



**PortsToronto**

**Billy Bishop Toronto City Airport**

**Community Liaison Committee**

**Meeting #46**

**Meeting Minutes**

May 24, 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 #46

Action Item	Action Item Task	Who is Responsible for Action Item
M#46-A1	Finalize CLC Meeting #45 Minutes and post to the PortsToronto website.	PortsToronto
M#46-A2	Include information on Q400 aircraft movements in future airline passenger recovery updates.	PortsToronto
M#46-A3	Add examples of efforts to support emission reductions in the community to the 'Responses to Comments on the BBTCA 2021 Sustainability Report' document (Page 17).	PortsToronto
M#46-A4	Add examples of efforts to identify Scope 3 emissions with partners to the 'Responses to Comments on the BBTCA 2021 Sustainability Report' document (Page 16).	PortsToronto
M#46-A5	Provide information on how to report idling issues to the City.	Waterfront Secretariat
M#46-A6	Refresh ferry ramp flap with new noise deadening matting and develop a routine maintenance program for refreshing the matting going forward.	PortsToronto
M#46-A7	Organize "Airport Site Visits" for CLC members to tour areas of interest at the airport, as per M#40-A3.	PortsToronto
M#46-A8	Work with the BQNA representative on improving the community noise complaint forms.	PortsToronto
M#46-A9	Send PortsToronto a copy of the BQNA motion requesting postponement of planned slot increase, and an audio recording of noise heard on May 20 <sup>th</sup>	BQNA
M#46-A10	Provide a summary of noise data that was captured by the ferry terminal building noise monitor on May 20 <sup>th</sup> from 7pm to 9pm.	PortsToronto
M#46-A11	Provide Meg St John with onboarding materials for joining the Air Quality Study project team.	BQNA
M#46-A12	Request Air Quality Study researchers to post an update on project website regarding air monitors on residential buildings.	PortsToronto
M#46-A13	Confirm that a link to the meeting summary for the Air Quality Study public meeting held on January 27 <sup>th</sup> is included in the CLC #45 meeting minutes.	LURA
M#46-A14	Distribute documents regarding Air Quality Study updates and project background information to CLC members.	LURA

## List of Attendees

Name	Organization (if any)	Attendance
<b>COMMITTEE MEMBERS</b>		
Brent Gilliard	On behalf of Ward 10 – Spadina-Fort York	Absent
Bushra Mir	On behalf of Ward 10 – Spadina-Fort York	Absent
Zara Sajjad	On behalf of MP Kevin Vuong, Spadina-Fort York	Absent
MP Kevin Vuong	MP, Spadina-Fort York	Absent
Meg St John	City of Toronto – Waterfront Secretariat	Present
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Jennifer Quinn	Nieuport	Absent
Cheryl Stone	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
Jonathan Ricci	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)	Absent
Thomas Murphy	Nav Canada	Absent
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Absent
<b>PORTSTORONTO REPRESENTATIVES</b>		
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
Jessica Pellerin	PortsToronto	Present
Mike David	PortsToronto	Present
<b>FACILITATION</b>		
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 46<sup>th</sup> 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 #45 held on February 16<sup>th</sup>, 2022. Mr. Furneaux noted that these meeting minutes were shared with CLC members on April 27<sup>th</sup>, 2022 and requested that any comments on these meeting minutes be shared by June 15<sup>th</sup>, 2022. After this, the minutes will be finalized and published.

M#46-A1 Finalize CLC Meeting #45 Minutes and post to the PortsToronto website.

## 3. Airline Passenger Recovery Updates

Gene Cabral (PortsToronto) provided a presentation on airline passenger recovery updates. Mr. Cabral's presentation on airline passenger recovery updates is included in **Appendix B**.

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

- Total Canadian passenger traffic in March 2022 was 55% of March 2019 levels. Mr. Cabral noted that an uptick began in March 2022 following the end of public health restrictions from the Omicron COVID-19 wave, and that this upward trajectory continued in April.
- Total passenger traffic at BBTCA in April 2022 was 45% of April 2019 levels. Mr. Cabral noted that an uptick began in March that continued, reaching approximately 100,000 passengers in April. Mr. Cabral indicated that the easing of COVID-19 testing requirements starting on April 1<sup>st</sup> contributed to the uptick.
- Total aircraft movements at BBTCA in April 2022 was 78% of April 2019 levels. Mr. Cabral noted that an uptick began in March that continued in April, reaching over 8,000 total aircraft movements.
- Mr. Cabral indicated that the effect of pent-up demand for travel is currently being felt in airports across Canada. In the last 7 days, total Canadian passenger traffic reached 81% of 2019 levels. This demand represents a 950% increase compared to 2021 levels and a 2,117% increase compared to 2020 levels.
- Total Canadian passenger traffic on Sunday May 15<sup>th</sup> and Saturday May 21<sup>st</sup> were 91% of 2019 levels and represent the highest single days of passenger traffic in Canada since the beginning of the COVID-19 pandemic.
- Mr. Cabral noted that the sharp increase in Canadian passenger traffic due to pent-up demand is contributing to strains on aviation systems across Canada including with government agencies such as Canadian Air Transport Security Authority (CATSA) and Canadian Border Services Agency (CBSA), and with overall labour.
- Total U.S. passenger traffic has plateaued between 85% to 90% of 2019 levels for some time now, with a low of 74% in January 2022 during the peak of the COVID-19 wave caused by the Omicron variant. Mr. Cabral noted that because markets such as the U.S. did not experience as severe restrictions as Canada, they have been able to adapt to growth in air travel demand much more gradually.

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

The York Quay Neighbourhood Association (YQNA) representative noted that there is a large discrepancy between the recovery of total passengers in April 2022 (45% of April 2019 levels) compared to the recovery of

total aircraft movements in April 2022 (78% of April 2019 levels). The YQNA representative inquired whether it is possible to better align the number of aircraft movements with the number of passengers.

Mr. Cabral responded that the number of aircraft movements do not have a direct correlation with the number of passengers because majority of aircraft movements at BBTCA are general aviation, flight schools and charter flights. Mr. Cabral noted that passenger numbers are predominantly driven by Porter Airlines and Air Canada flights, but these flights represent less than half of the total aircraft movements typically at BBTCA.

The YQNA representative asked if the number of Q400 aircraft movements could be included in future presentations, for comparison with the number of total passengers.

Mr. Cabral confirmed that information on Q400 aircraft movements can be included in presentations going forward.

M#46-A2 PortsToronto to include information on Q400 aircraft movements in future airline passenger recovery updates.

The Bathurst Quay Neighbourhood Association (BQNA) representative asked for clarification on whether smaller airports would be impacted by the recent spike in air travel demand.

Mr. Cabral responded that the largest airports in Canada have been the most impacted by staffing issues and security constraints related to outdated public health policies. He indicated that other airports are also impacted but not to the same degree as larger airports. Mr. Cabral noted that when Toronto Pearson Airport faces constraints this can impact many other down-line airports that have flights from Toronto Pearson Airport feeding into them.

The BQNA representative noted that the Bathurst Quay community has observed an increase in the number of planes idling on the BBTCA runway. The BQNA representative asked whether this increase is related to the constraints being experienced at Toronto Pearson Airport.

Mr. Cabral responded that this issue is not related to Toronto Pearson Airport and is due to staffing challenges at BBTCA that are being addressed. Mr. Cabral noted that these staffing challenges are being experienced by many airports across the country.

The BQNA representative indicated that the community has never noticed this level of planes idling at BBTCA before and inquired why this is happening now.

Mr. Cabral indicated that BBTCA has experienced similar challenges in the past and asked Brad Cicero (Porter Airlines) to comment on the challenges.

Mr. Cicero explained that the challenges are caused by a combination of factors including staffing shortages and bad weather. Mr. Cicero indicated that BBTCA is working to mitigate the impacts from staffing shortages in the short term while working to resolve staffing shortages fully in the longer term. Mr. Cicero added that bad weather in other regions can cause flights to become off schedule and arrive at BBTCA later than expected, which can lead to clusters of planes waiting on the runway to get to their gate. Mr. Cicero indicated that these challenges do not come up every day but happen sporadically, and that the airport and airlines are working to eliminate them entirely.

#### 4. Sustainability Report Questions

Deborah Wilson (PortsToronto) provided an overview of responses to comments on the BBTCA 2021 Sustainability Report. Ms. Wilson noted that the 2021 Sustainability Report was first published on March 29<sup>th</sup>, 2022, and that the CLC was given four weeks to submit questions and comments, so that PortsToronto would

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have four weeks to prepare the responses. The responses to comments on the BBTCA 2021 Sustainability Report is included in **Appendix C**. The following is a summary of the updates and discussion on the responses provided.

Ms. Wilson noted that BBTCA has a very good relationship with Mississaugas of the Credit First Nation (MCFN). BBTCA has been meeting with MCFN quarterly since 2017, and MCFN is included in outreach related to capital expenditures. Ms. Wilson noted that MCFN was consulted on the development of the BBTCA Master Plan.

Mr. Cabral noted that BBTCA had a recent meeting with MCFN, during which the BBTCA Master Plan and planned slot increases were discussed.

Bojan Drakul (PortsToronto) added that he delivers the same presentation on capital program updates to MCFN that he provides to the CLC. He noted that MCFN provides input on what activities they would like to be involved in.

Ms. Wilson then addressed why the electrified Marilyn Bell was included in the 2021 Sustainability Report even though it was not returned to service until December 15, 2021. Ms. Wilson noted that PortsToronto has been working on the electrification of the Marilyn Bell ferry for all of 2020 and 2021. Ms. Wilson expressed that because a substantial portion of the electrification happened in 2021, it is appropriate that the Marilyn Bell ferry be included in the 2021 report. Ms. Wilson also noted that BBTCA is very proud of the accomplishment because the project represents a first for Canada and because the project was completed during the COVID-19 pandemic.

The BQNA representative indicated that the emissions reductions related to the electrified Marilyn Bell ferry presented in the report may be confusing. The BQNA representative noted that the report may give the impression that 530 tonnes of greenhouse gas (GHG) emissions were reduced in 2021 because of the project and suggested that this should be clarified to state that the conversion will have the effect of removing these emissions in future years.

Ms. Wilson agreed that the tense originally used in the report could be misleading. Ms. Wilson shared that the report has been updated to convey that 530 tonnes will be removed instead of was removed.

Ms. Wilson then explained why the ferry was identified as the most direct source of emissions at BBTCA. Ms. Wilson noted that the ferry emissions are Scope 1 emissions and that the Toronto Public Health presentation delivered to the CLC on May 3, 2017, confirmed that the ferry was a significant contributor to GHG emissions in the area, based on modeling.

Mike David (PortsToronto) explained that Scope 1 emissions are GHG emissions that are a direct byproduct of onsite BBTCA operations.

Ms. Wilson noted that the definitions of the different emission scopes are provided on page 17 of the report, and that a link to the meeting minutes where Toronto Public Health identified the ferry as the most significant source of direct emissions from BBTCA was also included.

Ms. Wilson noted that descriptions of what are direct and indirect emission sources are not included in the executive message, because the executive message is intended to be a top line narrative of the report.

Ms. Wilson then explained that the data collected by the noise management terminals is raw data that cannot be easily interpreted, which is why it is not available publicly. Ms. Wilson noted that this data is primarily used by PortsToronto to help correlate aircraft movements with noise complaints. Ms. Wilson indicated that if there was something specific that the community is looking for, then Michael MacWilliam (PortsToronto) could look into creating a user-friendly report from the raw data.

Mr. MacWilliam confirmed that he could do this and added that he is working on creating a monthly report that is easily understandable.



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Ms. Wilson then addressed a question on how many medevac flights took off overnight in 2021. Ms. Wilson explained that overnight is defined as 11:00pm to 6:45am. Ms. Wilson shared that in 2021, 719 medevac flights took off overnight, out of 5,091 total medevac flights.

Ms. Wilson then responded to a question on how BBTCA is working to support emission reductions in the community. Ms. Wilson noted that the purpose of the Sustainability Report is to communicate how BBTCA is working to reduce GHG emissions and invest in Environmental, Social, and Governance (ESG) goals that are meaningful. Ms. Wilson indicated that if there is a more specific question on BBTCA's work to reduce emissions, then she would be happy to respond to that.

The BQNA representative asked if there are any examples of work supporting community emission reductions that can be shared.

Ms. Wilson responded that the sustainability report has many examples embedded throughout. She noted that a couple of those examples can be added to the document detailing BBTCA responses to comments on the BBTCA 2021 Sustainability Report.

M#46-A3 PortsToronto to add examples of efforts to support emission reductions in the community to the 'Responses to Comments on the BBTCA 2021 Sustainability Report' document (Page 17).

Mr. David then responded to a question on how BBTCA is working with its partners to better identify Scope 3 emissions. Mr. David indicated that this is a very complicated task because there are thousands of factors that need to be understood, and BBTCA is attempting to work through this with its partners. Mr. David indicated that examples of this work can be added to the responses document as well.

M#46-A4 PortsToronto to add examples of efforts to identify Scope 3 emissions with its partners to the 'Responses to Comments on the BBTCA 2021 Sustainability Report' document (Page 16).

Ms. Wilson noted that on page 19 the tense was changed to clarify that the electric ferry will eliminate the consumption of approximately 196,000 litres of diesel fuel per year, as opposed to saying has removed previously.

Ms. Wilson then addressed a question on how BBTCA enforces the anti-idling policy, with respect to buses, taxis, and vehicles waiting to pick up passengers, and whether enforcement can be extended to surrounding neighbourhood streets. Ms. Wilson noted that BBTCA can not enforce policy outside of its property, and that within its property BBTCA monitors and consults directly with its tenants to enforce the anti-idling policy.

The BQNA representative indicated that they have noticed an increase in shuttle bus idling since Nieuport took ownership of the terminals. The BQNA representative suggested that PortsToronto staff standing in the area could tell the bus drivers not to idle.

Mr. MacWilliam responded that Nieuport is responsible for instructing its bus drivers on the anti-idling policy. Mr. MacWilliam noted that Nieuport enforcing the policy with its own drivers would be more effective than PortsToronto staff instructing the drivers.

Cheryl Stone (Nieuport) expressed that they would take this feedback back to the Nieuport team. Ms. Stone expressed that Nieuport looks forward to having more conversations on how to make the shuttle service more environmentally friendly.

*Facilitator's Note: Following the meeting, Nieuport announced on June 23, 2022 that they are planning to electrify the airport shuttle bus in 2023. This announcement was shared by email to the CLC and can be read online on [Nieuport Aviation's media announcement page](#).*

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Mr. Cabral noted that this issue has been raised multiple times. Mr. Cabral indicated that before the pandemic there was very good compliance with the anti-idling policy, but PortsToronto can follow up with Nieuport and other tenants on enforcing the policy.

The YQNA representative inquired whether it would be City of Toronto's responsibility to enforce non-idling outside of BBTCA property. The YQNA representative noted that especially during the summertime, fumes from idling vehicles come up and waft into the windows of nearby residential buildings and discourage residents from having their windows open. The YQNA representative asked what steps could be taken to get City inspectors to be involved in enforcement on waterfront neighbourhood streets.

Meg St John (City of Toronto – Waterfront Secretariat) indicated that based on a search they conducted, the City's permit parking office is the appropriate contact for enforcing idling by-laws.

The YQNA representative asked whether Ms. St John could provide a one-pager guide detailing what steps should be taken to report idling.

Ms. St John confirmed that she would investigate what steps should be taken and will share this information with Mr. Furneaux for distribution to the CLC.

M#46-A5 Meg St John to provide information on how to report idling issues to the City.

*Facilitator's Note: Following the meeting, Meg St John shared, through the facilitator the following response from the Supervisor of Permit Parking in the City of Toronto's Transportation Services Division:*

*Presently, our objective is compliance through information and education. We encourage citizens/residents to contact our office anytime they witness excessive idling. Ideally, an email would be best. Please have them email [permit.parking@toronto.ca](mailto:permit.parking@toronto.ca) with the following details:*

- *Licence plate number*
- *Brief description of the vehicle*
- *Date and time*
- *Location*

*For example: A red Ferrari, plate ABC123 was parked near 100 Queen St W on May 30<sup>th</sup> at 9am and was idling for more than 1-minute.*

*Alternatively, people can call us at 416-392-7873. We are open 8:30 a.m. to 4:15 p.m., Monday to Friday.*

*The information allows us to send a letter to the vehicle owner. The letter provides details regarding the bylaw and consequences if not compliant.*

*At some point this summer, my officers plan on doing a blitz of the Billy Bishop area to help mitigate the idling.*

Ms. Wilson then addressed a question asking whether BBTCA would consider changing the ferry hours so that the ferry starts later and finishes earlier. Ms. Wilson responded that PortsToronto is not exploring a change to the ferry hours. Ms. Wilson noted that the ferry electrification was a major investment made by BBTCA to reduce the noise and environmental impact of the ferry. Ms. Wilson also noted that overnight ferry operations are related to medevac services.

Mr. MacWilliam added that the ferry hours are linked to BBTCA's operational hours. Mr. MacWilliam noted that the ferry must be in service at 5:15 am to allow airport personal to get to the airport to start airport operations by 6:45 pm. Mr. MacWilliam noted that the ferry would only run overnight in the rare occurrence that there is

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an operational issue or if there were an emergency that would require getting people off the island. Mr. MacWilliam emphasized that the ferry running overnight is not part of normal operations.

The YQNA representative noted that the Noise Management Sub-Committee has asked Mr. David to provide a summary of ferry noise impacts before and after electrification, so that the sub-committee can evaluate the level of improvement.

The BQNA representative inquired whether there is a way to reduce the noise from the ferry ramp being lowered. The BQNA representative noted that the banging from the ferry ramp being lowered wakes community members up in the morning.

Mr. MacWilliam noted that the ferry does have rubber matting underneath the ferry ramp flap to deaden the noise. Mr. MacWilliam noted that during a recent inspection he conducted he noticed that the matting is not deadening the noise like it used to. Mr. MacWilliam confirmed that this old matting will be replaced with new matting.

The YQNA representative noted that during construction periods in previous years, the matting was worn out very quickly. The YQNA representative asked whether a proactive maintenance response can be implemented that is tied to the volume of vehicle traffic going over the flap.

Mr. MacWilliam indicated that he does not believe this issue is heavily related to traffic levels. Mr. MacWilliam noted that he could develop a routine maintenance program for refreshing the matting.

M#46-A6 PortsToronto to refresh ferry ramp flap with new noise deadening matting and to develop a routine maintenance program for refreshing the matting going forward.

Ms. Wilson then responded to a comment seeking clarification on whether past CLC questions regarding glycol and de-icing management had been addressed. Ms. Wilson explained that Mr. Furneaux reviewed the past CLC meeting minutes to identify any unresolved questions regarding this topic. Ms. Wilson noted that an outstanding request was identified from the CLC #40 (November 18, 2020) minutes, where the YQNA representative requested to tour areas of the airport including the glycol management system. Ms. Wilson indicated that now that restrictions related to the COVID-19 pandemic have been lifted, this site tour can be arranged.

M#46-A7 PortsToronto to organize “Airport Site Visits” for CLC members to tour areas of interest at the airport, as per M#40-A3.

Ms. Wilson noted that a change was made to Page 37 so that Bathurst Quay Neighbourhood Association is spelled out in full and is described as an equal partner in the air quality study.

Ms. Wilson noted that footnotes have been added throughout the Sustainability Report to specify that the presentation by Barbara Lachapelle (Toronto Public Health) at CLC #26 (May 3, 2017) is the source referenced for statements regarding the largest contributors of GHG emissions to the local community.

Ms. Wilson also noted that a [map](#) provided by Toronto Public Health showing Traffic-Related Air Pollution (TRAP) was used to determine the air-shed that the community is a part of.

The BQNA representative asked whether Barbara Lachapelle referenced the 2013 [Golder report](#) during their presentation at CLC #26.

Angela Homewood (PortsToronto) responded that Toronto Public Health commissioned Golder to conduct the Health Impact Assessment in 2013. Ms. Homewood noted that Golder used data provided by Toronto Public Health and Health Canada for the modeling exercise used in its assessment. Then during the BBTCA Master Plan consultation process, Toronto Public Health referenced this modeling from the 2013 Golder Report to identify BBTCA’s diesel ferry operation as a key contributor to emissions impacting the community.

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Ms. Homewood noted that in addition to the 2013 Golder Report, Toronto Public Health also referenced its 2017 [TRAP study](#) during the 2017 consultations on the BBTCA Master Plan.

The BQNA representative expressed that it is important to include the date of any studies that are referenced in the Sustainability Report so that the age of the studies is clear to the reader.

Ms. Wilson agreed and noted that the footnotes that have been added to the Sustainability Report now provide this clarity on the information source.

The BQNA representative noted that following Barbara Lachapelle's presentation at CLC #26, there was a presentation delivered by several community members about the health impact of airport operations on their communities. The BQNA representative expressed frustration that while the Barbara Lachapelle presentation is referenced many times, the Sustainability Report does not refer to the presentations made by community members regarding their lived experience. The BQNA representative indicated that they made this point during the review of the 2020 Sustainability Report as well and would like the point to be noted again.

Ms. Homewood clarified that in addition to presenting at CLC #26, Toronto Public Health referenced the 2013 Golder Report and 2017 TRAP study when providing input as subject matter experts during the BBTCA Master Plan consultation process. Ms. Homewood noted that Toronto Public Health's presentation is referenced in the Sustainability Report because its findings contributed to the ferry electrification becoming a priority capital improvement project for the airport.

The BQNA representative indicated that their point is that qualitative data reported by the community, including CLC member presentations are not included in the Sustainability Reports.

Ms. Wilson shared that a line was added to the 2021 Sustainability Report, based on the BQNA representative's feedback on the previous report, noting that communities in close proximity of the airport have been and continue to be concerned with the Air Quality impacts from airport operations.

Mr. David then explained that the term emissions has been used interchangeably. He noted that the term emissions is used to describe Scope 1, 2, and 3 GHG emissions which are calculations of how a certain volume of fossil fuels being burned will contribute to global carbon dioxide emissions. While in the Toronto Public Health study, the term emissions is used with respect to a direct measurement of emissions taken at local points.

Ms. Wilson then noted that the current version of the document detailing responses to comments will be shared with CLC members after this meeting, and that any additions based on this meeting's discussion would be included in a final version that will be circulated later.

Ms. Wilson noted that CLC members are welcome to share any additional feedback or requests for clarification on the Sustainability Report by email or at the next CLC meeting.

## 5. CLC Refresh

Alexander Furneaux (LURA Consulting) provided a presentation on the BBTCA CLC Refresh. Mr. Furneaux's presentation on the CLC Refresh is included in **Appendix D**.

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

- The CLC has been operating since February 2011. The CLC's mandate is to allow BBTCA stakeholders to communicate their perspectives and observations on airport development, operations, and activities, and represent the interests of their broader community. It also enables airport management to communicate proposals, planning issues, and relevant information to the community.
- The CLC Terms of Reference (TOR) was first approved on October 19<sup>th</sup>, 2010 and was last amended on May 15<sup>th</sup>, 2015.

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- The CLC TOR notes that the composition of the CLC includes a Chairperson (PortsToronto – BBTCA Executive Vice President or designate) and 19 volunteer members that are generally representative of the waterfront community. The TOR also stipulates that CLC members serve a two-year term and that members may be reappointed for two additional terms for a membership duration of up to six years total.
- The CLC Refresh is being proposed to update the TOR with community input, fill long-standing vacant positions, invite new voices from existing representative organizations, broaden stakeholder representation to align with Toronto's growing waterfront, and advance diversity and inclusion within the CLC.
- The CLC Refresh proposes the following membership changes based on current vacancies and time served on the committee:
  - New representatives from YQNA, BQNA, and TICA, PortsToronto, and City of Toronto – Waterfront Secretariat.
  - Jessica Pellerin will replace Deborah Wilson as the new PortsToronto Communications representative.
  - Meg St John will replace Bryan Bowen as the new City of Toronto – Waterfront Secretariat representative.
  - Fill vacant positions to include representatives for the Community-at-Large, a waterfront hotel, Toronto District School Board (TDSB), and the new Ward 10 Councillor and staff.
  - Search for new representatives for Toronto Passenger Vessel Association (TPVA), and Waterfront Toronto.
  - Search for potential new members (subject to interest) such as the East Waterfront Neighbourhood Association, Mississaugas of the Credit First Nation, and other organizations based on input from the existing CLC membership.
- In June/July 2022, existing CLC members will be invited to participate in voluntary one-on-one meetings with a senior LURA facilitator to provide feedback on the CLC process, composition, and opportunity for improvements. Search for new members will also begin at this time.
- During Summer 2022, the new members will be selected, and the TOR will be revised.
- Tentatively the September CLC meeting will be a crossover meeting that includes both existing and new members; the new TOR will be reviewed during this meeting.
- Tentatively the November CLC meeting will be attended by the new CLC members; the new TOR will be confirmed at this meeting.

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

The BQNA representative expressed that they are happy to hear that there will be a CLC refresh and indicated that they think it is a great idea. The BQNA representative asked how existing members can make recommendations on new members to add to the CLC.

Mr. Furneaux responded that existing members can email recommendations to him. Mr. Furneaux also noted that recommendations for new members would be one of the topics discussed during the voluntary one-on-one meetings with a LURA facilitator.

Mr. Furneaux noted that in addition to meeting with existing CLC members, LURA's intention for the one-on-one conversations would be to also meet with the Chairpersons of community associations where the Chairpersons are not members of the CLC already (as is the case for YQNA and TICA). Mr. Furneaux indicated that meeting with the Chairpersons of the community associations would provide valuable insights to the CLC Refresh process.

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The YQNA representative indicated that every year YQNA members ask him if it is worthwhile for YQNA to participate in the CLC. The YQNA representative noted that his answer is always yes because he believes it is productive for YQNA to have regular conversations with BBTCA as part of this committee.

The YQNA representative noted that the YQNA had previously considered making a request to PortsToronto to allow two or three representatives from each neighborhood association to sit on the CLC, because it is difficult for one person to effectively keep track of all the issues related to the airport.

The YQNA representative then expressed concern that TICA has not regularly attended CLC meetings and indicated that there should be some discussion with TICA regarding this.

The YQNA representative added that a lot of organizations may be hesitant to send a representative to every meeting if the representative is being paid to attend. He indicated that organizations may only want to send a representative for one meeting each year. The YQNA representative suggested that meetings can be themed around topics that are relevant to a subset of members, so that members do not need to attend every meeting.

The YQNA representative asked whether Jim Faught (Director Emeritus at LURA Consulting) has been consulted on the CLC Refresh strategy.

Mr. Furneaux confirmed that Mr. Faught was consulted in the development of the CLC Refresh strategy, so that lessons from previous efforts at engaging CLC members can be incorporated. Mr. Furneaux indicated that Mr. Faught will continue to provide advice as the CLC Refresh progresses in an advisory capacity as needed.

The YQNA representative indicated that from their experience working with neighbourhood associations, it is extremely hard to attract people to volunteer for the community. The YQNA representative noted that those who do volunteer tend to be in their teens and twenties or they tend to be seniors that are retired.

The YQNA representative indicated that middle-aged professionals that have careers and families are hard to retain in a volunteer role for more than a couple years. The YQNA representative indicated that this is a problem because continuity of members is critical to the CLC running smoothly, so that topics do not have to be constantly repeated.

The Waterfront Business Improvement Area (Waterfront BIA) representative noted that 60% of residents on the waterfront are between the ages of 20 and 39. The Waterfront BIA indicated that they would like to see someone from this demographic represented on the CLC.

The Waterfront BIA representative noted that in addition to Waterfront BIA representing the interests of local businesses on the CLC, it would be helpful to have a business owner represented on the CLC.

Mr. Cabral indicated that the CLC Refresh should review the attendance of existing members and should reconsider the membership of organizations with poor attendance to make space for other organizations.

The YQNA representative noted that the timing of meetings should also be considered during the CLC Refresh. The YQNA representative indicated that some members may prefer meeting at a different time, such as during the day, and that this may contribute the member absenteeism.

Mr. Furneaux reiterated that additional feedback on the CLC Refresh can be provided during the one-on-one conversations with a senior LURA facilitator. Mr. Furneaux noted that he will be reaching out to each CLC member individually to schedule a time for the one-on-one meeting.

The YQNA representative inquired whether the meetings can include both the Chairperson and the representative from a neighbourhood association.

Mr. Furneaux confirmed that the intention for the meetings is to have both the Chairperson and the representative(s) from the neighbourhood associations to be present. Mr. Furneaux noted that LURA would look

to the representatives of each neighbourhood association to help coordinate scheduling with their association's Chairperson.

## 6. Community Updates

The BQNA representative noted that City Council has approved the proposal from Canderel for a [mixed-use development](#) at 545 Lake Shore Boulevard West.

The YQNA representative noted that over the last two weeks he has been busy liaising with several YQNA community members on information shared by Transport Canada (during BBTCA Noise Management Sub-Committee Meeting #16) about the Noise Exposure Forecast (NEF) model. The YQNA representative indicated that their community is very interested in learning about anything that is related to planning the airport's slot capacity.

The BQNA representative indicated that during the month of May, their community has noticed an increase in the number of planes waiting on the airfield. The BQNA representative reviewed some photos taken by community members to demonstrate what the community had noticed. These photos are included in **Appendix E**.

The BQNA representative noted that on Sunday May 15<sup>th</sup>, there was an exceptional amount of noise coming from the airport that lasted all day. The BQNA representative added that on Friday May 20<sup>th</sup>, loud and constant noise from the airport was heard throughout the evening, which prevented the BQNA representative from being able to carry a conversation with their neighbour.

The BQNA representative asked for clarification on what has changed at the airport that has contributed to there being so many more planes idling and causing this constant noise.

The BQNA representative also indicated the BBTCA noise complaint form should be updated because it currently uses language that is too technical, and this confuses community members. The BQNA representative added that some community members have stopped filing noise complaint reports because the responses they received gave the impression that their complaints were not being taken seriously.

The BQNA representative added that during the last BQNA meeting held in April, a motion was passed requesting that BBTCA postpone the increase in airport slots that is planned to take place in July, until the issue of increased planes idling on the runway is mitigated.

The BQNA representative asked for clarification on what mitigation measures will be taken over the summer to address the noise issues reported by the community.

Mr. Furneaux noted that members from PortsToronto and Porter Airlines had already provided answers earlier in the meeting regarding the contributing factors and measures being taken to address the increased idling of aircrafts on the runway. Mr. Furneaux asked for clarification on what answers the BQNA member was looking for beyond the answers already provided.

The BQNA representative responded that the motion passed by the BQNA asks that there be no increase in airport slots until the noise studies underway are completed and the full noise impact on the community is understood. The BQNA representative indicated that this community motion can be forwarded to BBTCA.

Mr. Cabral responded clarifying that almost all the aircrafts seen in the photos shared by the BQNA representative are inbound flights that have landed and are waiting to get to a gate to be offloaded. Mr. Cabral agreed that the impact on the community is significant and noted that the impact on the customers onboard the aircrafts is also significant. Mr. Cabral expressed that this outcome is not what BBTCA expects as part of its

PortsToronto BBTCA CLC  
Meeting #46 – May 24, 2022

normal operations, and that there are many contributing factors that have already been discussed at the meeting.

Mr. Cabral noted that a lot of pre-work has been done to strive towards operating procedure where there are not be any airplanes waiting to park at gates due to the increase in slots. Mr. Cabral also noted that BBTCA has some of the shortest taxi time on the ground, compared to airports around the world, and indicated that the typical taxiing time at BBTCA for inbound aircrafts is three to seven minutes.

Michael Antle (PortsToronto) added that he has had several meetings with airport tenants and NAV Canada to discuss the delays and how parties can work together to increase efficiency and address the contributing factors. Mr. Antle noted that on the holiday weekend that just passed (May 21 – 23), there were no issues of aircrafts waiting on the airfield due to delays. Mr. Antle expressed his belief that this improvement is due to the parties working together to solve the issues. Mr. Antle affirmed that these issues do not represent the standard that BBTCA wants to uphold for the community or the passengers using the airport.

The BQNA representative indicated that there was significant noise during the evening of Friday May 20<sup>th</sup>, that they heard from 7pm and that continued for two hours afterwards. The BQNA representative expressed their sadness that this noise prevented them from being on their balcony that night. The BQNA representative indicated that they captured an audio recording of the noise from that evening that they will send to both Mr. Cabral and Mr. Antle. The BQNA representative indicated that if the issue is a staffing shortage, then there needs to be a meeting to work this out because the impact on the community is awful.

Mr. Antle responded that he has convened meetings to discuss and address staffing challenges, but he was not able to find a meeting time that worked for all parties until 4:30pm on Friday May 20<sup>th</sup>.

The BQNA representative acknowledged that this meeting on Friday may have contributed to the improvements over the weekend.

The BQNA representative then indicated that they would like to work with Mr. MacWilliam to improve the noise complaint forms, so that they are less complex.

Mr. MacWilliam confirmed that he could work on improving the noise complaint forms with the BQNA representative.

M#46-A8 Mr. MacWilliam to work with the BQNA representative on improving the community noise complaint forms.

The BQNA representative confirmed that they would forward to PortsToronto the BQNA motion and audio recording that they referenced.

M#46-A9 BQNA representative to send PortsToronto a copy of the BQNA motion requesting postponement of planned slot increase, and an audio recording of noise heard on May 20<sup>th</sup>.

The YQNA representative indicated that the noise impact on May 20<sup>th</sup> from 7pm to 9pm that disrupted the BQNA representative would have been measured by the microphones on top of the ferry terminal building. The YQNA representative inquired whether the CLC could receive a summary of this noise data.

Mr. MacWilliam confirmed that he would work on obtaining this data.

M#46-A10 Mr. MacWilliam to provide a summary of noise data that was captured by the ferry terminal building noise monitor on May 20<sup>th</sup> from 7pm to 9pm.



## 7. Air Quality Study Update

Angela Homewood (PortsToronto) and the BQNA representative provided an update on the Air Quality Study. Ms. Homewood shared that the last meeting for the Air Quality Study's Communications Sub-Committee was held on May 5<sup>th</sup>, and that there is an upcoming meeting on June 9<sup>th</sup>. Ms. Homewood noted that the group is trying to reengage the City of Toronto and Toronto Public Health to be involved with the study now that activities related to the COVID-19 pandemic response are subsiding. Ms. Homewood also noted that the air monitoring sampling being conducted by the University of Toronto researchers is ongoing. Ms. Homewood indicated that she is looking to identify additional locations for air monitors that are publicly accessible, to supplement the one that will be on top of the passenger ferry terminal.

The BQNA representative noted that they had met with community members to identify what buildings could be available to have air monitors installed. The BQNA representative indicated that Windward Co-op, the National Yacht Club, and the Fort York Public Library may have air monitors installed, and that the study is still looking to install a fixed monitor that is closer to the Gardiner Expressway and Lakeshore Boulevard. The BQNA representative added that there is a blue car with air quality measuring equipment fixed on top of its roof that is being driven along the waterfront to gather air quality data, and that this activity would happen for about four weeks.

The BQNA representative also noted that about five balcony monitors have been dropped off at residential properties – one at the townhouses on 28 Stadium Road, one at 679 Queens Quay West, one at Arcadia Coop, and two at King's Landing (460 Queens Quay West).

The BQNA representative then asked whether Ms. St John would be attending the June 9<sup>th</sup> Air Quality Study meeting.

Ms. St John confirmed that they will be replacing Bryan Bowen as the representative for the Waterfront Secretariat and would be attending the June 9<sup>th</sup> meeting. Ms. St John indicated that Mr. Bowen could provide a briefing to her on the Air Quality Study in advance of the meeting.

The BQNA representative noted that they would send Ms. St John some background and onboarding documents, including the project team's Terms of Reference.

M#46-A11 The BQNA representative to provide Meg St John with onboarding materials for joining the Air Quality Study project team.

The YQNA representative then asked whether there is a map that shows the location of the air monitors being placed on residential buildings. The YQNA representative noted that they are trying to understand the rationale for some of the locations and having a map would be helpful.

The BQNA representative confirmed that they could provide the BQNA representative with a map of the locations. The BQNA representative indicated that the residential buildings were selected to include buildings close to the airport and buildings that are closer to the roadway.

Mr. Furneaux asked if links to any additional publicly available information on the placement of air monitors could be shared with CLC members.

Ms. Homewood noted that they could ask the University of Toronto researchers to post an update on the project website that includes this information.

M#46-A12 Ms. Homewood to request Air Quality Study researchers to post an update on project website regarding air monitors on residential buildings.

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The BQNA representative noted there was a meeting summary created for the Air Quality Study public meeting held in January, and asked if this was shared with the CLC.

Mr. Furneaux noted that he would check if it was included as a link in the CLC #45 meeting minutes, and confirmed that he would add the link if it wasn't already there.

M#46-A13 Mr. Furneaux to confirm that a link to the meeting summary for the Air Quality Study public meeting held on January 27<sup>th</sup> is included in the CLC #45 meeting minutes.

The YQNA representative asked that in addition to the rationale for the air monitor locations, if an overview of the goals of the study can be included in the project update.

The BQNA representative confirmed that this information is available in a summary document about the study that can be shared.

Mr. Furneaux asked if this document could be sent to him to be included as part of a package of supplementary material from this meeting that he would share with CLC members.

The BQNA representative confirmed that they would share documents regarding Air Quality Study updates with Mr. Furneaux.

M#46-A14 Mr. Furneaux to distribute documents regarding Air Quality Study updates and project background information to CLC members.

## 8. Noise Management Sub-Committee Update

Angela Homewood (PortsToronto) provided an update on the Noise Management Sub-Committee (NMSC). Ms. Homewood noted that the NMSC is a sub-committee of the CLC, and that its mandate is to learn about noise management principles and discuss issues brought forward by the community regarding noise from airport operations.

Ms. Homewood noted that the latest NMSC Year-In-Review has been finalized and will be shared with the CLC – this summary can be found in **Appendix F**. She indicated the Year-In-Review provides an overview of NMSC activities, including the Ground Noise Study; the installation of additional permanent noise monitors at Windward Coop and Ontario Place; and research and consultations with subject matter experts to improve noise literacy.

Ms. Homewood noted that Transport Canada attended NMSC Meeting #16 to present on the NEF model. Ms. Homewood added that the NMSC has requested some follow-up information from Transport Canada, including a Practitioner's Guide on using the NEF model.

Ms. Homewood noted that the NMSC met three times in 2020 and three times in 2021. She indicated that the NMSC intends to meet four times in 2022.

## 9. Business Arising

Mr. Furneaux reminded members that the next CLC meeting is scheduled for September 28<sup>th</sup> and noted that the possibility of an in-person meeting would be assessed closer to the date.

The YQNA representative inquired whether a hybrid meeting format would be possible for CLC meetings moving forward. The YQNA representative noted that a hybrid meeting format may enable more members to attend meetings by retaining the option to join virtually.

Mr. Furneaux agreed that a hybrid meeting format would be ideal going forward but indicated that this would require technical requirements to be worked out so that all members can be heard well and can participate

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equally. Mr. Furneaux confirmed that LURA Consulting and PortsToronto would work together to determine how hybrid meetings can take place.

Mr. Furneaux then thanked the CLC members for the good discussion this meeting.

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

## **Appendix A – Meeting Agenda**

### **Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 46**

May 24<sup>th</sup>, 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** Airline Passenger Recovery Updates (Gene Cabral)
- 6:50** Sustainability Report Questions (Deborah Wilson)
- 7:25** CLC Refresh (Alexander Furneaux)
- 7:45** Community Updates (YQNA, BQNA, TICA)
- 8:05** Air Quality Study Update (Angela Homewood/Joan Prowse)
- 8:15** Noise Management Sub-Committee Update (Angela Homewood/Hal Beck)
- 8:25** Business Arising
- 8:30** Adjourn

**Appendix B – PortsToronto Presentation on Airline Passenger  
Recovery Updates**

# Community Liaison Committee - Update and Discussion

Billy Bishop Toronto City Airport

May 24<sup>th</sup>, 2022



PORTS  
TORONTO

# Billy Bishop Toronto City Airport (YTZ)

- Air Passenger Recovery – Canada
- Air Services Recovery - YTZ
- Pent up demand / Staffing Challenges at major hubs

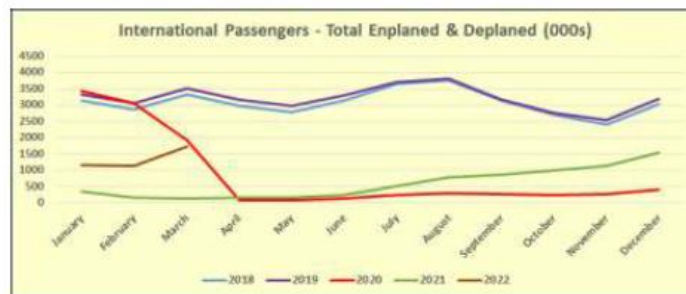
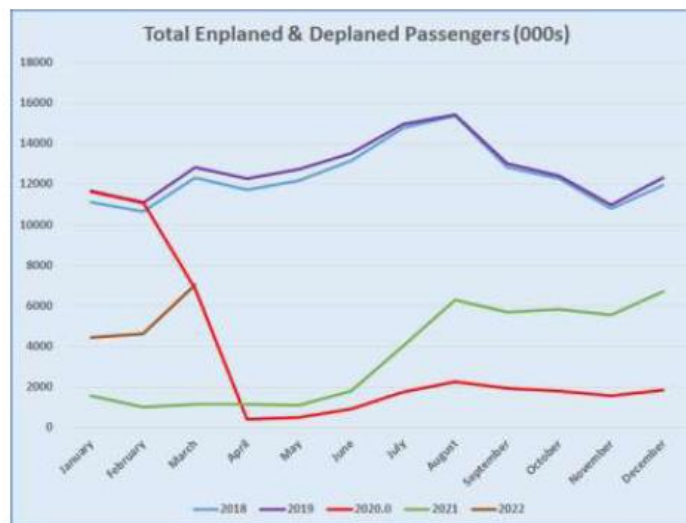
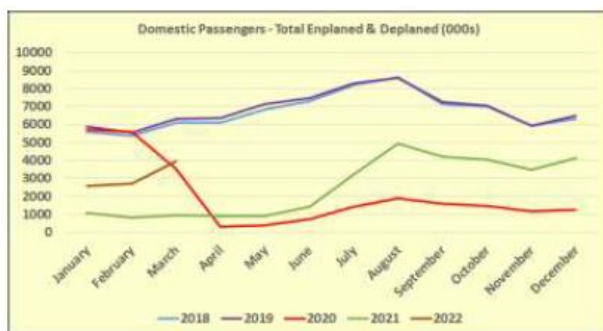


**BILLY  
BISHOP**  
TORONTO CITY AIRPORT



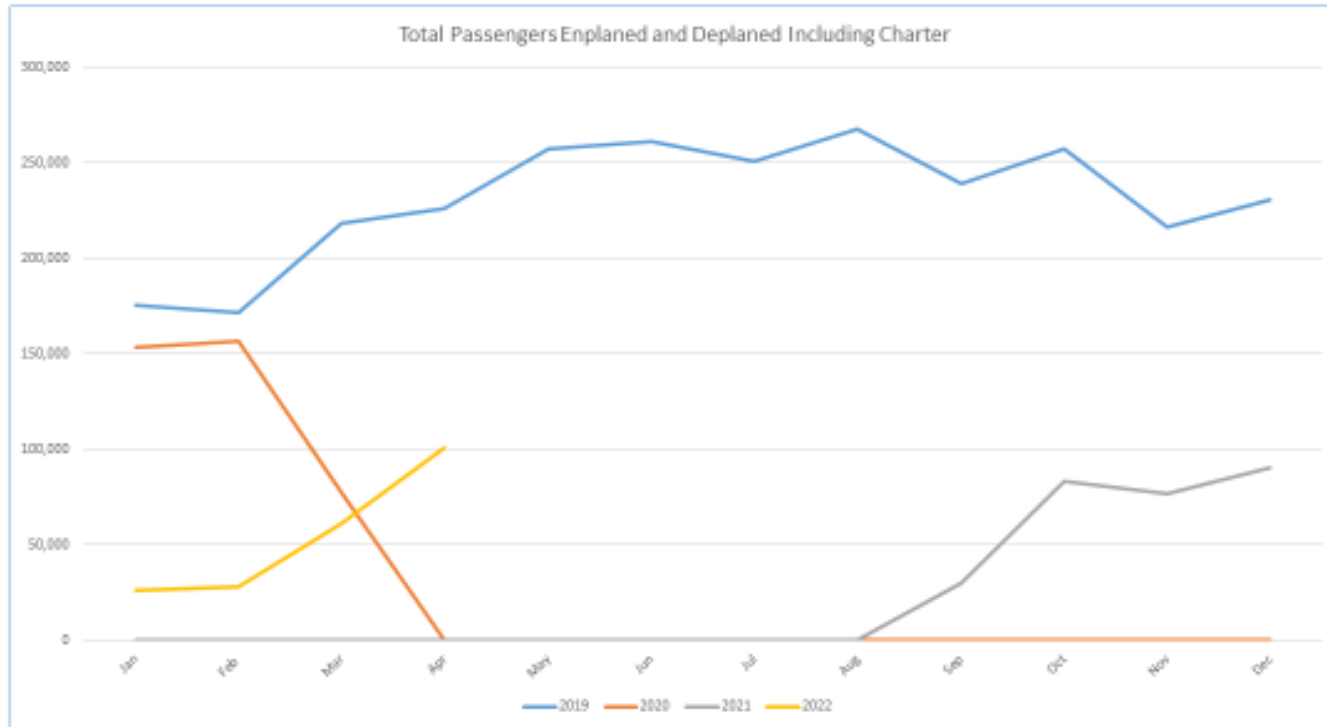
The following passenger traffic data comes from the Canadian Airports Information Sharing, a survey of 21 of the busiest airports in Canada, which represent more than 95% of Canada's air passenger traffic.

	March vs 2019	Year to Mar vs YTA 2019
Total Enplaned/Deplaned Pax	55%	45%
Domestic E/D Pax	62%	52%
Transborder E/D Pax	47%	35%
Other International E/D Pax	49%	41%

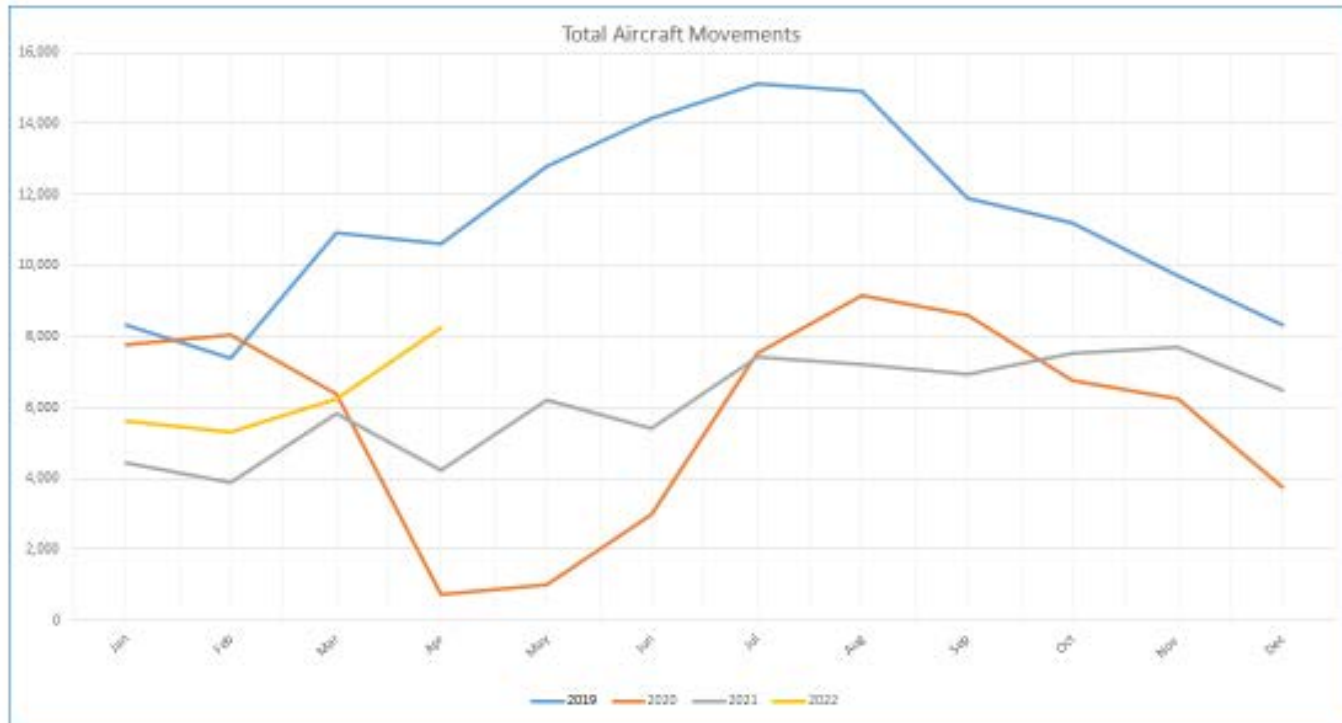




# Billy Bishop Toronto City Airport Passenger Traffic



# Billy Bishop Toronto City Airport Aircraft Movements



# Billy Bishop Toronto City Airport Recap

	April 2022 vs 2019	YTD April 2022 vs 2019
Total Passengers	45%	27%
Total Aircraft Movements	78%	68%

# Pent up demand / Staffing Challenges at Major Hubs

## Canadian Airports (Fifteen Largest Airports including YTZ)

- Last 7 days reported show passenger traffic at 81% when comparing data from 2022 to 2019 (Pre pandemic impacts)
- Comparing to 2021 we have a 950% increase and to 2020 we have a 2,117% increase
- That is a sharp increase from mid January 2022 (peak of omicron) which was at 32% when comparing 2022 to 2019
- This past Sunday May 15<sup>th</sup> and Saturday May 21<sup>st</sup> we saw a 91% traffic level compared to pre pandemic – highest single days

## United States Airports

- Last 7 days reported show passenger traffic at 91% when comparing data from 2022 to 2019 (Pre pandemic impacts)
- That is an increase from mid January 2022 (peak of omicron) which was at 74% when comparing 2022 to 2019
- Comparing to 2021 we have a 133% increase and to 2020 we have a 795% increase



BILLY  
BISHOP  
TORONTO CITY AIRPORT



Thank You



**Appendix C – PortsToronto Presentation on Responses to Comments  
on the BBTCA 2021 Sustainability Report**

## Joan Prowse, Chair BQNA comments and questions Sustainability Report 2021

### Introduction

Please provide a list of all proposed projects you consulted with the Mississaugas of the Credit First Nation in 2021.

In particular does this consultation include the proposed slot increases?

### Executive Message

The electrified Marilyn Bell returned to service on December 15, 2021. Why are GHG emission reductions of 530 tonnes highlighted in your 2021 report when, in fact, they are predicted annually. Should actual reductions instead be highlighted in 2022 and subsequent Sustainability Reports?

How did you identify the ferry as the airport's most direct source of emissions? A person reading your message would think it is the aircraft that is the more probably source. The description of direct and indirect sources should be defined here (or at least reference definitions on page 16.)

### Page 7

530 tonnes **will** be removed not **was** removed in 2021  
Is the noise management data collected by the 4 NMTs available to the public?

### Page 8

How many of the 5,091 medivac flights arrived or took off overnight?

### Page 16

Thank you for clarifying Scope 1, 2, and 3 emissions. For scope 3, how are you working to better identify these emissions with your partners?

### Page 17

How are you supporting emission reductions in our community?

### Page 19

Converting the ferry to electric power **has** eliminated the consumption of approximately 196,000 litres of diesel fuel per year. Change **has** to **will**

### Page 21

How do you enforce the anti-idling policy, particularly for the Porter bus, taxis and vehicles waiting to pick up passengers? Will you extend the enforcement to the surrounding neighbouring streets where these vehicles idle next to residential buildings, even in non-idle zones?

Paragraph 4 says the ferry **has** eliminated 530 tonnes of emissions. Please change to **will**.

The ferry operates past midnight and begins as early as 4 a.m. Noise from the ferry arriving and departing from the city side slip gives residents in neighbouring buildings less than 4 hours of undisturbed sleep. Are you willing to discuss starting the ferry later and finishing earlier to meet City of Toronto guidelines for noise?

**Page 31**

I recall an action item referring to glycol and de-icing management requested by Hal, for Gene to answer. Was this ever provided?

**Page 37**

Bathurst Quay Neighbourhood Association is an equal partner in the air quality study, not "community leaders" please change.

Please name the Public Health study and give the date.

What part of the community/area is defined in the the air-shed?



## Ports Toronto Sustainability Report 2021 – Questions and Recommendations 25/4/22

- On page 53 the content reads:

PortsToronto has partnered **with community leaders**, the City of Toronto, Toronto Public Health and the University of Toronto to study the air quality exposure in the Bathurst Quay neighbourhood over. The lead scientist with the University of Toronto, Dr. Marianne Hatzopoulou, is the Canada Research Chair in Transportation and Air Quality and leads the Transportation and Air Quality (TRAQ) research group. Etc....

1. **Recommend:** That you spell out BQNA and not the generic term ‘community leaders’

PT has partnered with **the Bathurst Quay Neighbourhood Association, the City of Toronto**, etc

1. On page 53 under AIRSHED
2. Why did Ports Toronto include this statement: *‘a study commissioned by Toronto Public Health, the report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry.’*

Why did Ports Toronto not state the report name and date published? This study done in 2013 is now almost ten years old and is misleading to the reader, particularly as new monitoring data is being gathered.

3. Why did Ports Toronto not conduct due diligence in referencing this (untitled and unreferenced) report. The introduction to the Golder report states that

*“The information, recommendations and opinions expressed in this report are for the sole benefit of the City of Toronto and Toronto Public Health, subject to the limitations and purposes described herein. No other party may use or rely on this report or any portion thereof without Golder’s express written consent. Any other use of this report by others is prohibited and is without responsibility to Golder.”*

I recommend that you delete these two sentences referenced in 2. above, and issue an addendum that clarifies your 2021 report has been updated to correct the inaccuracy of citing an unreferenced report and with no permission to do so.

Thank you and I look forward to your responses and amendments.

Beverley Thorpe

Secretary, BQNA

bevcpro@gmail.com

# **Responses to Comments on Billy Bishop Airport 2021 Sustainability Report May 24, 2022**

## **Introduction**

**Please provide a list of all proposed projects you consulted with the Mississaugas of the Credit First Nation in 2021. In particular, does this consultation include the proposed slot increases?**

All capital projects completed since 2017 have included consultation with the Mississaugas of the Credit First Nation (MCFN). This includes the runway modernization, the Ground Run-up Enclosure and all other projects at the airport, and in all of our businesses. We hold quarterly meetings with members of the MCFN and they are briefed on upcoming initiatives.

The MCFN were important to our outreach and consultation specific to the Master Plan. The slot increases were described in detail in the Master Plan and the MCFN were fully briefed at that time that slots would be increased in the coming years.

## **Executive Message**

**The electrified Marilyn Bell returned to service on December 15, 2021. Why are GHG emission reductions of 530 tonnes highlighted in your 2021 report when, in fact, they are predicted annually. Should actual reductions instead be highlighted in 2022 and subsequent Sustainability Reports?**

The work on the Marilyn Bell was underway all of 2021 (and 2020) and was completed on December 15, 2021. As such it is appropriate that it be included in the 2021 report. Given that we know the emissions for the ferry each year, we were able to provide guidance on the degree to which these emissions would be eliminated.

**How did you identify the ferry as the airport's most direct source of emissions? A person reading your message would think it is the aircraft that is the more probably source.**

It is important to note that direct emissions are Scope 1 emissions. Scope 1 covers direct emissions from sources owned or controlled by PortsToronto, such as fuel consumption for company vehicles, including the ferry. Scope 3 includes all other indirect emissions that occur in our value chain. These emissions are from operations not controlled or owned by PortsToronto. Aircraft emissions are indirect, or Scope 3 emissions. We have included a description of each Scope on page 17 of the report.

The ferry was identified as the most direct source of emissions by Toronto Public Health, who shared this information at the Airport Community Liaison Committee [Meeting #26](#)

held on May 3, 2017. Toronto Public Health advised that based on modelling, approximately 10-15% of pollution in the air-shed is attributed to the airport, most of which is attributed to the diesel ferry operation.

This information was also presented in the Master Plan excerpted below:

### ***2018 Billy Bishop Airport Master Plan***

#### ***5.8 Opportunities and Challenges - III. Air Quality***

*Air quality is a concern for residents living in close proximity to airport operations. Toronto Public Health (TPH) has been tracking and monitoring any air quality related issues related to airport operations. Over the past several years, TPH has conducted some studies to understand the impact of the airport on the local air shed.*

*Toronto Public Health provided an overview to the Community Liaison Committee members at the May 2017 meeting regarding the existing conditions of the airport based on a study of six wards that surround the airport. Based on the 2013 Golder Report, which was based on well documented information and data from Ontario and transboundary air modelling work, the air quality assessment identified that, utilizing a 202 slot/aircraft movements and 3.8 million passengers, the airport contributes around 10-15 per cent of the pollution to the local air shed. With regard to the contaminants the airport contributes to the local air shed, TPH advised that the diesel ferry and aircraft operations are contributors. The largest contributor to pollution in the local community however is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network.*

**The description of direct and indirect sources should be defined here (or at least reference definitions on page 16.)**

The Executive Message is meant to be a high-level, overview of the report and not a detailed analysis of specific items. We have included a description of each Scope on page 17 of the report, which is at the very beginning of the Climate Action section and before we get into GHG emissions.

#### **Page 7**

**530 tonnes will be removed not was removed in 2021.**

Agree. Change has been made.

## **Is the noise management data collected by the 4 NMTs available to the public?**

The NMTs are used to help correlate data with aircraft movements and noise complaints received by the community. The software is not designed to generate reports but if there is specific information that anyone would like, we are happy to provide. The data collected is raw data so we would require parameters to provide the data in a meaningful way.

## **Page 8**

### **How many of the 5,091 medivac flights arrived or took off overnight?**

719 of these flights took place between 11:00pm and 6:45am. All were for emergency purposes such as emergency response (e.g., traffic accidents), organ transportation or other critical medical purposes.

## **Page 16**

Thank you for clarifying Scope 1, 2, and 3 emissions. For scope 3, how are you working to better identify these emissions with your partners?

Scope 3 is not part of current industry standard for sustainability reporting, but we do report on it where data is available. PortsToronto is currently looking into how we can report on Scope 3. We encourage our partners to participate in ESG programs and monitor and report on their emissions to the greatest degree possible. As a collective, the aviation industry is working toward collaborative net-zero goals and we are actively participating in these discussions with our airport and airline partners.

Examples as requested at CLC:

- Working toward an airport-specific sustainability committee with representation from all airport partners including Stolport, Nieuport, Porter, Air Canada.
- EVP Gene Cabral sits on the Canadian Airports Council Environment Committee, which meets regularly to chart a path toward a sustainable future for the industry, including discussions on progress with respect to the use of Sustainable Aviation Fuels, strengthening GHG emissions reductions and other ESG initiatives.
- Have supported airport partners such as NAVCANADA with the installation of Electric Vehicle Charging Stations
- Have supported NAVCANADA on the implementation of new arrival procedures that have been successful in prompting an annual reduction of 970 metric tonnes of Greenhouse Gas emissions Link here: [billy bishop arrival procedure enhancements en.pdf \(navcanada.ca\)](#)

## Page 17

### **How are you supporting emission reductions in our community?**

If the question is how are we supporting reductions from the airport vis-à-vis the community, then the answer to that question can be found by reading the Sustainability Report. Our sustainability plan is in line with the City of Toronto and the Federal Government. All the work we are doing through Master Plan, Air Quality Study, conversion to electric vehicles/vessels, are examples of our commitment to being a partner. We have been systematically going through our operations to remove sources of emissions and/or replace with better technology within our control and that is what is detailed in the Sustainability Report.

Examples Requested by CLC:

- Electric conversion of the Marilyn Bell ferry will eliminate GHG emissions in the surrounding community
- Billy Bishop Airport is the only airport in Canada to choose 100% renewable wind and solar energy through Bullfrog Power since 2010, ensuring our Scope 2 emissions are zero. We also purchase renewable energy from Bullfrog on behalf of all our tenants.
- Enforcement of anti-idling on property that PortsToronto has jurisdiction over (airport property)
- Purchasing vehicles and service equipment that are electric models (e.g., service vehicles, grass cutting equipment, etc.)
- Replacing various equipment / infrastructure with modern technology that is more efficient and cleaner (e.g. sanitary and ice pumps, generators, upgrading electrical substations equipment, etc.)
- When feasible, utilize barging operations to deliver material and equipment to south side of the airport eliminating last mile truck traffic from the community (marine traffic is more environmentally friendly compared to truck traffic)

## Page 19

**Converting the ferry to electric power has eliminated the consumption of approximately 196,000 litres of diesel fuel per year. Change has to will.**

Done.

## Page 21

**How do you enforce the anti-idling policy, particularly for the Porter bus, taxis and vehicles waiting to pick up passengers? Will you extend the enforcement to the surrounding neighbouring streets where these vehicles idle next to residential buildings, even in non-idle zones?**

It is not possible to enforce outside of our property as we have no jurisdiction beyond the property we own. On our property, we monitor, consult and go directly to our tenants (taxi, buses/Nieupoort) to follow up and educate on importance of anti idling.

**Paragraph 4 says the ferry has eliminated 530 tonnes of emissions. Please change to will.**

Done.

**The ferry operates past midnight and begins as early as 4 a.m. Noise from the ferry arriving and departing from the city side slip gives residents in neighbouring buildings less than 4 hours of undisturbed sleep. Are you willing to discuss starting the ferry later and finishing earlier to meet City of Toronto guidelines for noise?**

We have converted the ferry to electric to make it quieter and cleaner for the community. We will not contemplate changing the hours of the ferry.

### **Page 31**

**I recall an action item referring to glycol and de-icing management requested by Hal, for Gene to answer. Was this ever provided?**

PortsToronto has asked Lura to go back through the minutes and found a request from Hal for tours of areas of the airport including the glycol management system, fuel storage area, and emergency services. Gene made a commitment to PortsToronto willingness to host those tours once COVID-19 begins to normalize and it was deemed safe to do so (CLC #40 – November 18, 2020).

The only other reference to it in recent meetings is in CLC #38. Hal asked what is involved in a Glycol Management Study and whether there are any reports from previous studies the CLC could review. Bojan explained the study was prompted by high lake levels in 2017 and 2019, concerns about standing water and aging infrastructure, and that the airport is monitoring this infrastructure to determine how to proceed with necessary repairs. There have been no further substantive updates on the Glycol Management Study in Bojan's Capital Program Updates since CLC #38.

Importantly, much of this information was provided during the Airport Master Plan consultations with the community and document through BBTCA CLC meeting minutes and the final Airport Master Plan Report. In fact, as had been requested by the CLC, PortsToronto and airport staff organized a site visit air side of the Ground Run-Up Enclosure Facility, Maintenance Facility Tour & De-icing Fluids Management Tour on May 23, 2017.

The Community Liaison Committee Meeting [Minutes #27](#) dated September 13, 2017 are posted on the PortsToronto website which provides an overview along with the presentation materials and tour summary which are located in Appendix A1-2. Five members of the CLC (which included Hal) and additional community members attended the site visit.

In addition, we ensured the final Airport Master Plan explained the aircraft de-icing and sanitary services/glycol containment in the following sections:

Page 59 – Section 3.8.8 Aircraft De-Icing

*The airport manages aircraft de-icing and anti-icing fluids with a dedicated glycol management system that traps surface runoff and thoroughly contains glycol from de-icing and anti-icing operations. The de-icing of air carrier aircraft takes place on the terminal apron. As part of the de-icing procedure, aircraft are pushed back from their gate position and are de-iced using mobile equipment. The runoff of effluent from the de-icing operation is captured at catch basins located strategically on the apron and directed to a below-grade storage facility. From there, the runoff is released to the municipal sanitary system. During periods of non-de-icing, runoff is directed to storm water drainage. General aviation aircraft typically do not operate during de-icing conditions, but when they do, they are brought over to the terminal apron for de-icing. Given the tight physical constraints of the airport, particularly in the vicinity of the terminal building, there is no opportunity to provide a centralized de-icing facility. The current Storm Water Management and Glycol Containment Plan developed in 2003, is reviewed annually to ensure operational practices are well managed.*

Page 60 – Section 3.9 Services and Utilities (speaks to sanitary services and glycol containment)

*Prior to the opening of the airport, there was a utility tunnel under the Western gap which provided a corridor for services and utilities which was built in 1932. As part of PortsToronto's investment in city building, a new pedestrian tunnel was opened in 2015, which was designed and engineered to accommodate much needed utility conduits for current and future city infrastructure services. PortsToronto hired a consulting team to build a first-in-Canadian innovation with seven interlocking "tunnel drifts" which formed the unique arched crown design of the main tunnel. Three of the tunnel drifts were dedicated to City water mains, providing \$10-million-dollars in savings for Torontonians. The pedestrian tunnel plays a key role as a conduit for connecting services and utilities both from the mainland to the Toronto Island and vice versa. The Island Water Treatment Plant sits on the site of the City's first water treatment plant built in the 1900's, which is no longer in service. The current plant, built in 1977, is located on Centre Island and provides 20 per cent of Toronto's drinking water. The airport and Island are served by a new 16-inch water main that extends through the pedestrian tunnel from the mainland to the Island Water Treatment Plant and Pumping Station. The City of Toronto provides sanitary services for the airport and Toronto Islands through a 12-inch and 8-inch force main from their sanitary pumping station located just south of the airport. The two force mains were re-routed in 2015 from the 1932 utility tunnel and now run through the pedestrian tunnel from the City's Island pumping station to the mainland. The airport is serviced internally by a smaller force main system that connects to the Island pumping station south of the airport. The airport has a mix of both gravity and force main storm systems. During the winter months when glycol is used for aircraft de-icing, aircraft are sprayed in an area where the surface water is contained and discharged to the City's sanitary system. The outfalls along the dock wall of the Western Gap discharge storm water, which does not contain glycol. Communication services are provided by Bell, Rogers and Telus through new fiber services that were installed through the pedestrian tunnel. Bell and Rogers also have existing services that extend through the original utility tunnel. Toronto Hydro serves the airport and Toronto Islands through three 13.8 kV feeders from the Strachan Transformer Station on the mainland. These 13.8 kV cables run through the original utility tunnel. Step down transformers located on both the mainland and the Island, distribute the power to airport facilities. Natural gas lines were installed through the original utility tunnel with supply by Enbridge Gas.*

## **Page 37**

Bathurst Quay Neighbourhood Association is an equal partner in the air quality study, not “community leaders” please change.

Done. Change made.

**Please name the Public Health study and give the date.**

### **2021 PortsToronto Sustainability Report, p.37**

This was the study commissioned by Toronto Public Health and presented to CLC on May 3, 2017, by Barbara Lachapelle at CLC #26. The report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry. In 2021, the conversion of the Marilyn Bell I ferry from a bio-diesel engine to an electric-powered motor eliminated greenhouse gas emissions associated with the ferry’s operation.

PortsToronto has since footnoted this study in the Sustainability Report as follows:

Presentation from Toronto Public Health communicated to the Billy Bishop Airport CLC at meeting #26 held on May 3, 2017.

**What part of the community/area is defined in the air-shed?**

Toronto Public Health provided this link to a map showing where the Traffic-Related Air Pollution (TRAP) in Toronto.

[Attachment 1 to the Report - Reducing Health Risks from Traffic-Related Air Pollution \(TRAP\) in Toronto](#)

## **Page 53**

**1.Recommend: That you spell out BQNA and not the generic term ‘community leaders’ PT has partnered with the Bathurst Quay Neighbourhood Association, the City of Toronto, etc.**

Done.



**2. Why did Ports Toronto include this statement: ‘a study commissioned by Toronto Public Health, the report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry.’**

**Why did Ports Toronto not state the report name and date published? This study done in 2013 is now almost ten years old and is misleading to the reader, particularly as new monitoring data is being gathered.**

A Health Impact Assessment was commissioned by Toronto Public Health and was completed in late 2013. The approach taken for this report was based on Toronto Public Health’s Impact Assessment Framework. Health Impact Assessments are used as a tool to identify potential health risks, benefits, challenges, issues and opportunities.

The study results were presented to CLC on May 3, 2017, at the request of the CLC members. The Health Impact Assessment report noted that the largest contributor to the local community is from vehicle traffic on the Gardiner Expressway/Lakeshore Boulevard and surrounding highway network. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry. The specifics of the Health Impact Assessment are not misleading, but factual and key pieces are referenced below from the presentation from Toronto Public Health:

- The City of Toronto conducted a Health Impact Assessment at the end of 2013. To date, this has been the most significant piece of research the city has completed related to health and the airport. The assessment process focused on air quality relating to the operations of the airport, and the impacts on surrounding communities.
  - A thorough modelling exercise was completed for the Health Impact Assessment. This included understanding where pollutants are found, which pollutants are found in different areas, and where pollutants are emitted (including transboundary emissions from the United States, residential heating emissions, transportation emissions, aircraft emissions, ground support emissions, the airport ferry, etc.). Tear 2011 air shed pollutants data was used for modelling.
    - Modelling findings indicated that based on 202 commercial flights per day and assuming 3.8 million passengers per year) the worst-case scenario would have the airport contributes between 10-15% of the pollution measured in the local area. The ferry was a main contributor to emissions, due to the diesel fuel used for operation.
    - Few pollutants that did exceed Ontario health benchmarks were associated with traffic and transportation sources; high levels were noted around transportation corridors and highways throughout the city. The largest contributor of pollutants are a result of vehicle emissions on the Gardiner Expressway, highways 401, 427 and DVP. Pollutants are elevated in other parts of the City as a result of vehicle emissions.

Toronto Public Health stated that to date, the 2013 Health Impact Assessment has been the most significant piece of research the city has completed related to health and the airport. The air quality study currently underway in the Bathurst Quay neighbourhood is gathering data that may provide new information on other sources of pollution in local air shed and will be completed in early 2023.

**3. Why did Ports Toronto not conduct due diligence in referencing this (untitled and unreferenced) report. The introduction to the Golder report states that:**

**“The information, recommendations and opinions expressed in this report are for the sole benefit of the City of Toronto and Toronto Public Health, subject to the limitations and purposes described herein. No other party may use or rely on this report or any portion thereof without Golder’s express written consent. Any other use of this report by others is prohibited and is without responsibility to Golder.”**

**I recommend that you delete these two sentences referenced in 2. above, and issue an addendum that clarifies your 2021 report has been updated to correct the inaccuracy of citing an unreferenced report and with no permission to do so.**

The PortsToronto team ensures that due diligence is always at the forefront when preparing and referencing the correct data sources in all publications. From a public health perspective, we rely on the subject matter expert staff at Toronto Public Health, and this includes comments or advice as it relates to disseminating scientific data or results. A Health Impact Assessment was commissioned by Toronto Public Health and was completed in late 2013. The approach taken for this report was based on Toronto Public Health’s Impact Assessment Framework. Health Impact Assessments are used as a tool to identify potential health risks, benefits, challenges, issues and opportunities. Health Impact Assessments rely on various data sources from federal, provincial and municipal levels of government, including private consulting firms who have subject matter experts in the field of public health and assessment work. Similarly, the Health Impact Assessment commissioned by the City of Toronto’s Public Health Unit relied on data from the World Health Organization, Environment Canada, Health Canada, Transport Canada, BA Group, Dillon Consulting, Urban Strategies Inc., HLT Advisory, the City of Toronto and Toronto Public Health to name a few. Barbara Lachapelle, City of Toronto Public Health, provided an update on the impact of airport

We did not cite the Golder Report in this report, as the information was provided by Toronto Public Health as the modelling data is their data and the comments we received from Toronto Public Health on the Airport Master Plan was their feedback for us to include.

We also cited the study by Toronto Public Health completed in 2015-2016, in collaboration with the Medical Officer of Health, and the City of Toronto’s Environmental & Energy’s Division, which expanded the local air quality modelling to address the city as a whole. This air quality modelling study and the associated cumulative health risk assessment confirm earlier findings that pollutants emitted by vehicles, and highway corridors, are associated with higher health risks. Traffic-related air pollution (TRAP) is a mixture of substances emitted from cars, buses, and trucks, including particles (PM10 and PM2.5), nitrogen oxides such as nitric oxide (NO) and nitrogen dioxide (NO2), carbon monoxide, and volatile organic carbons.

As part of the Airport Master Plan consultations with the City of Toronto and Toronto Public Health, staff referred us to the October 16, 2017 Report from Medical Officer of Health and the Deputy City Manager, Internal Corporate Services, on Reducing Health Risks from Traffic-Related Air Pollution (TRAP) in Toronto. This report found that Gardiner & Lakeshore are the main contributors to air pollution in the area and not Billy Bishop Toronto City Airport. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.HL22.3>

This report was approved by City Council in December 2017.

Toronto Public Health, shared this information at the Airport Community Liaison Committee meeting #26 held on May 3, 2017. It was stated that based on modelling, only 10-15% of pollution in the air-shed is attributed to airport, most of which is attributed to the diesel ferry operation.

We have since footnoted this study in the Sustainability Report as follows:

Presentation from Toronto Public Health communicated to the Billy Bishop Airport CLC at meeting #26 held on May 3, 2017.

As such, we will not be deleting the two sentences referenced and will not be issuing an addendum as our citing was correct and supported by Toronto Public Health as the owner of the Health Impact Assessment and the data.

**Appendix D – LURA Consulting Presentation on the CLC Refresh**

Billy Bishop Toronto City Airport  
Community Liaison Refresh Strategy  
May 24, 2022



PORTS  
TORONTO

# CLC Mandate Overview

- The Ports Toronto, Billy Bishop Toronto City Airport (BBTCA) Community Liaison Committee (CLC) operating since February 2011.
- The CLC provides a platform which:
  - Allows BBTCA stakeholders to communicate their perspectives and observations on airport development, operations and activities, and represent the interests of their broader constituencies .
  - Enables airport management to communicate proposals, planning issues, relevant activities and information.

# Terms of Reference Recap

- CLC Terms of Reference
  - First approved October 19, 2010
  - Last amended May 15, 2015
- Composition
  - A Chairperson (Ports Toronto-BBTCA Executive Vice President or designate).
  - 19 volunteer members (generally representative of the waterfront community).
  - Members serve a two-year term and may be reappointed for two additional terms (6 years total).

# Liaison Strategy Refresh

- A new Liaison Strategy is being proposed to:
  - Update the TOR with community input
  - Fill long-standing vacant positions
  - Invite new voices from existing representative organizations
  - Broaden stakeholder representation to align with Toronto's growing waterfront
  - Advance diversity and inclusion within the CLC.



# Recent New Representatives

- M.P. Kevin Vuong & Zara Sajjad
- Alessandro Damico & Zane Zahorodny (Air Canada)
- Jennifer Quinn (Nieuport)

# Proposed Changes

(based on vacancies and time served on the committee)

## Existing Membership

### New Representatives from

- YQNA
- BQNA
- TICA
- PortsToronto Communications

### Vacant Positions to Fill from

- Waterfront Secretariat
- Community Rep at Large
- A waterfront hotel
- TDSB
- Ward 10 Councillor & Staff

### Search for New Reps from

- TPVA
- Waterfront Toronto
- NAV Canada

## Potential New Members

- East Waterfront Neighbourhood Association (formed 2019)
- Mississaugas of the Credit First Nation (involved in 2018 Master Plan)

*Possible others depending on the results of conversations with existing membership*

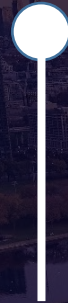
# CLC Member Refresh Milestones

**June  
2022**



- Existing member outreach (voluntary conversations)
- New member outreach begins

**Summer  
2022**



- Search for new committee members continues
- Drafting revisions to TOR
- Selection of new committee members.

**Sep  
2022**



- New members introductions and orientation to the CLC.
- Crossover meeting + new TOR review

**Nov  
2022**



- New CLC reps attend/ confirm the new TOR

# Next Steps

- LURA Consulting will reach out to each current CLC representative to arrange a meeting to discuss CLC process, composition, and improvements
  - To be completed by LURA staff who have not been involved in the BBTCA CLC to-date
- LURA will begin reaching out to representatives with vacant positions
  - Resident at large to be recruited through application process, advertised across multiple print and digital platforms

**BILLY  
BISHOP**   
TORONTO CITY AIRPORT

**Thank You**



## **Appendix E – Bathurst Quay Neighbourhood Association Community Member Photos**

The following images were taken by members of the Bathurst Quay Community taken in May 2022.





**Appendix F – Noise Management Subcommittee 2020-2021 Year In  
Review**



# PortsToronto Billy Bishop Toronto Centre Airport Noise Management Subcommittee 2020 & 2021 Review

Formed in 2018, the PortsToronto Billy Bishop Toronto Centre Airport (BBTCA) Noise Management Subcommittee (NMSC) is a standing subcommittee reporting to the PortsToronto BBTCA Community Liaison Committee (CLC) with representation from the Bathurst Quay Neighbourhood Association (BQNA) and York Quay Neighbourhood Association (YQNA) (see Figure 1). As part of its mandate, the NMSC serves as a two-way communication platform to enable residents to communicate perspectives and concerns regarding airport related noise to airport management, and enable airport management to communicate and discuss proposals, planning issues, and other information to stakeholders and the broader community relating to airport noise. As such, NMSC representatives from the BQNA and YQNA regularly report on perspectives and concerns on technical matters pertaining to airport noise that exist in their neighbourhoods.

The NMSC also serves as a forum for learning about and dissecting existing noise management principles and their application in both the historic and current context to land development.

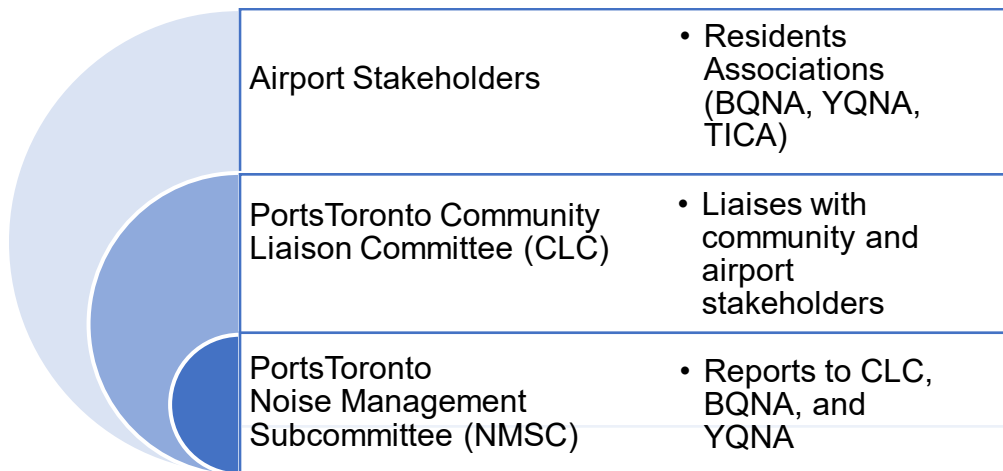


Figure 1. Reporting relationship of Billy Bishop Toronto Centre Airport stakeholders to the CLC and NMSC

In January 2022, the NMSC underwent its second review to track progress on its mandate, and report its discussions back to the CLC.

## Reflecting on Two Years of Work

During the first review of the NMSC, the subcommittee determined that the next reporting milestone should be the end of 2021 due to the COVID-19 pandemic resulting in changes to the noise environment at BBTCA, most notably, the absence of commercial service from March 2020 to August 2021. Over the past two years, the NMSC met six times (three times in 2020, and three times in 2021). What follows are

highlights from the NMSC’s efforts to learn about noise management principles surrounding noise mitigation:

**Ground Noise Study** – Commenced better understand the causes and impacts of noise stemming from airport operations. The ultimate goal is to identify key sources of noise in an attempt to design and implement mitigation efforts that will benefit the community. In order to conduct this study, subject matter experts need to measure noise directly at the source, as well as at the point of reception. The latter will we require that a series of Noise Monitoring Terminals (NMTs) be installed in the Queens Quay Neighborhood area. In an effort to engage the community, a letter was sent to the community representative who co-chairs the NMSC, as well as Building Management seeking volunteers in the neighbouring buildings.

- The Ground Noise Study has two elements, monitoring background “ambient” noise conditions on Bathurst Quay and a portion of the central waterfront, and developing the noise propagation model, which are summarized in **Table 1**.

**Table 1. Ground Noise Study Components - Simplified Scope**

	<b>Background Noise Monitoring</b>	<b>Noise Propagation Model Development</b>
<b>Data gathered</b>	Measures background “ambient” noise created by everyday sounds associated with city life from six (6) temporary monitors located throughout Bathurst Quay and the central waterfront. Monitoring will occur 24 hours a day for two (2) weeks. Aircraft noise is scrubbed from the data.	Measures individual sources of ground noise associated with airport operation as close as possible to the source. Examples of noise sources include (but are not limited to): aircraft taxing, HVAC systems, ferry operations, and service vehicles. The complete list includes over 200 sources.
<b>Application</b>	Results from monitoring will assist the team in creating a better picture of the baseline noise on the waterfront independent of aircraft operations.	Noise sources will be inputted into a 3D model of the waterfront to understand enabling the team to model sound reception at various points on the waterfront given different operating and weather conditions. The model accounts of obstructions, the absorptive/reflective qualities of materials, and weather conditions.  The model will allow the team to test various mitigation options to evaluate the potential impact of noise mitigation measures such as adjustments of operational procedures or physical changes to the airport

Akoustik Engineering Ltd. and R.J. Burnside have continued to progress with elements of the study. They have completed noise source measurement for the noise propagation model, while work on the background “ambient” noise monitoring is currently paused until “normal” or “normal-like” activity on the

waterfront resumes, pending COVID-19 reopening. Members of the subcommittee highlighted sources of ground noise that are very apparent and disruptive to them. They also discussed opportunities for reporting the information from this study for different audiences including tables with noise measurements, graphs, and vignettes of conditions at representative locations on the waterfront.

- **Permanent Noise Management Monitor Installation** – A new monitor was installed at Kings Landing Condominium (460 Queens Quay W) in early 2020.
- **Annual Noise Management Report (ANMR)** – The subcommittee reviewed the ANMR, indicating that there were positive improvements to the presentation of information. They offered feedback that additional effort should be taken to provide a glossary of terms to ensure clarity of communication, and to include a 10-year record of the number of noise complaints to better understand trends.
- **Researching Information on Noise and Improving Noise Literacy** – Through conversations about the Ground Noise Study, Permanent Noise Management Monitors, and independent learning that has been reported back to the subcommittee, the subcommittee now has a more extensive grasp of the following:
  - 1-hour LEQ (equivalent continuous sound level) reporting is not intended to capture short, sudden, disruptive sounds. Reporting in the Ground Noise Study will use additional tools beyond the 1-hour LEQ when measuring background noise to provide a complete picture of noise disturbance.
  - Additional information about decibel weightings (A,B,C, and Z) were discussed, including their ideal application and utility. The Ground Noise Study and the Permanent Noise Monitors report in two weightings, A and Z.
  - Low frequencies can cause structural excitation, meaning that while we cannot hear the noise that is causing a material such as glass to resonate, we hear the noise of the glass resonating at a higher, perceptible frequency.

### Term Renewal

The NMSC intends to renew its mandate for another year with respect to further clarifying and deepening its knowledge about environmental noise matters as they relate to land uses surrounding the Billy Bishop Toronto Centre Airport. The TOR and renewal of term will be revisited by the NMSC in January 2023.

## Looking Forward

In the upcoming year, members of the NMSC anticipate continuing to contribute to PortsToronto's noise management work and overall understanding of the noise conditions on the waterfront by all parties involved on the subcommittee through the following tasks:

- **Ground Noise Study (Implementation and Analysis) –**
  - Discussing and following up on the installation of temporary (2 weeks in duration) noise monitors to assess the background noise. A map of the most desirable locations is included in Meeting #8. The subcommittee reviewed and provided input into these locations.
  - Continuing to discuss additional opportunities for future identified noise study scope – eg. fly by noise at various elevations representing high rise apartments
- **Permanent Noise Management Monitor Installation –** BBTCA airport management will continue to facilitate the expansion of the Permanent Noise Management Monitors including a new permanent noise monitor on Windward Co-Op building. A second new permanent monitor will be installed at Ontario Place, as will the relocation of an existing permanent monitor from the mainland ferry terminal to the Windward Co-Op building. The NMSC continues to express interest in discussing how the collected data is filtered, presented and assessed with respect to community impacts.
- **Annual Noise Management Report (ANMR) –** The subcommittee will continue to review the ANMR at its next publication to assist the broader community in improving noise literacy.
- **Researching Information on Noise and Improving Noise Literacy**
  - The City of Toronto's Waterfront Secretariat has expressed their willingness to present on the City's Noise Study Requirements for new buildings and discuss how the City accounts for noise in the development process.
  - PortsToronto has arranged for Transport Canada and their subject matter experts to make a presentation about the Noise Exposure Forecasts (NEFs) as a regulatory tool and the unique conditions that exist at BBTCA .
  - At the request of the community members on the NMSC, PortsToronto is preparing to reach out to the International Civil Aviation Organization (ICAO).

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