



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

**COMMUNITY LIAISON COMMITTEE
MEETING #21**

MEETING MINUTES

Wednesday February 24, 2016
Harbourfront Community Centre
Toronto, Ontario

Minutes prepared by:



PORTS TORONTO



These meeting minutes were prepared by Lura Consulting. Lura is providing neutral third-party consultation services for the PortsToronto 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:

Gene Cabral
EVP- Billy Bishop Toronto City
Airport
PortsToronto
Phone: 416-203-6942 ext. 16
GCabral@torontoport.com

OR

Jim Faught
Facilitator
Lura Consulting
Phone: 416-536-2215
jfaught@lura.ca



Summary of Action Items from Meeting #21

Action Item #	Action Item Task	Who is Responsible for Action Item
M#21-A1	Finalize and distribute minutes from CLC Sub-Committee Meeting #2.	Lura/PortsToronto
M#21-A2	Request information from Pearson airport regarding the current and future projected number of flights over the waterfront during night time hours.	PortsToronto
M#21-A3	Follow up with Transport Canada regarding whether water surface is factored into the NEF contour calculation.	PortsToronto
M#21-A4	Arrange a CLC Sub-Committee Meeting on the topic of NEF contour calculations and annual reporting.	PortsToronto

Appendices

Appendix A1-1: Nieuport Aviation Presentation

Appendix A1-2: NAV Canada Presentation

Appendix A1-3: Airfield Rehabilitation Program Update Presentation

PORTSTORONTO COMMUNITY LIAISON COMMITTEE MEETING #21
Minutes – Wednesday February 24, 2016, 6:30 p.m. – 8:30 p.m.

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Andrew Hilton	Waterfront Toronto	Absent
Brad Cicero	Porter Airlines	Present
Chris Glaisek	Waterfront Toronto	Absent
Christian Ilumin	Sky Regional Airlines	Absent
Councillor Joe Cressy	City of Toronto, Ward 20	Regrets
Councillor Pam McConnell	City of Toronto, Ward 28	Regrets
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
David Whitaker	Tourism Toronto	Absent
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Heather Johnson	Bathurst Quay Neighbourhood Association (BQNA)	Regrets
Jim McClocklin	Resident (alternate member)	Present
Joan Prowse	Bathurst Quay Neighbourhood Association (alternate member)	Present
Lia Brewer	Councillor Joe Cressy's Office	Regrets
Matthew Kofsky	Board of Trade	Absent
Robert Kearns	Ireland Park	Absent
Ron Conard	Toronto Island Community Association (TICA)	Regrets
Sean McIntyre	Councillor Pam McConnell's Office	Present
Trevor Stevenson	Resident	Regrets
Warren Lampitt	Air Canada	Absent
GUEST SPEAKERS AND SUBJECT EXPERTS		
Bojan Drakul	WSP	Present
Brenda Miller	Transport Canada	Present
Bryan Bowen	City of Toronto, Waterfront Secretariat	Present
Clifford Frank	Transport Canada	Present
Pamela Griffith-Jones	Nieuport Aviation	Present
Roland Tschupruk	NAV Canada	Present
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Ken Lundy	PortsToronto	Present
Michael Antle	PortsToronto	Present
Mike Karsseboom	PortsToronto	Present
MEMBERS OF THE PUBLIC		
Jim Panou	Bathurst Quay Neighbourhood Association (BQNA) & No Jets TO	Present
FACILITATION AND SECRETARIAT		
Jim Faight	Lura Consulting	Present
Leah Winter	Lura Consulting	Present

1. WELCOME AND INTRODUCTIONS

Mr. Jim Faught, Lura Consulting, welcomed members of the Billy Bishop Airport Community Liaison Committee (BBTCA - CLC) to the twenty-first committee meeting. Mr. Faught reviewed the agenda and facilitated a round of introductions.

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Faught noted that draft meeting minutes from meeting #20 were distributed via email to committee members for review. No comments or edits were received and the minutes from meeting #20 were finalized and posted on the PortsToronto website.

He also noted that outstanding minutes from meeting #16-#19 were finalized and re-issued to CLC members by email from Lura as well as posted on the PortsToronto website. Hard copies of these finalized minutes were available at the meeting. Mr. Faught indicated that he will also bring a master binder with all meeting minutes to each meeting.

Mr. Gene Cabral, PortsToronto, added that the final minutes from Sub-Committee Meeting #1 were finalized and posted online under a separate category. The minutes from Sub-Committee Meeting #2 have been sent to participants for review.

Action:

M#21-A1. Finalize and distribute minutes from CLC Sub-Committee Meeting #2.

3. NIEUPORT AVIATION – INTRODUCTION

Ms. Pamela Griffith-Jones, Nieuport Aviation, provided a brief introduction to Nieuport Aviation. Key points from the presentation include:

- Nieuport Aviation is a consortium comprising four equity partners of Instar AGF, J.P. Morgan Asset Management, The Partners Group and Kilmer Van Nostrand.
- The consortium was formed to acquire the passenger terminal at BBTCA in January 2015.
- The land on which the terminal is located on is owned by and leased from PortsToronto.
- Nieuport Aviation delivers various services with a number of contracted business partners including: maintenance and cleaning of the terminal, passenger amenities and services, terminal advertising, baggage handling and terminal IT services, gate and apron management, and BBTCA bus shuttle.
- Nieuport Aviation strives to work in an integrated, collaborative manner with PortsToronto and other airport partners with a focus on: enhancing the passenger experience; ensuring a safe, secure and efficient operation; and being a responsible and engaged member of the community in which they operate.

Below is a summary of the comments and questions raised by committee members regarding Nieuport Aviation's role and responsibilities:

- *The Resident at Large representative asked if the ownership structure is an equal partnership.* Ms. Griffith-Jones responded that it is generally an equal partnership. They are all in the business of infrastructure which is focused on long term investments.
- *The BQNA representative inquired if it is possible to increase the number of stops on the shuttle bus route between the airport and Union Station. It would help decrease the number of cars and traffic in the neighbourhood.* Ms. Griffith-Jones expressed that there are a lot of untapped opportunities for people to use the shuttle bus. There is a heightened awareness level that needs to be reached. PortsToronto has raised the idea of providing different services in terms of stops but the first priority is making sure the travelling public is aware of the opportunity before looking at other options. Mr. Cabral added that the new shuttle bus service provider, Canar, will be using a higher efficiency smaller bus that will be able to drop passengers off directly in front of the Pedestrian Tunnel atrium. This will be positive in terms of raising awareness. Ms. Griffith-Jones indicated that they will also be collecting passenger data to get a better understanding of how the shuttle service is being used. They will also explore making GPS tracking technology available to customers.

4. NAV CANADA – FOLLOW UP AND UPDATE

Mr. Roland Tschupruk, NAV Canada, provided an overview presentation on NAV Canada. Key points from the presentation include:

- NAV Canada is the second largest air navigation service provider in the world, with 12 million aircraft movements annually. In 1996, NAV Canada became a private, non-share capital company. Prior to 1996, Nav Canada's role had been performed by Transport Canada.
- NAV Canada is regulated by the Federal Government on safety performance. Every three years, they have an audit done by Transport Canada.
- NAV Canada's services include: air traffic control, flight information, weather briefings, aeronautical information, airport advisory services and electronic navigation aids.
- 2,000 of NAV Canada's 4,600 employees across the country are air traffic controllers.
- NAV Canada's mission statement is to facilitate the safe movement of aircraft, efficiently and cost effectively, through the provision of air navigation services on a long-term, sustainable basis while providing a professional and fulfilling work environment for our employees.
- NAV Canada is proud to be in the top ten percent in the world for their safety record.
- Since 1996, NAV Canada has invested \$2 billion in new technology and facilities.
- BBTCA is the 13th busiest airport in Canada by movements and there are 9 controllers.
- In 2015, there were more than 140,000 movements, including local overflights.
- At BBTCA, during the night from 11:00pm to 6:45am there is a ban on aircraft landings and departures. There are no movements at the airport other than medevac flights. Any flights during the night are not controlled by the tower. The movements at night are Ornge (Medevac Services).

Below is a summary of the comments and questions raised by committee members regarding NAV Canada:

- *The BQNA representative inquired about a plane that looks like a jet that she has seen take off and land at BBTCA.* Mr. Cabral was unable to identify the aircraft in question but expressed that the only jets approved to operate from BBTCA are Medevac aircraft. Ornge subcontracts other companies that will operate jets. Mr. Tschupruk also added that some propeller aircraft are louder than jets.
- *The BQNA representative requested clarification on NAV Canada's objective to reduce their aviation footprint where feasible. Given that the number of flights is increasing, how does that align with the objective?* Mr. Tschupruk expressed that the objective refers to burning less fuel and they are making changes and using new technology to achieve improvements (e.g., reduced flight times, pilots can fly more direct, gradual descents).
- *The Waterfront Secretariat representative asked for clarification on what counts as an overflight.* Mr. Tschupruk responded that overflights refer to flights travelling through the area or circulating for sightseeing. They are not recorded as a movement or take-off/landing at BBTCA.
- *The representative from Councillor McConnell's office inquired about whether overflights can happen when the control tower is not in operation.* Mr. Tschupruk responded that there is no ban on flying through the area during night time hours, there is only a ban to take off and land. When the control tower is closed, the zone changes to a different kind of airspace. Flights through the area at night are very minimal.
- *The YQNA representative inquired about how many overflights occur during sensitive sleeping hours of 10:00pm and 7:00am.* Mr. Tschupruk responded that overflights are not recorded when the control tower is not operating. He suggested that if there is a situation that is of concern, he should let PortsToronto know.
- *The YQNA representative asked whether PortsToronto has any knowledge of what the overnight overflight complaints are related to.* Mr. Cabral expressed that there have been very few complaints related to overflights. They are typically attributed to an event, an aircraft, or a general comment about the airport. Mr. Karseboom added that people are more noise sensitive at night because the ambient noise is lower. Pearson operates much later than BBTCA and people can often hear those flights.
- Mr. Tschupruk indicated that once a year during the day NAV Canada does an inspection of their instrument landing system. PortsToronto lets the community know when this is going to occur.
- *The YQNA representative expressed that a growing concern in the city is night flights at Pearson airport. At the waterfront there has been an escalation of complaints over the last few years. He inquired if NAV Canada has any knowledge or data regarding the number of flights over the waterfront from Pearson during night time hours now and projected in the future.* Mr. Cabral responded that this question would have to be directed to Pearson airport. Mr. Tschupruk added that newer generation planes are quieter.
- *The YQNA representative expressed that the cumulative effects of the airport have not been studied. Currently, all the data excludes overflights in the area. We would like to know to what extent that is contributing to disturbances in the area.* Mr. Cabral suggested that he look at the Pearson airport CENAC website for further information. If there are remaining questions, PortsToronto can follow up with Pearson airport for additional information.

- *The YQNA representative inquired about how flight paths and flight volumes over the waterfront have evolved since 1983 and whether any data is available.* Mr. Cabral expressed that a challenge will be the limited data available from 30 years ago.
- *The BQNA representative inquired if NAV Canada operates other control towers at night.* Mr. Tschupruk responded that most of the control towers in Ontario are not open at night, with the exception of Pearson airport and Hamilton airport. The control towers would only be open if there is a demand and significant traffic. Hamilton airport does not have a curfew and there is a large cargo aircraft operation.

Action:

M#21-A2. Request information from Pearson airport regarding the current and future projected number of flights over the waterfront during night time hours.

5. TRANSPORT CANADA – FOLLOW UP

Mr. Clifford Frank, Transport Canada, attended the CLC meeting to answer questions previously raised by CLC members regarding Noise Exposure Forecast (NEF) contours. Key points from the presentation include:

- NEF contours are lines on a map that depict different levels of noise. Closer to the airport, there are higher numbers and higher noise. As you move away from the airport, the numbers decrease, as does the noise.
- NEF contours are used to show areas affected by certain levels of noise. The Transport Canada NEF system provides a noise forecast and can also be used to determine an NEF contour value based on an actual movement.
- At BBTCA, noise limits were established in 1978. At this time a forecast was established for 1990. The Tripartite Agreement requires that the NEF contours for actual movements do not exceed the forecast for 1990.
- The NEF contours are developed using modelling system software. The software is a free program available to anyone. Certain parameters are fed into the software to calculate noise levels (e.g., aircraft type, number of movements, time of day of the movement, flight path, runway utilized). The software calculates the NEF contour.
- One of the parameters used is the time of day of the movement. The model recognizes that noise at night has a higher perceived annoyance factor due to lower ambient noise. One night movement is weighted as approximately 16.7 day movements.
- Annual reporting is a requirement of the Tripartite Agreement. The report is based on actual movements for the previous year. The modelling system can determine what the footprint was. It allows us to monitor if we are still in accordance with the 1990 NEF contours. The Tripartite Agreement requires that Transport Canada use the same methodology as in 1990 so there is a direct comparison.
- Night time flights refer to flights between 10:00pm and 7:00am. It is a worldwide industry standard for calculation of NEF contours.
- The annual reporting is a standing request from the City of Toronto to Transport Canada. The 2014 report for BBTCA was recently completed and is posted online. There is a time lag for when the data becomes available. The 2015 data will become available around October 2016.

Below is a summary of the comments and questions raised by committee members regarding Transport Canada and the NEF contour methodology:

- *The YQNA representative inquired about the soonest date that an annual report could be issued to the public for the previous year. Mr. Frank responded that it is about one year.*
- *The Waterfront Secretariat representative asked if ground surface condition is factored into the NEF contour. There are different noise reflectivity qualities off land versus water. Mr. Frank indicated that he is not sure of the actual intricacies of the model. Mr. Cabral added that we can follow up with Transport Canada on this question.*
- *The BQNA representative asked if the overnight movements are tracked in NEF contours. Mr. Cabral explained that night time flights are tracked and included in the NEF contour but overflights are not included because they are not recorded as movements.*
- *The BQNA representative asked how airport planning and number of movements can be planned for if the most recent data is not released until a year later. Mr. Cabral responded that an airport capacity study was done in 2010 which forecasted a theoretical limit. One of the reasons for 202 commercial slots today is respecting the number of movements that comply with the NEF contour. PortsToronto internally tracks on a monthly basis and does not wait for the NEF contour report. PortsToronto has confidence that they are operating within the contour. There are slot capacities in place to ensure this fact.*
- *The YQNA representative noted that none of the annual contour reports show there are any concerns. From a community perspective, these reports are the source of all problems such as: the high number of flights, car traffic problems, parking and idling issues, and noise and air quality impacts. YQNA noted that there is no evidence of transparent discussion among the Tripartite Signatories regarding the annual report findings. YQNA noted that all 3 Signatories have been relying on the annual noise contour reports for a variety of reasons such as: approving airport slot capacities; issuing building permits on the waterfront without noise protection provisions; assessing noise and environmental effects on the community; assessing the business case for the tunnel construction, etc.*
- *The YQNA representative asked for more information on the purpose of the control contour for the airport and what the key intentions of the control contour are. Mr. Frank indicated that the contours are used to establish a baseline limit for noise. The subsequent contours being calculated are used to see if the limit is being adhered to. BBTCA has the lowest NEF contour limit in Canada. The YQNA representative suggested that TP1247 be reviewed.*
- *The YQNA representative asked if the average noise at BBTCA needs to be constrained within 25 decibels. Mr. Frank clarified that the NEF contour generated based on actual data needs to remain within the NEF 25. The Tripartite Agreement does not allow for growth to exceed that. Mr. Cabral added that the contour is not a direct relation to a noise decibel.*
- *The YQNA representative had with him at the meeting a lengthy document discussing how the NEF formula was derived as well as several documents discussing how to calculate EPNL on which the NEF formula is based. He indicated that when the contours are modelled, it is a conservative approach for land use planning purposes. He reiterated that he would like to understand the purpose of the signatories in 1983 in establishing the control contour. An average field measurement of net noise at the geographic location of a modeled 25 NEF contour line is supposed to be less than 25dB by definition. The whole waterfront has been developed*

based on the 25 NEF contour. He also expressed that he has been asking that Transport Canada attend CLC meetings regularly.

- Mr. Frank indicated that NEF contours are used for a number of different reasons. They are often used by planning departments to determine what buildings and activities should be permitted in a certain area. He is unable to speak to the intent of a particular clause within the Tripartite Agreement from back in 1983.
- *The YQNA representative noted that, in general, a control contour is essentially to protect the future growth of an airport by preventing the expansion of uses that are sensitive inside that contour line.* Mr. Frank reiterated that NEF contours are used to establish areas that are affected by certain levels of noise. They can be used for forecasting and for measuring actual contours.
- *The YQNA representative expressed that the community is concerned that decision makers are getting confused by the annual noise reports in terms of their content and purpose. YQNA asks that the annual report include a fulsome description of the term 'actual noise exposure contour'.* Mr. Frank responded that the word 'actual' refers to the data used to create the contour; actual movements that took place.
- *The YQNA representative also stated that there is wording in the annual report that causes confusion among the community and non-technical decision makers. For example, the terms 'actual noise environment at the airport' and 'actual noise contour' need to be clarified so the reader can have confidence in the writer.*
- *The YQNA representative stated that he is not aware of any effort to calibrate the NEF contours with in field noise monitoring. The annual noise reports are very straight forward reports. The community's concerns emerge from these reports that the three signatories are relying on to make decisions. Simple annual noise studies do not reflect the reality in the field. The actual net in-field noise of the approved operation (excluding ambient) exceeds 25 decibels measured at the shoreline. An NEF is a conservative modelling approach for land uses.* Mr. Cabral stated that the Tripartite Agreement has been in place for 32 years. There is a compliance check with the NEF contours that the airport is following today and your concerns will be documented.
- *The YQNA representative suggested that additional meetings on the topic of the NEF contour be scheduled. YQNA requested a Sub-Committee with all signatories including Transport Canada where the contents of a typical annual noise report can be reviewed as to how it does and does not relate to the Island Airport. The Waterfront Secretariat representative suggested that the Ministry of Environment and Climate Change (MOECC) should also be invited.*
- *The YQNA representative stated that he has raised this concern since 2011 and it remains unresolved. He added that by the end of this year, there really should be no remaining thoughts among the Signatories that the Annual Noise Contour reports for the Island Airport, as currently being prepared, can be relied upon for any decision.*
- *The BQNA representative asked if the actual noise readings can be put into a report.* Mr. Cabral responded that it is not done at any airport today in Canada and it is not a requirement of the Tripartite Agreement. The modelling process used is consistent with what is used in the industry.

Action:

- M#21-A3. Follow up with Transport Canada regarding whether water surface is factored into the NEF contour calculation.

M#21-A4. Arrange a CLC Sub-Committee Meeting on the topic of NEF contour calculations and annual reporting.

6. AIRFIELD REHABILITATION PROGRAM - UPDATE

Mr. Gene Cabral, Mr. Ken Lundy, and Mr. Mike Karsseboom provided an update on the airfield rehabilitation program. Key points from the presentation include:

- PortsToronto has been planning a full rehabilitation program for all major airside components of the Airport for over 7 years and it has been contained within their Capital Program. This was also part of the 2012 Master Plan. PortsToronto has been providing updates at CLC since meeting #19 and today was a more detailed update on the plan.
- The scope of the work encompasses the entire airfield over a three year project.
- The first phase of the project includes rehabilitation of Runway 08-26, reconstruction of the first portion of Runway 06-24, and construction of perimeter surface roads.
- The second phase includes reconstruction of the remaining portion of Runway 06-24. This runway will be shortened to 750m and narrowed to 30m because it will only be used by smaller aircraft. This phase also includes the addition of edge lighting.
- The third phase includes the decommissioning of Runway 15-33 and conversion to a new Taxiway E. A new service road will also be constructed parallel to Taxiway E.
- The fourth phase of the project includes construction of the new Ground Run-up Enclosure (GRE) facility. 95% of the surface of the enclosure has acoustic panels that are specifically designed for noise reduction and a low frequency noise. Since the property where the GRE will be located is part of the City of Toronto's holdings, the structure will be going through an approval process with the City. There will be a public meeting as part of that process, anticipated for May or June. (Subsequent to the CLC meeting, PortsToronto indicated that the cost of the GRE is approximately \$9 million).
- Additional rehabilitation work includes apron widening and reconstruction. If there is additional budget, there is the option to rehabilitate Taxiway A.
- Construction is anticipated to start in May or June. It is a three year construction schedule.
- Major constraints/considerations include:
 - Work hours restrictions for Runway 08-26 and Apron work are 2300 to 0600 nightly (except 2200 – 0615 Saturday night)
 - Measures to minimize the impact of construction noise and lighting on local residents will be implemented
 - Runway 06-24 and Runway 15-33 full day/night closures
 - Site Access: Construction of temporary barge dock and barge deliveries for equipment / material due to airport ferry capacity constraints
 - On-site batch plant for asphalt
 - Significant penalties for late re-opening of Runway 08-26 and Apron in the morning

Below is a summary of the comments and questions raised by committee members regarding the airfield rehabilitation update:

- *The YQNA representative asked why the GRE does not include a roof.* Mr. Lundy responded that the flow of air through the enclosure is required. Air has to be sucked in through the propellers and released straight up.
- *The YQNA representative inquired if any residents will be able to look into the enclosure.* Mr. Lundy responded that based on the location and the orientation of the enclosure, someone would need to be 100 stories high to see into the enclosure. A building elevation at intersection of Queens Quay and Bathurst would be need to be greater than 940' to see into the GRE which is 1,125m away from that location. The facility will be faced out to the lake.
- *The YQNA representative expressed that, in terms of the public meeting regarding the GRE, the meeting should illustrate how the two GRE size alternatives are different. The Waterfront Secretariat representative added that as part of the site plan control process, the City asks that the consultant prepare perspective level renderings of the facility from multiple perspectives.* Mr. Lundy confirmed that PortsToronto has built that into the specifications and requirements.
- *The Resident representative asked why a design build process has been chosen over a fixed contract.* Mr. Lundy responded that the design is unique for the location. The orientation may be modified when the designer reviews at the predominant winds. We are trying to have the majority of run-ups into the predominant wind.
- *The BQNA representative asked if the new runway lighting will be the same brightness.* Mr. Karsseboom explained that the new LED light will be directional and will have no sidelight. The secondary runway will have medium intensity lighting. From a side angle, there should be less light pollution impact.
- *The YQNA representative expressed his thanks for looking into the barge option. He also expressed that he is still worried about not being able to sleep for weeks on end. He requested more detail, when it becomes available, about what specifically is going to be done to reduce construction noise.* Mr. Cabral indicated that the overnight work will be focused on the main runway. There is seasonality to the construction work as well. Some work can be done during the day, where possible, to maximize resources.
- *The YQNA representative stated that there is an issue of communication and providing advance notice of significant community impacts. An email sent the day of or a few hours before certain activities, is not acceptable. It does not give people time to make alternative arrangements.* Mr. Cabral responded that internal weekly meetings will be implemented with contractors and consultants to lay out the work ahead and collaborate on the information the community should be informed about in a timely manner.
- *The YQNA representative inquired if there is a maintenance and operations document looking at the life-cycle costs and sustainability of the site infrastructure, including time intervals for maintenance that may impact the community.* Mr. Cabral responded that the five year capital budget would include anticipated maintenance activities.
- *The YQNA representative requested that PortsToronto review the 10 year Capital Works program and identify those items and activities which could cause community impacts.*

7. BUSINESS ARISING

Mr. Bryan Bowen, City of Toronto Waterfront Secretariat, provided an update on the Bathurst Quay Neighbourhood Plan (BQNP):

- A public open house will be taking place in the Spring to report back on how feedback provided at the December 2015 open house was incorporated into the conceptual plans and public realm plans.
- The City expects to have a final report back to Community Council in Q2 2016 on the recommendations that will make up the BQNP.

PortsToronto will be participating in Doors Open on May 28, 2016 from 10:00am to 5:00pm. PortsToronto will be showcasing BBTCA to the public and giving a behind-the-scenes tour.

Future CLC Site Visits for 2016 include:

- Firehall and maintenance facility tour
- Fuel storage facilities and management
- De-icing fluids management (potentially during Q4 of 2016)

8. WRAP UP

Mr. Faught thanked CLC members for attending the meeting, and informed members of the dates for the three remaining meetings taking place in 2016. Next CLC meeting is June 1, 2016.

ADJOURN

Appendix A1 – 1
Nieuport Aviation Presentation



NIEUPORT AVIATION
INFRASTRUCTURE PARTNERS



Nieuport Aviation Billy Bishop Toronto City Airport

Community Liaison Committee

February 24, 2016

Billy Bishop and Nieuport



NIEUPORT AVIATION
INFRASTRUCTURE PARTNERS





- Nieuport Aviation is a consortium comprising four equity partners of Instar AGF, J.P. Morgan Asset Management, The Partners Group and Kilmer Van Nostrand
- Consortium was formed to acquire the passenger terminal at Billy Bishop Toronto City Airport in January 2015
- Nieuport purchased the terminal from Porter Airlines, Canada's third largest airline which has its main hub at BBTCA.
- The terminal occupies approximately 48,000 sq. ft. on a 62,000 sq. ft. leased piece of land, newly constructed in 2010
- The land on which the terminal is located on is owned by and leased from Ports Toronto



Nieuport is the owner and operator of the BBTCA and deliver the following with a number of contracted business partners:

- Maintenance and cleaning of the terminal (Johnson Controls Inc.)
- Passenger amenities and services including lounges, food and beverage, retails and others services (Billy Bishop Café, Hertz, ICE)
- Terminal advertising (Clear Channel)
- Baggage handling and terminal IT services (Johnson Controls Inc.)
- Gate and apron management (Porter FBO)
- Union Station BBTCA bus shuttle (Pacific Western/Canar*)

*Canar to be the new service provider effective April 2016



- We strive to work in an integrated, collaborative manner with Ports Toronto and our other airport partners (e.g. Porter, Air Canada, CBSA, CATSA etc.) with a focus on:
 - Enhancing the passenger experience
 - Ensuring a safe, secure and efficient operations
 - Being a responsible and engaged member of the community in which we operate

Appendix A2 – 1
NAV Canada Presentation



NAV CANADA Overview

Roland Tschupruk

Manager, Hamilton, London, St. Catharines, Toronto Billy Bishop and Windsor

February 24, 2016



SERVING A WORLD IN MOTION

About NAV CANADA



- Private, non-share capital company
- 2nd largest ANSP in the world
- 12 million aircraft movements annually
- 18 million square km of airspace
- Regulated by Federal Government on safety performance

NAV CANADA

SERVING A WORLD IN MOTION

Our People



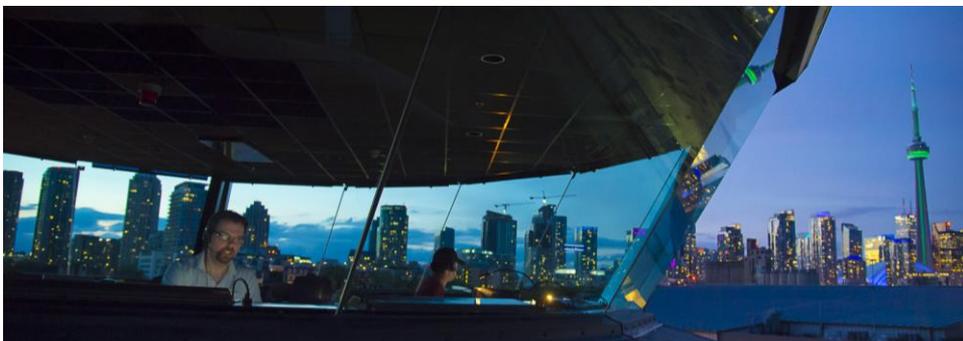
4,600 employees across the country

- Air Traffic Controllers
- Flight Service Specialists
- Electronics Technologists
- Engineering and IM

NAV CANADA

SERVING A WORLD IN MOTION

Our Services



- Air Traffic Control
- Flight Information
- Weather Briefings
- Aeronautical Information
- Airport Advisory Services
- Electronic Navigation Aids

NAV CANADA

SERVING A WORLD IN MOTION

Our Mission Statement



NAV CANADA facilitates the safe movement of aircraft, efficiently and cost effectively, through the provision of air navigation services on a long-term, sustainable basis while providing a professional and fulfilling work environment for our employees.

NAV CANADA

SERVING A WORLD IN MOTION

Overarching Objectives



- Safety record: top decile
- ANS customer service charges: bottom quartile, and decline over long term
- Modern, cost-efficient technology: top quartile
- Provide value to our customers: improving operational efficiency through technology and service
- Create a productive and fulfilling workplace
- Environment: Contribute where feasible to reduced aviation footprint

NAV CANADA

SERVING A WORLD IN MOTION

Our Customers (± 40,000)



- Airlines
- Air Cargo Operators
- Air Taxi, Air Charter Operators, Helicopter Operators
- General and Business Aviation (30,000)

NAV CANADA

SERVING A WORLD IN MOTION

Canadian Airspace Characteristics



- Vast distances
- Climate varies from polar to temperate
- Cross roads of global air traffic flows
- Busiest oceanic airspace in the world
- Unique northern airspace operations
- Stimulus for innovation

NAV CANADA

SERVING A WORLD IN MOTION

System Progress



Investment

\$2 billion in new technology and facilities since 1996.

NAV CANADA

SERVING A WORLD IN MOTION

BILLY BISHOP AIRPORT





AT BILLY BISHOP

- 13th busiest airport in the country (by movements)
- Proximity to several busy airports (and the busiest!)
- 9 employees
- More than 140,000 total movements 2015 (including local overflights)



SERVING A WORLD IN MOTION

THANK YOU



Appendix A3 – 1

Airfield Rehabilitation Program Update Presentation

February 24, 2016

Billy Bishop Toronto City Airport

Airfield Rehabilitation Program
Community Liaison Committee



Agenda

- Introduction
- Project Scope Background and Overview
- Project Construction Phasing and Schedule
- Project Procurement Schedule Overview
- Major Constraints / Considerations
- Questions?





BILLY BISHOP TORONTO CITY AIRPORT

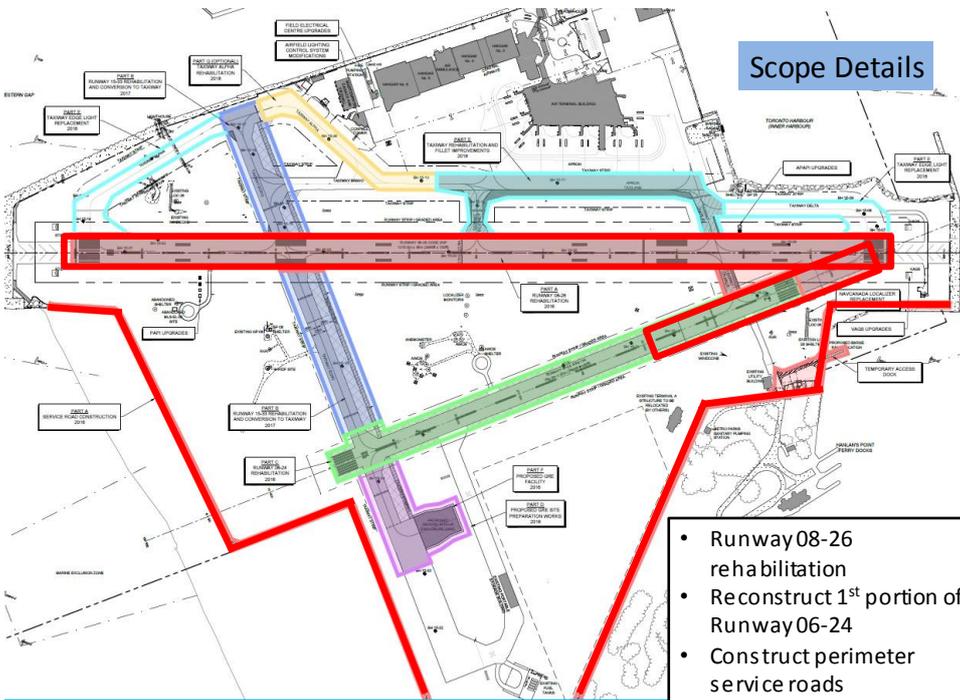
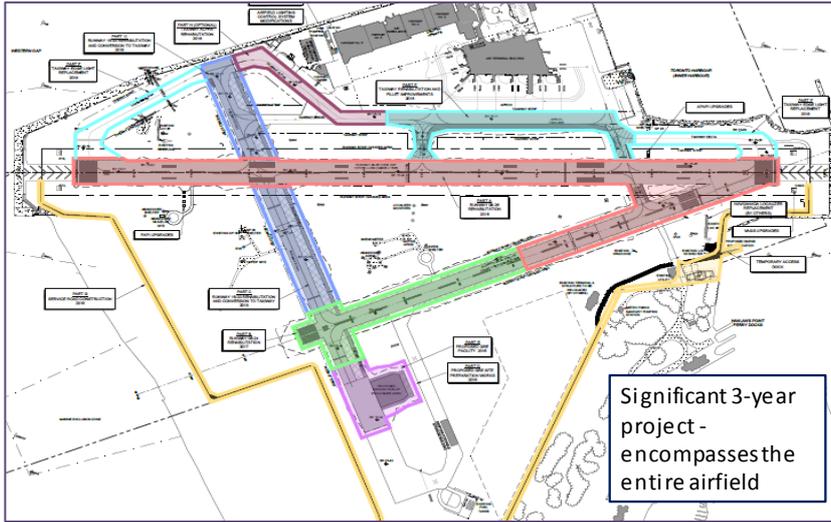


Project Background

- PortsToronto has been planning a full rehabilitation program for all major airside components of the Airport for over 7 years and it has been contained within our Capital Program. This was also part of the 2012 Master Plan.
- Runway work has not occurred since:
 - 08/26 – Constructed in 1961 with an overlay application in 1995
 - 06/24 & 15/33 – Constructed in 1938 with an overlay application in 1969
 - Airfield lighting & Electrical – 30+ yrs with end of life in several areas
- Continued timely investment will be made to ensure long term viability of investments through a life cycle capital program



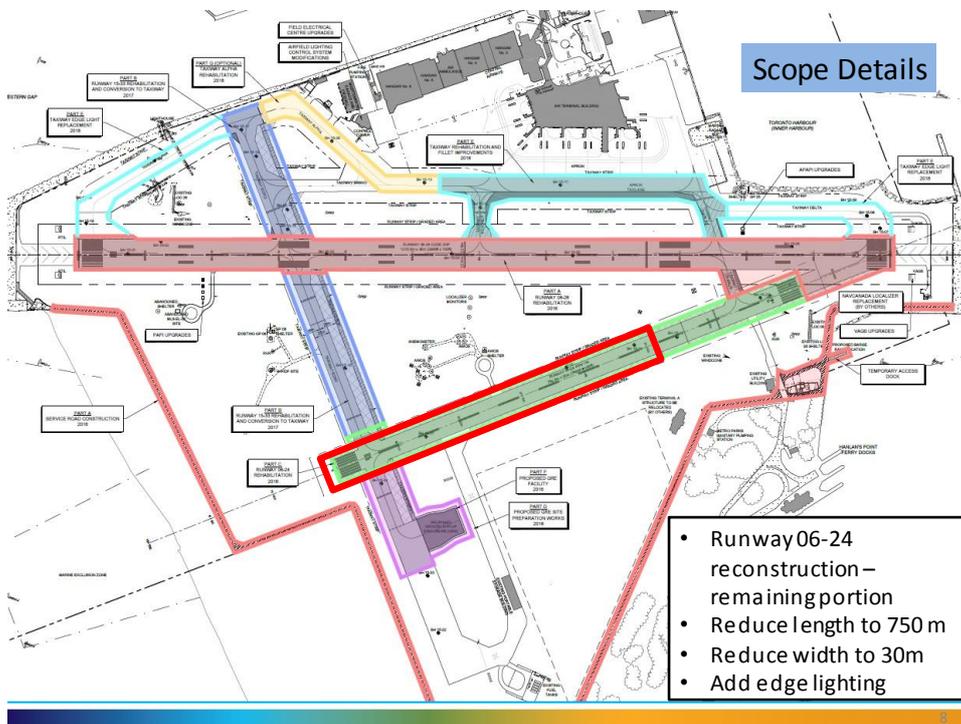
Project Scope



PROJECT SCOPE ELEMENTS

Runway 08-26 Rehabilitation

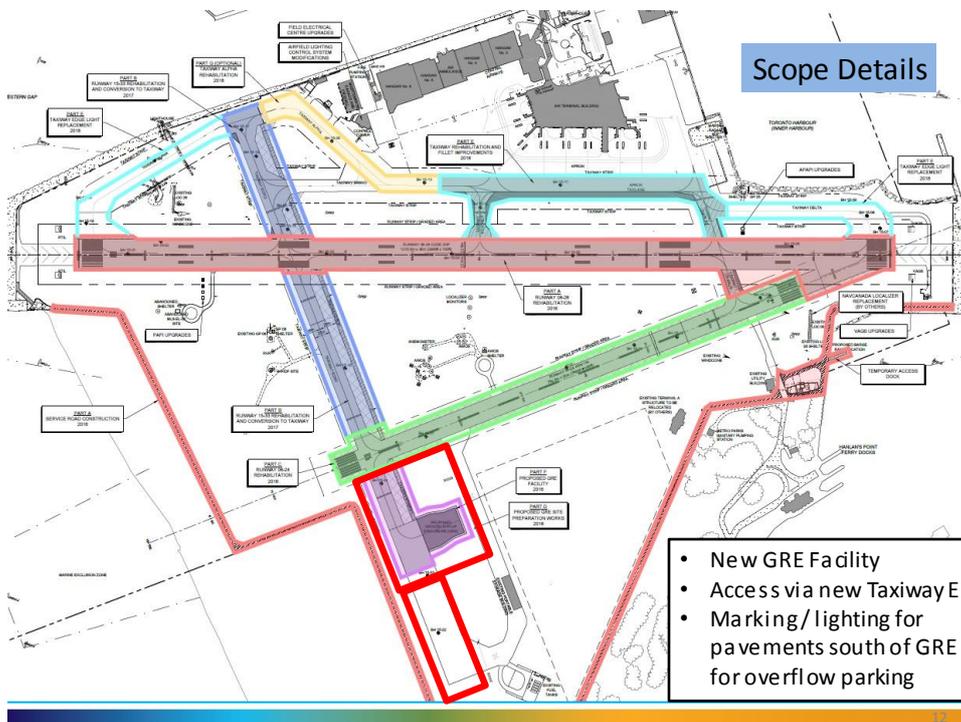
- Full length and width rehab of Runway 08-26 necessary due to deterioration – maintenance efforts no longer cost effective due to age of pavement
- Mill and overlay approach to reduce risk of delayed opening in the morning
- Replace existing Runway electrical infrastructure - edge lighting, approach slope indicators and signage (30+ years old)
- Install new runway centerline inset lighting – no change in runway category - additional pilot guidance benefits
- FEC modifications to accommodate new infrastructure
- Reconstruct portion of Runway 06-24 as a part of this phase to ensure impacts on Runway 08-26 in one construction season only
- Utilize removed asphalt to construct airfield perimeter service roads
- Runway 08-26 pavement grooving (in 2017)



PROJECT SCOPE ELEMENTS

Convert Runway 15-33 to Taxiway Echo

- Partial depth milling of 23m western portion of Runway 15-33 and conversion to a new taxiway
- Rehabilitate eastern portion of the runway to 5.0m wide one-way service road
- Establish / Improve fillets at Runway 08-26 and 06-24
- Rehabilitate the southern portion of existing Runway 15-33 and convert to a private apron
- Install new electrical infrastructure (taxiway edge lighting / signage)
- FEC modifications



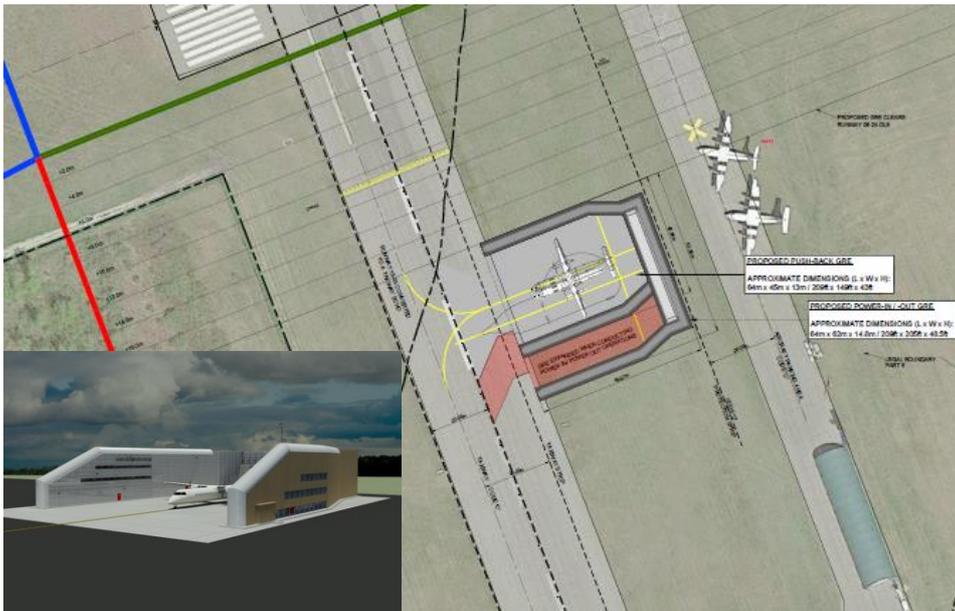
PROJECT SCOPE ELEMENTS

Ground Run-up Enclosure (GRE) Facility

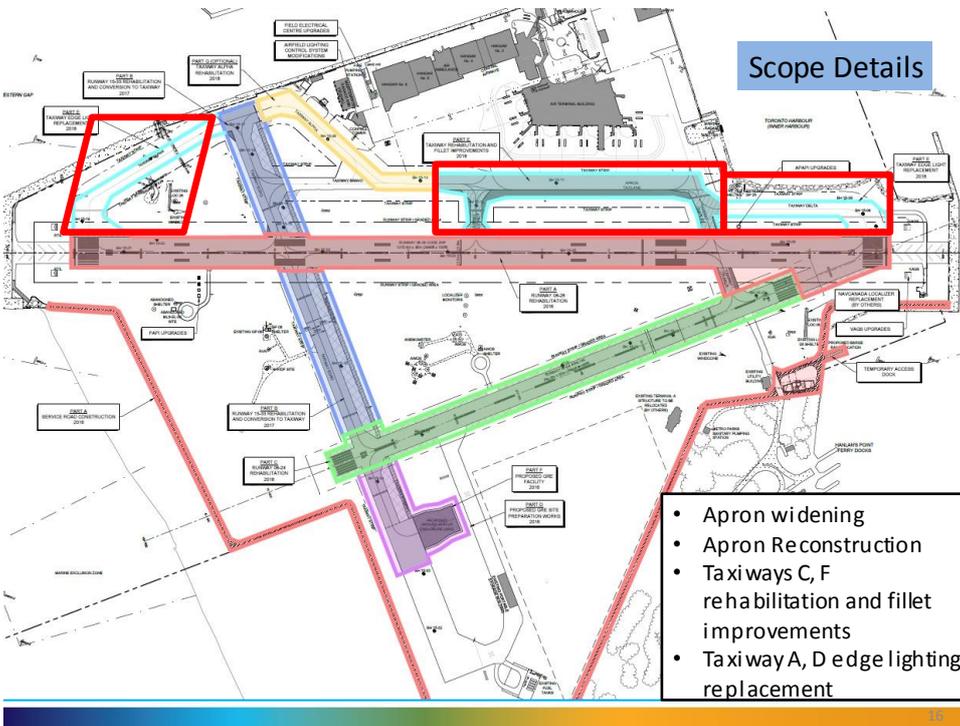
- Design-build Element
- Sized to accommodate Q400 operations (base case power in and power-out; optional tender pricing for push-back and power-out)
- General location established; orientation adjustments through design-builder analysis
- Access via new Taxiway E south of Runway 06-24
- Potential impacts on abandoned Taxiway E
- To be operational in first quarter of 2017



Project Scope



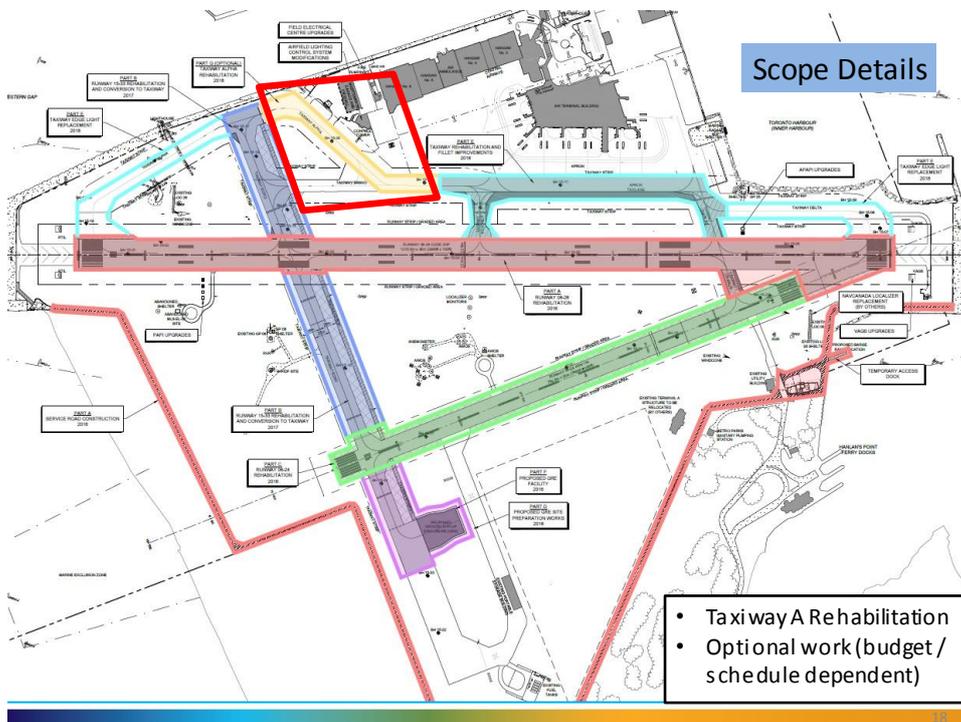
Project Scope



PROJECT SCOPE ELEMENTS

Apron Widening and Reconstruction

- Construct new asphalt pavement to widen the existing apron by 11.5 m – allows additional room for taxiing behind push-backs and additional room for service road access during deicing operations
- Full depth reconstruction of existing deteriorated pavements needed due to deterioration
- Rehabilitation of Taxiways C and F due to deteriorated pavements and fillet improvements to bring them up to Q400 operational standards (based on TP312 5th Ed.)

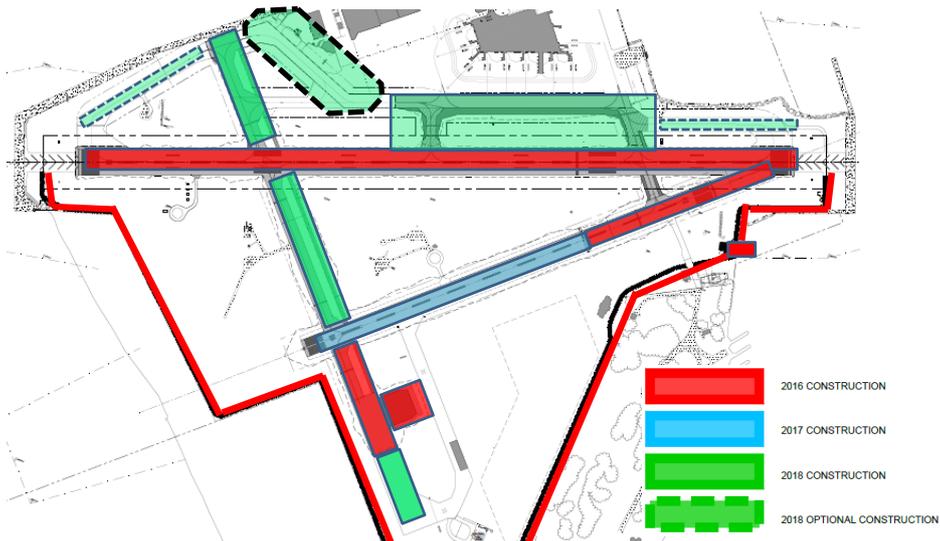


Project Milestones

Milestone Name	Date
RFPQ for Contractor Pre-qualification	January 18, 2016
SofQ Submission	February 10, 2016
Tender Invitation	March 1, 2016
Tender Close	March 24, 2016
Award of Contract	April 29, 2016
Construction Start (approx.)	May, 2016
Construction Completion (approx.)	October, 2018



Construction Schedule



MAJOR CONSTRAINTS / CONSIDERATIONS

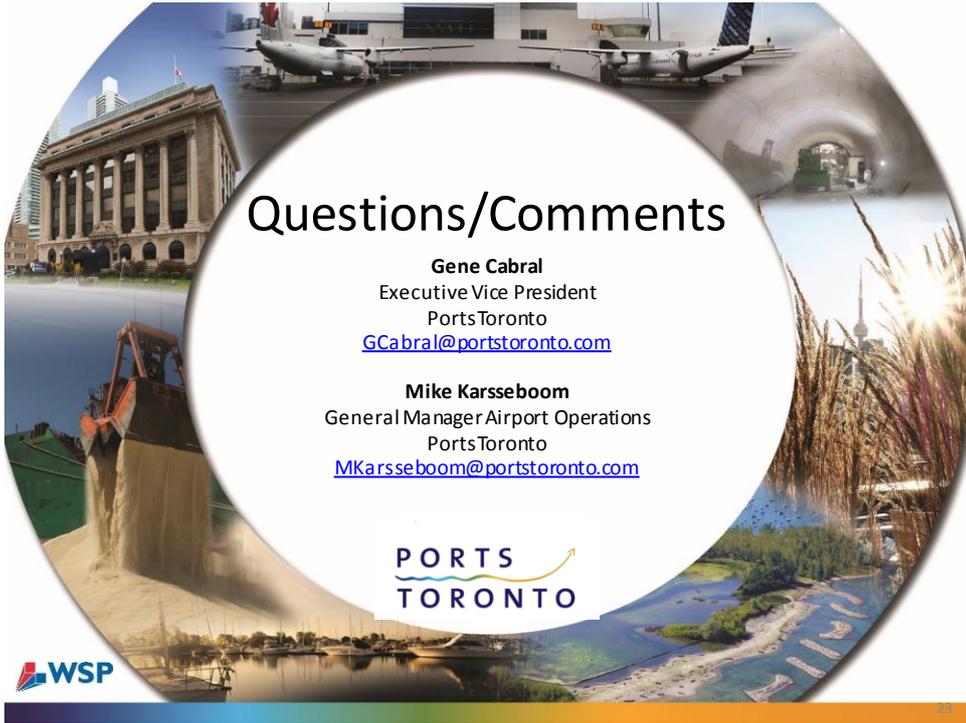
- Work hours restrictions for Runway 08-26 and Apron work are 2300 to 0600 nightly (except 2200 – 0615 Saturday night)
- Measures to minimize the impact of construction noise and lighting on local residents will be implemented
- Runway 06-24 and Runway 15-33 full day/night closures
- Site Access: Construction of barge dock and barge deliveries for equipment / material due to airport ferry capacity constraints
- On-site batch plant
- Significant penalties for late re-opening of Runway 08-26 and Apron in the morning



MAJOR CONSTRAINTS / CONSIDERATIONS

- Taxiways C and F to be closed one at a time for up to a week in 2018
- Phasing of work in front of Terminal gates: closing 1 gate at a time for up to a week in 2018 – after apron widening completion
- Other concurrent construction projects at the airport
 - NAV CANADA's ILS Replacement (June-September 2016)
 - NPSV Work (2016 temporary facilities; 2016-2017 permanent facilities)
- Coordination between projects will be required to ensure no conflicts





Questions/Comments

Gene Cabral
Executive Vice President
Ports Toronto
GCabral@portstoronto.com

Mike Karsseboom
General Manager Airport Operations
Ports Toronto
MKarsseboom@portstoronto.com

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