



**PortsToronto**

**Billy Bishop Toronto City Airport**

**Community Liaison Committee**

**Meeting #50**

**Meeting Minutes**

May 17, 2023

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 #49

Action Item	Action Item Task	Who is Responsible for Action Item
M#50-A1	Finalize CLC Meeting #49 Minutes and post to the PortsToronto website.	PortsToronto
M#50-A2	Update the TOR Eligibility section to be clearer about the intention of the Membership Format.	LURA
M#50-A3	Update the TOR Mandate section to remove reference to the Master Plan.	LURA
M#50-A4	Update the TOR Mandate section related to airing individual member concerns.	LURA
M#50-A5	Follow up with Toronto Heli Tours to determine whether there have been any changes to operations and provide an update back to the committee.	PortsToronto
M#50-A6	Circulate Mr. Askew's background and contact information to the committee.	PortsToronto
M#50-A7	PortsToronto to look into adding two standard slides to the Airport Update presentation that show the total number of Q400 flights per month and per year, as well as the average number of Q400 flights per day in a month.	PortsToronto
M#50-A8	Ms. Ognjanovic to add a summary slide of the projects entailing overnight work to the Capital Program 2023 update presentation.	PortsToronto
M#50-A9	Ms. Ognjanovic to add a legend to the Airfield Pavements Condition Maintenance slide in the Capital Program 2023 update presentation.	PortsToronto
M#50-A10	Follow up with staff responsible for dredging to explore whether there is opportunity to return sand to Hanlan's Point.	PortsToronto
M#50-A11	Mr. Furneaux to circulate calendar holds for the September and November meeting dates.	LURA

## List of Attendees

Name	Organization (if any)	Attendance
<b>COMMITTEE MEMBERS</b>		
Councillor Ausma Malik	Ward 10 – Spadina-Fort York	Regrets
Bushra Mir	On behalf of Ward 10 – Spadina-Fort York	Present
MP Kevin Vuong	MP, Spadina-Fort York	Absent
Daiana Ferrari	On behalf of MP Kevin Vuong, Spadina-Fort York	Absent
Jay Paleja	City of Toronto – Waterfront Secretariat	Present
Joanne Dobson	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Jennifer Quinn	Nieuport	Regrets
Cheryl Stone	Nieuport	Present
Nadia Dzula	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Sarah Chapin	Waterfront Toronto	Present
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Regrets
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
David Chan	East Waterfront Community Association (EWCA)	Absent
Cathy Nguyen	East Waterfront Community Association (EWCA)	Absent
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sharona Freudmann	Toronto Island Community Association (TICA)	Present
Tony Farebrother	Toronto Island Community Association (TICA)	Present
Natasha Francis	Waterfront Neighbourhood Centre	Present
Commander Paul Smith	HMCS York	Absent
Dave Purkis	Nav Canada	Present
Indren Nair	Nav Canada	Present
Matt Slaman	Art & Water	Present
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Regrets
Mark Maloney	University of Toronto – Municipal Affairs	Present
Martin Kenneally	Harbourfront Centre	Present
Bill Duron	Toronto Island Yacht Club	Present
Sage Livingstone	The Westin Harbour Castle	Present
<b>PORTSTORONTO REPRESENTATIVES</b>		
Michael Antle (Chair)	PortsToronto	Present
Roelof-Jan (RJ) Steenstra	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Angela Homewood	PortsToronto	Present
Chris Sawicki	PortsToronto	Regrets
Bojan Drakul	PortsToronto	Regrets
Mike MacWilliam	PortsToronto	Present
Jessica Pellerin	PortsToronto	Present
Jelena Ognjanovic	PortsToronto	Present
Chris Pearce	PortsToronto	Regrets

FACILITATION		
Alexander Furneaux	LURA Consulting	Present
Sayan Sivanesan	LURA Consulting	Present
GUESTS		
Jennifer Smysnuik	Manager - Toronto Office of Emergency Management	Present
Steve Banton	Coordinator – Toronto Office of Emergency Management	Present

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## 1. Log-In & Welcome

Alexander Furneaux (LURA) welcomed members of the Billy Bishop Toronto City Airport (abbreviated to Billy Bishop Airport subsequently) Community Liaison Committee (CLC) to the 50<sup>th</sup> committee meeting. Mr. Furneaux facilitated a brief round of introductions from new members of the CLC attending for the first time, which included representatives from the Harbourfront Centre, Toronto Island Yacht Club, The Westin Harbour Castle, Toronto Island Community Association, and Art & Water.

Mr. Furneaux then provided an overview of the agenda. The meeting agenda is included in **Appendix A**.

## 2. Review of Meeting Minutes & Action Items

Mr. Furneaux reviewed the status of the meeting minutes from CLC Meeting #49 held on February 15<sup>th</sup>, 2023. Mr. Furneaux noted that these meeting minutes were shared with CLC members on April 12<sup>th</sup>, 2023, and requested that any comments on these meeting minutes be shared by June 1<sup>st</sup>, 2023. After this, the minutes will be finalized and published.

Mr. Furneaux also noted that he distributed a list of action items from previous meetings on May 15<sup>th</sup>, 2023. Mr. Furneaux noted that several of the action items have been completed over the past few months, and that there is ongoing work being done towards closing the remaining active action items.

M#50-A1 Finalize CLC Meeting #49 Minutes and post to the PortsToronto website.

## 3. Update on the Terms of Reference

Mr. Furneaux noted that the CLC Terms of Reference (TOR) have been undergoing an update to bring it up to date and ensure it remains relevant to the present airport context, given that the last update was made in 2015. Mr. Furneaux noted that an initial draft of the updated TOR was shared with CLC members previously and that many members had provided comments.

Mr. Furneaux noted that a revised copy of the updated Terms of Reference and a tracking sheet that notes how the comments received were addressed was shared with CLC members on April 12<sup>th</sup>. Mr. Furneaux noted that following the revised copy being shared, Jay Paleja (City of Toronto – Waterfront Secretariat) had provided additional comments that will be incorporated. Mr. Furneaux then opened the floor to additional comments from CLC members on the revised TOR that was shared.

The York Quay Neighbourhood Association (YQNA) representative noted that they shared the revised TOR with the YQNA last week but has not yet received any feedback from YQNA members. The YQNA representative then asked whether in Schedule A, under Eligibility, the criteria reading 'OR who can demonstrate an environmental, economic, or social interest in the airport's role on the waterfront' is necessary to be included. The YQNA representative expressed his belief that the list of standing members outlined under Membership Format (Section 3.1.1) on page 2 should be the exhaustive list of members.

Mr. Furneaux explained that the intention of this criteria point was to capture the thought process behind the inclusion of representatives listed in the Membership Format. Mr. Furneaux indicated that a change could be made to the Eligibility criteria to be clearer. Mr. Furneaux asked that any redline feedback regarding phrasing of particular items can be shared by email.

M#50-A2 Update the TOR Eligibility section to be clearer about the intention of the Membership Format.

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The YQNA representative then noted that they are concerned about the Mandate (Section 2) stating that the CLC is not a venue focused on ‘reopening the directions established through the Master Plan,’ and indicated concern that the section outlining the Committee Members’ roles and responsibilities (Section 4.3) is limited. The YQNA representative noted that the reason why they are at the CLC is to discuss unresolved matters related to the Master Plan’s recommendations to increase the number of flights. The YQNA representative suggested that the reference to the Master Plan be removed from the Mandate section because the committee is not only focused on Master Plan discussions and because the communities involved are concerned about some of the topics in the Master Plan.

Angela Homewood (PortsToronto) indicated that they do not see a reason why the reference to the Master Plan needs to be included in the Mandate given that the Master Plan process has been completed.

Deborah Wilson (PortsToronto) suggested that Mr. Furneaux could highlight the sentence and indicated that the PortsToronto team can review it.

Mr. Furneaux confirmed that he would highlight the sentence and send it to the PortsToronto team for review.

M#50-A3        Update the TOR Mandate section to remove reference to the Master Plan.

Ms. Wilson indicated that there was plenty of time to comment on the Master Plan during its planning process, and note that the Master Plan process is done, so it does not have to be mentioned in the TOR.

The YQNA representative acknowledged that there was a Master Plan public process in July 2018. The YQNA representative expressed his belief that Step 2 of the process, which was supposed to involve discussions on the noise energy capacities of the airport, was ignored during that process. The YQNA representative noted that the YQNA community is very concerned about this topic. The YQNA representative indicated that raising this matter at the CLC resulted in a productive airing of concerns about the noise energy components of the Master Plan at the Airport Slots Increase meeting on January 13, 2022, and at subsequent Noise Management Subcommittee (NMSC) meetings.

Ms. Wilson suggested that maybe only the noise energy component of the Master Plan needs further discussion, but the whole Master Plan does not have to be discussed because its already done. Ms. Wilson added that in the next year Billy Bishop Airport will be beginning its next Master Plan process.

The YQNA representative reiterated that his suggestion would be to remove the reference to the Master Plan in the Mandate section of the TOR.

Mr. Paleja recommended that the language could be refreshed such that the Mandate includes ‘implementation of the Master Plan.’ Mr. Paleja agreed that it is undesirable to relitigate the Master Plan, however the entire CLC is part of implementing the Master Plan.

The YQNA representative indicated that another concern about the Mandate section is that it currently states that the CLC is not a venue focused on ‘airing individual concerns that are not reflective of the broader constituencies represented by CLC members.’ The YQNA member asked for clarification on the rationale for this point.

Mr. Furneaux responded that the intention was to ensure that CLC members participate in the committee with the intention of representing the interests of their organization’s full membership, rather than advocating for a member’s individual concerns.

The YQNA representative recommended that this point be rephrased to say that the CLC is not a venue focused on “airing individual member concerns that are not reflective of their broader constituencies.”

Mr. Furneaux confirmed that this rewording would be agreeable.

M#50-A4        Update the TOR Mandate section related to airing individual member concerns.



#### 4. CLC Member Updates

The Bathurst Quay Neighbourhood Association (BQNA) representative shared that they have been in communication with PortsToronto staff about noise concerns and suggestions about updating the form for submitting noise complaints. The BQNA representative indicated that the suggestions were about making the noise complaint form clearer to understand, simpler to fill out, and more relevant to the concerns from the community. The BQNA representative also noted that there has been communication with PortsToronto staff about mitigating the noise from helicopter tours that are taking off frequently.

The BQNA representative added that the Ground Noise Study, which is referenced in the Sustainability Report, is something that is frequently discussed among BQNA members and that BQNA members are curious about how the decibels are being measured in that study.

The YQNA representative asked whether the issue of collecting individual data has come up in the suggestions for improving the noise complaint form. The YQNA representative indicated that it takes time to fill in personal contact information and suggested that if personal contact information could be pre-filled in the online form, then this would make it easier to submit noise complaints. The YQNA representative noted that in the past PortsToronto has been reluctant to collect this personal data, even though it may not be a problem for residents around Billy Bishop Airport who are actively making complaints.

The YQNA representative responded that this was not on the list of form improvement suggestions. The YQNA representative indicated that the suggestions were primarily about improving form questions that are outdated and confusing to people trying to complete the form.

Mr. Furneaux suggested that the suggestions for noise complaint form improvements and noise mitigations be discussed offline because this is more of an acute issue facing the residents living near the waterfront.

The BQNA representative agreed, noting that while the noise issues are generic to a lot of neighbourhood associations, the specific mitigation measures being suggested are coming from the waterfront community.

Mr. Furneaux reminded members that the meeting minutes for the NMSC are also published on the PortsToronto [website](#), and encouraged members to review those minutes if they are curious about the committee's noise management discussions.

The Harbourfront Centre representative noted that the City of Toronto parking lot operated by the Harbourfront Centre under a licence is currently damaged and under repair. The Harbourfront Centre representative indicated that the City has been notified, and that an engineer has done an assessment and initial repairs on what appears to be some structural damage to the entrance. The Harbourfront Centre representative indicated that they receive a lot of questions from the public regarding access to this parking lot, and their response is to call 3-1-1.

The Toronto Island Community Association (TICA) representative shared that Toronto Island Park is experiencing very high water right now and are close to flooding. The TICA representative noted that some houses in low-lying areas are already having to pump out water from under their house. The TICA representative noted that there is a Class Environmental Assessment (EA) underway to develop [long-term flood and erosion mitigation](#) measures for protecting the key infrastructure on Toronto Island Park. The TICA representative shared that the community received a presentation last night from the Toronto and Region Conservation Authority about their mitigation plans for the area.

The TICA representative also noted that there is a [Toronto Island Park Master Plan](#) process underway to develop a vision, values, guiding principles and Big Ideas to guide change and investment in Toronto Island Park into the future. The TICA representative noted the Toronto Islands are more heavily used now, with 50 licensed water taxis, contributing to Toronto Harbour being busier not only in the sky but in the water too.

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The YQNA representative noted that they have received quite a few concerns from YQNA residents inquiring about a perceived increase in helicopter movements over residential areas surrounding Billy Bishop Airport. The YQNA representative asked whether there has been an expansion in helicopter tour operations from the airport or whether there has been a change in the business that has resulted in an increased number of circling helicopter flights over residential areas.

Michael Antle (PortsToronto) responded that he is not aware of any changes in Toronto Heli Tours' operations. Mr. Antle noted that even if there has been a change, these flights would not be circling over residential areas. Mr. Antle indicated that PortsToronto could follow up with Toronto Heli Tours to determine if there have been any changes.

M#50-A5 Follow up with Toronto Heli Tours to determine whether there have been any changes to operations and provide an update back to the committee.

Dave Purkis (Nav Canada) noted that in response to the YQNA representative's update on community concerns about increased helicopter flights, he reviewed the data from Nav Canada and does not see a spike in helicopter flights from the airport. Mr. Purkis indicated that the data shows that the helicopter movements are on track for about an 8% drop compared to May 2022 helicopter flights. Mr. Purkis suggested that the perceived increase may be related to the recent good weather and more people taking sight-seeing flights than in winter months. Additionally, Mr. Purkis noted that helicopters operate on their own set of approaches to the airport and that these are determined by operational factors (other approaches) and environmental conditions. He noted that what residents identify as helicopters circling may be multiple different helicopters either taking off or landing on these approaches.

The YQNA representative indicated that they will follow-up with YQNA members to get more information on what they are noticing.

## 5. Update from the CEO

Roelof-Jan (RJ) Steenstra (PortsToronto) provided a brief update from the CEO. Key points from Mr. Steenstra's update were:

- There is a pending WestJet pilot strike. The strike notice has been filed for Friday May 19, 2023, and WestJet has issued a lockout. This does not directly relate to Billy Bishop Airport, but the airport may still be impacted as there will likely be a spillover effect as other carriers absorb the lost capacity.
- Billy Bishop Airport is still in the process of recovering from the impacts of the COVID-19 pandemic and is currently operating at about 80% capacity compared to 2019 levels. This is about middle of the pack in terms of the country's recovery, as some airports are still at about 50% capacity, while other airports are over 100% capacity compared to 2019 levels.
- PortsToronto has hired [Warren Askew](#) to join the Senior Management team as the new Vice President, Airport. Mr. Askew has extensive experience in the aviation industry, including management and leadership roles at the John C. Munro Hamilton International Airport, the Greater Toronto Airports Authority, and The Federal Bridge Corporation Limited. He will start in his role on May 29<sup>th</sup>, 2023.

Mr. Steenstra then opened the floor to questions from the CLC representatives.

The YQNA representative asked what Mr. Askew's role was at Greater Toronto Airports Authority (GTAA).

Mr. Steenstra responded that earlier in his career, Mr. Askew oversaw program management of the Safety Management System at the GTAA, and was later Director, Operations at Hamilton International Airport. Mr. Steenstra noted that Mr. Askew's background and contact information would be circulated. Mr. Steenstra expressed that Mr. Askew will be a great contribution to the team.

M#50-A6      Circulate Mr. Askew's background and contact information to the committee.

## 6. Airport Update

Michael MacWilliam and Michael Antle (PortsToronto) provided a presentation on Billy Bishop Airport updates. Mr. MacWilliam and Mr. Antle's presentation on the Billy Bishop Airport Update is included in **Appendix B**.

Key points from Mr. MacWilliam and Mr. Antle's updates on this topic include the following:

- Canadian airport passenger traffic is continuing to improve in 2023 compared to 2022. This is expected to continue over the summer, as it is expected to be a busy summer season with people traveling more.
- Total passenger traffic at Billy Bishop Airport in March 2023 was 283% of March 2022 levels, while total passenger traffic at Billy Bishop Airport for YTD 2023 is 369% of YTD 2022 levels.
- Total aircraft movements at Billy Bishop Airport in March 2023 were 117% of March 2022 levels, while total aircraft movements at Billy Bishop Airport for YTD 2023 is 121% of YTD 2022 levels.
- An increase was observed in the number of after hours ORNGE Medevac flights, which may be contributing to the community complaints about helicopters.
- Connect Airlines have completed their proving flights and are now awaiting Federal Aviation Administration (FAA) approval. After receiving FAA approval, Connect Airlines can move on to requesting Transport Canada approval.
- Air Canada and Jazz Aviation are continuing to operate, however as with many airlines are dealing with staff retention and turnover issues.
- Porter Airlines is expanding into Toronto Pearson International Airport with their new jet aircraft operation.
- In Summer 2022, the airport had allocated 224 slots to be available on weekdays, 129 slots on Saturdays, and 193 slots on Sundays.
- In Winter 2023, which includes the last quarter of 2022 and the first quarter of 2023, the airport initially continued with the same number of slots availability as in Summer 2022. A number of the Winter 2023 slots had been allocated to Connect Airlines which has not yet started its operations. As a result, the airport bumped up the number of slots available on weekdays in Winter 2023 to 246 as a buffer in case there was an ad hoc request from one of the other airlines.
- For Summer 2023, the airport has kept the slot allocation number at 246 for weekdays, and 129 for Saturdays and 193 for Sundays. However, those numbers are not being demanded by the airlines yet. We are comfortable with the 246 number for slots availability since in the second half of Winter 2023 we did not observe any issues with the capacity of gates for the runways. The Summer 2023 allocations forecast is so far down about 9% compared to the demand in the first half of Summer 2022, but this is expected to grow during the latter half of Summer 2023.

Cheryl Stone (Nieuport) then provided an update from Nieuport. Ms. Stone shared that Nieuport is moving forward on electrifying its shuttle bus fleet, which moves half a million people annually. Ms. Stone noted that progress has been made on installing charging infrastructure and Nieuport is expecting to have some of the buses in operation through the summer, with more coming online in the fall. Ms. Stone also shared that construction work on a new lounge for domestic passengers has been ongoing through the winter, and this new lounge is expected to be open soon.

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

The YQNA representative asked for clarification on what are the regular hours for ORNGE Medevac flights.

Mr. MacWilliam explained that regular hours for ORNGE Medevac flights correspond to the regular hours for airport operations which are 6:45 am to 11 pm.

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The YQNA representative asked if the presentation can be updated to include a slide showing the total number of Q400 flights per month and per year at Billy Bishop Airport. The YQNA representative also asked for a slide to be added that shows the average number of Q400 flights per day in a month. The YQNA representative indicated that adding these two slides to the presentation as standard slides will help the community focus in on actual Q400 aircraft movements.

Mr. Antle indicated that he will check with Noah Meneses (PortsToronto) on the feasibility of including this information but does not think it would be an issue.

M#50-A7 PortsToronto to look into adding two standard slides to the Airport Update presentation that show the total number of Q400 flights per month and per year, as well as the average number of Q400 flights per day in a month.

Mr. Antle noted that at a previous meeting, suggestions for mitigating noise concerns related to operations on the east side of the airport were discussed. Mr. Antle noted that in response to these suggestions, PortsToronto has been working with Nieuport on programming for gating early morning departures to stay away from the east side, so that there aren't aircrafts starting on that side.

Mr. Antle noted that there was also a suggestion discussed about adjusting the alignment of aircrafts on the taxiway to reduce noise impacts on the waterfront community and indicated that this is still a work in progress.

Ms. Stone added that she can confirm that Nieuport's gate management provider is actively shifting departure gates to reduce noise from the east side of the airport.

The Toronto Island Yacht Club representative noted that boaters have observed an increase in the cormorant population on the east side of the harbour and asked if an increase in cormorants poses a safety risk to aircrafts.

Mr. MacWilliam responded that this does pose a safety risk, and there have been occasions where an aircraft strikes birds. Mr. MacWilliam indicated that impacts with a larger birds or a number of birds can have more telling impacts on the aircrafts. Mr. MacWilliam indicated that one of the reasons why cormorants are more noticeable on the east side of the harbour is because they generally avoid the airport lands due to the airport's wildlife management program.

The Toronto Island Yacht Club representative inquired about how effective the airport's wildlife deterrent strategy is.

Mr. Furneaux noted that the techniques used for wildlife management were discussed at a previous CLC meeting, and that he could include a reference to this in the meeting minutes.

*Facilitator's Note: Wildlife the airport's context is discussed at CLC Meeting #12, 13, 16, 20, 28, 30, and 35. Minutes from these meetings are available on [PortsToronto's Community Engagement CLC webpage](#).*

The Toronto Island Yacht Club representative indicated that it would be helpful to understand the deterrent strategy to pass onto the Toronto Region Conservation Authority (TRCA), as cormorants are now colonizing on Toronto Island.

Mr. MacWilliam indicated that PortsToronto has previously engaged the TRCA on its wildlife management techniques.

Mr. Antle added that PortsToronto does work with the TRCA on things like conducting goose roundups. Mr. Antle suggested that as part of the CLC's airport site tour later this year, wildlife management may be one of the items that can be included on the tour.

The BQNA representative asked for clarification on whether there are any helicopter flights beyond the sight-seeing helicopters and the ORNGE helicopters.

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Mr. MacWilliam responded that there are other helicopters to and from the airport and indicated that he would try to provide an update on this at a future meeting.

Indren Nair (Nav Canada) noted that there are also media helicopters that fly in the area.

Mr. MacWilliam noted that Ontario Place has been on the news a lot, so this might be contributing to the issue.

## 7. Sustainability Report

Deborah Wilson (PortsToronto) shared that PortsToronto will hold its [Annual General Meeting](#) on Thursday June 8, 2023, at 9:30 am at WaterPark Place. Ms. Wilson noted that members from the committee are welcome to attend.

Ms. Wilson noted that on Saturday May 27, 2023, Billy Bishop Airport will welcome the public to explore the airport's buildings and facilities, as part of Doors Open Toronto 2023. The event will take place from 10 am to 5 pm, with last entry at 4 pm. Ms. Wilson indicated that in the past there have been upwards of 14,000 visitors at the airport's Doors Open event, so a lot of traffic can be anticipated on that day. Ms. Wilson noted that this will be the first year that Doors Open Toronto will return as an in-person experience since 2019. Ms. Wilson encouraged members from the committee to attend and noted that there will be unique activities such as seeing the airport's team of falcons that support the airport's wildlife management strategy. Ms. Wilson highlighted that the team of falcons have been instrumental at deterring cormorants from flying over the airport.

Ms. Wilson noted that on Saturday June 24<sup>th</sup>, 2023, the airport will be conducting a security exercise that will take place at nighttime from 9 pm to 1:30 am and will include emergency vehicles on site. Ms. Wilson indicated that there will be a minimum amount of noise, but there will be lights from the emergency vehicles that will be visible. Ms. Wilson indicated that there will be a notice that is distributed closer to the date with more details. Ms. Wilson emphasized that this will just be a security exercise and does not want community members to feel concerned when they see the flashing lights.

Ms. Wilson then provided a brief overview of the [Billy Bishop Airport 2022 Sustainability Report](#) that was released in April 2023, noting the following points:

- This is one of two sustainability reports prepared by PortsToronto in 2023. The Billy Bishop Airport sustainability report is released first. Following this, PortsToronto's sustainability report is released, which is inclusive of all PortsToronto business units. Jessica Pellerin (PortsToronto) is the lead on producing both of these reports.
- This is the sixth annual report on Billy Bishop Airport's environmental performance. It tracks key indicators such as greenhouse gas (GHG) emissions and economic impact, and measures progress within global corporate reporting best practices informed by the United Nations Sustainable Development Goals framework. The Delphi Group validates all the report's findings to ensure that the information is accurate.
- In 2022, the airport achieved an 18% reduction in Scope 1 and Scope 2 carbon emissions across its operations.
- The airport renewed its agreement to power all operations with 100 percent renewable energy via Bullfrog Power until 2026. The airport has displaced about 20,000 tonnes of CO<sub>2</sub> since 2010 through this partnership with Bullfrog Power.
- The airport is continuing its work with BQNA, City of Toronto, and the University of Toronto on the Air Quality Study and is operating five noise management terminals that provide ongoing noise-level data to the airport's noise management office.

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- The Marilyn Bell ferry celebrated in 2022 its first anniversary as the only zero-emission ferry service in Canada. The electrification of the ferry has resulted in the displacement of approximately 530 tonnes of GHG emissions per year, due to the elimination of GHG emissions from the ferry's operation and has also resulted in quieter operations.
- Nieuport Aviation announced plans to purchase six electric buses to replace the airport's current shuttle bus fleet, further reducing air and noise emissions in the area.
- In May 2022, the airport installed a granite sculpture, titled *Maanjidowin: The Gathering*, on the island-side dock wall of the Western Gap to recognize the Mississaugas of the Credit First Nation and their relationship to the land, air, and water on which the airport now operates.
- The airport also supported community organization and initiatives including Swim Drink Fish, Hope Air, Not In My city, Redpath Waterfront Festival, The Bentway, The Black Aviation Professionals Network, Waterfront Neighbourhood Centre, and ALS Canada.

Ms Wilson's presentation is included in **Appendix C**.

Ms. Wilson noted that the report was circulated to the committee on April 18<sup>th</sup>, and that Mr. Paleja provided a comment in advance of this meeting, asking for clarification on how Billy Bishop Airport intends to reach its future goals and targets that are outlined in the report.

Ms. Wilson explained that PortsToronto has hired a Manager of Environment, Social and Governance (ESG), which is a new role that will create and manage strategies and related programming to achieve PortsToronto's sustainability goals. Ms. Wilson noted that Mike David had previously conducted some of this work, in addition to other responsibilities as part of his role on the infrastructure team. After Mr. David moved to another organization recently, PortsToronto took the opportunity to recruit for this new role that is completely dedicated to environmental sustainability. Ms. Wilson indicated that the Manager of ESG will be starting their role within the next couple weeks, and that they will participate on this committee.

Ms. Wilson then opened the floor to questions from the CLC representatives.

The YQNA representative asked for clarification on when Mike David left PortsToronto

Ms. Wilson responded that Mike David left PortsToronto in late April 2023.

Ms. Wilson noted that the [PortsToronto 2022 Sustainability Report](#) will be released next week, and encouraged CLC members to reach out if they have any questions.

Mr. Steenstra added that the PortsToronto team works really hard to minimize impact where they can. He noted that the PortsToronto 2022 Sustainability Report is a great report, and that the actions that come out of the report are the most important part. Mr. Steenstra noted that the primary responsibility of the new Manager of ESG will be to develop a framework for continuing sustainability initiatives year-over-year and provide measures for monitoring PortsToronto's progress over time to ensure its being a responsible neighbour.

## 8. Capital Program Update

Jelena Ognjanovic (PortsToronto) provided a presentation on the Capital Program 2023 update. Ms. Ognjanovic's presentation on the Capital Program 2023 update is included in **Appendix D**.

Key points from Ms. Ognjanovic's Capital Program 2023 update include the following:

- Completed projects in 2022 include New Airfield Lighting Control System, David Hornell VD Drylock and Surface Protection, New Crack Sealing Equipment, Multi Purpose All Season Airport Maintenance Unit, CSB Fuel Dispensing System Environmental Protection, Redundant charger for Marilyn Bell 1 Ferry,

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South Channel Dockwall Rehabilitation, Maanjidowin sculpture, RW 08-26 / TWY E Intersection Grooving.

- There are 13 carry-over projects from previous years, two of these projects will require overnight work. Carry-over projects from previous years include the following:
  - The Island South Channel Wall Rehabilitation project is considered substantially completed in 2022, but PortsToronto will be working on clearing up some minor deficiencies and doing some additional work to be completed in June/July 2023. The additional work should not have any impact on dockwall access.
  - The Noise Mitigation Infrastructure Study (also referred to as the Ground Noise Study) resumed in mid-2022. Mike David who is no longer at PortsToronto was taking the lead on this study. The study involves modeling ground based noise sources and recommending noise mitigation alternatives (operational and capital improvements). PortsToronto will continue to work with the consultant team to develop a draft report that can be shared with the community in Summer 2023. The goal is to have the final report completed end of 2023.
  - The Airport Security Fence and Gates Replacement project involves replacement of deteriorated and insufficiently tall security fence including all gates, and will provide additional safety by reducing the risk of trespassers and wildlife entering the airfield. Construction to commence in June 2023, and is anticipated to last approximately 11 weeks.
  - Airfield Pavements Condition Maintenance in 2023 will involve airport apron rehabilitation work, South Service Road expansion, and repairs to the runway. Construction to start in May/June 2023, and is anticipated to last approximately 12 weeks. This work will be conducted during overnight hours (9 pm to 5 am) and ferry crossing will be required for overnight construction. Noise mitigation measures will be implemented as best as possible, and lights will be oriented away from the community.
  - Replacement of climate control units at Mainland and Island Passenger Transfer Facilities (PTF), as both units are currently inadequately sized and at end-of-life. The Island PTF work will be conducted in Q2 2023, and the Mainland PTF work will be conducted in Q4 2023.
  - Sanitary Lift Stations Refurbishment is ongoing to rehabilitate aging sanitary lift stations infrastructure. New grinder-style pumps are to be installed for better performance. The first two stations were completed in 2021, stations three to six are scheduled for Q4 2023.
  - New automated ferry entrance gate to be installed on the Mainland side to provide additional security. Construction anticipated to commence in August 2023, and is expected to last approximately six weeks. Some of the works might be conducted over a few nights; if so, the community will be notified in a timely manner.
  - Condition Assessment Study for the Island East Dockwall was completed in 2022. It was determined that a new wall will be required due to significant deterioration and will include a raised crest to protect from high water levels. Design is expected to be completed in Q3 2023, with construction anticipated to commence in 2024.
  - Design for Airport Electrical Infrastructure Improvements is ongoing and is expected to be completed in Q2 2023. Construction will include replacements of the airport's primary transformer, and will take place in Q1-Q2 2024, lasting approximately four weeks. A generator support plan will be prepared in consultation with all stakeholders.
  - Installation of Passenger Backflow Prevention System in both domestic and transborder passenger exit points within the terminal building should be completed in early June 2023. This project will reduce the number of security breaches where passengers backflow from the Canadian Border Services Agency (CBSA) Primary Inspection Area or Baggage Pick-up Area to the terminal sterile area.
  - Delivery of the new Runway Sweeper is scheduled for October 2023.

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- Two Aircraft Rescue and Firefighting (ARFF) trucks are being retrofitted with new Electronic Foam Proportioners to improve their fire fighting systems and significantly simplify the annual testing process. The parts have been delivered. One ARFF truck has been retrofitted and is awaiting commissioning. The second ARFF truck will complete its retrofit in Summer 2023.
- Rehabilitation/replacement of all four Ice Pump Systems which mitigate ice buildup within ferry slips. Work is anticipated to take place in September/October 2023 and will have no impact on operations.
- There are five new projects expected to start in 2023, one of which will require overnight work. New projects starting in 2023 include:
  - Rehabilitation of the West Service Road to provide access to the Combined Service Building and hangars on the north-west side of the airport. Design work is anticipated to be completed in 2023, with construction to commence in 2024.
  - Gate 106 is being relocated and upgraded, as the current gate is routinely unserviceable. The gate will be upgraded to a 10-foot unclimbable fence. Construction is scheduled to start in late Summer 2023. No major operational impacts are anticipated – the new fence will be constructed before the old one is decommissioned.
  - Wildlife Prevention Infrastructure project will install various systems to prevent wildlife in key airport operations areas, and address risk to both airport operations and to wildlife. The project will reduce bird strike exposure significantly and is anticipated to be completed in Q3 2023.
  - Ferry Ramps Structural Repairs and Hydraulic Upgrades is being conducted to achieve a complete overhaul of the ferry ramp hydraulics. Design work is ongoing. Some overnight work will be required, and there will be limited interruption to ferry service or schedule. Construction work is planned for Q3 of 2023.
  - Roof Replacement of Diesel and Electric Pump House Stations to be completed in Q3 2023 as there is potential for damage to critical fire protection infrastructure if this is not addressed.

Ms. Ognjanovic emphasized the mitigation of impacts due to construction noise, lighting, and traffic will continue to be prioritized with contractors for each project, and that PortsToronto will provide capital program and project updates throughout the various development and implementation stages. Ms. Ognjanovic noted that use of barging is not anticipated for 2023 projects.

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

The YQNA representative expressed concern about the number of projects involving overnight construction work. The YQNA representative asked if a slide can be added that summarizes all the projects involving overnight work and their anticipated schedule. The YQNA representative noted that a key disturbance to the community from overnight work is the clanging noise from vehicles going over the ramp. The YQNA representative indicated that preferably ramps can be fixed before overnight work begins.

Ms. Ognjanovic noted that each of the projects that have overnight work indicate this on their respective slide. Ms. Ognjanovic confirmed that she can add a summary slide of the projects entailing overnight work.

M#50-A8 Ms. Ognjanovic to add a summary slide of the projects entailing overnight work to the Capital Program 2023 update presentation.

Ms. Ognjanovic clarified that the work on the ferry ramps is focused on structural repairs to its hydraulic towers. Ms. Ognjanovic noted that this project is still in the design phase so there is no specific date on when a contractor will be selected, however the work is anticipated for Fall 2023. Ms. Ognjanovic noted that the duration of this repair work would be a couple of nights maximum.

The YQNA representative asked for clarification on the scale of work involved in the hydraulic towers' repairs.



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Ms. Ognjanovic responded that the contractors would be bringing pre-cut steel plates that they would tie into the existing infrastructure to prevent any further deterioration. Ms. Ognjanovic also noted that there will be no mixers or pump trucks will be on site, and that if any concrete is required to be placed then it would be cast inside the hydraulic towers.

Mr. Antle added that while PortsToronto tries to limit overnight work, it was not possible to do so for some of these projects. Mr. Antle noted that the soonest project involving overnight work is the airfield rehabilitation, and that PortsToronto does try to schedule as much of the work as possible during the day. Mr. Antle indicated that PortsToronto got agreement from the contractor for this project to extend the workhours per day so as to reduce the number of evenings where work is done. Mr. Antle also noted that PortsToronto is coordinating with the contractor to schedule the deliveries of materials and equipment for overnight work early in the evening in order to limit vehicles doing back and forth for overnight runs.

The YQNA representative asked when the Airfield Pavements Conditions Maintenance work is going to start.

Mr. Antle responded that this work will start on May 29, 2023.

The YQNA representative asked whether more details can be shared regarding the Airfield Pavements Conditions Maintenance project, and the magnitude of the impacts. The YQNA representative also asked why no barging is being undertaken for this project.

Ms. Ognjanovic responded that the team did consider barging, however the duration of work when trucks are needed is not as long as the overall construction, so it was determined that the cost of barging will not be worth the small scale of work.

Mr. MacWilliam added that the previous time when barging was used, the work entailed a massive amount of gravel, whereas this project will not require as much material coming to the site.

Mr. Antle also clarified that the work on the taxiways will not entail asphalt paving but rather crack sealing.

Mr. MacWilliam noted that even though the graphic on the slide shows work all over the site, most of this work entails small projects.

The YQNA representative asked whether a legend can be added to the Airfield Pavements Condition Maintenance slide, that clarifies the colour coding of the graphic.

Ms. Ognjanovic confirmed that a legend could be added to the slide.

M#50-A9 Ms. Ognjanovic to add a legend to the Airfield Pavements Condition Maintenance slide in the Capital Program 2023 update presentation.

The YQNA representative emphasized that overnight trucking in the past has had very negative impacts on the community. The YQNA representative asked for more information on the volume of material to be trucked and the number of trucks that will be required during the construction timeline.

Ms. Ognjanovic noted that the overnight truck traffic will be one-way. Trucks will be coming onto the Island side during the night time but will not be going back to the Mainland side until the regular morning hours.

The YQNA representative then asked for clarification on what is meant by providing notice to the community in a timely manner.

Mr. MacWilliam explained that as soon as PortsToronto receives workplans, PortsToronto will send notices to the community and will give as much information as possible.

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The YQNA representative suggested that given the aggressive amount of projects in the 2023 Capital Program, a weekly update or a Gantt chart might be helpful to communicate all the works happening in a given week and any overnight work.

Mr. MacWilliam responded that PortsToronto has done this in the past and that this is reasonable.

The Toronto Island Yacht Club representative noted that the City has declared that its long term intention is to permanently close the Marina Quay West underground parking garage, so that a park can be created. The Toronto Island Yacht Club representative asked whether PortsToronto has considered other parking options, noting that both airport crews and passengers routinely use that parking garage.

Mr. MacWilliam responded that PortsToronto continues to work with its parking authority to look at other sites that can provide supplemental parking. Mr. MacWilliam noted that some people use the parking lot available at Loblaws Toronto Lakeshore.

The Toronto Island Yacht Club representative noted that the old terminal building has heritage status and asked whether there are any creative solutions for utilizing that building.

Mr. MacWilliam responded that there are no plans for utilizing the old terminal building at this time.

The TICA representative asked for clarification on the purpose of the ice pump systems.

Mr. MacWilliam responded that the ice pumps push ice out from the ferry docking slip to prevent ice buildup.

The TICA representative asked if there has ever been consideration of making a tunnel under the runway to accommodate the vehicle traffic that comes to the airport.

Mr. Antle responded that the idea may have been floated in the past, but it has never had any traction. Mr. Antle indicated that the main concern with vehicle traffic on the runway is with not impeding Nav Canada's taxiways and runways.

The TICA representative noted that a lot of sand has been lost from Hanlan's point. The TICA representative indicated that PortsToronto has previously done dredging of the Western Gap to keep the channel open, and asked if there is a possibility for sand collected from dredging to be returned to Hanlan's Point.

Mr. MacWilliam responded that PortsToronto has not conducted dredging in the Western Gap for the past five years, and that this has helped with reducing the swells that come through the Western Gap. Mr. MacWilliam noted that there is still dredging that happens in the harbour, however the staff that are responsible for dredging are not on the call. Mr. MacWilliam indicated that this suggestion can be taken back to the appropriate staff to see what may be possible.

M#50-A10 Follow up with staff responsible for dredging to explore whether there is opportunity to return sand to Hanlan's Point

Ms. Homewood added that PortsToronto did do dredging in 2018 to enable the use of the temporary barge for runway construction work. Ms. Homewood noted that the material collected from this dredging was used by the TRCA for restoring sand on Hanlan's Point.

The Harbourfront Centre representative noted that there is no funding currently in place for developing a park at the Marina Quay West parking garage site, even though the parking garage remains closed.

Mr. Furneaux asked if Mr. Paleja has any more information regarding the proposed park.

Mr. Paleja responded that an update to Council last year on the proposed park noted that the parking garage has some structural issues and therefore a review was needed on the capital investments that would be

required to repair the garage. This along with the deficit of parks in the downtown area contributed to the decision to study the option of permanently closing the parking garage to develop a park.

Mr. Furneaux suggested that it may be helpful to request a presentation from Bryan Bowen to provide an update on the Bathurst Quay Neighbourhood Plan and its revitalization projects.

## 9. Air Quality Study Update

Angela Homewood (PortsToronto) provided an update on the Air Quality Study. Ms. Homewood shared that there is a meeting scheduled on the afternoon of May 31, 2023, where the University of Toronto researchers and Toronto Public Health will provide a status update on the analysis that has been completed to date. Ms. Homewood noted that the researchers were provided with Nav Canada data in March 2023 and that they have all the information that they need from the airport. Ms. Homewood also noted that there is planning to host a workshop with the community in the fall as part of presenting the final report and concluding the project.

## 10. Business Arising

Mr. Furneaux reminded CLC members to share any comments on the TOR or the CLC #49 meeting minutes by June 1<sup>st</sup>, 2023, and that after this they will be finalized and published.

The YQNA representative asked whether the next meeting will be in person.

Mr. Furneaux responded that the meeting format has not yet been confirmed, but that CLC members will be informed at least a month in advance. Mr. Furneaux noted that the next meeting is scheduled for September.

Ms. Wilson added that the intention is to host the September meeting in person. Ms. Wilson noted that the hybrid format was not working in terms of ensuring that all participants had an equal experience. Ms. Wilson indicated that moving forward meetings will be fully virtual or fully in person, with the idea that the yearly September CLC meeting can be held in person, and then the other three CLC meetings in the year held online. Ms. Wilson noted that the September meeting may potentially be hosted at the airport and that the new Vice President, Airport will be present. Ms. Wilson indicated that the PortsToronto team are open to suggestions regarding which meetings should be online or in person.

The YQNA representative expressed that they would prefer two meetings per year to be held in person, noting that there is value in the extra discussion that can happen between members when meeting in person.

Ms. Wilson responded that the September meeting can definitely be planned to be in person. Ms. Wilson indicated that ideally this meeting could be held at the airport's Fire Hall and could include some food and a tour component.

Mark Maloney (University of Toronto – Municipal Affairs) asked if the dates for the September and November meetings could be shared.

Mr. Furneaux confirmed that he would recirculate the dates and calendar holds for the September and November meeting dates.

M#50-A11 Mr. Furneaux to circulate calendar holds for the September and November meeting dates.

The YQNA representative noted that the September meeting is scheduled for September 20, 2023, and that the November meeting is scheduled for November 22, 2023.

The YQNA representative then expressed that they really appreciate that the meeting times were adjusted to start at 7 pm.

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Mr. Furneaux thanked the members for their participation.

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