

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 44

November 24th, 2021

6:30 p.m. – 8:30 p.m.

Zoom Virtual Meeting

AGENDA

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

Appendix B – Update on Bathurst Quay Neighbourhood Plan

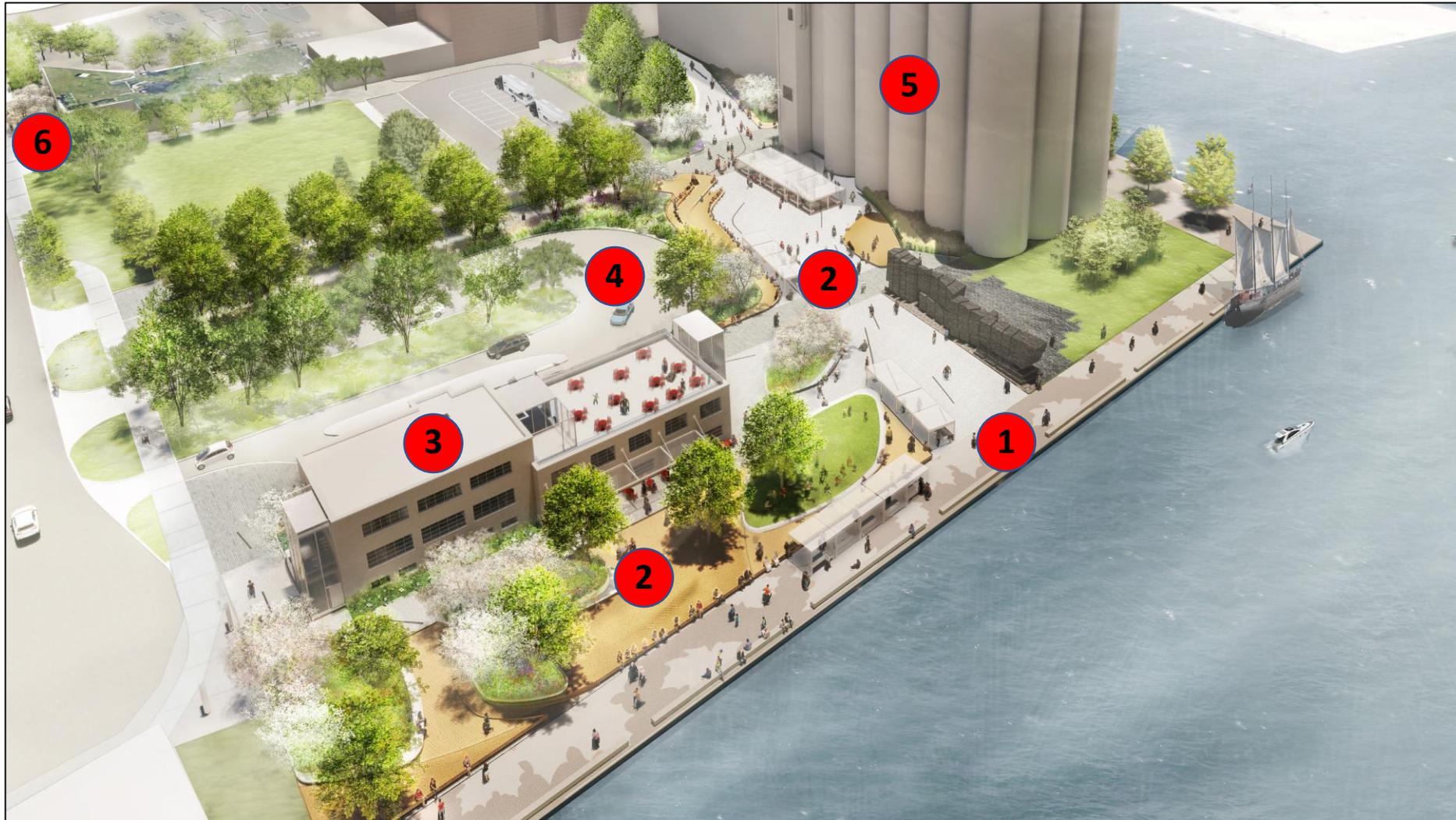
BATHURST QUAY NEIGHBOURHOOD PLAN (BQNP) IMPLEMENTATION – PROJECT UPDATE – NOVEMBER 2021



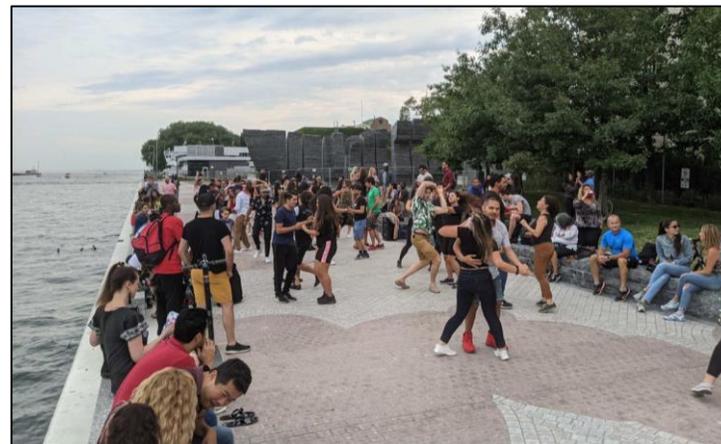
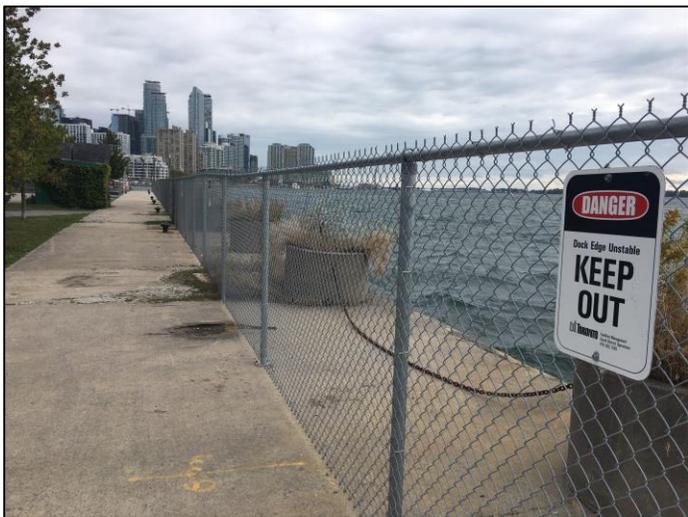
City Planning – Waterfront Secretariat (B. Bowen)



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



Water's Edge Promenade



BQNP Project Updates – CMC Silo Rehabilitation

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



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



BQNP Project Updates – The Corleck Building

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



Waterfront Plaza Concept –

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





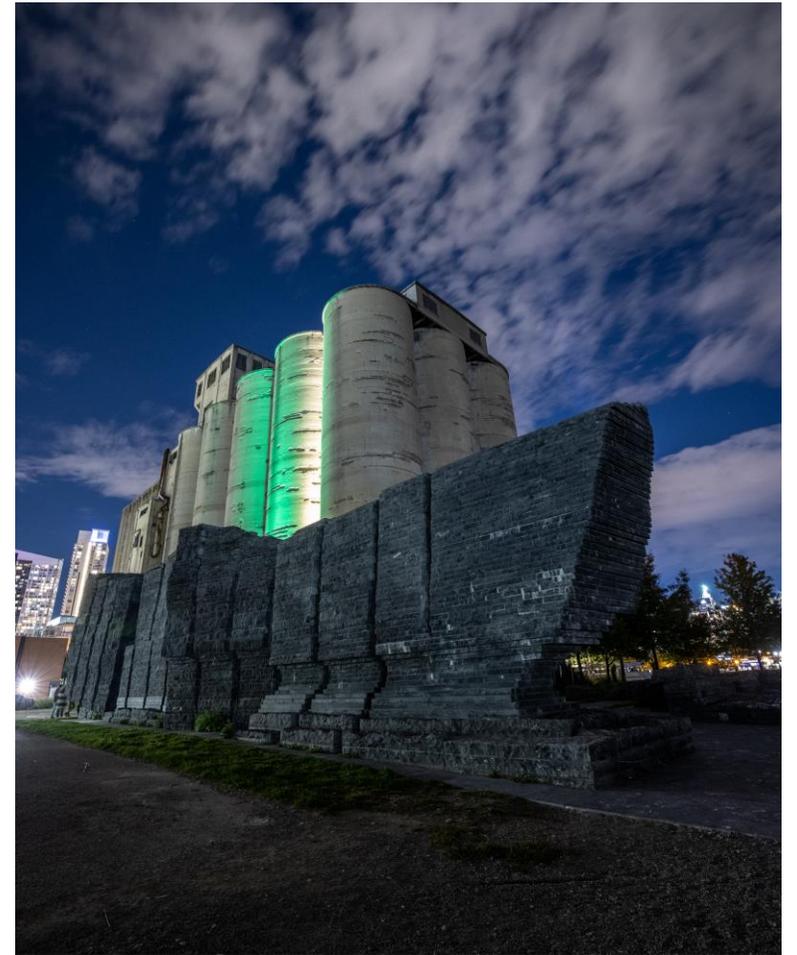
Plaza construction to begin
Summer 2022.

The silo portal –

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

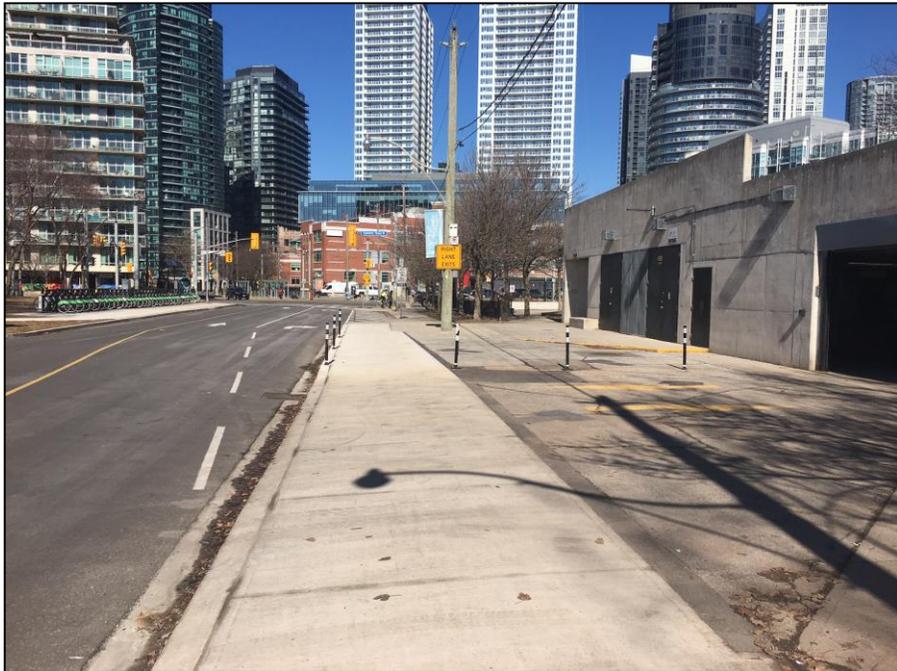


Ambient lighting for the Canada Malting Silos



Eireann Quay streetscape and StreetArtTO mural

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



Eireann Quay streetscape and StreetArtTO mural

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

About StART

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



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

StreetARToronto



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

Appendix C – PortsToronto Updates Presentation

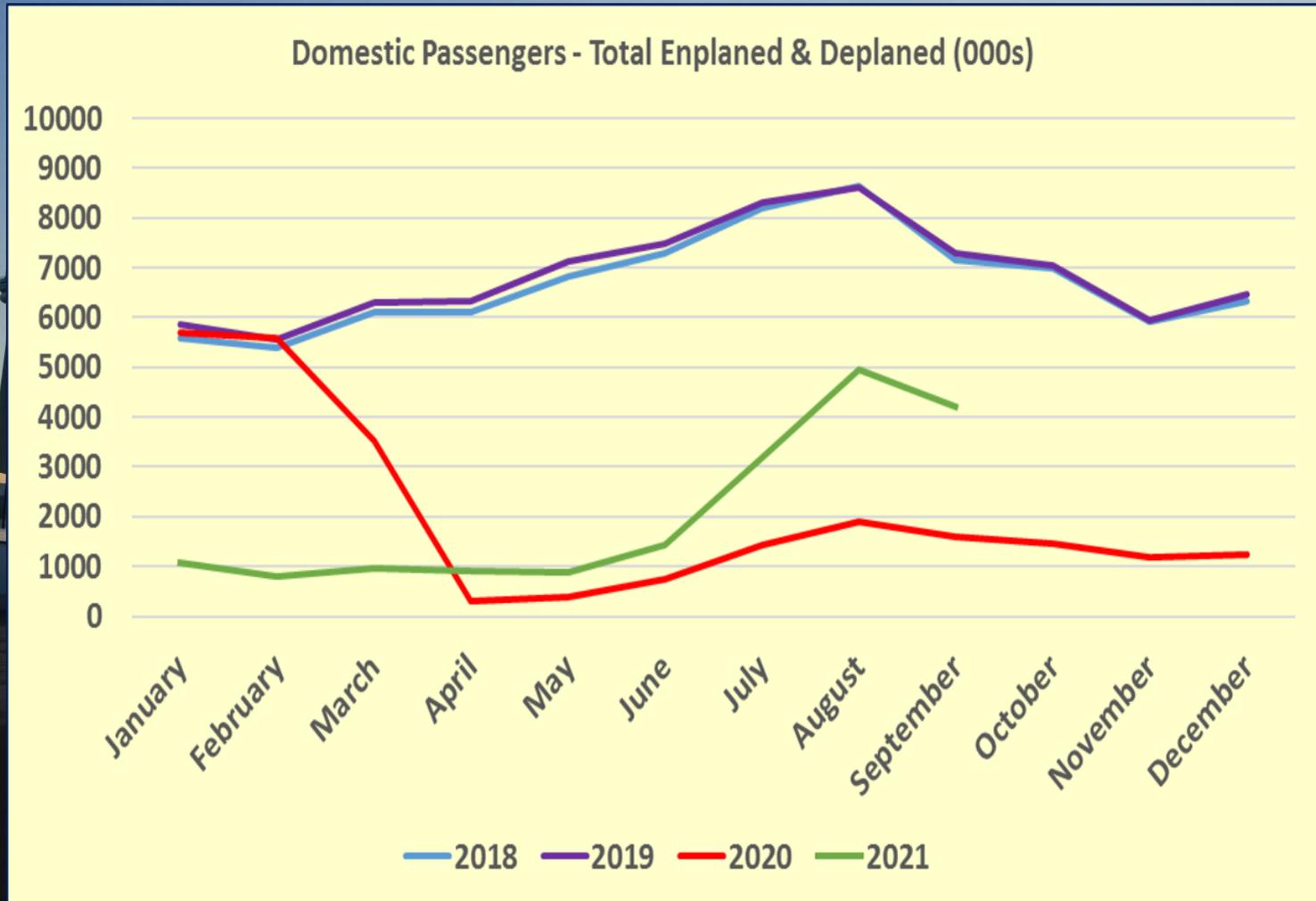
Billy Bishop Toronto City Airport Updates

November 24, 2021

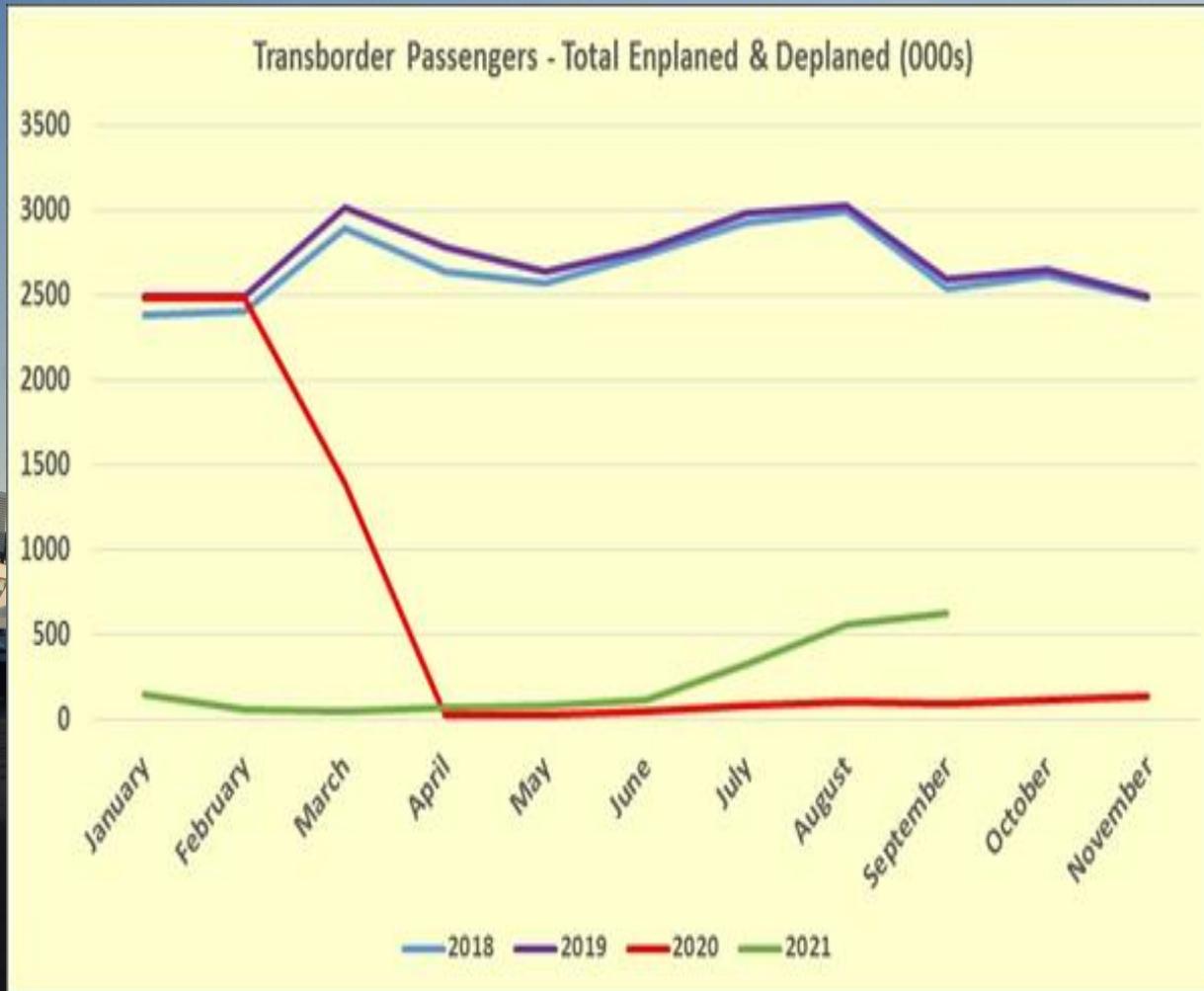


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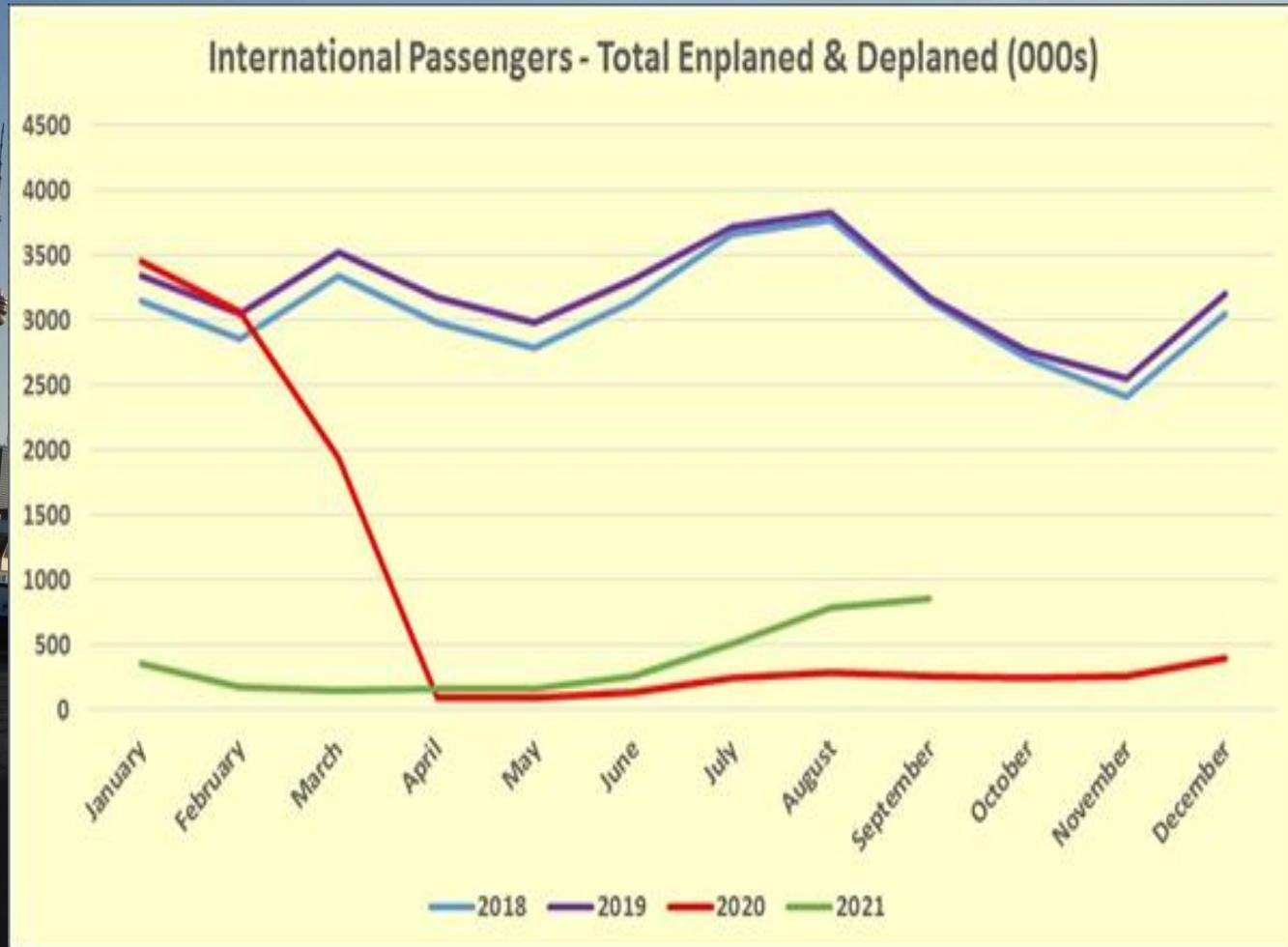
Canadian - Domestic Passenger Traffic 2021 (through September)



Canadian – Transborder Passenger Traffic (through September)



Canadian - International Passenger Traffic (through September)

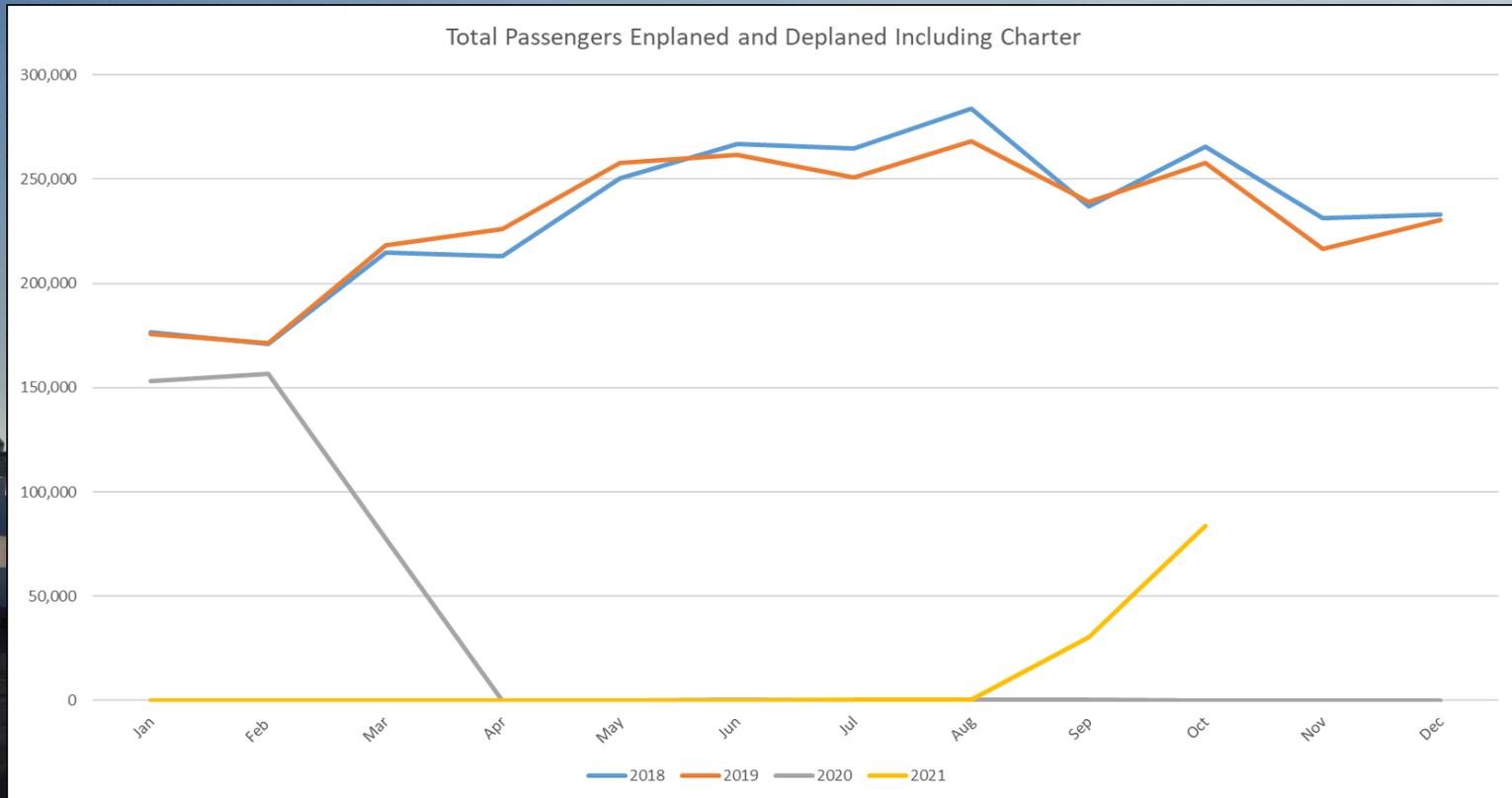


Canadian - Passenger Traffic (through September)

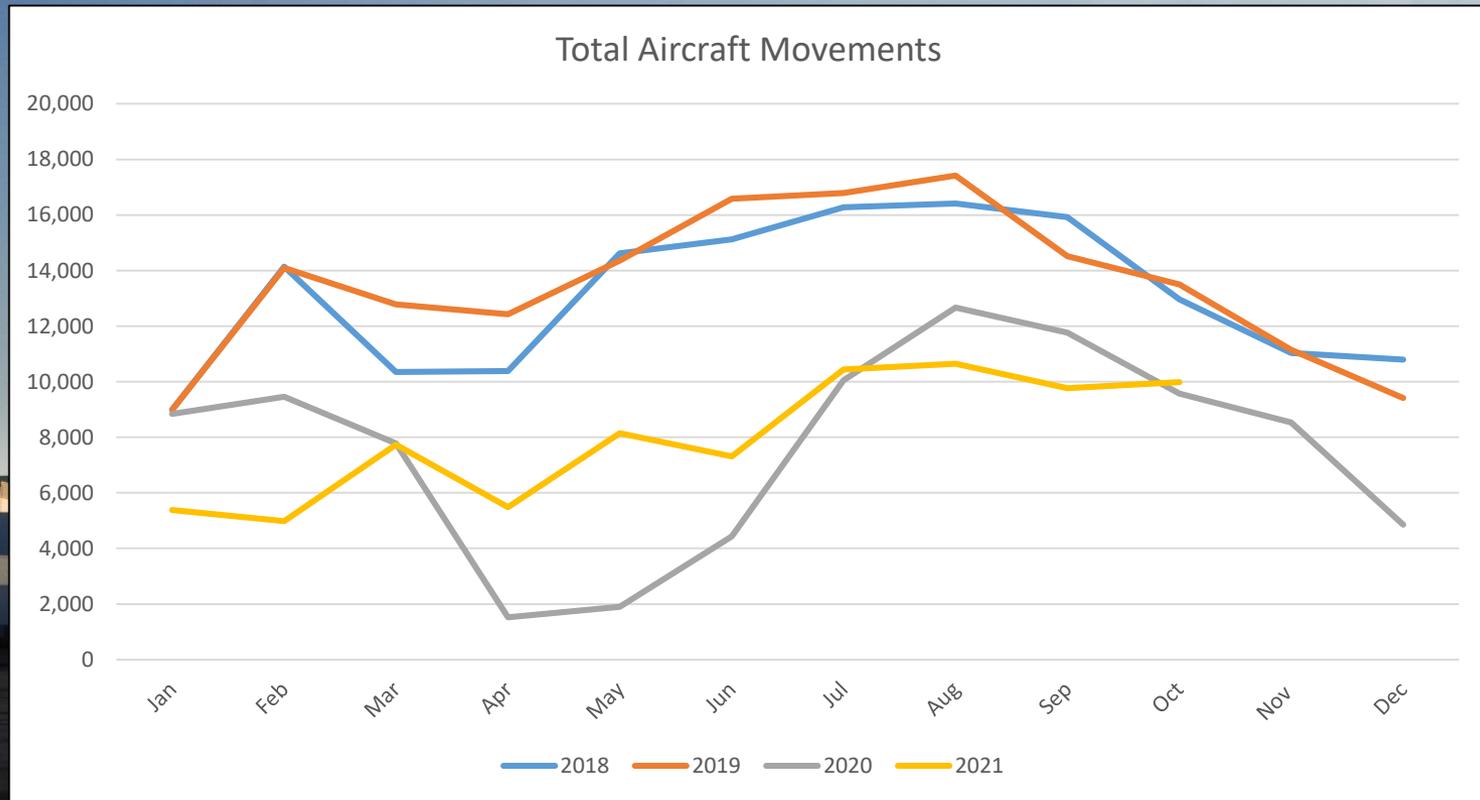


	September vs 2019	Year to Sept vs 2019
Total Enplaned/Deplaned Pax	43%	20%
Domestic E/D Pax	58%	26%
Transborder E/D Pax	24%	6%
Other International E/D Pax	27%	11%

Billy Bishop Toronto City Airport Passenger Traffic (through October)



Billy Bishop Toronto City Airport Aircraft Movements (through October)



Billy Bishop Toronto City Airport Recap (through October)

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

Timeline

Rebuilding YTZ Air Service



Holiday Season 2021

Airline Planned Capacity

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



Next Steps / Planning –

Summer 2022

USCBP – U.S. Customs and Border Protection

Connect Airlines Start up (WMA)

Summer 2022 Planning

Airport Slot Capacity – As outlined in the Airport Master Plan



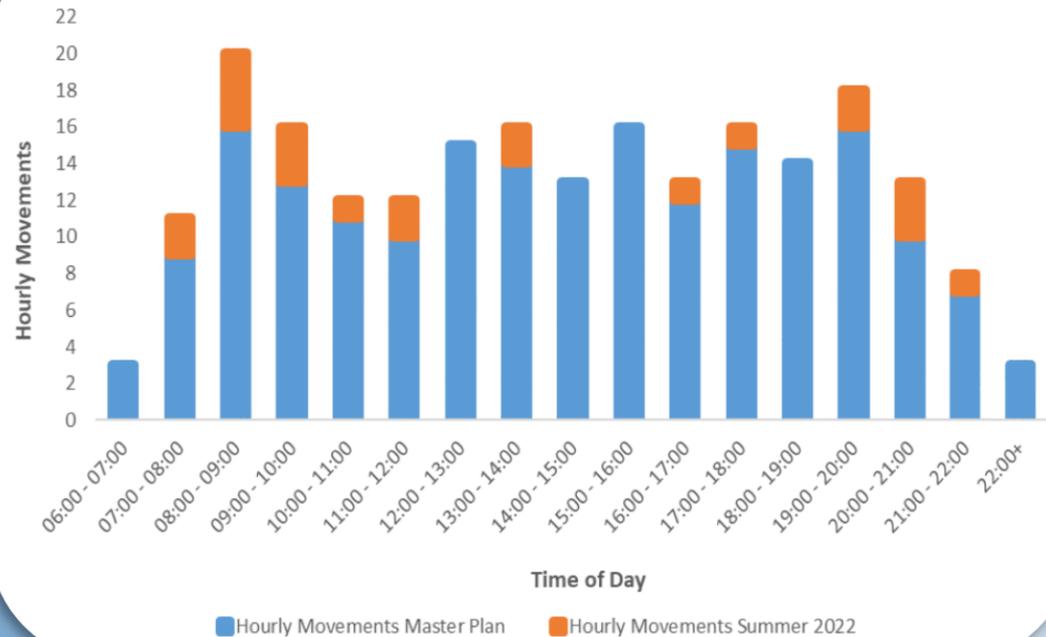
Revised Daily Airport Slot
Capacity Limit

Monday to Friday
224 Slots (up 22 from 202)

Saturday
129 Slots (up 20 from 109)

Sunday
193 Slots (up 20 from 173)

Scheduled Air Carrier Movements by Time of Day



**BILLY
BISHOP** 
TORONTO CITY AIRPORT

Thank You



Appendix D – Presentation on Connect Airlines



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

John Thomas – Chief Executive Officer



40+ years in airline industry as leading global advisor

In addition to actively managing WMA, currently:

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

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

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

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



Waltzing Matilda Aviation (WMA) is launching Connect Airlines

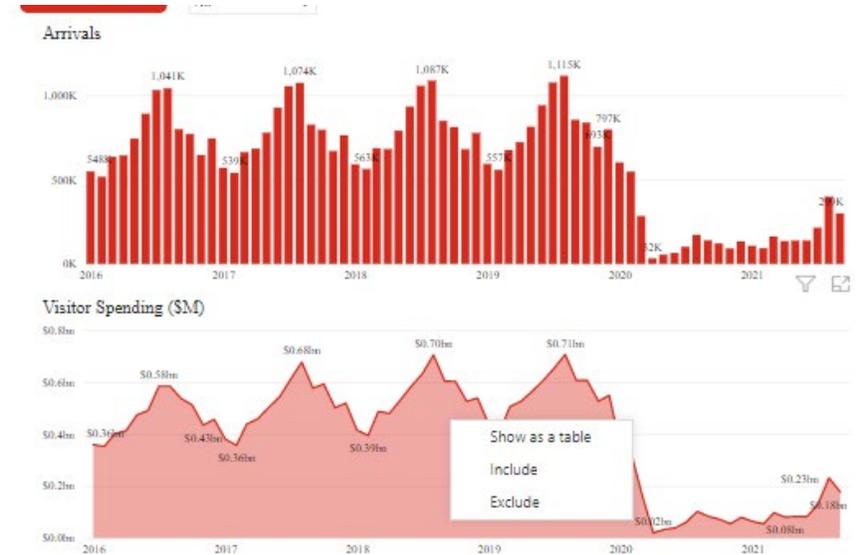
- WMA Mission Statement
 - “With Safety as our number one priority, the mission of WMA is to connect our guests to family, friends, and colleagues with the highest standards in service and reliability to create a safe, stress-free, enjoyable and sustainable travel experience”
- WMA currently operates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





Supporting the GTA's Visitor Economy

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



Sources: StatsCan, Destination Canada





Supporting Traveler Choice

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





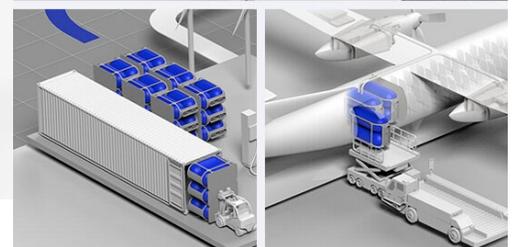
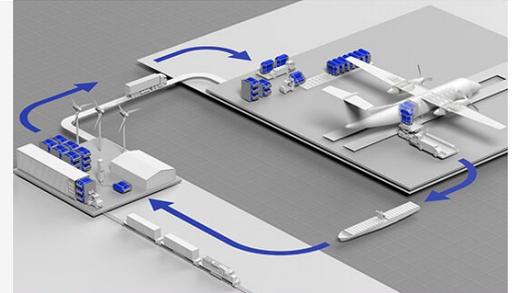
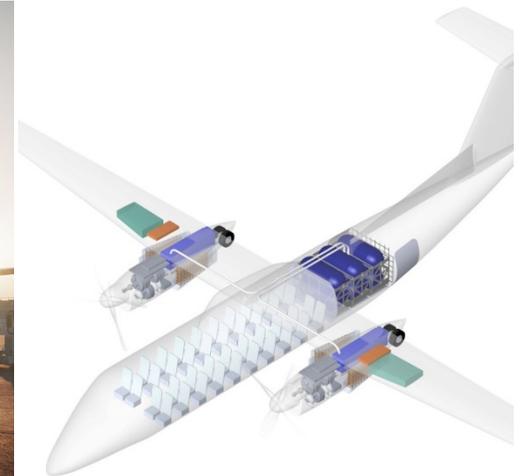
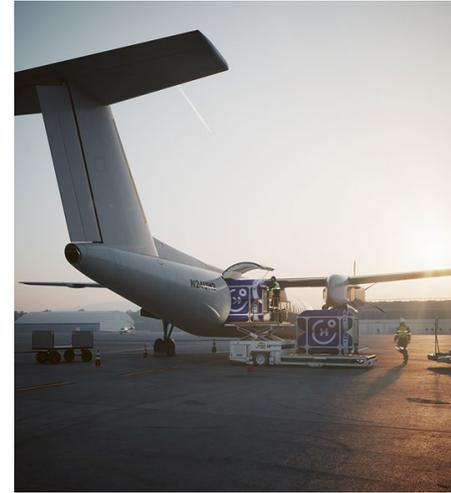
Our Green Ambition: Building a Sustainable Airline

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



Developing North America's first Zero-Emission Airplane Service

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



Connect, the future of smarter, greener travel

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

Thank you!

Connectairlines.com

We believe there's a smarter way to fly



Appendix E – Presentation on GHG Reporting



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**Greenhouse Gas (GHG)
Reporting Summary**

Agenda

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



GHG Reporting Background

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



GHG Reporting Process

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



GHG Reporting Scope

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

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



GHG Reporting Scope

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

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



GHG Reporting Scope

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

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



GHG Reduction Initiatives

MB1 Electrification

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



GHG Reduction Initiatives

HIGHWAY H20

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



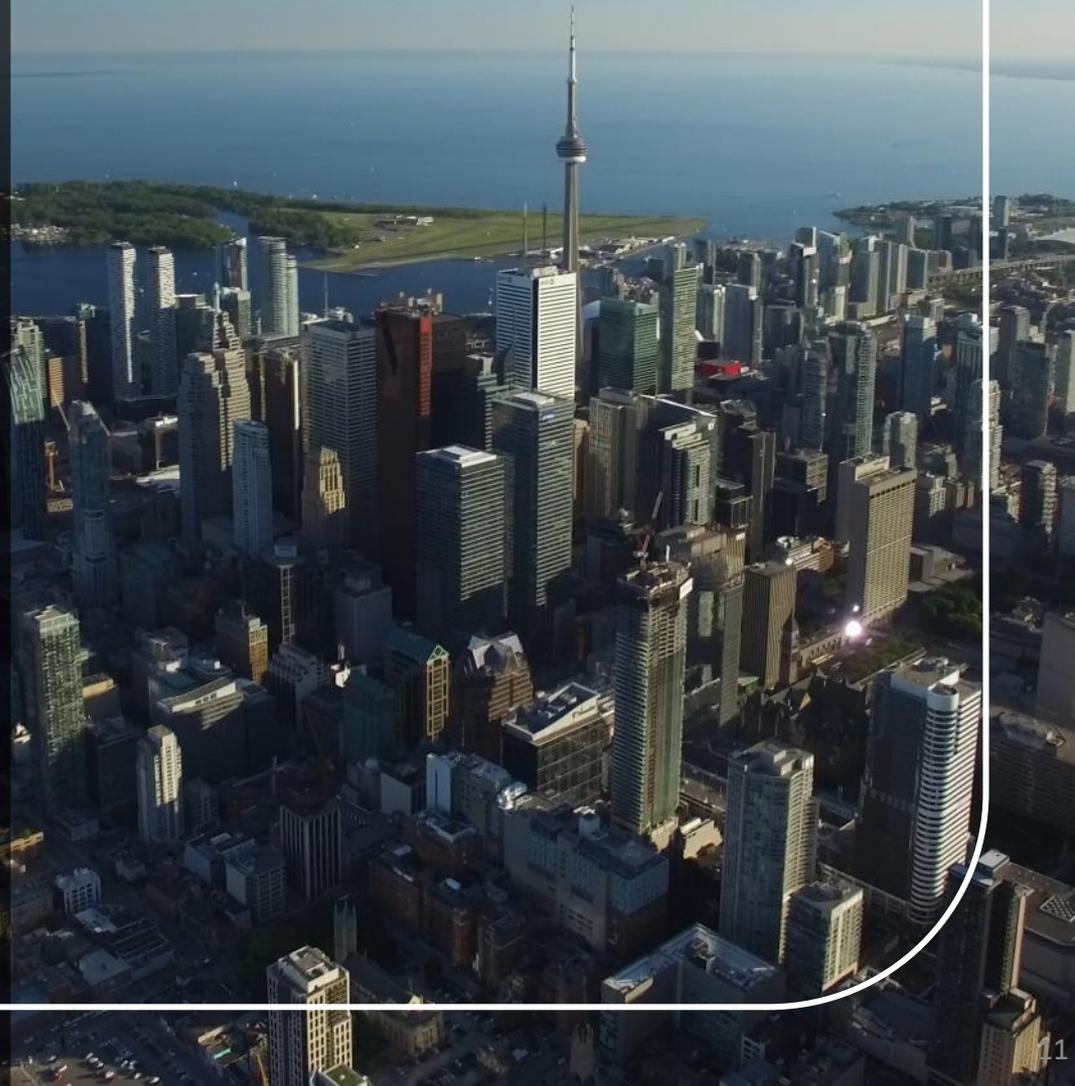
GHG Reduction Initiatives

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

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Thank You

Q&A



Appendix F – Community Questions

Climate Action

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sustainable Cities and Communities – Noise Monitoring

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

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

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

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

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

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

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

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

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

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

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

Partnerships for the Goal - Communication with the community.

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

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

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

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

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

Partnerships for the Goal - Traffic

BBTCA/Ports Toronto involvement with proposed Canderel development

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

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