



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

**COMMUNITY LIAISON COMMITTEE
MEETING #26**

MEETING MINUTES

Wednesday May 3, 2017
Waterfront Neighbourhood Center
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 #26

Action Item #	Action Item Task	Who is Responsible for Action Item
M#26-A1.	Revise CLC meeting #25 minutes and circulate final version to CLC members/post on PortsToronto website	Lura
M#26-A2	WSP will create a sketch of the barging operations on the Port Lands side, to show where the barge is coming to the airport from. Lura will share it with the committee.	WSP/Lura
M#26-A3	Mr. Bowen will circulate a copy of the Consent Agreement to the YQNA representative.	City of Toronto
M#26-A4	PortsToronto will share noise measurement regulations with the YQNA representative.	PortsToronto
M#26-A5	Mr. Bowen will provide section diagrams of the GRE (illustrating positioning) to the YQNA representative.	City of Toronto
M#26-A6	Mr. Lettner will provide the CLC with a visual of the future size of the terminal.	Nieuport Aviation
M#26-A7	The SOAN white paper will be circulated with the CLC once it is released.	Lura

Appendices

- Appendix A1-1: PortsToronto and WSP Airfield Rehabilitation Program Update Presentation
- Appendix A1-2: PortsToronto and WSP Ground Run Up Enclosure (GRE) Update Presentation
- Appendix A1-3: Nieuport Aviation Billy Bishop Airport Terminal Upgrades Presentation
- Appendix A1-4: PortsToronto Southern Ontario Airport Network Presentation

PORTSTORONTO COMMUNITY LIAISON COMMITTEE MEETING #26

Minutes – Wednesday May 3, 2017, 6:30 p.m. – 9:00 p.m.

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Councillor Joe Cressy	City of Toronto, Ward 20	Regrets
Lia Brewer	Councillor Joe Cressy's Office	Regrets
Councillor Pam McConnell	City of Toronto, Ward 28	Regrets
Sean McIntyre	Councillor Pam McConnell's Office	Regrets
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
David Stonehouse	City of Toronto – Waterfront Secretariat	Regrets
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Matthew Kofsky	Board of Trade	Absent
Cindi Vanden Heuvel	Toronto Passenger Vessel Association (TPVA)	Present
Robert Kearns	Ireland Park	Absent
Mira Shenker	Waterfront Toronto (alternate)	Regrets
Andrew Hilton	Waterfront Toronto	Regrets
Chris Glaisek	Waterfront Toronto	Regrets
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association	Regrets
GUEST SPEAKERS AND SUBJECT EXPERTS		
Mike Brown	GTAA	Absent
Lorrie McKee	GTAA	Absent
Cheryl Stone	GTAA	Absent
Duncan Campbell	NAV Canada	Absent
Jonathan Bagg	NAV Canada	Absent
Michael Lettner	Nieuport Aviation	Present
Bojan Drakul	WSP	Present
Greg Ballantyne	WSP	Absent
Barbara Lachapelle	Toronto Public Health	Present
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Gary Colwell	PortsToronto	Absent
Gene Cabral – Chair	PortsToronto	Present
Ken Lundy	PortsToronto	Present
Chris Sawicki	PortsToronto	Present
Mike Karsseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
FACILITATION AND SECRETARIAT		
Jim Faight	Lura Consulting	Present
Alex Lavasidis	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-sixth committee meeting. Mr. Faught facilitated a round of introductions and reviewed the meeting agenda.

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Faught noted that draft meeting minutes from meeting #25 were distributed via email to committee members for review. Additions to the minutes were received from the YQNA representative, and will be incorporated before being posted on the PortsToronto website and circulated to CLC members.

Action:

M#26-A1. Revise CLC meeting #25 minutes and circulate final version to CLC members/post on PortsToronto website.

3. Airfield Rehabilitation Program Update – Year 2

Gene Cabral, PortsToronto, and Bojan Drakul, WSP, provided an overview update on the Airfield Rehabilitation program, for the 3-year program. Key points from the presentation include:

- The 3-year Airfield Rehabilitation Program impacts the majority of airfield surfaces and electrical infrastructure which commenced in May 2016.
 - The first year of construction was on time and on budget, and completed works include:
 - Runway 08-26 Rehabilitation
 - Runway 02-24 Reconstruction
 - Perimeter Service Road Construction
 - Runway 15-33 Closure
 - 2400V Replacement
 - Over 100 nights of overnight summer construction occurred in 2016, which resulted in only one 1-6 minute service delay.
- Barging use for delivery of equipment and materials helped mitigate construction traffic through the neighborhood and minimize impacts to airport ferry capacity.
 - Barging operations will continue to July 27st 2017 (estimate).
- Grooving on Runway 08-26 concluded in April 2017.
 - To mitigate noise disruptions for local residents, construction was completed before open window and patio season.

- Estimated completion date for 2017 construction activities is July 27th. High water levels may impact this timeline projection due to complications around excavation. Upcoming works and approximate construction dates for 2017 include:
 - New Taxiway Echo: June 1 – July 27
 - New service road parallel to Taxiway Echo: June 1 – July 27
 - Taxiway A edge lighting replacement: June 1 – June
 - New FBO Apron 6: May 3 – May 22
 - Marking and lighting to accommodate overflow parking: June 1 – July 21
 - Perimeter service road connections: May 26 – June 23
- 2017 construction will require day and night closures of Taxiway Echo, and night closures for all other areas (as required for other works).
- Measures to minimize the impact of construction noise and lighting on local residents will be implemented, similar to the 2016 program.
- Upcoming works for 2018 include:
 - Apron widening
 - Apron reconstruction
 - Taxiway C and F rehabilitation and fillet improvements
 - Taxiway A and D edge lighting replacement
 - Optional works for 2018 include Taxiway A rehabilitation
- Other major concurrent construction projects include Nieuport's Terminal work (2017-2018) and NPSV's work on permanent facilities (2017); coordination between projects will be undertaken to minimize conflicts.
- Regular project status and construction activity updates are available on the project website, which has been operational since May 2016:
www.BillyBishopAirfieldProject.com

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

- *The YQNA representative thanked PortsToronto for using barging during construction. He then requested a sketch of the barging operations on the Port Lands side, to show where the barge is coming to the airport from. Mr. Cabral responded that WSP would create that sketch and share it with the committee.*
- *The YQNA representative noted that the construction work in 2016 was further away from residents and partially shielded by buildings compared to the planned 2017 construction. He shared concern over the 2017 overnight operations, and asked for a reiteration of the planned efforts to mitigate disruption to the community during*

overnight construction. Mr. Cabral responded that not all overnight work completed in 2016 was shielded by buildings; 2017 work will be shielded by a noise wall, fire hall, and sub buildings, which will allow for some noise mitigation. PortsToronto will implement the same measures to mitigate overnight construction noise as in 2016, which will include a reduction of back-up beepers, and ensuring lights are pointing away from the community. *The YQNA representative responded that this may not help those who live in upper floors of local buildings close to BBTCA, however, he was surprised at the lower-than-expected noise levels coming from the airport during construction.* Mr. Cabral explained that the contractors, under BBTCA oversight, had done a good job in mitigating noise concerns.

Action:

M#26-A2: WSP will create a sketch of the barging operations on the Port Lands side, to show where the barge is coming to the airport from. Lura will share it with the committee.

4. Ground Run Up Enclosure (GRE) Update

Gene Cabral, PortsToronto, and Bojan Drakul, WSP, provided an update on the Ground Run Up Enclosure construction project. Key points from the presentation include:

- The GRE was built for the Q400, to allow the aircraft to operate under its own power.
- The GRE is accessible via Taxiway Echo, south of Runway 06-24.
- The GRE is approximately 66 metres by 63 metres, with a 14-metre-high north wall and 11-metre-high south wall.
- Construction commenced in September 2016, after completion of City of Toronto review process and signing of the Consent Agreement between the City and PortsToronto; the project was completed on April 12, 2017.
- Acoustic testing occurred on April 5, 2017.
 - The GRE performed better than the contractual obligation of a 15-decibel reduction from key points
- Official ribbon cutting ceremony of the facility occurred on April 19th, 2017.
- Run up procedure is in place, and staff are trained for facility use; the facility will be open for use late in the week of May 3rd.
- PortsToronto and the consulting team are in the process of reviewing a draft report on the test results from the GRE facility; it will be submitted to the City of Toronto as per the Consent Agreement.
- PortsToronto will continue to record and monitor associated noise complaints resulting for airport operations as part of continued efforts to mitigate impacts to neighbours.

- Photographs were taken from 6 popular public spaces with vantage points of the proposed GRE facility. A “before” (April 2016), “GRE Rendering”, and “After” (April 2017) image were provided from each vantage point, showcasing that the renderings produced during the project approval phase were an accurate representation of the final product.

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

- *The YQNA representative requested that the Consent Agreement, signed by the city, be made available or attached to the minutes and distributed.* Mr. Bowen responded that he believed the Consent Agreement had already been circulated, but he would provide the YQNA representative with a copy.
- *The YQNA representative inquired about where the measurements for the decibel testing of the GRE facility were gathered.* Mr. Cabral responded that testing occurred at multiple sites. Mr. Lundy added that there are specific guidelines around height and distance for where measurements for decibel levels must occur (as per the ASTM). PortsToronto will share these criteria with the YQNA representative.
- *The YQNA representative inquired if measurements of noise levels were taken at the face of the towers along the waterfront.* Mr. Cabral responded that the location was not part of the facility testing. Mr. Lundy added that PortsToronto had conducted separate testing in that location. Mr. Cabral confirmed that although the GRE would not reduce noise levels by 15-decibels at every location on the waterfront, it would not have any negative impact on noise levels. Mr. Drakul clarified that the aircraft must be positioned in the correct location inside the GRE to obtain the optimal noise mitigation benefits. Mr. Bowen stated that section diagrams of the GRE (illustrating positioning) were requested by the city and provided in the submission package; Mr. Bowen will provide those diagrams to the YQNA representative.
- *The YQNA representative inquired if the Noise Testing Reports would be made available to the public.* Mr. Bowen explained the document would be shared with the city, and once that occurred, it would become a public document.
- *The YQNA representative inquired about the usability of Hanlan’s Point Beach during run ups due to potential noise impacts and asked that areas of the beach that can be used during run ups be highlighted.* Mr. Cabral stated that there were no negative impacts on noise levels in the vicinity from the GRE. *The YQNA representative expressed concern that noise levels could have risen due to the new location of run ups on the site.* Mr. Cabral explained that due to wind patterns, there were previously 3 locations where run ups would occur, which has now become two locations: the GRE facility, and the backup

area on Runway 0624. Mr. Drakul explained that strong winds from the East would necessitate run ups to occur in the backup area, as wind flow direction must be flowing towards the nose of the aircraft.

- *Ms. Wilson inquired how long engine run ups will occur* Mr. Cabral responded that run ups last for 10 to 30 minutes each. About 160 full power run ups occurred in 2015. Any aircraft at the airport can use the run up facilities.
- *The YQNA representative inquired if the run up maintenance procedures were updated to reflect new reality of the site.* Mr. Cabral responded that procedures were updated, and that 5 types of run ups were identified and illustrated in the procedural guide. The updated run up procedure is located on the airport website.
- *A community member inquired why the GRE only reduced noise levels by 15-decibels; the community member expressed concern that this was not significant.* Mr. Cabral and the YQNA representative responded that 15-decibels of reduction was a significant reduction. Mr. Cabral continued that there were other mitigation measures in place, such as restricting run-ups on weekend mornings and evenings. He welcomed feedback from the community once the GRE was in use.
- *The YQNA representative inquired about the potential placement of noise meters along the waterfront as part of a noise monitoring program.* Mr. Cabral responded that there are three 24-hour noise monitors, with publicly available data. *The YQNA representative suggested that the position of the monitoring sites be adjusted to provide more relevant measurements. A community walk was proposed, where community members, with noise experts, could help identify useful sites for monitoring.* Mr. Cabral responded that the YQNA representative's idea was worth further discussion, but that before moving forward, the community should wait to hear the impacts on noise levels, of the new GRE facility.
- *Mr. Bowen recommended that the run up log data be made available to the public, which would include the time and location of run ups.* Mr. Cabral responded that, when asked, PortsToronto shares this data.
- *The BQNA representative inquired when the noise subcommittee meetings occur.* Mr. Bowen explained that the meetings were currently sporadic, and that the City of Toronto will take more leadership in ensuring the subcommittee meets more regularly. He clarified that a City of Toronto representative, a PortsToronto representative, a YQNA representative, and Lura Consulting are present at the Noise Subcommittee meetings, and invited members of the public to attend.

Action:

M#26-A3

Mr. Bowen will circulate a copy of the Consent Agreement to the YQNA representative.

- M#26-A4 PortsToronto will share GRE noise measurement with the YQNA representative.
- M#26-A5 Mr. Bowen will provide section diagrams of the GRE (illustrating positioning) to the YQNA representative.

5. Billy Bishop Airport Terminal Upgrade Updates

Michael Lettner, Nieuport Aviation, provided an update on the Billy Bishop Airport Terminal Upgrade Project. Key points from the presentation include:

- The purpose of the terminal upgrade is to enhance passenger experience by improving lounges, increasing processing capacity, and providing additional food, beverage, and retail offerings; increasing operational efficiencies by improving space to enable a US Preclearance Facility and to provide additional space for Airport Stakeholders; and finally, improving the Airport's ability to respond to irregular operations such as weather delays and peak travel periods by providing more space for waiting passengers.
- Construction mitigation measures include directing construction-lighting away from communities, minimizing truck deliveries during school start and end times, and minimizing back-up movement during night operations (to reduce the back-up beeper noise).
- Completed works include interior gates and temporary exterior gates.
- Current works are taking place on the west side of the terminal and include construction on a covered access walkway, and demolition of the domestic lounge. Future works on the west side during May include demolition of gates 1, 2 & west façade, installation of temporary gate 3C (farthest west gate), and install dewatering system for excavation. Future works on the west site for the third quarter include exterior envelope and glazing, second floor offices interior services, domestic lounge service upgrades, and terminal apron services and paving.
- Construction on the east side of the terminal will begin in June and include building excavation & foundation installations. Future east side works for the third quarter include underground services & utilities, primary mechanical upgrades, trans border lounge services upgrades, and terminal apron services and paving.
- Renderings provided in the presentation showcase the external impacts of the construction; very little external change will occur, with west side construction providing only minor expansion for airport administration offices.

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

- *The YQNA representative inquired if there was any work that could not be completed during daytime operations.* Mr. Lettner responded that most external work will take place within daytime hours. Internal work will occur after hours, however, the disruptions from this work will be contained within the building.
- *The YQNA representative inquired about how shipments of materials will occur for the construction.* Mr. Lettner responded that few shipments will need to occur.
- *The BQNA representative inquired how long construction would occur, if the construction had begun, and if the work was mostly occurring at night.* Mr. Letter responded that construction would take place over 18 months, is currently underway, and that only necessary works, mostly internal (such as internal jackhammering), occur at night.
- *The BQNA representative inquired if the block displayed on one of the presentation slides, to indicate the construction zone, also outlined the new building footprint.* Mr. Lettner replied that the image only indicated the space being used for construction, including to hold materials and fencing; Mr. Lettner will provide the CLC with a visual of the future size of the terminal.
- *Mr. Bowen inquired what the percentage increase in Gross Floor Area will be after construction.* Mr. Lettner responded that there will be a 22% increase in the footprint overall.
- *A community member inquired what would be barged during construction.* Mr. Lettner responded that barging will follow the same process as occurred during the Runway Rehabilitation project. Mr. Cabral explained that internal materials would be brought over on the ferry, with external materials (e.g. asphalt) brought over on the barge.

Actions:

M#26-A6 Mr. Lettner will provide the CLC with a visual of the future size of the terminal.

6. Southern Ontario Airport Network (Launch Event)

Gene Cabral and Angela Homewood, PortsToronto, provided an overview presentation on the Southern Ontario Airport Network launch event and white paper. Key points from the presentation include:

- The Southern Ontario Airport Network (SOAN) is a forum for Southern Ontario airports to work together to support the region's growth and amplify the overall impact and coordination of air service, general aviation, pilot training and other services to the region.
- SOAN consists of 11 airports in Southern Ontario including Windsor, London, Waterloo, Hamilton, Niagara District, Toronto Pearson, Billy Bishop, Oshawa, Peterborough, Lake Simcoe Region, and Kingston.

- The SOAN strategy is tied to Pearson Airport’s strategy of becoming a mega hub with an anticipated 90 million passengers per year by 2040.
- Airports will continue to make their own business decisions based on their local business drivers, airport plans and community input, supported by a group of airports dedicated to ensuring the economic and social benefits of the region’s growth in Southern Ontario.
- SOAN members prioritized the following activities for the next 5 years:
 - Raise awareness and profile of the SOAN airports as:
 - a source of trade, tourism and investment in Ontario and Canada
 - a source of jobs
 - a provider of diverse airport options
 - an enabler of Toronto Pearson’s role as Canada’s mega hub airport
 - Promote Southern Ontario to attract greater tourism, trade and foreign direct investment
 - Develop a common source of data that will allow all airports to understand the future needs of this growing region and identify future air service development opportunities
- The members of the SOAN will be releasing a white paper on May 9, which will build awareness and understanding of what each airport does today, as well as future growth demand. It will outline the SOAN’s collective efforts to support Southern Ontario’s future air travel needs. This white paper will be circulated with the CLC once it is released.
- Tied into the SOAN is Billy Bishop’s master plan review. The process will commence with public and stakeholder engagement sessions (anticipated in June 2017) which will build upon the feedback received since the 2012 master plan (including community engagement initiatives like the CLC, neighbourhood association meetings, and the GRE review process engagements). The master plan review process will include strong public and stakeholder consultation.

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

- *The BQNA representative inquired when the notice would be sent out for the potential public meeting in June. Mr. Cabral responded that the latest an announcement would be made would be mid-June.*

Actions:

M#26-A7 The SOAN white paper will be circulated with the CLC once it is released.

7. City of Toronto Updates

Bryan Bowen provided an update on the Bathurst Quay Neighbourhood Plan (BQNP). Key points from the presentation include:

- The BQNP was initiated during the proposal to introduce jets to Billy Bishop airport, as a tool to help council and staff assess the appropriateness of the proposal.
- The final report on the BQNP will be presented to community council on June 13th.
- There is a two-step process to have the plan approved. First community council must provide (non-binding) approval of the plan, followed by approval from City Council in the fall.
- The BQNP contains short, medium, and long-term goals, with a focus on improving open space, movement through the area, and recreation opportunities. A large focus of the plan is also the silo site, adjacent to Ireland Park, which has a heritage designation; this building may be expanded and used for recreational purposes.
- Airport improvements are also part of the plan, with a focus on expanding underground airport operations to allow more land on ground level to be used as public space.
- Mr. Bowen invited CLC members to attend the Bathurst Quay Neighbourhood Association AGM on May 10th from 7-9pm, in the Waterfront Neighbourhood Center. Illustrations of conceptual plans for the silo site will be shared with the community.
- The timeline for site improvements is to have the BQNP endorsed by the end of 2017, with improvements beginning in 2018.

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

- *A community member asked if the presentation could be made available online. Mr. Bowen replied that it would be available online or through email.*

Barbara Lachapelle, City of Toronto Public Health, provided an update on the impact of airport operations from a public health perspective, focusing on the Health Impact Assessment completed in 2013. Key points from the presentation include:

- The City of Toronto conducted a Health Impact Assessment at the end of 2013. To date, this has been the most significant piece of research the city has completed related to health and the airport. The assessment process focused on air quality and noise relating to the operations of the airport, and the impacts on surrounding communities.

Air Quality

- A thorough modelling exercise was completed for the Health Impact Assessment. This included understanding where pollutants are found, which pollutants are found in different areas, and where pollutants are emitted

(including transboundary emissions from the United States, residential heating emissions, transportation emissions, aircraft emissions, ground support emissions, the airport ferry, etc.). Tear 2011 air shed pollutants data was used for modelling.

- Modelling findings show that under 2013 conditions (up to 202 commercial flights per day and assuming 3.8 million passengers per year) the worst-case scenario would have the airport contributes between 10-15% of the pollution measured in the local area. The ferry was a main contributor to emissions, due to the diesel fuel used for operation.
- Levels of pollutants associated with airport operations were elevated in the local area, however, did not exceed provincial standards or benchmarks and there are no air quality concerns in relation to the airport's operation.
- Few pollutants that did exceed Ontario health benchmarks were associated with traffic and transportation sources; high levels were noted around transportation corridors and highways throughout the city. The largest contributor of pollutants are a result of vehicle emissions on the Gardiner Expressway, highways 401, 427 and DVP. Pollutants are elevated in other parts of the City as a result of vehicle emissions.

Noise

- Noise assessments showed that the airport contributed to noise in the area, however the airport contributed varying levels of noise in different areas. Background noises, without the addition of airport noise, already exceeded benchmarks in certain parts of the city.
- Over the past year, the City partnered with Ryerson University to undertake a Noise Assessment for City of Toronto as a whole (including the Island and the communities around the airport). The report will go to the Board of Health in June (June 12, Committee Room 1, City Hall). The report illustrates that a majority of pollution in the city is concentrated around highways, and is associated with vehicular transportation. The report will make a number of recommendations for various city departments.

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

- *Mr. Cabral inquired if Billy Bishop was the only airport included in the studies. Ms. Lachapelle replied that other airports in the GTA and across the border were included in calculation of airport emissions.*
- *The BQNA representative inquired about how the City of Toronto Health Impact Assessment connects to the recommendations from the Medical Officer of Health. Ms.*

Lachapelle replied that certain pollutants the Medical Officer of Health reported around the airport exist at elevated levels even without the presence of the airport (e.g. pH and Benzene). She explained that the Medical Officer of Health stated the airport would have to put in mitigation measures if it were to change its operations associated with the Jets Proposal. Ms. Lachapelle stated that the City is aware there are emissions from the airport, but the City also looks at the context to understand if measurements are reaching key benchmarks, and what sources are contributing to levels of pollutants.

- *The YQNA representative stated that the report was initiated and prepared in just 2 months in order meet a City Executive Committee meeting date set for early December 2013.* Ms. Lachapelle stated that Toronto Public Health stands behind the report Golder Report, as it was a top-notch report based on well documented information and data from Ontario and trans-boundary air modelling work, regardless of the short turn around time the Golder team had to prepare the report for the City. The modelling process was based on best management practices and the results meet regulatory requirements. *The YQNA representative strenuously objected to this assertion by Ms. Lachapelle, suggesting that a fulsome field data collection process alone would require at least one year.*
- Mr. Cabral noted that PortsToronto was concerned with the methods of the last study, as there was no comparison of the impacts of added traffic and transportation emissions to get to other airports, if the Billy Bishop Airport was removed.
- *The BQNA representative inquired if personal stories submitted for the Health Impact Assessment were revisited.* Ms. Lachapelle stated that she was not certain, but that any topic brought to the board of health is open to deputation. She said that Public Health is also mandated to respond to public health concerns brought forward by the community
- *The YQNA representative inquired if the potential growth in the US rust belt was factored in to the health monitoring completed by the city.* Ms. Lachapelle responded that the city undertook an assessment of then current conditions, not future modeling, and that the particular situation described by the YQNA representative was not considered in those calculations.
- *The YQNA representative noted that any nominal field data that was collected in the month prior to the City Health Report being issued, was measuring the results of a daily varying slot use intensity. The test field data sampling conditions were not defined. The slot use intensity has apparently increased since, toward achieving 202 approved slots per day. The representative also inquired if exhaust from different types of aircrafts were included in calculations.* Ms. Lachapelle responded that the air quality assessment compared different scenarios with different aircrafts, this information was included in the Air Quality Assessment in the appendix of the 2013 report.

Joan Prowse, BQNA, presented stories from her community on their experiences with public health issues around the airport. Ms. Prowse and other members of the community in attendance shared their stories about health issues they believe are related to airport operations. This included instances of community members getting headaches, cramps, and aches when multiple airplanes idle on the runway, and disruption of sleep due to noise and lighting issues (including overnight construction noise that has taken place for over a decade on the terminal buildings and tunnel, and more recently with the airfield and terminal upgrades).

Ms. Prowse spoke specifically about the determinants of health, those factors such as environment, employment, and isolation that affect her community's health and well-being. Ms. Prowse provided instances of community members who work from home and whose ability to perform their work is impacted by noise, and by community members whose access to visitors and community resources is compromised by traffic and parking problems. She pointed out these two instances relate specifically to those with physical disabilities. She also spoke personally about her own struggle with cancer, and that of two of her neighbours, all who have lived on the same south facing top floor of Arcadia co-op for more than two decades. She also pointed out that there are residents on other floors of her building who have suffered or passed away from cancer and breathing problems. Other key points from the presentation include:

- One community member noted that the 2013 health report indicated increased levels of chromium present in the community around the airport. Ms. Lachapelle stated that these levels were likely linked to diesel from the ferry and were overall, below the provincial benchmark standards.
- One community member expressed concern that the area around the airport should have its own, separate air quality monitoring model. Ms. Lachapelle stated that the modeling the City is using is the best type available, and that she stands by the City's modeling choices.
- *The YQNA representative inquired if fumes accumulate in certain pockets of the waterfront, as verbally noted tonight by members of the public.* Ms. Lachapelle responded that the downtown core and highways showed the highest concentration of pollutants in Toronto. She explained that the urban building patterns impacts the concentration of pollutants; tall buildings and narrow streets can trap pollutants at low altitudes. *The YQNA representative noted that community members are requesting that a more refined model be used to assess local waterfront conditions and not a model which averages results over the downtown area.*
- Ms. Prowse would like to see a health agenda in future meetings.

- *The YQNA representative noted that public is concerned why black soot has been falling on waterfront environment, boats, and balconies since roughly 1997. He stated that no Island Airport related report to date has projected this environmental impact of the airport on the community. Ms. Lachapelle stated that previous field sampling indicated no health concerns from the black soot. YQNA noted that public has requested more fulsome transparent sampling process to inform future modelling.*
- *Members of public complained about getting nauseous when sitting on their balconies and when walking along shoreline from odors being emitted during busy airport times or when more than 2-3 planes idling. Ms. Lachapelle noted there were no health impacts related to feeling nauseous on file. The YQNA representative observed that past Island Airport related reports did not predict this environmental effect of the airport operation on the waterfront.*

8. Business Arising

Future BBTCA - CLC Meeting Dates: 2017

- September 13, 2017
- November 22, 2017

City of Toronto Doors Open Event

- Billy Bishop Airport Included on May 27th 10am to 5pm

Future Site Visits

- GRE Facility, Maintenance Facility Tour & De-Icing Fluids Management
 - Proposed Dates: May 10th, 15th, 16th Or 23rd (5pm To 7pm)
 - An email will be sent to CLC members to confirm their availability
 - Community members are also welcome to attend, as long as numbers for the tour stay manageable
- Summer 2017
 - Fuel Storage – Facilities and Management

9. Wrap Up

Mr. Faught thanked CLC members for attending the meeting and reminded everyone to provide their availability for the May Site Visit through email, and that the next meeting is scheduled for September 13, 2017.

Adjourn

Appendix A1-1: PortsToronto and WSP Airfield Rehabilitation Program Update Presentation

May 3, 2017

Billy Bishop Toronto City Airport

Airfield Rehabilitation Program Update
Community Liaison Committee



Agenda

- Project Status
- Project Team
- Overall Project Scope
- Completed Work - 2016
- Upcoming Works - 2017
- Upcoming Works - 2018
- Project Construction Phasing and Schedule
- Major Constraints / Considerations

Project Status

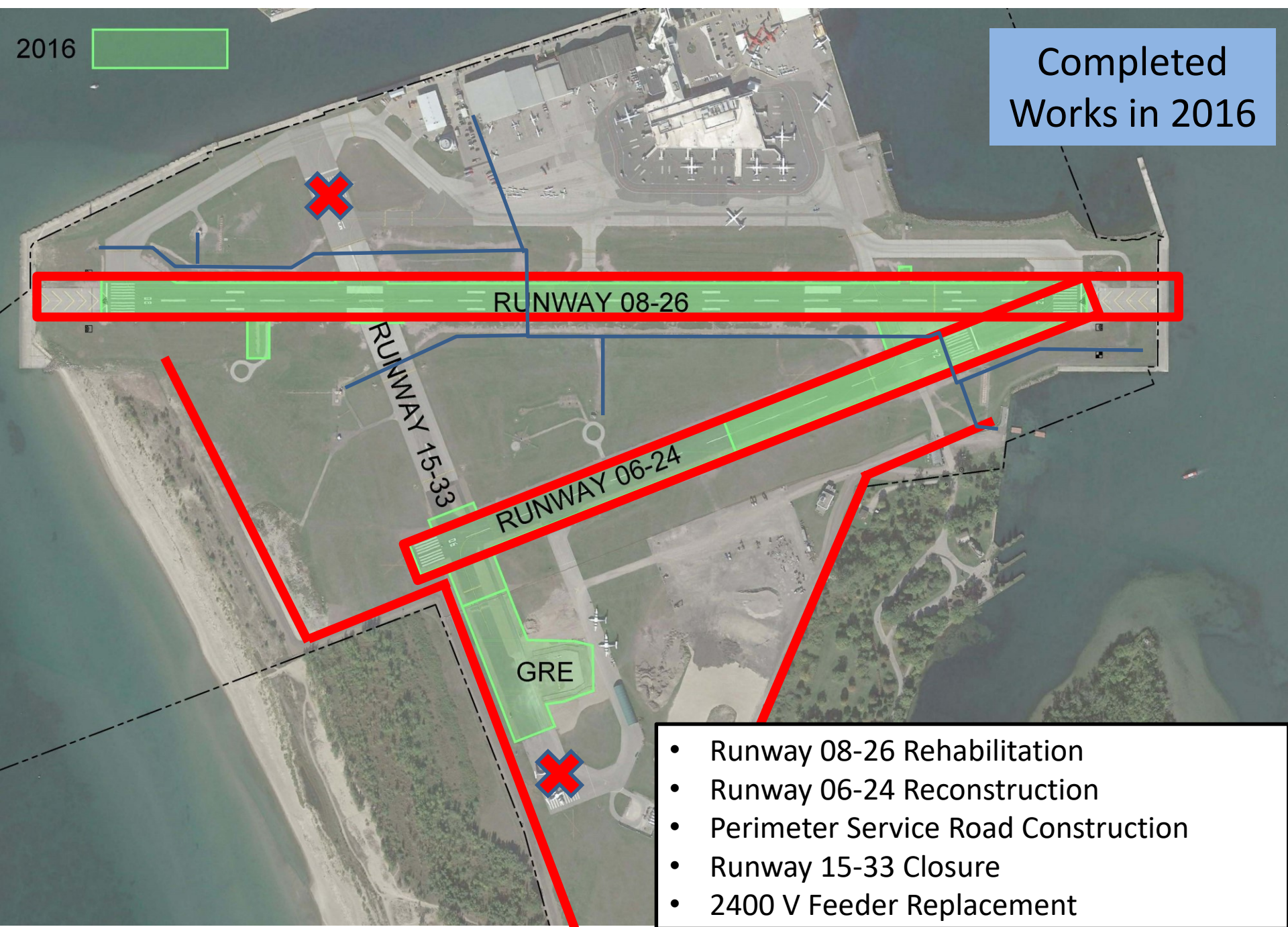
- The 3 year Airfield Rehabilitation Program impacted the majority of airfield surfaces and electrical infrastructure which commenced in May 2016.
- The first year was the most intensive and included rehabilitation / reconstruction of both Runway 08-26 and Runway 06-24, as well as a number of airfield electrical improvements.
- During the 2016 construction season, impacts to aircraft operations were minimum, with two minor departure delays which occurred one morning.
- Barging operations for delivery of equipment and material was a success, which airport neighbours and the City of Toronto expressed their satisfaction with.
- Substantial completion for the first year was issued on October 24, 2016, within the anticipated timeframe and allocated budget.
- PortsToronto and the team committed to completing Runway 08-26 and Runway 06-24 in 2016, and delivered on this commitment.

Project Team

- PortsToronto
 - Project Owner
- WSP Canada Inc.
 - Providing planning, design, non-resident and full time on-site resident construction inspection services for the project.
- Construction Contractor
 - Pave-All Ltd. – General Contractor for the project
 - TriStar Electric – Electrical subcontractor
 - Blast Deflectors Inc. – GRE facility design-builder

2016

Completed Works in 2016



- Runway 08-26 Rehabilitation
- Runway 06-24 Reconstruction
- Perimeter Service Road Construction
- Runway 15-33 Closure
- 2400 V Feeder Replacement

Completed Scope in 2016

Runway 08-26 Rehabilitation

- Runway 08-26 length and width was rehabilitated by mill and overlay approach. Key components included:
 - replacement of existing electrical infrastructure such as, new LED edge lighting, PAPI, new approach slope indicators and signage;
 - new runway centerline inset lighting with no change in runway certification, however added benefit for pilot guidance; and
 - Field Electric Centre modifications to accommodate new infrastructure.

Runway 06-24 Reconstruction

- Runway 06-24 was fully reconstructed and the contractor was able to complete this work in one year, as opposed to splitting the work over two years. Key components included:
 - shortened runway to eliminate overlapping threshold with Runway 26;
 - narrowed to 30 metres; and
 - addition of runway LED edge lighting.

Completed Scope in 2016

Runway 15-33 Closure

- This runway closed has been closed and the existing pavement is being used as a temporary Taxiway Echo.

Perimeter Service Roads

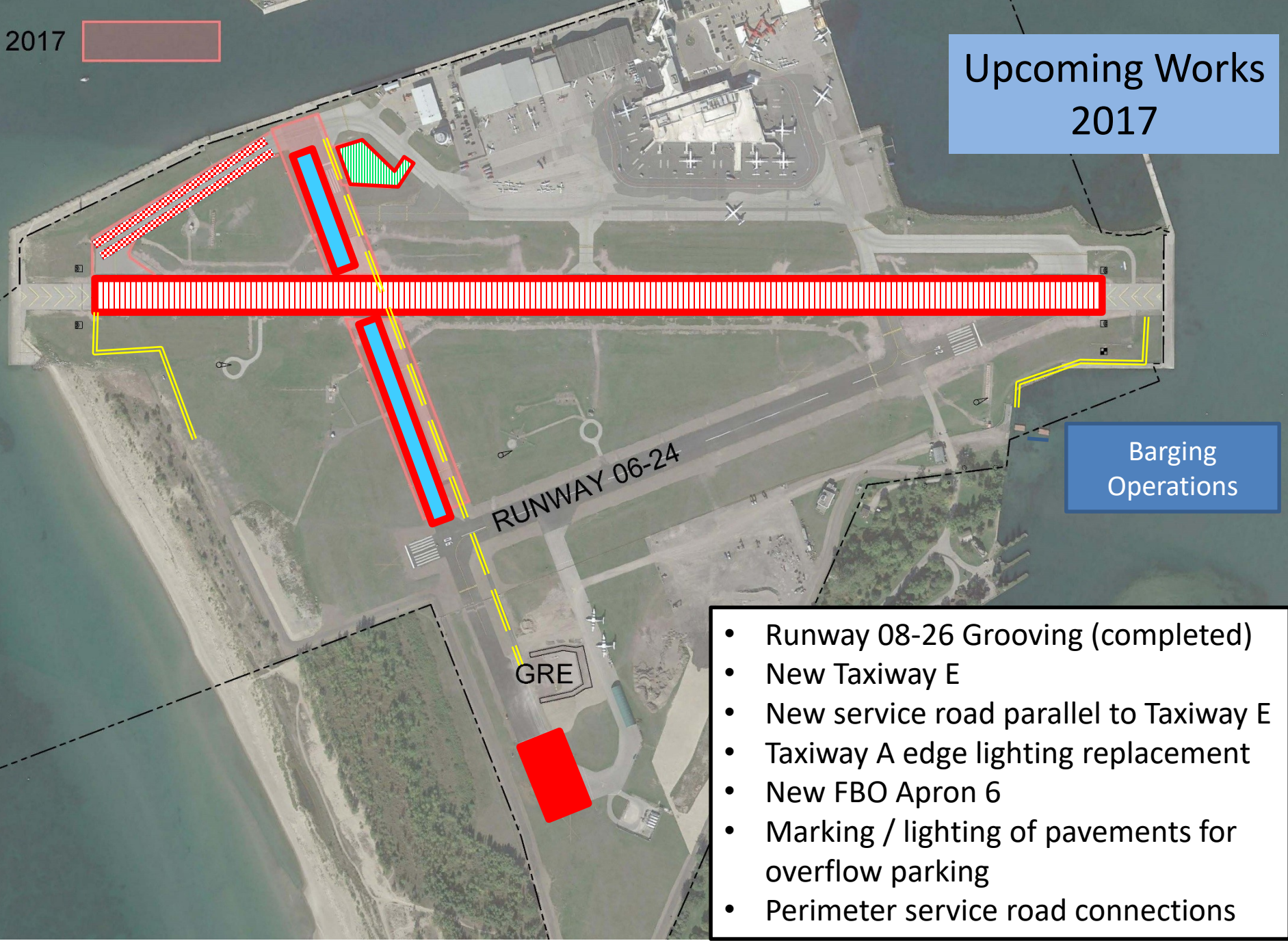
- Utilized asphalt from runway work to construct airfield perimeter service road.
- Removed portion of existing stockpile to accommodate road along western edge of the airport.

Replacement of 2400V Feeders

- 2400V feeders were replaced with 600V feeders to all NAVAIDS equipment on the airfield.

2017

Upcoming Works 2017



Barging
Operations

- Runway 08-26 Grooving (completed)
- New Taxiway E
- New service road parallel to Taxiway E
- Taxiway A edge lighting replacement
- New FBO Apron 6
- Marking / lighting of pavements for overflow parking
- Perimeter service road connections

Upcoming Works - 2017

Barging Operations

- Barging operations mobilization will re-start this week and run through to approximately July 21st, which is the estimated completion of 2017 construction activities.

Runway 08-26 Grooving (completed)

- Grooving improves water removal off runway which will reduce hydroplaning risks.
- The same specialized contractor completed runway grooving at Ottawa Airport.
- Night work from 11:00 pm – 6:00 am commenced on April 3rd and was completed April 13th, 4 days ahead of schedule.

Upcoming Works - 2017

Permanent Taxiway Echo and Parallel Service Road

- Convert 23 m western portion of former Runway 15-33 into new Taxiway Echo.
- Convert eastern portion of the former Runway 15-33 runway to 5 m wide, one-way service road.
- Establish / improve fillets at intersection with Runway 08-26.
- Install new electrical infrastructure, such as edge lighting / signage.
- Construction schedule is June 1 – July 21, approximately.
- Day and night work is anticipated.

Upcoming Works - 2017

Taxiway Alpha Edge Light Replacement (West of Taxiway Echo)

- Replace existing lights with new LED edge lights, including associated infrastructure.
- Scope shifted from 2018 into 2017 to minimize impact on the western side of airfield in 2018.
- Construction schedule is June 1 – June 20, approximately.

New FBO Apron 6

- New scope of work added to this contract.
- Provides additional 2,850 m² of paved aircraft parking for GA.
- Anticipated construction schedule is May 3 – May 22, approximately.

Upcoming Works - 2017

South Overflow Parking

- Marking and lighting of the area south of GRE to accommodate additional overflow parking.
- Construction schedule is June 1 – July 21, approximately.

Perimeter Service Road Completion

- Construct paved connections to Runway 08 and Runway 26 thresholds.
- Construction schedule is May 26 – June 23, approximately.

2018



Upcoming Works 2018



RUNWAY 08-26

RUNWAY 06-24

GRE

Barging
Operations

- Apron widening
- Apron Reconstruction
- Taxiways C, F rehabilitation and fillet improvements
- Taxiway A, D edge lighting replacement

Upcoming Works - 2018

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 significant 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.).

Upcoming Works - 2018

Taxiway Alpha Edge Light Replacement (East of Taxiway Echo)

- Replace existing lights with new LED edge lights, including associated infrastructure.

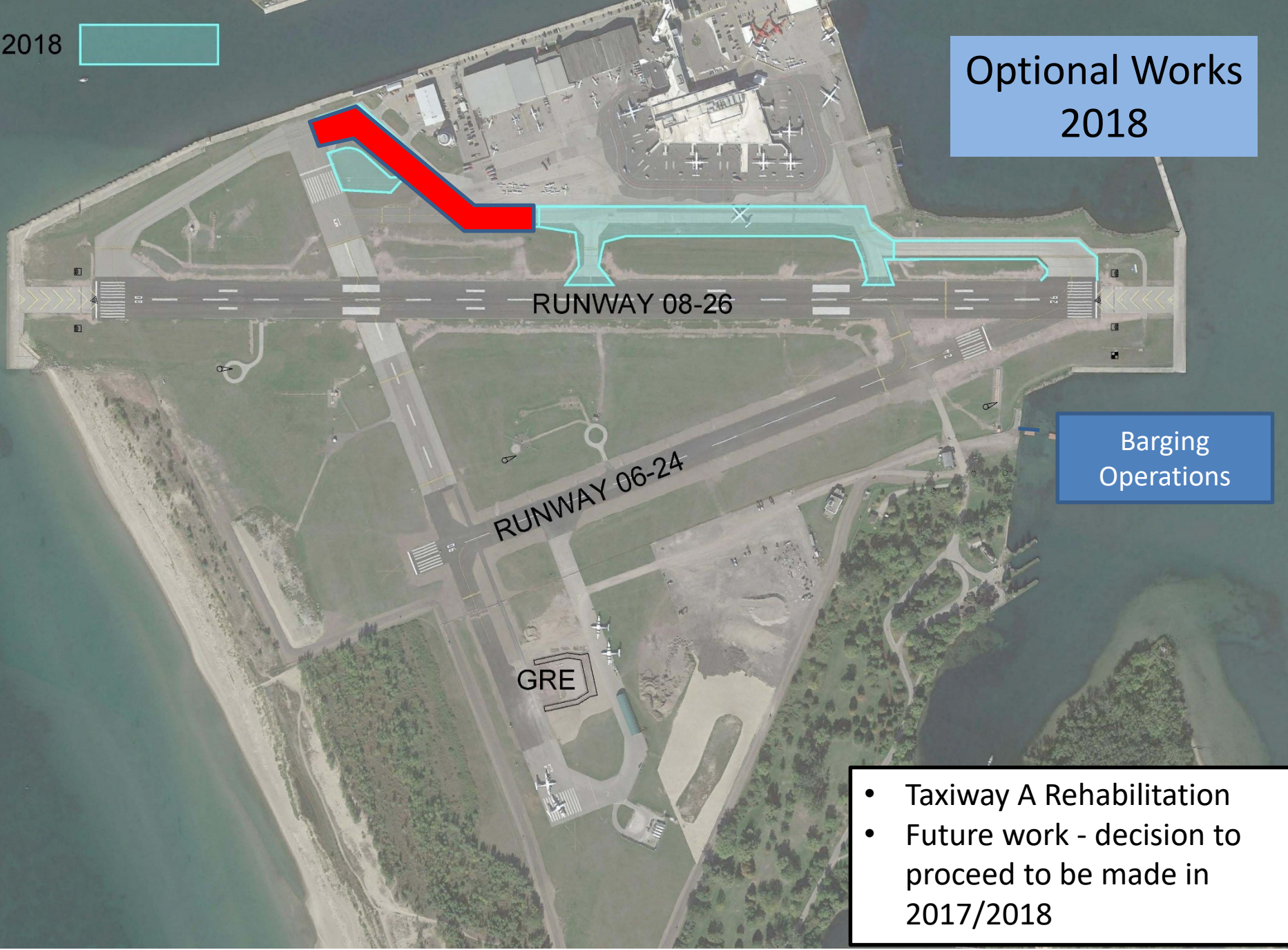
Taxiway Delta Edge Light Replacement

- Replace existing lights with new LED edge lights, including associated infrastructure.

2018



Optional Works 2018



Barging
Operations

- Taxiway A Rehabilitation
- Future work - decision to proceed to be made in 2017/2018

Major Project Milestones

Milestone	Date
Award of Construction Contract	May 13, 2016
Contractor Mobilization Start	May 19, 2016
Start of Major Construction Activities	June 2016
Runway 08-26 Substantial Completion	October 24, 2016
Runway 06-24 Substantial Completion	October 24, 2016
GRE Testing and Commissioning	April 5, 2017
Runway 08-26 Grooving Completion	April 13, 2017
New FBO Apron 6	May 22, 2017
New Taxiway Echo	July 21, 2017
Apron Widening/Rehabilitation	2018 Construction Season (TBD)
Construction Completion (approx.)	October 2018

Major Constraints / Considerations

2017 Construction Season:

- Work on Taxiway Echo and new FBO Apron 6 are the two major scheduled activities for 2017.
- Day / night closures of Taxiway Echo.
- Night closures of all other areas as required for other works.

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 one 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.

Major Constraints / Considerations

- Measures to minimize the impact of construction noise and lighting on local residents will be implemented, similar to the 2016 program.
- Continued use of barge dock/deliveries for equipment /material to reduce construction traffic through the neighborhood and minimize impacts to airport ferry capacity/operating hours constraints.
- Other major concurrent construction projects include:
 - Nieuport's Terminal Work (2017-2018)
 - NPSV Work – permanent facilities (2017)
- Coordination between projects will be undertaken to minimize conflicts.



- Project-specific website has been operational since May 2016
- Website contains regular project status / construction activities updates
- Intended for updating the public about the project based on best practices
- Visit www.BillyBishopAirfieldProject.com





Questions/Comments

PORTS
TORONTO

Appendix A1-2:
**PortsToronto and WSP Ground Run Up
Enclosure (GRE) Update Presentation**

May 3, 2017

Billy Bishop Toronto City Airport

Ground Run Up Enclosure Update
Community Liaison Committee



Agenda

- Scope of Work
- Project Team
- Project Status
- Time Lapse Video of Construction Works
- Official Opening
- Next Steps
- Pre and Post Construction Photographs

Scope of Work

- The work was a design-build element, lead by the consulting and construction teams.
- Sized to accommodate Q400 operations (power-in, power-out).
- Access via new Taxiway E south of Runway 06-24.
- Approximately 66 metre x 63 metre footprint with a 14 metre high north wall and 11 metre high south wall.
- Construction commenced in September 2016 after completion of City of Toronto review process and signing of Consent Agreement between the City and PortsToronto.

Project Team

- PortsToronto
 - Project Owner
- WSP Canada Inc.
 - Providing planning, design, non-resident and full time on-site resident construction inspection services for the project
- Construction Contractor
 - Pave-All Ltd. – General Contractor for the project
 - TriStar Electric – Electrical subcontractor
 - Blast Deflectors Inc. – GRE facility design-builder, has the specialized expertise of having built over 30 GRE facilities worldwide.

2017

Ground Run-Up Enclosure (GRE)



- New GRE Facility
- Access via new Taxiway E
- Operational in April 2017

Project Status

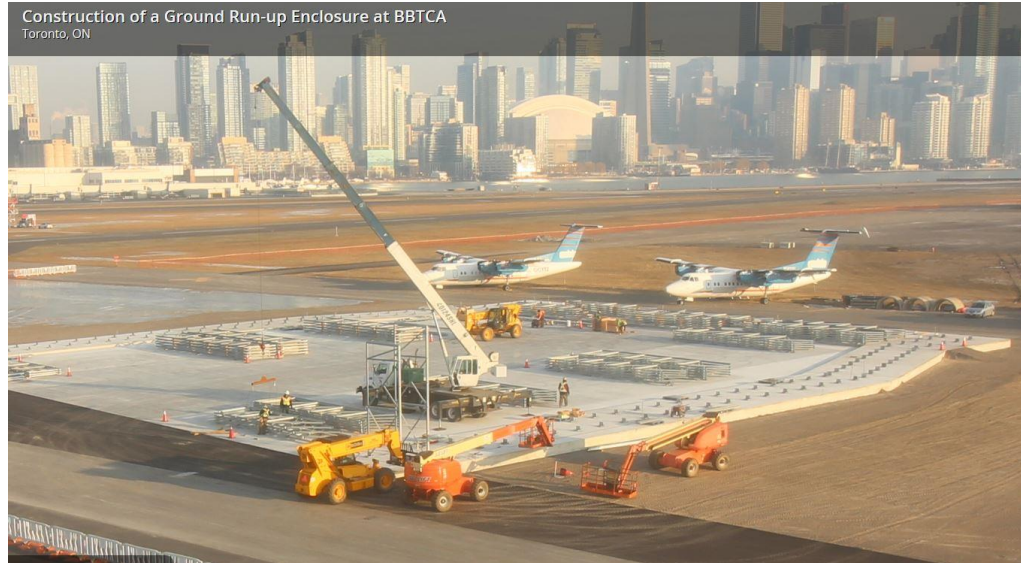
- All construction activity was substantially completed on April 12, 2017.
- Acoustic testing using the facility design aircraft (Q400) was completed on April 5, 2017.
- Commissioning activities have now been completed and the facility is ready for its intended use to conduct ground aircraft engine run-ups.
- As well, the updated engine run-up operational procedures are in place.

GRE Apron Construction

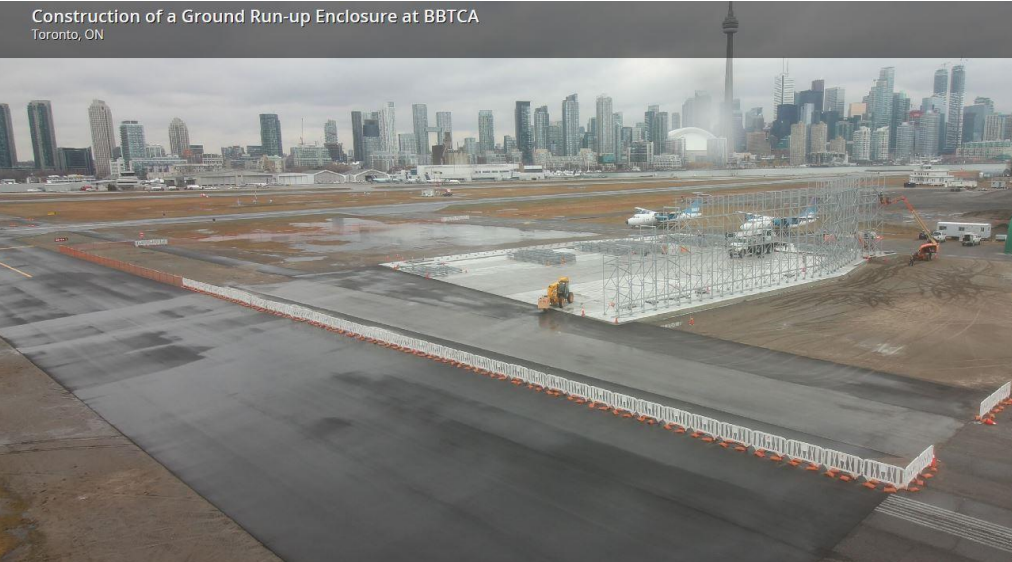
Date & Time: Fri Nov 18 16:05:16 EST 2016
Position: 17 N 629494 4831441
Altitude: 80m
Datum: WGS-84
Azimuth/Bearing: 076° N76E 1969mils (Magnetic)
Elevation Angle: -01.2°
Horizon Angle: -00.5°
Zoom: 1X
GRE Concrete Paving



Construction of a Ground Run-up Enclosure at BBTCA
Toronto, ON



Construction of a Ground Run-up Enclosure at BBTCA
Toronto, ON



Date & Time: Thu Jan 5 13:45:35 EST 2017
Position: 17 N 628900 4832351
Altitude: 83m
Datum: WGS-84
Azimuth/Bearing: 088° N88E 0660mils (Magnetic)
Elevation Angle: -01.8°
Horizon Angle: -00.6°
Zoom: 1X
GRE



GRE Frame and Roll Top Installation



Date & Time: Mon Jan 30 13:28:39 EST 2017
Position: 17 N 629495 4831437
Altitude: 99m
Datum: WGS-84
Azimuth/Bearing: 331° N29W 5884mils (Magnetic)
Elevation Angle: +07.5°
Horizon Angle: -01.6°
Zoom: 1X
GRE Roll Top



Date & Time: Thu Feb 9 12:34:11 EST 2017
Position: 17 N 629470 4831419
Altitude: 82m
Datum: WGS-84
Azimuth/Bearing: 033° N33E 0587mils (Magnetic)
Elevation Angle: +03.3°
Horizon Angle: -02.4°
Zoom: 1X
GRE Panels



GRE Acoustic Panels Installation



Time Lapse Video of Construction Works

[GRE Construction Time Lapse Video](#)

Actual Link (<https://www.youtube.com/watch?v=tAt8kziW9D0&t=47s>)

Official Opening

- On April 19, 2017 PortsToronto officially opened the GRE facility with The Honourable Marc Garneau, Minister of Transport in attendance at a ribbon cutting ceremony.

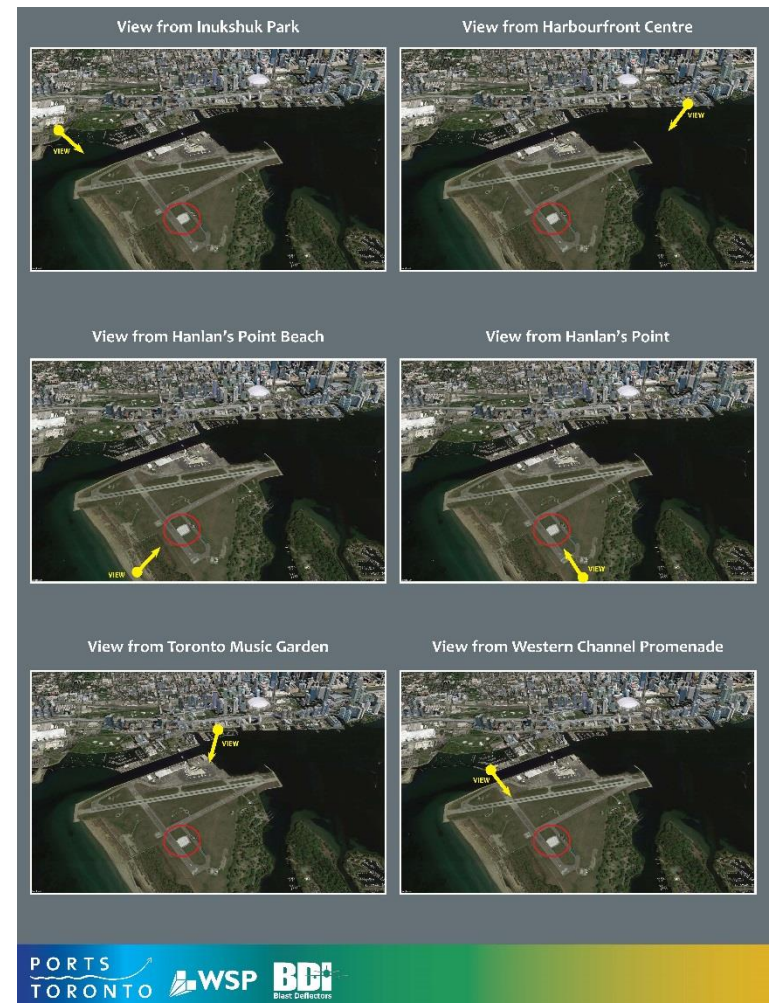


Next Steps

- The addition of the GRE facility represents a key new component in the airport's Noise Mitigation Program.
- The test results for the facility have recorded better results than originally designed and included in the contract specifications requirements.
- PortsToronto and the consulting team are in the process of reviewing a draft report that will be submitted to the City of Toronto as per the Consent Agreement.
- PortsToronto will continue to record and monitor associated noise complaints resulting for airport operations as part of our continued efforts to mitigate impacts to our neighbours.

Pre and Post Construction GRE Photos

- Photographs were taken from 6 community locations surrounding the airport on **April 27, 2016**
- Renderings of the GRE facility were superimposed on the photos and formed a part of the submittal to the City
- Photographs of the completed GRE facility were taken from the exact same 6 locations on **April 27, 2017** for comparison





Pre and Post GRE Photos – Inukshuk Park

April 27, 2016



GRE Rendering



April 27, 2017



Pre and Post GRE Photos – Western Channel Promenade



Pre and Post GRE Photos – Hanlan's Point Beach

April 27, 2016



GRE Rendering



April 27, 2017



Pre and Post GRE Photos – Hanlan's Point



Pre and Post GRE Photos – Toronto Music Garden

April 30, 2016



GRE Rendering



April 27, 2017



Pre and Post GRE Photos – Harbourfront Centre



Questions/Comments

PORTS
TORONTO

Appendix A1-3:
Nieuport Aviation Billy Bishop Airport
Terminal Upgrades Presentation



Billy Bishop Toronto City Airport Terminal Upgrade Project

Community Liaison Committee
May 3, 2017



NIEUPORT AVIATION
INFRASTRUCTURE PARTNERS

Agenda

- **Recap on rationale for this Upgrade**
- **Rendering and Project Layout**
- **Construction mitigation measures**
- **Completed Work**
- **Current Work Area**
- **Upcoming Work Areas and Scope**
- **Community Outreach**

Rationale for this Upgrade

Enhanced Passenger Experience

- Refurbishment of lounges to reflect changing passenger needs
- Increased processing capacity
- Additional food and beverage (F&B) and retail offerings

Increased Operational Efficiencies

- Undertake enabling works for U.S. Preclearance Facility
- Additional office space for Airport Stakeholders

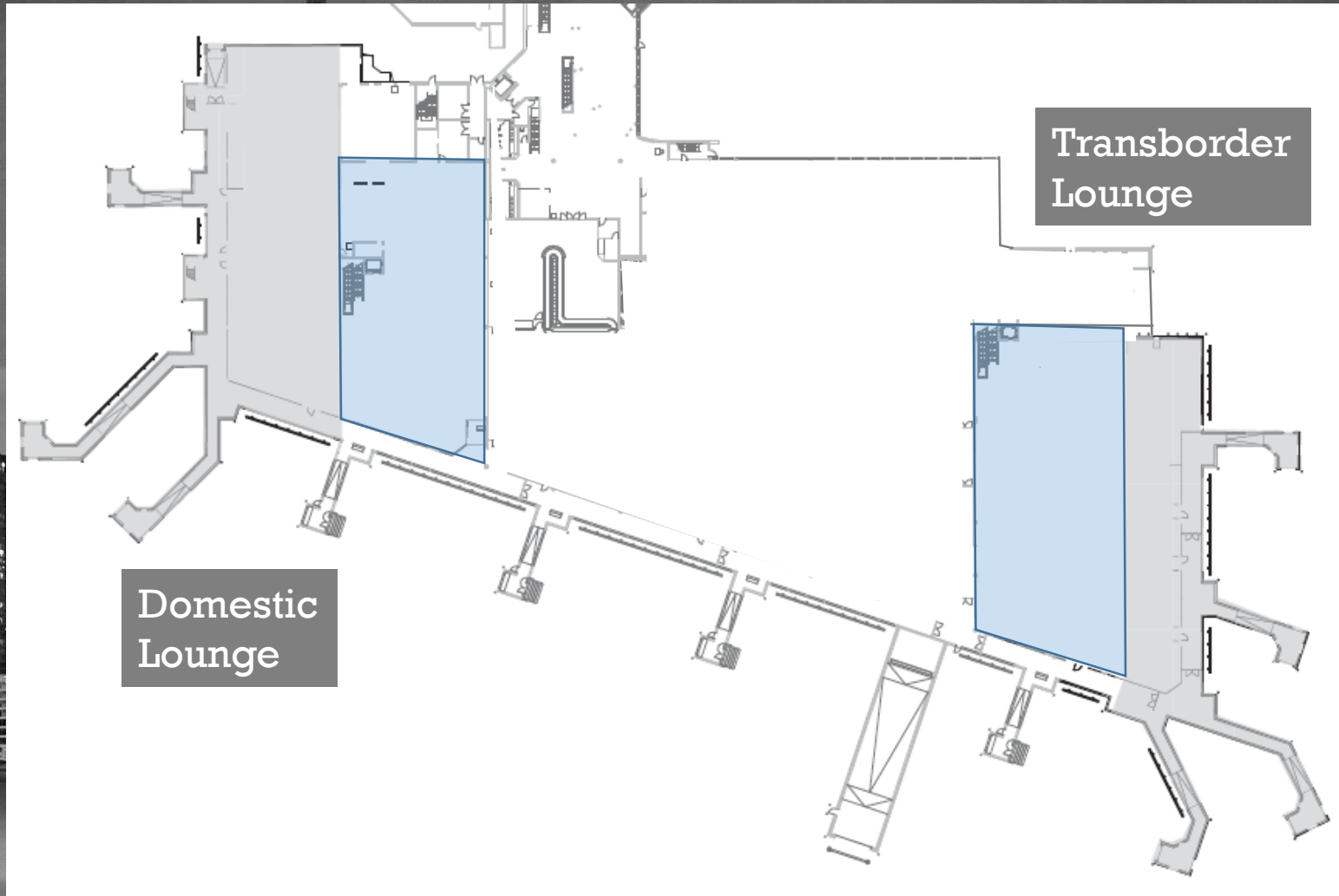
Ability to respond to irregular operations

- Weather delays
- Peak travel periods

The Upgrade Rendering



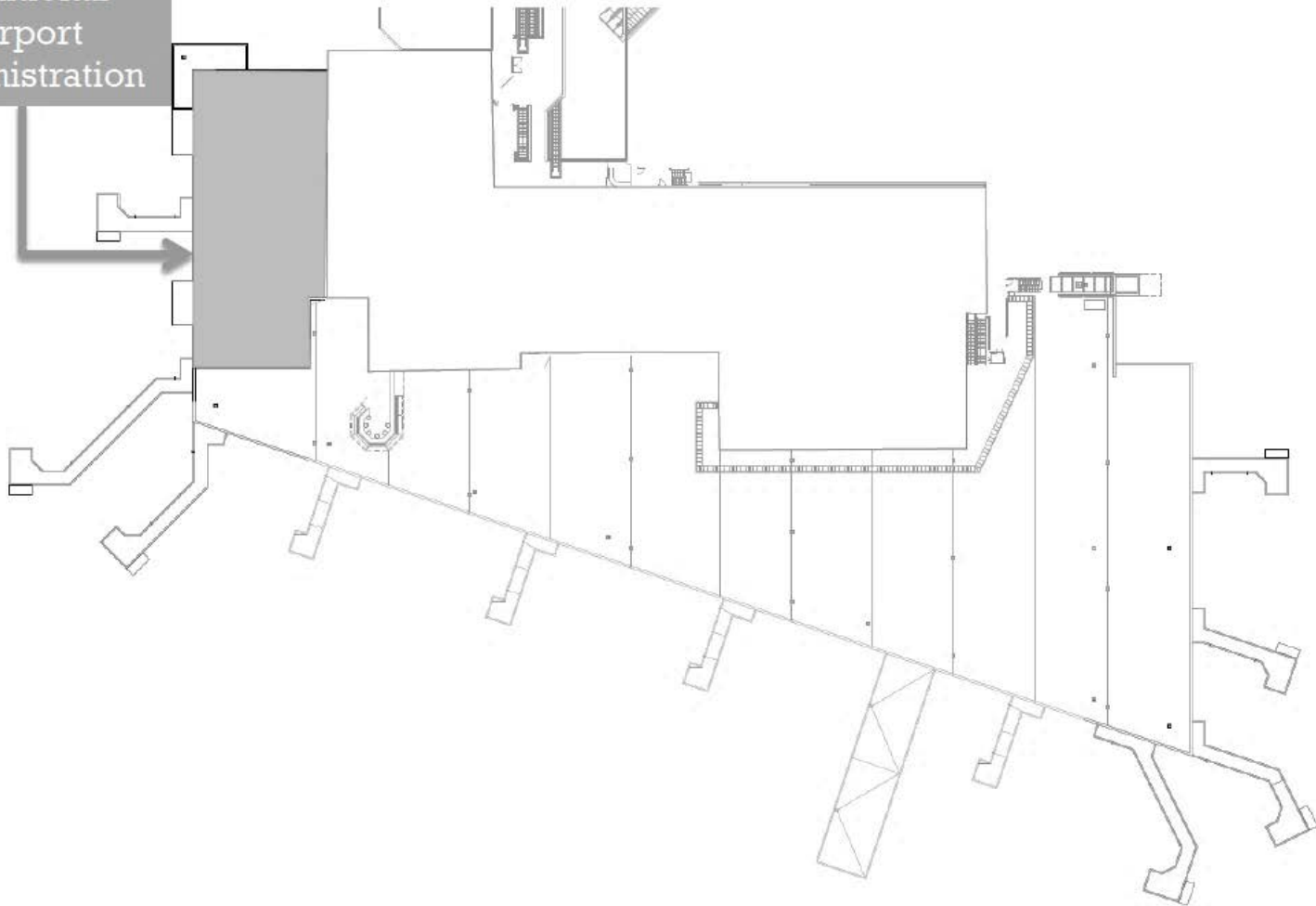
Drawing Layouts Level 1



Drawing Layouts

Level 2

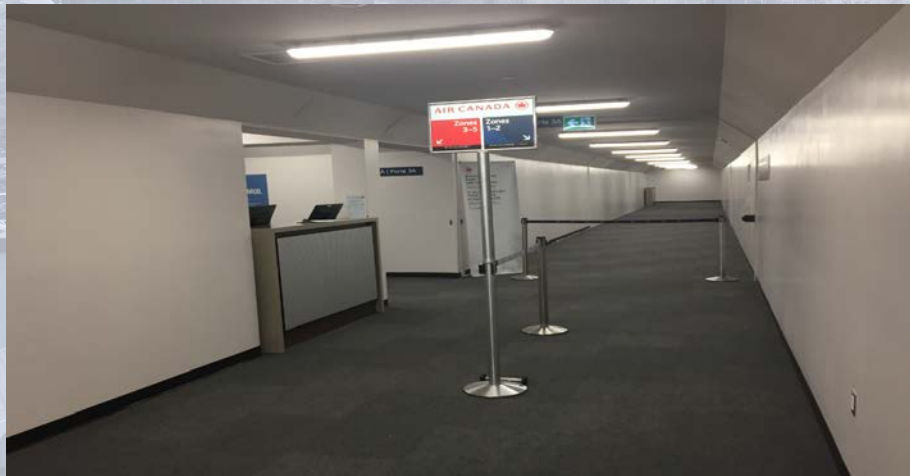
Additional
Airport
Administration



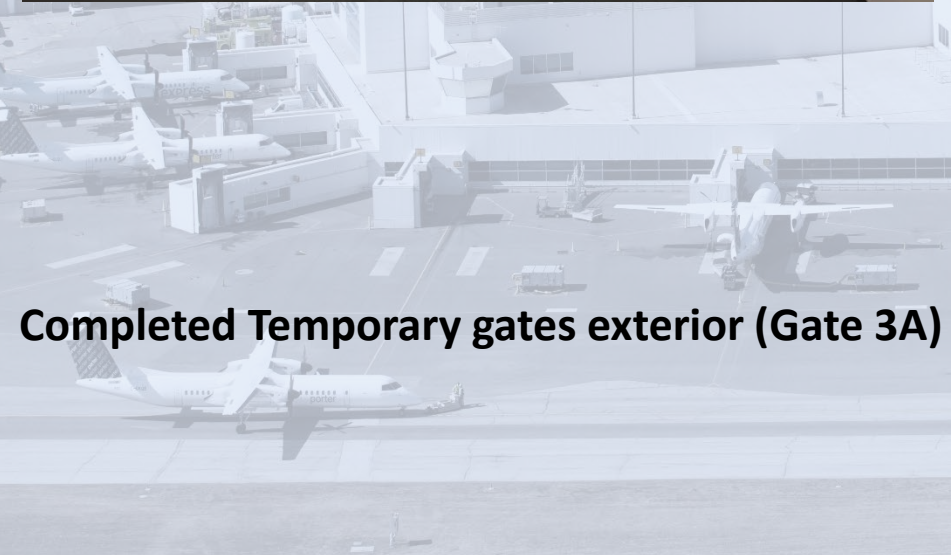
Construction Mitigation Measures

- **Lighting for external work areas are directed away from the community/mainland;**
- **Truck and equipment deliveries are minimized during school start and end times;**
- **Overnight operations seek to reduce vehicle movement to minimize back up beeper;**
- **Barging to be considered for upcoming summer apron work to assist in mitigation of traffic congestion.**

Completed Work - Photos



Completed Temporary gates interior (Gate 3A)



Completed Temporary gates exterior (Gate 3A)

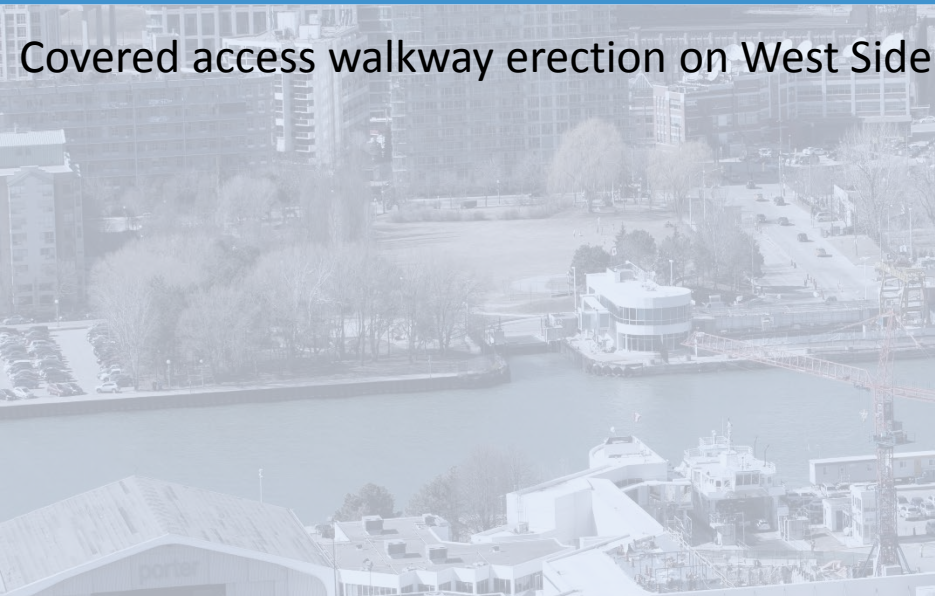


Current Work Area - Aerial

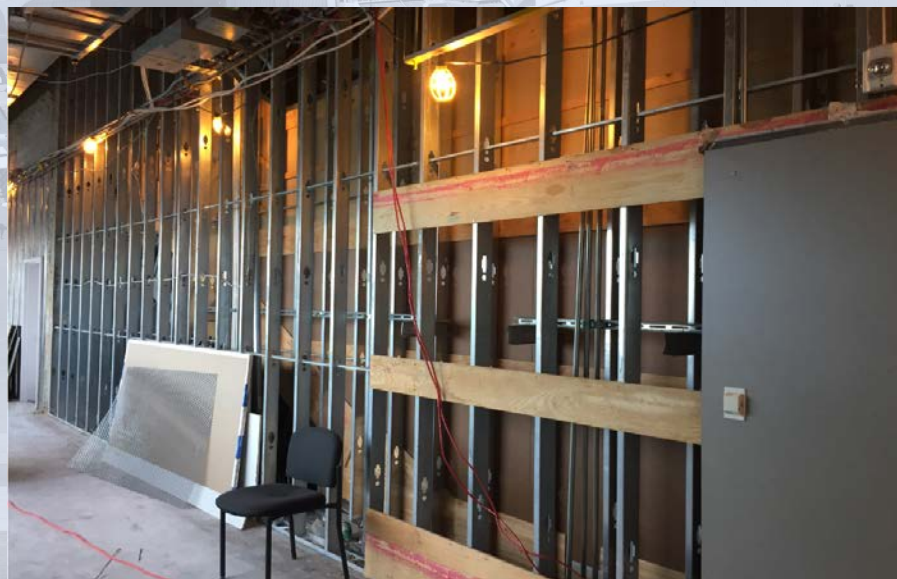


**Westside
Upgrade**

Current Work Area - Photos

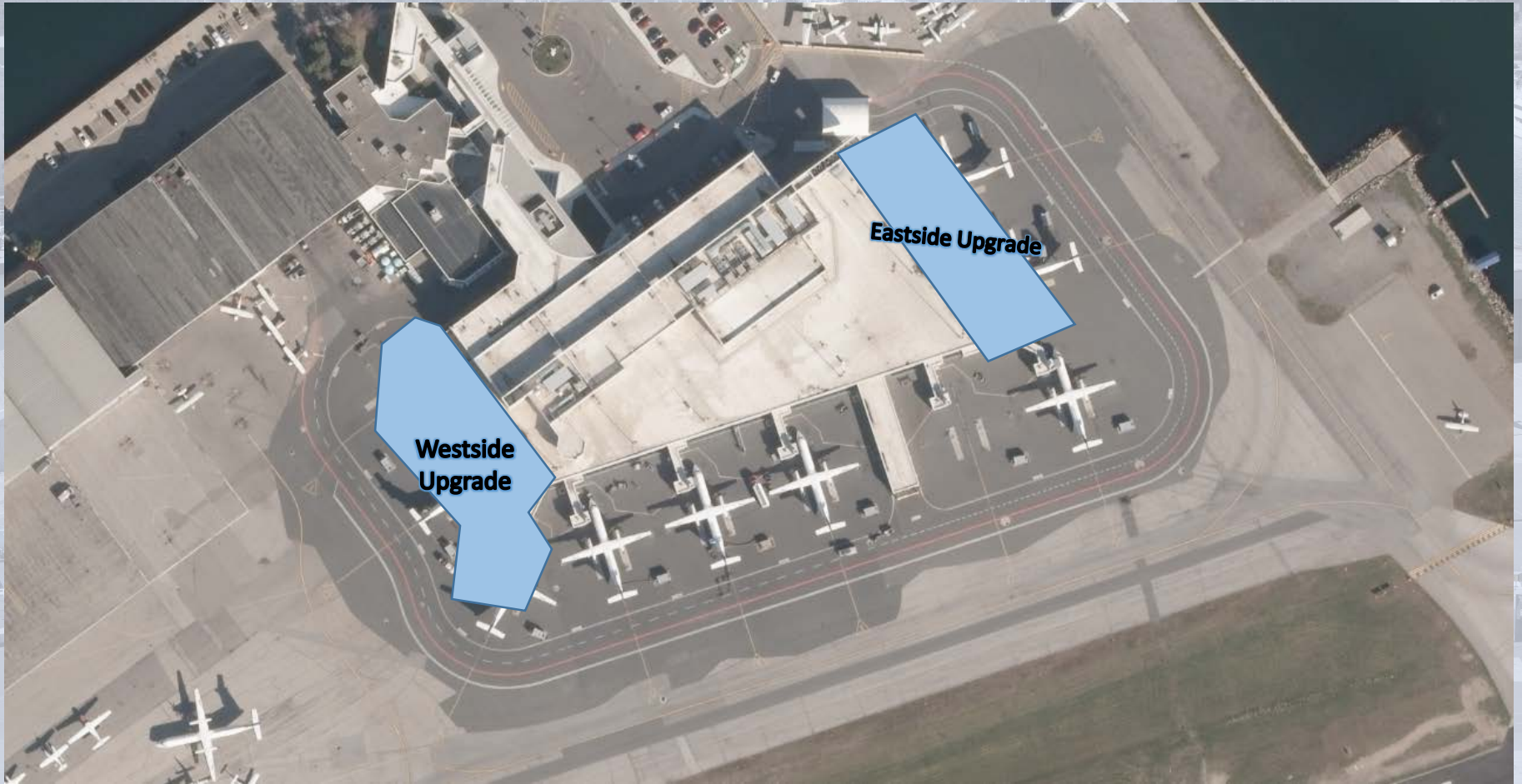


Covered access walkway erection on West Side



Demolition of Domestic Lounge underway

Upcoming Exterior Work Areas



Upcoming Exterior Scope

May **2017**

- West
 - Demolition of gates 1, 2 & west façade
 - Install temporary gate 3C (farthest west gate)
 - Install dewatering System for excavation

June **2017**

- East
 - Building excavation & foundation installations
- West
 - Exterior jersey barrier & hoarding installations
 - Demolition of gates 9 & 10

Upcoming Exterior Scope

Q3 / **2017**

- West

- Exterior envelope and glazing
- Second floor offices interior services
- Domestic lounge services upgrade
- Terminal apron services and paving

- East

- Underground services & utilities
- Primary mechanical upgrades
- Transborder lounge services upgrade
- Terminal apron services and paving

Community Outreach

- Updates to be provided at quarterly Airport Community Liaison Committee
- Direct briefings are available to both the York Quay Neighborhood Association and Bathurst Quay Neighborhood Association
- Outreach via email to CLC for notification on any material changes that may have impact to the community.
- For any questions/concerns on this project contact Gary Colwell at BBTCA's Noise Management Office at 416-203-8490 or online at <https://www.porttoronto.com/porttoronto/contact-us/submit-a-noise-complaint.aspx>

Appendix A1-4:

PortsToronto Southern Ontario Airport Network Presentation

May 3, 2017

Billy Bishop Toronto City Airport

Southern Ontario Airport Network
Community Liaison Committee



What is SOAN?

- The Southern Ontario Airport Network (SOAN) builds on the work that the Greater Toronto Airports Authority/Pearson presented at the last CLC which focuses on the future passenger growth and how to plan for it. SOAN consists of 11 of the most significant airports, which share the goal of supporting the needs of Southern Ontario communities and helping develop economic opportunities. These airports include:



Lead by the GTAA/Pearson

- The Southern Ontario Airport Network is a forum for Southern Ontario's leading airports to work together to support the region's growth and amplify the overall impact of air service, general aviation, pilot training etc to the region.
- This forum is the best way to identify such synergistic business opportunities and to enhance air transportation service and capacity for the region rather than on an airport-by-airport basis.
- Airports will continue to make their own business decisions based on their local business drivers and community input, supported by a group of airports dedicated to ensuring the economic and social benefits of the region's growth remain in Southern Ontario.
- Realizing this long term vision of having all Southern Ontario's aviation needs supported by a network of airports across the region with convenient connectivity will take decades.

Priorities Identified

- Members have prioritized the following activities for the first 5 years:
 - 1) Raise awareness and profile of the SOAN airports as:
 - a source of trade, tourism and investment in Ontario and Canada;
 - a source of jobs;
 - a provider of diverse airport options ; and
 - an enabler of Toronto Pearson's role as Canada's mega hub airport .
 - 2) Promote Southern Ontario to attract greater tourism, trade and foreign direct investment ; and
 - 3) Develop a common source of data that will allow all airports to understand the future needs of this growing region and identify future air service development opportunities.

SOAN White Paper – Launch May 9th

- Southern Ontario is fortunate to have significant air transport assets that can support the diverse aviation needs of this growing region.
- In total, the region is home to 32 airports and federal lands in Pickering set aside for a future, proposed airport. The region's airports provide a range of crucial services including international commercial flights, charter flights, business aviation, medevac services and many others.
- The members of the SOAN will be releasing a White Paper on May 9 which will outline their collective efforts to support Southern Ontario's future air travel needs.
- In consultation with local communities and key stakeholders, the members of SOAN will continue to develop detailed action plans for each of their airports independently while doing so with a view to long-term and region-wide needs.

Master Plan Consultation and Engagement

- Five years has passed since PortsToronto prepared its first master plan for the airport where it engaged airport stakeholders.
- Since that time, we have been engaged with community members, through the CLC, neighbourhood association meetings, and projects such as the GRE review process and the Bathurst Quay Neighbourhood Plan, and other agencies including, the City of Toronto, Waterfront Toronto and the Mississaugas of the New Credit First Nation community.
- Initiating a master plan review process for the airport at this time, is consistent with best planning practices.
- We are planning to commence the process with public and stakeholder engagement in June, where we will build on the feedback we have received to date. More details will follow.



Questions/Comments

PORTS
TORONTO