



Discussion Brief

Update on TPA & Billy Bishop Toronto City Airport

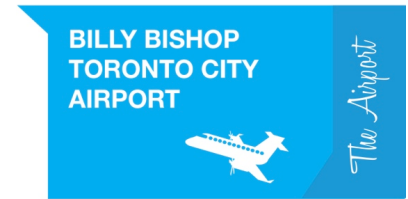
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Toronto Port Authority

- Owns and operates:
 - Billy Bishop Toronto City Airport
 - Port of Toronto
 - Outer Harbour Marina
 - Real Estate Development underway:
30 Bay Street Office Tower
- Steward of the waterfront
 - No involvement in Waterfront Toronto
- Self-financing (by law)
- Work as a catalyst for economic growth for the City of Toronto and region



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TPA Operational Results (in 000's)

	Actual 2012	Preliminary 2013	Budget 2014
Revenue	\$49,578	\$51,427	\$53,061
Net Income	\$19,684	\$14,205	\$11,997
Paid/Payable to Transport Canada for Gross Revenue Charge	\$2,368	\$2,480	\$2,579
Paid/Payable to City of Toronto for PILTs	\$2,137	Determined in 2014	Determined in 2015

Compare to \$1.8 million net loss in 2007

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Our goals since 2008

- Run a good business
 - Ensure each line of business is profitable
- Resolve all outstanding issues with City
 - Invest in the neighbourhood & community
- Give the airport a link to its history: rename after Billy Bishop (2009)
- Full transparency
 - First and only Port Authority to disclose Board/CEO expenses quarterly online, starting in 2009
 - Correspondence posted online
- Ensure airport infrastructure keeps up with Porter's growth (24,800 passengers in 2005 has become 2 million)
 - Added additional carrier(s) via 2009 RFP for new slots
- Grow Outer Harbour Marina



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Investing in Our Community

Total 2013 Donations: \$100k

Total 2013 Sponsorships: \$325k

- Some organizations we support:
 - Harbourfront Community Centre
 - Canadian Art Foundation
 - MOCCA
 - Harbourfront Centre
 - ProAction Cops and Kids
 - Disabled Sailing Association of Ontario



100% green energy
chosen for all our
facilities



Over \$1 million
invested in creation of
fish habitat at Tommy
Thompson Park

150

million pounds

150 million pounds of silt and
floating debris dredged
from harbour annually


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Billy Bishop Toronto City Airport



Key Figures

2011 Passengers	2012 Passengers	2013 Preliminary	2014 Forecast
1.55 million	 1.9 million	1.9 million	2.0 million
1.85 passengers (includes connecting)	2.3 passengers (includes connecting)	2.3 passengers (includes connecting)	2.4 passengers (includes connecting)

International Enplaned Travellers (US Bound)	
Actual 2012	335,000
Preliminary 2013	360,000
Projected 2014	370,000

- 59% business travellers with strong frequency of use

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Economic Impacts

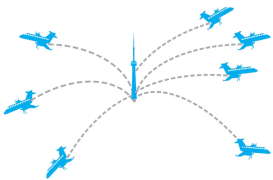
- A major economic engine for the Greater Toronto Area generating *total* impacts of:
 - **\$1.9 billion** in economic output
 - Approximately **5,700 jobs** across the GTA
 - **1,700 jobs** directly associated with airport
 - **\$640 million** in total gross domestic product (GDP)
 - **\$290 million** in wages
- Numbers very significant compared to airports of comparative size and throughput

Billy Bishop Toronto City Airport

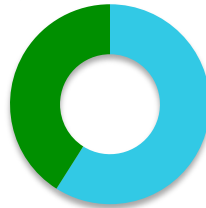
What Torontonians are saying...



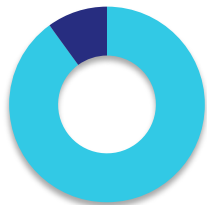
More than one-third of Torontonians have used the airport (**34%**)



Those who use the airport do so, on average, **7.4 times per year**



Majority of users are business travellers (**59%**)



90% of Torontonians believe “the airport is a valuable asset for the City”

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Source: Ipsos Reid 2014



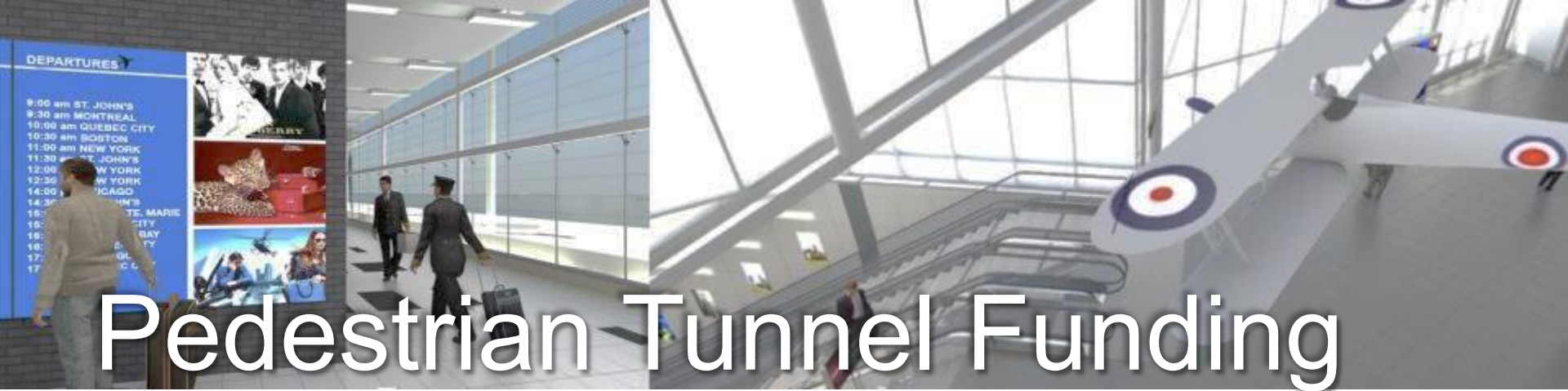
Pedestrian Tunnel

- First announced in 1935; construction was quickly halted by Ottawa
- TPA failed to secure Federal stimulus infrastructure funding in 2009 due to lack of Provincial financial participation
- Proceeded with tunnel as a PPP project in January 2010
- Construction launched in March 2012
- Improves customer experience and flow of passengers for:
 - greater efficiency at check-in and other critical points
 - smoother ground transportation upon arrival

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Pedestrian Tunnel Funding

- PPP model
 - No public funds
 - No government backstop
 - PCL, Johnson Controls as prime players
- Paid for by passengers through existing \$20 AIF
- Concession runs until 2033

Tunnel Cross Section



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Public Opinion - Last Summer

August 2013 Ipsos Reid Poll Topline Results

87%	Airport a valuable asset for the city
86%	Airport is great for the economy
60%	Support Porter Plans
37%	Opposed to Porter Plans
52%	Tripartite Agreement governing the airport should be extended beyond 2033 – now; while 12% said we should let the agreement expire in 2033 and close the airport

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Public Opinion - Today

January 2014 Ipsos Reid Poll Topline Results

90%	Airport a valuable asset for the city (+3)
61%	Support Porter Plans (+1)
35%	Opposed to Porter Plans (-2)
52%	Extend Tripartite Agreement now; while 8% want to let the agreement expire in 2033 and close the airport then (down from 12% last August)

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TPA: Criteria for Support of Porter Proposal

In order for the TPA to support the Porter proposal, the following criteria would have to be met:

- Maintain the strict 1983 Noise Restrictions
- Efficient slot utilization, not necessarily more commercial flights
- Ensure no negative impact on the environment
- Provide that the surrounding area be no less livable than any other multi-purpose Toronto neighbourhood
- Improve vehicle traffic flows, increased use of transit/shuttle service, and work with Canada Malting Site re-development
- Be aircraft agnostic, as long as each can meet strict standards of the existing Tripartite Agreement

TPA: Criteria for Support of Porter Proposal

continued

In order for the TPA to support the Porter proposal the following criteria would have to be met:

- Preserve access for the boating community with no meaningful navigational impact
- Preserve private aviation access for small aircraft
- A business case to support TPA's investment. This includes consideration given to long-term financing and Tripartite Agreement extensions, if needed
- Toronto's economy will grow and benefit. The Porter plan should improve upon the existing positive economic impact the airport is already having on the region.
- Toronto City Council and the Federal Government approval

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What is TPA doing re: Porter Plans?

- April 2013:
 - “it is up to Porter to pursue its own business plan for the benefit of its customers, shareholders and employees. The TPA takes no position on Porter's business aspirations. For the past 30 years, the TPA has operated Billy Bishop under the terms of the 1983 Tripartite Agreement, and will continue to do so. The TPA will not consider any change of use to the airport until a determination is first made by the elected representatives on Toronto City Council regarding Porter's proposed changes to the 1983 Tripartite Agreement.”

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What is TPA doing re: Porter Plans?

- April 2013: began ad campaign to ensure facts about Billy Bishop were understood by the public, given Council's April 3rd flip-flop vote on airport PILTs. Spent \$1.8M of TPA funds on campaign (<10% of prior year's profit)
- October 2013: presentation to Toronto Region Board of Trade: Porter Proposal should "Do No Harm"
- December 2013: announced we were "Fully engaged" in City of Toronto review of Porter Proposal
- January 2014: joined City public consultation process with Transport Canada

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Next Steps re: Porter Plans

- January 2014:
 - TPA requested Ottawa and Queen's Park consider \$100 million for city-side infrastructure upgrades
 - TPA will separately finance \$75-\$100 million of runway extensions and other airside upgrades via TPA balance sheet
 - TPA does not have the financial capacity to provide the funding the City requires for city-side improvements (\$52.7 million borrowing limit by law)

Next Steps re: Porter Plans

- February 2014:
 - TPA working through City Staff's requirements contained in November 21, 2013 Staff Report
 - TPA has already been able to satisfy most of the Report's key requirements
 - However, new material requirements are being added each week by City staff
 - Some of which are known to be “poison pills”
 - Public consultations will continue with TPA participation
 - Preparing for early April 2014 vote at Council



“Do No Harm”

Remarks to the Toronto Region Board of Trade
Mark McQueen, Toronto Port Authority Chairman
October 21, 2013

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Commercial Nighttime Flight Activity

Arrivals and Departures Per Night

Flights Between:	Billy Bishop	Toronto Pearson
10pm – 11pm	3	39
11pm – 6:45am	0	97
6:45am – 7am	4	19
Total	7	155

Billy Bishop Curfew:

- 100% curfew between 11:00pm and 6:45am

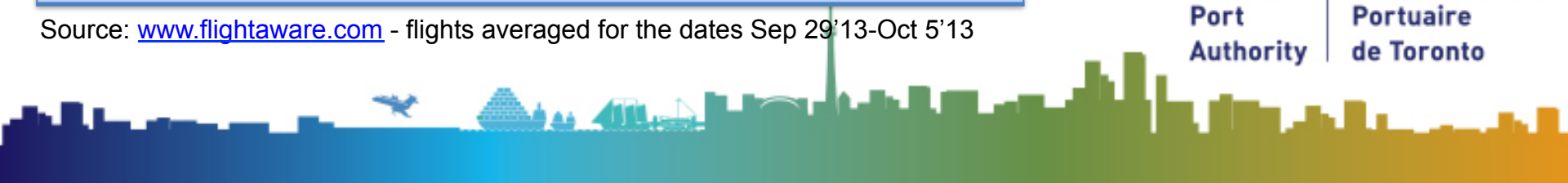
Toronto Pearson Curfew:

- None

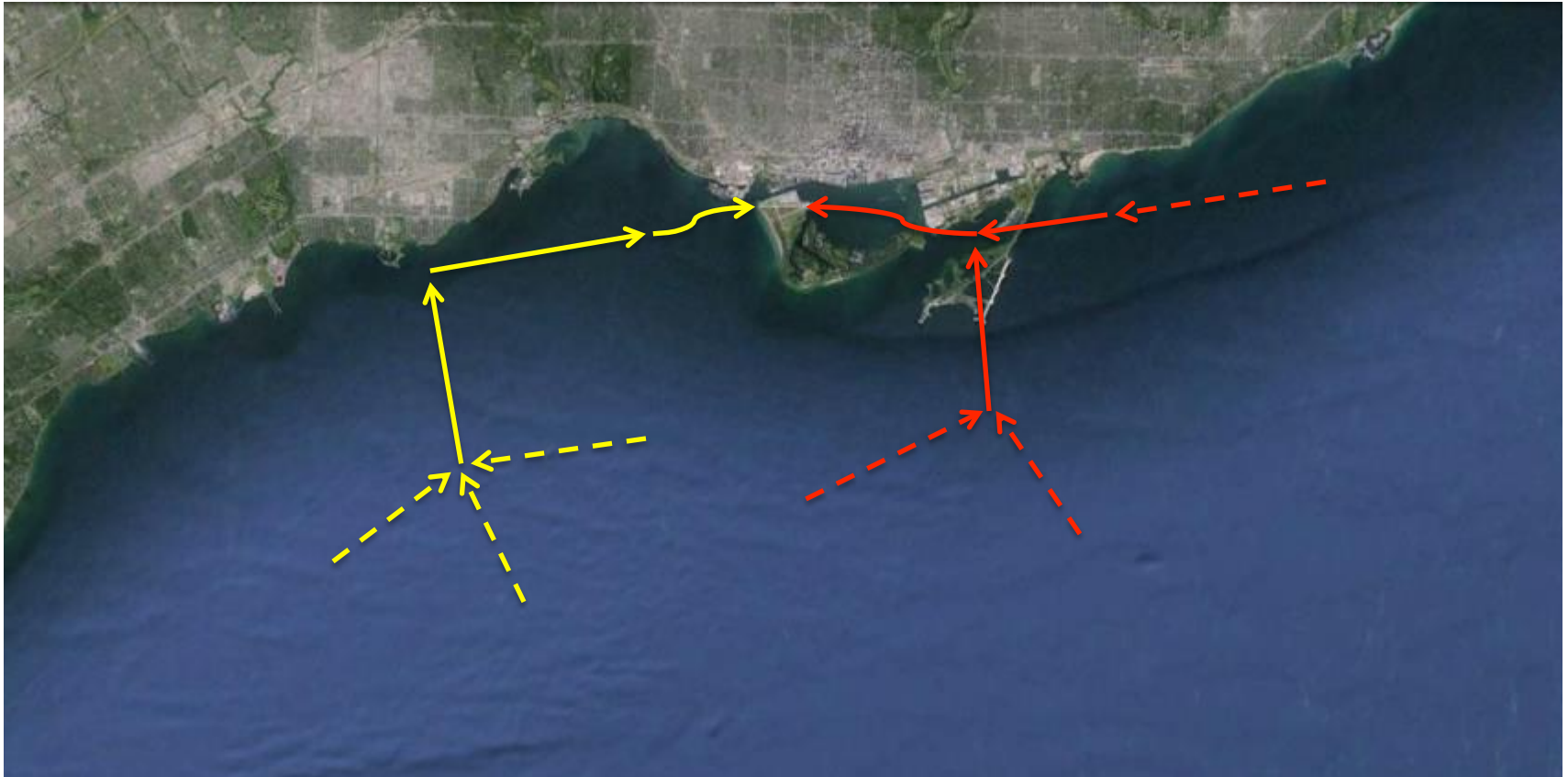
Source: www.flightaware.com - flights averaged for the dates Sep 29'13-Oct 5'13

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Flight Paths – Billy Bishop Airport



→ RNAV A
→ RNAV C

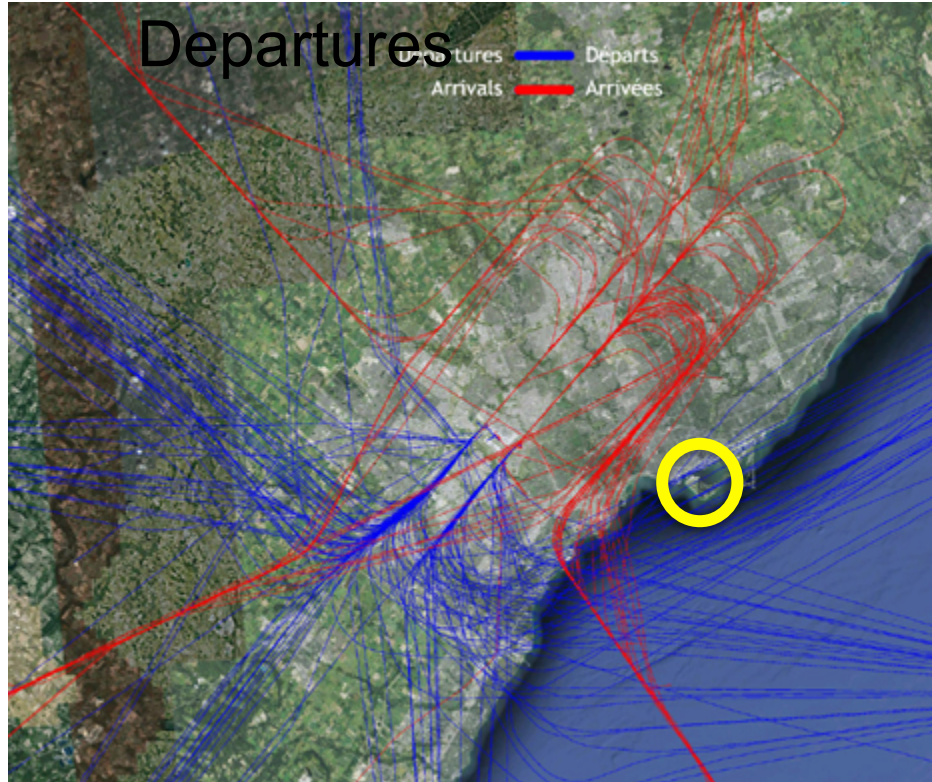
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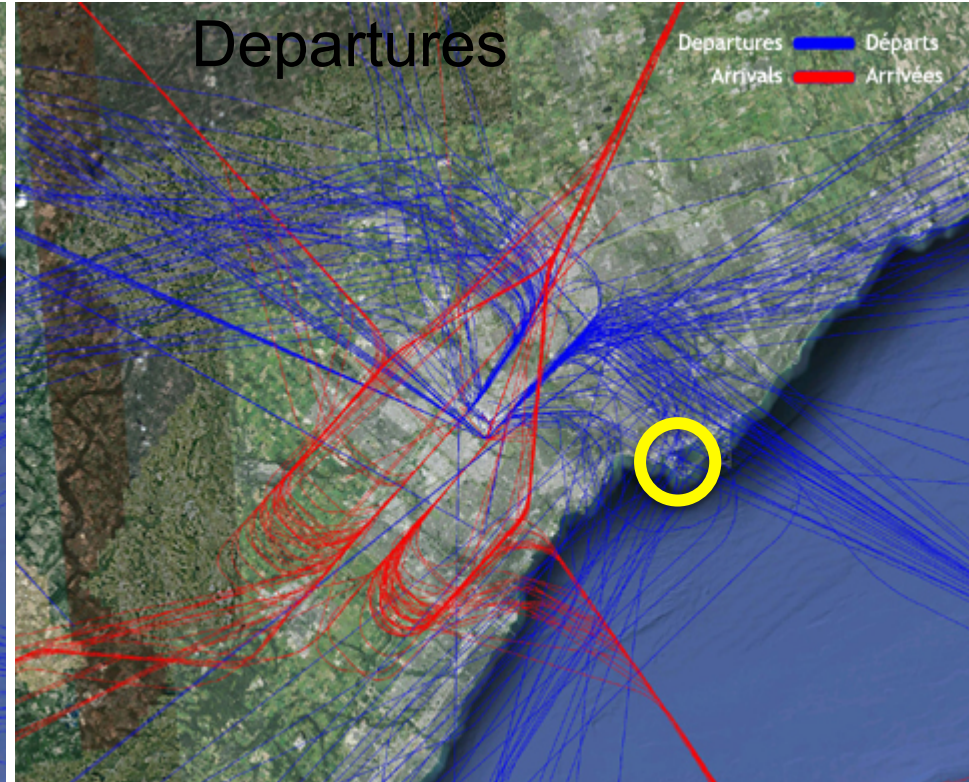


Flight Paths – Toronto Pearson Airport

Southwest Arrivals/ Departures

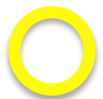


Northeast Arrivals/ Departures



Runways: 23, 24 Right and 24 Left

Runways: 05, 06 Right and 06 Left

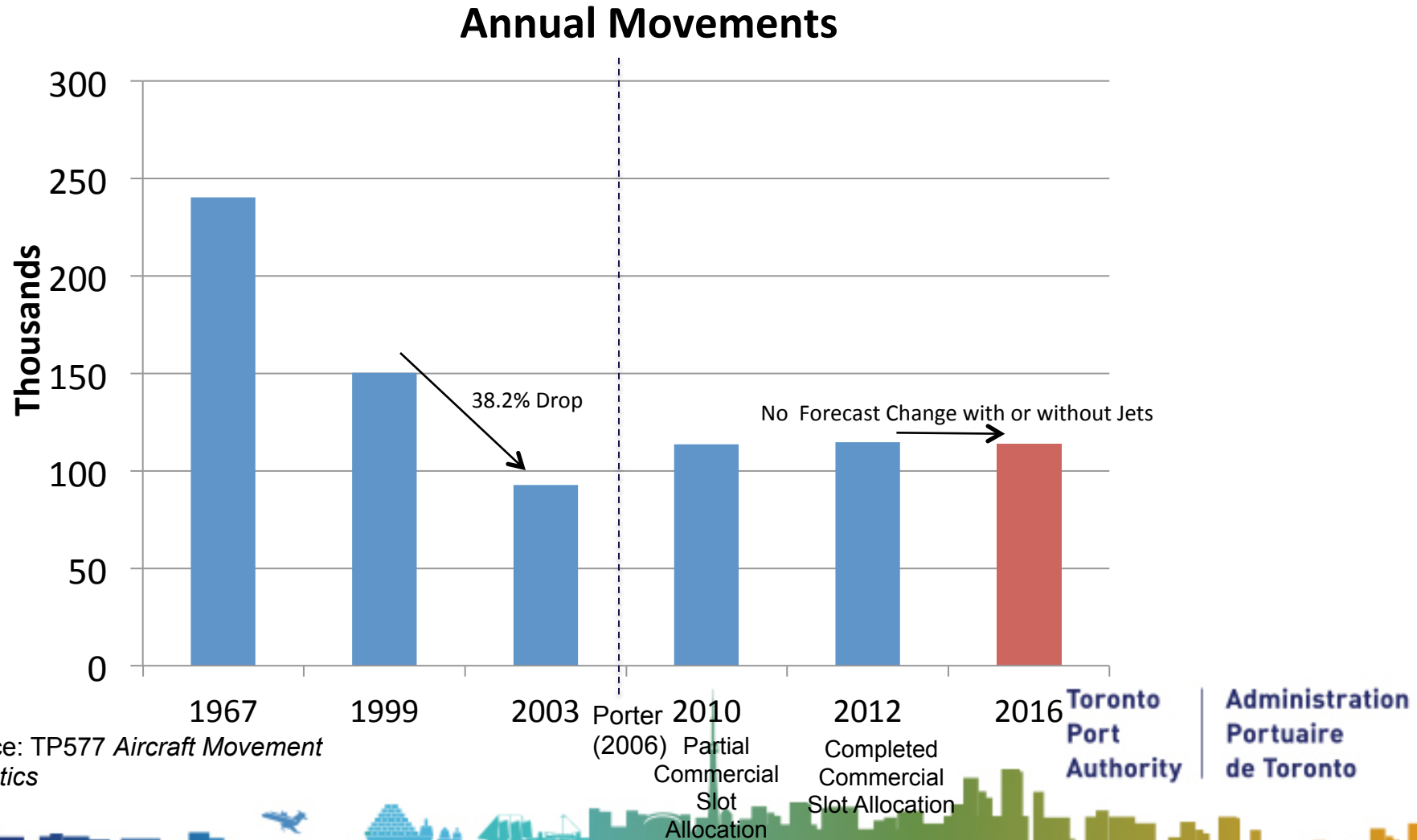


Billy Bishop Airport

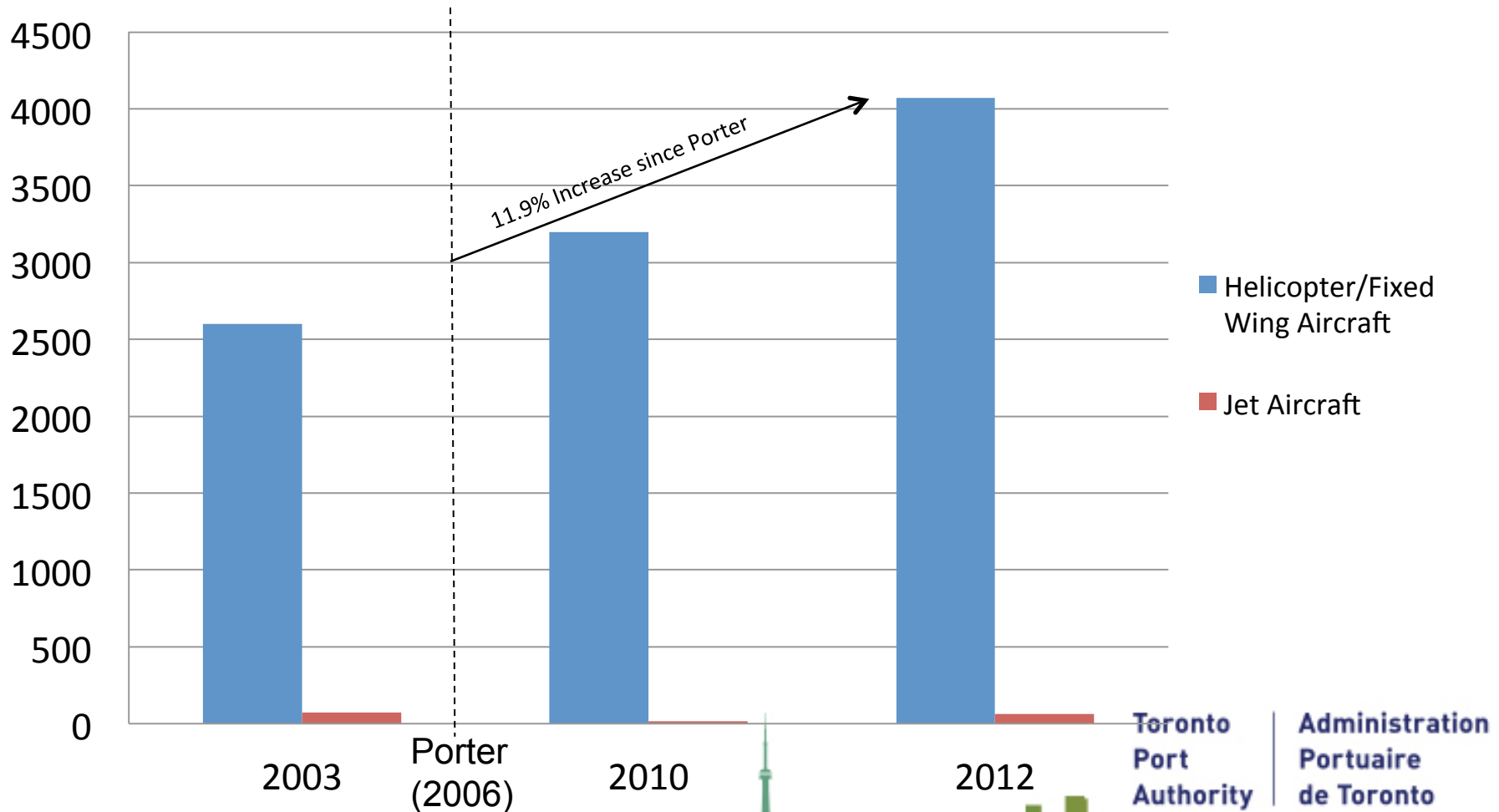
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Annual Movements



Medevac Operations



Engine Emissions

	MD-90 (circa 1980s)	B737-3	B737-8	Q400	CS100
EPNdB	265.8	277	278	257	255
No _x (g/kN)	80.3	46.7	61.0	38.9	50% fewer emissions than current jets
Fuel Consumption	999.05L/100 km	532.16L /100 km	523.79L /100 km	335.58 L /100 km	20% fuel burn advantage over current jets

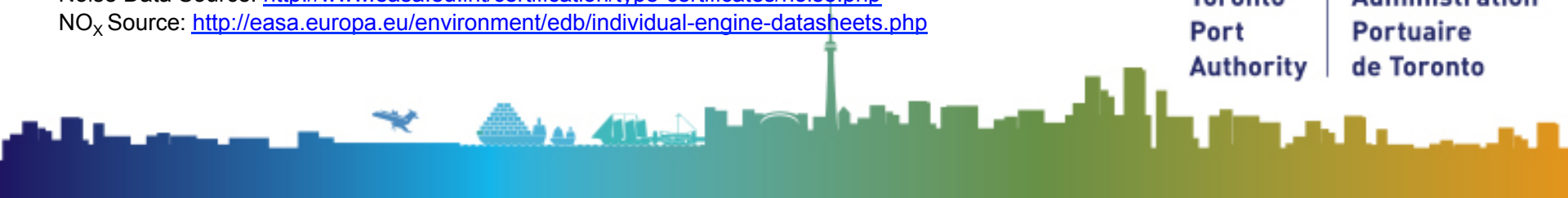
CS100 Source: <http://info.cseries.com/en/#/home/>

Noise Data Source: <http://www.easa.eu.int/certification/type-certificates/noise.php>

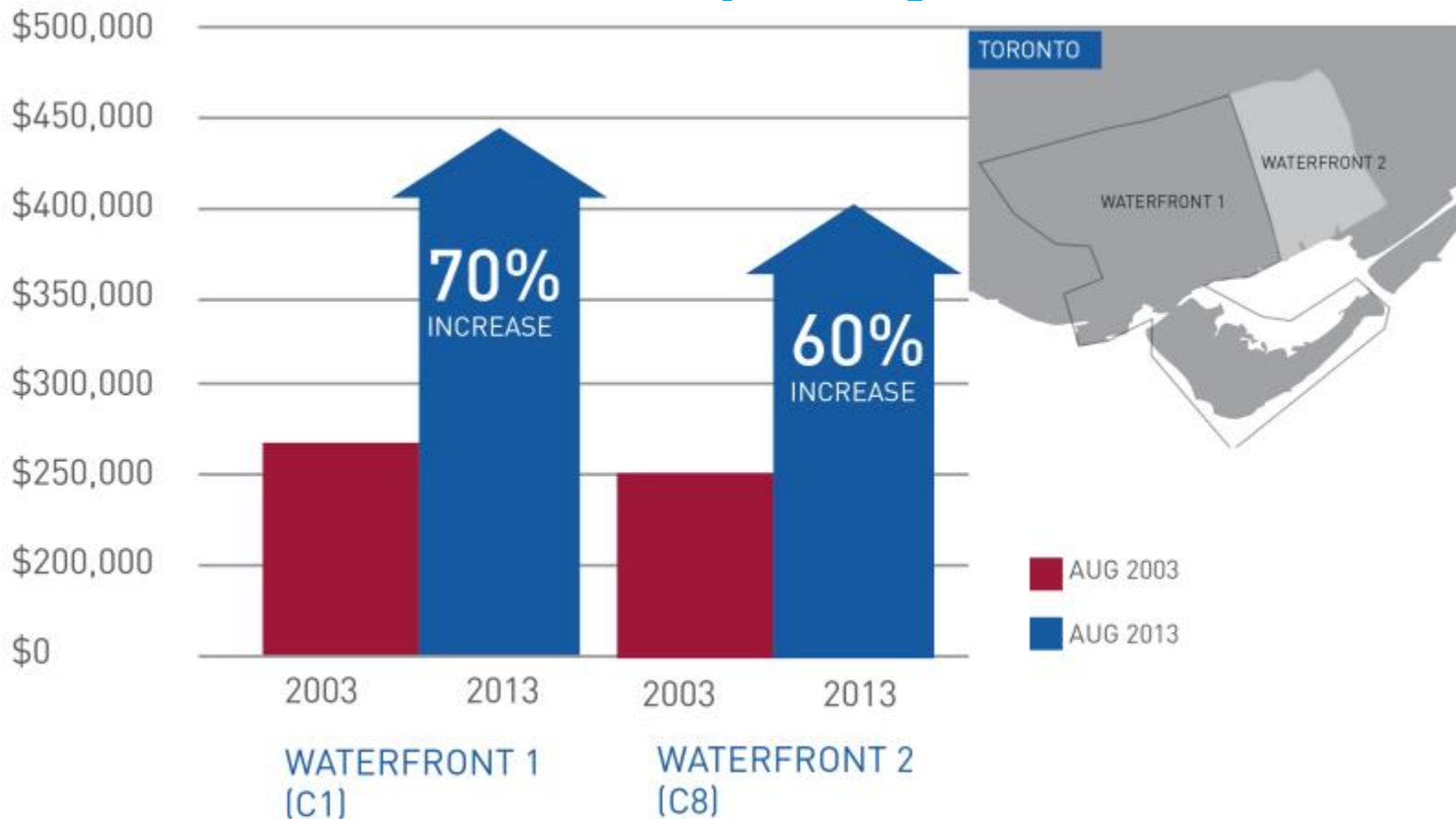
NO_x Source: <http://easa.europa.eu/environment/edb/individual-engine-datasheets.php>

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Waterfront Property Values



*Source: http://www.torontorealestateboard.com/market_news/market_watch/mw0308/pdf/mwatch.pdf

*Source: http://www.torontorealestateboard.com/market_news/market_watch/2013/mw1308.pdf

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