



**PORTSTORONTO**

**BILLY BISHOP TORONTO CITY AIRPORT**

**COMMUNITY LIAISON COMMITTEE  
MEETING #29**

**MEETING MINUTES**

Wednesday February 28<sup>th</sup>, 2018  
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:

**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](mailto:jfaught@lura.ca)





## Summary of Action Items from Meeting #29

Action Item #	Action Item Task	Who is Responsible for Action Item
M#29-A1	Attach a list of action items from meeting twenty-seven and meeting twenty-eight, with an update on the status of each item.	Lura
M#29-A2	Conduct a review of past meeting action items. Create a running list of action items and their status and attach as an appendix to future meeting summaries.	Lura
M#29-A3	Provide a note and token of remembrance to the family of late CLC member Jim McClocklin.	Lura and PortsToronto
M#29-A4	Send a copy of the 2017 Noise Report to CLC members with the Meeting 29 minutes.	Lura
M#29-A5	Review standards for response times and consider adjusting the 5-day response timeframe.	PortsToronto
M#29-A6	Conduct a comparison of complaint statistics each month for the year before and the year following the GRE opening to help identify potential causes of the reduction in noise complaints.	PortsToronto
M#29-A7	Email the CLC a copy of the presentation that addressed online noise tracking (from a previous CLC meeting).	Lura
M#29-A8	Provide the consultant report containing suggestions for locations of additional noise sensors to the CLC for discussion.	PortsToronto
M#29-A9	Forward the governance webpage link to the BQNA representative.	PortsToronto
M#29-A10	At a future CLC meeting, discuss the multiple scenarios that could occur should the Tripartite Agreement not continue past 2033.	PortsToronto
M#29-A11	Forward the names of parties interested in joining the noise sub-committee to Mr. Cabral.	CLC Community Representatives
M#29-A12	Request representatives from Public Health attend a future meeting to discuss the Health Impact Assessment Study and potential follow-up to that study.	PortsToronto



M#29-A13	Provide refined comments from the City's Strategic Transportation team regarding the area around Bathurst Quay to the CLC at a future meeting.	City of Toronto
M#29-A14	Confirm the committee date for the Bathurst Quay Streetscape and Public Realm Plan's implementation and funding report, future council meetings, and opportunities to provide feedback, and send an email update to the CLC.	City of Toronto
M#29-A15	Provide a cross section that illustrates the position of the glycol area of the airport.	PortsToronto
M#29-A16	Discuss the noise assessment concerns raised by the YQNA representative at a future noise subcommittee meeting.	Noise Subcommittee



## List of Attendees

Name	Organization (if any)	Attendance
<b>COMMITTEE MEMBERS</b>		
Councilor Joe Cressy	City of Toronto, Ward 20	Regrets
Lia Brewer	Councilor Joe Cressy's Office	Regrets
Councilor Troisi	City of Toronto, Ward 28	Regrets
Sean McIntyre	Councilor Troisi's Office	Regrets
Bryan Bowen	City of Toronto – Waterfront Secretariat	Present
David Stonehouse	City of Toronto – Waterfront Secretariat	Regrets
Michael Perry	Air Canada	Regrets
Brad Cicero	Porter Airlines	Present
Matthew Kofsky	Toronto Board of Trade	Regrets
Cindi Vanden Heuvel	Toronto Passenger Vessel Association (TPVA)	Regrets
William Peat	Ireland Park	Present
Chris Glaisek	Waterfront Toronto	Regrets
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Wayne Christian	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Absent
<b>GUEST SPEAKERS AND SUBJECT EXPERTS</b>		
Michael Lettner	Nieuport Aviation	Present
Greg Ballentine	WSP	Present
Bojan Drakul	WSP	Present
<b>PORTSTORONTO REPRESENTATIVES</b>		
Angela Homewood	PortsToronto	Present
Deborah Wilson	PortsToronto	Present
Gary Colwell	PortsToronto	Regrets
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Regrets
Mike Karsseboom	PortsToronto	Present
Michael Antle	PortsToronto	Present
<b>FACILITATION AND SECRETARIAT</b>		
Jim Faught	Lura Consulting	Present
Alex Lavasidis	Lura Consulting	Present



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## Appendices

- Appendix 1: Ongoing list of Action Items (Includes Meeting 27 - 29)
- Appendix 2A: 2017 Noise Office Update & Annual Noise Report (Presentation)
- Appendix 2B: Annual Noise Management Report 2017 (not presented at meeting)
- Appendix 3: Bathurst Quay Streetscape and Public Realm Plan – Display boards
- Appendix 4: Toronto Port Authority Press Release  
(Provided during the meeting by the YQNA representative)
- Appendix 5: Airfield Rehabilitation Program
- Appendix 6: Terminal Upgrade



## **1. Welcome and Introductions**

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

## **2. Review of Previous Meeting Minutes, Review of Action Items, and Community Member Update**

Mr. Faught noted that draft meeting minutes from meeting twenty-eight were distributed via email to committee members for review. Minutes were approved and posted on the PortsToronto website.

Mr. Faught led a review of meeting twenty-seven and twenty-eight action items. This list of action items is included in Appendix 1. A comprehensive review of all action items from recent meetings will be conducted and circulated to the CLC after the next meeting. A running list that reflects the status of all action items will be attached to future meeting summaries as an appendix.

Mr. Cabral shared the news that CLC member Jim McClocklin passed away in December 2017. On behalf of the BBTCA CLC, Mr. Cabral expressed thanks to Jim McClocklin for volunteering his time to participate on the CLC. PortsToronto will provide a note and gift of remembrance to the family.

### **Action:**

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|---------|--|
| M#29-A1 | Attach a list of action items from meeting twenty-seven and meeting twenty-eight, with an update on the status of each item.                                 |
| M#29-A2 | Conduct a review of past meeting action items. Create a running list of action items and their status and attach as an appendix to future meeting summaries. |
| M#29-A3 | Provide a note and gift of remembrance to the family of late CLC member Jim McClocklin.  |



### 3. 2017 Noise Office Update and Annual Noise Report

Mike Karsseboom and Gary Colwell, PortsToronto, provided a presentation on the 2017 Noise Office Update and Annual Noise Report. The presentation is located in Appendix 2A. The following provides a summary of additional information provided, including comments and questions raised by committee members:

- A copy of the Annual Noise Management Report 2017 (not presented at meeting) will be sent to CLC members with the Meeting 29 minutes (Appendix 2B).
- Mr. Cabral noted the total noise complaints increased from 236 in 2016 to 271 in 2017. This is an increase of 15%.
- The increase in complaints classified as 'General' are not with respect to specific aircraft. An example of a general complaint is, "The airport is really noisy today".
- BBTCA is taking corrective actions to reduce noise. For example, Mr. Colwell has met with commercial flight companies (e.g. Fly GTA) to discuss the Airport's Good Neighbour policy and has spoken with Air Traffic Control in an effort to decrease noise.
- Regarding general aviation complaints the YQNA representative inquired if new commercial operations include smaller aircraft.
  - Mr. Karsseboom responded that small aircraft are classified under general aviation. This reflects the rise in general aviation complaints vs. commercial aviation complaints.
  - Mr. Cabral responded that Air Bravo and other similar crafts are always classified under general aviation. Therefore, for consistency, smaller aircrafts are classified under general aviation.
- Complaints related to construction were largely due to backup beepers and lighting. PortsToronto has been actively working with contractors to reduce these issues.
- The YQNA representative noted his dissatisfaction of the 5-day threshold for responding to community noise complaints. His community requests the response time change from 5 days to 5 hours. The YQNA representative highlighted that the purpose of complaints from the community are to educate the airport and eliminate the problems and the need for additional complaints on the same problem in the future. The representative would like the BBTCA to be more active and prompt when addressing complaints in order to correct and prevent noise issues.
  - Mr. Cabral responded that the BBTCA does try to understand the cause of each complaint, however a 5-hour response time is not attainable, as the airport is not a 24-hour operation. The average response time for complaints is approximately 2.5 days. Lowering the response time is something to consider, but it must remain realistic. The existing benchmark of 5 days for response reflects the industry standard, used at most airports.





- Mr. Karsseboom reiterated that the BBTCA can review their standards for response times and consider adjusting the 5-day response timeframe.
- The YQNA representative inquired if the general aviation category could be renamed or re-grouped. Currently, small commercial flights are included in the general aviation category; this is the main cause of the rise in noise complaints shown for general aviation. The number of complaints shown for General Aviation is not comparable with past noise management reports given the changing flight mixes falling within this definition. This needs to be clarified and revised as this gives an incorrect impression to airport decision makers and the public.
  - Mr. Karsseboom explained that small commercial aviation are difficult to separate out of general aviation since they run with their registered call sign.
  - Mr. Cabral noted that there are many noise complaints against general aviation that are caused by non-commercial general aviation flying low over the Toronto Islands, which are warranted noise violation complaints.
    - YQNA requested that any non-commercial noise complaints be documented separately from commercial noise complaints.
- The BQNA representative noted that the Noise Report was well written. She was pleased to learn about the web tracking option for noise complaints. The BQNA representative reflected that responses she and other community members have received from the PortsToronto in response to past noise complaints have been lacking in detail; this can be discouraging to community members, who would like more detailed and informative responses.
  - Mr. Karsseboom replied that in the past, standard responses were sent out to community members, but now every response is addressed separately and individually written, not from a standard form.
- The BQNA representative noted that she was surprised to see the complaints in her neighbourhood down by 31% in Annual Noise Management Report 2017. She inquired if this statistic reflected the time period after the Ground Runup Enclosure (GRE) came into operation, and further inquired what may be connected to the reduction of complaints.
  - Mr. Cabral responded that there was an overall reduction in noise complaints after the GRE came into operation.
  - Mr. Karsseboom responded that PortsToronto will run a comparison of complaint statistics each month for the year before and the year following the GRE opening. Results of this comparison will be provided to the CLC and will help identify potential causes of the reduction in noise complaints.
- The BQNA representative stated that noise experts and specialists in the community are dissatisfied with how noise is being measured, with regard to where measurements are documented (noise should be measured at elevation and on the ground), and what type of noise is measured. Her community members would like to know if noise



measurements are louder when measured in dBC, instead of in dBA (currently, measurements are taken in dBA). The BQNA representative suggested changes are made to how noise is measured.

- Mr. Cabral responded that both dBA and dBC are common measures, with dBA as the standard. He acknowledged that the measurements could be completed in a method that is more meaningful to the community. Mr. Cabral noted that all noise including the airport is monitored by Noise Monitoring Terminals in WebTrak online tool , including ground noise, take-offs and landings. Mr. Cabral appointed Lura Consulting to email the CLC a copy of the WebTrak presentation from a previous CLC meeting in 2014 that introduced the online WebTrak flight and noise tracking tool.
  - Mr. Karsseboom noted that if there is interest in the CLC, Gary Colwell can return to a CLC meeting to provide an explanation of the online noise tracking tool.
    - The BQNA representative would like to have Mr. Colwell in to present and explain the tool.
- The BQNA representative noted that she would instruct her community to be more specific when they wrote in with noise complaints (e.g., how it is impacting their day or night).
- Regarding the runup complaints, the YQNA representative inquired if the noise complaints related to runups could be broken down into the 5 types of runups shown in Aircraft Maintenance Run Procedures June 2015. The YQNA representative expressed concern that noise complaints that did not identify a specific cause would be categorized into a general complaints category.
  - Mr. Karsseboom responded that there are only 2 types of runups still being done at the airport. He explained that when a noise complaint is received, the time frame of the complaint is compared to the airport operations (including readings from microphones and video footage of the airport). This allows PortsToronto staff to identify if there are any specific activities occurring at the airport that could be the cause of the noise complaint, providing PortsToronto the ability to address the source of the noise complaint by making adjustments in the future.
    - The YQNA representative stated that this should be a good process to understand how to eliminate a need for noise complaints.
    - YQNA requested that Aircraft Maintenance Run Procedures June 2015 listing the runup types and locations be updated and distributed.
- The YQNA representative inquired if the overall number of runups are tracked, and if the data is available.
  - Mr. Karsseboom had some reporting issues, but a recent count has showed 201 idle runs and 87 power runs for 2017. There was a reduction in powerups this year relating to Porter's new aircrafts (different engines). Mr. Karsseboom will review and confirm these numbers.



- Mr. Karsseboom noted that PortsToronto is working on an action item from a previous CLC meeting to provide a report that identifies the best location for additional noise sensors. The consultants provided a report on the suggested locations put forward by PortsToronto, however PortsToronto would like the scope of the report to be expanded so that the best sites are identified. PortsToronto is working with the consultants to expand and update the study; results will be brought to the CLC upon completion for discussion.
  - Mr. Cabral noted that King's Landing offered their building's roof for noise sensor placement.
    - The YQNA representative noted that the sensor should not be placed at the top of any building for noise impact review in an urban marine environment.
      - Mr. Karsseboom noted that the intention is not to place sensors at the tops of buildings, but to have the consultants identify areas along the lakeshore that are the best locations for additional noise sensors.
      - YQNA requested a community walk with the noise engineer and small group of resident representatives to identify targeted runway offsets and elevations in the waterfront where permanent web enabled noise monitors can be installed.

**Action:**

M#29-A4	Send a copy of the 2017 Noise Report to CLC members with the Meeting 29 minutes.
M#29-A5	Review standards for response times and consider adjusting the 5-day response timeframe.
M#29-A6	Conduct a comparison of complaint statistics each month for the year before and the year following the GRE opening to help identify potential causes of the reduction in noise complaints.
M#29-A7	Email the CLC a copy of the presentation that addressed online noise tracking (from a previous CLC meeting).
M#29-A8	Provide the consultant report containing suggestions for locations of additional noise sensors to the CLC for discussion.
M#29-A9	Provide 'Aircraft Maintenance Run Procedures June 2015', listing the runup types and locations.
M#29-A10	Mr. Karsseboom will review and confirm the number of power runs and idle runs.



#### **4. Community Input: Ideas for Future CLC Topics and Discussions**

The YQNA representative provided suggestions for future CLC meeting discussions and actions:

- The YQNA representative inquired why the CLC is limited to only the airport, and not all the lands under PortsToronto's control. He noted that there are requests for a CLC to discuss the Portlands overall.
- The YQNA representative commented that Waterfront Toronto has prepared a Portlands Framework Study. The YQNA representative would like Waterfront Toronto to attend a future CLC meeting and provide a brief overview of the report with respect to alignment with airport activities.
- YQNA requested that a representative from Professional Engineers Ontario (PEO) attend CLC to inform airport decision makers why engineers are licensed and what engineering work requires a professional seal and certification. YQNA observed that none of the airport capacity reports are professionally sealed, and there currently is nothing for airport decision makers to demonstrate that the public has been sufficiently protected.

The BQNA representative provided a list of suggestions for future CLC meetings and concerns to be addressed to Lura Consulting through email in advance of CLC Meeting 29. The suggestions were read aloud to the CLC and addressed in the order that follows:

- The BQNA representative suggested that an invitation be extended to the Mississaugas of the New Credit First Nation (MNCFN) and other local Indigenous groups to attend and speak on the BBTCA Master Plan or issues of importance to them relating to the airport.
  - Mr. Cabral responded that PortsToronto met with MNCFN today to present the Master Plan process. MNCFN groups will be provided with the Terms of Reference for participation in the CLC, and they will consider their participation. Challenges include their distance from the city, which is approximately 1.5 hours of travel one way. PortsToronto is actively engaged with MNCFN on PortsToronto activities.
  - The BQNA representative suggested coordinating with First Nations groups to hold meetings with them when they are already in the city (for other meetings they may have), and to organize meeting with local, urban, First Nations groups.
    - Ms. Homewood replied that PortsToronto has made these arrangements with MNCFN. PortsToronto is meeting with them, as PortsToronto have existing relationships with MNCFN and a duty to consult.
- The BQNA representative would like information about how a community representative can fill one of the vacant seats on the PortsToronto Board of Directors, as there is interest to participate on the Board from community members.
  - Ms. Wilson responded that the process of filling the vacant Board of Directors seats is ongoing. Seven of the nine spots are appointed by the Federal



Government. To gain applications for the vacant seats, there were ads placed in newspapers and on the PortsToronto website. Many qualified candidates came forward. Appointing new members is a user group process; a committee interviews and puts people forward for the Federal government to consider. Currently, PortsToronto is waiting on the Minister to appoint new seats. The process is outlined online on our governance webpage (<https://www.portstoronto.com/portstoronto/governance.aspx>), and it is outlined in the PortsToronto Sustainability Report.

- Ms. Wilson will forward the governance webpage link to the BQNA representative.
- The BQNA representative inquired which newspapers ran advertisements for the Board of Directors and if the process for submitting applications is now closed.
  - Ms. Wilson responded that the process has been ongoing for 6 months and applications have now closed. The advertisement was listed in the Toronto Star and LaPresse. Ms. Wilson reiterated that the final decision for filling Board of Director seats is held by Minister Garneau. Community members without expertise in areas related to airport governance are most likely to be appointed to the Board of Directors through the seats appointed to representatives of recreational users, assuming there was no other expertise held by the community.
  - Mr. Cabral noted that Amanda Walton was recently reappointed to the board.
  - PortsToronto is not involved in choosing appointments, other than posting the notice; they do not see the applications.
  - Ms. Wilson noted that the Federal government must fill many Board of Governance vacancies, and that other Port Authorities are facing a similar situation with multiple Board vacancies.
- The YQNA representative stated that during the previous election, there were calls to change the governance process; the YQNA representative inquired if there have been any movement on those changes.
  - Ms. Wilson responded that that is outside of the role and knowledge of PortsToronto.
- The BQNA representative inquired what the contingency plan is, should the Tripartite Agreement not continue past 2033.
  - Mr. Cabral noted that this could be placed on the agenda for a future meeting.
- The BQNA representative inquired how interested community members could participate on the CLC noise sub-committee.
  - Mr. Cabral responded that PortsToronto is happy to accept new names for the sub-committee. He asked that names of interested parties be forwarded to him. Anyone interested would need to meet the Terms of Reference for the sub-committee.



- The BQNA representative will forward interested parties to Mr. Cabral.
- The BQNA representative inquired about safety concerns around small airports, specifically around Nav Canada removing air traffic controller supervisors, as this issue was raised in the House of Commons by Elizabeth May.
  - Mr. Karsseboom responded that air traffic controllers are highly trained individuals with over 4-5 years of training and experience. These staff only have supervisors on very large sites, with many planes. Similar to paramedics and police officers, air traffic controllers are highly trained and do not need supervision.
- The BQNA representative inquired if the Master Plan will address concerns about plane line-ups, and pollution and odours from idling planes.
  - Mr. Cabral responded that this will be addressed in the Master Plan.
- YQNA requested that road traffic issues be presented in more detail at future meeting. YQNA requested that an update on Pearson's noise management program be presented at future meeting. YQNA noted that noise sharing along future flight tracks was raised by Pearson airport authorities.
- The BQNA representative stated that she was pleased that a representative from Public Health attended a past CLC meeting, however, she would like the authors of the Health Impact Assessment Study to come into a future CLC meeting to provide their reflections and insight on the study. She noted that this is one of the only documents available to the BBTCA about the potential health impacts of the airport. The BQNA representative would like to find out from the city, what the follow-up to that study would be. This was identified by the BQNA representative as the most important point for a future CLC meeting. The BQNA representative also suggested that Ports Toronto had received direction from the Board of Health to develop traffic mitigation guidance and best practices for facilities located near busy roadways, and to conduct air monitoring near facilities with vulnerable individuals such as schools; she suggested a presentation on this direction.
  - Mr. Cabral responded that they will request that representatives from Public Health attend a future meeting to discuss this topic.
  - Mr. Bowen responded that the study was commissioned because of the proposal for jets at BBTCA. Though the proposal was cancelled, the report is still actively being used by various groups. The City does not currently have any plans to update that report.
    - The BQNA representative would like to have that question answered as well.
  - Mr. Cabral noted that there has been no direction given to PortsToronto from the Board of Health to address any traffic or air quality issues.
    - The BQNA representative added that staff from Councillor Cressey's office and a health representative from the BQNA are preparing a





presentation for the BQNA on Waterfront issues; those representatives may be able to attend a future CLC meeting and provide the same presentation.

- M#29-A11 Forward the governance webpage link to the BQNA representative.
- M#29-A12 At a future CLC meeting, discuss the multiple scenarios that could occur should the Tripartite Agreement not continue past 2033.
- M#29-A13 Forward the names of parties interested in joining the noise sub-committee to Mr. Cabral.
- M#29-A14 Request representatives from Public Health attend a future meeting to discuss the Health Impact Assessment Study and potential follow-up to that study.

## **5. City of Toronto Updates: Bathurst Quay Streetscape and Public Realm Plan**

Bryan Bowen, City of Toronto, provided updates regarding the Bathurst Quay Streetscape and Public Realm Plan. A digital copy of the display boards presented during the meeting, which outlines plans for the Bathurst Quay Streetscape and Public Realm, are available in Appendix 3.

- The Bathurst Quay Neighbourhood Plan (BQNP) began in July of last year as a proposal for the revitalization of the Canada Malting site.
- The BQNP is a long-term ambition. The City acknowledges that there have been large plans for this property before and want to ensure action occurs. The City is taking a tactile approach to start using this property to address issues in the community around open space and transportation.
- Six overlapping projects collectively add up to the vision for the entire site. Each of the six projects have their own timeline funding and approvals.
- One of the projects is the lease of the administration building on the site. The City will bring in an arts and culture focused non-profit as a partner for leasing the building. There will be a focus on creating an arts and culture community hub.
  - The City may issue an open proposal for repurposing to building, and partners to lease the space.
  - The City has confirmed it will not use the building to house any City administration or bureaucracy.
  - The next step is to draft the Terms of Reference for use of the space, and to approve the jurisdictional transfer of the building to the City departments that can issue the call for partners to fill the space.
- In 2009 there was a proposal to negotiate with the Ireland Park Foundation to create an Irish-focused community space. That 2009 proposal was put on hiatus when the Ford administration leased the space to PortsToronto. That lease expires this year.



- The question is whether the process will revert back to the one involving the Ireland Park Foundation from 2009, or the process will be a new, open one. City Council will make that decision.
- Ultimately the intention and outcome of both processes is the same, resulting in an arts and culture hub and partnership for the space; the difference would be the process itself.
- Mr. Peat, Ireland Park Foundation, noted that the Foundation has been interested in the site since 2004 and has been expanding programming to facilitate year-round use of the building. He also noted that there are few other non-profits that have such an obvious, vested interest in the area.
- The north edge of the western dock wall has been closed for many years because the concrete cap on the structure has deteriorated. The City couldn't find the funding to complete that program, however, the BQNP has revisited that issue, and part of the recommendations are to fund completion of that project.
  - There is potential for this work to start in August or September of 2018. This would potentially be the first portion of work to occur on the property. PortsToronto would be a partial funder on this project.
- In the centre of the proposed design is a pedestrian plaza (see Appendix 3). This will provide new, flexible community event space throughout the property. The goal of the space is to primarily create a programmable community events site similar to Harbourfront Centre.
  - The necessary studies (environmental assessments) for this transformation have already begun and plans for remediation of the site are being prepared.
  - The project is almost fully funded, except for the final \$1 million. There is about a 2-year window to locate that funding.
- Mr. Bowen shared that he spoke with the City team responsible for Strategic Transportation to address comments in past meetings from the BQNA representative regarding Strategic Transportation plans in the area. Mr. Bowen will provide refined comments from the meeting to the CLC after he engages them in further discussion.
- Mr. Bowen will confirm the committee date for the Bathurst Quay Streetscape and Public Realm Plan's implementation and funding report, and send an email update to the CLC.
- The BQNA representative inquired if Mr. Bowen could attend their neighbourhood association meeting to speak to the City's transportation work in the area.
  - Mr. Bowen responded that may be possible.
  - The YQNA representative commented that Mr. Bowen provided the CLC with an informative presentation. He inquired if the Bathurst Quay streetscape and public Realm Plan will include a Part Two that will contextualize the project into the overall context of the BQNP, as presented to public two years ago. The YQNA





representative notes that there are many issues in the western half of the study area and around the perimeter of the of the study area which were not addressed in the presentation. Mr. Bowen responded that the work on the larger Master Plan is parked until approval for the proposal is received from City Council. The City is first looking to confirm investments related to the aquatic facility on the site, as the presence of the aquatic facility will completely change traffic related to this site and therefore impact management and traffic plans for the site. All of this should take place by June 2018, allowing the larger Master Plan team to convene in the summer.

- The YQNA representative expressed concern that the public may view the plan and think it is complete.
  - Mr. Bowen responded that the City wants to avoid that, as the BQNP is the longer-term plan, however, the City is trying to be pragmatic and take action on portions of the plan piece by piece in order to produce benefits for the community within a reasonable timeframe.
    - The YQNA acknowledged Mr. Bowen's statement and responded that there are many issues in the area that the City should have taken action on many years ago.
- The YQNA representative inquired if there are any parts of the plan that face an obvious risk and may not come to fruition.
  - Mr. Bowen responded that depending on the timeline of decision making and planning (e.g., if the pedestrian plaza is constructed before the aquatic facility) this may result in a reorganization of the space allocations between different features of the site (e.g. the pedestrian plaza and the aquatic centre may shift in design to accommodate whichever is built first).
- The YQNA representative inquired to what extent the existing Little Norway Park will be impacted by the proposed underground parking structure adjacent the proposed aquatic facility.
  - Mr. Bowen responded that the level of detail to answer that question will be available after the detailed design of the aquatic structure is complete.
- Mr. Bowen explained that once dates are confirmed for the future steps in the approval process for the site, there will be opportunity to provide input to committee and council. Mr. Bowen will share this information with the CLC.

M#29-A15 Provide refined comments from the City's Strategic Transportation team regarding the area around Bathurst Quay to the CLC at a future meeting.

M#29-A16 Confirm the committee date for the Bathurst Quay Streetscape and Public Realm Plan's implementation and funding report, future council meetings, and opportunities to provide feedback, and send an email update to the CLC.



## **6. Billy Bishop Airport 2018 Master Plan and the 2018 Airport Master Plan Communication Strategy**

Angela Homewood, PortsToronto, and Greg Ballentine, WSP, provided a verbal update on the Airport Master Plan. The following provides a summary of the information provided:

- PortsToronto met with Mississaugas of the New Credit First Nations to discuss the Airport Master Plan, as part of PortsToronto's ongoing consultation with First Nations.
- PortsToronto is still in process of scheduling meetings with community groups (including building cooperatives), councilor briefings, and airport stakeholder meetings. These are all a part of the first phase of consultation for the master plan.
- PortsToronto is in the process of developing answers to frequently asked questions from the consultation meetings that have been held so far.
- Lura Consulting is also working on the consultation portion of the master plan and is finalizing notes from the Public Engagement session. These notes, along with a list of frequently asked questions and answers will be posted to the PortsToronto website upon completion.
- PortsToronto is reaching out to government agencies, including Toronto Public Health to discuss some of the concerns raised through consultation sessions so far.
- PortsToronto is working on the environmental sustainability portion of the master plan and would like to make a greater effort to address greenhouse gas emissions than other airports. PortsToronto is working towards coordinating environmental master plan targets with federal and provincial targets.
- From a technical standpoint the master plan is still in its initial phases, as data is still being gathered to inform plan development as it moves forward.
- The internal master plan team (from WSP, not including PortsToronto) held a strategy session last week. The team is starting to identify what key issues need to be addressed in the master plan process, what the key objectives of the master plan may be, and potential development options for inclusion in the master plan. The internal master plan team (WSP) will meet with PortsToronto to discuss the direction of the master plan within the next few weeks.
- The YQNA representative requested that the master plan outline the requirements of a web-enabled noise monitoring system. The representative noted that he is uncertain if this is done in other airport master plans.
- The YQNA representative requested that the scope of the 2018 Master Plan include completion of the unfinished Draft BBTCA Noise Impact Assessment, prepared by RWDI dated November 2010.
- The YQNA representative inquired if the master plan would address catch basin glycol levels. He also inquired if the apron expansion to the south resulted in any changes to the glycol area.



- The YQNA representative inquired if stormwater management was part of the master plan process.
  - Mr. Cabral noted that there has been no change in the glycol area. This is illustrated in the cross-section that PortsToronto will provide the CLC.
    - PortsToronto would be conducting a study later in 2018 to look at best management practices for glycol areas, to validate or update the existing systems.
- In regards to the comments surrounding noise, Mr. Cabral explained that the City of Toronto is responsible for compliance testing. Mr. Cabral noted that the YQNA representative's point regarding the background noise conditions was recorded and will be considered. In regards to the Draft BBTCA Noise Impact Assessment, prepared by RWDI in November 2010, Mr. Cabral explained that the study was over 7 years old and is therefore out of date, making an update unworkable.
- The YQNA representative noted that when the Tripartite Agreement signatories approved the declared capacity of 202 commercial slots per day, they were relying on the Draft BBTCA Noise Impact Assessment, which was a draft report, uncertified by a licensed, qualified professional engineer. The YQNA representative asserted that decisions based on this uncertified report directly affect the health, safety, and financial well-being of waterfront stakeholders, and therefore it is currently unknown to what extent the public is impacted by the airport.
- The YQNA representative noted that the consultants hired to complete the Draft Noise Impact Assessment did not appear to have sufficient time or budget to complete the study. The YQNA representative then listed reasons why he believes the Draft Noise Impact Assessment could not be certified and sealed by professional engineers who prepared the draft Impact Assessment report.:
  - The passages discussing NEF noise energy suggest that the writer of the draft material was either not intimately familiar with the NEF process or else did not have sufficient time to edit the draft report. The NEF noise energy limit defined by the Control Contour for the airport was simply assumed to be met in the field.
  - Airport noise impacts in an urban marine environment immediately surrounding the Island Airport were not assessed in the report. Calibration of modelled results to in-field conditions in the worst predictable locations were not assessed as required.
  - Actual noise or background noise was not confirmed in field for purposes of the impact assessment report and was over-estimated. As a cost saving measure, the consultant modelled traffic on local streets with high truck percentages for assessment purposes. For example, in Bathurst Quay, the report noted daytime ambient noise exceeding 60 dBA, when readings obtained over recent years in a worst predictable case location showed ambient noise (excluding any airport related noise) to never exceed 51dBA. The high ambient level shown in the report is the constant roar from the airport ground activity, observed (by the YQNA



representative) to fluctuate when two or more aircraft become active simultaneously.

- Provincial noise standards for Stationary Source Noise were introduced at the begin of the draft report, but the exclusion limits to which the community was approved for construction were not assessed and certified as required per the standards.
- Community complaints logged prior to the report date covering noise impacts such as speech interference and sleep interruption due to airport activity were not reviewed and assessed in this Noise Impact Assessment report.
- Ms. Homewood noted that the scope of the concerns with the report could be addressed at the next noise sub-committee meeting.
- Mr. Cabral noted that Ports Toronto will review the matter but will that there is likely little benefit it reworking the existing Noise Impact Report as it is 7 years old.
- The YQNA representative reiterated that there is currently no final, officially certified Noise Impact Assessment report available for the Island Airport, and asserted that one is required.
- The YQNA representative read a passage from a past Toronto Port Authority press release dated April 4, 2011 to refresh the committee as to where we are in the process to the process to confirm the number of aircraft movements possible at the Island Airport site. The YQNA representative requested the press release be appended to the meeting minutes (See Appendix 4, fourth paragraph). The press release stated that RWDI concluded that there would not be significant effects of noise impacts from the airport as the 202 slots are fully utilized. The YQNA representative stated that the press release was in error, as RWDI did not actually conclude anything, suggesting the draft RWDI engineering report is clearly incomplete, contains errors or omissions, and was not certified and sealed by the consultant. The YQNA representative stated that the press release did not clearly state that the Noise Impact Assessment was an over-riding requirement of the airport itself, irrespective of considerations for the airport tunnel project which was the main subject of the press release.
- The YQNA representative observed that in the absence of a completed noise impact assessment report, the subsequently approved airport capacity is currently based on an arbitrary decision made by PortsToronto, for which no justification or rationale is available. He suggested this matter be addressed now during the Master Plan process, as the 2011 Master Plan was premised on a Noise Impact Assessment having been completed. The YQNA representative urged that staff from all three Tripartite Agreement signatories independently satisfy themselves with respect to the potential capacity of the Island Airport site and review the full scope of the impacts of the airport on humans.
  - The YQNA representative noted that he has already completed some preliminary noise energy capacity calculations for the airport site not yet discussed with the



neighbourhood technical team. Mr. Cabral inquired if there were any findings. The YQNA representative noted he would need to clean up his calculations, but is reluctant to convey findings to date so as not to potentially bias ongoing work required of the Tripartite decision makers.

- Mr. Cabral noted that PortsToronto is completely compliant with the Tripartite agreement and is not operating above its allocated 202 slot limit. Mr. Cabral noted that the issues raised by the YQNA representative related to noise can be addressed in a noise subcommittee meeting.

**Action:**

- M#29-A17 Provide a cross section that illustrates the position of the glycol area of the airport.
- M#29-A18 Discuss the noise assessment concerns raised by the YQNA representative at a future noise subcommittee meeting.

**Action:**

**7. PortsToronto – Airfield Rehabilitation Program – Year 3**

Mike Karsseboom and Bojan Drakul, WSP, provided a presentation on the Airfield Rehabilitation Program – Year 3. The presentation is located in Appendix 5. The following provides a summary of additional information provided, including comments and questions raised by committee members:

- Mr. Drakul noted that there are about 3 to 4 months of upcoming work for 2018.
- Mr. Cabral reminded the CLC that the schedule of upgrade works for 2018 was just received by PortsToronto and must be tightly coordinated. If work begins prior to the next BBTCA CLC meeting, notice will be sent through the CLC channels.
- Mr. Cabral also noted that this year, coordination will have to occur with terminal upgrade work, as a gate will need to be closed during apron reconstruction. The goal is to coordinate aircrafts to that there are minimal delays or issues with aircraft holdings.
- The YQNA representative thanked PortsToronto for using barges to minimize the significant trucking impacts that would otherwise have been endured by the community.
- The YQNA representative inquired what aspect of the construction would produce the most noise.
  - Mr. Drakul responded that this would most likely be excavation and milling, as has occurred in previous years. The northern taxiway (taxiway A) will require about 7 days of milling.



- Mr. Cabral noted that most of the construction in 2018 is not taking place in open areas, and the sound will therefore be blocked by segments of airport buildings.
- The YQNA representative requested that any installation of night-time construction lights be accompanied by advance notice to the community, and the notice be included in construction updates.

- Mr. Drakul noted that this would occur and that construction planning will continue to minimize truck movement and noise and lighting at night.

The YQNA representative thanked the construction team for its dedication in reducing construction impacts, given the close proximity to residents, over the first two years of the infield construction program. Significantly worse overnight impacts had been anticipated based on the construction activities of previous years.

## **8. Billy Bishop Airport Terminal Upgrade Update**

Michael Lettner, Nieuport Aviation, provided a presentation on the Airport Terminal Upgrade Update. The presentation is located in Appendix 6. The following provides a summary of additional information provided, including comments and questions raised by committee members:

- There is a logistics plan in place that aims to address noise and traffic concerns. This includes reducing backups and scheduling movement outside of peak hours and school travel times to minimize traffic around schools.
- The YQNA representative inquired then the construction will be complete.
  - Mr. Lettner replied that the intention is to complete exterior construction in September. Interior renovations will continue after that, and additional construction will take place in small pockets over the next few years.
- The YQNA representative inquired if all the existing gates are in operation.
  - Mr. Lettner replied that they are.
- The YQNA representative inquired about the total combined increase in floor space for domestic and trans boarder areas.
  - Mr. Lettner replied the there was a combined increase of 22%.

## **9. Business Arising**

Mr. Faught informed the CLC that the future BBTCA – CLC meeting dates for 2018 include:

- Wednesday, May 30
- Tuesday, September 25
- Thursday, November 27



Future site visits to occur in 2018 will include:

- Emergency Services – Billy Bishop Airport Fire Department: This site visit will likely occur first.
- Fuel Storage – Facilities and Management: This site visit is outdoors and will therefore need to occur in the summer.

Deborah Wilson, PortsToronto, noted that the BBTCA Doors Open event will take place on Saturday May 26<sup>th</sup>, 2018. The theme of Doors Open 2018 will be “Film”; this theme will be incorporated into BBTCA’s Doors Open event.

Ms. Wilson also noted that the PortsToronto Annual General Meeting will take place on June 14<sup>th</sup>. The location will be confirmed closer to the meeting date.

## **10. Wrap Up**

Mr. Faught and Mr. Cabral thanked CLC members for attending the meeting.

## **Adjourn**





## Appendix 1: Ongoing list of Action Items (Includes Meeting 27 - 29)

### Summary of Action Items from Meeting #27 – September 13, 2017

Action Item #	Action Item Task	Who is Responsible for Action Item	Status
M#27-A1.	Revise CLC meeting #26 minutes and circulate final version to CLC members/post on PortsToronto website.	Lura	Done
M#27-A2	Provide a map with taxiways and their names and attach to final meeting minutes.	PortsToronto	Done
M#27-A3	Bryan Bowen requested to provide details on the City barging operations on the island.	Bryan Bowen	Done
M#27-A4	PortsToronto will provide a link to the run-up time schedule that is posted online.	PortsToronto	<i>(List of run-up times provided instead of a link)</i>
M#27-A5	PortsToronto will share the cross-sections of storm water catch-basins within the containment area on BBTCA.	PortsToronto	Open
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	Open
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	Done
M#27-A8	The BQNA representative will connect Ms. Homewood with local First Nations contacts for future engagement activities.	BQNA representative	Done
M#27-A9	Lura will share the email from Bryan Bowen with the CLC following the meeting.	Lura	Done
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	Open



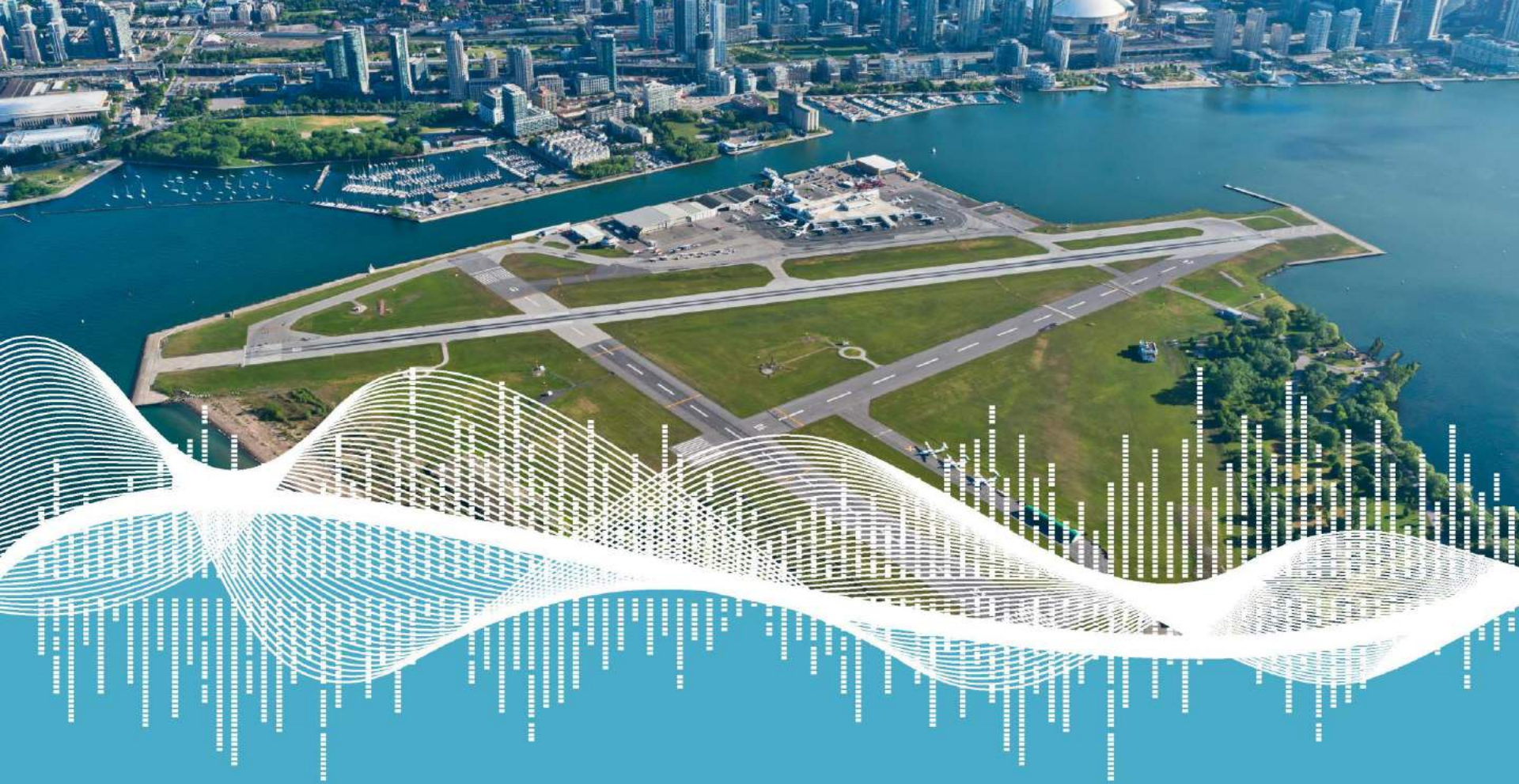


### Summary of Action Items from Meeting #28 – November 22, 2017

Action Item #	Action Item Task	Who is Responsible for Action Item	Status
M#28-A1.	Revise CLC meeting #27 minutes and circulate final version to CLC members/post on PortsToronto website.	Lura Consulting	Done
M#28-A2.	Set up an Air Quality and Noise Subcommittee meeting.	Air Quality and Noise Subcommittee members	Open
M#28-A3	The BQNA representative will send PortsToronto the emails they received from community members about increased noise and fumes in the community this fall.	BQNA Representative	Done
M#28-A4	Community representative will notify PortsToronto if they would like a local information and engagement session regarding the start of the Master Plan process.	Community Representatives	Done
M#28-A5	Mr. Bowen will speak with a City transportation planner to determine what data was produced from a local BQN transportation study, and what information is available for public release.	City of Toronto – Waterfront Secretariat	Open
M#28-A6	Lura Consulting will email the CLC potential 2018 meeting dates. CLC members will respond with any preferences within a week, after checking the dates with their community associations. CLC members will also share requests for agenda items for 2018 meetings, if any preferences exist.	Lura Consulting and CLC members	Done



## **Appendix 2A: 2017 Noise Office Update & Annual Noise Report**



*2017 Noise Management Summary*  
*Community Liaison Committee*  
*28 February 2018*

**BILLY  
BISHOP**   
TORONTO CITY AIRPORT

# Key Figures

	2015 Passengers	2016 Passengers	2017 Passengers
Non Connecting	2.0 million	2.1 million	2.1 million
Total Passengers (Incl. Connecting)	2.5 million	2.7 million	2.8 million

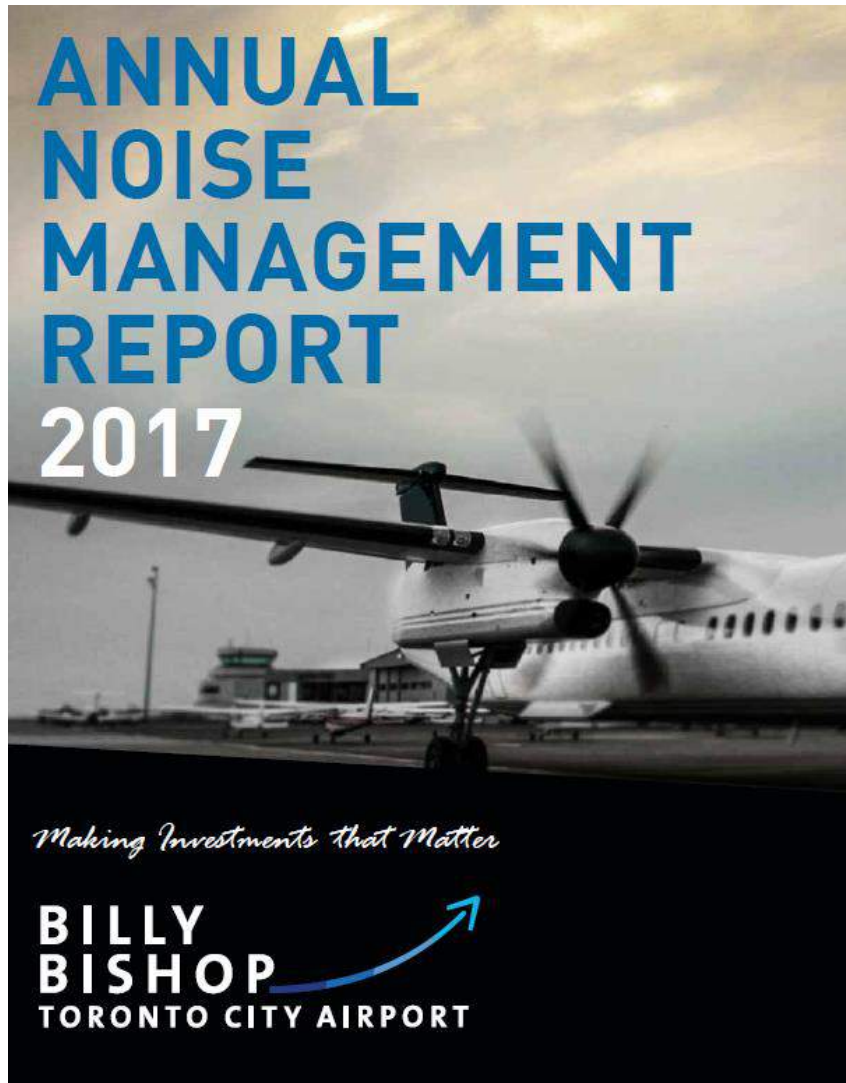
International Enplaned Travellers (US Bound)	
Actual 2015	400,620
Actual 2016	445,096
Actual 2017	443,431

	2015	2016	2017
Total Movements	120,646	124,057	129,172
Air Carrier Movements	58,431	59,342	58,933



# 2017 Year End Summary

Our 2017 Annual Noise Management Report was released late in February 2018



# 2016 vs. 2017 Statistics

- Total 2016 Complaints = 236
- Total 2017 Complaints = 271

## Complaints by Activity Comparison

	<b>2016</b>	<b>2017</b>
❖ Aircraft Related –	225(95%)	249(92%)
❖ Ferry Related –	3 (1%)	6 (2%)
❖ Mainland Operations –	2 (1%)	6 (2%)
❖ Construction related –	1 (1%)	9 (3%)
❖ Other	5 (2%)	1 (1%)

# 2016 vs. 2017 Comparison

## Total Complaints

- 2016 = 236    2017 = 271
- Increase of approx.  13%

The majority of this increase is attributed to aircraft noise and Terminal construction.

# 2017 Statistics

## Overview of changes year over year for Aircraft Operations by Type

2016 Total = 225

- ❖ General = 76 (34%)
- ❖ General Aviation = 39 (17%)
- ❖ Scheduled Commercial = 34 (15%)
- ❖ Medevac = 13 (6%)
- ❖ Helicopters = 10 (4%)
- ❖ \*Uncorrelated = 6 (3%)
- ❖ Engine run up = 36 (15%)
- ❖ Military = 11 (6%)

2017 Total = 249


- ❖ General = 114 (46%)
- ❖ General Aviation = 53 (21%)
- ❖ Scheduled Commercial = 32 (13%)
- ❖ Medevac = 13 (5%)
- ❖ Helicopters = 13 (5%)
- ❖ \*Uncorrelated = 12 (5%)
- ❖ Engine run up = 8 (3%)
- ❖ Military = 4 (2%)

\* Uncorrelated only if no identifiable noise source



## 2016 vs 2017 Comparison


### Total Aircraft Related Complaints

- 2016 = 225      2017 = 249
- Increase of  10%

This increase is attributed to new commercial operations overflying Toronto Islands and aircraft waiting for gates.

# 2016 vs 2017 Comparison

## Total Engine Run-up Complaints

- 2016 = 36      2017 = 8
- Decrease of  78%

This decrease is attributed to the implementation of the Ground Run Enclosure (GRE)

Note, after the start up of the GRE, we received only 1 noise complaint

# Corrective Actions Taken

## New Commercial Operations

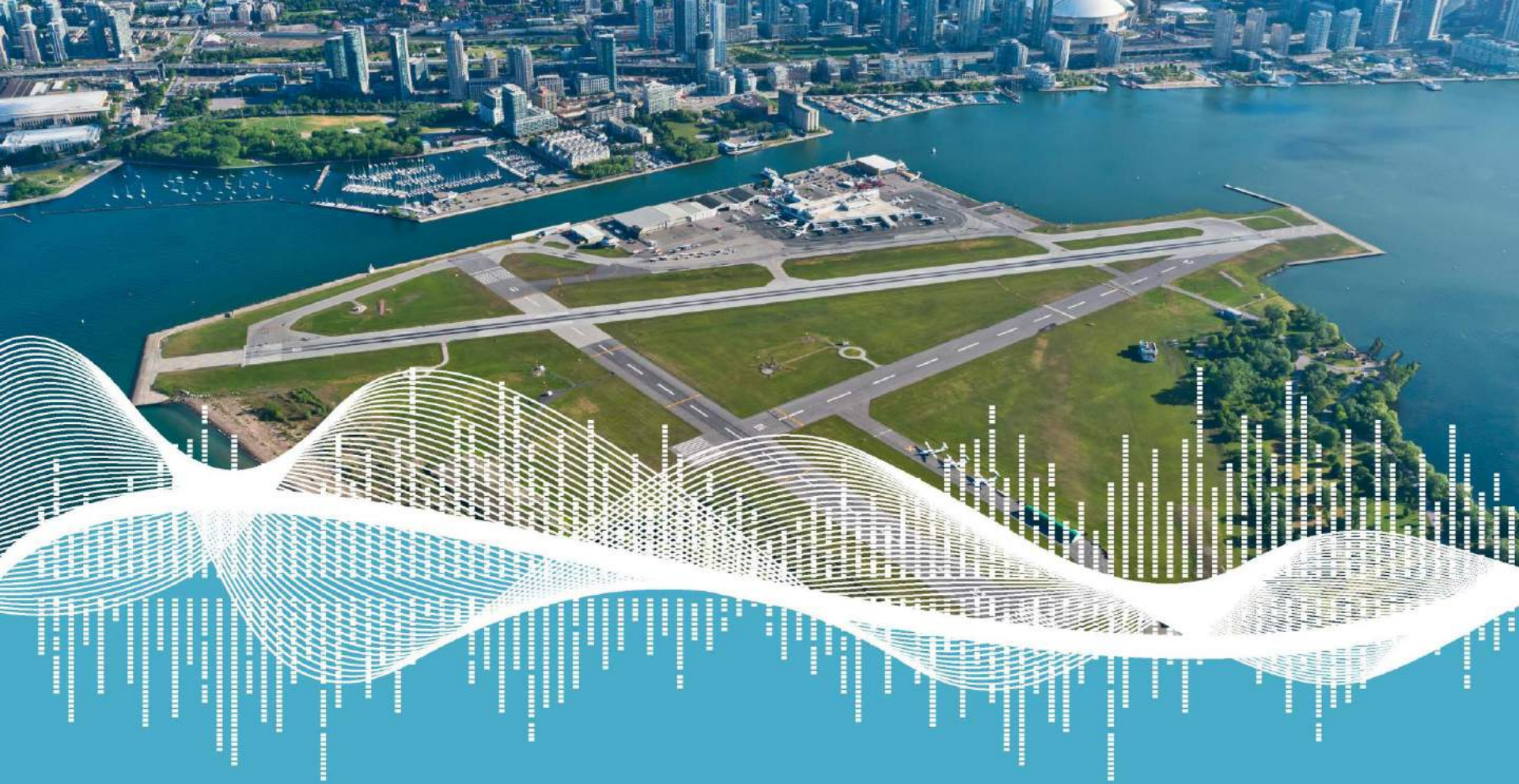
- Education of new operators on the Good Neighbour Policy.
- Reminder to NavCanada to not request aircraft fly over noise sensitive areas unless required for safety reasons.

## Aircraft waiting for gates

- Improved monitoring of gate availability.
- Request the airlines to adjust aircraft flow when gate availability will become an issue.
- If aircraft are required to hold for gates they will hold on the south field.

## Complaint Turnaround Time Metric

- ❖ A commitment was made by BBTCA management to respond to noise complaints within 5 working days
- ❖ Tracking commenced in the later part of 2011
- ❖ In the year 2017 this goal has been achieved with a success rate of 99.7 %



*Questions?*

**BILLY  
BISHOP**   
TORONTO CITY AIRPORT



**Appendix 2B: Annual Noise Management Report 2017**  
*(Not Presented at Meeting)*



# ANNUAL NOISE MANAGEMENT REPORT 2017



*Making Investments that Matter*

**BILLY  
BISHOP**   
TORONTO CITY AIRPORT

# MESSAGE ON OPERATIONS AND NOISE MANAGEMENT AT **BILLY BISHOP** **TORONTO CITY AIRPORT**

Billy Bishop Toronto City Airport, owned and operated by PortsToronto, is not the largest airport in Canada, but it is the ninth busiest, and served approximately 2.8 million business and leisure travellers last year. We pride ourselves on making connections and creating gateways and our location in the heart of downtown Toronto means that connectivity is one of the things we do best.

Built in 1939, the airport is located in what is now a thriving, mixed-use urban waterfront. For our part, we strive to achieve balance by adhering to a managed growth approach and working to mitigate the impacts associated with running an airport. As such we work with the community and our airport partners to implement policies, and develop new infrastructure as part of our commitment to the noise mitigation at Billy Bishop Airport.

In 2017 overall noise complaints increased from 236 complaints to 271 complaints. This increase can be attributed in part to the increased number of flights over Algonquin Island as a result of new regional routes at the airport. Additionally, we saw an increase in complaints associated with mainland and ferry operations and construction which were related to terminal upgrade activities being completed by Nieuport Aviation. We also experienced a 78 per cent decrease year over year in complaints related to scheduled engine-run ups which is attributable to the new Ground Run-Up Enclosure (GRE) that went into operation in April 2017. In fact, since the GRE opened, noise complaints related to engine run-ups decreased by 97 per cent over the same time period in 2016.

Although we have seen an overall increase in noise complaints, we have seen a decrease within several area neighbourhoods. The Bathurst/Queen's Quay neighbourhood had a decrease from 103 complaints in 2016 to 71 in 2017. The neighbourhoods north of Queen Street submitted only 19 noise complaints in 2017, as opposed to 29 in 2016, and the Eastern Beaches neighbourhood had a 25 per cent reduction in complaints from 2016 to 2017. With aircraft take off and landings up

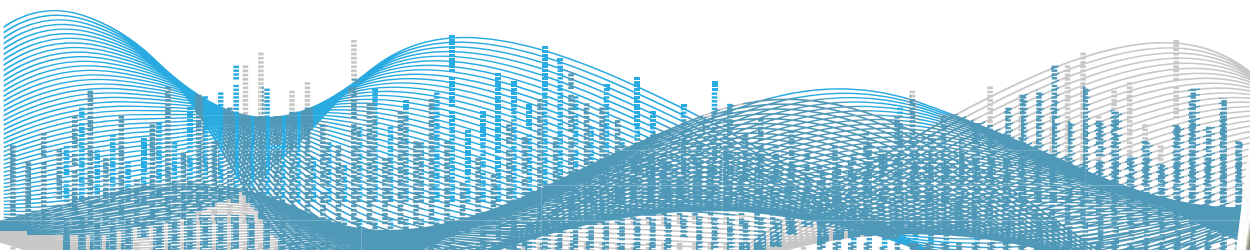
in 2017 by more than 5,100 movements, these declining numbers are indicative of how our noise program is keeping pace with our growth.

2017 was a unique year that came with greater-than-usual noise complaints generated by greater-than-usual noise. The construction undertaken by Nieuport Aviation in association with the terminal upgrade generated increased noise and lighting concerns at night and more ferry movements. The construction also meant a reduction in the number of functioning aircraft gates which resulted in more idling aircraft. This noise was unfortunate and we apologize for any disruption this may have caused the community. Fortunately, the terminal upgrade construction will be completed later this year. The enhanced terminal will be completed by late summer and with it the end of construction and the introduction of greater efficiencies that should result in fewer aircraft holds/idling and less noise. Measures were put in place at the end of 2017 and will continue during the construction period in 2018 with modifications to flight schedules and greater buffer times for aircraft to minimize the impacts we experienced last summer. We sincerely appreciate the community's patience over the last 12 months and are more committed than ever to implementing processes and adopting practices that reduce all noise at the airport.

PortsToronto is committed to strengthening our positive relationships with the community and reducing the impact of noise generated by the airport. In 2018 we will continue to focus on listening to feedback, being responsive and identifying and implementing solutions to continue to enhance our noise mitigation program and good-neighbour policy.

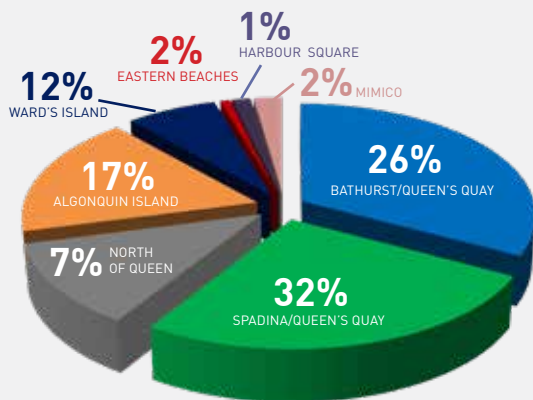


**Gene Cabral**  
*Executive Vice President,  
PortsToronto and Billy Bishop  
Toronto City Airport*





## NEIGHBOURHOODS FILING COMPLAINTS 2017

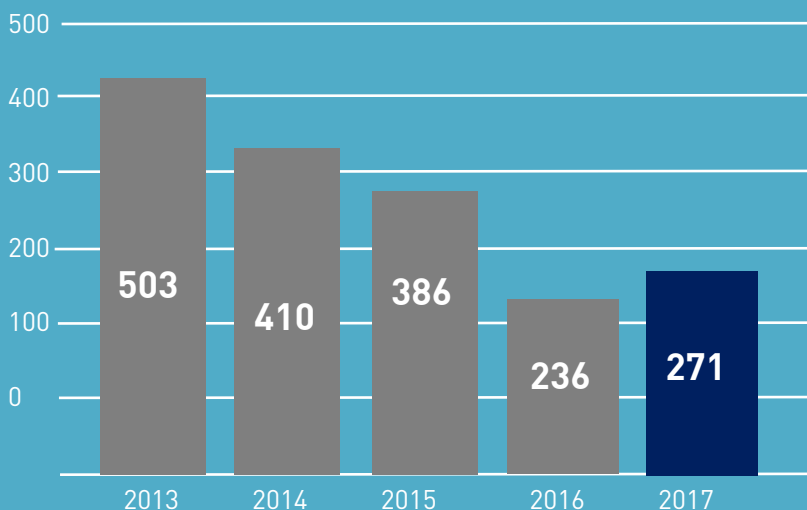


# 31%

THE BATHURST/QUEEN'S QUAY NEIGHBOURHOOD EXPERIENCED A DECREASE FROM 103 COMPLAINTS IN 2016 TO 71 IN 2017.



## FIVE YEAR ANNUAL COMPARISON OF NOISE COMPLAINTS



# 46%

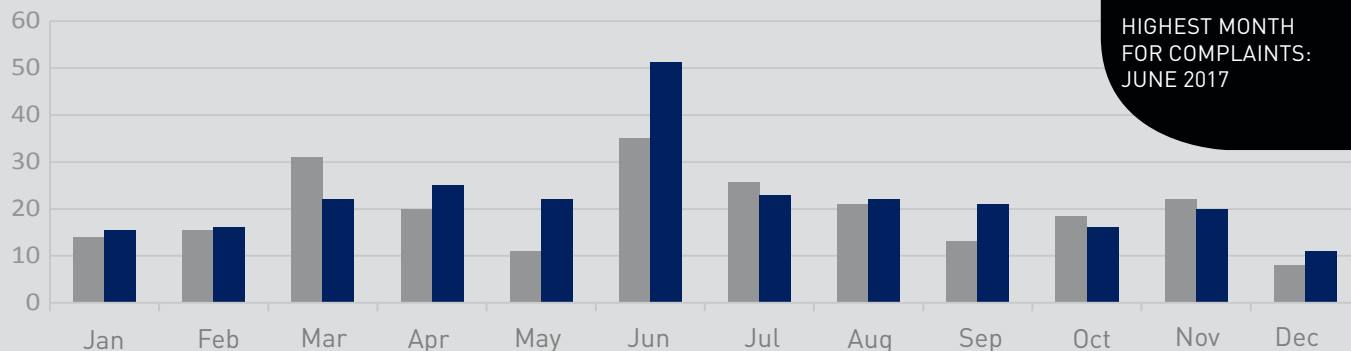
REDUCTION OF OVERALL NOISE COMPLAINTS SINCE 2013.

## MONTHLY COMPARISON OF NOISE COMPLAINTS 2016 AND 2017

■ NOISE COMPLAINT TOTAL 2016  
■ NOISE COMPLAINT TOTAL 2017

LOWEST MONTH FOR COMPLAINTS:  
DECEMBER 2017

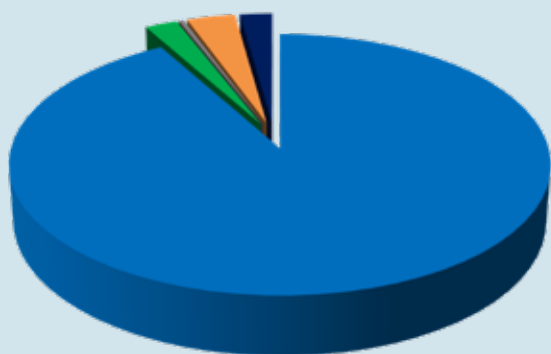
HIGHEST MONTH FOR COMPLAINTS:  
JUNE 2017



*Did you know?*

**Billy Bishop Airport is mandated to service General Aviation as part of the Tripartite Agreement.**

## COMPLAINTS BY ACTIVITY 2017

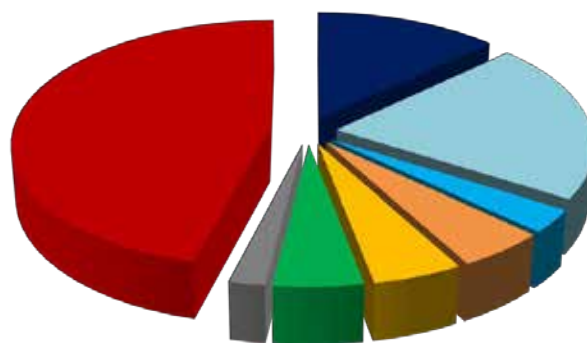


- AIRCRAFT RELATED (92%)
- FERRY RELATED (2%)
- CONSTRUCTION RELATED (3%)
- MAINLAND OPS RELATED (2%)
- OTHER (1%)

## COMPLAINTS OF AIRCRAFT OPERATIONS BY TYPE 2017

The key areas generating complaints were as follows:

- SCHEDULED COMMERCIAL SERVICE (13%)
- MEDEVAC (5%)
- GENERAL (46%)
- UNCORRELATED (5%)
- ENGINE RUN-UP (3%)
- HELICOPTERS (5%)
- GENERAL AVIATION (21%)
- MILITARY (2%)



# GROUND RUN-UP ENCLOSURE

Engine run-ups, which are required and regulated by Transport Canada as part of standard aircraft maintenance, have been cited by the community as a primary source of noise. In 2013, 161 noise complaints related to engine run-ups were received, which made up 32% of all noise complaints for that year. In order to mitigate the effects of engine testing on the community, a GRE was opened at Billy Bishop Airport in April 2017. The GRE was constructed at a cost of \$9 million which was paid for by PortsToronto and not taxpayers.

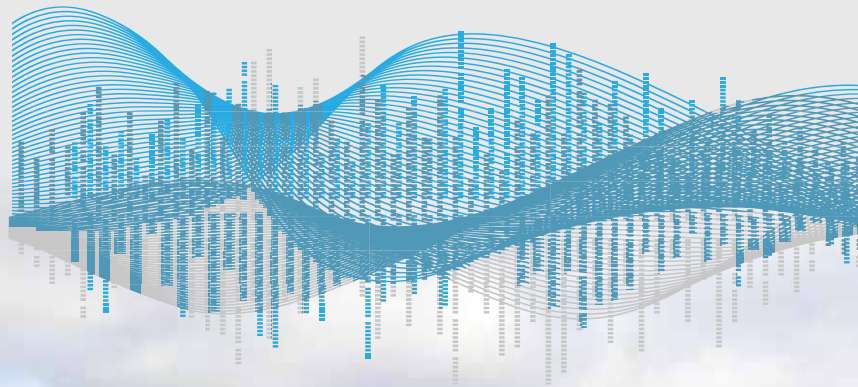
Located on the south-west side of the airfield, the three-sided, open-top facility accommodates commercial aircraft at the airport and is designed to dampen the noise associated with high-power aircraft engine ground run-up operations. It is only the second of its kind in Canada.

The GRE has made a significant and positive impact to our noise mitigation program. In 2016, Billy Bishop Airport received more than 36 complaints related to engine run-ups, however since the facility opened in April 2017, only one noise complaint related to engine run-ups has been received.



# 97%

**REDUCTION OF COMPLAINTS RELATED TO ENGINE RUN-UPS YEAR-OVER-YEAR SINCE GRE OPENING.**





# GROUND RUN-UP ENCLOSURE

## QUICK FACTS

- Billy Bishop Toronto City Airport's Ground Run-up Enclosure (GRE) is the first facility of its kind in eastern Canada, and only the second such facility in the country.
- The GRE is a 200 tonne, three-sided, open-roofed enclosure designed to reduce aircraft noise from engine run-ups by absorbing and dampening sound.
- The GRE is 63 metres wide by 66 metres deep.
- The enclosure's north wall stands 14 metres tall and the east and south walls are 11 metres tall.
- The three walls are lined with approximately 1,750 sound-absorbing panels supported by an external frame; all three walls are perforated by several louvered vents to allow proper air flow and aerodynamic purposes.
- Over 1,400 cubic metres of concrete were used to build the enclosure and adjoining apron.
- The primary users of the GRE are maintenance operators from Porter Airlines testing their turboprop aircraft the Bombardier Dash 8 Q400.
- The facility will be the primary location for high power engine run-ups performed by all operators at Billy Bishop Airport.
- An engine run-up refers to the testing of engines at various power settings to ensure all is in proper working order. Transport Canada mandates engine run-ups every time an aircraft engine undergoes certain maintenance procedures.





# AIRFIELD REHABILITATION PROJECT

In 2017, Billy Bishop Airport entered its second year of its Airfield Rehabilitation Program—a significant three-year construction project to replace the existing aging civil and electrical infrastructure (pavement and lighting) for the airport's runways, taxiways and apron. Additionally, Nieuport Aviation Infrastructure Partners, owner and operator of the airport's passenger terminal, began upgrades and enhancements to the airport terminal.

With construction activities often occurring during nighttime hours when the airport is closed to air traffic, a number of measures were implemented to minimize the noise impact of construction activities on local residents. In order to reduce construction-related traffic noise through the Bathurst Quay Neighbourhood, the majority of equipment and material for the airfield project was transported to the site by barge from wharves located at PortsToronto's Marine Terminal property in the Port Lands to a temporary dock on the east side of the airport. The floating barge was able to transport 900 tonnes of aggregate material from the Port Lands to the airport in one trip, eliminating the need for 64 dump trucks (32 each way) on the roads in the neighbourhood. This accounted for 4,125 fewer truck movements via the airport neighbourhood's roadways during phase II of the airfield rehabilitation project.

Additionally, PortsToronto required the contractor to implement operating procedures that removed the need for reversing construction equipment to reduce the noise generated by the back-up alarms on the associated vehicles.

*Did you know?*



In March of 2017 Billy Bishop Airport was named the recipient of the Environmental Achievement Award for "Noise Mitigation Program" in North America as awarded by Airports Council International (ACI-NA). The ACI-NA Environmental Achievement Awards were established in 1997 to recognize airports that strive to protect and preserve the environment through their programs, initiatives and projects.

ACI-NA annually bestows up to four awards recognizing outstanding achievement in the categories of Environmental Management, Environmental Mitigation, Outreach, Education and Community Involvement, and Innovative/Special Projects. The winning airports must demonstrate the environmental benefit of their project and its innovative approach, effective implementation, applicability and cost-effectiveness.

Winning the award for our Noise Mitigation program was a result of our multi-faceted approach and long term commitment to the program. Our continued engagement with stakeholders combined with our innovative noise reduction efforts, commitment to implementing new policies and the creation of new infrastructure contributed to our selection for this award. It represents the years of hard work and dedication to our community relations, environmental strategy and reduction efforts.





# TRAFFIC MANAGEMENT

The pedestrian tunnel, which opened in 2015, continues to be a strong contributor to our noise mitigation program. Prior to the tunnel's opening passengers would arrive and depart in large groups according to the ferry schedule which caused vehicle congestion and increased traffic noise at the mainland terminal and along Eireann Quay. Now with more than 90 per cent of passengers using the tunnel, passengers come and go on their own schedule which smooths out the flow and eliminates surges corresponding to the ferry arriving and departing to/from the mainland. A study by Dillon Consulting estimated that vehicle traffic in the area has gone down by as much as 75 per cent since the opening of the tunnel.

In order to encourage alternative means of access and further decrease traffic related noise, Billy Bishop Airport offers a complimentary regular shuttle service between the airport and downtown Toronto. The service is available on weekdays, weekends and holidays, with enhanced non-stop shuttle service during peak hours. Due to the popularity of the shuttles, four new 32-foot shuttle buses were added in April 2016 equipped with free

on-board Wi-Fi and GPS tracking so riders can track the shuttle. Our efforts seem to be working as a study recently confirmed that, on average, 40 per cent of travellers choose to take the shuttle bus, public transit, walk or bike to and from the airport.

In 2017, PortsToronto also worked with the City of Toronto to install additional new bike racks near the mainland ferry terminal in addition to the four covered racks on the island which encourage passengers and employees to cycle to and from the airport to further reduce airport traffic. The increasing popularity of biking to the airport has made the Bike Share station located at the Bathurst Street and Eireann Quay intersection one of ten busiest in the city's network. During peak cycling season in 2017, approximately 91 rides per day were generated from this Bike Share location with an even split between rides starting at the station and ending at the station. Ridership continued in the winter with 25 rides generated per day from this location. Plans are currently being considered to expand the docking station due to its popularity.

# Did you know?

Billy Bishop Airport is one of the only airports to report on all noise associated with operations, not just aircraft noise.

## NOISE MANAGEMENT OFFICE

Part of our commitment to our noise management program includes dedicated staff in our Noise Management Office who collect, analyze and respond to noise complaints and monitor daily operations. Staff at the office use Vortex, a customizable tracking and logging software platform designed specifically for the needs of an airport environment, to track, document and respond to noise complaints. In 2017, 99.7 per cent of the complaints received were handled within the five-day window that the airport adheres to as part of our commitment to the community.

We also continue to offer free access to Webtrak, which enables anyone with a computer, smartphone or tablet to gather information on any aircraft activity they may hear overhead. This service, combined with our three Noise Monitoring Terminals (NMTs) provide ongoing noise-level data to the airport's Noise Management Office. This data is used in long-term noise mitigation planning and to aid in responding to noise complaints from the surrounding community. The noise data transmitted by the NMTs is also viewable through the WebTrak website.



## REGULATIONS AND POLICIES

Billy Bishop Airport's management and regulations are regulated by a Tripartite Agreement among the federal government, as represented by the Minister of Transport, the City of Toronto and PortsToronto. As part of the Tripartite Agreement Billy Bishop Airport adheres to noise restrictions, a limit on total daily flight activity, and follows a strict curfew on hours of flight. Due to the regulations in place as a result of the Tripartite Agreement, Billy Bishop Airport is one of the most noise restricted airports in North America, operating within a Noise Exposure Forecast (NEF) of 25. Specific noise-parameters are also placed on the type of aircraft that can fly to and from the airport.

Billy Bishop Airport also operates within a curfew that prohibits any aircraft, other than emergency flights or Medevac aircraft, from taking off and landing between the hours of 11:00 p.m. and 6:45 a.m. We also further restrict operations with management policies between 6:45 a.m. to 7:00 a.m. and 10:00 p.m. to 11:00 p.m. This curfew is strictly enforced, with significant penalties for any violations. To further reduce noise disturbances experienced by residents on land, 90 per cent of commercial flights associated with Billy Bishop Airport follow flight paths over water.

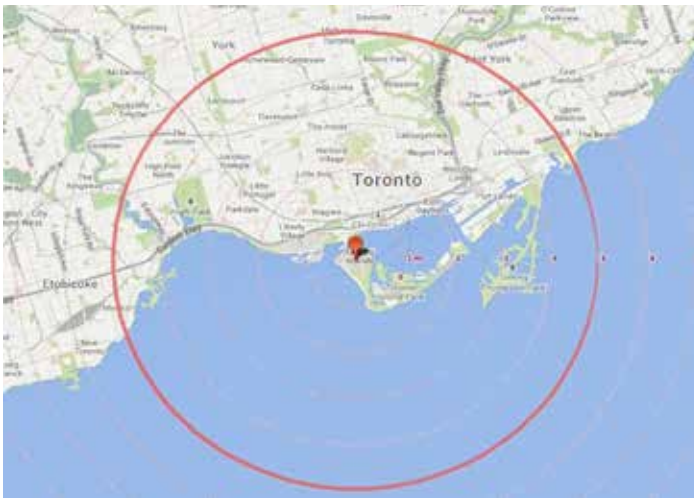
We are fortunate to partner with two award-winning commercial air carriers, Porter Airlines and Air Canada, which connect our passengers to more than 20 destinations in Canada and North America. The ongoing cooperation from our carriers helps us to implement effective noise mitigation policies and practices. As part of this partnership, Porter Airlines has put into effect a procedure that requires planes taxiing to and from the gates to operate on one engine to reduce noise as well as carbon impacts whenever possible. As well, both carriers have worked together with PortsToronto to ensure the success of the GRE and the 97 per cent reduction in complaints related to engine run-ups in 2017 since its opening.



# BILLY BISHOP TORONTO CITY AIRPORT

## BILLY BISHOP TORONTO CITY AIRPORT AREA OF RESPONSIBILITY

5 Nautical Miles for Aircraft Arriving/Departing at Billy Bishop Toronto City Airport



*PortsToronto Noise Management Policy states that:*

- *PortsToronto is responsible for reviewing and responding to the noise complaints within a distance of five nautical miles.*
- *Complaints which are not associated with the operation of Billy Bishop Airport, within five nautical miles, are referred to Transport Canada or the related airport.*
- *Response time policy has been in place since 2011 and mandated a response time of five business days. In 2017, 99.7% per cent of all complaints were responded to within five business days.*

OWNED AND OPERATED BY:  
PROPRIÉTAIRE ET EXPLOITANT:

**PORTS**  
  
**TORONTO**

**BILLY  
BISHOP**   
**TORONTO CITY AIRPORT**

FOR FURTHER INFORMATION:

**PortsToronto**  
**Billy Bishop Toronto City Airport**  
1 Island Airport  
Toronto, ON  
M5V 1A1  
Canada

Noise Management Office: 416 203 8490  
Website: [www.portstoronto.com](http://www.portstoronto.com)



**Appendix 3:**  
**Bathurst Quay Streetscape and Public Realm Plan – Display Boards**

# Overview of Planned Improvements





# Comparison of Current & Future Views





# Key Planned Improvements 1 - 3

## 1: ADMINISTRATION BUILDING REVITALIZATION

### What's there today?

The City-owned three-storey Administration Building is the former head office building for Canada Malting Company operations. Ports Toronto currently uses a portion of the building to support security and parking management operations at Billy Bishop Airport.



### What's being planned for improvement?

The City of Toronto would like to see the building's interior renovated, and the open spaces surrounding the building improved and animated. The City will be soliciting partnerships to revitalize this under-utilized asset, which consistent with the Bathurst Quay Neighbourhood Plan, will support new community and culturally-focused uses on the waterfront. Future outdoor programming here may include markets, food and drink events, art festivals, and other special events. Ports Toronto will also continue to lease a portion of the building.

### When will this happen?

The City of Toronto is currently undertaking a mandatory real estate review of the Administration Building. Once complete in early 2018, the City will commence a process to select a partner for the building's revitalization.

## 2: NEW PEDESTRIAN PLAZA AND PATH TO THE WATER'S EDGE

### What's there today?

The centre of the Canada Malting Complex property is currently under-utilized with transportation uses and a works staging yard. These uses bisect the site and prohibit through pedestrian access from the Martin Goodman Trail south to Ireland Park, the Administration Building, and the water's edge.



### What's being planned for improvement?

After reducing and reconfiguring existing transportation uses, and removing the works staging yard, the City plans to construct an attractive promenade through the heart of the silo property. This approximately 30-metre wide, flexible open space will improve access to Ireland Park and the water's edge, and create a new public plaza with seating, pedestrian-scaled lighting, community garden space, landscaping, and other features.

### When will this happen?

A Provincially-required environmental testing, reporting, and approvals process is starting in November 2017. Work on detailed design drawings will begin in January 2018. Certain sidewalk improvements are expected to begin construction in Summer 2018. Construction of remaining public spaces and landscaping must await completion of required environmental approvals, which are expected in 2020.

## 3: WESTERN CHANNEL DOCKWALL REHABILITATION

### What's there today?

The Western Channel dockwall structure was built in 1912. Due to deterioration from constant exposure to wind, ice and wave conditions, portions of the dockwall have been closed to public access.



### What's being planned for improvement?

The City of Toronto and Waterfront Toronto completed partial dockwall rehabilitation within the adjacent Portland Slip in 2010. The City has already prepared detailed design drawings to extend this rehabilitation effort into the Western Channel (between Portland Slip and the Ports Toronto ferry dock). When completed, the rehabilitation will restore full public access to an improved and safe dockwall.

### When will this happen?

Planned rehabilitation between the Portland Slip and the ferry dock is approximately 50% funded. Discussions are currently underway with partners to secure remaining funding. The City of Toronto aims to coordinate implementation of this project with other planned public realm improvements on the adjacent 5 Eireann Quay property.





# Key Planned Improvements 4 - 6

## 4: PARKING & TRANSPORTATION USES

### What's there today?

Since 2012, a portion of the 5 Eireann Quay property has been leased to Ports Toronto for use as a taxi management area, short-term parking spaces for airport passenger pick-up and drop-off, and a long-term parking lot. As part of this current lease arrangement, several parking spaces are also dedicated for school and community use.

Adjacent to Eireann Quay, a three-lane 'finger lot' provides a queue for vehicles travelling by ferry to the airport and Toronto islands.

### What's being planned for improvement?

All short-term parking is being removed from the 5 Eireann Quay property. Short-term parking will be relocated to a portion of the 'finger lot', with the ferry queue reduced from three to two lanes to support this change.

The taxi corral footprint is being reduced; will have its exit reduced from three lanes to a single lane; and will be separated from adjacent public open space by a modest fence and landscaping features.

A relocated surface parking lot will be shared by airport, community centre and school visitors/users, and will additionally support school bus pick-up and drop-off functions currently located on Eireann Quay. This shared lot will also contain new bicycle parking.

### When will this happen?

Work on detailed design drawings will begin in January 2018. Construction is expected to begin in Summer 2018.



## 5: IMPROVING EIREANN QUAY FOR PEDESTRIANS

### What's there today?

Portions of the Eireann Quay sidewalk (near the school playground and Queens Quay intersection) are frequently blocked by illegally parked cars, creating an unfriendly environment for pedestrians. A dedicated school bus lay-by on Eireann Quay is also often blocked.

### What's being planned for improvement?

The lay-by will be closed and rebuilt (with the sidewalk) as a generous promenade adjacent to the school playground and intersection at Queens Quay. New seating and other streetscaping features will prohibit illegal parking in this space. School bus functions will be relocated to the shared surface parking lot on the 5 Eireann Quay property. Driveway access to existing legal parking spaces on the school and community centre property will be maintained.

### When will this happen?

Work on detailed design drawings will begin in January 2018. Construction will take place in 2018.



## 6: THE CANADA MALTING SILOS

### What's there today?

In 2011 City Council approved a By-law to designate the Canada Malting Complex as being of cultural heritage value or interest under Part IV of the Ontario Heritage Act. The By-law identifies the property and structures as "historically linked to the ongoing development of Toronto's waterfront in the 20th century", and further that the "...distinctive shapes and height of the two sets of silos, coupled with the prominent location of the structures on the end of Eireann Quay, (creates) a familiar landmark on Toronto's waterfront." The silos are currently closed to the public due to need for building repairs.

### What's being planned for improvement?

In July 2017, Toronto City Council directed the creation of an Implementation and Funding Strategy for the long-term revitalization of the silo site and Marina Quay West pier. The strategy will explore incorporating the conservation of the silo structures, a shared underground parking and transportation facility, Ireland Park, and a new City aquatic facility.

As a near-term measure, City staff will explore low-impact, low-cost options to improve the appearance of the silos in tandem with construction of adjacent open space improvements. These improvements may include installation of LED-lighting, interpretive heritage signage, and other features to be determined.

### When will this happen?

Near-term silo improvements will be determined as part of the detailed design (beginning January 2018) for adjacent open space improvements. Inter-agency work on the long-term Implementation and Funding Strategy (inclusive of options for repair and conservation of the silo structures) will begin in 2018.





#### **Appendix 4: Toronto Port Authority Press Release**

(Provided during the meeting by the YQNA representative)





# Media

## Press Releases

[Past releases](#)

**Toronto (April 4, 2011)** –The TPA today announced that after taking into consideration the Environmental Assessment Screening Report and comments emanating from public participation in its review of the Environmental Assessment (EA), it has concluded that the proposed pedestrian/services tunnel and perimeter road project is unlikely to cause significant, adverse environmental effects. The final screening report is now available on the TPA website.

The EA, which has been underway for more than a year, is an important part of the tunnel planning process. With this report now in hand and as a result of its analysis, the TPA continues to consider proceeding with the project. The TPA is now issuing the Request for Proposals (RFP) to the three consortia vying to design, build, finance and maintain the proposed tunnel.

The EA found that the proposed pedestrian/services tunnel is unlikely to cause significant, adverse environmental effects. Some minor, localized and short-term construction related effects are expected, and the Report included recommended measures to mitigate these effects. The TPA will ensure that these mitigation measures are implemented, and has included them as requirements in the RFP.

Although not required for the Project, the TPA also provided reports prepared by RWDI, a renowned air quality expert, which considered the air quality and noise impacts of the Billy Bishop Airport operating at its forecast 202-slot capacity. According to the EA, prepared for the TPA by Dillon Consulting: "RWDI concluded that there would not be significant effects on air quality or noise impacts from the Billy Bishop Airport as the aircraft slots are fully utilized."

As previously announced, the TPA initiated an environmental assessment in February 2010, as required under applicable legislation. The environmental assessment considered not only the construction and operation of the proposed project, but also the cumulative effects of the project related to airline passenger use, local vehicular traffic, and noise and air quality impact, among other factors. After an initial public consultation session held on March 24, 2010, the TPA and the independent environmental assessment consultant Dillon Consulting maintained a public exchange and dialogue process that included making information available on the TPA's website, obtaining and considering comments and questions, obtaining information from government agencies, and meeting with stakeholders. The 95-page draft environmental assessment screening report was made available for distribution and public review on November 16, 2010. On November 30, 2010, the TPA held a second public meeting to obtain further input on the environmental assessment and the proposed project. A third public meeting was held on January 12, 2011, with January 28, 2011 being the cut-off date for comments about the report.

In August 2010, the Toronto Port Authority issued a Request for Qualification (RFQ) to interested parties to indicate their interest in and qualifications for the proposed Billy Bishop Airport Pedestrian/Services Tunnel Project.

In accordance with the terms of the RFQ, and with the participation of P3 Canada, the TPA shortlisted of three qualified proponents that will be invited to participate in the next, and final stage of the selection process: the Request for Proposal (RFP) stage.

The three consortia invited to bid on the project - Forum Infrastructure Partners, Elite Tunnel Group and City Airport Tunnel Partners - represent a cross section of leading local and international construction and design firms. These teams have been chosen from a group that originally exceeded 50 private sector proponents. "The project has attracted interest from a broad cross-section of well known Canadian, American and European proponents with the right combination of experience and financial capacity to partner with us," said TPA Chairman Mark McQueen. "The success of the revitalization of Billy Bishop Airport has brought about a delightful challenge - we need to ensure that our infrastructure lives up to the airport's popularity."

The consortia have six months to submit proposals to the TPA for its consideration and review.

The public-private partnership (P3) procurement process which the TPA is following, would reduce costs, ensure on-time and on-budget delivery of the project, and enhance the potential for innovations in public infrastructure.



McQueen reiterated that the tunnel would be paid for by passengers who use the popular Billy Bishop Airport. As previously announced, 100 per cent of the cost of design, building, financing and maintaining the tunnel will be ultimately borne by departing passengers via Billy Bishop Airport's existing \$20 Airport Improvement Fee (AIF). For comparison purposes, each passenger at Pearson International Airport currently pays an AIF of \$25 per departing flight.

In 2010, approximately 1.2 million passengers used the airport, an almost 50 fold increase in five years. The TPA is expecting more than 1.5 million passengers in 2011.

The TPA's professional advisors include Dillon Consulting, NORR Architects, Hatch Mott MacDonald, Brookfield Financial, Deloitte & Touche LLP, Gowlings LLP, P3 Canada, Marsh Canada and P1 Consulting.

— 30 —

Media Contact: Suzanna Birchwood, 416 863 2036/416 317 6405 (mobile)



## **Appendix 5: Airfield Rehabilitation Program**

February 28, 2018

# Billy Bishop Toronto City Airport

Airfield Rehabilitation Program Update

Community Liaison Committee



# Agenda

- Project Status / Project Team
- Upcoming Works - 2018
- Project Construction Phasing and Schedule
- Major Constraints / Considerations

# Project Status / Project Team

- Third year is anticipated to start in April / May 2018 and be completed by October / November 2018
- 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-It Ltd. – General Contractor for the project
  - TriStar Electric – Electrical subcontractor
  - Blast Deflectors Inc. – GRE facility design-builder (work completed)



# Upcoming Works in 2018

Barging  
Operations

Portion of the road could not be completed in 2017 due to high water levels in this area so it will be completed instead in 2018

- 11.5m Apron widening
- Apron reconstruction
- Taxiways C, F rehabilitation and fillet improvements
- Taxiway D edge lighting replacement
- Remaining portion of West Service Road



## Optional Works 2018



- Taxiway A Rehabilitation (partially amended scope)
- Extend Apron widening up to Taxiway Bravo
- Decision to proceed to be made shortly

# 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 Completion	October 24, 2016
Runway 06-24 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	April/May – Oct/Nov 2018 (final schedule under development)
Construction Completion (approx.)	October/November 2018

# 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 (expected completion in 2018)
  - NAV CANADA communication cables replacement to NAVAIDS sites (tentative)
- 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](http://www.BillyBishopAirfieldProject.com)





# Questions/Comments

PORTS  
TORONTO



## **Appendix 6: Terminal Upgrade**





# Billy Bishop Toronto City Airport Terminal Upgrade Project

Community Liaison Committee  
February 28, 2018



**NIEUPORT AVIATION**  
INFRASTRUCTURE PARTNERS



# Agenda

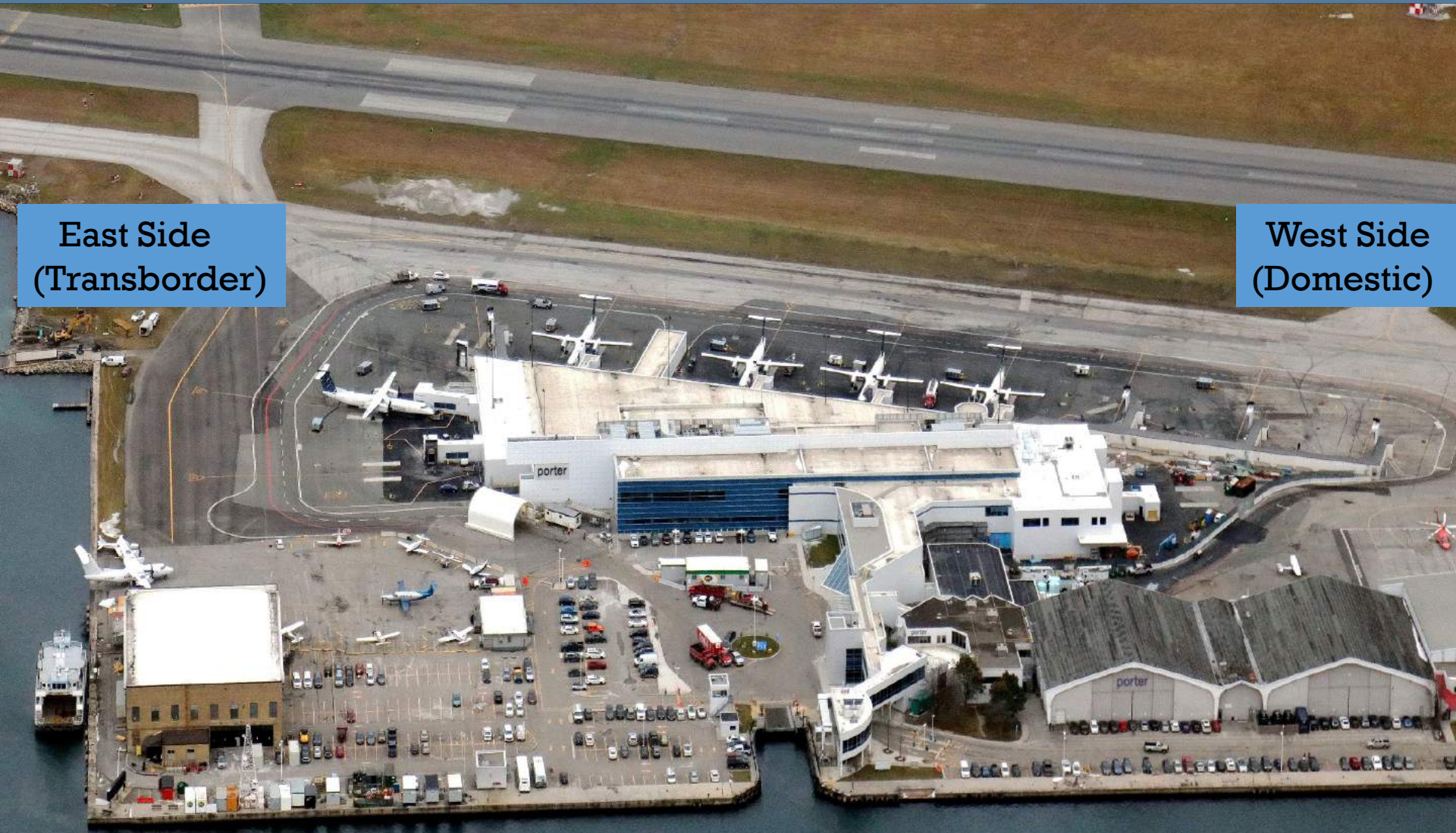
- **Photos of Construction**
- **Safety**
- **Security**
- **Project Schedule**
- **Community Outreach**



# Terminal Upgrade Construction Area(s) Overview

East Side  
(Transborder)

West Side  
(Domestic)





# Primary Work Area– Domestic





# Domestic Lounge (Nov. 2017)

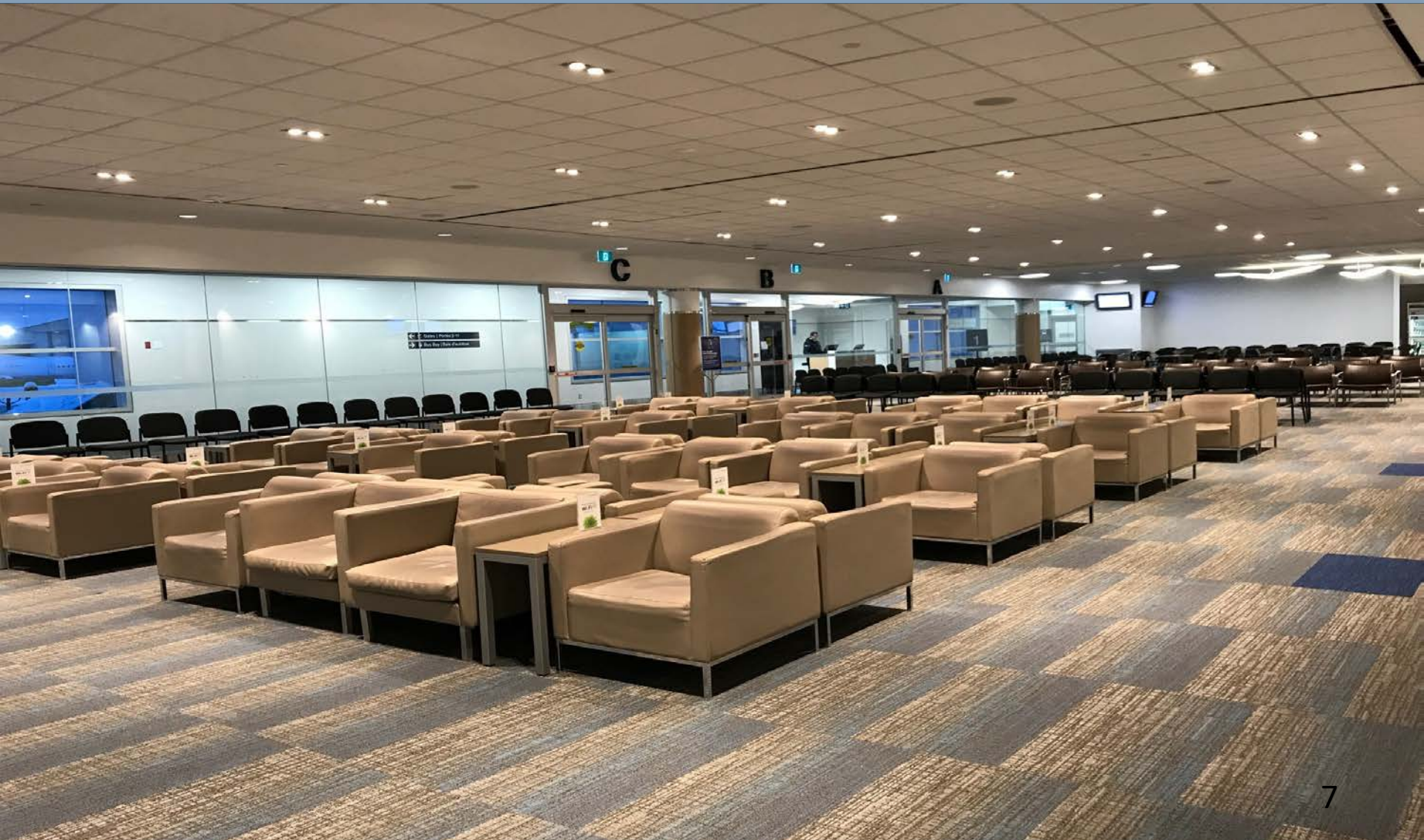


# Domestic Lounge (Feb. 2018)





# Domestic Lounge (Feb. 2018)



# Domestic Gate #1 (Feb. 2018)





# Primary Work Area – Transborder





# Transborder Lounge (Nov. 2017)

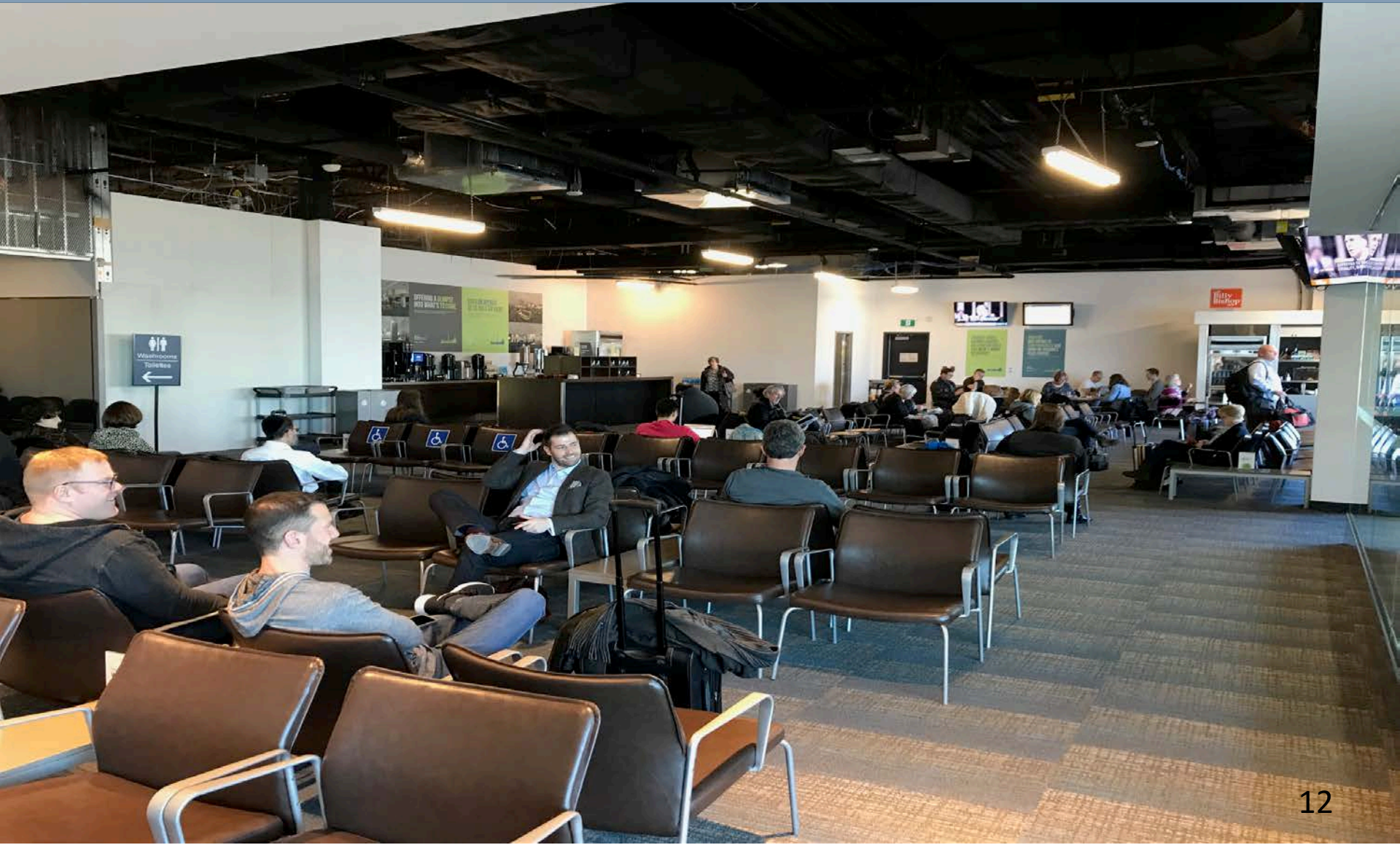


# Transborder Lounge (Feb. 2018)





# Transborder Lounge (Feb. 2018)



# Safety

- **All workers are subject to a 1-2hr training & orientation session**
- **All Visitors are subject to a mandatory ½ hour training & orientation session.**

**Since Construction Commencement**

**Zero**

**Lost Time Injuries**



# Safety and Security Measures

- All contractors are required to submit and perform project specific health, safety & environment plans
  - ✓ Assisting all subcontractors & 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
- Daily coordination meetings with Contractor(s) working on the BBTCA Site.

# Construction Mitigation Measures

- Groundside walkways and trades person vans to provide 'Back of House' access for workers,
  - ✓ Reducing Passenger Interaction;
    - ✓ Walkways are now removed with access only from within the terminal areas
- Major exterior work has been completed during regular hours
  - ✓ Avoiding exterior lighting and noise disruptions;
  - ✓ Balance of the exterior work is now complete with work remaining only on the South Side of the Terminal

Truck and equipment deliveries are minimized during school start and end times;

- ✓ Mainland and island traffic control during Heavy Construction traffic days
- ✓ Vehicle logistics plans are utilized to streamline deliveries and minimize back up warnings.

# 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
  - ✓ Currently 9 Contact Gates are scheduled to be available during the Summer season with 2 Hard Stands
  - ✓ Construction Teams continually working with Gate Control and Apron Management to reduce impacts
  - ✓ Airlines are providing real time booking information to allow for effective space provisioning during Lounge construction phases



# Work in Progress

- Domestic and Transborder Lounge interior Renovations.
- Mechanical Systems Start-up and Commissioning
- Existing Gate(s) 2 & 3 reconstruction
- Domestic & Transborder Washroom Interiors
- Building Automation & Monitoring Systems integration

# Upcoming Project Milestones

- Transborder Lounge (Phase 2) ~ \* Mid- May 2018
- Aircraft Gates 2 & 3 ~ \* Early June 2018
- Domestic Lounge (Phase 2) ~ \* Early July 2018
- Aircraft Gates 8 & 9 ~ \* Mid - Sept 2018

*\*Note: Dates are subject to change*



# 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 !**

