



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

COMMUNITY LIAISON COMMITTEE MEETING #23

MEETING MINUTES

Wednesday September 21, 2016
Harbourfront Community Centre
Toronto, Ontario

Minutes prepared by:





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:

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Summary of Action Items from Meeting #23

Action Item #	Action Item Task	Who is Responsible for Action Item
M#23-A1	Post minutes from CLC Meeting #22 on PortsToronto website.	Lura/PortsToronto
M#23-A2	Provide a document showing the location and duration of the 5 types of engine run-ups.	PortsToronto
M#23-A3	Provide a figure showing the truck access and loading layout for the barge operation in the Portlands.	PortsToronto
M#23-A4	Arrange a meeting with PortsToronto, YQNA and the City of Toronto to discuss what should go in a letter to Transport Canada regarding NEF contour compliance checks.	PortsToronto
M#23-A5	Provide study information, if available, related to noise from fly-by aircraft passing above, beside, and below adjacent waterfront residential units.	PortsToronto
M#23-A6	Provide study information, if available, that analyzes stationary source noise of the airport site.	PortsToronto

Appendices

Appendix A1-1: Airfield Rehabilitation Program Update Presentation
Appendix A1-2: Provincial Noise Guidelines Presentation
Appendix A1-3: Noise Management Office Review Presentation
Appendix A1-4: Extract from 1981 City of Toronto Staff Report
Appendix A1-5: WebTrak News Release Issued on September 11, 2014

PORTSTORONTO COMMUNITY LIAISON COMMITTEE MEETING #23
Minutes – Wednesday September 21, 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	Regrets
Chris Glaisek	Waterfront Toronto	Absent
Christian Ilumin	Sky Regional Airlines	Absent
Councillor Joe Cressy	City of Toronto, Ward 20	Regrets (staff present)
Councillor Pam McConnell	City of Toronto, Ward 28	Regrets
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
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
Lia Brewer	Councillor Joe Cressy's Office	Present
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	Regrets
Trevor Stevenson	Resident	Regrets
Warren Lampitt	Air Canada	Absent
GUEST SPEAKERS AND SUBJECT EXPERTS		
Bojan Drakul	WSP	Present
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present – Part Time
Deborah Wilson	PortsToronto	Present
Gary Colwell	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Ken Lundy	PortsToronto	Present
Mike Karsseboom	PortsToronto	Present
MEMBERS OF THE PUBLIC		
Ed Hore	YQNA	Present
FACILITATION AND SECRETARIAT		
Jim Faught	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-third 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 #22 were distributed via email to committee members for review. No comments were received and the minutes have been finalized. They will be posted on the PortsToronto website shortly.

Action:

M#23-A1. Post minutes from CLC Meeting #22 on PortsToronto website.

3. AIRFIELD REHABILITATION PROGRAM - UPDATE

Mr. Gene Cabral, PortsToronto, provided an update on the BBTCA 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 meetings since meeting #19 and today was an update on the plan activities.
- Major project milestones were presented including the anticipation of substantial completion of Runways 08-26 and 06-24 by September 30, 2016. From an operational perspective, the construction process has been running smoothly with only one occurrence for late runway re-opening in the morning.
- Measures to minimize the impact of construction traffic, noise and lighting on our neighbours have been implemented and are working well.
- An overview of the Ground Run-up Enclosure (GRE) project was provided. It was noted that excavation for foundation work has commenced but nothing will occur above ground until the consent agreement with the City of Toronto has been executed.
- The hours of operation for the GRE will remain the same as the existing engine run-up hours once the facility is operational.
- The GRE development review and approval process was presented. A letter was issued by the City on August 23, 2016 to PortsToronto outlining terms and conditions of a consent agreement between both parties. PortsToronto responded to the City on September 2, 2016, accepting the terms and conditions. Mr. Bryan Bowen, City of Toronto Waterfront Secretariat, further explained that the letter of August 23, 2016 includes two sets of conditions. The first one is that PortsToronto provide timely responses to the 18 technical follow-up questions that were

submitted. The second condition was that PortsToronto confirm its acceptance of the terms and conditions of the consent agreement. Once the agreement is executed PortsToronto can begin above grade construction activities. The process is structured similar to the site plan approval process.

- The Airfield Rehabilitation Program website will continue to be used over the next 3 years. Over 6,000 page views have occurred from June 7, 2016 to September 14, 2016.
- Timelines and next steps include: the finalization of the GRE consent agreement; completion of the majority of the Airfield Rehabilitation work by the end of October/early November; and planning for the GRE to be operational by the end of Q1 2017, subject to approvals.
- Other concurrent construction projects at the airport were mentioned including: Intrusion Detection System Installation, NAV Canada's Instrument Landing System (ILS) Replacement; and Non Passenger Screening Vehicle (NPSV) Work.

Below is a summary of the comments and questions raised by committee members regarding the Airfield Rehabilitation Update:

- *The YQNA representative expressed that there hasn't been many engine run-ups over the last few years from the proposed GRE location.* Mr. Cabral responded that the proposed GRE location is the primary location for high power engine runs. Last year there were approximately 150-160 high power runs. *The YQNA representative stated that he has not seen any planes at south end of Runway 15-33 when the loud run-ups are taking place.* Mr. Cabral reiterated, the location is the primary place that existing engine run-ups have occurred.
- *The YQNA representative inquired about what is involved in an idle run-up.* Mr. Gary Colwell, PortsToronto, responded that an idle run-up is where the aircraft is run at a higher power and there is no thrust being produced. It is generally done at the gate. Anything with an idle thrust or the propellers in a feathered position is considered an idle run-up.
- *The YQNA representative requested more information on the locations and duration of each of the 5 types of run-ups and the approximate magnitude of noise that would be hitting the shoreline. The Jacobs Study only discussed 2 types of run-ups.* Mr. Cabral responded that the purpose of the document describing the 5 types of run-ups was so that the community could understand the various components of a maintenance check. PortsToronto can provide the exact locations. He noted that the run-ups that occur at the gate are almost the equivalent of a normal engine start-up sequence.
- The City of Toronto Waterfront Secretariat representative noted that included in the list of 18 follow-up questions compiled by City staff through the GRE technical review process is a question related to the location and duration of each of the types of engine run-ups and whether they could be performed in the GRE. *The YQNA representative requested to receive a copy of the August 23, 2016 letter issued to PortsToronto by the City.* The Waterfront Secretariat representative confirmed he would email the letter to anyone that would like a copy. He also noted that the September 2, 2016 letter is posted on the PortsToronto website.
- *With respect to the increased security around the airport perimeter, which will be the most advanced of its kind at a Canadian airport, the YQNA representative inquired about what happens when people approach the airport from the water in terms of intrusions. For example, when boaters or paddlers capsize and need to swim to shore.* Mr. Cabral responded that there is radar inside the Marine Exclusion Zone (MEZ) which automatically triggers an alarm when there

is a breach. It is not triggered frequently. If the alarm goes off there are procedures in place to respond.

- *The YQNA observer stated that there is a safety issue with the MEZ because in certain weather conditions it is difficult and unsafe to go around the buoys with kayaks or canoes. As a paddler, you want to stay close to the shore in certain wind conditions. My concern is that people have to go around the MEZ when they really shouldn't based on the weather conditions. A kayak or canoe does not endanger an airplane like a sailboat does.* Mr. Cabral responded that allowing certain users into the MEZ becomes a challenge in terms of monitoring and patrolling.
- *The YQNA representative requested to see a figure showing the truck access and loading layout for the barge operation in the Portlands.* Mr. Ken Lundy, PortsToronto, responded that it is located at the end of Cherry St. midway through the east gap near the high speed ferry terminal.
- *The YQNA observer stated that the barges for the airport rehabilitation project were very successful. He noted that the YQNA wrote a letter last year to the City suggesting that the Portlands be used for other transportation purposes. There are certain times when the Jack Layton Ferry Terminal is overwhelmed and the Portlands could take some of that pressure off as a transportation hub.*

Action:

M#23-A2. Provide a document showing the location and duration of the 5 types of engine run-ups.

M#23-A3. Provide a figure showing the truck access and loading layout for the barge operation in the Portlands.

4. PROVINCIAL NOISE GUIDELINES

Ms. Angela Homewood, PortsToronto, provided a presentation on the Provincial Noise Guidelines related to the Ground Run-up Enclosure. Key points from the presentation include:

- A question was raised by the City through the GRE approval process regarding how provincial noise guidelines apply to the Airport. This presentation is in response to that question.
- A brief history on the provincial land use compatibility requirements was provided (the D-Series Guidelines) and the Planning Act. Guideline D-6 states that the guideline does not apply to airports as they are not categorized as an industrial facility.
- Airport facilities are subject to the sound level limits in Guideline NPC-300 which came into force in 2013.
- PortsToronto contacted the provincial Ministry of the Environment and Climate Change (MOECC) to confirm its understanding that the planned GRE facility is not a mechanical system serving the terminal and not an ancillary facility off-site of the airport property, and as such, this stationary facility does not require a MOECC approval.
- If the outdoor NEF/NEP value is less than 25, further assessment is not required. Yearly compliance checks are requested by the City of Toronto and undertaken by Transport Canada.
- PortsToronto's interpretation of the Provincial noise guidelines is that the planned GRE facility does not require a MOECC approval and that ground-based noise is in compliance with the outdoor NEF/NEP value of which is less than 25 at Billy Bishop Airport.

Below is a summary of the comments and questions raised by committee members regarding the Provincial Noise Guidelines Presentation:

- *The YQNA representative noted that there was a different Planning Act that existed prior to 1978 which is the Act that he is most concerned about with respect to this topic. He is interested in understanding what the 1983 signatories envisioned based on the legislation in place at that time. Ms. Homewood responded that the Act he is referring to has been superseded by the Planning Act in 1990.*
- *The YQNA representative noted that the NPC-300 replaced the LU-131 which supplemented the previous NPC-205. Prior to that was the 1978 'Model Municipal Noise Control Bylaw' document issued by the province. It is important to note that the noise exclusion limits in that document were carried through to NPC-300 with no change in the actual decibel magnitudes. The exclusion limits and levels remained consistent over the years, with the exception of the Indoor NEF protection formula which increased by one decibel in NPC-300.*
- *The YQNA representative stated that the process to determine the yearly compliance check is incomplete and therefore invalid for two reasons. (1) The EPNL data on which the NEF formula is based is meant for ground surfaces and not water surfaces. (2) The NEF software used to model the NEF contours contains ground attenuation algorithms which tightens up the contours closer to the airport site. This is a serious concern. The YQNA representative noted that there is a reason that no licensed engineer has been able to professionally seal any of the noise and slot capacity reports to date. Ms. Homewood responded that the yearly compliance check is a Tripartite Agreement requirement and Transport Canada has established the software that is used. It is not something PortsToronto has any ability to change.*
- *The YQNA representative stated that the EPNL cannot be applied to a water surface. The water surface itself reflects the noise. The ground attenuation algorithms are already subtracting a minimum of 7 decibels. The yearly compliance checks are the problem. The entire waterfront tower corridor including community spaces have now been constructed over decades based on the assumption that the actual in-field airport noise energy to be generated by the airport is lower than 25 NEF at shoreline. He reiterated that he would like to meet with Transport Canada to address these issues. Mr. Cabral responded that Clifford Frank attended the February 24, 2016 CLC meeting on behalf of Transport Canada to talk about the NEF process. It is the tool used by Transport Canada for all airports in Canada today. Other airports near water do not use a different tool. The YQNA representative responded that Mr. Frank's lack of familiarity with the NEF subject matter was embarrassing. The YQNA representative encouraged staff from all three Tripartite Signatories to learn how the NEF modelling process works and how EPNL data is calculated, to arrive at their own independent conclusions. Don't simply take my word for it.*
- *The YQNA representative continued that none of the experts who have presented noise capacity issues at the Island Airport appear to have read the 1996 NEF Validation Study (all 3 volumes). The study states that the fundamental requirement in the NEF modelling process is the evaluation of the effects of airport noise on humans after it is modelled. You have to actually look at the total noise environment and assess the impacts on humans. It was prepared by the National Research Council for Transport Canada. YQNA noted that RWDI attempted to complete an impact study in 2010, introducing the noise standards, but then failed to assess and certify the proposed slot operation to them. His impression is that that they ran out of time and budget to complete. The draft 2010 RWDI study was issued at completion of the Tunnel EA process and*

was approved by the Toronto Port Authority as the basis for a slot capacity increase to 202 slots per day.

- The YQNA representative stated he would like to have a meeting with Transport Canada, PortsToronto, MOECC, and the City of Toronto to discuss in detail the model used in the compliance checks. The model should be calibrated.*
- The Waterfront Secretariat representative indicated that the question included in the City's letter is not specifically related to the GRE. It is regarding the larger compliance concerns being raised and the broader applicability of Provincial noise guidelines. Through the Porter Proposal EA, there was recognition by the Deputy City Manager and staff involved in the review that there were shortcomings in the Tripartite Agreement. The City has previously acknowledged that there is an issue with the assessment of compliance. The City supports to idea of having a meeting.*
- Ms. Homewood suggested that a meeting be arranged with PortsToronto, YQNA and the City of Toronto to discuss what should go in a letter to Transport Canada regarding this request.*
- The Waterfront Secretariat representative indicated that he has retrieved the Staff Reports from 1981 which lays out the original thinking that informed the Tripartite Agreement. He can share those with YQNA and PortsToronto prior to a meeting.*
- The YQNA representative noted that he reviewed an incomplete set of Staff Reports from the early 1980s posted on the City website, which informed the preparation of the Tripartite Agreement. He was shocked to discover that in February 1980, the Transport Canada Policy, Planning and Programming Directorate advised the City of Toronto that any negative noise impacts would be completely avoided by over water approaches and departures at the Island Airport. The YQNA representative read out the offending passages from Transport Canada to the CLC meeting participants. YQNA wondered if he should have gotten upset at Gene Cabral in 2014, when he was quoted in a PortsToronto WebTrak Press Release of September 11, 2014 saying a similar thing, when Gene was merely echoing a manifest error stated by Transport Canada back in 1980, made at the time Transport Canada was advising all Tripartite Signatories with respect to the then proposed Island Airport land lease agreement.*

Action:

- M#23-A4. Arrange a meeting with PortsToronto, YQNA and the City of Toronto to discuss what should go in a letter to Transport Canada regarding NEF contour compliance checks.

5. NOISE MANAGEMENT OFFICE REVIEW

Mr. Gary Colwell, PortsToronto, provided a presentation on the Noise Management Office Process and Actions. Key points from the presentation include:

- The Noise Management Office has a two-part mandate. (1) It receives, investigates and responds to noise complaints. The office utilizes a state-of-the-art Aircraft Flight Tracking and Noise Monitoring System to monitor daily operations. In addition to producing monthly noise reports, the office reports data on an annual basis. (2) Information gathered is then analyzed to identify areas of specific concern, and an action plan is developed to address noise concerns where possible.

- A number of corrective and mitigating actions that have been implemented were described including: a sound barrier constructed along seawall approach end runway 08; the introduction of Webtrak; implementation of the Engine Run Procedures Manual; hiring of a full-time dedicated noise management office; upgrade of existing Noise Monitoring Terminals (NMT's) and addition of a 3rd NMT on the mainland passenger terminal; commissioning of a study to examine the viability to include more NMT's along the waterfront; constructing a state-of-the-art Ground Run-up Enclosure; installation of exhaust mufflers and ferry deck flaps on vehicle deck; and meetings with Flying Club to address issues with general aviation overflights of the noise sensitive areas.

Below is a summary of the comments and questions raised by committee members regarding the Noise Management Office presentation:

- *The YQNA representative stated that the peak ferry noise levels were not lowered at bedroom windowpane by the noise muffler on the ferry which triggers early morning wakeups. However, he thanked PortsToronto for the attempt to improve and noted that some ferry captains are more sensitive than others resulting in some crossings being quieter.*
- *The YQNA observer inquired about what happens to the data from the NMTs. Mr. Cabral responded that the data is available online on Webtrak. It shows real-time and historical data. The data is also used by the Noise Management Office. The original NMTs have been there for 8-10 years.*
- *The YQNA representative inquired if the flying club pilots use a circular route. Mr. Colwell responded that there is a specific circuit they are supposed to follow. Sometimes they do simulated forced approaches where they simulate losing an engine, and make an immediate turn towards the runway. We have asked them to maintain at least 1000 feet above the island area as part of the Good Neighbour Policy.*
- *The YQNA representative asked how the circuit flights are categorized in the Noise Management Reports. Mr. Cabral responded that they are considered General Aviation.*
- *The YQNA representative stated that in the annual year-end contour studies flights are broken down into itinerant and local. He asked for clarification on these terms. Mr. Cabral responded that itinerant flights are aircraft leaving the site and going to another destination. Local flights refer to aircraft that do a circuit, for example training flights and sight-seeing helicopters that leave and return to the same place.*
- *The YQNA representative stated that in the 2008 Annual Study there was a comment that 50% of local flights were a circuit. He asked for clarification on this point. Mr. Cabral responded that it may be in reference to training flights compared to sight-seeing flights or training flights that do not stay in the circuit.*
- *The YQNA observer stated that there is a wide variation in noise generated by individual airplanes. He asked whether the techniques of pilots are a factor in the amount of noise generated. Mr. Karsseboom, PortsToronto, responded that there are several factors in play that determine the amount of noise generated. The power settings will be different on every aircraft in addition to the weight and environmental conditions. Pilot experience can also come into play to a degree. The YQNA representative also noted that vertical and horizontal angles of actual plane trajectory, as well as acceleration while turning aircraft away from residents, also increases noise impacts.*

6. CITY OF TORONTO BUSINESS

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

- The Bathurst Quay Neighbourhood Plan (BQNP) process slowed down over summer months.
- A Community Meeting is tentatively set for November 23, 2016 however this has not been confirmed yet. This date conflicts with the next CLC meeting. The Community Planning Department is meeting tomorrow to look at timelines and set the date for the community meeting.
- Two recommendations that have come out of the BQNP planning process include: (1) undertaking a facility needs study for the Waterfront Neighbourhood Centre, and (2) a coordinated public realm and streetscape strategy. MJMA Architects were selected to do the facility needs study. The City is awaiting responses from four qualified bidders for the streetscape strategy to take some of the higher level recommendations from the BQNP through to the 10% detailed design so the work can be costed and quick start improvements implemented.
- Queens Quay west of Bathurst was intentionally left out of the quick start improvements because it needs to be coordinated with a broader Queens Quay revitalization.
- PortsToronto's lease agreement for the silos site is due to expire at the end of 2016. City Staff are looking to grant a 1-year extension on the lease, to allow time to finish the BQNP prior to forming a longer term strategy for how to make better use of silos site.

7. PORTSTORONTO UPDATES – PASSENGER VOLUMES

Mr. Gene Cabral, PortsToronto, provided an update on passenger volumes at BBTCA during the summer months. During June, July and August there were record passenger volumes demonstrating managed robust growth in terms of filling up aircraft (June had 255,000 passengers; July had 260,000 passengers, August had 268,000 passengers). One of the strongest areas of growth is in connecting passengers. The airport is on track to exceed the 2.5M annual passenger volume of 2015.

- *The YQNA representative inquired about the source of data for passenger volumes.* Mr. Cabral responded that the airlines report on volumes of boarded passengers. *The YQNA representative then observed that this passenger data appears to be independently reported by each airline.* Mr. Cabral responded that the reported passenger numbers are independently peer reviewed.

Mr. Cabral addressed three action items that were at the previous CLC meeting #22:

- M#22-A3 - Cost of the 2015 traffic study: \$22,500 which includes the field work and consultant fees.
- M#22-A4 - Study to determine location of future NMTs: There will be future engagement with the community regarding potential NMT locations. Work will be commencing in October.
- M#22-A5 - Noise impacts of runway grooving (rumble strip effect): Mr. Karsseboom had discussions with the Ottawa Airport and they have not seen any increase in noise complaints

related to runway grooving. Airport staff on-the-ground have not noticed any change and there is no effect within the aircraft itself.

8. BUSINESS ARISING

Future CLC Site Visits for 2016/2017 include:

- Firehall and maintenance facility tour
- De-icing fluids management
- Fuel storage facilities and management

Additional comments from CLC members:

- *The YQNA representative indicated that the YNQA is concerned with safety and fuel storage. Other community members may want to attend the site visits. The magnitude of the risk is what people are interested in. The proximity of fuel trucks to the school is also a concern.*
- *The YQNA representative put forward three requests:*
 - *The YQNA representative wished to correct something he said in CLC 21 on February 24, 2016, as correctly reported on page 7 in those Minutes. He did not want the previous CLC 21 Minutes be altered as they correctly reflect the discussion at the time, but did want to update the committee and airport decision makers on some previously undisclosed information concerning NEF contour values in general. Transport Canada's TP1247 entitled 'Land Use in the Vicinity of Airports', as well as all noise reports issued to date for the Island Airport, contain incomplete definitions of NEF values. Available documentation for the airport suggests that an NEF value is a 'total noise energy value'. For example, that the 25 NEF value is the total noise energy modelled to be received at a geographic location of the 25 NEF contour line. However, since CLC Meeting 21, YQNA has discovered that there is an arbitrary constant built into the standard NEF formula in use across Canada, which lowers all NEF values by 38.6 EPNdB, below the higher noise energies which are otherwise projected to be experienced at a given location. Therefore, the actual noise energy to be measured in field at the modelled geographic location of a 25 NEF contour line, will NOT be slightly less than 25 dB as suggested to date by all available airport literature and as implied with Transport Canada staff in the previous CLC 21 Meeting. (Transport Canada staff did not clarify.) In fact, aircraft noise energies to be received at a given location can vary up to 38.6 EPNdB higher than those values shown on an NEF noise contour maps for land based airports. It is not intuitive for decision makers that the potential net noise energy at a 25 NEF contour location can range up to 2.5 times this NEF value at a land based airport. The absence of clarity in airport noise literature needs to be corrected as it is confusing airport decision makers, land use approvers, and the public. The arbitrary constant in the NEF formula disproportionately impacts smaller airports, which are dominated by single fly-by noise events or have smaller NEF contour areas, and has major implications for airport capacity calculations and noise impact assessments. There does not appear to be any documentation on this matter with respect to the Island Airport. There is an absence of technical information discussing the noise emitted from an aircraft flying beside the residential towers of Toronto's waterfront. Available technical analysis is focused solely*

on NEF contours, which are at ground elevation. Please confirm if such a study exists. If so, a copy is requested.

- *It appears that there is no analysis of the actual stationary source noise of the airport site itself. Please confirm if such a study exists. If so, a copy is requested. The 2010 RWDI study introduces the stationary source noise standards but fails to assess and certify them.*

9. WRAP UP

Mr. Faught thanked CLC members for attending the meeting, and informed members of the date for the remaining meeting taking place in 2016. Next CLC meeting is November 23, 2016.

ADJOURN

Appendix A1 – 1

Airfield Rehabilitation Program Update Presentation

Billy Bishop Toronto City Airport

Airfield Rehabilitation Program Update Community Liaison Committee



Agenda

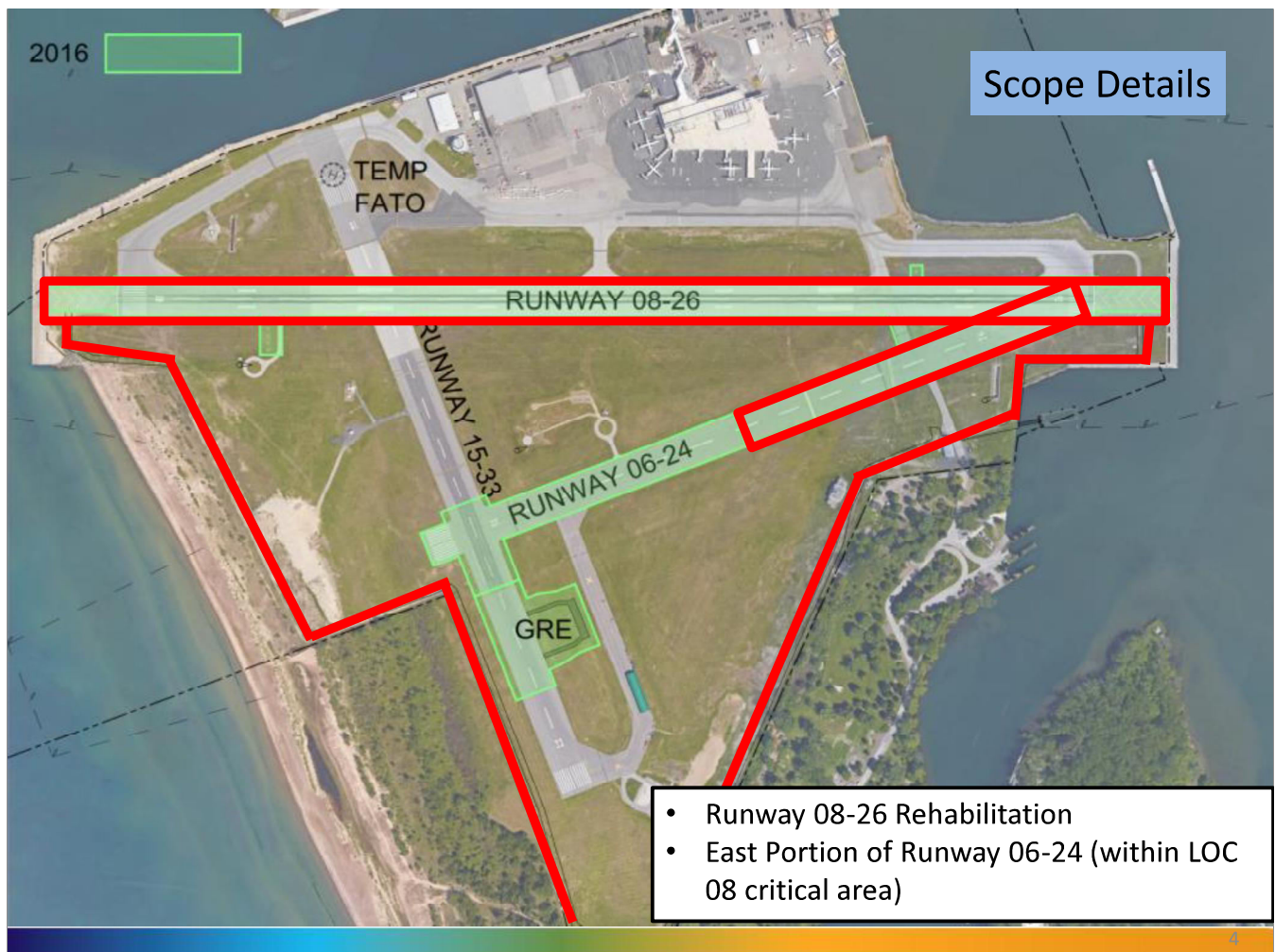
- Background and Overview of the Program
- Major Constraints and Considerations
- Initiatives to Mitigate Impacts on our Neighbours
- Current Status of the Program
- Overview of the Ground Run Up Enclosure
- Timelines and Next Steps
- Other Concurrent Projects

Background – Airfield Rehabilitation Program

- PortsToronto has been planning for a rehabilitation of the airfield at Billy Bishop Toronto City Airport. In addition, PortsToronto assessed options for managing noise related to engine run ups, as proposed in the 2010 Jacobs Study and as part of the 2012 Airport Master Plan, which led to the planned Ground Run-Up Enclosure as a mitigation measure.
- PortsToronto undertook to procure a contractor for this work through MERX (Canadian Electronic Tendering Service). The pre-qualification process resulted in selection of 3 fully qualified contractors and consequently three strong bids were received.
- PortsToronto is the project owner for this work and WSP Canada Inc. is providing planning, design, non-resident and full time on-site resident construction inspection services for the project, including 3-4 full time inspection staff on site to cover two shifts. Peto MacCallum Ltd. Is providing Quality Assurance testing services.



3



2017

Scope Details



2018

Scope Details



Major Project Milestones

Milestone	Date
Award of Construction Contract	May 13, 2016
Contractor Mobilization Start	May 19, 2016
Start of Major Construction Activities	Early June
Runway 08-26 Nightly Closures Start	June 13, 2016 (electrical work on 08-26)
Runway 06-24 Day/Night Closure Start	June 13, 2016 (approx.)
Runway 15-33 Conversion to Temporary Taxiway Echo	July 2016 (approx.)
Runway 08-26 Commissioning	September 30, 2016
Runway 06-24 Commissioning	September 30, 2016
GRE Commissioning	March 2017
Taxiway Echo Reconstruction	2017 Construction Season (TBD)
Apron Widening/Rehabilitation	2018 Construction Season (TBD)
Construction Completion (approx.)	October 2018



Major Constraints / Considerations

2016 Construction Season:

- Work hours restrictions for Runway 08-26 and Apron work are 2300 - 0600 nightly
 - Significant penalties for late re-opening of Runway 08-26 and Apron in the morning
 - Contractor will work on other areas of the project outside those hours
 - Runway 06-24 and Runway 15-33 full day/night closures
- Contractor anticipates to work two shifts – anticipated work hours are:
 - Day Shift 0700h-1900h
 - Night Shift 2200h-0800h

2017 Construction Season:

- Work on Taxiway Echo the only scheduled activity for 2017
- Day/Night closures

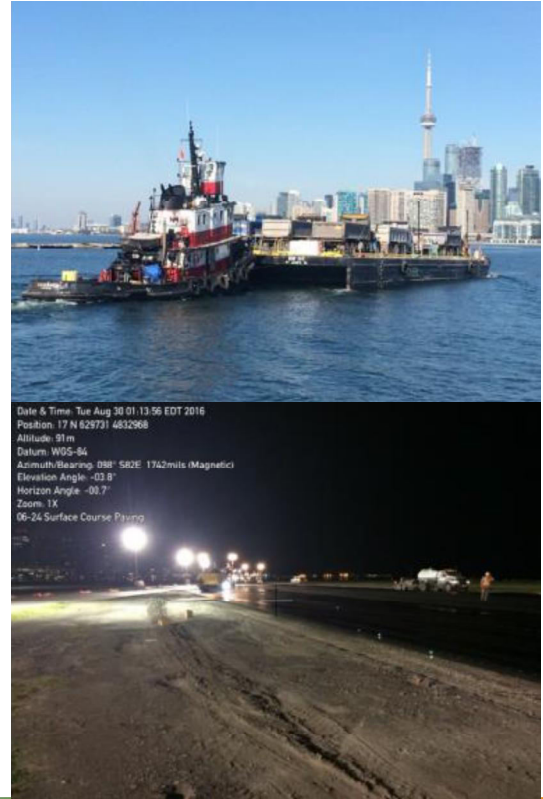
2018 Construction Season

- 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 following apron widening completion
- Additional aircraft parking position at the Terminal to allow for these closures



Initiatives to Mitigate Impacts on Neighbours

- Measures to minimize the impact of construction traffic, noise and lighting on our neighbours have been implemented and are working well.
- Barging operations from the Port lands commenced in mid-June and site access for construction deliveries of equipment and material is at the temporary barge dock at south east end of the airport. Removing construction traffic through the neighborhood.
- Lighting for evening work is directed away from residential units to minimize impacts.



Date & Time: Tue Aug 30 01:13:56 EDT 2016
Position: 17 N 829731 4832968
Altitude: 91 m
Datum: WGS-84
Azimuth/Bearing: 288° 58'2E 1742mils Magnetic
Elevation Angle: -03.8°
Horizon Angle: -00.7°
Zoom: 1X
06-24 Surface Course Paving

9

Current Status of the Program

- Barging operations are ongoing with approximately 1-2 daily delivery of material an equipment and 2 nightly deliveries of asphalt.
- Final surface lift of asphalt on Runway 08-26 completed on Wednesday morning. The surface lift of asphalt on Runway 06-24 will be completed this week. A total of 23,000 tonnes of asphalt have been placed on the Runway 08-26 to-date (over 1,000 triaxle trucks). Approximately 113,660 m² of old asphalt was removed / milled from Runway 06-24, Runway 15-33 and Runway 08-26 and all millings used for staging area and service road improvements.
- Installation of centerline lights on Runway 08-26 has commenced this week and is anticipated to be completed by September 30th. A total of 123 inset lights will be installed as part of the program.
- Runway 08-26 and Runway 06-24 edge lights installation is ongoing and is anticipated to be completed by September 30th.
- Excavation for GRE foundations work has commenced.

10

Photos During Construction



Date & Time: Wed Aug 31 00:58:22 EDT 2016
Position: 17 N 628844 6831739
Altitude: 92m
Datum: WGS-84
Azimuth/Bearing: 305° N35W 5422mils (Magnetic)
Elevation Angle: +02.2°
Horizon Angle: -00.3°
Zoom: 1X
Line Marking Removal



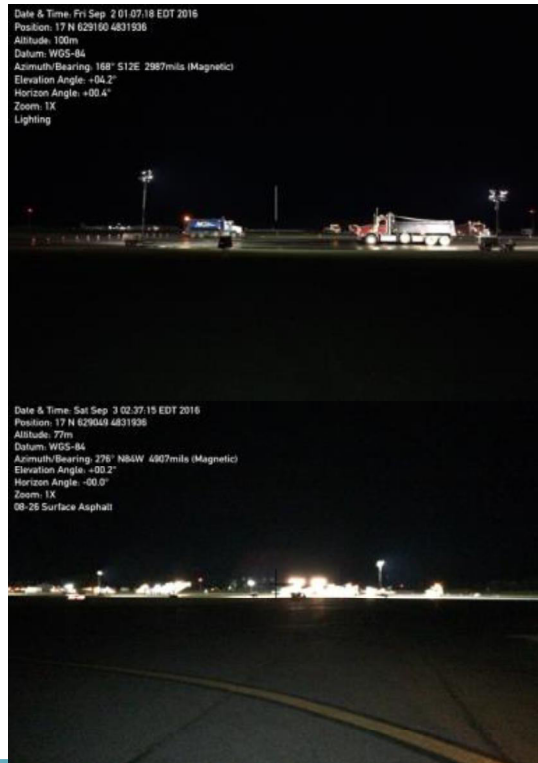
11

Photos During Construction



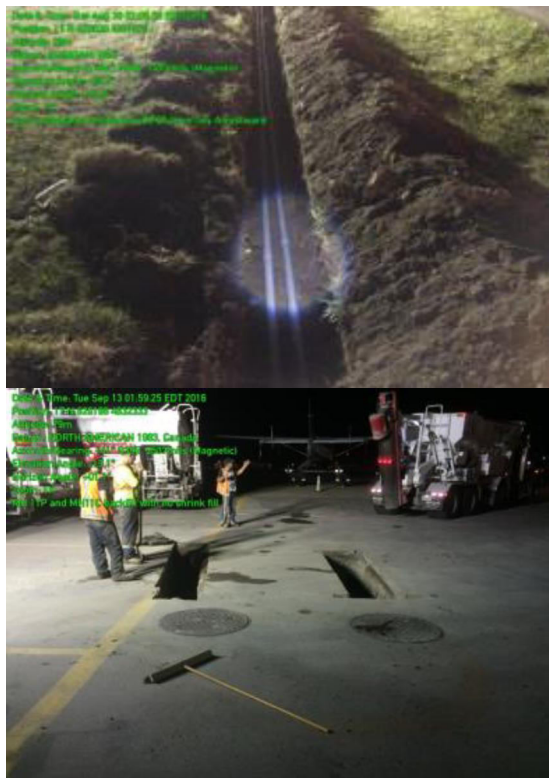
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Photos During Construction



13

Photos During Construction



14

Ground Run Up Enclosure



Overview - Ground Run Up Enclosure

- The planned GRE will minimize engine run-up impacts to the neighbouring community and users of the waterfront. The building is a 3-sided enclosure that will allow the planes to do engine run-ups inside.
- The planned GRE will be located on the south-west end of the airport property, situated on City-owned lands leased to PortsToronto.
- This location on the airport property provides a safe distance from the active airfield and is where high power engine run-ups have been occurring historically.

GRE Technical Elements



- The GRE's steel framed structure is fully lined with acoustic panels designed specifically for the purpose of absorbing engine sound and reducing noise on the surrounding community. Through a design-build analysis it was determined that an optimized orientation would be at 250 degrees.
- The GRE is a design-build element sized to accommodate power-in power-out for the current Q400 aircraft, with aircraft access via taxiway south of Runway 06-24. With approximately a 60m x 60m footprint for the planned GRE, the location has been established south of Runway 06-24.
- The GRE facility is enclosed on three sides and consists of a 14m-high north wall, an 11m-high south wall and an east wall that transitions from 14m to 11m-high.

GRE Technical Elements

- On average, one engine run-up test is conducted per day. The GRE does not facilitate additional run-ups beyond what is required for normal operations.
- While the intent is to undertake all engine run-up tests inside the facility, certain wind conditions will not allow its use due to the possibility of engine damage.
- The facility is oriented and designed in such a way to maximize its usability taking into consideration wind patterns. In circumstances when the facility cannot be used, the engine run-ups will occur outside the facility near the same location as they are performed today.

Hours of Operation – No Change

CURRENT without GRE	FUTURE with GRE	Any Change?
Normal Hours Monday to Friday - 8:00 am to 10:00 pm Weekends & Holidays – 9:00 am to 9:00 pm	Normal Hours Monday to Friday - 8:00 am to 10:00 pm Weekends & Holidays – 9:00 am to 9:00 pm	No
Restricted Hours Monday to Friday – 6:45 am to 7:59 am and 10:01 pm to 11:00 pm Weekends & Holidays – 6:45 am to 9:00 am and 9:01 pm to 11:00 pm	Restricted Hours Monday to Friday – 6:45 am to 7:59 am and 10:01 pm to 11:00 pm Weekends & Holidays – 6:45 am to 9:00 am and 9:01 pm to 11:00 pm	No
Prohibited Hours Monday to Sunday – 11:01 pm to 6:44 am	Prohibited Hours Monday to Sunday – 11:01 pm to 6:44 am	No

- Maintenance/ground run-ups are only completed in the restricted hours in situations involving unforeseen and unavoidable circumstances, and Billy Bishop Airport will explore all other options before allowing an engine run to occur during these times.
- Maintenance/ground run-ups are not permitted during prohibited hours.

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GRE Development Review and Approval Process

- Pre- Submission consultation in Winter 2015/2016. Development approval package provided to the City on May 24, 2016 included:
 - Site Plan, Concept Drawing and Archaeological Assessment
 - Letter of Structural Certification by a Qualified Professional
 - Ground Level Renderings from public spaces
 - An Operations Brief on the Aircraft Maintenance Run Procedures
 - A Noise Abatement Brief, including noise reduction specifications
 - Combined Ground Run-Up Enclosure Usage Data
- GRE site visit on June 23 and community meeting held on June 28.
- Letter issued by the City on August 23, 2016 to PortsToronto outlining terms and conditions of a consent agreement between both parties. PortsToronto responded to the City on September 2, 2016 accepting terms and conditions.

20



- ✈️ Project-specific Website contains regular project status / construction activities updates
- ✈️ Intended for updating general public about the project based on best practices
- ✈️ Visit www.BillyBishopAirfieldProject.com



[SITE MAP](#) | [SEARCH](#) | [FAQS](#) | [MEDIA ROOM](#) | [CONTACT US](#) | [FRENCH](#)

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TORONTO CITY
AIRPORT

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BILLY BISHOP
DE TORONTO

About the Program | Projects | Construction Updates | Project Highlights | Gallery | FAQs

Project Highlights

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PROJECT MAP >

Airfield Rehabilitation Program

BILLY BISHOP TORONTO CITY AIRPORT

CONSTRUCTION UPDATES THIS WEEK

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LEARN MORE >

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Projects

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WEEKLY LOOK AHEAD

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Sign Up for Updates

NAME

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ZIP CODE

COMMENT

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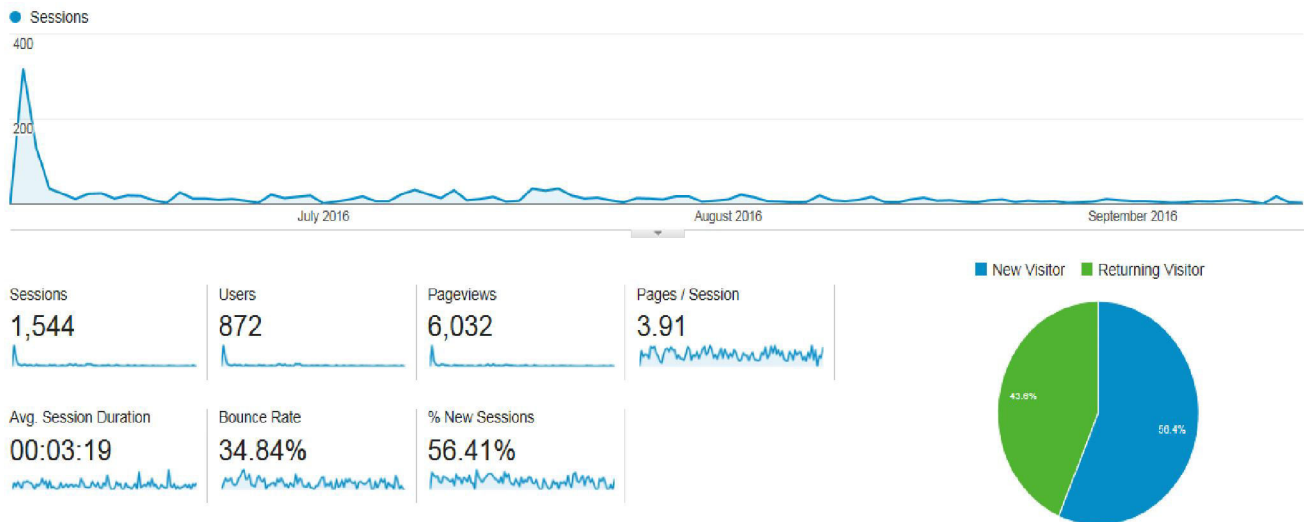
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Airfield Rehabilitation Program

BILLY BISHOP
TORONTO CITY
AIRPORT

Audience Overview

June 7, 2016 – September 14, 2016



23

Timelines and Next Steps

- The City and PortsToronto are in the process of entering into a Consent Agreement as the City has completed the development review and approval process.
- The majority of the Airfield Rehabilitation Program work will wrap up by the end of this month with limited work occurring over the next 2 years. The program will be completed in 2018.
- The planned ground run-up enclosure is estimated to be operational at the end of the first quarter of 2017, subject to final approvals.

24

Other Concurrent Projects

- Other major concurrent construction projects at the airport included:
 - Intrusion Detection System Installation (June-July 2016)
 - NAV CANADA's ILS Replacement (July-September 2016)
 - NPSV Work – permanent facilities (2016-2017)
- Coordination between projects to ensure no conflicts have occurred, which have lead to positive outcomes.



25



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Appendix A1 – 2

Provincial Noise Guidelines Presentation

Billy Bishop Toronto City Airport

Provincial Noise Guidelines

Community Liaison Committee



History on Provincial Requirements

- The Ministry of the Environment and Climate Change's (MOECC) land use compatibility guidelines (D-1 to D-6) attempt to minimize adverse effects between incompatible land uses where new development is proposed near existing uses.
- The D-Series Guidelines have been in place since the late 1970's and they supplement the air, noise and odour approvals under the Environmental Protection Act (EPA) and the Ontario Water Resources Act (OWRA).
- The Guidelines status was changed from Provincial Policy to Guidelines in the early 1990's when the EPA and OWRA were updated.

Provincial Land Use Guideline

- Guideline D-6 “Compatibility Between Industrial Facilities and Sensitive Land Uses” identifies under Section 1.2.4 that the guideline does not apply to airports.
- The reason an airport is not subject to these guidelines is that under the EPA, OWRA and the EA Act, airports are not categorized as an industrial facility as they do not cause an adverse effect (discharge emissions from a source) into the air, on land or in water.

3

Planning Act

- The Planning Act (1990) provides policy statements that provide direction on matters of provincial interest related to land use planning and development.
- The Provincial Policy Statement (2005) directs that major facilities (such as airports) and sensitive uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects.
- The Provincial Policy Statement also includes other policies which may need to be considered to protect transportation systems.

4

Provincial Noise Guideline

- When the new Provincial Environmental Noise Guideline for Stationary and Transportation Sources (also called NPC-300) came into force in 2013, airport facilities were listed as stationary sources that usually do not require an approval from the Provincial Ministry of the Environment and Climate Change, because most aspects of the facility are solely regulated by the federal government.
- Regardless of whether provincial approvals are required, airport facilities are subject to the sound level limits in Guideline NPC-300.
- The guideline notes that certain airport facilities and activities such as mechanical systems serving terminals are considered as stationary sources of noise.

5

PortsToronto's Interpretation

- PortsToronto contacted the provincial Ministry of the Environment and Climate Change to confirm its understanding that the planned GRE facility is not a mechanical system serving the terminal and not an ancillary facility off-site of the airport property, and as such, this stationary facility does not require a MOECC approval.
- As well the guideline states that outdoor and indoor noise impacts due to aircrafts should be established separately from the impact of road and/or rail traffic.
- If the outdoor NEF/NEP value is less than 25, further assessment is not required.

6

PortsToronto's Interpretation

- Yearly compliance checks are requested by the City of Toronto and undertaken by Transport Canada.
- These compliance checks confirm the outdoor NEF/NEP value is less than 25 at Billy Bishop Airport.
- PortsToronto's interpretation of the Provincial noise guidelines is that the planned GRE facility does not require a MOECC approval and that ground-based noise is in compliance with the outdoor NEF/NEP value of which is less than 25 at Billy Bishop Airport.

7



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Appendix A1 – 3

Noise Management Office Review Presentation



Noise Management Office - Review

Date: Wednesday September 21, 2016

Presented By: Gary Colwell
Community Liaison Committee

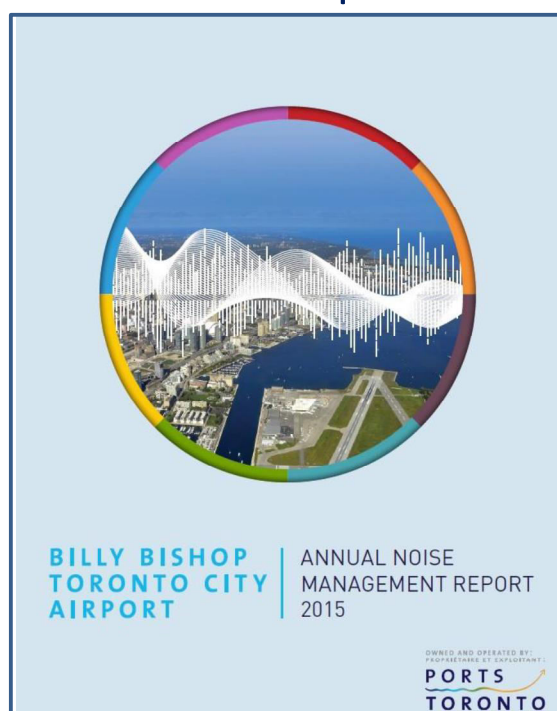
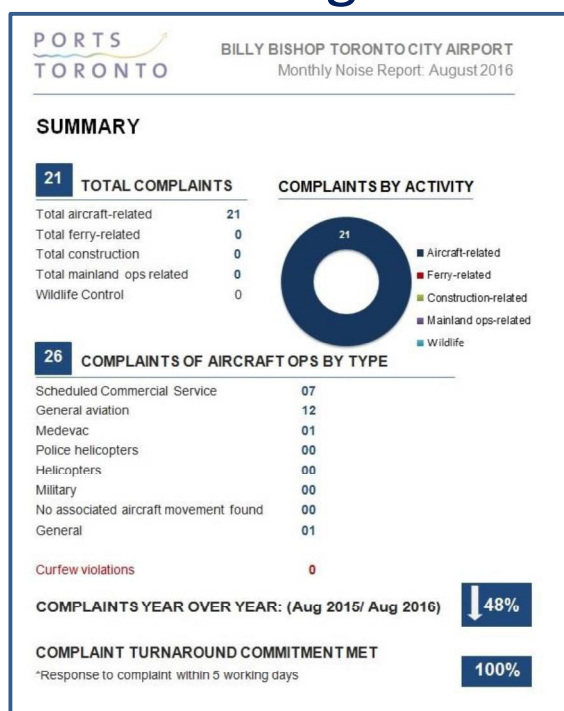
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Noise Management Office – Two Part Mandate

- Billy Bishop Airport's Noise Management Office receives, investigates and responds to noise complaints. The office utilizes a state-of-the-art Aircraft Flight Tracking and Noise Monitoring System to monitor daily operations. In addition to producing monthly noise reports, the office reports data on an annual basis.
- Information gathered is then analyzed to identify areas of specific concern, and an action plan is developed to address noise concerns where possible.

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Noise Management Office – Public Reports



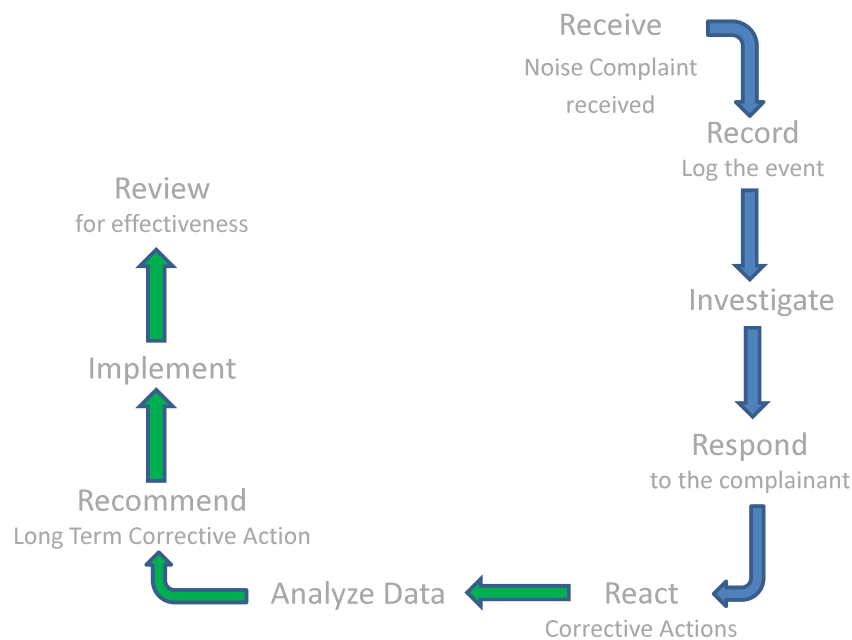
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Noise Management Office – recent updates

- Detailed Noise reporting spreadsheet developed 2012 for more precise tracking and logging of noise issues.
- 2012 Noise barrier constructed along seawall to reduce aircraft taxi noise.
- 2013 “Webtrak” introduced as a public means of identifying noise issues in real time.
- 2015 Dedicated Noise Management Officer introduced to investigate noise issues more thoroughly.
- 2015 – Introduction of “Vortex” reporting system to manage, track and analyze noise concerns.
- 2016 Upgrade of 2 existing Noise Monitoring Terminals (NMT’s) and the addition of a 3rd NMT on the Mainland Passenger Transfer Facility.

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Noise Management Office - The Process



Corrective and Mitigating Actions

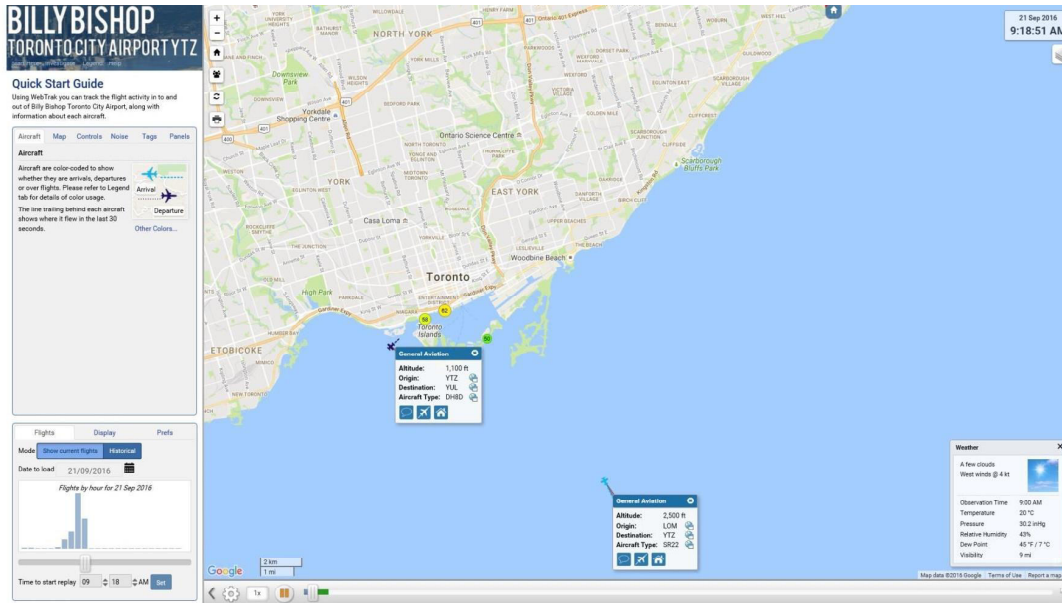
Sound Barrier Constructed Along Seawall Approach end Runway 08



With the closure of Runway 15-33, there is the potential of extending the barrier. A new study is being considered later this year to assess opportunities for noise barriers at the airport. Public consultation will be a part of his process.

Corrective and Mitigating Actions

Introduction of Webtrak



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7

Corrective and Mitigating Actions

Engine Run Procedures Manual

Airport implemented updated Engine run procedures manual
December 2013

For most of the summer, I found the airport to be quieter than previous years, and I complimented the Noise Management Office for their efforts to keep airport noise to a minimum. Their efforts really are appreciated, but they don't solve all the problems.

The airport did implement one noise management policy which helped reduce noise a lot - No Engine Run-ups before 8am and after 10pm (9am-9pm on weekends). This policy has made a huge improvement in neighbourhood noise. For this, we are thankful.

Resident of Harbourfront Community Association

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8

Corrective and Mitigating Actions

Full Time Dedicated Noise Management Officer

Dedicated Noise Management Officer hired to deal with noise management issues and work with the community and stakeholders along the waterfront.

Corrective and Mitigating Actions

Upgrade of Existing Noise Monitoring Terminals (NMT's) and addition of a 3rd NMT on the Mainland Passenger Terminal

As part of PortsToronto's commitment to managing noise generated by operations related to Billy Bishop Toronto City Airport, two Noise Monitoring Terminals (NMTs), located on the Toronto Police Marine Unit building and the Toronto Fire Services island Fire Hall, have been upgraded and are now fully operational.

In addition to upgrading these two existing NMTs, a third additional NMT has been installed on the mainland ferry terminal building. This new NMT enables enhanced tracking of noise generated by aircraft run-ups and the airport's ferry operation, specifically – two key areas of focus under the airport's overall noise management program.

Corrective and Mitigating Actions

Commissioning a study to examine the viability to include more NMT's along the waterfront.

This study will be conducted to determine potential locations to install NMT's. We will also be conducting meetings with the community to get your feedback on this initiative.

Corrective and Mitigating Actions

Constructing a state-of-the-art Ground Run-up Enclosure



To reduce the noise levels of high power maintenance runs

Corrective and Mitigating Actions

Installation of Exhaust mufflers and ferry deck flaps on vehicle deck



To reduce exhaust noise levels and noise from loading of vehicles onto the ferry

Corrective and Mitigating Actions

Meetings with Flying Club to address issues with General Aviation overflights of the Noise Sensitive Areas



Meetings with flying club personnel and pilots to discuss issues of overflight noise and presence over the Islands and noise sensitive areas.

Conclusion

The Noise Management Office is here for two main purposes:

1. To receive, record and respond to noise concerns of the community in a timely and responsible manner.
2. To use the data collected to develop ways of further mitigating noise wherever possible.

QUESTIONS?



Appendix A1 – 4

Extract from 1981 City of Toronto Staff Report

(Telex dated December 2, 1980, addressed to Mayor Eggleton from the Minister of Transport, The Honourable Jean-Luc Pepin)

As you know the Air Transport Committee of the Canadian Transport Commission announced October 17, 1980, that it would defer further consideration of licensed applications to operate commercial intercity STOL service until the "ambiguities" concerning the availability of the necessary airport infrastructure at Toronto and Montreal were resolved.

With respect to the proposed Toronto terminus for STOL service, at its last meeting the Toronto Island Airport Intergovernment Policy Steering Group concurred that the airport should continue as a general aviation facility and asked the Minister of Transport to prepare a report on the operation of the airport for a limited STOL service. Action has now been taken on both of these decisions -

Steps are being taken to ensure that the necessary financial support from the Federal Government will be forthcoming to permit the airport to continue for general aviation activity -

A report was prepared on a limited STOL service from the Toronto Island Airport and distributed to the Technical Working Committee members.

In view of these actions and having regard for the CTC decision, I think it would be useful for the Policy Steering Group to meet again to discuss the use of the Toronto Island Airport for STOL operations. Accordingly, I am writing to confirm arrangements that have been made for a meeting which will be held Monday, December 8, at 10:00 a.m., at the Toronto Harbour Commission, 60 Harbour Street, Toronto. I would hope that at the conclusion of the meeting we will be able to set out a course of action that will enable us to deal definitively with the future role of the Toronto Island Airport for STOL service.

(Extract from the Report on the Proposed Establishment of a Limited Toronto Island Based DASH-7 STOL Service, from the Ministry of Transportation, February, 1980.)

Policy, Planning and Programming Directorate, Canadian Air Transportation Administration, Transport Canada - February, 1980.

Conclusion:

The development of a Limited DASH-7 STOL Service, using the Toronto Island Airport as the Toronto terminus, would provide an efficient and environmentally acceptable, alternative, inter-city transportation system for which there is a market. In fact the size of the market is part of the persuasive argument for concluding that the Service would be commercially viable for a reliable air carrier. Moreover, the incremental costs of the ground facility improvements at the Toronto Island Airport could be recov-

ered in approximately five years, and at the Victoria Carpark site in approximately 25 years. A STOL Service between Toronto, Montreal, and Ottawa would stimulate the Canadian aerospace industry through the purchase of aircraft required for the Service and would assist in developing export opportunities for the DASH-7.

DASH-7 STOL Service at the Island Airport would be compatible with the social and ecological environment. Over water approaches and departures would completely avoid any negative noise impact and the limited number of flights would not add to visual intrusion or, in any meaningful way, to road traffic in the area.

The aircraft is clean, quiet and fuel efficient. The passenger carrying capacity will accommodate the forecast demand according to the suggested flight schedule in such a manner that the load factors would be kept high, thus minimizing wasteful empty seats.

Finally, the Federal government has indicated that it is prepared to enter into legal agreements that would place effective controls on the further development of the site and on expansion of the Service, to ensure that the Service and the environment continue to be compatible.

Appendix A1 – 5

WebTrak News Release Issued on September 11, 2014

Toronto Port Authority Launches WebTrak

New Online Tracking System Enables Public to Monitor and Track Aircraft Over Homes and Businesses

Toronto, Ontario (September 11, 2014) – The Toronto Port Authority (TPA) today announced the launch of WebTrak, an Internet-based service that monitors and provides information on flight paths, aircraft type, and noise levels related to all flights operating within a 30-nautical-mile radius of Billy Bishop Toronto City Airport (BBTCA). While the TPA is responsible for noise management within five nautical miles of the BBTCA, WebTrak will allow people living from Burlington to Whitby and as far north as Kleinburg to identify the aircraft flying over their homes and businesses.

WebTrak will complement the suite of noise management tools and services already used by the Toronto Port Authority to mitigate the effects of aircraft operations on the waterfront community. The service is free to the community; will offer near-real time and historical data; can be accessed from computer, tablet or smartphone; and is available 24/7 on the TPA's [website](#).

"The Noise Management Office at Billy Bishop Toronto City Airport was established in 1995 and enhanced significantly in 2010 with the implementation of a state-of-the-art Aircraft Flight Tracking and Noise Monitoring system. The Noise Management Office works with the community to mitigate noise associated with Billy Bishop Airport and investigates complaints related to aircraft and airport operations," said Gene Cabral, Executive Vice President, Toronto Port Authority and Billy Bishop Toronto City Airport. "This tool is intended to provide members of the community with a resource that will help monitor and track the airspace above their homes and access information on the aircraft and its associated airport in almost real-time. Individuals can even file a noise complaint directly from the WebTrak interface to ensure that the complaint is routed to the appropriate airport."

"Billy Bishop Toronto City Airport has a curfew that ensures only medical evacuations and emergency flights are allowed to depart or land between 11:00 p.m. and 6:45 a.m. Further, 90 per cent of commercial flights associated with Billy Bishop Airport follow flight paths over water to reduce the noise experienced by residents on land," continued Cabral. "A portion of the complaints we receive relate to aircraft originating from or destined for other airports. We are pleased to be able to provide WebTrak to the community so that we can provide accurate information, both current and historical, on the aircraft overhead and better respond to the complaints that relate to our operations."

Two existing Toronto Port Authority noise receptors have also been incorporated into the WebTrak system, allowing WebTrak users to view noise levels near the airport transmitted on an ongoing basis. Webtrak is currently used by more than 55 airports including Vancouver, Toronto (Pearson), Copenhagen, London (Heathrow and Stansted), San Diego, and Los Angeles.

In addition to making flight and noise data available to the public, WebTrak will also provide an easier way for people to submit noise complaints. Users of WebTrak can click on a particular aircraft on the screen (colour-coded by the aircraft's destination or departure point) to log a complaint or choose to register a more general concern. This will provide the BBTCA Noise Management Office with the information required to investigate the complaint.

It is important to note that due to NAV Canada agreements, Medevac, military and police flight activities will not be reflected on WebTrak.

“As the operator of an airport located near a thriving urban community, the Toronto Port Authority works hard to be responsive to our neighbours. We have introduced several improvements over the past few years, including noise barriers and re-designed public areas, to mitigate and reduce the effects of noise from our airport’s operations. WebTrak takes our efforts a step further and truly engages people to learn more about what’s happening in the airspace above them,” said Cabral.

Today the TPA also released its annual [Noise Management Report](#), which reports on all complaints submitted to the Noise Management Office over the past year. Approximately 500 complaints were handled by the office in 2013, up from approximately 350 in 2012. The increase in annual complaints can be linked to an increase in complaints regarding engine run-ups, which were up by 128 complaints. To help mitigate this impact on the community, the TPA has continued to work with its main aircraft operators on compliance with approved locations for engine run-ups and the time of day that this activity is scheduled. The TPA will also complete a second noise barrier and engine maintenance and run-up noise housing area by 2016. In addition to annual reporting, BBTCA also publishes monthly noise reports on the TPA website.

To learn more about the TPA’s Noise Management Program, visit www.torontoport.com/Airport/Noise-Management/Noise-Management.aspx.

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TORONTO PORT AUTHORITY (www.torontoport.com)

For more than 100 years the Toronto Port Authority has worked with its partners at the federal, provincial and municipal levels to enhance the economic growth of the City of Toronto and the Greater Toronto Area. The Toronto Port Authority owns and operates Billy Bishop Toronto City Airport, which welcomes more than two million passengers each year; the Outer Harbour Marina, one of Canada’s largest freshwater marinas; and, Terminals 51 and 52, which provide transportation, distribution, storage and container services to businesses at the Port of Toronto. The Toronto Port Authority is committed to fostering strong, healthy and sustainable communities and has invested more than \$5.6 million since 2009 in charitable initiatives and environmental programs that benefit communities along Toronto’s waterfront and beyond. TPA operates in accordance with the Canada Marine Act and is guided by a nine-member board with representation from all three levels of government.

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