



Appendix 1: Planned Flight Inspection Changes Presentation

PLANNED FLIGHT INSPECTION CHANGES

Billy Bishop Toronto City Airport
Community Liaison Committee

March 6, 2019

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AGENDA

- › Overview of NAV CANADA's Flight Inspection Aircraft
 - Important Safety Function
 - Fleet Mix

- › Planned changes

- › Communicating FIA changes



NAV CANADA FIA

- › Aircraft are used to conduct flight inspections at 130 locations across the country:
 - To flight check and calibrate navigational aids
 - To certify new instrument procedures

- › Crew typically includes pilots and technical operations staff.



Specialized equipment onboard the FIA displays readings to the technologist

NAV CANADA FIA

› Currently, a fleet of three specially equipped aircraft are used to conduct inspections:

- 2 Canadair Regional Jets (CRJ-100)
- 1 Dehavilland Turboprop (DH8-100)



NAV CANADA FIA

- › The DH8-100 was put in to service in 1986
- › This aircraft is at the end of its lifecycle for flight inspection in Canada.
- › The aircraft has a capability gap compared to newer aircraft:
 - Its not equipped to flight check some procedures that are currently being deployed globally and in Canada.
- › This aircraft will be retired in March 2019
- › All flight checks across Canada will be conducted by more modern and capable regional jet-type aircraft.

DH8 TO CRJ TRANSITION

- › Last DH8-100 flight check at Billy Bishop Toronto City Airport:
 - January 2019

- › DH8-100 final flight check in Canada:
 - March 2019

- › First CRJ-100 flight check at BBTCA:
 - June 2019



FLIGHT INSPECTION CONSIDERATIONS

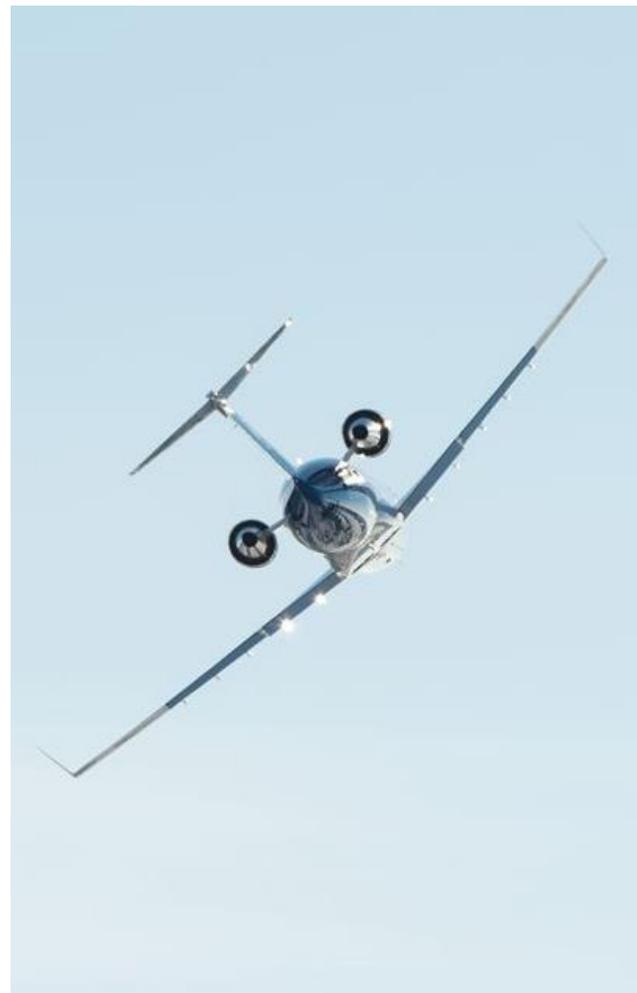


- › This is an essential technical service required to maintain aviation safety per NAV CANADA's mandate.
- › Flight Inspections are typically required 2-3 times per year at most airports.
- › The aircraft does not actually land or take off at the airport, but conducts inspections using specialized sensors while in-flight and following instrument procedures. A flight inspection can run from 20 minutes to occasionally 1.5 hours depending on complexity, traffic in the area and weather conditions.
- › Circling procedures with the landing gear up can sometimes draw attention/concerns for aircraft safety as they are not maneuvers that most aircraft are seen performing; however, this operation is normal and safe.
- › Aircraft have several markings on the tail, body and wings to indicate they are a NAV CANADA aircraft.

COMMUNICATING FIA CHANGES

NAV CANADA, working with PortsToronto, is committed to proactive communication:

- › Advance information shared with Waterfront Secretariat, Transport Canada and local city councillors
- › Notice on FIA changes to be published in early May.
 - [NAV CANADA and PortsToronto Website](#).
- › Reminder briefing at May 1 CLC.
- › PortsToronto to share information on social channels when FIA operations are expected.



Appendix 2: Noise Sub-Committee Update Presentation

Noise Sub-Committee Status Update

At Community Liaison Committee Meeting

Wednesday March 6, 2018

Noise Sub- Committee Terms of Reference

- At the November committee meeting, the members finalized the Terms of Reference for the committee that can be included on the CLC web page of PortsToronto, if concurrence is received by the CLC members. The CLC members agreed to meet for a one year period on a bi-monthly basis with a mandate of:

The Subcommittee will be an advisory body to the CLC and the BBTCA Director, providing comments, feedback, recommendations and advice on existing and planned airport noise associated with airport development, operations and activities, including but not limited to:

- *noise related to flyby noise, airport stationary source noise (includes ferry and supply truck noise) and airport maintenance activities*
- *noise both on the airport lands and in the community associated with airport operations and maintenance*

Noise Study Scope of Work

- At the January committee meeting, the members reviewed and provided comments on the draft Noise Study Scope of Work.
- The comments received include input from each community member and the City, which was prepared by WSP who has subject matter expertise in this area.
- The next steps include consolidation of comments received, meeting with WSP subject matter experts and posting request for proposal on MERX.
- The successful consultant will attend an upcoming Noise Sub Committee meeting to discuss their proposed scope of work and gain additional insight and comments from the committee prior to commencing any work.

Next Meeting

Wednesday

March 27

7:00 to 9:00 pm

- At the next committee meeting in late March, committee members are coming prepared to discuss noise standards and review the list of noise standard questions that we intend on discussing with the provincial Ministry of the Environment, Conservation and Parks at the May meeting.
- It is anticipated that by preparing some concise questions for the Ministry based on the committee's mandate, the committee and the consultant that will be retained to conduct the noise study will be in attendance and clarity on the work being undertaken is clear.

**Appendix 3: PortsToronto Airport Curfew Violation Policy
Briefing Note**



Memo to: Community Liaison Committee
From: Deborah Wilson, Vice President, Communications and Public Affairs
Gene Cabral, EVP Billy Bishop Airport and PortsToronto
Date: March 6, 2019
Re:: Allocating Curfew Fines

Background:

Billy Bishop Airport is a noise-restricted airport that includes provisions within the Tripartite Agreement to limit noise. One such provision is a curfew under which the airport operates that restricts commercial and General Aviation (GA) aircraft movements between the hours of 11:01 p.m. and 6:44 a.m. During this time, the airport is effectively closed except for emergency situations and Medevac services.

In a case where a commercial or GA aircraft lands or departs in contravention of the curfew, a financial penalty is applied. Although these infractions happen very rarely, they do happen. In these cases, PortsToronto levies and collects a fine.

For the last several years, PortsToronto senior management has questioned whether it is appropriate for PortsToronto to collect and deposit these fines, and as a result be seen to be benefitting from banned activity. However, given how rarely these fines are levied, the discussion has never progressed beyond a theoretical discussion.

Recently members of the community Noise Committee – a sub-committee of the Community Liaison Committee (CLC) – has asked where the money goes once the aircraft operator pays the fine to PortsToronto. This has prompted senior management to discuss the matter further and propose a recommendation. This was presented to the PortsToronto Board of Directors and the decision has been made to donate the fines collected from curfew violations to charitable organizations on the waterfront.

These donations would be in addition to sponsorship arrangements PortsToronto may already have with any of these organizations. Given that these donations would result from unexpected, unscheduled and unplanned occurrences, it would be made clear that this support is not regular, should not be counted on in future, and may never be repeated.

Process:

The process being recommended for administering the donation of curfew-violation fees is as follows:

The Community Liaison Committee (CLC) will be invited to put forward the names of charitable and community organizations requiring support. These names will be compiled and considered should fines be collected for future curfew violations.

All organizations on this list:

- Will require a charitable number;
- Should be located near the airport or in the surrounding waterfront community;
- Must be consistent with PortsToronto's sponsorship guidelines which include:

3.2 Guidelines

Sponsorships shall be consistent with the strategic and communications priorities, and be aimed at supporting organizations or groups that are consistent with:

- Environment
- Waterfront community support
- City building
- Youth
- Airport or aviation-related efforts and causes

In the event of a curfew violation, the Billy Bishop Airport team will conduct an investigation and, should the violation of the policy be confirmed, a fine will be levied against the aircraft operator or airline that broke curfew. This fine will be assessed and levied according to the Curfew Violation Process which has been in place since 2009.

Once the fine has been received by PortsToronto, it will be put in "Trust" and a recommendation will be brought forward to the Community & Outreach (C&O) Committee of the PortsToronto Board of Directors. The recommendation will include the organization that will receive the funds and will be put forward in a memo (i.e., proposal) similar to those prepared for regular budgeted sponsorship requests.

If the C&O Committee approves the donation recommendation, the proposal will be presented to the Community Liaison Committee (CLC) at the next scheduled meeting. The committee will not be asked to approve the proposal, but members will have the opportunity to discuss. Ideally, any donation will be directed to an organization on the list provided by the CLC, so there should not be inherent concern.

With C&O and CLC in support of the proposal, the organization will be contacted to confirm the one-time donation. The donation/cheque will be accompanied by a letter which outlines why the donation is being made (curfew violation), and the fact that this is a one-time donation that should not be contemplated in future planning and budgeting.