

Appendix A
Billy Bishop Toronto City Airport Capital Program 2019 Update to
Community Liaison Committee



Billy Bishop Toronto City Airport Capital Program 2019 Update to Community Liaison Committee

Date: September 25, 2019

Presented By: Bojan Drakul

Location: Waterfront Neighbourhood Centre




Agenda

- Review Status of Key PortsToronto's 2019 Construction Projects to Commence this Fall
- More detailed update on all 2019 projects as well as contemplated 2020 projects to be provided at November CLC meeting

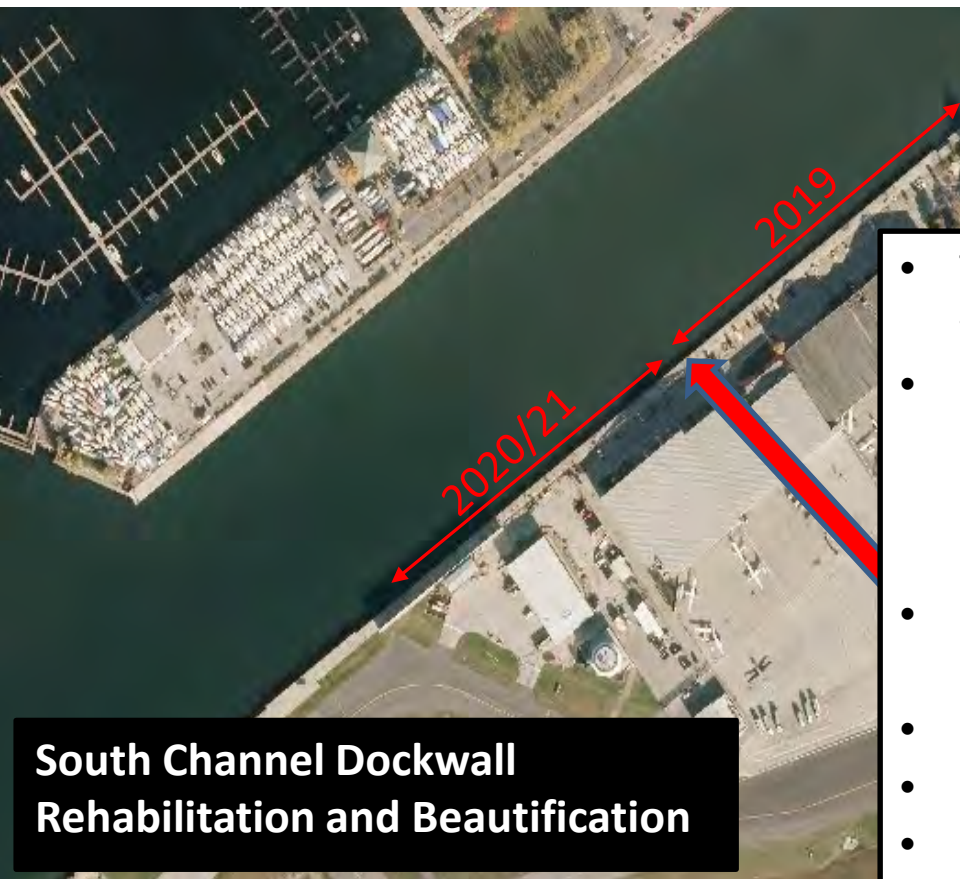
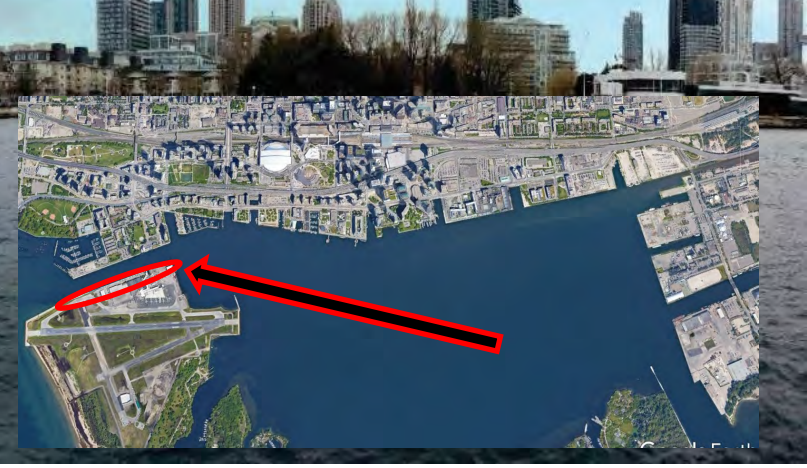
Airfield Rehabilitation Program – Remaining Deficiencies Work



- Miscellaneous Deficiencies to be addressed during Maintenance period including:
 1. Runway 08-26 / Taxiway Echo Intersection Grading
 2. Apron Grading Improvements
 3. Taxiway Delta Rehabilitation (wheel path areas)
 4. Raise Bell Manhole
 5. Pavement Markings for Taxiway A and GRE
 6. Miscellaneous Electrical Deficiencies
- Starting on October 15th (after long weekend); approximately 4-5 weeks to complete
- Night work only (2300-06:45)
- Same measures implemented to minimize noise and lighting impacts on community
- Some night time ferry use will be required as there is no barge access available

- 
- Update to airport access including improvements to traffic flow and passenger experience
 - Storm water management updates
 - Coordinated with Bathurst Quay Neighbourhood Plan and Dockwall Repair including Record of Site Condition for change of land use from industrial to parks and open space
 - Construction Tender closing September 30th
 - Work to commence mid-October
 - Anticipated completion





South Channel Dockwall Rehabilitation and Beautification

- The project includes stabilization and repair of the c.1913 dockwall
- Following repair, construction of public boardwalk and greenspace will commence including timber boardwalk, seating, and native plantings
- Opportunity for MNCFN art installation at prominent airport location
- Project split into two stages (two years)
- Construction Tender closing September 25th
- Start of construction anticipated in late October



QUESTIONS / COMMENTS

Appendix B
NAV Canada Airspace Improvements at YTZ

September 25, 2019

AIRSPACE IMPROVEMENTS AT YTZ

Dave Purkis
NAV CANADA Site Manager



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OUTLINE

- › Technology Context
- › Airspace Enhancements
- › Communication



AIRSPACE ENHANCEMENTS

- › Further improvements to airspace using satellite based navigation procedures (Performance Based Navigation)
- › Minor adjustments to existing PBN procedures in use at the airport today.
- › Opportunity to deploy Required Navigation Performance – Authorization Required (RNP-AR)
- › LPV approach for 26
- › Updated Standard Terminal Arrivals (further out from the airport)



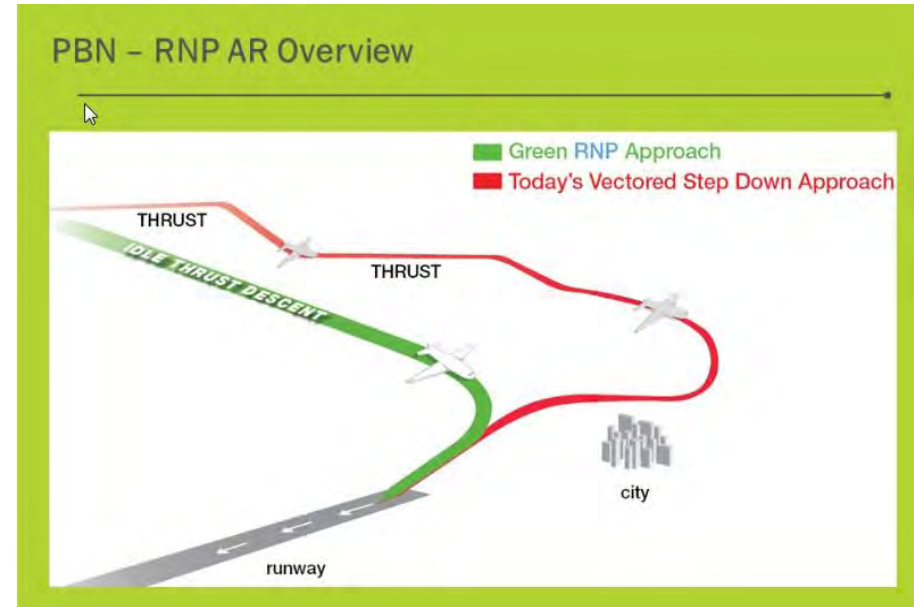
AIRSPACE ENHANCEMENTS - GOALS

- Improving traffic integration and enhancing operational efficiency
- Enhancing operations in light of obstacles
- Reducing noise exposure to residentially populated areas
- Reducing Greenhouse Gas Emissions

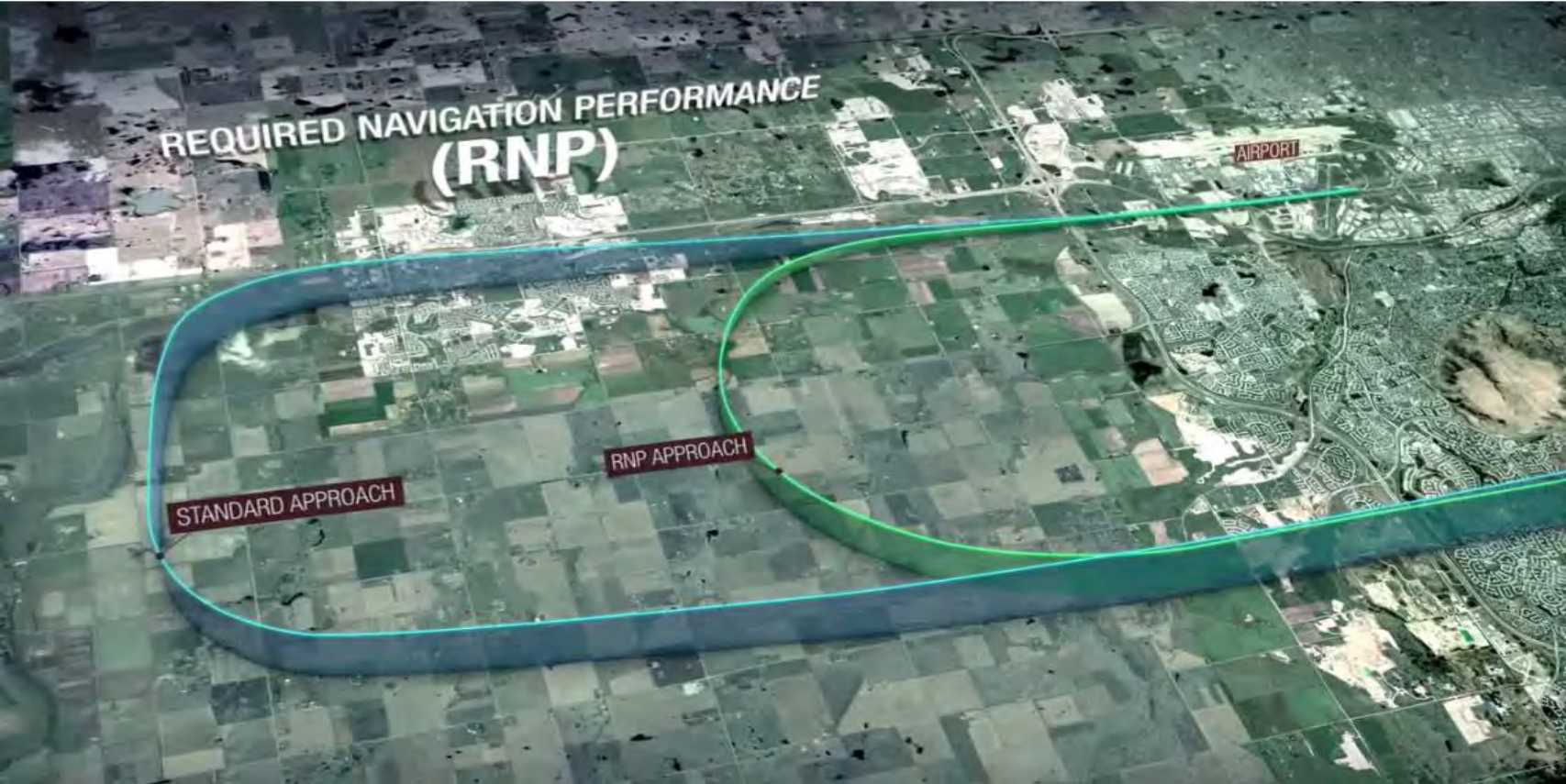


RNP-AR PROCEDURES

- › Increased use of quieter Continuous Descent Operations.
- › Reduced:
 - track miles to destination
 - flying time
 - fuel burn and associated GHGs
 - workload for ATC/crews



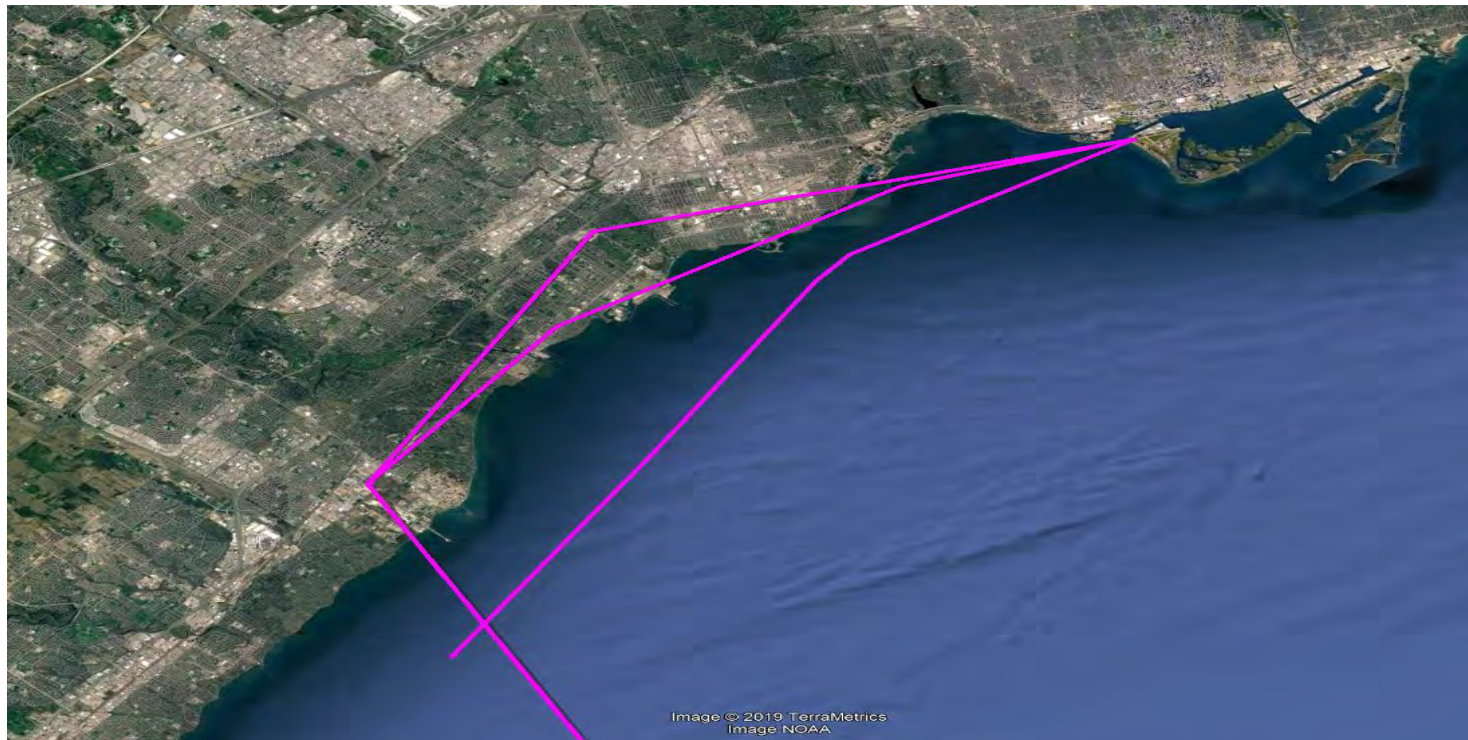
PBN/RNP



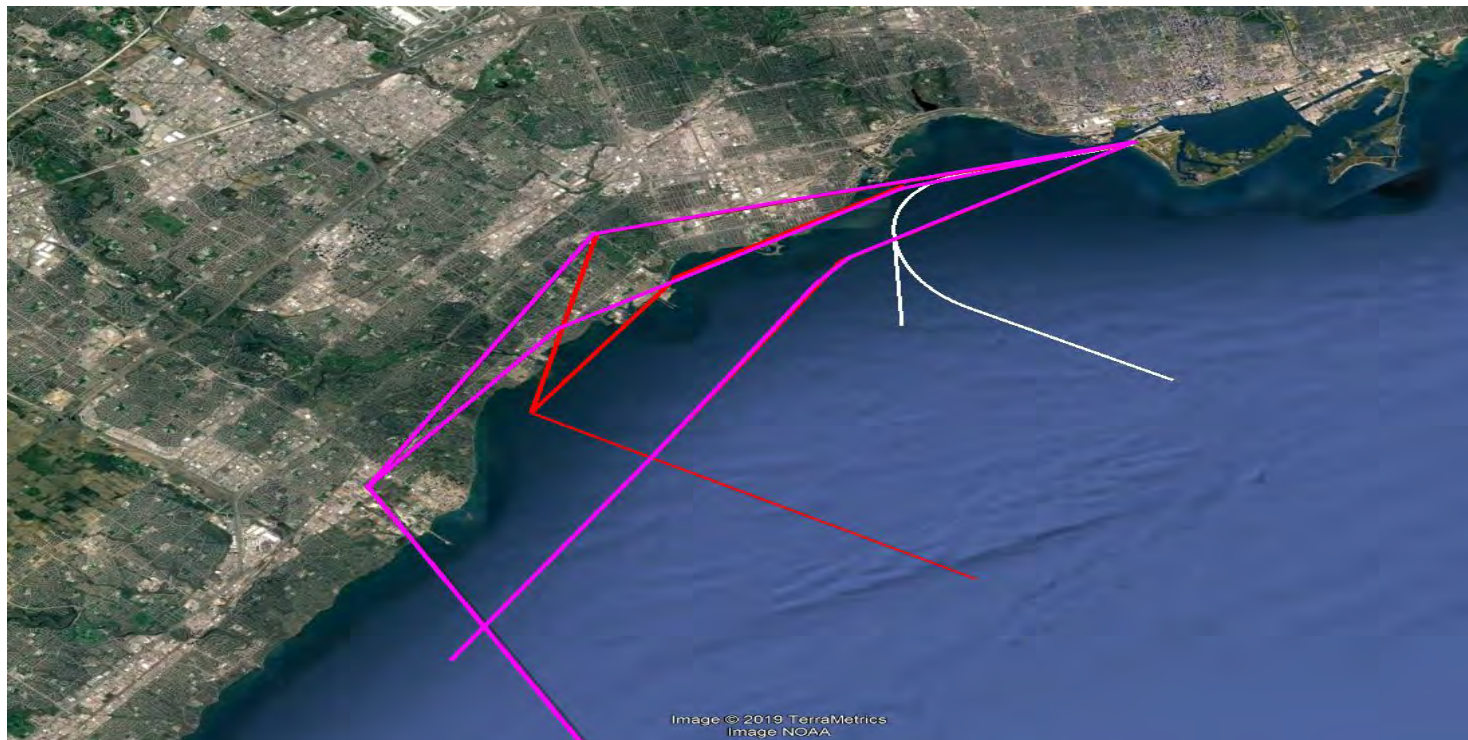
PBN CONTEXT

- › PBN State Mandate
- › NAV CANADA National RNP AR Development Program
- › Procedures deployed at 18 sites already
 - Including Calgary, Ottawa, Edmonton, Winnipeg, Halifax and Quebec City

EXISTING RNAV PROCEDURES FOR RWY 08



EXISTING AND ENHANCED PROCEDURES RUNWAY 08



ENHANCED RNAV (GNSS) Y RUNWAY 08



Stays over water longer

NEW RNP-AR RUNWAY 08



ILS RUNWAY 08



“Overlay” existing procedure closer to final.

Linked to ILIXU and new STAR

3.5 degree GP

Cat A, B and C only

ILS Minima = 562 (311)

RNP-AR BENEFITS

- Significant reduction in overflight of residentially populated areas
- Reduction of 16 nautical miles per flight
- 5 minutes of flying time
- 71 litres of fuel saved per flight

973_{mt}
GHGs/year

Benefits estimated assuming 50% utilization. RNP-AR compared to RNAV to ILS approach

NOISE MODELING

- › Focussed on 08, given track changes
- › Noise contours: LMAX
- › Generated using Aviation Environmental Design Tool
- › Population data source: 2016 Census
- › Comparison of population exposed at 55 dBA

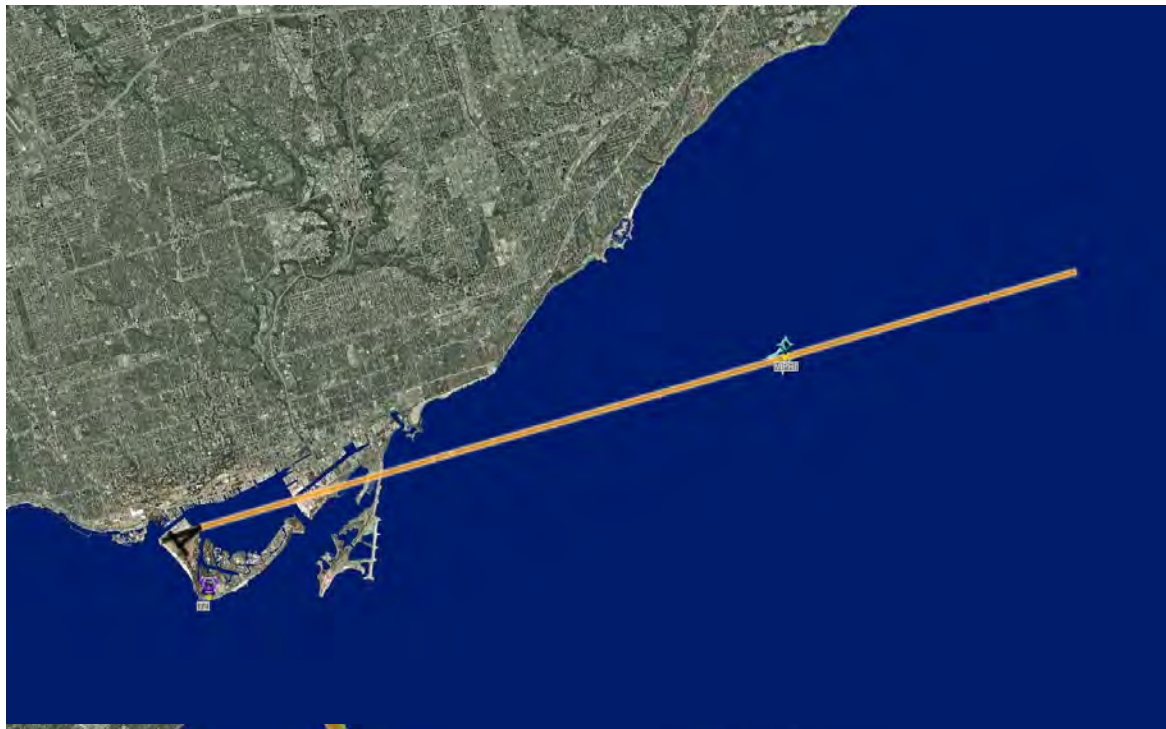


NOISE MODELING RESULTS – 55 DBA

Procedure	Current	Proposed	Delta
ILS 08	52,732	39,347	-13,385
RNAV Y 08	33,970	8427	-25,543
RNP-AR	N/A	50	-33,920*

*Comparison of RNP-AR to current RNAV Y.

POTENTIAL RNAV (GNSS) RUNWAY 26



Lateral overlay of existing procedure on final.

~3.98 degree glideslope (versus 4.8 on current ILS).

Eliminates requirement for a special authorization associated with a steeper glideslope.

Simplifies pilot training and currency.

Reduced complexity for the pilot.

“Cleaner” descent profile.

NEXT STEPS

- › Brief CLC and City Officials
- › Notice to be published on PortsToronto website
- › Procedures for 08 to be published on December 5th
- › LPV procedure to 26 anticipated to come in to effect in early 2020 – updated to be provided at the next CLC



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THANK YOU

QUESTIONS ?

Appendix C
Status Update to Airport Community Liaison Committee

Status Update to Airport Community Liaison Committee

September 25, 2019



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MASTER PLAN
2018



Status Update

- The third and final public meeting as part of the Airport Master Plan process, was held the evening of Tuesday June 12 at the Metro Toronto Convention Centre. There were 56 attendees that signed into the meeting room and the key themes raised included: noise, environmental concerns, City-side concerns and RESA.
- As a result of requests from community members, the 30 day public comment period was extended for an additional 30 days, which closed on August 14.
- At the close of the 60 day comment period, we received formal comments from 12 individuals or groups representing various sectors of the community, through the project email account or directly via email to the management team at PortsToronto or the LURA Facilitation team.



Who Submitted Comments

- City of Toronto
- Bathurst Quay Neighbourhood Association
- York Quay Neighbourhood Association
- Toronto Island Community Association
- Harbourfront Community
- Kings Landing Condominium
- Community Air
- Arcadia Co-Operative Board (received September 6)
- Waterfront BIA
- Residential & Civil Construction Alliance of Ontario
- Entro Design
- Nieuport Aviation



Key Themes of Comments Received

- Community groups do not support additional slot growth until an up-to-date noise and air pollution study has been completed to understand the impact on the community. Other concerns include: climate change effects on flooding and more flights; the administration of the NEF process to manage airport noise; increased traffic based on additional slots; concerns about RESA; and the application of Tripartite Agreement on airport operations.
- Business community supports the evolution of the neighbourhood as a well-connected part of the City that includes flight connections due to the presence of the airport.
- The City recognized the Airport's role and supports continued collaboration with the City to make improvements that will benefit the community and waterfront for all to enjoy.



Next Steps

- Comments have been reviewed, and edits to the draft master plan are being incorporated based on this feedback. We are working towards posting the final Airport Master Plan, in English and French, in early November.
- PortsToronto will continue to work collaboratively with the City and community on initiatives in the neighbourhood, which include the ground noise study which the Noise Management Sub-Committee is involved in, and the air quality exposure study proposal being led by Joan with the support of the UofT team and agencies including Councillor Cressy's Office, City staff, Toronto Public Health and community members.

Thank You



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MASTER PLAN
2018

Appendix D
Briefing to the Community Liaison Committee Update on Noise
Management Program

Briefing to the Community Liaison
Committee

Update on Noise Management Program

25 September 2019

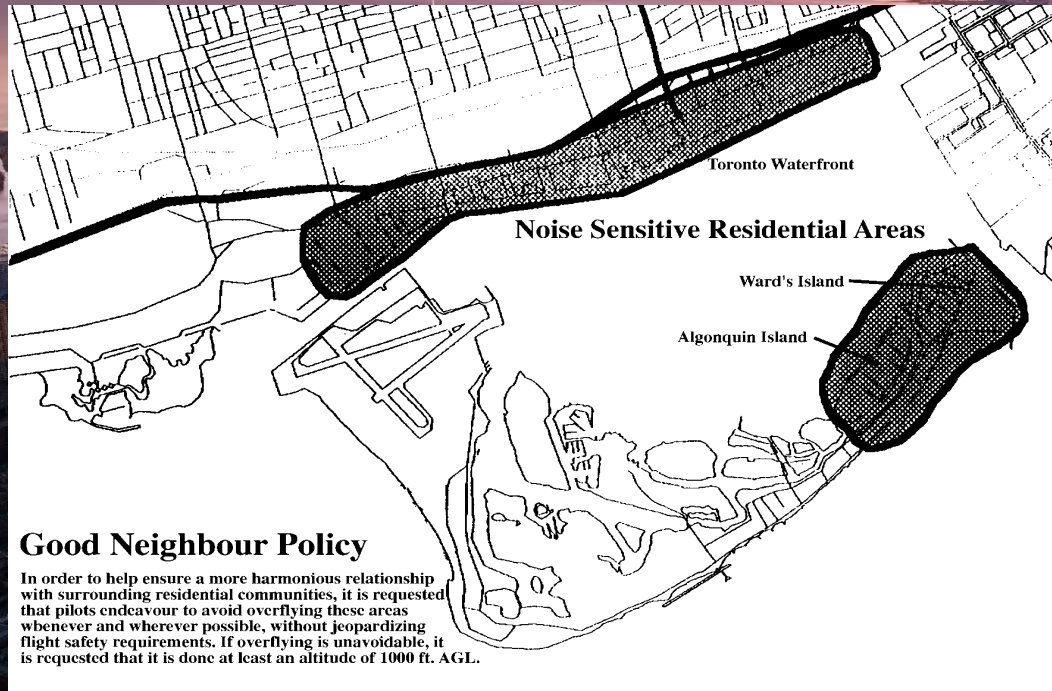
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New Noise Monitoring Terminals



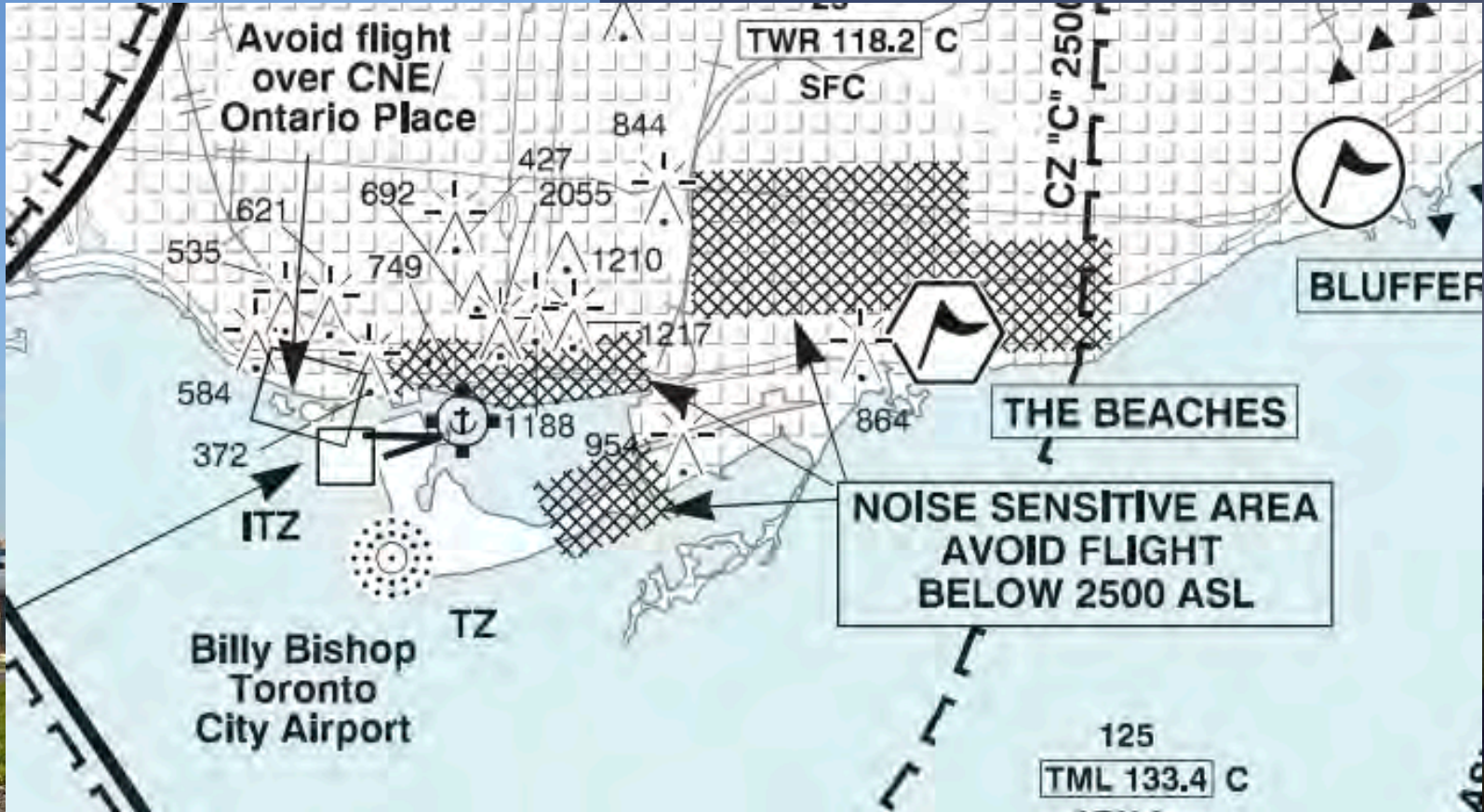
Good Neighbour Policy



The Toronto Port Authority implemented a Good Neighbour Policy in 1995. The policy applies to all aircraft noise intrusions for aircraft operating to and from the BBTCA within a five- nautical mile radius of the airport.

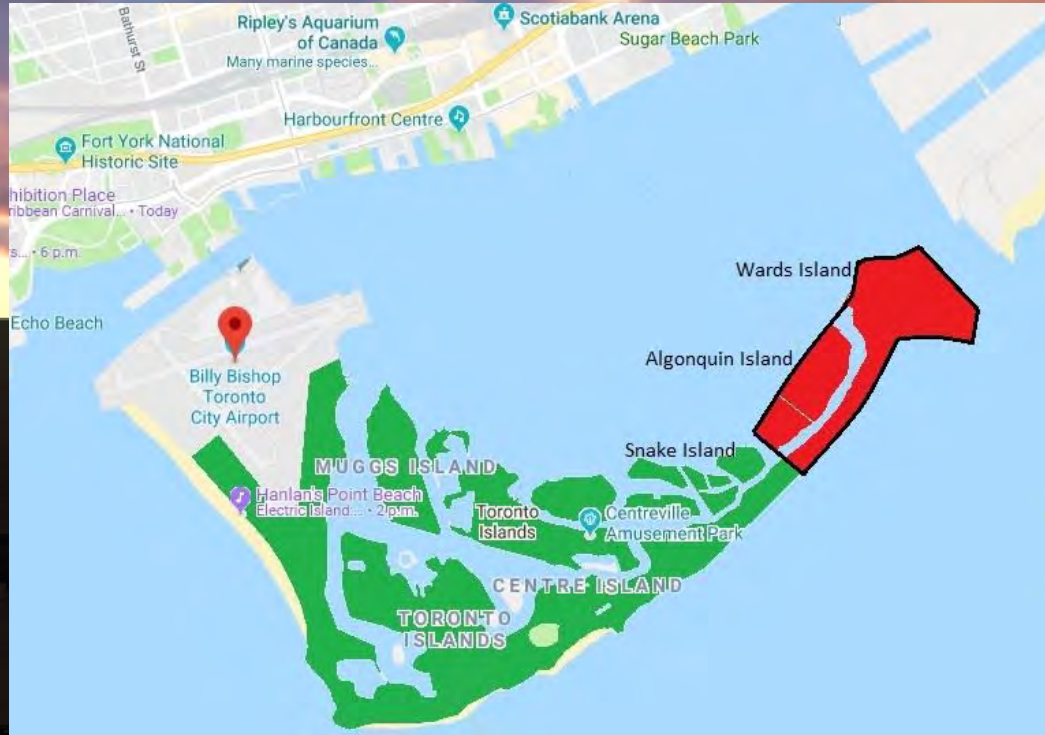
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Canada Flight Supplement Noise Abatement



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New Procedures



Avoid flight over Noise Sensitive areas below 2500' ASL unless directed by ATC. If ATC directs a flight over these areas, aircraft should be no lower than 1000' AGL (1250' ASL).

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Next Steps

- Monitor Compliance
- Letters being sent to those not complying
- If voluntary compliance is not achieved, petition Transport Canada to implement mandatory Noise Abatement Procedures



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Questions

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