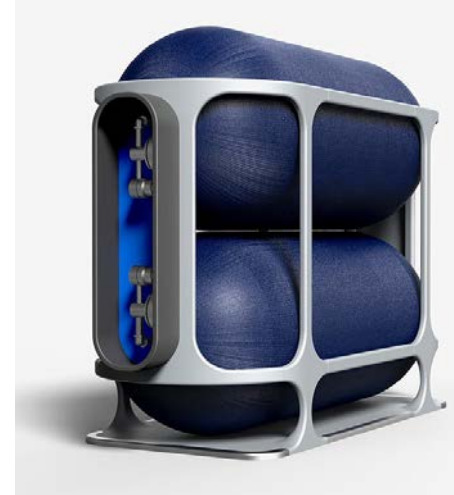
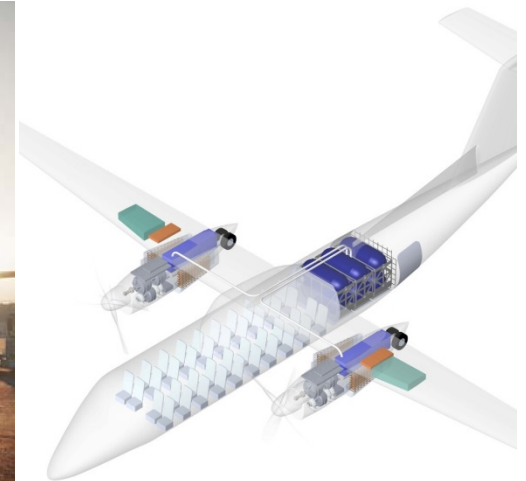
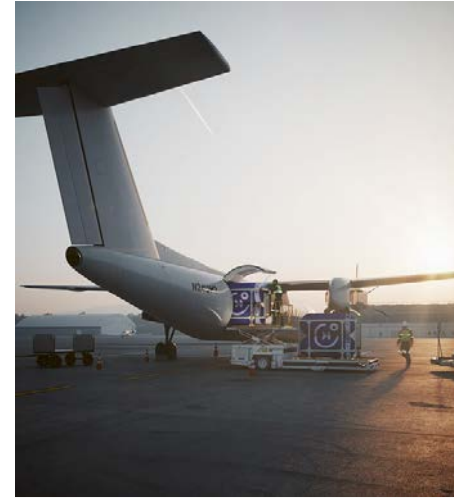
Our Green Ambition: Building a Sustainable Airline

- In alignment to deliver the benefits of air travel while protecting the planet, Connect intends to be at the forefront of zero emissions / zero carbon technology adoption
- Operating the Q400 will translate into 35% lower CO2 emissions versus 50 and 70 seat regional jets and 50% lower CO2 emissions versus narrow body jets
- The Q400 is also certified to meet the latest Stage 5 noise standards. It is quieter on the inside for passengers and quieter on the outside for our airport neighbors resulting in 50% less noise on take-off vs jets.
- Have installed Canadian developed technology on board our aircraft that makes our aircraft at the leading edge of the “connected aircraft”
 - This includes a paperless cockpit, integrated flight plan and emissions tracking, and aircraft health monitoring that optimizes our operations resulting in improved reliability, increased fuel efficiency and better fuel management, more efficient airport apron operations, and reduced delays
- Working to ensure waste created by Connect is minimal and to keep the airline on the leading edge of a sustainability agenda
- We will work with YTZ to support annual sustainability targets



Developing North America's first Zero-Emission Airplane Service

- Connect Airlines is partnering with Universal Hydrogen, a leading developer to bring zero emissions propulsion to aviation
- Hydrogen has high energy density and low weight, making it the perfect clean energy source for aviation
- Electricity generated by the hydrogen fuel cell is used to drive electric motors, with lower noise footprint, lower maintenance, and higher reliability than traditional gas turbine engines
- The emissions produced by the Hydrogen Fuel Cell is water vapor
- Hydrogen power is the most realistic short-medium term technology that could make air travel zero emissions and zero carbon
- Dash 8-300 is the launch platform, followed by Dash 8-400



Connect, the future of smarter, greener travel

**We look forward to supporting Toronto's visitor economy
and providing traveler choice for area residents.**

Thank you!

Connectairlines.com

We believe there's a smarter way to fly



Appendix E – Presentation on GHG Reporting

The background of the slide is a photograph of the Toronto skyline at sunset. The CN Tower is the central focus, with other skyscrapers visible to its right. The sky is a mix of orange, yellow, and blue. A white wavy line graphic is positioned below the word 'PORTS' and above 'TORONTO', ending in an upward-pointing arrow.

PORTS
TORONTO

**Greenhouse Gas (GHG)
Reporting Summary**

Agenda

1. GHG Reporting Background
2. GHG Reporting Process
3. GHG Reporting Scope
4. GHG Reduction Initiatives
5. Q & A



GHG Reporting Background

- GHG reporting commenced in 2015 with the publishing of our first Sustainability Report
- First Billy Bishop Airport Report was published in 2017, first carbon target was established



GHG Reporting Process

- Undertaken annually in January/February
- Data is extracted by PortsToronto and calculated by Sustainability Consultants The Delphi Group



GHG Reporting Scope

Scope 1 – Direct emissions occurring from sources owned or operated by PortsToronto

- **Ferry fuels**
- **Vehicles fuels**
- **Natural gas & Propane**



GHG Reporting Scope

Scope 2 – Indirect emissions associated with off-site utilities generation

- Zero Scope 2 emissions since 2010 due to our use of 100% renewable electricity for all PortsToronto's direct operations
- ~24,000 tCO₂e displaced since 2010 with Bullfrog Power



GHG Reporting Scope

Scope 3 – Emissions resulting from sources not owned or operated by PortsToronto

- **Tenant Natural Gas**
- **Tenant Vehicle Fuels**
- **Aircraft Fuels are not included**



GHG Reduction Initiatives

MB1 Electrification

- ~530 tCO₂e reduction each year
- ~200,000L of biodiesel replaced with Bullfrog Power



GHG Reduction Initiatives

HIGHWAY H20

- 2.3M tonnes of cargo in 2019
- 50,000+ trucks taken off the road each year



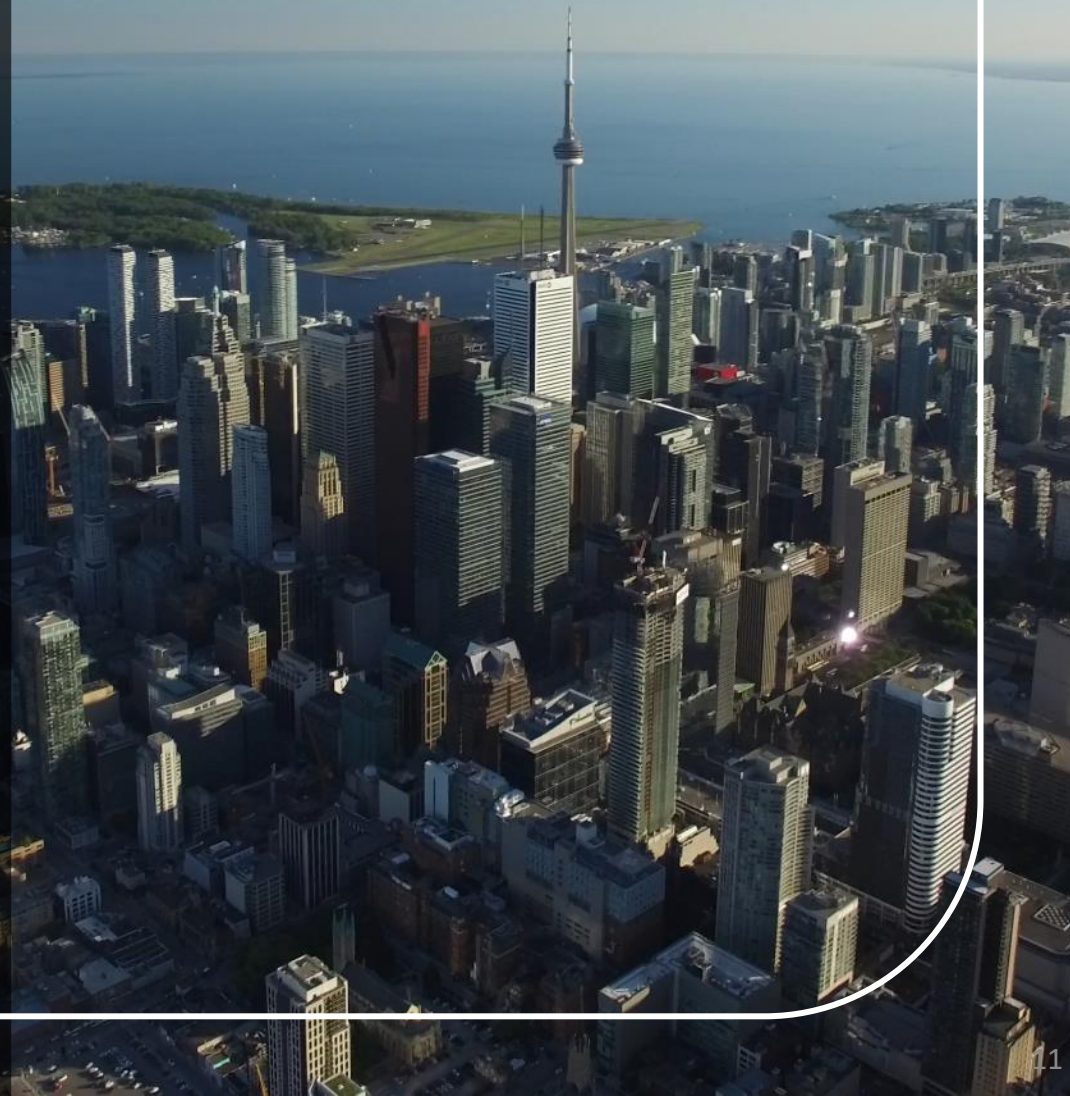
GHG Reduction Initiatives

- **Fleet Electrification**
- **Organic Waste recycling Program**
- **Generator Replacement Program**
- **Electric Airfield Maintenance Equipment**
- **LED Retrofit Program**

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TORONTO

Thank You

Q&A



Appendix F – Community Questions

Climate Action

Both Ports Toronto and BBTCA have committed to exploring and implementing initiatives to reduce emissions in order to achieve a 35 per cent reduction below 2015 levels by 2030.

1. Can you clarify if or how Greenhouse Gas emissions were calculated for flights using BBTCA?

PortsToronto and Billy Bishop Airport report annually on Scope 1 and 2 emissions, and Scope 3 where data is available. Generally, the Scope 3 reporting includes fuels consumed by tenant buildings or vehicles on site and does not include aircraft emissions consistent with global best practices for Airports.

2. We understand that Ports Toronto is using Scope 1,2 and 3 reporting <https://plana.earth/academy/what-are-scope-1-2-3-emissions/> If aircraft GHG emissions were taken into account would this be a Scope 3 reporting criteria? Do you have plans to include aircraft emissions in next year's report?

Scope 3 emissions are defined broadly as those which are generated on site by sources outside of PortsToronto's control, but which fall into our value chain.

Based on standard reporting procedures globally, Aircraft emissions are not captured by Airport reporting.

Airlines in Canada are leading by example on their own and with partnerships which can be seen contained within their own reporting and we will work with our airline partners as they look at ways to reduce aircraft emissions.

3. Can you clarify who are the tenants you mention in both reports?

The PortsToronto and Billy Bishop Airport Sustainability Reports include mention of tenants at the Airport, Port, and elsewhere. At the airport these include airlines ground handling and equipment, terminal owner and operator, FBO operators, ORNG and other commercial tenants.

4. Can you clarify the graph on page 28 and what the amounts listed under Tenants (Scope 3) refer to?

These emissions include fuels consumed by tenant buildings or vehicles on site; generally they include natural gas, propane, gasoline, and diesel.

5. How is BBTCCA encouraging general aviation and airlines to implement best practices to reduce emissions?

- a. Would BBTCA consider fines/penalties for those who don't follow recommended practices such as single engine taxiing and long idling periods? The community has

noted that idling on the runway can continue for long periods and an AC aircraft was seen taxiing with both engines, rather than a single one.

Currently recommended practices and policies are on self-compliance basis. Imposing fines is not in place. However, our Airline partners have been very proactive and leading on initiatives such as the single engine taxi programs.

- b. Regarding ground transportation: a community member asked the shuttle bus driver if he had been instructed not to idle his engine and he replied that he's never been told to turn his engine off. This appears contradictory to the statement that BBTCA enforces a strict anti-idling policy for vehicles on all its properties. In addition, when the fleet was upgraded, why did Neuiport not choose to electrify their fleet?

PortsToronto traffic management staff are instructed to advise drivers of our anti idling policy. PortsToronto has been advised by Nieuport that their plans do include introduction of electric buses.

6. In researching and monitoring innovative measures by aviation experts, are you aware of the European Commissions RefuelEU Aviation Proposal? See attached briefing prepared by Transport & Energy group. Specifically, will Ports Toronto and BBTCA avoid the use of certain bio-fuels that actually have negative environmental impacts?

No such proposal has been received at Billy Bishop Airport. PortsToronto will continue to engage with our airline partners as we assess the merit any future proposal.

7. Much research is globally focused on 'sustainable aviation fuel' (SAF) to count towards meeting reduction targets. Have you considered Demand Management as a means to reduce emissions? The Transport & Energy group points out that the trend for increased passenger flights 'has made it more challenging to reduce emissions, because the greater the fuel demand, the harder it is to decarbonize. Reducing passenger, and therefore fuel, demand will be key for SAFs to have a larger effect in reducing aviation's climate impact.' The fact that many planes are flying at less than 50% capacity is a sustainability challenge. How will demand management factor into your roadmaps to reduce emissions?

We are aware and watching closely the developments by Airlines around the world including in Canada. Recently an announcement has been made of the formation of a council in Canada [Homepage - C-SAF](#).

We have no plans to implement a demand management system at YTZ.

Sustainable Cities and Communities – Noise Monitoring

We appreciate the good working relationship between BBTCA, Ports Toronto and the Noise Management Sub-Committee of the Community Liaison Committee. Ports Toronto is currently completing a noise study to identify sources of ground noise at the airport and, through analytical noise modelling techniques, assess opportunities to reduce the impact of ground-sourced noise on the community. Although not referred to specifically in the Sustainability reports the issue of NEF contour study creates ongoing challenges. As the YQNA representative pointed out in the last meeting of the CLC, the NEF contour maps do not include the stationary noise of the airport grounds and this needs to be considered - particularly if the NEF contour study allows for commercial slots well above the 242 total that is being considered based on the master plan.

8. Why are we dealing with NEF contour criteria which is acknowledged to be problematic - when we have a unique airport situated next to water and high rise residential buildings? If the NEF is admitted to be inappropriate, will Ports Toronto and BBTCA posit the possibility of reducing the number of slots to mitigate the noise problem now?

The Tripartite partners established the only framework to manage the number of take off and landings at this Airport. The NEF which is a well established tool, was agreed to and has been the tool used by all parties to date. We will continue to use the only approved mechanism in the agreement and will operate within those limits including implementing self imposed managed growth strategies to operate well below the NEF allowable conditions.

9. Going forward, will Ports Toronto clarify that noise monitoring will be measured in both DBA and DBZ to better reflect the noise impact on nearby communities?

Specific to Transport Canada guidelines, we are driven by the criteria established according to the regulator.

Having said that, specific to the existing NMT's, the noise software provider has been engaged many months ago to create a report that will show the DBZ readings. No other airport has ever requested this information, even though the monitors do record the data, they are still working on how to provide this information so it can be shared. No ETA on when this might be available but we will continue to work with them this year.

Partnerships for the Goal - Parking in Local Streets by airport staff and contractors

This issue relates directly to Port Toronto's 'Community Investment and Initiatives'. The issue of airport staff parking on local streets is an ongoing community concern. Current permit parking only restricts parking from 7 pm to 7 am which allows Porter staff and others to park in the neighborhood during the day using limited spaces on local streets.

1. Would Ports Toronto pay or negotiate subsidized parking for airport employees and contractors to use available paid parking either within the 300 parking spaces on the island or the 200 spots at Stadium road? We assume many airport staff or contractors could not afford these rates without such financial help – which is why they park on local streets. Such a policy would help solve this problem.

PortsToronto in collaboration with Stolport do offer monthly discounted rates to staff at the Airport. Employees can choose not to park at the Airport and many will use public transportation and will walk to work as many live within the surrounding community.

Beyond this, it is the responsibility of each BBTCA stakeholder to address parking with their employees. We will continue to promote use of public transportation, cycling, and walking to all tenants and their employees in order to reduce the number of vehicles coming to the airport.

Partnerships for the Goal - Communication with the community.

Not all community members have access to computers and smart phones. Many rely on phones only. The Ports Toronto Noise complaint line does not accept calls- and says the mailbox is full. This has been an ongoing problem.

2. Will Ports Toronto rectify the Noise Complaint reporting problem to allow easy phone communication?

Yes - There was a miscommunication and training issue with some staff that were tasked with checking the Noise Complaint line. This was addressed immediately once brought to our attention by the committee. The Noise Complaint Line is once again checked on a routine basis.

3. Will Ports Toronto keep the community abreast of any changes with Stolport operations as part of your updates on the operational changes at BBTCA or Ports Toronto in general? Stolport is a major operator/ owner of parking, hangers, helitours, charter flights, air flight schools and more. Any infrastructure expansion or changes by Stolport – such as increased helicopter flights, for example, could impact the community from increased noise, lighting, safety, traffic, etc. Proactive updates would keep the community informed and prepared.

PortsToronto will continue to keep the committee updated on changes at BBTCA, including those by Stolport.

Partnerships for the Goal - Traffic

BBTCA/Ports Toronto involvement with proposed Canderel development

4. The proposed development by Canderel to construct a multi-building complex on the corner of Bathurst and Queens Quay will impact the community and access to BBTCA. Is Ports Toronto aware of – or involved with – negotiations around this development and is Ports Toronto preparing for the impact on airport ground traffic particularly during construction?

PortsToronto has reviewed and commented on this development. PortsToronto will work with the appropriate city departments to understand and to the greatest extent possible, minimize the impact to airport vehicle traffic.