



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

Meeting #45

Meeting Minutes

February 16, 2022

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 #45

Action Item	Action Item Task	Who is Responsible for Action Item
M#45-A1	Provide CLC with responses to the unanswered questions from the BQNA community.	PortsToronto
M#45-A2	Provide CLC with clarification on the postal code distribution of the survey participants.	Nieuport Aviation
M#45-A3	Consider possible noise mitigations for the Island East Dockwall Rehabilitation project, subject to the findings of the Ground Noise Study.	PortsToronto
M#45-A4	Provide CLC members with clarification on the travel requirements for an unvaccinated Canadian citizen travelling back to Canada from the U.S.	PortsToronto
M#45-A5	Provide CLC members with a summary of the discussed milestones for reviewing the 2021 Sustainability Report.	LURA

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Present
Bushra Mir	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Absent
Zara Sajjad	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	Absent
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)	Absent
Tyson Morelli	Nav Canada	Absent
Thomas Murphy	Nav Canada	Present
Oliver Hierlihy	Waterfront BIA	Absent
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	Absent
GUESTS		
Lesley Monette	Bathurst Quay Neighbourhood Association (BQNA)	Present
Maureen Callaghan	Bathurst Quay Neighbourhood Association (BQNA)	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 45th 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 the Airport Slots Follow-up Meeting on January 13, 2022. Mr. Furneaux noted that these meeting minutes were shared with meeting participants on February 14th, 2022. Mr. Furneaux requested that participants review these meeting minutes and noted that there is no deadline for sharing comments. The meeting minutes are available on [PortsToronto's CLC minutes webpage](#).

The Bathurst Quay Neighbourhood Association (BQNA) representative asked for an update on the list of community questions on the PortsToronto and BBTCA sustainability reports (the list of questions and responses can be found in the published meeting minutes from CLC Meeting #44 and **Appendix F** of this document).

Gene Cabral (PortsToronto) responded that there are a few unanswered questions that he will be reviewing and providing responses for. He confirmed that these responses will be shared with the CLC.

M#45-A1 Provide CLC with responses to the unanswered questions from the BQNA community.

The BQNA representative expressed concern that the topic of sustainability is not being discussed at this meeting and expressed concern that it sometimes takes multiple meetings to get responses to questions.

Mr. Cabral responded that sustainability is front and centre at PortsToronto. Mr. Cabral noted that the list of community questions on the sustainability reports were shared in November 2021, and that the PortsToronto team has been working on the responses. Mr. Cabral suggested that this topic can be further discussed at the end of the meeting during the Business Arising portion.

3. Nieuport Aviation Update

Jennifer Quinn (Nieuport Aviation) provided a presentation on a community survey that was conducted in November 2021, by [Edelman Data & Intelligence \(DXI\)](#) on behalf of Nieuport Aviation and PortsToronto. Ms. Quinn's presentation on the survey is included in **Appendix B**.

Key points from Ms. Quinn's updates on this topic include the following:

- The purpose of this survey was to capture perceptions and usage of BBTCA among Torontonians, as well as passenger demographics and attitudes towards the addition of a United States Customs and Border Protections (USCBP) pre-clearance facility at BBTCA.
- In total, 1,200 participants responded to the five-minute online survey.
- A random sample of residents from neighbourhoods across Toronto were selected, including the Bathurst Quay, York Quay, and Toronto Island communities.
- The survey found that:
 - Most survey respondents were familiar with BBTCA, with the strongest familiarity among those residing in postal code areas in the Waterfront community;
 - 2 in 3 survey respondents (66%) have previously used the airport, predominantly because of the convenience and easy to access location;
 - Respondents generally responded favourably to the airport, especially among those living in postal codes within the boundary of the Old City of Toronto.

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- Respondents overwhelmingly indicated that the airport brings economic growth and traveler benefits.
- There is opportunity to further promote BBTCA's contributions to the community.
- Most respondents support the introduction of a U.S. pre-clearance facility.
- Time saving and job creation garner the greatest support.
- 96% of respondents were aware of the airport, and 81% of respondents were familiar with the airport;
- 48% of respondents use the airport for pleasure travel only, 42% use the airport for business and pleasure travel, and 10% use the airport for business travel only.
- The top reason for why respondents use BBTCA is because of convenience/easy to access (49%)
- The top reasons for why respondents do not use BBTCA is because of limited destination choices (46%), or because they don't fly anywhere (31%).
- Strong majority of respondents who are aware of the airport said that they have favourable impression of BBTCA (87%).
- The top reasons for why respondents have a favourable impression of BBTCA is because of experience (47%), location (47%) and convenience (31%).
- The top reasons why respondents have an unfavourable impression of BBTCA is because of noise and environmental pollution (30%), land-use and location (22%), and inconvenience due to limited destinations (15%)
- Strong majority of respondents were supportive of the introduction of a U.S. pre-clearance facility at BBTCA (85%)

Ms. Quinn then opened the floor up for any questions from CLC members.

The BQNA representative asked whether CLC members would receive a copy of Ms. Quinn's presentation.

Mr. Furneaux confirmed that he would send this to CLC members by email after the meeting, and that it would also be included in the appendix to the meeting minutes.

The BQNA representative asked for clarification if this was an online survey or a telephone survey.

Ms. Quinn confirmed that this was an online survey.

The BQNA representative then inquired about what measures were in place to screen for qualified participants and ensure that participants could not make multiple submissions. The BQNA representative expressed that they were concerned about the methodology of the online survey.

Ms. Quinn responded that Edelman DXI outsourced the administration of the survey to an independent third-party called [Logit Group](#) that is experienced in administrating these types of market research surveys. Ms. Quinn noted that Logit Group used its database to qualify participants based where they live.

The BQNA representative asked whether information was collected on participants' postal codes, and whether it is known how many participants live in the M5V postal code.

Ms. Quinn indicated that she believes the survey included 12 ridings, and that she assumes participant selection was postal code based. Ms. Quinn confirmed that she would get clarification on this.

M#45-A2 Provide CLC with clarification on the postal code distribution of the survey participants.

Following the meeting, Ms. Quinn provided the first three digits of the postal codes where survey participants were located:

- Waterfront Toronto: M5J, M5V, M5H, M5X, M5K, M5W, M6R, M6S, M6P, M4M, M7Y, M4J, M4K

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- *Old Toronto: M4W, M7A, M5S, M4T, M5R, M6G, M5A, M5L, M5C, M5B, M4Y, M4X, M4E, M4C, M4B, M4V, M5P, M6C, M6E, M6H*
- *York/East York: M4H, M4G, M4P, M2L, M2P, M4N, M3C, M4A, M3A, M6B, M5N, M4R, M5M, M6A, M6N, M6M, M9N, M6L*

The Waterfront BIA representative expressed that they are not surprised that responses to the survey are generally positive. They noted that the Waterfront BIA polled its Board of 16 businesses who expressed their support for a U.S. pre-clearance facility at BBTCA. This letter received unanimous support from the Waterfront BIA Board.

The BQNA representative expressed concern that people in her community did not hear about this survey, and that their concerns are not being reflected in the survey results.

Post-Meeting Clarification: The CLC were informed about Nieuport's Aviation Public Opinion Survey by email from Mr. Furneaux on October 29, 2021. They were encouraged to direct questions to Ms. Quinn at that time.

The BQNA representative indicated that they would contact the Logit Group to learn more about how the data was collected. The BQNA representative is wondering if there was an awareness campaign about the survey and whether there was random sampling in selecting participants.

Mr. Cabral responded that it is not fair to characterize everybody that lives in the BQNA community as having a negative view of BBTCA. Mr. Cabral noted that there needs to be recognition that there are people within the local communities that are supportive of the airport and in many cases also work at the Airport.

Ms. Quinn then responded that the survey sampling was random and that the Logit Group is an independent third-party. Ms. Quinn reiterated that she would get clarification on the participant selection for CLC members but affirmed that members could reach out to the Logit Group as well.

The BQNA representative indicated that they were interested in seeing the survey questions.

Ms. Quinn confirmed that the survey questions are included in the appendix of the presentation deck that will be circulated.

4. PortsToronto Updates

Bojan Drakul and Gene Cabral (PortsToronto) provided a presentation on PortsToronto updates. Mr. Drakul began by providing a Capital Program 2022 update. Mr. Drakul's presentation on the Capital Program 2022 update is included in **Appendix C**.

Key points from Mr. Drakul's Capital Program 2022 update include the following:

- Completed projects in 2021 include Sanitary Lift Station Refurbishment (stations one and two), Correct Arch Flash Deficiencies, PortsToronto's Fuel Tanks Assessment Study, Site Works for Dockwall Art, AOCC Critical Communications System and Radios Replacement (Phase 1), and Procurement of New ARFF Truck.
- Carry-over projects from previous years include the following:
 - PortsToronto will attempt the remaining runway pavement grooving for the Airfield Rehabilitation Program in 2022. This work could not be completed in 2020 nor 2021 due to inability of a US-based contractor to cross the border to conduct work.
 - The Marilyn Bell 1 ferry (MB1) was certified to be back in service on December 15, 2021, but is still undergoing trials and testing which will require the ferry to be in and out of service over the

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next few months. There are also few outstanding items in this project that need to be completed in 2022, mostly related to the mainland charging station.

- The unveiling ceremony for the South Channel Dockwall Art is anticipated in Spring 2022. This is an art sculpture designed by Indigenous artist David M. General, that recognizes and acknowledges the territorial lands of the Mississaugas of the Credit First Nation at BBTCA. This art will be part of an overall initiative to repair and enhance the south dockwall and make it into a public space.
- The completion of the South Channel Dockwall Rehabilitation is anticipated to be completed between July to December 2022.
- Noise Mitigation Study was placed on hold due to COVID-19 pandemic impacts on background noise levels. The study is anticipated to resume in 2022 with the resumption of noise generating activities.
- New projects expected to start in 2022 include Airport Security Fence and Gates Replacement, Airfield Pavements Condition Maintenance, Climate Control (AC) Unit Replacement at Mainland and Island Passenger Transfer Facilities (PTFs), New Airfield Lighting Control Panel, Sanitary Lift Station Refurbishment (stations three and four to be completed in 2022, and stations five and six in 2023), AOCC Critical Communications System and Radios Replacement (Phase 2), Design and Installation of New Ferry Entrance Gate; Island East Dockwall Rehabilitation, Airport Electrical Infrastructure Improvements, Passenger Backflow Prevention systems, David Hornell Drydock, Rebuild Ferries Azimuth Drive Pods; Critical Airfield Maintenance Equipment, ARFF Truck retrofit equipment, security equipment, and Ferry Slips Ice Pump System.

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

The BQNA representative asked for clarification on what a sanitary lift station is.

Mr. Drakul replied that the sewage from all BBTCA facilities is collected in the airport's sanitary lift stations. The sanitary lift stations then pump the sewage into the City of Toronto's sanitary system.

The BQNA representative noted that there were a lot of noise impacts when the City was working on dockwall rehabilitation in the Bathurst Quay waterfront. The BQNA representative asked whether the Island East Dockwall Rehabilitation work would have a similar noise impact.

Mr. Drakul responded that the noise impact would depend on the type of rehabilitation work. Mr. Drakul indicated that the ongoing South Channel Dockwall Rehabilitation does not have a significant noise impact because it does not require building a new wall, whereas the City's work on the Bathurst Quay dockwall rehabilitation did involve building a new wall. He noted that based on an initial visual inspection, the upcoming Island East Dockwall Rehabilitation will likely require a full reconstruction of the wall, which is similar to the type of operation that the City conducted. Mr. Drakul indicated that they would have a better idea of the work required after completing an assessment of the dockwall condition. This assessment is expected to start in August 2022. He added that PortsToronto would communicate the conclusions from this study with the community.

The BQNA representative inquired about the timeframe of work for the completed section of the South Channel Dockwall Rehabilitation.

Mr. Drakul responded that the rehabilitation work on this section started in Summer 2019 and was completed in December 2019.

Mr. Cabral added that the start-times for this rehabilitation work were pushed to after 8:30 or 9:00 am, wherever possible, to avoid noise disruptions earlier in the morning.

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The guest from BQNA asked whether the existing infrastructure under where the Island East Dockwall Rehabilitation would happen could hypothetically support the weight of a noise wall being built there, if it was determined that the noise impact would be significant.

Mr. Drakul responded that he believes, speculatively speaking, that this should be possible because dockwalls in general are designed to accommodate quite a bit of weight, and he does not think a noise wall would be very heavy.

Mr. Cabral affirmed that he thinks it would be smart for PortsToronto to provision for something that would support noise mitigation for this project, whether this is a process or something physical. He indicated that this is something PortsToronto could take away and noted that this consideration would map nicely with the work of the Noise Management Sub Committee.

M#45-A3 Consider possible noise mitigations for the Island East Dockwall Rehabilitation project, subject to the findings of the Ground Noise Study.

The BQNA representative noted that they have been hearing a high-pitched ringing noise since mid-December 2021. They indicated that they are hearing this noise all the time and that they believe the noise may be coming from the hangars and maintenance building in the west end of the airport. The BQNA representative also noted that they have been in contact with the BBTCA duty managers about this, but they have not been able to identify the noise. The BQNA representative inquired whether there have been any new changes that may be causing this.

Michael MacWilliam (PortsToronto) responded that his team will continue to work with the BQNA representative to resolve this to the best of their ability and with the power they have to influence the mitigation of this noise when its source is located. He noted that they will look at each building on the PortsToronto property, starting with the hangars that the BQNA representative identified, and go through a process of eliminating potential sources of noises to determine the noise's origin.

Mr. Cabral noted that PortsToronto staff have spent numerous hours over the last two weeks trying to track down this noise. He indicated that the noise may not be coming from the airport.

Mr. MacWilliam added that one of the duty managers may have tracked the noise up to the condo buildings north of the Stadium Road parking lot. Mr. MacWilliam noted that if all the PortsToronto buildings are eliminated as potential sources during his systematic review, then the noise must be coming from somewhere else.

Mr. Drakul responded that there has not been any construction in that area of the airport or changes inside the hangars in the last couple years.

The BQNA representative inquired whether this capital program update includes any work undertaken by Stolport.

Mr. Drakul replied that there is no work by Stolport included in this update, as that they do not have any projects at the moment. He noted that before a tenant begins a new project, they must submit documentation for PortsToronto to review and approve as part of the facility alteration permit process. Mr. Drakul confirmed that PortsToronto would provide updates on any major projects by their tenants to the community.

The BQNA representative then asked how PortsToronto is preparing for flood mitigation on the runways as an adaptation strategy to climate change.

Mr. Drakul responded that PortsToronto completed a [study](#) in 2019 that investigated the potential risks to infrastructure, due to extreme weather and climate change. Mr. Drakul confirmed that flooding was one of the risks that was looked at. He noted that the challenge with mitigating flood risks is that the lake water levels are

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not just impacted by nature, but also the operation of dams that are downstream, so it is unclear whether water levels will go up or down in the future. Mr. Drakul also noted that there is a stormwater management study currently underway that will look at strategies for reducing the risk of flooding at BBTCA. Mr. Drakul concluded that PortsToronto is looking at flooding as a serious risk to airport operations and is investigating what can be done to mitigate those risks.

The York Quay Neighbourhood Association (YQNA) representative inquired whether the Airfield Pavements Conditions Maintenance work will require any overnight ferry activity.

Mr. Drakul replied that this will depend on what work is needed to be done. Mr. Drakul noted that they are not planning any rehabilitation work in 2022. This year will focus on the inspection of the pavements and design of the necessary work. The work will then be carried out in 2023 and 2024. Mr. Drakul noted that if work is required on the runway then this would happen at night, because the runway cannot be worked on during the day. However, the runway is new and is in good shape, so Mr. Drakul does not anticipate much work on the runway other than crack sealing. Mr. Drakul indicated that PortsToronto could share more information on the work requirements once the inspection and design phase is completed later this year.

Mr. Cabral then provided BBTCA updates. Mr. Cabral's presentation on BBTCA updates is included in **Appendix D**.

Key points from Mr. Cabral's BBTCA updates include the following:

- Mr. Cabral reviewed comparative data on the monthly passenger traffic in Canada from 2019 to 2021, for domestic, transborder and international travel. He noted that total Canadian passenger traffic in December 2021 was 54% of December 2019 levels. This represents a sustained upward trend in the recovery of passenger traffic.
- Mr. Cabral reviewed comparative data on the monthly total passenger traffic for BBTCA from 2019 to 2022. He noted a continued upward trend in passenger traffic through December 2021, until new restrictions due to the COVID-19 Omicron variant took effect in January 2022. Total passenger traffic in January 2022 was 15% of January 2019 levels.
- Mr. Cabral reviewed comparative data on monthly aircraft movements at BBTCA from 2019 to 2022. He highlighted that aircraft movements in January 2022 were just below 6,000, which is above the January 2021 levels, but still below the levels before the COVID-19 pandemic. Total aircraft movements in January 2022 were 67% of January 2019 levels.
- Mr. Cabral indicated that as travel restrictions begin to be lifted across Canada, he anticipates seeing an increase in the travel booking pattern, which is a leading indicator of passenger demand. Mr. Cabral noted that the recovery in the U.S travel booking pattern is 84%, whereas in Canada it is 39% as of February 2022. Mr. Cabral indicated that after the Government of Canada announced the removal of some travel restrictions on February 15, there has been a surge in travel bookings.
- Mr. Cabral reviewed the changes announced by the Government of Canada on February 15 which include:
 - The advisory by the Government of Canada to not travel for non-essential purposes has been lifted.
 - After March 1, travelers coming to Canada from an international destination can provide a negative rapid antigen test instead of a PCR test to gain access into the country.
 - Families traveling with children under the age of 12 who have not been vaccinated are no longer required to quarantine.
 - Random PCR testing of travelers coming into Canada will be reduced, so that the testing is only for surveillance purposes to monitor the variants coming into the country.

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- Travelers who are randomly selected for PCR testing at Canadian airports no longer have to wait in quarantine until receiving a negative test result.
- Mr. Cabral shared that Connect Airlines has reached Phase 4 of their certification process to fly in the U.S. and Canada. Starting on February 28, Connect Airlines could have proving flights coming into BBTCA on a non-revenue basis, to demonstrate their ability to perform to the Federal Aviation Administration (FAA). Assuming that all certification conditions are met and approvals are granted, Connect Airlines could start revenue flights at BBTCA around April or May.

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

The BQNA representative inquired whether the reason for the higher recovery in passenger traffic in the U.S. compared to Canada is because the U.S. removed a lot of travel restrictions.

Mr. Cabral responded that he believes the main driver is a greater tolerance for living with the COVID-19 virus. He noted that the U.S. did not have the same level of continued lockdowns or mask and vaccine mandates experienced in Canada, so there was a higher propensity for risk taken by individuals who wanted to travel. As a result, U.S. air travel has recovered very quickly and is expected to grow beyond pre-pandemic levels this summer.

Brad Cicero (Porter Airlines) added that the U.S. has the largest domestic airline market in the world, so they are in a much better position to have higher volumes of traffic based on domestic flying alone. He noted that international flights in the U.S. were impacted in a similar way to Canada and other countries, but there was a high degree of domestic flights over the last year.

Mr. Cabral added that compared to other countries, the U.S. federal government also provided significantly more targeted support, such as direct subsidies to airlines and airports, to keep people working within the air travel sector.

The YQNA representative asked whether passengers and employees of U.S. airlines were required to be vaccinated.

Mr. Cabral responded that they do not have the same degree of mandates as in Canada. For example, there are mask requirements in certain jurisdictions, but not vaccine requirements.

Mr. Cicero added that in the last year the U.S. federal government did attempt to introduce more employee requirements across the industry, but the key distinction is that there are no vaccine requirements for passengers.

Mr. Cabral added that the U.S. government also shifted pre-departure testing to rapid-antigen tests from PCR tests about a year ago.

The YQNA representative inquired when Canadian airlines might be back to equal footing with U.S. airlines.

Mr. Cabral responded that he expects there to be a strong recovery leading into this summer, especially with the announced removal of restrictions. However, he does not expect the full-year Canadian air travel statistics to return to pre-pandemic levels until 2023 or 2024. Mr. Cabral noted that there are airports in Canada such as the Region of Waterloo International Airport and the Abbotsford International Airport that are already operating at pre-pandemic levels due to the explosive growth in discount carriers.

The guest from BQNA inquired what the requirements would be for a dual U.S. Canadian citizen, who is unvaccinated, and is returning to Canada after travelling to the U.S.

Mr. Cabral replied that the PortsToronto team would look into this and provide an answer.

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Mr. Furneaux confirmed that the answer to this would be included in the meeting minutes, and that he could also email it out.

M#45-A4 Provide CLC members with clarification on the travel requirements for an unvaccinated Canadian citizen travelling back to Canada from the U.S.

Following the meeting, Mr. Furneaux circulated a link to the [Government of Canada's COVID-19: Travel, Testing, and Borders webpage](#)

5. Bathurst Quay Neighbourhood Plan Update

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

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

- In November 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 Silo (CMC Silo) and the creation of a new arts and cultural hub by the Canada Ireland Foundation through the transformation of the Corleck building.
- The CMC Silo rehabilitation consists of two parts. The first part is making the space around the silos safe for integration with the Waterfront Plaza and surrounding public realm. The second part is enabling investments in the CLC Silo structure to prepare for future reuse and activation. This involves reconnecting the silos to power and utilities, as well as repair work inside the silos such as clearing out contaminated water and debris.
- The City has been approached by a locally based arts and culture organization that is interested in partnering to produce an interim activation at the CLC silo, following the completion of its rehabilitation. This would involve piloting a creative arts laboratory and exhibition space on the ground floor of the north silo, that would be open to the public. The City and the prospective partner are in discussions to determine whether this idea would be feasible.
- In Spring 2022, bracing will go up around the Corleck building for a major interior demolition. The existing floor assembly will be removed and a new roof will be installed in order to create a double height multi-purpose exhibition space, as part of the building's transformation into an arts and cultural hub. The renovated building is expected to open to the public in late 2023.
- In late summer 2022, work will also begin on delivering the third and final phase of the BQNP. This includes the development of the Waterfront Plaza, and installation of a new parkette and wall mural along Eireann Quay.

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

The BQNA representative congratulated Mr. Bowen on an excellent interview with City TV about the camera obscura that was discovered inside the CMC Silo. The BQNA representative then asked whether the camera obscura will be preserved.

Mr. Bowen explained that the camera obscura effect is created by a small crack in the CMC Silo. He indicated that the crack will be lost during the CMC Silo repairs, but the project team will be taking precise measurements of the crack's aperture so that they can reinstall the camera obscura in the future and potentially add more throughout the silos. Mr. Bowen noted that he has heard from many people that they would visit the CMC Silo just to see the camera obscura effect, so recreating this has been added to the plans for the site.

6. Community Updates

The YQNA representative shared that they have received lots of positive feedback from the community regarding their January 11th email about slots. The YQNA representative noted that they have presented to three different groups about this subject, and that community members are concerned.

The YQNA noted that it was mentioned by email that PortsToronto staff have reached out to senior staff at Transport Canada and are in the process of finding the right resources to address the concerns related to the NEF model. The YQNA representative then asked for clarification on when PortsToronto reached out to Transport Canada and what finding the right resources means.

Mr. Cabral responded that he has personally reached out to senior staff at Transport Canada and has shared the YQNA representative's January 11th email within 24 hours of the January 13th meeting. Mr. Cabral indicated that they are trying to find a person/people that can speak directly to the points that were raised in the email. The challenge is that the Transport Canada staff member that was responsible for the NEF (Noise Exposure Forecast) contour retired about three years ago. Mr. Cabral noted that Transport Canada resources that have previously spoken at CLC meetings were unable to answer the YQNA representative's questions to his satisfaction. As a result, PortsToronto is working with Transport Canada to find a resource that can. Mr. Cabral noted that this discussion with the Transport Canada resource would include the City, PortsToronto, the CLC, and the Noise Management Sub Committee.

The YQNA representative noted that five Transport Canada staff spoke at a Standing Committee on Transport, Infrastructure, and Communities meeting at the House of Commons in October 2018. Their discussion was summarized in a report entitled [Assessing the Impact of Aircraft Noise in the Vicinity of Major Canadian Airports](#). The YQNA representative noted that the Transportation Canada staff listed in the report are Dave Dawson, Clifford Frank, Nicholas Robinson, Joseph Szwalek, and Sara Wiebe. The YQNA representative asked whether any of these individuals would be able to answer the questions raised.

Mr. Cabral responded that Sara Wiebe and Joseph Szwalek are retired, while Dave Dawson is the Transport Canada staff that is working with PortsToronto to identify the appropriate resource to send. Mr. Cabral noted that Clifford Frank had already been to a CLC meeting before, and that the YQNA representative had expressed that Mr. Frank did not have adequate expertise to answer his questions.

The YQNA representative then asked if there can be a letter jointly written by the City and PortsToronto to Transport Canada, requesting that they provide within 24 hours evidence that they are able to fulfill the regulatory obligations within [Canadian Aviation Regulations \(CARs\) and Standards](#), Part V.

Mr. Cabral responded affirming that BBTCA is operating in compliance with the NEF contour and the Tripartite Agreement, and that there would be enforcement action taken against BBTCA if that was not the case.

The BQNA representative indicated that members of the community are concerned about increasing flights based on the NEF contour, and that the NEF is a general tool that is not specific to the local community. The BQNA representative asked whether the increase in airport slots can wait until the Transport Canada resource is able to speak to the Noise Management Subcommittee regarding the concerns about the NEF contour.

Mr. Cabral responded that NEF contour is the only tool available that is specific to BBTCA and reiterated that BBTCA is operating in compliance with the Tripartite Agreement. Mr. Cabral affirmed that BBTCA will be proceeding with slot increases within the confines of the Master Plan, as there is no forecast for aircraft movements that would be in violation of the Tripartite Agreement.

Mr. Cicero added that the formula for the NEF Contour is unique to BBTCA. Mr. Cicero indicated that BBTCA is the only airport in the country that has a unique NEF formula, so this tool is as specific to the community as is currently possible.

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Brent Gilliard (On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York) suggested that if adding one more voice to the request would be helpful, Councillor Cressy could send a letter to Transport Canada requesting a resource to answer the community's questions.

Both the BQNA representative and Mr. Cabral agreed that this would be helpful.

Mr. Cabral noted that if there was a situation where BBTCA was operating beyond the NEF contour, then there would be a cure period during which the airport would have to return to compliance.

The BQNA representative asked for clarification on how long the cure period is.

Mr. Cabral confirmed that the cure period is almost within one year. If the airport fails to return to compliance within the cure period, then Transport Canada can take control of the airport.

The BQNA representative shared that members of their community are involved in consultation on a proposed development on the corner of Bathurst Street and Queens Quay West, which will result in more people living on the waterfront. With slot increases and new waterfront attractions potentially also bringing more traffic to the area, BQNA is focused on the need to conduct a comprehensive traffic study in the community.

The BQNA representative also shared that BQNA will be doing a safety walk in conjunction with the City of Toronto, and invited anyone that is interested from PortsToronto to join. The BQNA representative indicated that the date has not been set, but that it would likely be in March.

Mr. MacWilliam expressed that he would be interested in joining.

The BQNA representative confirmed that they would share the event details with Mr. MacWilliam.

M#45-A5 BQNA to invite Mr. MacWilliam to the March 2022 safety walk.

Mr. Cabral asked what the expectation was regarding who would be conducting the traffic study.

Mr. Gilliard responded that the developer's initial traffic study was too tightly scoped and did not capture what the community is looking for in terms of addressing neighbourhood traffic issues. As a result, Councillor Cressy had a motion passed through City Council that asked Transportation Services to conduct a more comprehensive traffic study. This study will consider the area south of Lakeshore Boulevard, between Stadium Road and Dan Leckie Way and will look at all movements in the area including vehicles, people, and active transportation.

Mr. Cabral requested that the traffic projections from the BBTCA Master Plan be considered in any traffic modeling that is happening as part of this study to accurately convey traffic generated by the airport versus other sources to not misconstrue the impact of the airport. Mr. Cabral also noted that he has heard some community members express that BBTCA should shrink in size to accommodate the development happening in the neighbourhood. Mr. Cabral requested that there be a balanced approach to considering traffic impacts. He noted that the airport slots increase (accounted for in the airport's traffic modelling) should not be blamed for all of the traffic in the neighbourhood, when there is also a substantial amount of new residential growth in the area and new investments and amenities coming to the waterfront drawing people to this place.

7. Air Quality Study Updates

Angela Homewood (PortsToronto) and the BQNA representative provided an update on the Air Quality Study. Ms. Homewood shared that the core team met in November 2021 to plan for the public meeting that happened on January 27, 2022. The focus of the public meeting was on the science of air quality research and analysis. The public meeting was facilitated by the Research Chair, Dr. Marianne Hatzopoulou, and was attended by 36 participants including the project partners, and elected representatives MP Vuong and MPP Glover. The research team provided a recap of the preliminary findings from the indoor and outdoor air quality testing, and there was lots of time allocated for community members and citizen scientists to ask questions.

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Ms. Homewood noted that the indoor and outdoor air quality gathering is ongoing, and some enhanced sampling locations at BBTCA are in the process of being determined by the research team. Ms. Homewood also noted that Dr. Jeffrey Brooks is planning healthy place testing in the Bathurst Quay neighbourhood for Spring and Summer 2022 and is looking for residents to participate.

The BQNA representative added that the research team and community are looking at how the findings can be used to determine the air quality impacts of airplane idling at BBTCA. The BQNA representative noted an idea to use the cameras at BBTCA to track the activity of airplanes and compare times when airplanes are idling with what happens in the air quality data.

Ms. Homewood confirmed that the researchers contacted her about the desire to capture idling related emissions, and they are reviewing how that information can be gathered.

The BQNA representative then noted that the research team is interested in placing mobile monitors and long-term fixed monitors at the airport, but they are waiting for the airport to get busier. The BQNA asked for clarification on the activity levels at the airport compared to pre-pandemic.

Mr. Cabral clarified that the level of aircraft movement at the airport is currently in the 70% range of pre-pandemic activity, and this is expected to continue to grow.

The BQNA representative responded that this means it is likely a good time to implement the mobile and fixed monitors at BBTCA.

Ms. Homewood confirmed that the research team is aware of this.

The YQNA representative asked for clarification on how airport video footage would be used.

The BQNA representative explained that the research team wants to see what is happening at the airport, to see whether this can be related to air quality data. They would like to check whether changes in air quality at certain times match with any activities at the airport. The BQNA representative suggested that the researchers could reference airport reports on community complaints, which is often related to the loud noises from idling and check the activities and air quality data for these times.

The YQNA representative asked whether information on what was presented at the public meeting could be shared.

The BQNA representative confirmed that the presentation portion of the meeting was recorded, and she has asked for the link to this recording. The BQNA representative indicated that the recording will be posted on the BQNA website. Access information about the [January 2022 Air Quality Study meeting on the BQNA's website](#).

8. Business Arising

The BQNA representative elaborated on their concern about waiting multiple meetings to get answers to their sustainability questions. The BQNA representative noted that they asked about how the airport measures greenhouse gas emissions at CLC 42 (May 26, 2021) and had assumed there would be an answer at the next meeting, CLC 43 (September 22, 2021), but it wasn't addressed until CLC 44 (November 23, 2021). At CLC 44, there were more sustainability related questions brought forward by the BQNA community. The BQNA representative expressed that they hoped these questions from the community would be addressed at this meeting, but they were not.

The BQNA representative concluded that they feel they are seeing a pattern that it takes a gap of two meetings, or six months, before getting answers to questions. The BQNA representative asked whether the CLC could agree on a timeline of providing answers to questions within three months, or by the next meeting.

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Mr. Furneaux clarified that after receiving the BQNA representative's question at CLC 42, PortsToronto had committed to having Michael David attend CLC 43 to address the question. However, Mr. David was unable to attend CLC 43 due to extenuating circumstances, which resulted in this discussion being postponed to CLC 44. Mr. Furneaux also noted that the written responses to the community questions received at CLC 44 are being finalized for distribution shortly, which would be roughly within the three-month timeframe that the BQNA representative is suggesting.

The BQNA representative suggested that if a sustainability report is going to be presented in May, then there should be a resource present who is able to answer sustainability related questions, so that community members do not have to wait six months to get the answers.

Mr. Cabral responded that PortsToronto takes responding to the community very seriously and expressed that he takes exception to PortsToronto being deemed delinquent in responding. He noted that the final review of the community questions sits with him, but he was away for a couple weeks due to the COVID-19 Omicron variant and a personal family matter, which is why the responses to the questions are not yet ready. He stressed that this is not something that happens on a repetitive basis. Mr. Cabral also reminded CLC members that PortsToronto has lost 40% of its staff, and has continued to maintain dialogue with the community to the best of its ability.

Mr. Cabral confirmed that the sustainability report will be discussed on a regular agenda in conjunction with the release of the annual sustainability reports with representation from the PortsToronto team members involved in its preparation.

Mr. Gilliard suggested that perhaps a path forward can be an offline review of how the meeting minutes and tracking of action items is organized, so that its easier for CLC members to be on the same page about the status of action items.

The YQNA representative suggested that it might be useful to have a separate sub committee on sustainability.

The BQNA representative agreed that this would be a good idea.

The YQNA representative asked what type of frequency of meetings would be required for this sub committee.

The BQNA representative indicated they see this being an annual meeting around the time of the sustainability report. The BQNA representative suggested that this sub committee could help review a draft of the sustainability report before it is released.

Mr. Furneaux noted that if the need for a sustainability meeting is just once a year, then this can be done by ensuring sustainability is on the agenda at the appropriate CLC meeting. Mr. Furneaux indicated that CLC members would be informed when the sustainability reports are released, have time to review it, and be provided with a timeline for submitting questions prior to the CLC meeting where the report is discussed. The CLC meeting following the release of the sustainability reports (typically held in May), would have time dedicated to review questions about the reports.

Mr. Furneaux asked for clarification on when the sustainability reports are usually released.

Deborah Wilson (Ports Toronto) responded that they are usually released in March. Ms. Wilson indicated that the 2021 Sustainability Report is done, and once they have the date for its release it will be shared with the CLC. Ms. Wilson noted that the next CLC meeting scheduled for May 25, 2022, is when questions about the 2021 Sustainability Report could be addressed.

The BQNA representative asked if after reviewing the sustainability report, CLC members could send questions in advance of the next meeting, so that PortsToronto staff can be prepared to answer them.

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Mr. Furneaux noted that PortsToronto staff will need time to review questions. Mr. Furneaux asked how much time PortsToronto would need to prepare answers to questions sent in advance.

Ms. Wilson responded that PortsToronto would need at least one month notice to prepare answers to questions sent in advance.

The YQNA representative noted that this would suggest that the sustainability report should be released two months before the CLC meeting where it would be discussed.

Ms. Wilson confirmed that PortsToronto will do its best to map a timeline that works for everyone.

The YQNA representative then asked the BQNA representative whether a CLC meeting provides enough time to discuss the sustainability report, and how much time would be sufficient.

The BQNA representative responded that this depends on how many people are invited to ask questions. If the questions are just from CLC members then half an hour should be sufficient, but if there are questions from the wider community then more time would be needed.

Mr. Furneaux added that if PortsToronto receives those questions a month in advance, then the appropriate amount of time that would be needed can be allocated.

Mr. Furneaux indicated that he would send a summary of what has been discussed in terms of the milestones for reviewing the 2021 Sustainability Report so that everyone is on the same page.

M#45-A5 Provide CLC members with a summary of the discussed milestones for reviewing the 2021 Sustainability Report.

A summary of the timing related to the Sustainability Report is included as follows:

Action	Sustainability Report Published	Questions from the Community Submitted on the Sustainability Report	Q2 CLC
Timing	End of March	End of April	End of May

Mr. Furneaux thanked the CLC members for their time and commitment to this committee.

The meeting adjourned at approximately 9:10 p.m.

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 45

February 16th, 2022

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** Nieuport Aviation Updates (Jennifer Quinn)
- 7:05** PortsToronto – 2022 Capital Program and Airport Updates (Bojan Drakul / Gene Cabral)
- 7:35** Bathurst Quay Neighbourhood Plan Update (Bryan Bowen)
- 7:50** Community Updates (YQNA, BQNA, TICA)
- 8:10** Air Quality Study Updates (Angela Homewood)
- 8:25** Business Arising
- 8:30** Adjourn

Appendix B – Nieuport Aviation Presentation on Community Survey

**Billy Bishop Toronto
City Airport:
Toronto Community
Pulse Poll**

November 2021



Background & Objectives

Background:


This survey was conducted in November 2021 by Edelman Dxl on behalf of Nieuport Aviation and PortsToronto to gain a better understanding of public attitudes towards and experiences with Billy Bishop Toronto City Airport.

Objective:

The purpose of this survey is to capture perceptions and usage of Billy Bishop Airport among Torontonians, as well as passenger demographics and attitudes towards the addition of a USCBP pre-clearance facility.

Residents contacted to complete the survey were chosen at random from neighbourhoods around Toronto, including the Bathurst Quay, York Quay and Toronto Island communities.

Key Insights

The background of the slide features a perspective view of a road with yellow dashed lines receding into the distance. A large, dark blue shadow of a car is cast across the road from the bottom left towards the top right. A thin red horizontal line is positioned above the text.

Key Insights

1

Majority of Torontonians are familiar with Billy Bishop Airport, with strongest familiarity in the Waterfront community.

2

2 in 3 Torontonians (66%) have previously used the airport, predominantly because of the convenience and easy to access location.

3

There is strong favourability towards the Billy Bishop Airport, especially among those who live in Old Toronto.

4

Torontonians overwhelmingly agree that the airport brings economic growth and traveler benefits. There is opportunity to further promote their airport's contributions to the community.

5

Most Torontonians support the introduction of a U.S. pre-clearance facility, especially in the Waterfront community. Time saving and job creation garner the greatest support.

1. Familiarity with Billy Bishop Airport

There is strong familiarity with the Billy Bishop Airport, especially in the Waterfront Community.

More than 8 in 10 Torontonians are familiar with the airport, with similar levels of familiarity across neighbourhoods.

	TOTAL (n=1201)	Waterfront (n=301)	Old Toronto (n=500)	York/East York (n=400)
FAMILIARITY	81%	84%	82%	79%
AWARENESS	96%	96%	97%	94%

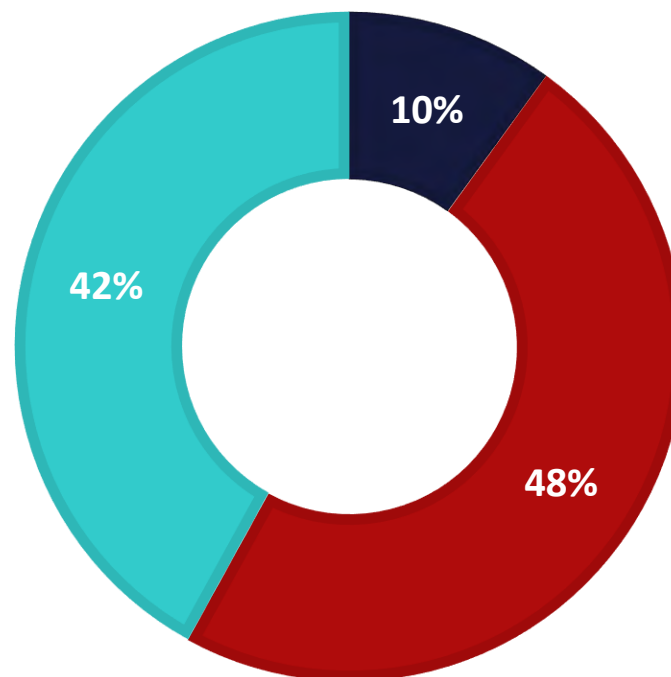
2. Usage of Billy Bishop Airport

2 in 3 Torontonians (66%) have previously used the airport, predominantly because of the convenience and easy to access location.

Torontonians use the airport for both business and pleasure travel. While nearly half use it for pleasure travel only, a small percentage use it solely for business travel.

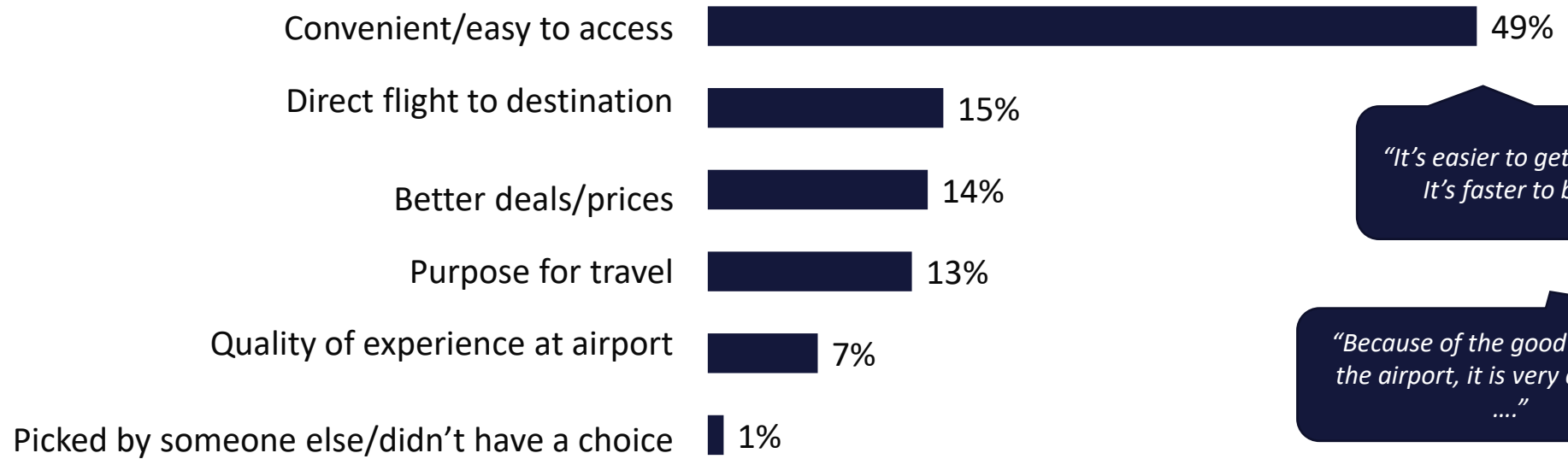
What percentage of trips were business, pleasure, or both?

Business Travel ONLY
 Pleasure Travel ONLY
 Business AND Pleasure Travel



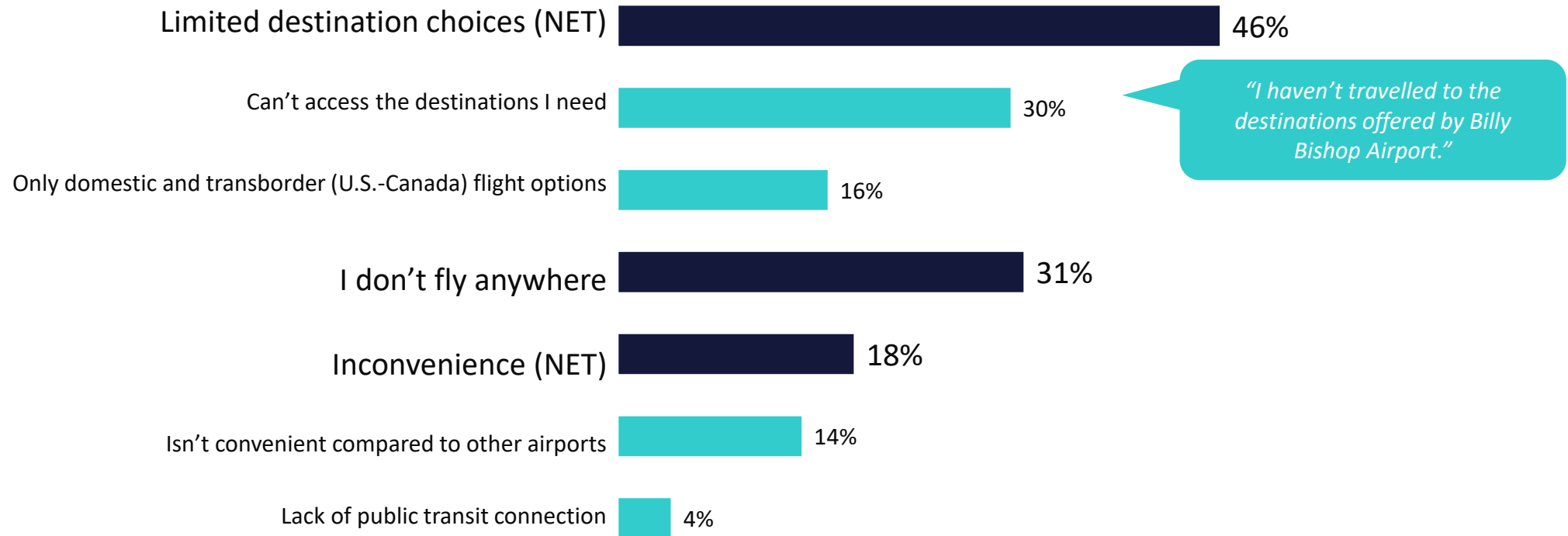
The main reason Torontonians use Billy Bishop Airport is because it is convenient/easy to access.

What is the main reason you have used this airport?



The top reasons Torontonians have not used the Billy Bishop Airport are because of the limited destination choices and perceived inconvenience compared to other airports.

What is the main reason you have **not** used this airport?

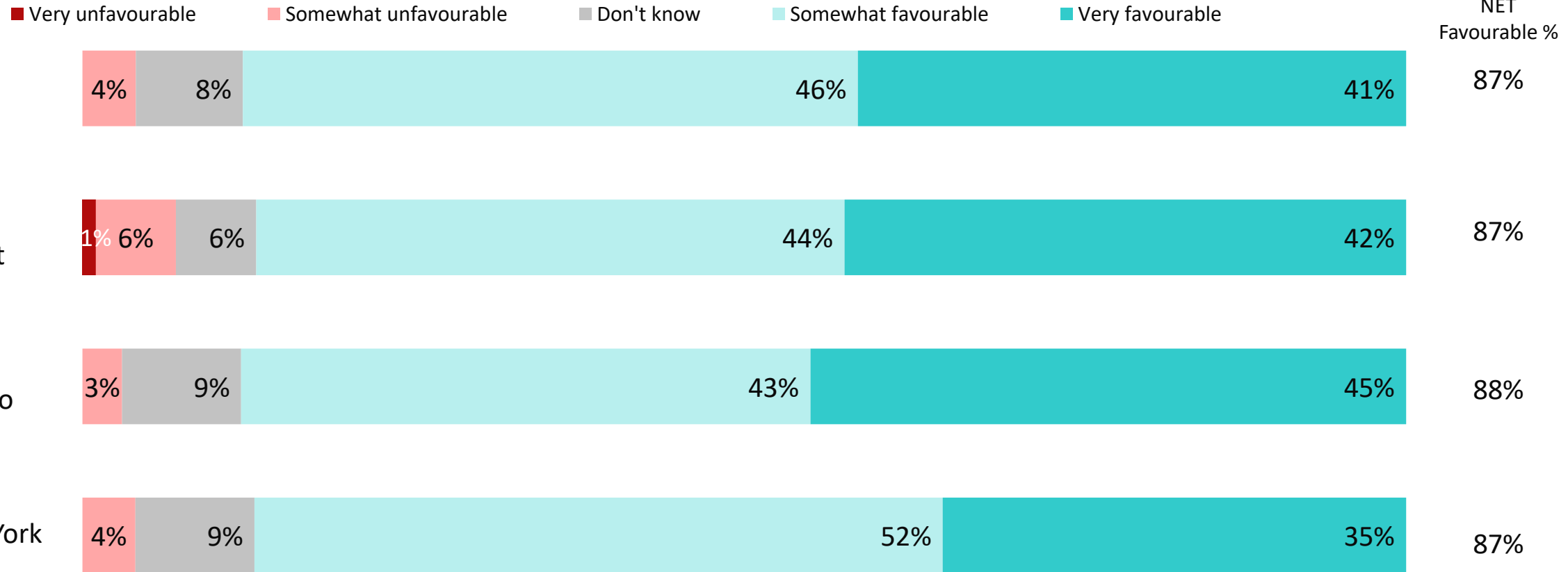


3. Impression of Billy Bishop Airport

There is strong favourability towards the Billy Bishop Airport among Torontonians

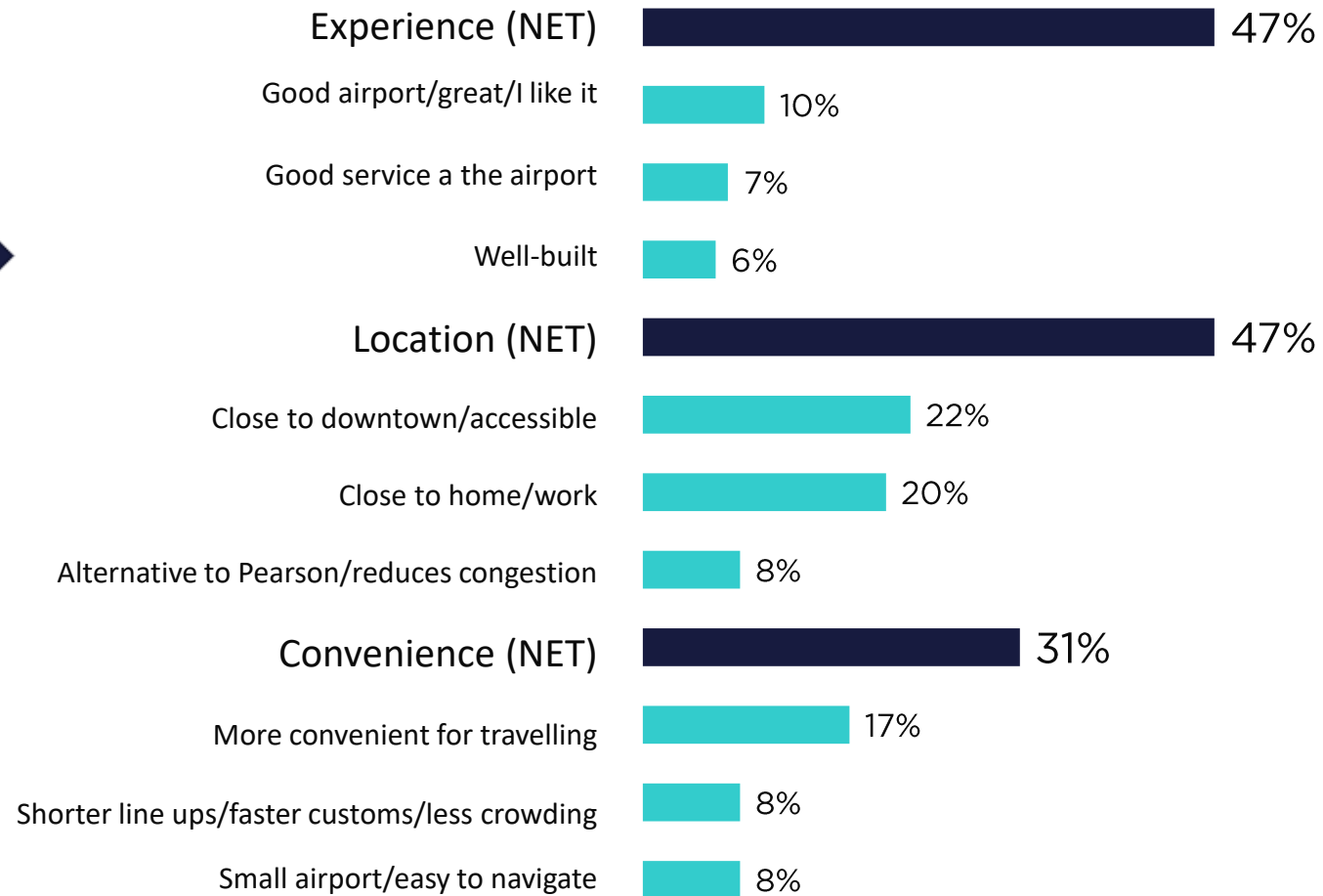
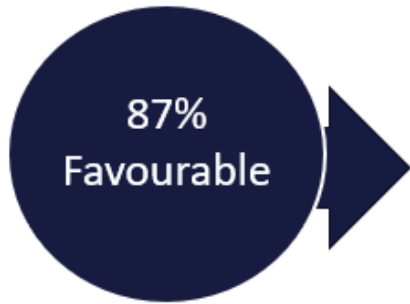
A strong majority of Torontonians (87%) who are aware of the airport say that they have favourable perceptions, similar across neighbourhoods.

Favourability towards Billy Bishop Airport



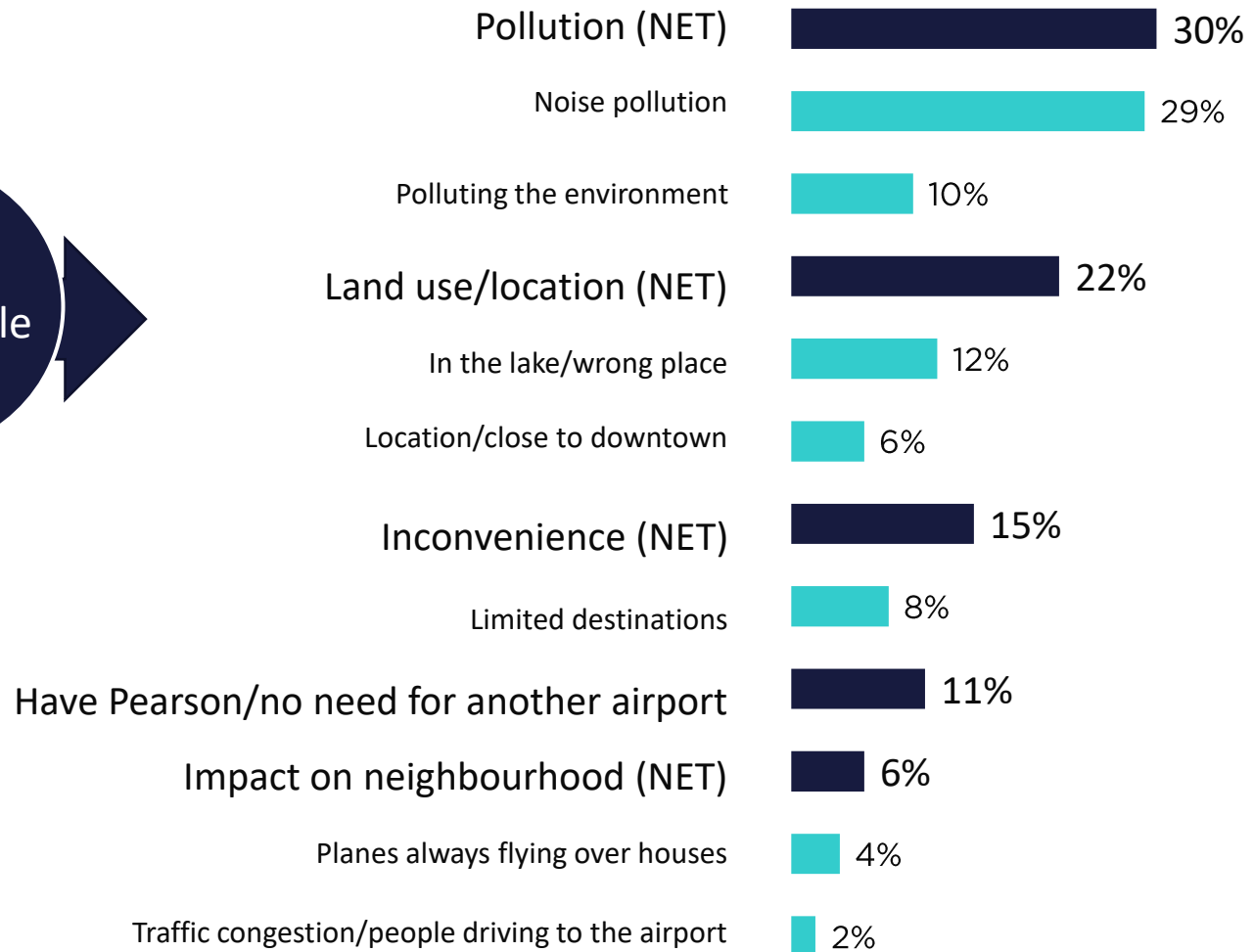
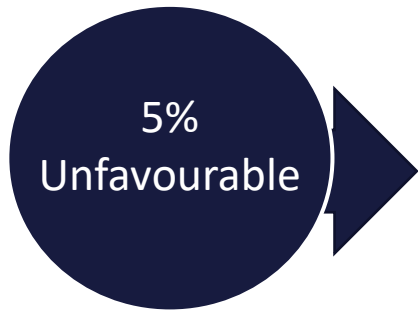
What Torontonians appreciate most is the airport experience, downtown location, and convenience.

What is the main reason you have a favourable impression of Billy Bishop Airport?

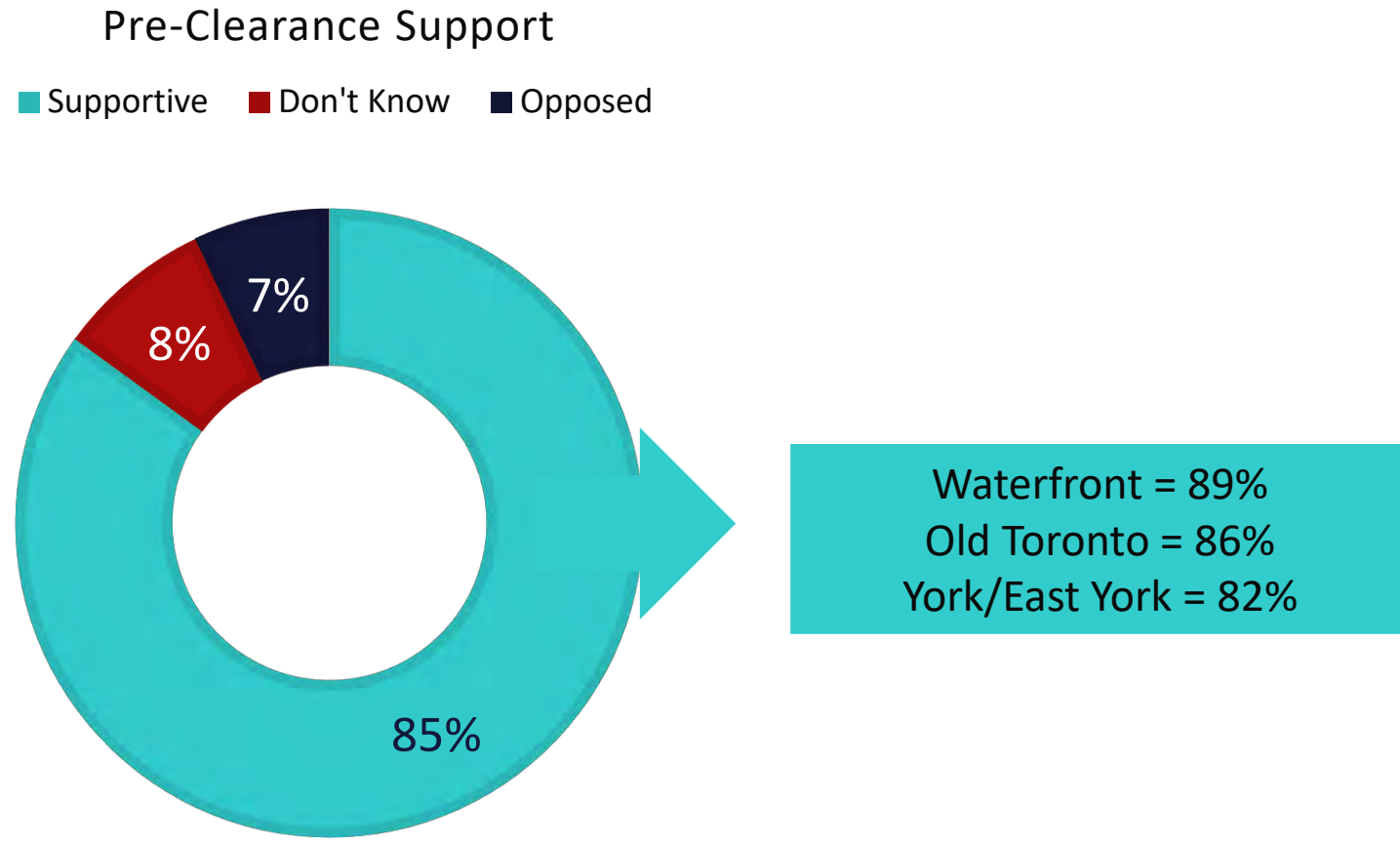


Among the 5% unfavourable, pollution and land use are the top reasons why.

What is the main reason you have an unfavourable impression of Billy Bishop airport?



More than 8 in 10 Torontonians (85%) are supportive of the introduction of a U.S. pre-clearance facility to Billy Bishop Airport.



APPENDIX



Methodology



Method

5-minute online survey administered through The Logit Group



Fieldwork Dates

November 1 – 16, 2021



Language

English



Audience

GTA residents amongst 3 neighbourhoods

Waterfront (n=300)

Old Toronto (n=500)

York/East York (n=400)

REPORTING NOTES:

- Not all percentages sum to 100% due to rounding.
- Please note that research is not necessarily predictive of future outcomes and captures opinions for a point in time. All sample surveys and polls may be subject to other sources of error, including, but not limited to coverage error and measurement error. Statistical margins of error are not applicable to online nonprobability sampling polls.
- Statistical significance testing is conducted only on mutually exclusive data.
- indicate significantly higher differences that are noteworthy across mutually exclusive groups.
- indicate significantly lower differences that are noteworthy across mutually exclusive groups.

Survey Questions

1. How familiar are you with the Billy Bishop Toronto City Airport, which is located on Toronto Island near downtown?

(Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

2. How favourable is your opinion of Billy Bishop Airport?

(Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

a) What is the main reason you have a favourable impression of Billy Bishop Airport?

OR

b) What is the main reason you have an unfavourable impression of Billy Bishop Airport?

3. Approximately how many flights have you ever taken from Billy Bishop Airport?

(enter number)

a) What is the main reason you choose this airport?

OR

b) What is the main reason you have not used that airport?

4. What percentage of your trips out of Billy Bishop Airport would you say are for business and what percentage would you say are for pleasure or personal use?

(A) Business or (B) Pleasure/personal/family visits

5. How much do you agree/disagree with the following statements about Billy Bishop airport? (Randomized)

(Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

- It is a valuable asset for the entire city
- It makes sense for the City to have an airport right downtown
- It is an important gateway for the city that supports business and tourism
- If Toronto wants to be considered a world-class city, it needs an airport downtown
- It is important to job creation and economic growth in the GTA
- Toronto's business community depends on Billy Bishop Toronto City Airport
- It provides access to key business and financial hubs in eastern Canada & the USA.
- It connects passengers conveniently where they want to go
- It allows passengers more time to get home to their families
- It provides an orderly, stress-free way to travel
- It is a good neighbour
- It provides funding for local initiatives and volunteering in the community.
- Its presence enhances the surrounding communities.
- It is a good corporate citizen
- It operates sustainably and ethically
- It is a good use of land

Survey Questions (US Preclearance Facility):

1. **As you may know, some airports, like Pearson, have a United States pre-clearance facility. These facilities allow travelers to complete immigration and customs inspections before flying to the United States. Upon arrival, these passengers do not need to be screened again. This process is intended to streamline border procedures and reduce congestion. A U.S pre-clearance facility does not mean jets, or more planes, would be flying in/out. Currently, there is no United States pre-clearance facility at Billy Bishop airport for travelers.**

How supportive are you of the introduction of a U.S. pre-clearance facility to Billy Bishop airport?

(Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

2. **To what extent do each of the following statements make you more/less supportive of the introduction of a U.S. pre-clearance facility to Billy Bishop airport? (Randomized)**

(Very familiar/Somewhat familiar/Not very familiar/Not familiar at all/Don't know)

- Once constructed, the airport will contribute to the GDP by at least \$4.8 billion, an increase of 2.8 GDP.
- Once constructed, jobs in the economy will increase from 15,000 jobs in 2019 to 32,000.
- The addition of a U.S. pre-clearance facility will create time savings for passengers through faster processing times at departure and arrival.
- The addition of a U.S. pre-clearance facility will create more airline options for travel
- The addition of a U.S. pre-clearance facility will create more destination options for travel
- The addition of a U.S. pre-clearance facility will create access to more U.S business destinations.
- The addition of a U.S. preclearance facility will allow travelers to clear US customs on Canadian soil.

Appendix C – PortsToronto Presentation on Capital Program 2022
Update



Billy Bishop Toronto City Airport Capital Program 2022 Update to Community Liaison Committee

Date: February 16, 2022

Presented By: Bojan Drakul
Location: Zoom Call



Agenda

- Review of:
 - Completed Projects in 2021
 - Ongoing and/or Re-starting Projects in 2022
 - New Projects to Commence in 2022

Completed Projects in 2021



- Sanitary Lift Station Refurbishment (2 stations completed in 2021)
- Correct Arch Flash Deficiencies
- PortsToronto's Fuel Tanks Assessment Study
- Site Works for Dockwall Art
- AOCC Critical Communications System and Radios Replacement (Phase 1)
- Procurement of New ARFF Truck

Ongoing and/or Re-starting Capital Program Projects in 2022



Runway 08-26 Intersection Pavement Grooving



- The only item of work remaining to be completed under Airfield Rehabilitation Program
- Could not be completed in 2020 or 2021 as the US-based contractor could not mobilize to Canada
- Will attempt to complete in 2022
- Anticipated one to two nights of work to be completed

- The MB1 was certified by Class Society to be back in service on December 15, 2021
- A few outstanding scope of work items still need to be done over the next 3-4 months mostly related to the mainland charging station
- Being a new technology, and the first conversion of its kind in Canada, still undergoing trials and testing related to equipment performance requiring ferry to be in and out of service over the next few months



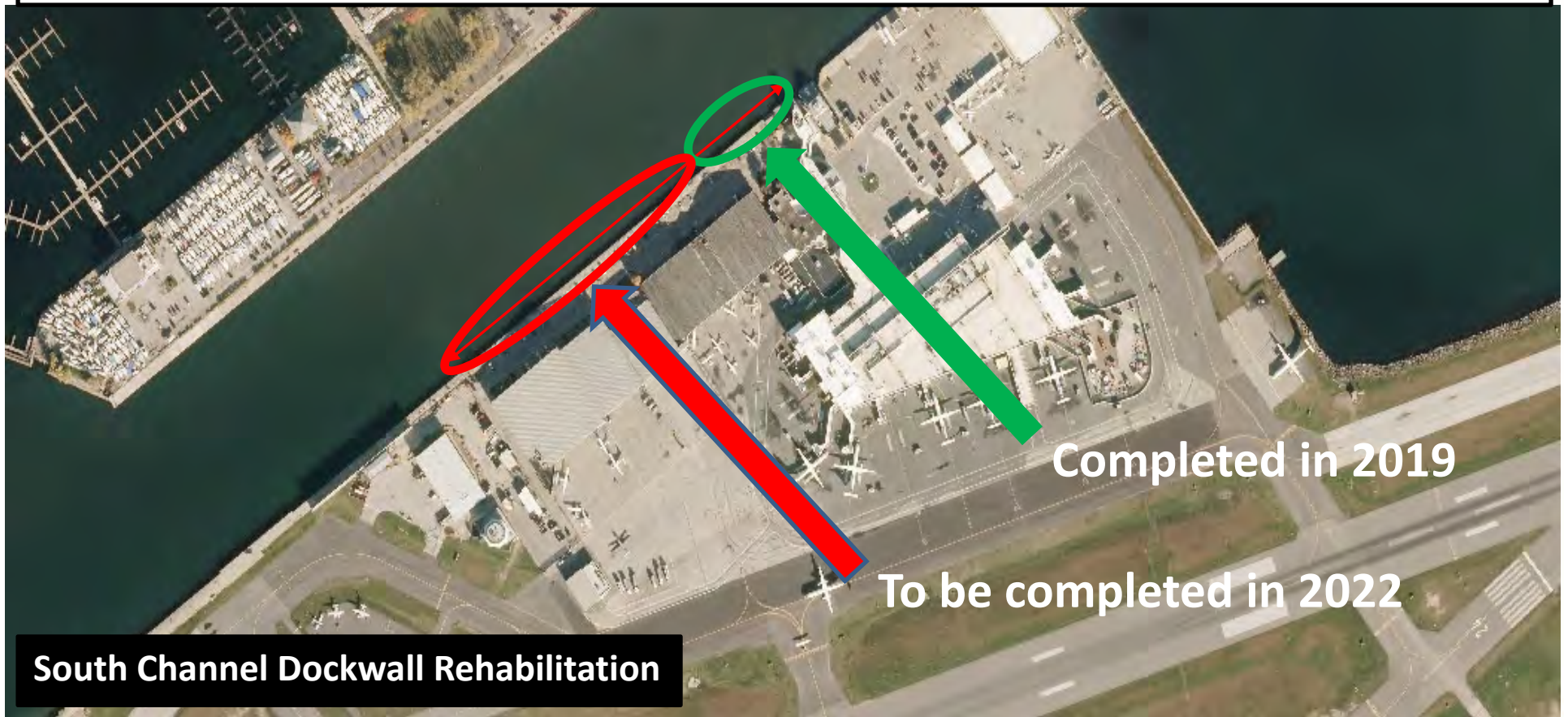
"Marilyn Bell I" (MB I) Ferry Electrification



South Channel Dockwall Art

- Art sculpture to recognize and acknowledge the territorial lands of the Mississaugas of the Credit First Nation at Billy Bishop Airport
- Sculpture will be part of an overall initiative to repair and enhance the south dock wall and make it into a public space that can be enjoyed by passengers, staff and the community
- Artist: David M. General
- Production substantially completed
- Unveiling ceremony anticipated in Spring 2022

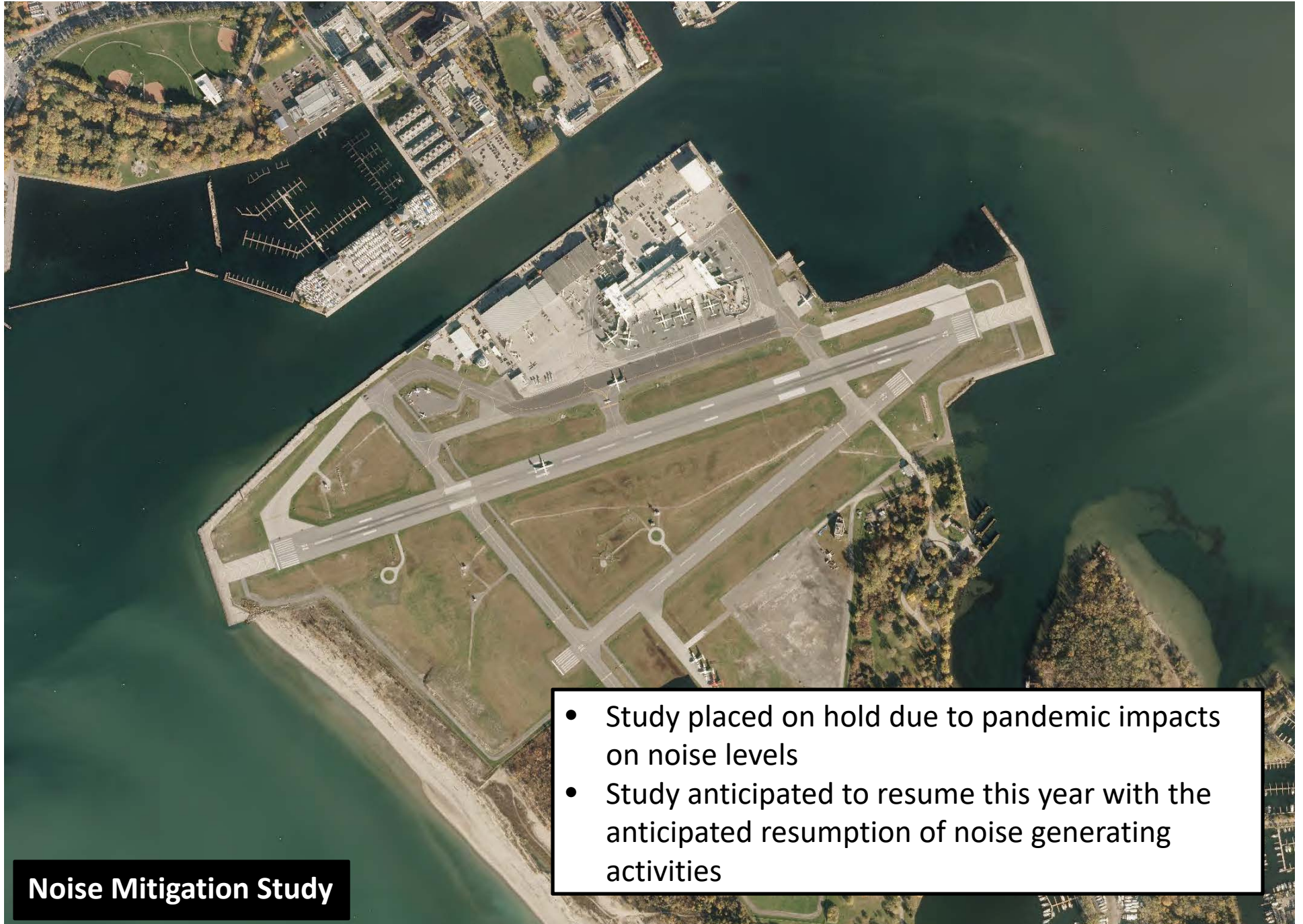
- The project includes stabilization and repair of the c.1913
- First 120m of dockwall repair completed in December 2019
- Remainder of works has been deferred from 2020 to 2022 due to pandemic implications
- Remainder of the dockwall to be completed July – December 2022



South Channel Dockwall Rehabilitation

Completed in 2019

To be completed in 2022



- Study placed on hold due to pandemic impacts on noise levels
- Study anticipated to resume this year with the anticipated resumption of noise generating activities

Noise Mitigation Study

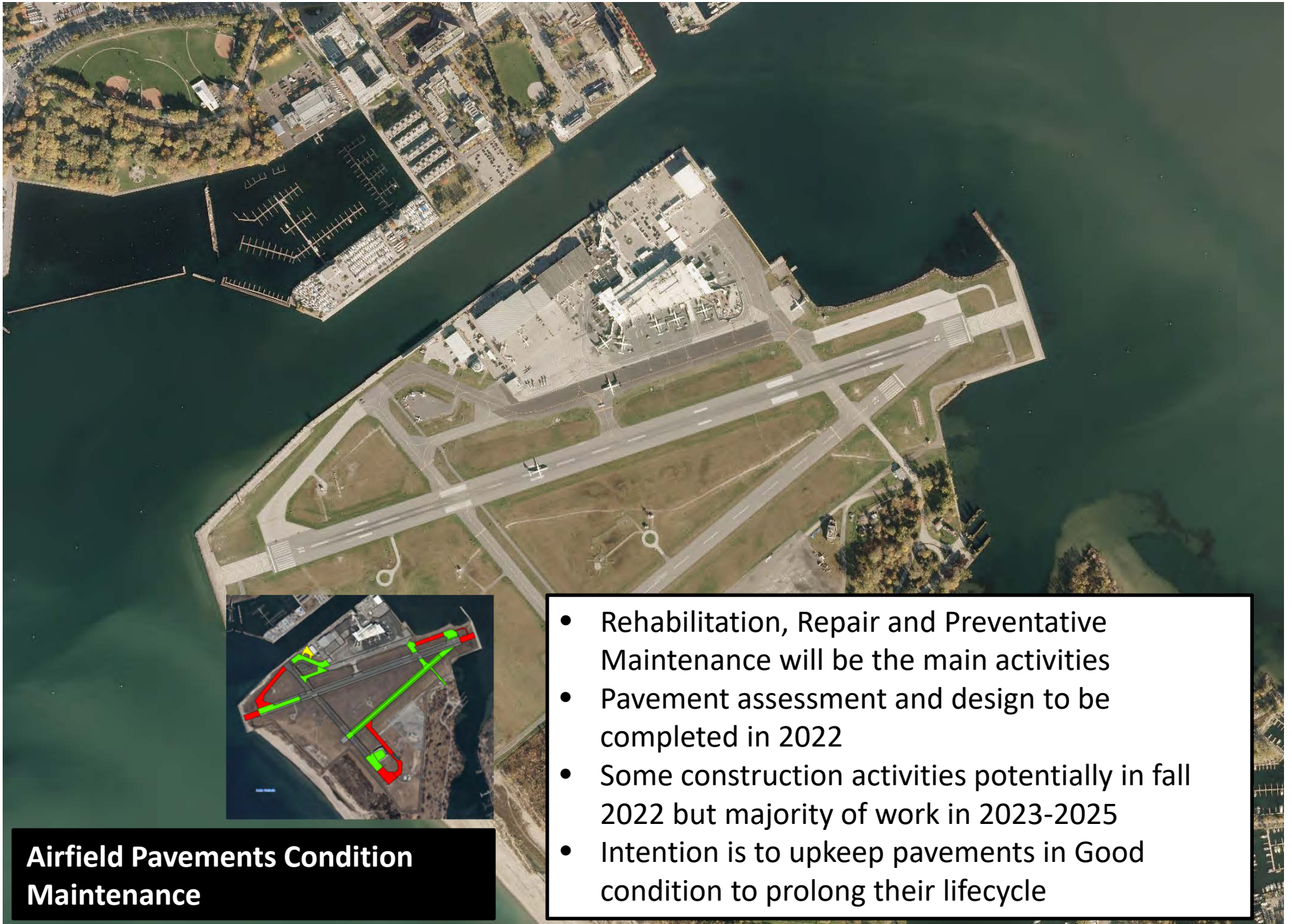
New Projects to Commence in 2022



- Replacement of deteriorated and insufficiently tall security fence (from 6'-7' to 8'), sliding vehicle gate, and three crash gates
- Will provide additional safety by reducing the risk of trespassers as well as wildlife entering the airfield

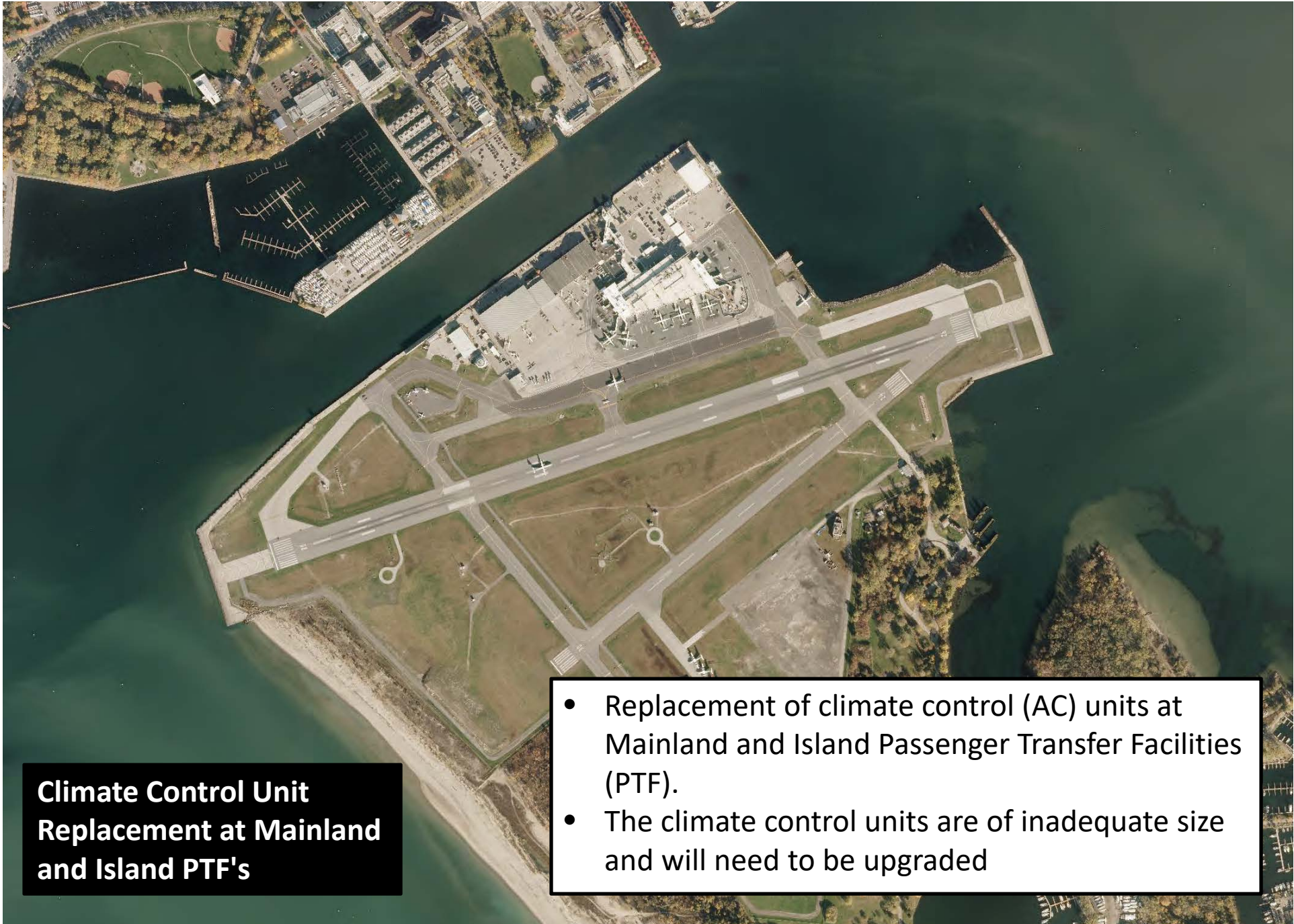


Airport Security Fence and Gates Replacement



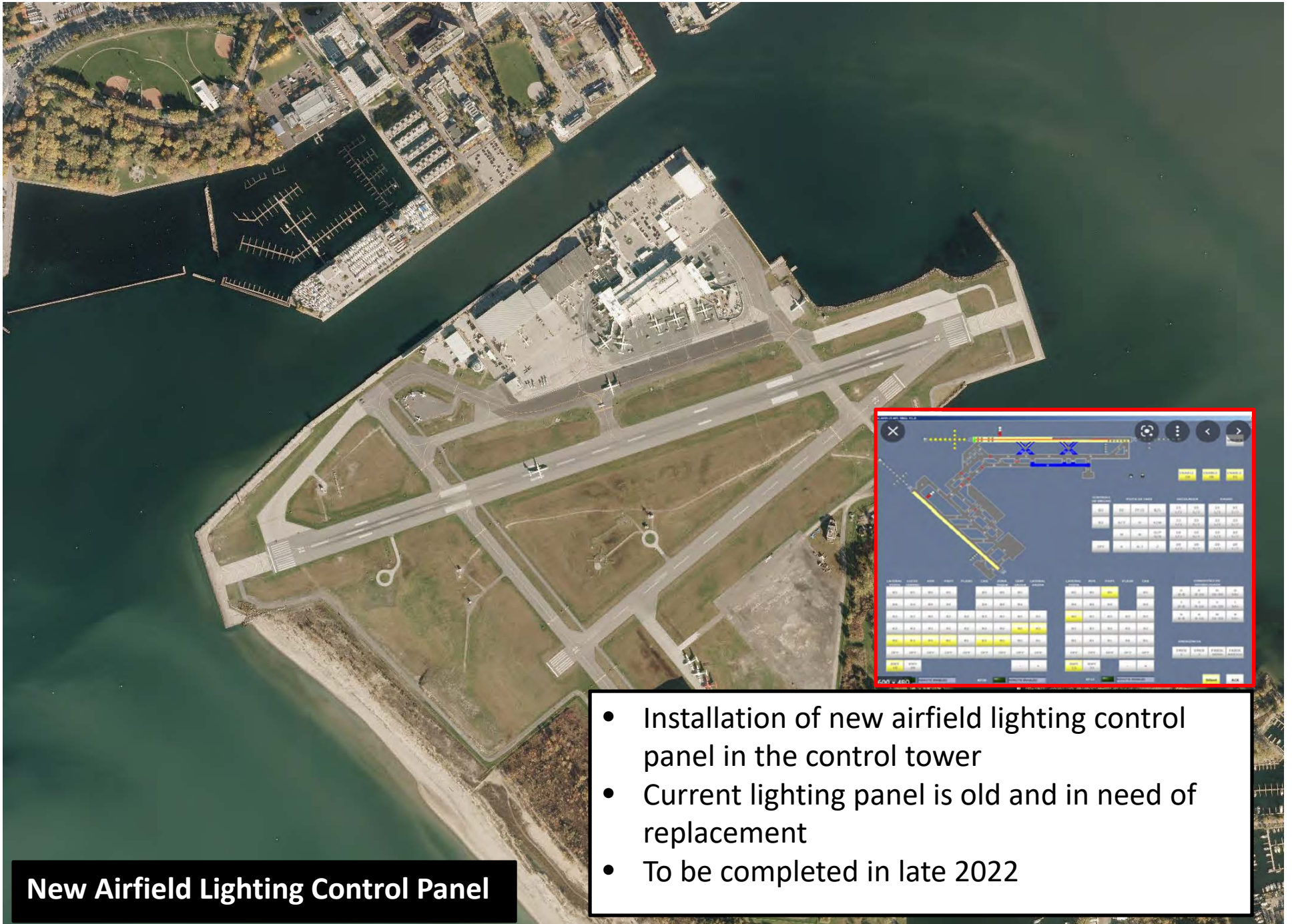
Airfield Pavements Condition Maintenance

- Rehabilitation, Repair and Preventative Maintenance will be the main activities
- Pavement assessment and design to be completed in 2022
- Some construction activities potentially in fall 2022 but majority of work in 2023-2025
- Intention is to upkeep pavements in Good condition to prolong their lifecycle



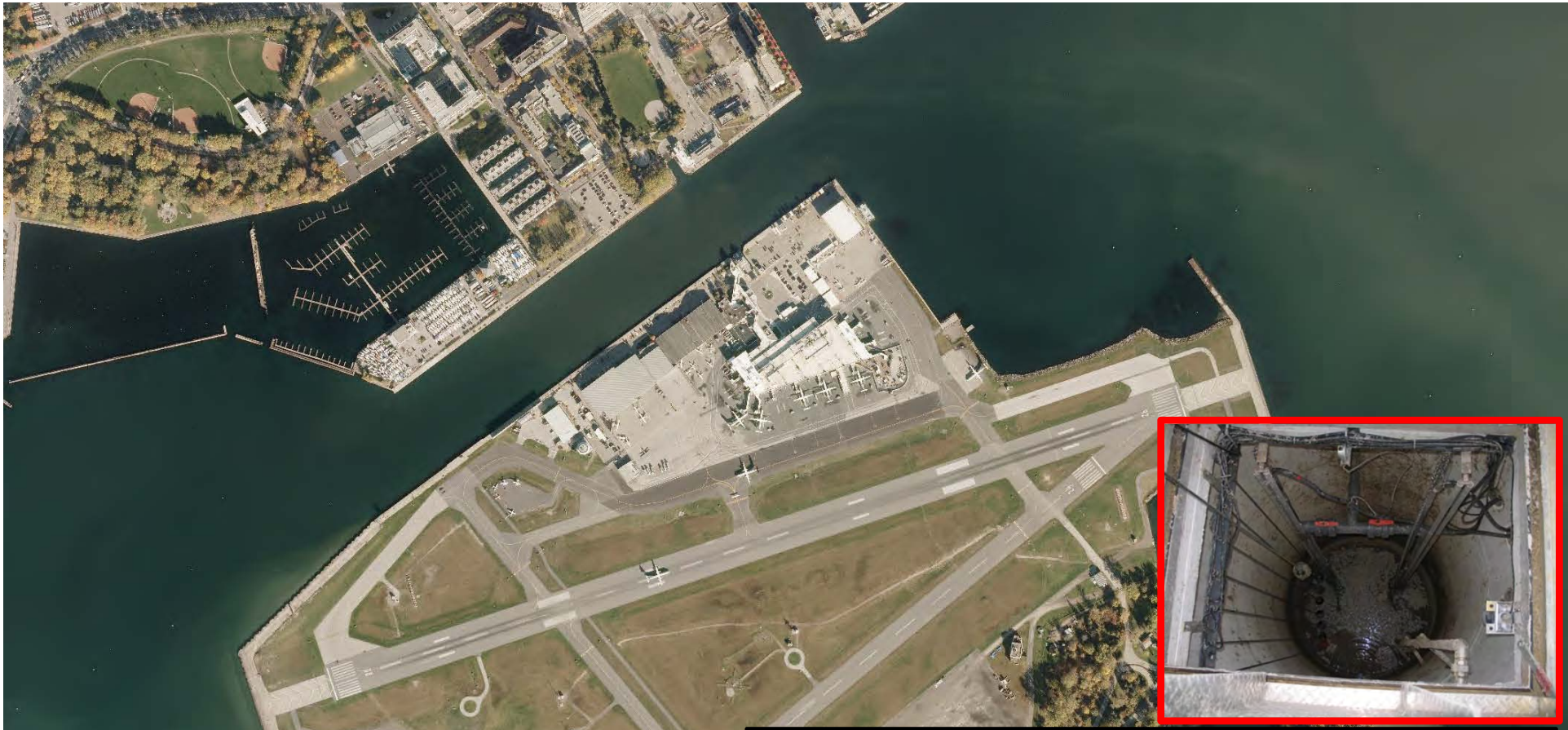
**Climate Control Unit
Replacement at Mainland
and Island PTF's**

- Replacement of climate control (AC) units at Mainland and Island Passenger Transfer Facilities (PTF).
- The climate control units are of inadequate size and will need to be upgraded

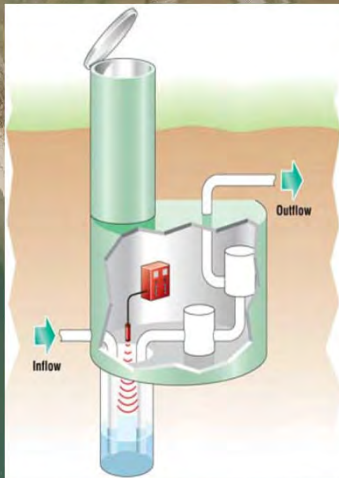


New Airfield Lighting Control Panel

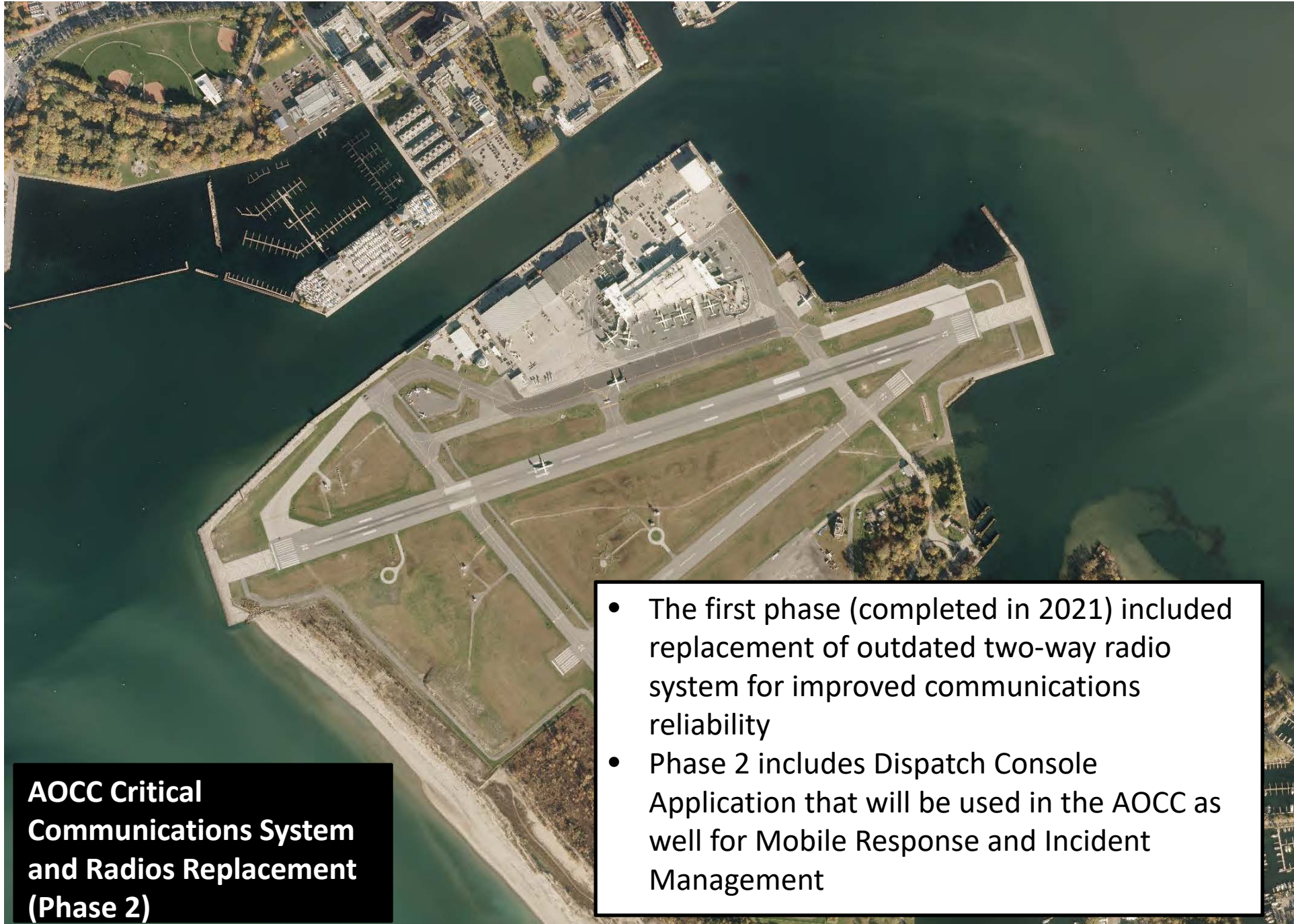
- Installation of new airfield lighting control panel in the control tower
- Current lighting panel is old and in need of replacement
- To be completed in late 2022



Sanitary Lift Station Refurbishment



- Ongoing rehabilitation of aging sanitary lift stations infrastructure at the airport
- New grinder-style pumps to be installed for better performance
- First two stations completed in 2021
- Stations three and four to be completed in 2022 and stations five and six in 2023



**AOCC Critical
Communications System
and Radios Replacement
(Phase 2)**

- The first phase (completed in 2021) included replacement of outdated two-way radio system for improved communications reliability
- Phase 2 includes Dispatch Console Application that will be used in the AOCC as well for Mobile Response and Incident Management



Ferry Entrance Gate

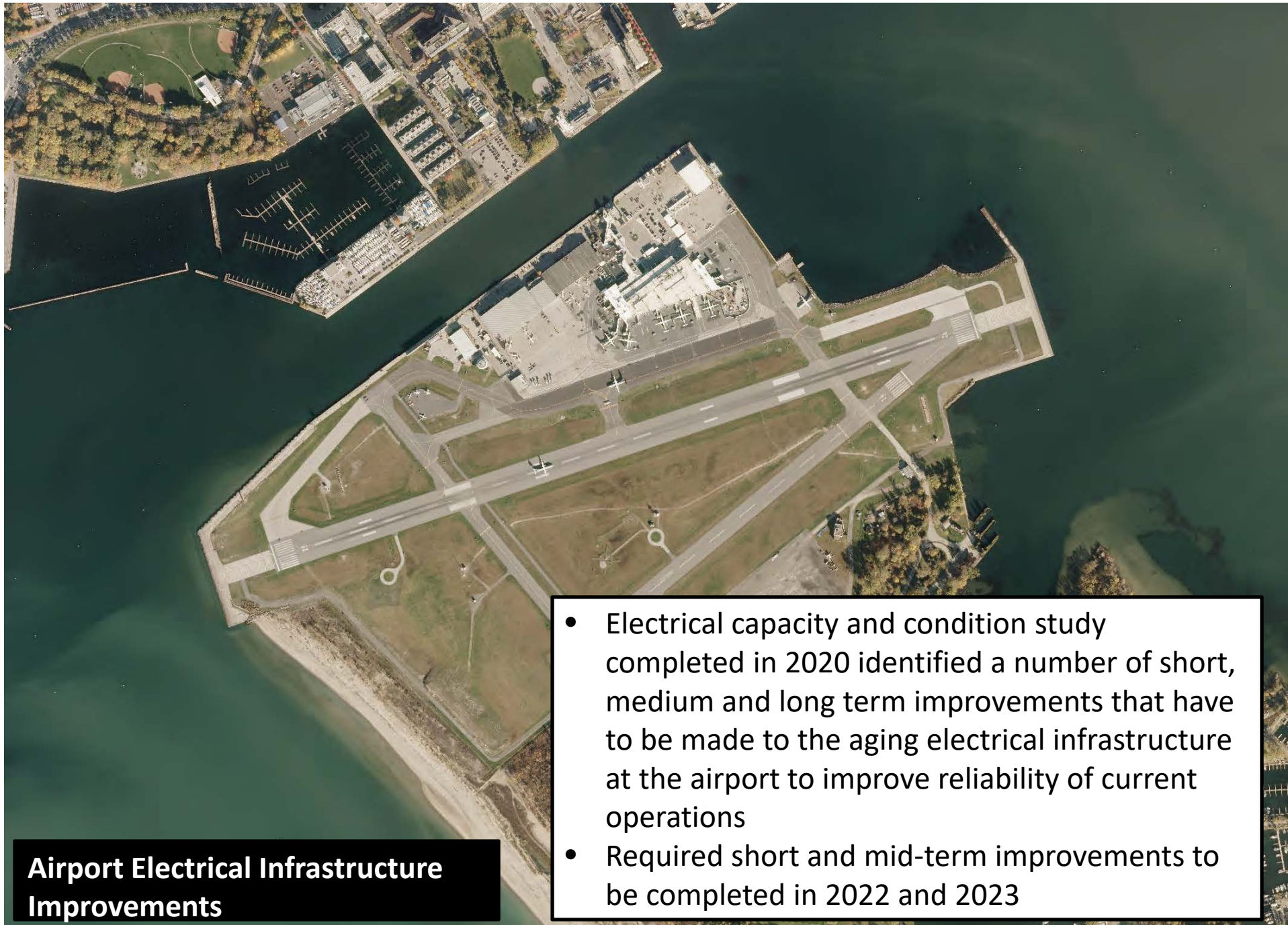
- Design and installation of the new automated ferry entrance gate on the Mainland side to provide additional security
- Design in summer 2022; installation in late 2022



East Dockwall

- Assessment of the dockwall condition to commence in August 2022
- Dockwall is likely in need of full reconstruction as well as raising of its elevation to protect infrastructure from high water levels
- Design and Construction anticipated to commence in 2023

Island East Dockwall Rehabilitation



Airport Electrical Infrastructure Improvements

- Electrical capacity and condition study completed in 2020 identified a number of short, medium and long term improvements that have to be made to the aging electrical infrastructure at the airport to improve reliability of current operations
- Required short and mid-term improvements to be completed in 2022 and 2023



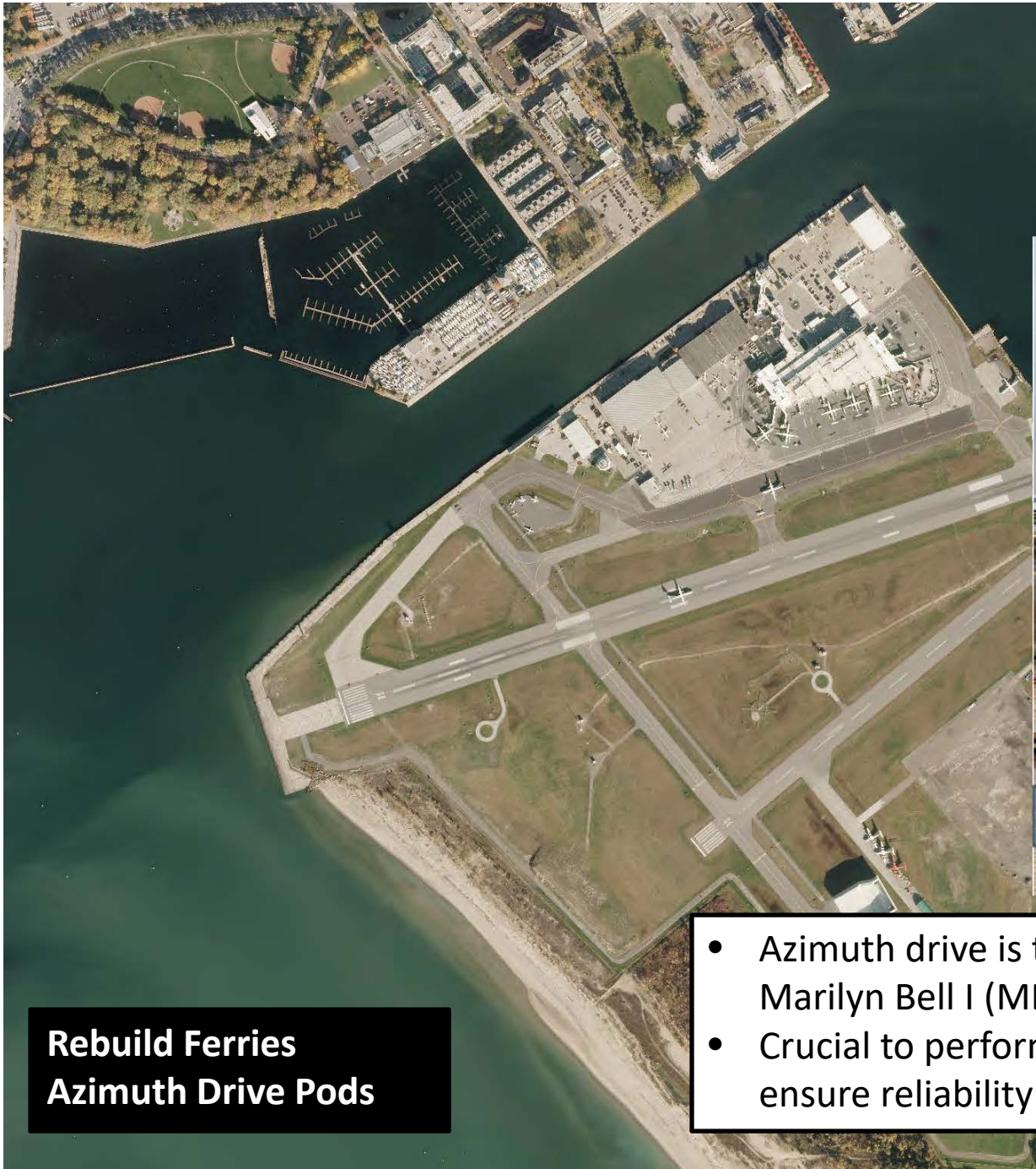
Passenger Backflow Prevention System

- Installation of passenger backflow prevention system in both Domestic and Transborder passenger exit points
- Project will reduce number of security breaches where passengers backflow from the CBSA Primary Inspection Area or Baggage Pick-up Area to the terminal sterile area



David Hornell Drydock

- Completion of mandatory 5 year dry-dock in Q2 2022
- Will include generator and engine refurbishment



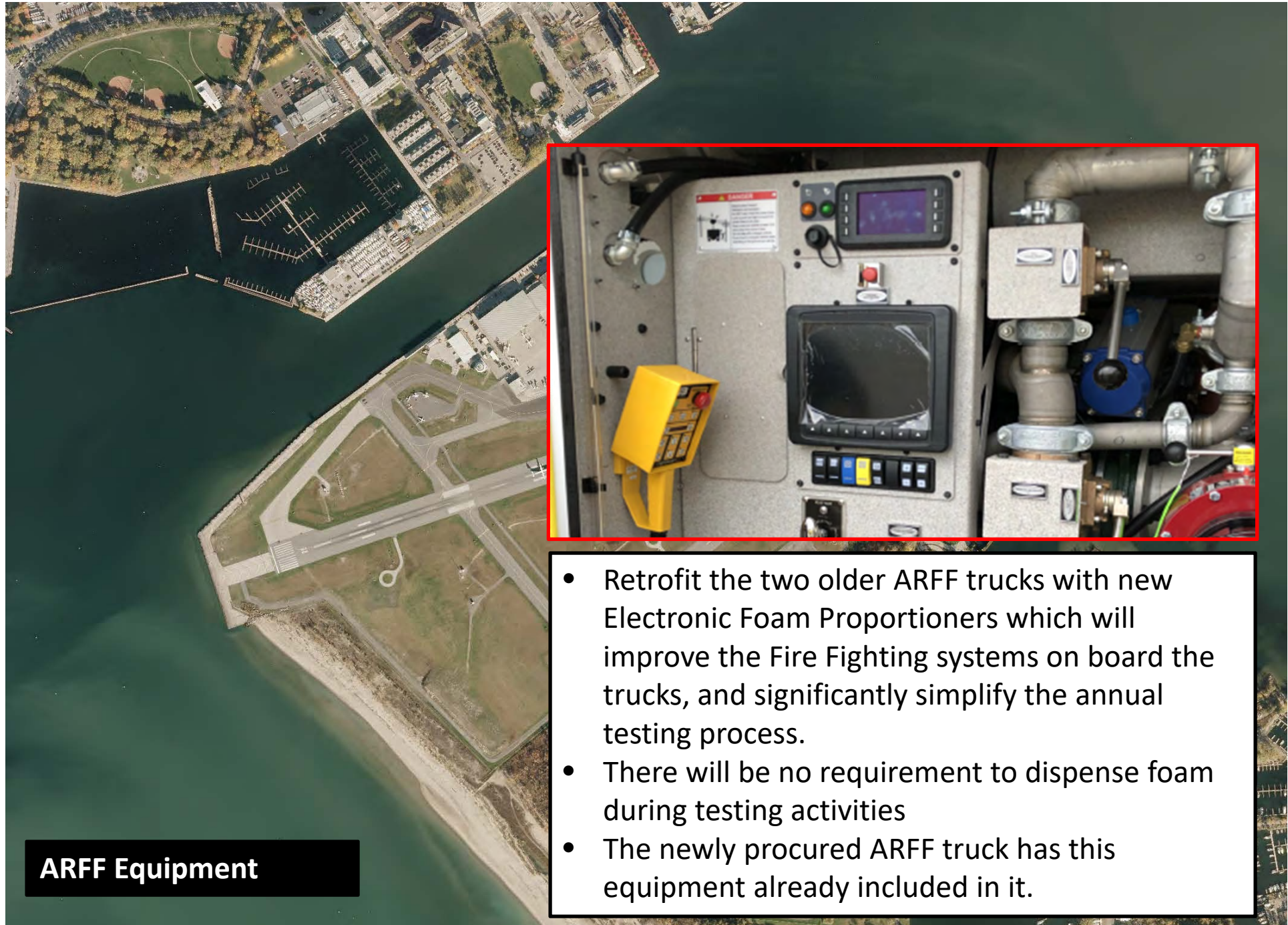
Rebuild Ferries Azimuth Drive Pods

- Azimuth drive is the marine propeller on the Marilyn Bell I (MB I) and David Hornell ferries.
- Crucial to perform regular maintenance to ensure reliability of ferry service.



- Procurement of the following critical maintenance equipment
- Replacing older vehicles with modern, reliable and more fuel efficient equipment
- Includes new runway sweeper and multi-purpose airfield maintenance unit
- Pavement crack sealing equipment to be procured as well

Critical Airfield Maintenance Equipment



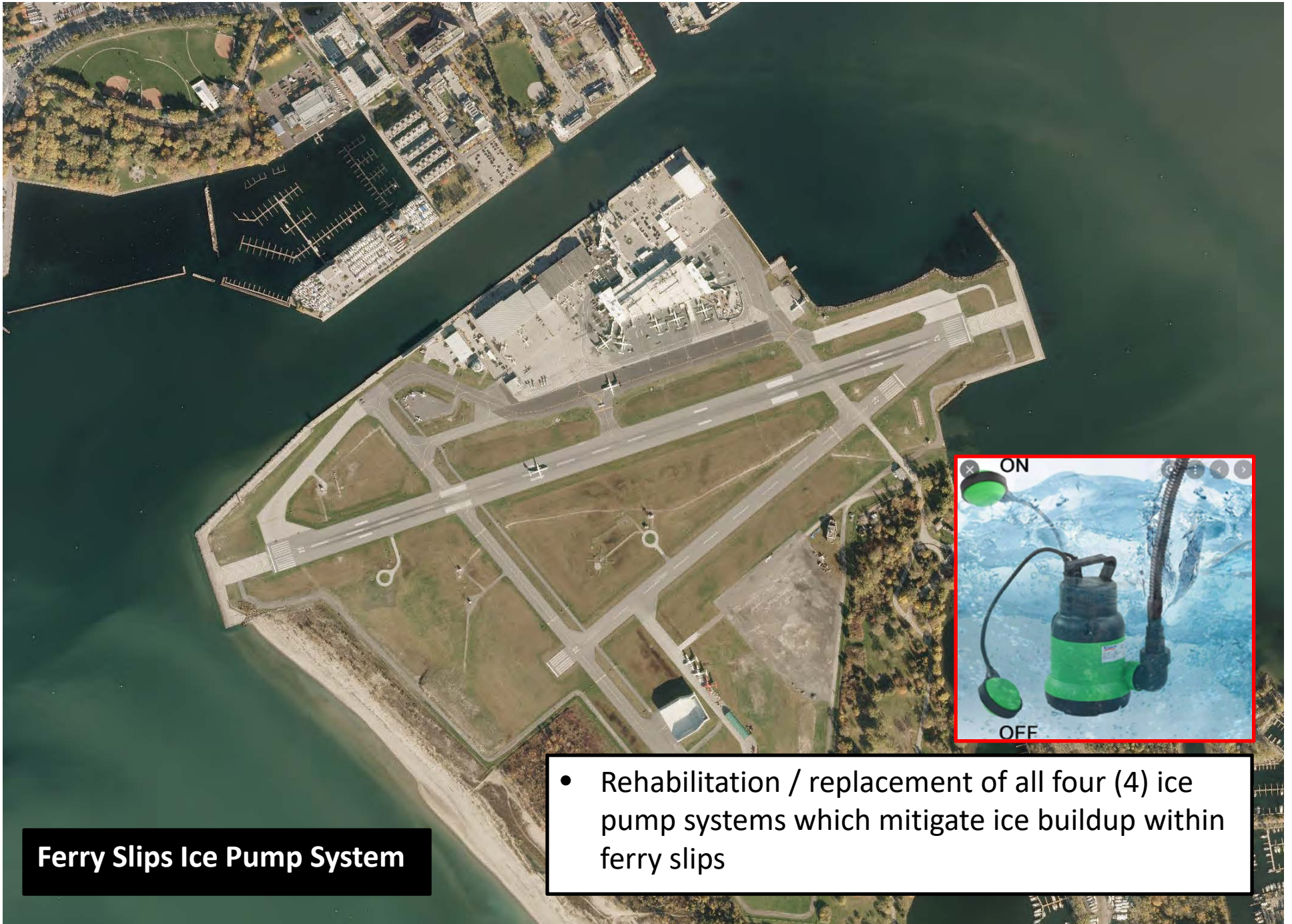
ARFF Equipment

- Retrofit the two older ARFF trucks with new Electronic Foam Proportioners which will improve the Fire Fighting systems on board the trucks, and significantly simplify the annual testing process.
- There will be no requirement to dispense foam during testing activities
- The newly procured ARFF truck has this equipment already included in it.



Security Equipment

- Replacement of dated and addition of new security cameras around the terminal complex



Ferry Slips Ice Pump System

- Rehabilitation / replacement of all four (4) ice pump systems which mitigate ice buildup within ferry slips

- PortsToronto will provide Annual program updates as well as As-needed project updates through various development and implementation stages
- Any new tenants' projects will also be identified as tenants submit facility alteration permits (FAP) requests to PortsToronto
- Mitigation of impacts due to construction noise / lighting / traffic will continue to be prioritized with contractors for each project
- Sustainability and Climate Change in forefront of PortsToronto's projects
- Use of barging not anticipated for PortsToronto's 2022 projects as the proposed projects do not require large amount of material hauling





QUESTIONS / COMMENTS

Appendix D – PortsToronto Presentation on Airport Update

Community Liaison Committee Updates Billy Bishop Toronto City Airport

February 16th, 2022



PORTS
TORONTO

Billy Bishop Toronto City Airport (YTZ)

- Passenger and Aircraft Movement Updates
- Omicron Impacts
- Government of Canada Travel Requirements
- Connect Airlines Update

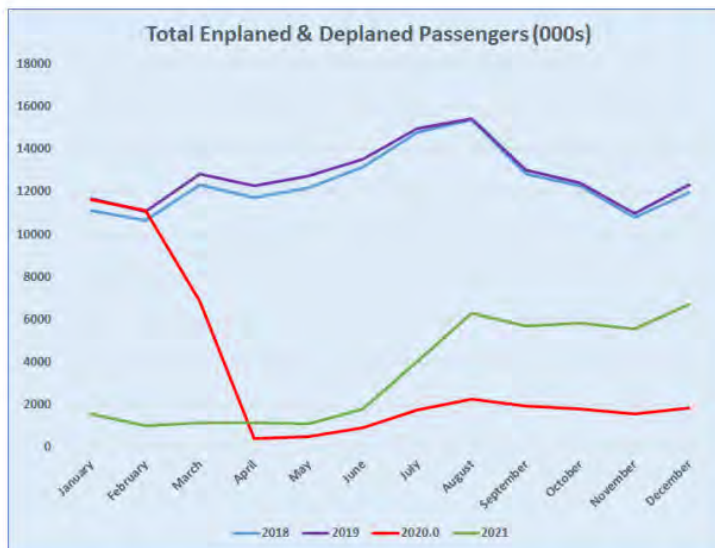
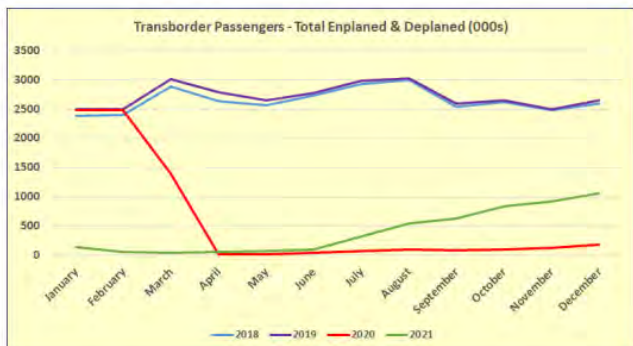
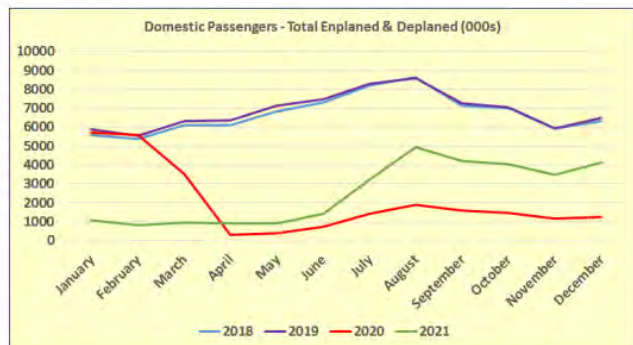


**BILLY
BISHOP**
TORONTO CITY AIRPORT

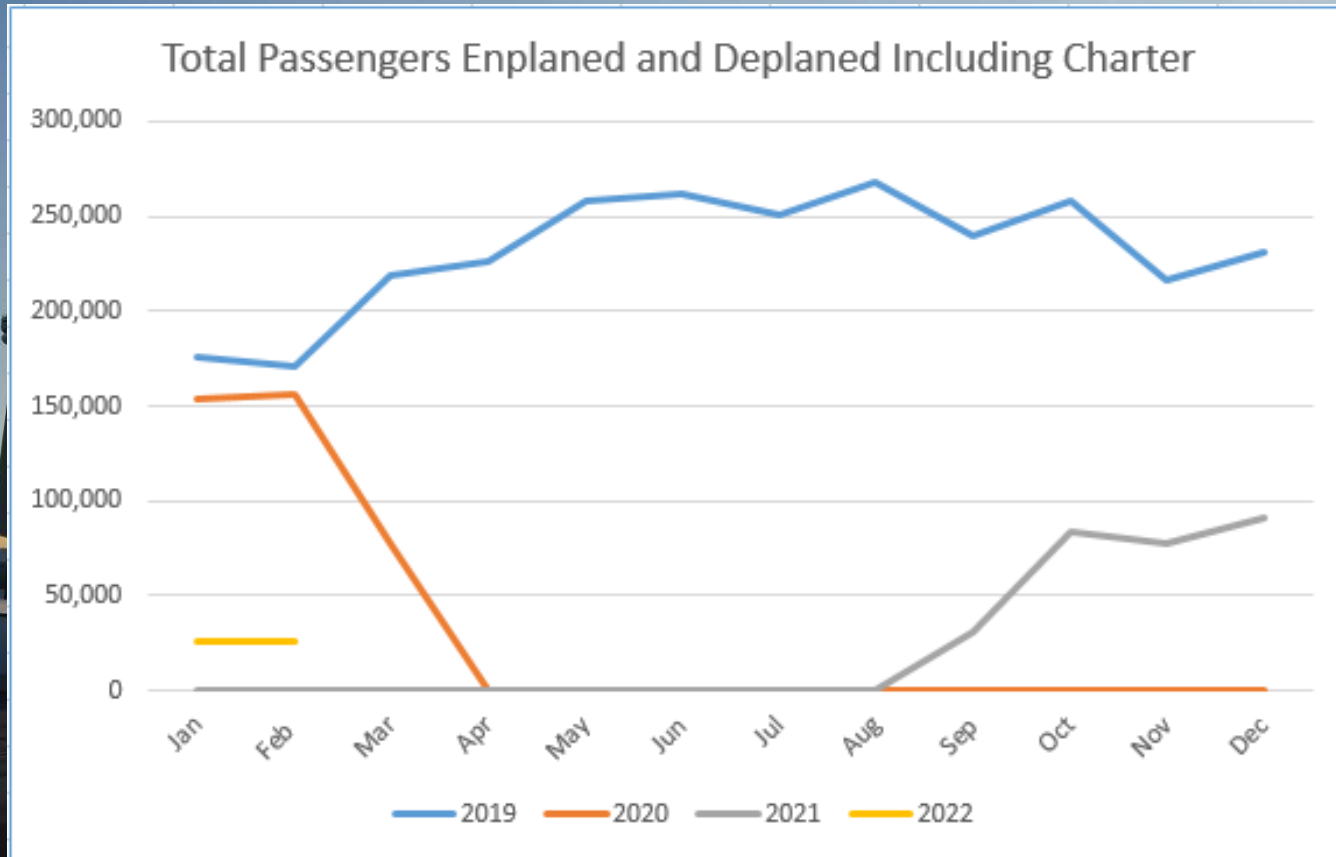


The following passenger traffic data comes from the Canadian Airports Information Sharing, a survey of 21 of the busiest airports in Canada, which represent more than 95% of Canada's air passenger traffic.

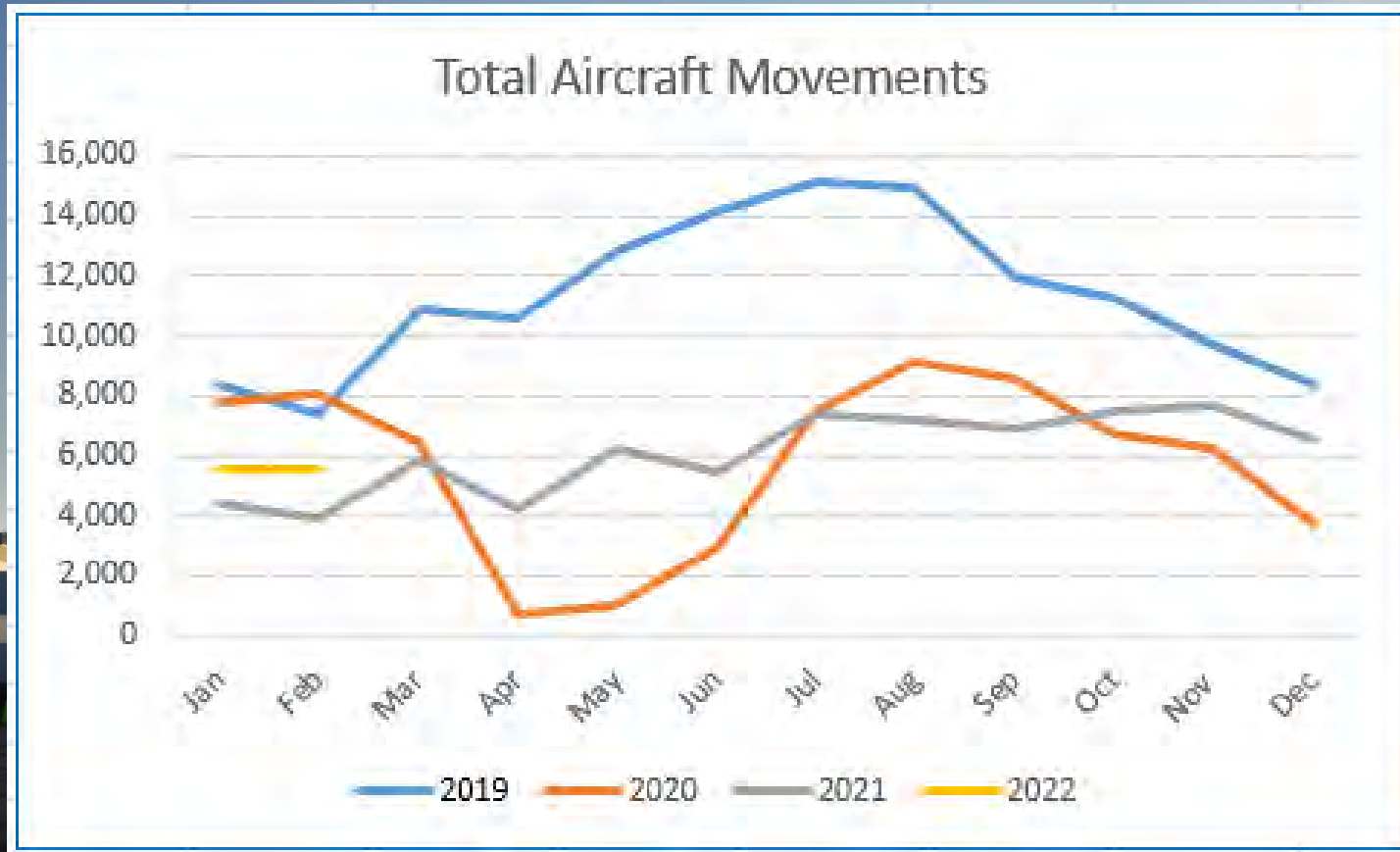
	December vs 2019	Year to Dec vs YTA 2019
Total Enplaned/Deplaned Pax	54%	32%
Domestic E/D Pax	64%	43%
Transborder E/D Pax	40%	18%
Other International E/D Pax	48%	21%



Billy Bishop Toronto City Airport Passenger Traffic



Billy Bishop Toronto City Airport Aircraft Movements



Billy Bishop Toronto City Airport Recap

	January 2022 vs 2019	YTD Jan 2022 vs 2019
Total Passengers	15%	15%
Total Aircraft Movements	67%	67%

Next Steps

- Omicron Impacts
- Government of Canada Travel Requirements
- Connect Airlines Update



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BISHOP
TORONTO CITY AIRPORT



Thank You



Appendix E – Responses to Community Questions

Answers to the following questions, received from community representatives on the BBTCA CLC, were provided by PortsToronto staff on March 1st, 2022, following CLC Meeting #45.

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 BBTCCA 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 BBTCCA 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 BBTCCA 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.

10. 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.

11. 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.

12. 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

13. 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.