



PORTSTORONTO

BILLY BISHOP TORONTO CITY AIRPORT

**COMMUNITY LIAISON COMMITTEE
MEETING #27**

MEETING MINUTES

Wednesday September 13, 2017
Waterfront Neighbourhood Center
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 #27

Action Item #	Action Item Task	Who is Responsible for Action Item
M#27-A1.	Revise CLC meeting #26 minutes and circulate final version to CLC members/post on PortsToronto website.	Lura
M#27-A2	Provide a map with taxiways and their names and attach to final meeting minutes.	PortsToronto
M#27-A3	Bryan Bowen requested to provide details on the City barging operations on the island.	Bryan Bowen
M#27-A4	PortsToronto will provide a link to the run-up time schedule that is posted online.	PortsToronto
M#27-A5	PortsToronto will share the cross-sections of storm water catch-basins within the containment area on BBTCA.	PortsToronto
M#27-A6	PortsToronto will send the CLC an update as to when the backup diesel generator is expected to be replaced with a newer model.	PortsToronto
M#27-A7	The BQNA representative will PortsToronto will send an email to fellow BQNA members to get them to start planning meetings in their buildings, and to connect them with Ms. Homewood	BQNA representative
M#27-A8	The BQNA representative will connect Ms. Homewood with local First Nations contacts for future engagement activities.	BQNA representative
M#27-A9	Lura will share the email from Bryan Bowen with the CLC following the meeting.	Lura
M#27-A10	The YQNA representative will send in comments on the previous noise subcommittee meeting notes. He and the Noise subcommittee will discuss future meetings and topics.	YQNA representative



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Appendices

- Appendix A1-1: Airfield Rehabilitation Program Update - Presentation
- Appendix A1-2: Ground Run-Up Enclosure Facility, Maintenance Facility, and De-Icing Fluids Management Tour: Summary and Presentation
- Appendix A1-3: Billy Bishop Airport Terminal Upgrade Updates - Presentation
- Appendix A1-4: PortsToronto - Billy Bishop Airport 2018 Master Plan – Presentation
- Appendix A1-5: BBTCA Winter Operations Presentation
- Appendix A1-6: BBTCA Tour Highlights – May 23, 2017
- Appendix A1-7: Map with Taxiway Names



List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Councilor Joe Cressy	City of Toronto, Ward 20	Regrets
Lia Brewer	Councilor Joe Cressy's Office	Regrets
Sean McIntyre	Councilor Ward Office	Regrets
Bryan Bowen	City of Toronto – Waterfront Secretariat	Regrets
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Matthew Kofsky	Toronto Board of Trade	Absent
Cindi Vanden Heuvel	Toronto Passenger Vessel Association (TPVA)	Regrets
Robert Kearns	Ireland Park	Absent
Mira Shenker	Waterfront Toronto (alternate)	Absent
Andrew Hilton	Waterfront Toronto	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association	Present
GUEST SPEAKERS AND SUBJECT EXPERTS		
Michael Lettner	Nieuport Aviation	Present
Greg Ballentine	WSP	Present
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Gary Colwell	PortsToronto	Absent
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Present
Mike Karsseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
FACILITATION AND SECRETARIAT		
Jim Faught	Lura Consulting	Present
Alex Lavasidis	Lura Consulting	Present



1. WELCOME AND INTRODUCTIONS

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

- The BQNA representative inquired if the City of Toronto Air Quality Report had been released, and if a City representative could attend a future CLC meeting to discuss the findings. Mr. Cabral noted that Barbara Lachapelle, City of Toronto Public Health, would be invited to a future CLC meeting once the City releases the Air Quality Report (release date to be announced).

2. REVIEW OF PREVIOUS MEETING MINUTES

Mr. Faught noted that draft meeting minutes from meeting #26 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#27-A1. Revise CLC meeting #26 minutes and circulate final version to CLC members/post on PortsToronto website.

3. Airfield Rehabilitation Program Update – Year 2

Mike Karsseboom, PortsToronto, provided an update on the Airfield Rehabilitation program. The presentation is located in Appendix 1. Additional points not contained in the presentation, and a summary of the comments and questions raised by committee members regarding the presentation include:

- X's on Completed Works in the maps presented at the meeting show the closure of runway 15-33.
- The 2016 construction was initially set for a two-year construction cycle, but synergies allowed the project to occur in one year.
- The YQNA representative inquired what the depth was of the asphalt grinding that occurred on the runway surface work. Mr. Karsseboom responded that asphalt grinding went down 100 mm and that 150 mm of asphalt were added to increase the bearing strength of the runway instead of reconstructing the runway from the base which would have required a complete shutdown for an extended period.



- In 2017 a small general aviation apron was built for 10-15 airplanes. Aircrafts cannot operate live on that surface (to avoid disruption to the community).
- The YQNA representative inquired if the new lighting had resulted in concerns or complaints from the community? Mr. Karsseboom responded that he has not received any complaints since the upgrade and that although LED lighting can be more intense PortsToronto put in efforts to reduce any negative impacts to the community. The BQNA representative responded that people in his community had asked why the airport was so bright. Mr. Karsseboom responded that this may have been construction lighting, noting that PortsToronto had to speak to the contractors to have construction lighting corrected to reduce impacts to the community. Mr. Karsseboom reasserted that PortsToronto had not received complaints about operational non-construction lighting.
- The BQNA representative inquired if barges were landing at Hanlan's slip? Mr. Karsseboom responded that those barges are not part of a PortsToronto project, but are part of a City barging operation. PortsToronto barges only land on airport property.
- The YQNA representative inquired where the city barge was loading? The TICA representative responded that it may be part of the Toronto Island flooding remediation work. The YQNA representative asked if Bryan Bowen could provide an update and details on those City barging operations.
- Mr. Cabral noted that PortsToronto would appreciate more feedback from the community regarding the impacts of the new Ground Run-up Enclosure. The YQNA representative noted that while some people in his community have noticed positive changes, others have heard no changes.
- Mr. Cabral noted that run-up times are available on the Airport website. This link can be provided.
- Results of the upgrades include runway grooving that has reduced standing water and prevented hydroplaning.
- The YQNA representative inquired what the acronym "FBO" stands for. Mr. Karsseboom responded that FBO stands for Fixed Base Operator.
- The YQNA representative inquired where the relocated stockpile for the perimeter road was located; the stockpile was previously located along the western limit of airport site adjacent the beach, at a centerline projection of Runway 06-24. Mr. Karsseboom responded that stockpile on the west side consisted of materials from the fence line which were removed to put the road in; a fair portion of the stockpile was removed and recycled.
- Mr. Karsseboom noted that:
 - Barging operations will be used for the 3rd year of the program.
 - Apron widening was part of the improvement schedule, in part because it reduces aircraft waiting time, therefore reducing fuel use and noise pollution.
 - Fillets will be increased from 18m to 23m radii (upcoming work in 2018).



- The optional 2018 resurfacing of eastern portion of taxiway Alpha has yet to be confirmed.
- Work near terminal gates has been and must continue to be tightly coordinated with terminal upgrades.
- The YQNA representative inquired if a map with taxiways and their names could be provided to the CLC. Mr. Karsseboom responded that a map showing taxiway names will be emailed and appended to final post version of Minutes.
- The BQNA representative inquired how long into the night the new LED lights remained lit. Mr. Karsseboom responded that the lights turn off at 11 pm, and only turn on again for medivac flights.
- The BQNA representative commented that currently, the lights are very bright because of the construction. Mr. Karsseboom responded that the lights will be brighter depending on the weather, with worse weather conditions necessitating brighter lighting.
- The TICA representative inquired if the use of the BBTCA for the annual Airshow had changed over the years, and what role the Airport played this year. Mr. Karsseboom responded that the BBTCA had little room this year for the Airshow planes due to construction, and so most planes overnighted at Buttonville Airport and were brought to BBTCA before takeoff. Mr. Cabral added that the Tripartite Agreement mandates that BBTCA support the Airshow, even though it has a negative impact on the regular flight patterns entering the airport and requires a large amount of special scheduling.

Action:

- M#27-A2 Provide a map with taxiways and their names, and attach to final meeting minutes.
- M#27-A3 Bryan Bowen requested to provide details on the City barging operations on the island.
- M#27-A4 PortsToronto will provide a link to the run-up time schedule that is posted online.

4. PortsToronto Site Visit – Ground Run-Up Enclosure Facility, Maintenance Facility Tour & De-icing Fluids Management

Jim Faught, Lura Consulting, provided an overview of the Spring PortsToronto site visit. On May 23rd, five members of the CLC and additional community members attended a site visit of the Ground Run-Up Enclosure Facility, Maintenance Facility, and De-Icing Fluids Management. The tour summary and presentation are located in Appendix A1-2. A summary of the comments and questions raised by committee members regarding the presentation include:



- The YQNA representative thanked PortsToronto for organizing the informational and enjoyable tour.
- Mr. Cabral noted that future tours could be opened to more members of the community, as long as the size of the group remained manageable.
- The YQNA representative inquired if the details of how the storm water catch-basins (closed with a valve in the containment area) work, including a cross-section of the catch-basin structure. Mr. Cabral responded that PortsToronto can share the cross-sections.

Action:

M#27-A5 Share the cross-sections of storm water catch-basins within the containment area on BBTCA.

5. Billy Bishop Airport Terminal Upgrade Updates – (Nieuport Aviation Staff)

Michael Lettner, Nieuport Aviation, provided an update on the Billy Bishop Airport Terminal Upgrades. The presentation is located in Appendix 3. Additional points not contained in the presentation, and a summary of the comments and questions raised by committee members regarding the presentation include:

- The limit of construction is shown with redline on the overview of terminal upgrade figure presented at meeting.
- The Drawing Layouts presented at the meeting show the ultimate terminal and gate configuration, superimposed onto the pre-existing plan as requested by the community. The expansion will add one new gate and 11% floor space expansions to each of the domestic and transborder lounges.
- The east apron area that was being asphalted has been completed; this was an area the BQNA representative had been concerned about earlier due to lighting during construction.
- A drawing was provided to show the change in size to the terminal once construction is complete:
 - Drawing Level 1 shows, on the right hand side, how large the upgrade is (note the movement of the plane position).
 - Level 2 shows new office spaces.
 - Renderings are provided of the lounge interiors, bistro area, business lounges, and washroom entrance (with water bottle fill stations).
- Safety is a top priority of the worksite.
- Walkways have been constructed to ensure the construction traffic remains outside of the passengers' sight.



- The construction team received a complaint regarding the high lighting levels during paving; Mr. Lettner noted that the team resolved the issue by turning the lights away from the community.
- Nieuport Aviation worked with PortsToronto to minimize delivery times during school hours.
- On the domestic side of the terminal, the roof is now being installed. On the trans-border side of the terminal, the exterior walls are being installed.
- New air handling units and boilers were installed to improve environmental controls within the terminal.
- Mr. Cabral inquired if once the building is constructed, most of the work would move inside, therefore minimizing exterior noise. Mr. Lettner confirmed and stated that efforts were underway to complete the trans-border side of terminal construction, as that is the side closest to the community.
- The YQNA representative inquired if high water levels impacted construction this summer, and if construction teams had to dewater the site. Mr. Lettner responded that the east apron area was underwater and had to be dewatered. In some locations, after only a few inches of digging, the workers hit water.
- The YQNA representative inquired how the dewatering system for the site operated. Mr. Lettner responded that wells were installed and connected with an 18" diameter galvanized pipe, and then a suction pump drew water out of the wells. The water levels were consistently monitored. The removed water went into the existing catch basins.
- The BQNA representative stated that in past meetings the construction work around the eastern paving was listed but not highlighted. She noted that the work was communicated as being mostly internal, however she received many calls from local residents about the disruption from this east paving project, especially due to bright nighttime lights, many trucks, and rumbling noises which kept residents awake at night (from construction related vehicles).
- Mr. Lettner responded that the barge was used in east paving work to minimize the impacts to the community, and that the trucks seen at night were likely traveling across the apron. The BQNA representative also stated that many planes were taxiing on west side of runway, which was disturbing the neighbourhood during the day. She noted that there was no warning provided of this work during the last meeting. Mr. Lettner responded that the intention was originally to have that construction take place at the start of July, on an 18-day cycle. Due to high water, the project was delayed. On very short notice, there was a period with enough drainage to allow for a construction window. As it was uncertain how long construction would remain possible, it began almost immediately. Mr. Lettner explained that the large number of trucks were part of the effort to complete the project as quickly as possible to ensure the project would be complete before water levels rose again. He stated that the trucks were used between



1-2 nights, and the grinding of the asphalt is what required the large number of trucks (to haul out the grindings).

- Mr. Cabral commented that the east apron work was identified in a past CLC meeting as work that was of concern from the community perspective. He stated that notice of the construction was updated on the weekly send outs <http://www.billybishopairfieldproject.com/construction/hours.aspx> and [http://www.billybishopairfieldproject.com/construction/week lookahead.aspx](http://www.billybishopairfieldproject.com/construction/week_lookahead.aspx)). Mr. Cabral confirmed that PortsToronto had received complains, and that PortsToronto appreciates the community feedback. He stated that PortsToronto tried to fix the lighting over a number of nights, and did accelerate the project to minimize impact on the community.
- The BQNA representative inquired if the apron was permanent.
- Mr. Lettner commented that it was permanent and would need the regular amount of upkeep and upgrade, as comparable aprons. He noted that particular construction project is complete. The BQNA representative noted that she didn't realise that the changes to the terminal would result in repaving. The YQNA representative inquired where the apron was before. Mr. Lettner responded that it was essentially in the same position, and that the asphalt was old and needed replacement.
- The BQNA representative stated that she and her community were not prepared for the night-time work, and would appreciate an email for that in the future. She underlined that the past meeting minutes stated most of the work would be internal, which was not the reality of the situation.
- Mr. Lettner apologized that it was not made clearer to the community that the night time construction would occur, and explained that the speed with which the project began and occurred was due to the small-time frame for construction due to high summer water levels, and with interest in finishing the project quickly to avoid impacts to the community. He assures the CLC that from here forward, most construction work would be internal and overnight.
- Mr. Cabral noted PortsToronto does anticipate overnight activity that will be intrusive, and will send an email out to the CLC before this occurs.
- The YQNA representative inquired the news could be sent to the community through another channel, as to not place the burden on the CLC representatives to get the message out to the community on time. Mr. Faught noted that signing up for the weekly construction e-blast may be beneficial.
- The YQNA representative suggested that for any emails, updates, notices, or webpage updates, there should be a clear heading that flags overnight construction work. Mr. Cabral noted that the airfield program ensures a standard format for messaging each week. He noted that the nighttime construction was discussed at the last meeting,



however the timing for the construction was unknown and therefore not relayed to the CLC at that time.

- The BQNA representative brought in a photo a local resident took of a portion of the BBTCA. It showed smoke rising from around a building on the island.
- Mr. Antle responded that the smoke is from the diesel pump house, which is used as a backup generator for the BBTCA life safety system (sprinklers and fire posts). He noted that the system is backed-up by electrical pumps, which help replenish the water pressure; the diesel engines are the second backup, which were being tested in the photo. This diesel backup draws water from western gap and sends it back out to the lake (in testing). As part of regular testing, the generator runs once a week for 30 minutes, generally during a weekday (no regular schedule for day or time of testing). He noted that another generator operates as backup for the tunnel; this generator is newer and has very little exhaust. The generator in the photo is older and slated for replacement. The BQNA representative inquired if the new generator will be more environmentally friendly. Mr. Antle responded that all new generators are much cleaner than the one currently being used, which is about 30 years old. He noted that an update could be sent to the CLC as to when the generator is expected to be replaced.
- The YQNA representative notes that odors from the island aircraft lining up in the past have been an issue along the waterfront.

M#27-A6 PortsToronto will send the CLC an update as to when the backup diesel generator is expected to be replaced with a newer model.

6. PortsToronto - Billy Bishop Airport 2018 Master Plan – (Gene Cabral and Angela Homewood)

Gene Cabral and Angela Homewood, PortsToronto, provided an update on the Billy Bishop Airport 2018 Master Plan. The presentation is located in Appendix 4. Additional points not contained in the presentation, and a summary of the comments and questions raised by committee members regarding the presentation include:

- The 2018 Master plan is not a brand-new master plan; it is a refresh of the 2012 Master Plan.
- The YQNA representative inquired if the City attended the Master Planning consultations in 2012.
- Mr. Cabral responded that they did not, as consultation for that master plan was only with airport stakeholders. He noted that the approach to consultation will be much more robust this time. Mr. Cabral explained that consultation for the master plan will occur with public, external and airport stakeholders.



- Mr. Cabral highlighted that PortsToronto had already reached out to the Mississauga of New Credit First Nations.
- The YQNA representative requested that the 20-year planning horizon be rephrased to 16 years to reflect that the Tripartite Agreement may not be re-signed, as it is set to expire in 2033. The YQNA representative noted this is a very sensitive issue for many in the community and would not be helpful for the upcoming public process for the Master Plan.
- Mr. Cabral responded that standard planning horizons are 20 years, with the understanding that the agreement won't automatically be extended or renegotiated.
- Mr. Ballentine, WSP, noted that when planning on long time horizons, the goal is to make sure any decisions you make in the short term doesn't preclude decisions you can make on the long term. The difference between a 16 and 20-year master plan is small, especially since airport passenger growth is fairly controlled (BBTCA is a slot contained airport).
- Mr. Cabral noted that the anticipated passenger growth would be updated as part of the Master Plan update.
- The TICA representative noted that the Master Planning process should have regard for local and island park planning and the City's Climate Change Plan.
- Mr. Cabral noted that PortsToronto will consider both plans, and that since they are very early in the Master Plan review process, this is the type of feedback PortsToronto is looking for.
- Ms. Homewood noted that The Waterfront Transit Reset and the Bathurst Quay Neighbourhood Plan will be integrated as part of the master plan exercise. PortsToronto is already working closely with the City on integrating the Neighbourhood Plan, as it will be a key input into the Master Plan because of traffic flow integration. PortsToronto is also on the stakeholder advisory committee for the Waterfront Transit Reset Project.
- PortsToronto noted that stakeholders will be updated throughout the process, and that the engagement process will be transparent.
- Mr. Cabral noted that Ms. Homewood was the project manager for the Master Plan engagement.
- Mr. Cabral stated that he and Ms. Homewood want to speak to the various neighbourhood associations about the Master Plan process in the next few months, and would like to attend associations' upcoming meetings. He asked that representatives provide Mr. Cabral and Ms. Homewood with dates and times to attend future community meetings where they could present information about the Master Plan process and answer questions.
- PortsToronto aims to promote connectivity to the 509 streetcar in the Master Plan
- This is the start of the (anticipated) 16-month project. Early engagement begins now, and there will be 3 public meetings, with the first anticipated in late January 2018.



PortsToronto hopes to speak to neighbourhood groups in October, if possible. The goal is to complete the Master Plan in early 2019. The second public meeting, in 2018, will be to provide feedback on progress, and the final public meeting will be to present the Draft Master Plan.

- Methods for informing the community will be reviewed to ensure information is flowing throughout the Master Plan process.
- Government agencies and all levels of government will be involved.
- The BQNA representative suggested meeting with individual buildings as very few people attend neighbourhood association meetings. She stated that she would send an email to fellow BQNA members to get them to start planning meetings in their buildings, and to connect them with Ms. Homewood .

Mr. Cabral stated that he is happy to attend a format that works for people. He would like to meet with the Neighbourhood Associations first, and then organize more targeted meetings. The BQNA representative also suggested reaching out to more First Nations groups within the city. She will connect Ms. Homewood with local First Nations contacts.

M#27-A7 The BQNA representative will PortsToronto will send an email to fellow BQNA members to get them to start planning meetings in their buildings, and to connect them with Ms. Homewood.

M#27-A8 The BQNA representative will connect Ms. Homewood with local First Nations contacts for future engagement activities.

7. City of Toronto Updates

Bryan Bowen, City of Toronto, was unable to attend the meeting due to child care complications. He provided a written update which Jim Faught read to the CLC. Mr. Bowen's updates are as follows:

- The Bathurst Quay Neighbourhood Plan was endorsed by City Council in July 2017. I'd like to personally thank members of the BQNA and WNC staff for their time and support at Committee. It made a tremendous difference and City staff appreciate it.
- In endorsing the BQNP, Council provided City staff a total of 8 directions for proceeding towards implementation, and work on each direction is underway.
- In particular, design work is proceeding on the Bathurst Quay Streetscape & Public Realm Improvement Plan.
- A 10% Schematic Design will be presented at the Waterfront Toronto Design Review Panel on September 20. The agenda will be published tomorrow with a morning time slot confirmed. All are welcome and encouraged to attend.



- The updated schematic design plan will be the subject of a public open house in late October 2017. Details TBC shortly through Councilor Cressy's office.
- City staff are also discussing the appropriate process for the selection of a revitalization partner for the under-utilized Administration Building. Additional details on this process will be included as part of the upcoming public open house.
- A funding and implementation strategy is also underway. This will be the subject of an update report to Community Council in January 2018.

M#27-A9 The email from Bryan Bowen will be shared with the CLC following the meeting.

8. Committee Status Updates

The YQNA representative updated the group on the Noise Subcommittee. The subcommittee has not met regularly. The YQNA representative apologized sincerely on the delay in reviewing the previous sub-committee minutes, which included his fulsome overview of relevant sections of the provincial noise standards NPC-300. Once the minutes are agreed upon, a question list for the Ministry of Environment (MOE) can be developed. The responses from MOE will inform all stakeholders for a subsequent discussion with Transport Canada. The noise subcommittee will form new questions and an agenda for their next meeting, date to be determined.

M#27-A10 The YQNA representative will send in comments on the previous noise subcommittee meeting notes. He will contact the Noise Subcommittee to discuss future meetings and topics.

9. Business Arising

- Mr. Cabral noted that a future site visits can occur for the following tours:
 - A) Fuel Storage – Facilities and Management
 - Mr. Cabral explained that the Fuel Storage Tour would work best in Fall or Spring, as it is weather dependent.
 - B) Emergency Services – Billy Bishop Airport Fire Department
 - The Emergency Services site visit may be possible to schedule before the end of 2017, as it is indoors and not weather dependent.
- The YQNA representative noted strong interest in the community with respect to the Fuel Storage tour and requested a couple of months notice, with additional spaces on the tour to be opened, if possible, for interested YQNA members.
- The YQNA representative expressed interest in both tours, especially Fuel Storage. The BQNA and TICA (Sarah) representatives expressed interest in both tours.



- The BQNA representative inquired about changing the way the CLC meeting minutes are approved. Mr. Cabral explained that there is a 2-6 week window for members to provide comments on the meeting minutes before they are approved. There are rarely any changes provided by members, save for one member who provides feedback much later than the requested window. Mr. Cabral explained that providing timely comments on the meeting minutes allows them to be posted and shared with the public without delay.
- The next BBTCA – CLC meeting date is November 22, 2017.
- Mr. Sawicki informed the CLC that the city released a notice of works starting nearby the airport to repair a broken water main. The work starts on Monday and will continue for 24 hours; there should not be noise from 9pm to 8am. The work will continue for approximately 1 week.
- Additionally, Mr. Sawicki informed the CLC that a new section of watermain construction that will cross Bathurst Quay (the watermain heading east-west) will begin in mid-October. The physical work of installation will last for a 2-week period. Testing and chlorination will extend the project to last a total of 4-6 weeks. The pavement on top of the watermain will not be restored until the spring. The intersection will not be closed, but traffic will be impacted.

10. Wrap Up

Mr. Faught thanked CLC members for attending the meeting and reminded everyone to please provide their feedback on the minutes from the meeting (once they are sent out) within a 6 week period.

Adjourn



**Appendix A1-1:
Airfield Rehabilitation Program Update – Presentation**

September 13, 2017

Billy Bishop Toronto City Airport

Airfield Rehabilitation Program Update

Community Liaison Committee



Agenda

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

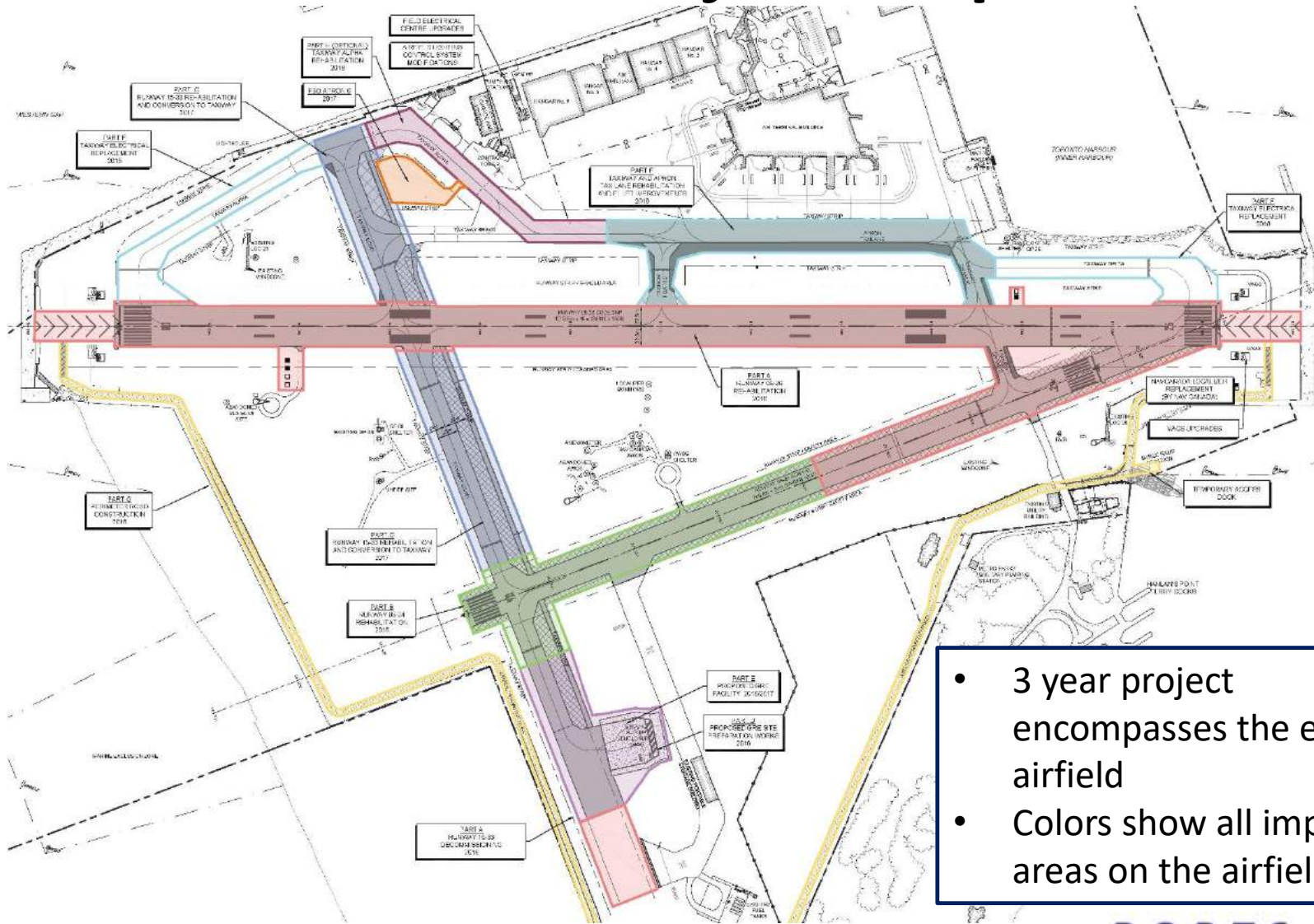
Project Status

- This 3 year Airfield Rehabilitation Program impacts the majority of airfield surfaces and electrical infrastructure and has 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. Substantial completion for the first year was issued on October 24, 2016, within the anticipated timeframe and allocated budget.
- The second year was not as work-intensive however the team had to deal with impacts of high water levels on barging and construction operations. Substantial completion for the second year was issued on July 15, 2017, ahead of the anticipated timeframe and within the allocated budget.

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

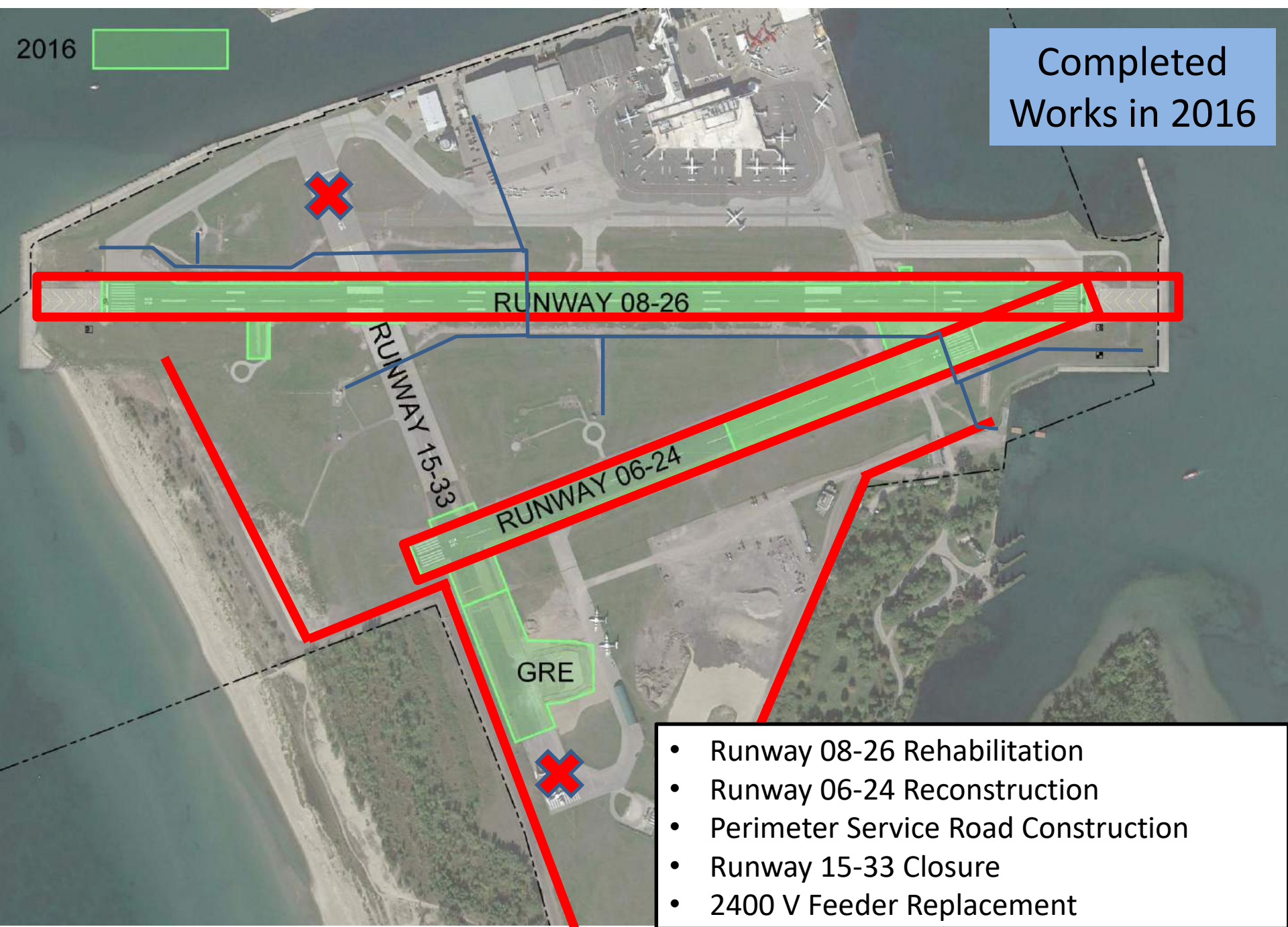
Overall Project Scope



- 3 year project encompasses the entire airfield
- Colors show all impacted areas on the airfield

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, VAGS 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 was 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.

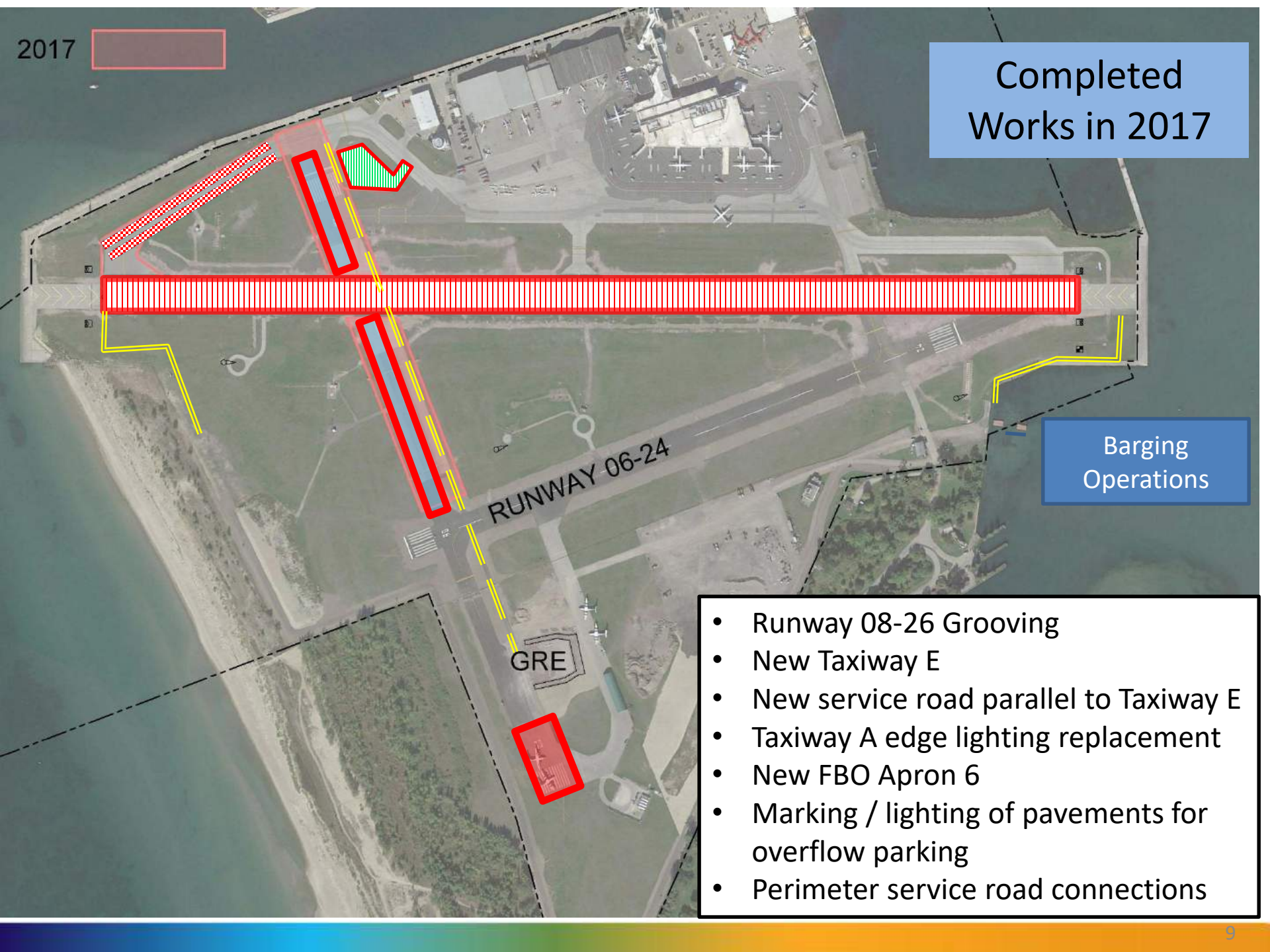
2017



Completed Works in 2017

Barging Operations

- Runway 08-26 Grooving
- 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



Completed Scope in 2017

2017 planned work completed **on or ahead of schedule** which is a considerable success considering high lake levels were impacting barging operations and associated high water tables and flooding were impacting construction operations

Barging Operations

- Barging operations re-started in May 2017 and were completed on August 18, 2017. Modifications had to be made to the barge dock due to high water levels but operations continued uninterrupted

Completed Scope in 2017

Ground Run-Up Enclosure

- Ground Run-up Enclosure completed and in service as of April 19, 2017. Facility is operating and compliments were received from public due to noise reduction



Runway 08-26 Grooving

- Grooving improves water removal off runway which reduces hydroplaning risks and can result in improved aircraft braking performance.
- Completed between April 3rd - April 13th, 4 days ahead of schedule.
- Users commented on noticeable improvements in water getting off the runway quicker during rain events

Completed Scope in 2017

Runway 08-26 Grooving

- Difference in grooved vs. non-grooved surfaces evidenced in the photo below



Completed Scope in 2017

Permanent Taxiway Echo and Parallel Service Road

- Converted 23 m western portion of former Runway 15-33 into new Taxiway Echo.
- Converted eastern portion of the former Runway 15-33 runway to 5 m wide, one-lane service road.
- Established / improved fillets at intersection with Runway 08-26.
- Installed new electrical infrastructure, including edge lighting and signage.
- Construction completed on July 15th ahead of schedule

Completed Work - 2017

Taxiway Alpha Edge Light Replacement (West of Taxiway Echo)

- Replaced existing lights with new LED edge lights, including associated infrastructure.
- Scope shifted from 2018 into 2017 to minimize impact on the western side of the airfield in 2018.

New FBO Apron 6

- New scope of work added to this contract to alleviate impacts to FBO from Nieuport's Terminal Upgrade Project
- Provides additional 2,850 m² of paved aircraft parking for GA.
- New apron was designed and constructed in 4 months and opened to service in July 2017

Completed Work - 2017

South Overflow Parking

- Marking and lighting of the area south of GRE to accommodate additional overflow parking.
- Construction completed in July, as planned.

Perimeter Service Road Completion

- Constructed paved connections to Runway 08 and Runway 26 thresholds.
- Construction completed in July, however a short portion of the western perimeter road was still under water in August so its construction will be shifted to 2018.

2018



Upcoming Works 2018



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 Opening	April 19, 2017
Runway 08-26 Grooving Completion	April 13, 2017
New FBO Apron 6	May 22, 2017
New Taxiway Echo	July 15, 2017
Apron Widening/Rehabilitation	2018 Construction Season (TBD)
Construction Completion (approx.)	October 2018

Major Constraints / Considerations

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.
- Commencement of the work on the apron in front of the gates will be tied to Nieuport's Terminal Upgrade work progress as additional aircraft parking positions are necessary.

Major Constraints / Considerations

- Measures to minimize the impact of construction noise and lighting on local residents will be implemented, similar to the 2016 & 2017 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)
- 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

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**Appendix A1-2:
Ground Run-Up Enclosure Facility, Maintenance Facility, and
De-Icing Fluids Management Tour: Summary and Presentation**

CLC # 27, Sept 13, 2017

Billy Bishop Toronto City Airport

CLC Site Visit to GRE, Maintenance
Facility & De-icing Fluids Management



CLC Site Tour – May 23 2017



CLC Tour May 23, 2017

GRE Facility, Maintenance Facility & De-Icing Fluids Management

Winter Maintenance Presentation

- “ Aprons and runways are cleared continuously when it snows
- “ Six sweepers currently form a conga line and clear the runways in one pass
- “ BBTCA – plans to upgrade all sweepers with 24 ft boom (4 sweepers in conga can clear the runway)
- “ Sweepers push snow from apron to edge of infield – within contaminated snow storage area

CLC Site Tour – May 23 2017



CLC Site Tour – May 23 2017



CLC Site Tour – May 23 2017



CLC Site Tour – May 23 2017

De-icing Presentation

- “ De-icing liquid sprayed at 3 sites
 - . Gate spray – engines are off
 - . Five metre push back – 1 engine is running
 - . Off gate – at predetermined locations
- “ De-icing is a Glycol spray – kept within containment area
- “ Global De-icing truck (2 operators) uses forced air to blow off snow and spray de-icing liquid
- “ Spray operator can reach over the wing with boom approx. 2 ft over the wing – to minimize overspray
- “ Glycol is kept within containment area and flows to holding tank – then pumped to city wastewater pipes/facilities

CLC Site Tour – May 23 2017



CLC Site Tour – May 23 2017

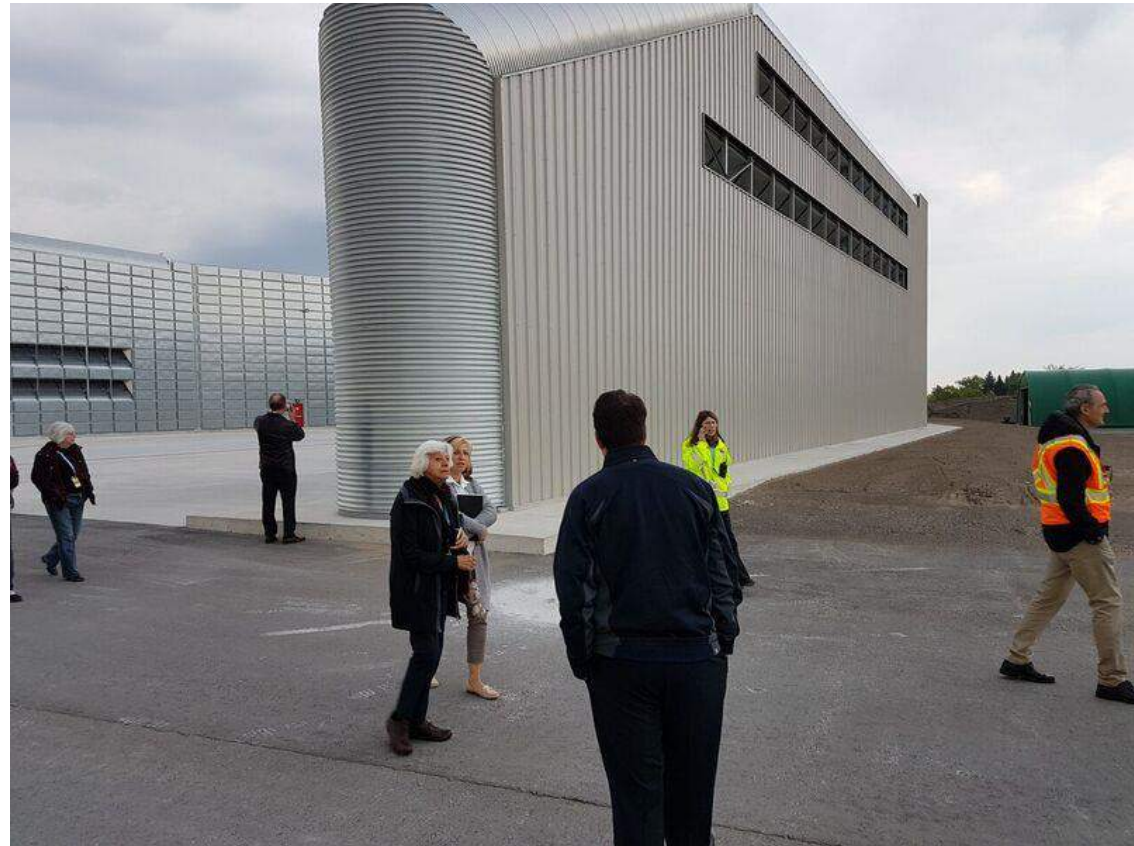
Ground Run-up Enclosure



CLC Site Tour – May 23 2017



CLC Site Tour – May 23 2017



CLC Site Tour – May 23 2017





Questions/Comments

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**Appendix A1-3:
Billy Bishop Airport Terminal Upgrade Updates – Presentation**



Billy Bishop Toronto City Airport Terminal Upgrade Project

**Community Liaison Committee
September 13, 2017**



Agenda

- **Project Layout & Renderings**
- **Safety**
- **Photos of Construction**
- **Project Schedule**
- **Community Outreach**



Project Layout & Renderings

Overview of the Terminal Upgrade Construction Area



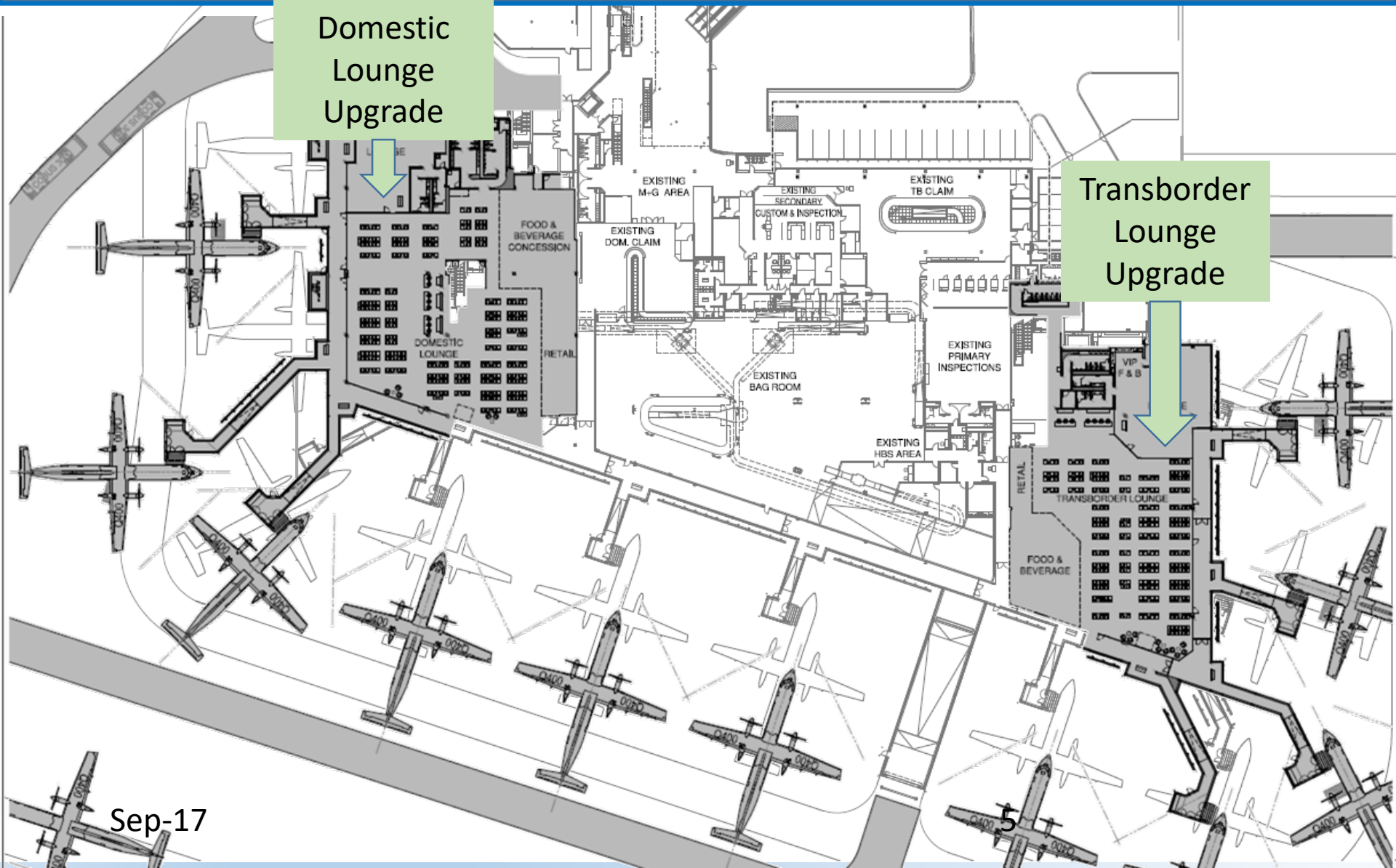
East Side Upgrade

West Side Upgrade

Drawing Layouts – Level 1

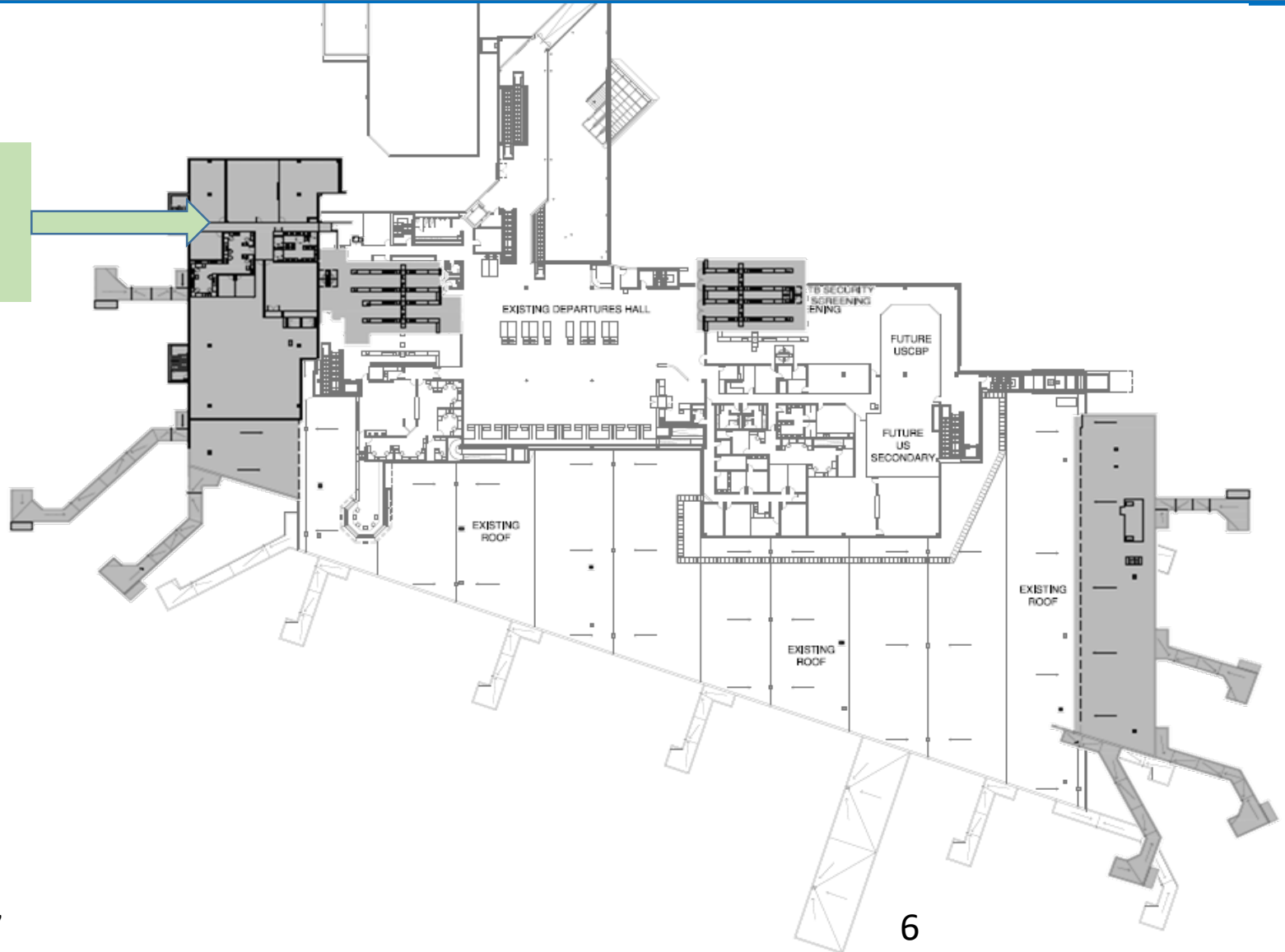
Domestic Lounge Upgrade

Transborder Lounge Upgrade



Drawing Layouts – Level 2

Airport
Admin
Area



Sep-17

Upgraded Lounge Interiors



Upgraded Lounge Interiors



Sep-17

8

BISTRO AREA

Upgraded Lounge Interiors



Sep-17

9

BUSINESS LOUNGE

Upgraded Lounge Interiors



Sep-17

10 WASHROOM ENTRANCE



Safety

Safety and Security Measures

- All contractors are required to submit and perform project specific health, safety & environment plan
 - ✓ Assist all workers in the planning, organizing, control, monitoring and implementation of corrective measures
 - ✓ Enhance and maintain the health, safety and environmental awareness of all workers
 - ✓ Minimize hazards to public health and welfare.
- Daily/Weekly Site Safety and Security walks with Nieuport and Ports Toronto
- Weekly Owner and site meetings

Construction Mitigation Measures

- **Groundside walkways to provide ' Back of House' access for workers reducing Passenger Interaction;**
- **Lighting for external work areas are being kept to a minimum and when in use, directed away from the community/mainland;**
 - **When concerns were made, our team worked closely with the contractors to accommodate by redirecting area lighting.**
- **Truck and equipment deliveries are minimized during school start and end times;**
- **Mainland and island traffic control during Heavy Construction traffic days**

Construction Mitigation Measures

- Gate Holds and apron congestion experienced due to local weather, downline weather and apron logistics
 - Revised Temporary Gating structures have been installed to provide more expedient passenger loading and off loading
 - Construction Teams continually working with Gate Control and Apron Management to reduce impacts



Photos of Construction

Current Work Area - Aerial



Completed Work – Domestic



Completed Work – Transborder





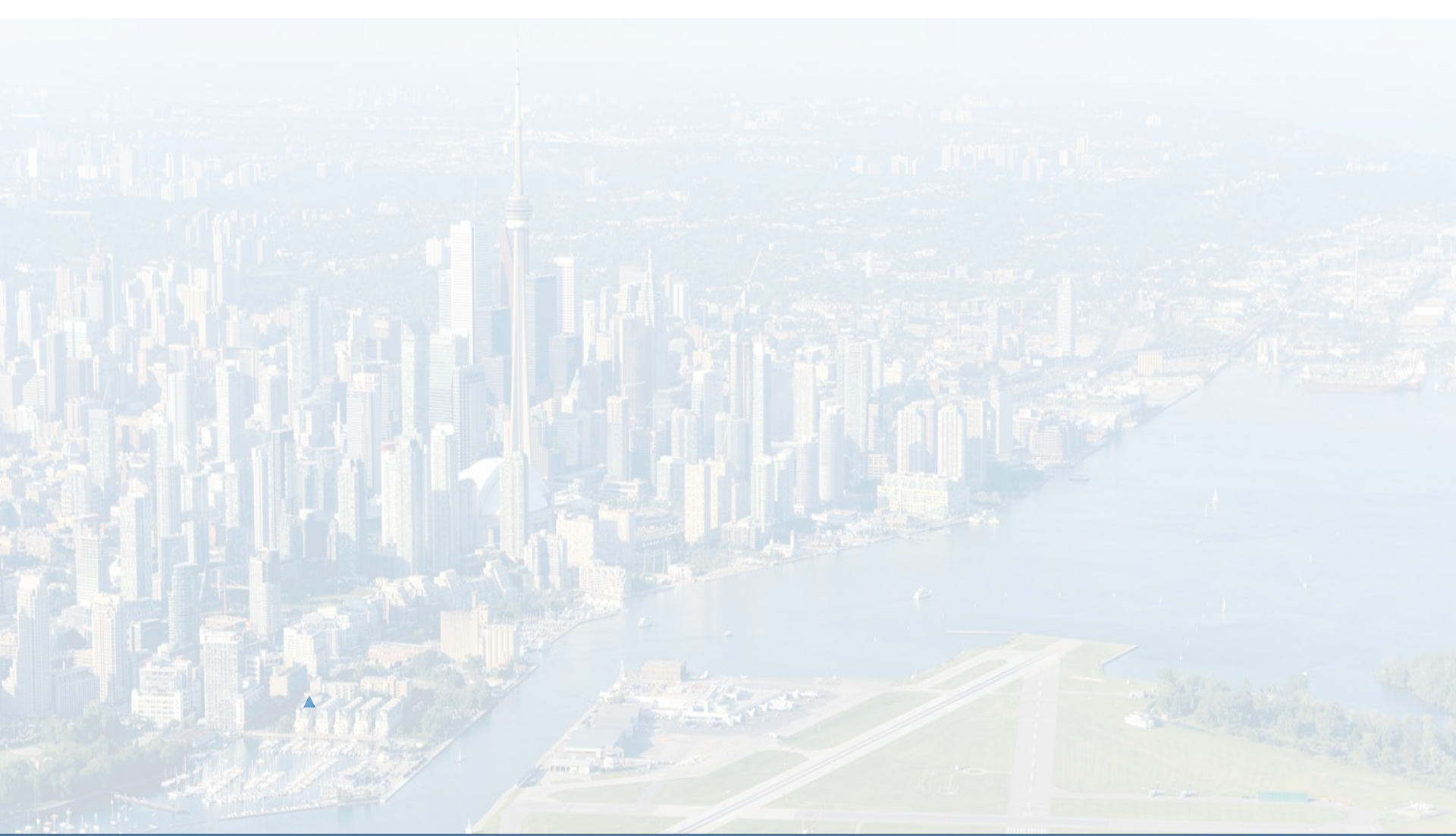
Project Schedule

Completed Project Milestones

- All temporary gates are completed and in use;
- Exterior demolition;
- General dewatering, footings and foundations of East and West side;
- East apron paving;
- Deep underground services;
- Mechanical room modifications

Work in Progress

- **Transborder Building Envelope - Steel pan and Roofing.**
- **Domestic structural steel.**
- **Perimeter backfill**
- **Domestic & Transborder dewatering removal**
- **Transborder slab on grade.**
- **Washrooms**
- **Lounge additions**



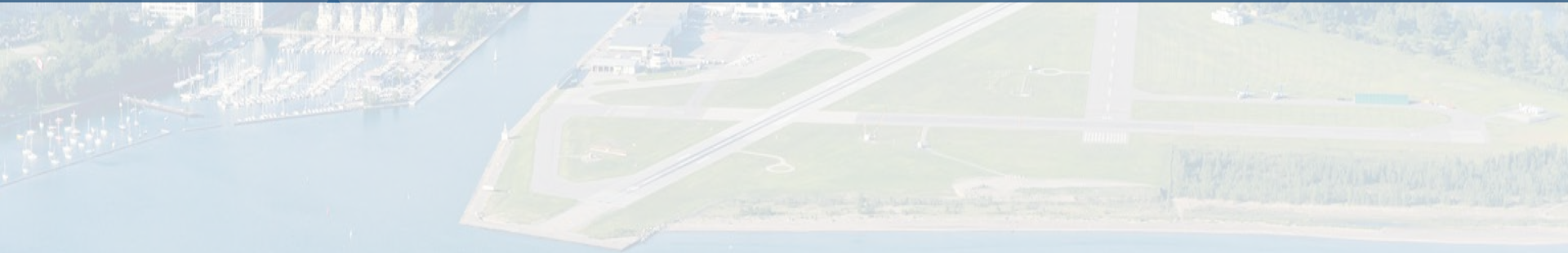
Community Outreach

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>



Thank you !

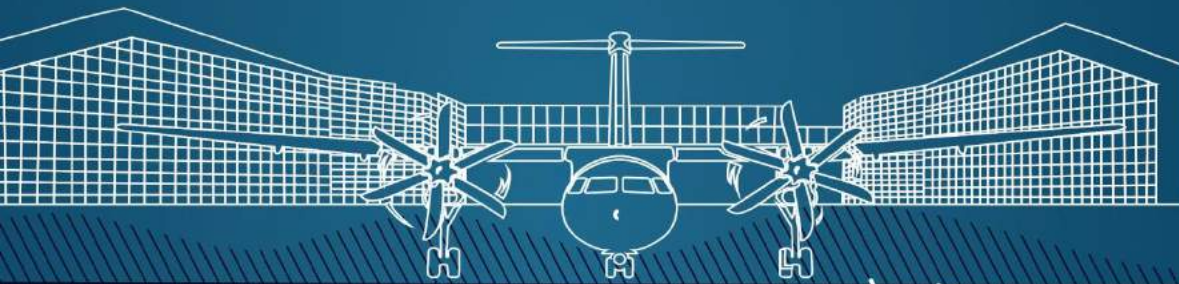




**Appendix A1-4:
PortsToronto - Billy Bishop Airport 2018 Master Plan –
Presentation**

2018 Airport Master Plan Presentation to CLC

September 13, 2017





Overview

- Background on what is an Airport Master Plan, including objectives and key components
- Managed Growth Strategy
- Connectivity to other work including:
 - Southern Ontario Airport Network
 - Bathurst Quay Neighbourhood Plan
 - Waterfront Transit Reset
- Consultation and Engagement Plan
- Next Steps



6th busiest Canadian airport serving the United States.

9th busiest airport in Canada.

2.7 million passengers annually through Billy Bishop Airport

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Master Planning Background

- A Master Plan, also called a comprehensive plan, provides a long-range vision for the built environment which guides the appropriate use of lands and assists airport management in making informed decisions regarding future development.
- An Airport Master Plan is not a regulatory document. However it is a best management practice, which all levels of government/agencies use as a long-term planning tool.
- NAS (National Airport System) Airports when created by the Federal Government have built into their land leases a requirement to complete and submit to Transport Canada a Master Plan every 10 years with an update at the 5 year milestone. This requirement does not exist for our Airport.



6th busiest Canadian airport serving the United States.

9th busiest airport in Canada.

2.7 million passengers annually through Billy Bishop Airport

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Master Planning Background (continued)

- PortsToronto planned for growth through a Land Use Plan in 2001.
- As part of a best practice, the first Airport Master Plan was prepared in 2012, but did not include any consultation with the public.
- In 2014, a Master Planning Exercise was launched during the Porter Proposal to review the impacts associated with the introduction of Jets and a runway extension request, however subsequently ended after the Federal Government's decision not to support the opening the Tripartite Agreement to introduce jets and extend the landmass of the main runway.



6th busiest Canadian airport serving the United States.

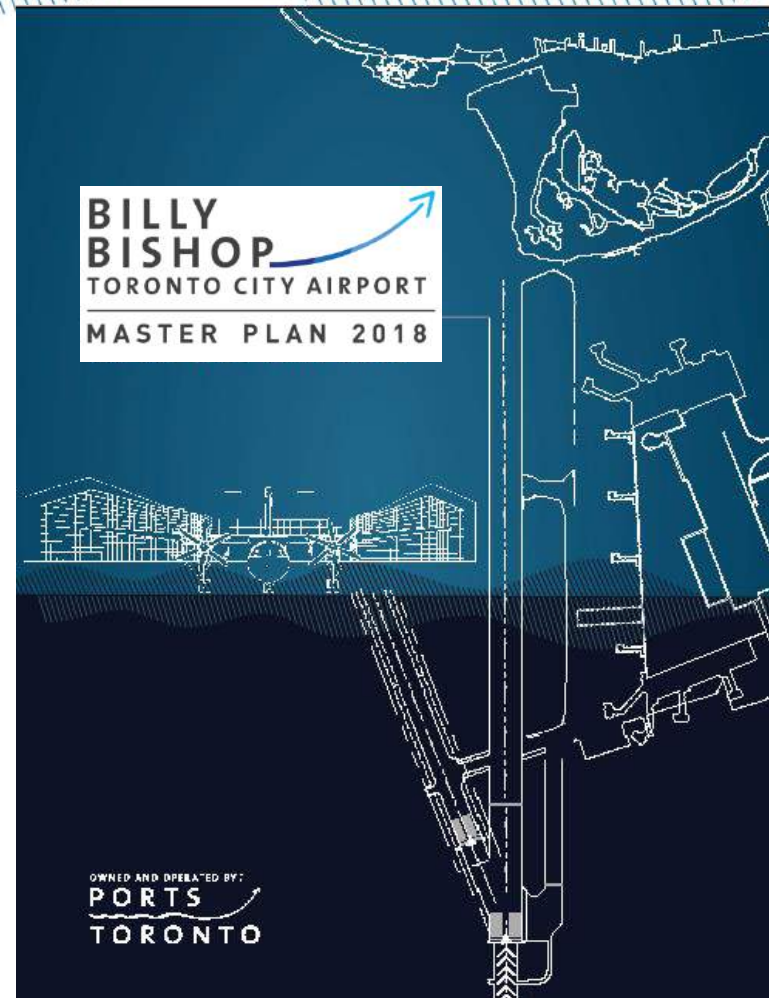
9th busiest airport in Canada.

2.7 million passengers annually through Billy Bishop Airport

Airport Master Plan

Definition: A Master Plan presents a vision and strategy to utilize the airport's existing and potential assets to support improved aviation activity, customer experience, business development and social and environmental responsibility within the community it resides over the context of a 20 year planning period.

- The Master Planning process for Billy Bishop Airport will begin in 2017 with robust Airport Stakeholder, agency, first nation, neighbourhood, public, community stakeholder consultation.





Master Planning Objectives

- Objectives of a Master Plan include such things as:
 - rational for development concepts based on a growth/planning horizon;
 - long-term development plan for infrastructure to support airport uses which will ensure operational objectives;
 - reflecting on overall objectives of PortsToronto that include environmental responsibility, sustainability and social responsibility; and
 - items that may be identified through the consultation and engagement process.
- Typical 20 Year Planning Horizon with Update Cycles (5yr review/10yr new).



Key Components of an Airport Master Plan

- Inventory Existing Conditions
- Forecast Future Demands and Needs, including Activity Scenarios
- Update historical activity statistics including passenger and aircraft activity including peak hour demand
 - This work would include market analysis to determine new city pair routings, new entrants etc
 - Also included in this work would be preparation of Noise Exposure Forecasts to ensure future compliance against future growth



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Key Components of a Master Plan (Continued)

- Identify capacity/functional constraints and operational/infrastructure improvements required to achieve Airports vision/objectives and meet new (e.g. TP312 5th edition) and upcoming regulatory requirements (e.g. RESAs)
- Identify Opportunities & Constraints
- Investigate Environmental & Socioeconomic Effects



Key Components of a Master Plan (Continued)

- Establish Short/Long-term Objectives
 - Prepare alternate development concepts that respond to vision/objectives forecasts
 - Adhere to the 1983 Tripartite Agreement
- Develop an Ultimate Concept with Recommendations
 - Develop phasing plan based on short, medium and long term infrastructure improvements
 - Prepare preliminary capital cost estimates
- Prepare draft and final Airport Master Plan



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Consultation and Engagement Plan

- A plan is being developed that will:
 - Identify meetings with Airport Stakeholders, community groups, agencies including first nations, stakeholders, and the public;
 - Deliver presentations at neighbourhood association meetings and public open houses/meetings at key points throughout the process; and
 - Adopt best management practices, including tools and resources to support the process which include, a project website, factsheets/FAQ's, and how best to respond to questions.
- These key elements will be key to the success of the master plan process.



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Managed Growth Strategy

- PortsToronto operates within a managed growth strategy to ensure modest growth that is balanced with Toronto's waterfront. This includes managing the current infrastructure, in consideration of the neighbourhood and community uses that our operations impact to ensure the rate of growth of the operations can be managed without compromising service and being a good neighbour.
- It is anticipated that passenger growth will continue similar to what has been experienced in 2014 (2.4 million), 2015 (2.5 million), and 2016 (2.7 million), to the ultimate forecast of 3.8 million in early 2020. These forecasts are under our current 202 Passenger Terminal Slots, FBO Charter flights and limited non-passenger terminal commercial operations such as Fly GTA and Pascan Aviation.

Southern Ontario Airport Network

- The current total capacity for all airports in Southern Ontario is estimated to be 90 million.
- By 2043 Southern Ontario will be home to 15.5 million people and the provincial GDP will be more than \$1 trillion.
- By mid 2030's Pearson will welcome 65 million passengers per year. By 2043 regional air travel volume is expected to reach 110 million passengers annually and Pearson will reach capacity.*
- Southern Ontario airports will need to work together and specialize to meet the demand for air travel and ensure the sector continues to be an economic driver.

• **Report - Toronto Pearson: Growth, Connectivity, Capacity. The Future of a Regional Asset*



SOUTHERN ONTARIO AIRPORT NETWORK

Southern Ontario Airport Network

- May 9, 2017, White Paper released on future of travel
- By 2043 passenger loads and cargo tonnage in Southern Ontario will double:

	2017	2043
Passengers	49.1 million	110 million
Cargo	470,000 tonnes	1 million tonnes

- Airports to undertake planning process to determine how each can best address the future needs and demand for air travel by working with key partners and communities.





Bathurst Quay Neighbourhood Plan

- PortsToronto and our consultants, have been meeting with City departments since 2014 on various components of the plan as it relates to airport operations.
- City Staff Report went to Toronto and East York Community Council on Tuesday June 13, 2017, and all seven recommendations were unanimously accepted. Staff Report to City Council in July 2017, has been adopted.
- The short-term recommendations focused on an action plan that required outcomes by Q4 2017 where City would work with PortsToronto, Waterfront Toronto and Toronto Realty Agency (successor to BuildToronto) on key work.



Bathurst Quay Neighbourhood Plan (Continued)

- PortsToronto objectives are to ensure continued enhanced Taxi Coral operation, parking spots and access to car rental, short term parking options.
- Enhance Airport pedestrian access look and feel with a focus to building better transit wayfinding connectivity from TTC 509 streetcar
- Next steps
 - Finalize detailed design for short term recommendations
 - Work towards 5+ year lease for our operation
 - Cost estimates and cost sharing scenarios



Waterfront Transit Reset Project

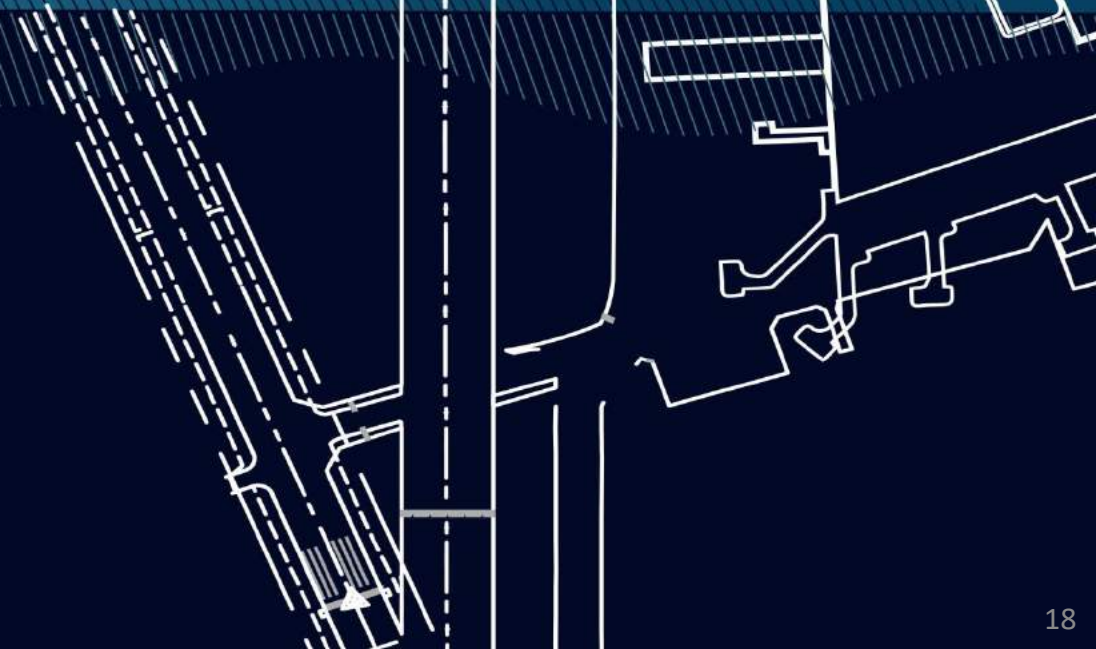
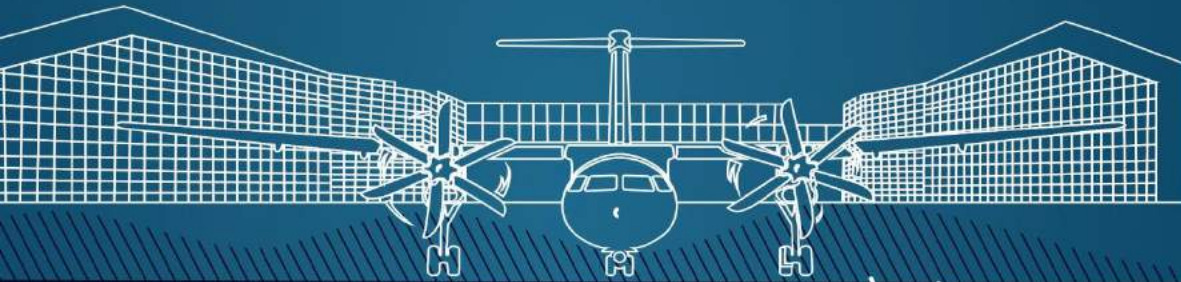
- The City of Toronto, TTC and Waterfront Toronto are leading work on a transit review along the waterfront in two phases: from Bathurst St. west to Long Branch Go Station and from Bathurst St. east to Woodbine Ave.
- PortsToronto attended a stakeholder meeting on June 26 for the west portion, as well as one on September 12 (yesterday) for the east portion. Involvement by PortsToronto on this project will help to ensure connectivity to the transportation network north, east and west of the airport operations.
- City Staff Report is planned to go to City Council in late 2017.



Next Steps

- We are planning for this consultation and engagement on the master plan over the next 16 months, with the first of three public meetings being planned for November/December 2017.
- By gaining input early in the process, this will help inform tools and resources that will be needed to ensure transparency in the process and easy access to information, through a project website, similar to the one that exists for the ongoing Airfield Rehabilitation Program.
- We will consult and engage with the CLC, as well as community groups, airport stakeholders and various levels of government agencies, including first nation communities.

Thank You





**Appendix A1-5:
BBTCA Winter Operations Presentation**



Briefing to CLC – BBTCA Winter Operations

Date: 23 May 2017

Presented By: Mike Karsseboom/Mike Leonard

Location: BBTCA Combined Services Facility



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- 
- Welcome
 - Snow Removal Tactics
 - Winter Maintenance Equipment
 - Aircraft Deicing Procedures
 - Fluid Containment
 - Questions
 - Tour



Snow Removal Tactics



SNOW REMOVAL TACTICS

- ❖ Snow removal techniques at BBTCA combine the use of high speed front mounted sweepers, plows, and snow blowers. This has proven to be the most efficient and cost-effective method of snow removal.
- ❖ The runways are cleared on a circuit pattern. The direction of the circuit depends on the active runway
- ❖ On the aprons the snow is moved to the edges of the aprons and a snow blower is employed to blow the snow into the infield.



Runway Tactics (Runway 26)



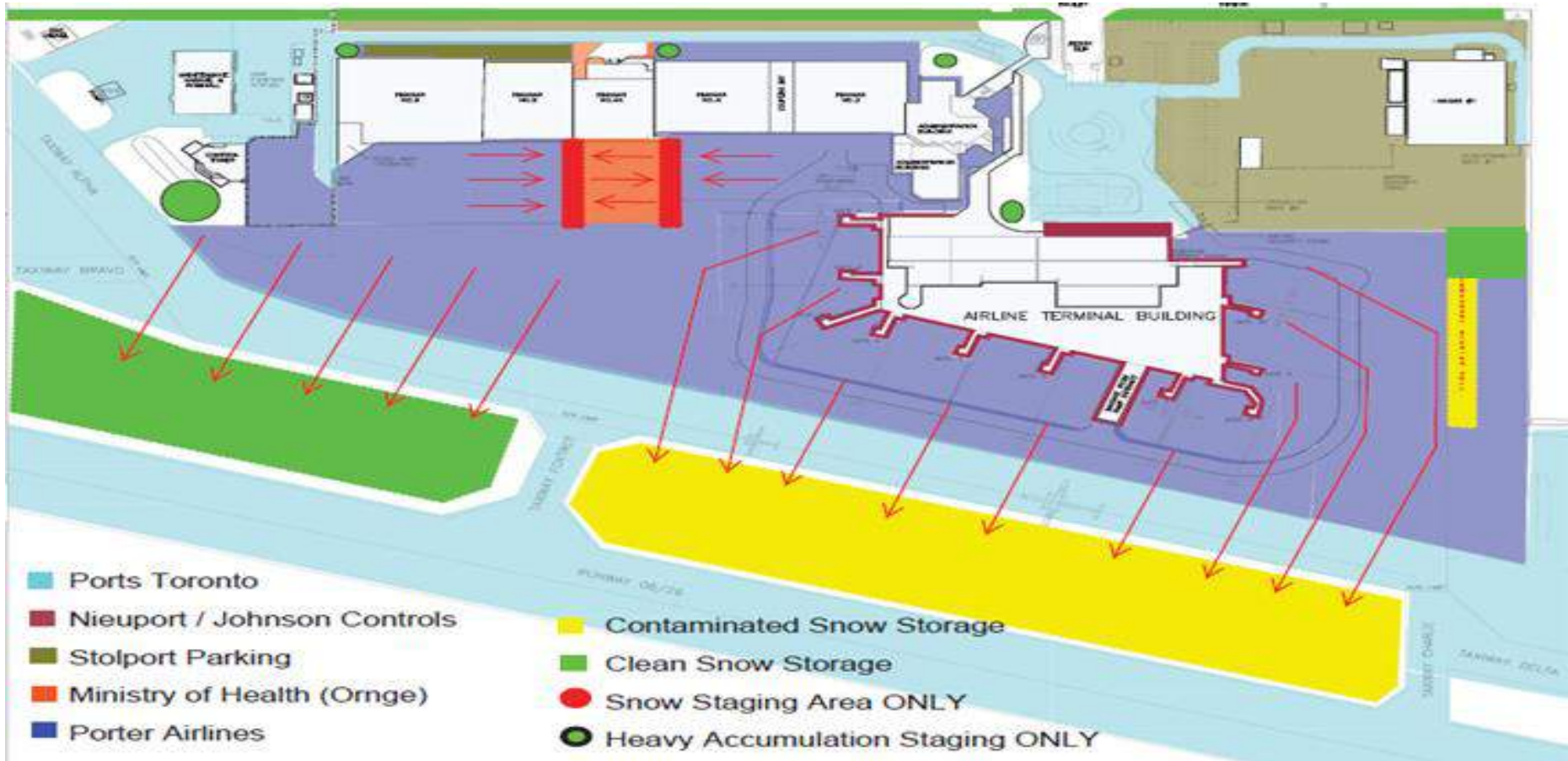


Runway Tactics (Runway 08)





Apron Tactics





Winter Maintenance Equipment





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Aircraft Deicing Procedures & Equipment

Deicing Procedures

Gate Spray

- » Conducted on the gate
- » No pushback required
- » Engines off
- » Heater cart disconnected
- » Ground personnel away from aircraft

Contamination on Aircraft

- » All types of frost
- » Rime ice
- » Clear ice

Deicing Procedures

5-Meter Pushback

- » Aircraft pushed back from gate five meters by ground personnel
- » Set parking brake
- » Ground personnel away from aircraft
- » Engine #2 running

Contamination on Aircraft

- » Very light snow
- » Light snow
- » Moderate Snow
- » Heavy snow
- » Active precipitation

Deicing Procedures

Off Gate Spray (Behind Gate 3 and/or 8)

- » Aircraft taxi under own power to position specified by Iceman
- » Reduce engine power to idle; feather propellers
- » Set parking brake

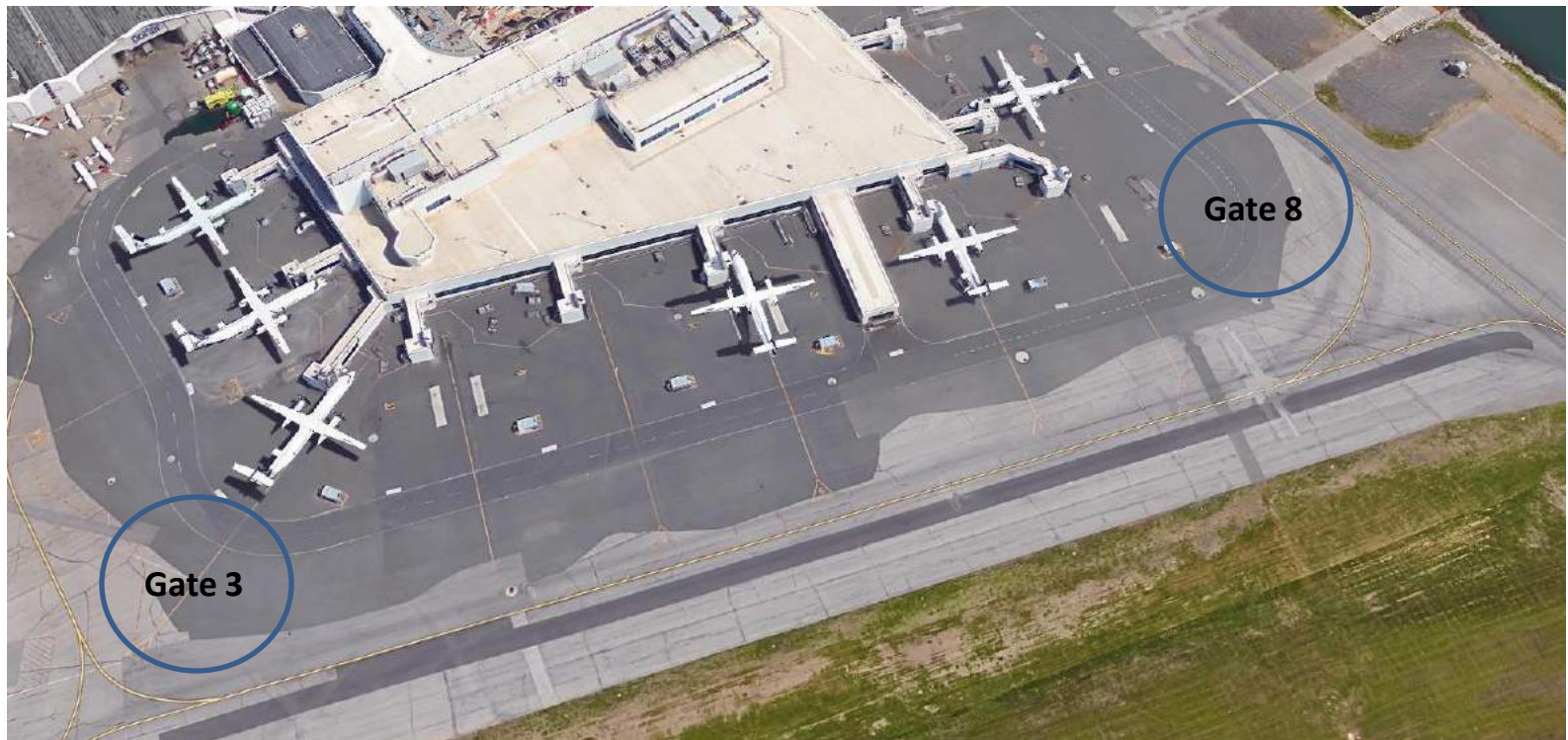
Contamination on Aircraft

- » Very light snow
- » Light snow
- » Moderate Snow
- » Heavy snow
- » Active precipitation

The decision as to deice behind Gate 3 or 8 or a 5-meter push will be made on the day of a deicing operation. Depending on operational requirements, Iceman and Gate control will determine what location will provide the best throughput times.



Gate 3 & 8 Deicing Locations



Global Deice Trucks

- 2 Person Operation
- Forced Air



Premier Deice Truck

- 2 Person Operation
- No Forced Air





Glycol Mitigation

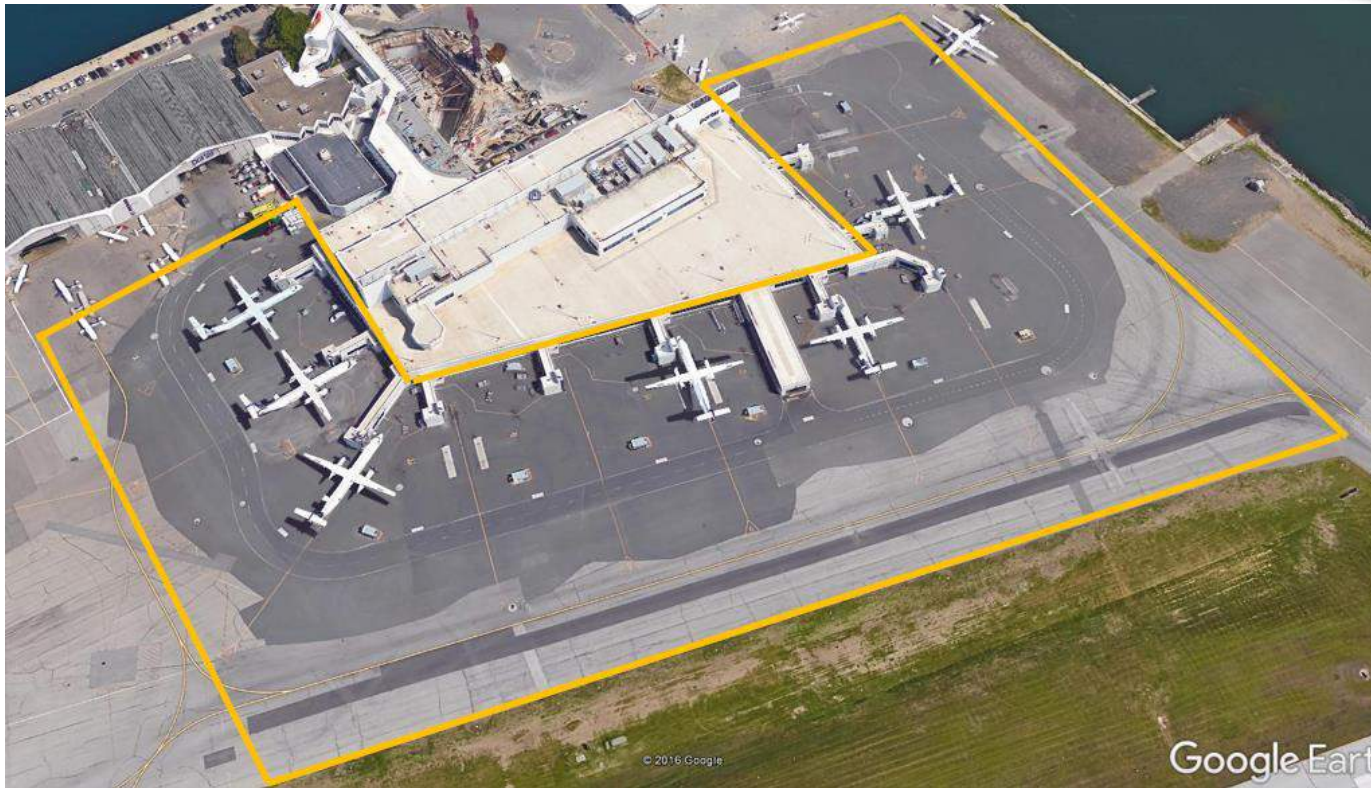


GLYCOL MITIGATION PROCEDURES

- ❖ BBTCA has one designated area for the application of de-icing fluid, glycol. Located in the designated Glycol Application Area (a.k.a. Glycol Containment Area) are underground storm sewers and catch-basins. These are equipped with large gate valves which, when closed, isolate the overspray from aircraft being sprayed with glycol as well as, any precipitation in the form of rain or snow that may fall in the containment area.
- ❖ The Glycol Containment Area is connected to the airport's Force Main System, which is pumped into the City of Toronto Sanitary Sewage network. The system provides BTCCA with an environmentally acceptable method of Glycol Mitigation.
- ❖ The Airport, pays the city a pumping fee for every cubic meter of liquid pumped into their system. A meter for this purpose has been placed in the pumping station.



GLYCOL APPLICATION CONTAINMENT AREA



© 2016 Google



GLYCOL MITIGATION PROCEDURES-Continued

- ❖ The system is activated each year in the fall prior the first application of glycol sprayed. The deicing contractor advises the Airport Duty Manager when the forecast weather may require deicing.
- ❖ The system will be deactivated each year in the spring after the final glycol application and subsequent sample testing has been performed to determine it is safe to do so.
- ❖ **NO GLYCOL APPLICATION may take place outside the boundaries of the Glycol Containment Area.** To ensure this is the case, samples of the water pumped into the lake from the balance of the run-off system are tested periodically for glycol contamination.

Sanitary Flow



Sanitary Flow



Sanitary Flow



Sanitary Flow





Questions?



Site Tour



**Appendix A1-6:
BBTCA Tour Highlights – May 23, 2017**

BBTCA GRE Facility, Maintenance Facility, and De-icing Fluids Management Tour Highlights – May 23, 2017

Introduction

PortsToronto hosted a tour of the BBTCA GRE Facility, Maintenance Facility, and De-icing Fluids Management for Community Liaison Committee (CLC) members on May 23, 2017 at 5pm. Two CLC member and three community members attended.

Tour Participants

- Sarah Miller, Toronto Island Community Association (TICA)
- Hal Beck, York Quay Neighbourhood Association (YQNA)
- Laura Cooper, Community Member
- Wayne Christian, Community Member
- Estelle Weynman, Community Member
- Gene Cabral, PortsToronto
- Michael Leonard, PortsToronto
- Michael Antle, PortsToronto
- Robert Comeau, PortsToronto
- Mike Karrseeboom, PortsToronto
- Angela Homewood, PortsToronto
- Bojan Drakul, PortsToronto
- Jim Faught, Lura Consulting

Emergency Response Staff Q & A

- Participants met in the Terminal Atrium at the top of escalators at 5:00 pm. Participants were assigned security passes and boarded a bus to proceed to the tour.
- Prior to beginning the official tour and presentations, participants had light refreshments and the opportunity to have a discussion with and casually ask questions of the fire emergency staff.

Q. Do you have emergency response staff on site 24 hours?

A. No. Emergency staff are present during operating hours, for 2 shifts and covering 17 hours.

Q. What training do you do?

A. We train every day and conduct simulated incidents every year, either desktop or live simulated incidents.

Q Do you have a boat for emergency response?

A. Yes, however the emergency response on the lake is the responsibility of Toronto Police or Toronto Fire Services.

Q. Do you do ice rescue training?

A. Yes – depending on ice conditions we conduct the training once or twice a year.

Q. If you require extra fire or emergency assistance do you call on GTAA/Pearson?

A. No, BBTCA collaboratively trains with Toronto Fire, and they would be called if required.

Q. Do you do preventative work for fire and emergency?

A. Yes, we do monthly checks for the terminal and other BBTCA buildings and property.

Winter Maintenance Presentation

Mike Leonard, PortsToronto, provided a presentation of the BBTCA snow removal strategy and review of the types of vehicles used for snow removal.

- Aprons and runways are cleared continuously when it snows to ensure maximum friction for landing aircraft on runways
- Six sweepers form a conga line and clear the runways with one pass. They run in a circuit pattern with the wind on the runway (up the apron and down the runway). Sweeper vehicles also have blowers to blow loose snow off the runway.
- BBTCA plans on upgrading all their sweepers to larger, 24' brooms (some current brooms are 18') by 2018; this will enable clearing of the runway with 4 x 24' sweeper vehicles instead of the current six.
- Sweepers push snow from the apron to the edge of the infield, which is within the contaminated snow storage area limits. The contaminated snow then melts into holding tanks.

Participants ask the following questions:

Q. Is there a minimum parts per million (ppm) limit to designate the snow as “contaminated”?

A. Yes, BBTCA considers all snow from the apron to be contaminated, after the first glycol de-icing spray late in the year, until the tank water test in the spring determines the holding tank water is no longer contaminated. Usually 2 spring rains are required to clean and clear the contamination area and contamination tank before an ‘all clear’ reading is obtained. Then the tank valve is opened to allow water to flow into the lake.

Q. Who tests the contaminated water in the holding tank?

A. City of Toronto does the testing. The holding tank water will not be allowed to flow to the Lake until the City water testing meets the standards below a determined ppm level.

Q. Who makes the snow sweeper trucks?

A. OshKosh, Wisconsin. Each vehicle has two engines, one for the truck and one for the sweeper broom. Each vehicle also has an air blower.

Q. How clean do you keep the runways?

A. Our goal is to keep the runways clean, bare and wet, with no snow material build up. Sweeper trucks travel at 25 – 30 km/h continuously during snowfall to ensure the runway is in the best condition possible. The recent rehab on the runways with the runway grooving helps to drain water from the runway.

Q. Odours from snow plow operations are sometimes disturbing inside my home, especially depending on wind direction. The odour problems from airport plowing became worse starting around 2011. Do snow clearing units meet a clean exhaust standard?

A. All new units meet the EPA/CSA standards for diesel exhaust. They have ceramic exhaust cleaners (see photo) that removes the diesel particulate matter.

Q. Do you use other de-icing materials?

A. Yes, we also use Potassium Acetate and Sodium Formate.

De-icing Presentation

Mike Karrseeboom PortsToronto, provided a presentation of the BBTCA de-icing strategy.

- De-Icing liquid is sprayed at three sites:
 - 1) Gate spray – Aircraft engines are off
 - 2) Five-meter push back – 1 engine is running
 - 3) Off-gate – At predetermined locations at Gate 3 and Gate 8
- De-icing liquid is a Glycol spray. All glycol is kept within the containment area (see map).
- A Global De-Icing truck (2 operators) uses forced air to blow off snow and spray de-icing liquid, mainly on the wing and tail of the aircraft.
- The spray operator in the cab of the de-icing truck can reach over the wing (approximately 2 feet above the wing) to point the spray nozzle directly at the wing to minimize any overspray.

Participants ask the following questions:

Q. Who provides the de-icing service, is it BBTCA staff?

A. No. That is provided under contract with Aéro Mag.

Q. Does glycol get into the Lake?

A. No, all glycol is kept within containment area and flows to a holding tank. When the tank reaches a certain level, the fluid is pumped to the City wastewater pipes for treatment by the city wastewater facilities.

Q. Do you re-cycle the glycol like the GTAA?

A. No, BBTCA uses low volumes of glycol and does not use enough glycol to make recycling feasible.

Q. Does general aviation use the de-icing?

A. No, de-icing is for commercial aviation. General aviation use the hanger to keep snow off of their aircrafts. Rarely, the medivac flights will require de-icing.

Q. Does BBTCA have air quality monitors?

A. No, MOECC is responsible for air quality monitoring.

C. MOECC air quality monitors are usually too high on poles and need to be lowered to the pedestrian level.

Q. Has BBTCA tested the water table at the airport?

A. Yes, water table and soil testing was completed before the recent rehabilitation work. No contaminates were found.

Q. For the glycol containment area, who maintains the pipe from the holding tank?

A. BBTCA maintains the pipe to the airport property boundary, then the City after that. The City waste water pipe that flows to the city is within one of the drift tunnels above the pedestrian tunnel.

Q. What happens to surface drainage on the infield?

A. There is no drainage infrastructure or catch basins on the infield, other than the glycol containment area and holding tank. The rain and water drains through the soil. Both the City and BBTCA do water quality testing at all drainage points from runway outfalls to the Lake around the airport.

Q. Can technical details related to the catchbasin, control valve, and tank containing glycol drainage be provided to CLC?

A. PortsToronto will review this request.

Q. Though not related to glycol maintenance which relies on the City sanitary system, residents would like more information with respect to how storm drainage from all areas within the airport site enters the Lake, either via overland flow routes or through catchbasins and sewers. Can this be presented at a future CLC meeting.

A. PortsToronto will review this request.

Q. Can more information be provided to CLC with respect to groundwater balance and water quality testing, especially with respect to contaminated snow storage area? One of the community concerns with airport runoff is that there exists a marine dead zone which immediately surrounds the island airport site. The lack of marine life adjacent the airport was noted during past public

presentations by consultants with respect to Porter Jets Proposal in September 2013. This dead zone is also in proximity to a nearby provincially significant wetland to the east.

A. PortsToronto will review this request.

Q. Does BBTCA have a spills plan?

A. Yes, the spills plan is contained in the BBTCA Emergency Response Plan.

Q. Do the Porter aircraft have asbestos brake pads?

A. It would be best to ask Porter Airlines that question, however our understanding is that the Q400 has carbon ceramic brake pads, and not asbestos.

Following the question and answer session, the tour proceeded by bus to the glycol containment area, then to the GRE facility, followed by viewing of the winter maintenance vehicles.

Contaminant Area, Ground Run-Up Enclosure, and Winter Maintenance Equipment Tour

- Participants boarded a bus to view the glycol contaminant area.
- The tour continued at the GRE facility. Participants were provided an explanation of the function, engineering, and properties of the GRE (see photos and GRE presentations from CLC Meeting #26).
- The last stop on the tour was the winter maintenance vehicles, which included an explanation of the different winter maintenance vehicles used at BBTCA.
 - A CLC member was able to enter and ride the largest Oshkosh Sweeper for a full runway tour (see photos).
- To conclude the tour, participants proceeded back to the BBTCA Terminal by bus and many of the tour members took the ferry back to the mainland.



**Appendix A1-7:
Map with Taxiway Names**

