

March 24, 2014

Dear Mr. Provost:

At the request of Deputy Mayor Norm Kelly, I am submitting to you an information package that can be used for briefings around issues relating to Porter's proposal to introduce new-technology jets at the Billy Bishop Toronto City Airport.

Over the last few months the Toronto Port Authority has worked in collaboration with the City of Toronto to provide information, participate in consultations and answer questions pertaining to this proposal.

The role of the Toronto Port Authority in the debate over Porter's proposal is to adhere to a "Do No Harm" approach and ensure that any changes to the utilization of the airport are in balance with the uses and enjoyment of the waterfront by all constituent groups: residents, businesses, visitors and travelers.

The debate surrounding the proposal is indeed a complicated one. The attached document was prepared by the TPA in an effort to clear up the misinformation and speculation that clouds the debate so that everyone has the facts and can consider the proposal within an informed and accurate framework. Please be clear, this document is not intended to sway, persuade or put forth any position. It is merely an information document that answers the questions that everyone is asking about such issues as runway extension, passenger capacity, traffic congestion, slot restrictions, NEF 25 and the MEZ.

We trust that this document is of use to you and would offer that should you require any additional information or require further briefing, the TPA is at your disposal.

Sincerely,



Geoffrey A. Wilson
President and CEO
Toronto Port Authority



BILLY BISHOP TORONTO CITY AIRPORT (BBTCA) AND THE PORTER PROPOSAL: SUMMARY OF KEY INFORMATION



Toronto
Port
Authority

Administration
Portuaire
de Toronto

SIZE OF AIRPORT

- 2.4 million passengers are forecast for 2014 (including 400k connecting).
- The BBTCA's master plan (WSP, June 2012) indicated a maximum capacity for the airport of 3.6m annual passengers. In a scenario that permits jets, WSP indicated a maximum capacity of 4.1m annual passengers.



SUPPORTING POINTS

- Under current flight schedules, Porter and Air Canada operate 59,000 flights annually, representing 51% of all movements, the balance being General Aviation and Medevac.
- Billy Bishop Airport is the most slot and capacity -restricted airport in North America.
- Airport size is determined by the NEF 25 contour which severely limits both aircraft noise and activity. Airport slots are determined solely by the TPA and always within the NEF 25 limit.
- The NEF 25 noise contour limitation is imbedded in the Tripartite Agreement, and is not changing. City Staff review actual movement data annually to ensure within allowable limits.
- BBTCA can never become Pearson-on-the-Lake or Ottawa-International-on-the-Lake as critics have charged. (see chart on last page)

ENVIRONMENT

- Should City Council approve the Porter proposal, the Toronto Port Authority will undertake a full environmental assessment.



SUPPORTING POINTS

- The EA will be done with City, TRCA and public involvement, and will adhere to airport and marine best-practices.
- No work/construction will commence until this assessment is completed.
- The TPA has recently completed Pedestrian Tunnel and airport Lakefill EAs in full compliance.



TRAFFIC

- BBTCA is not the sole contributor to traffic congestion around Eireann Quay. City studies show traffic congestion near the airport is the combined result of rapid City/residential growth and proximity to several sporting, entertainment, and event venues, compounded by inadequate city infrastructure improvements.

SUPPORTING POINTS

- According to the City's own consultants' report¹ the area has doubled in size to 29,905 residents in the 5 years leading to 2011. Add to that nearly 24,000 people working in 479 businesses and organizations in the area. Still to come are 47 buildings currently in development, 82% of which are residential (the tallest at 88 story's) which will bring a further 22,258 new residents to the area once occupied. Compare this to an average of ~5,300 daily Billy Bishop Airport local passengers using these same transportation nodes.
- The TPA has no funds for city-owned street improvements. Further, it would be highly unusual for an airport to provide its own municipal access.
- The airport already has one of the highest rates of passengers arriving by shuttle bus/transit/foot/bicycle (35%). The TPA is committed to increasing these percentages to >40%.
- TPA has requested \$100 million in new incremental Fed/Prov funding, on behalf of the City of Toronto, to make city-side infrastructure improvements that will address congestion and improve access for all.
- The key factor that determines city traffic impacts associated with the BBTCA is the maximum number of hourly passengers, determined by the maximum flights per hour. TPA has offered to impose an interim local passenger cap of 2.976 million passengers, and peak-hour flight caps, until such time as traffic infrastructure improvements can be completed.



¹. Urban Strategies. "Preliminary Land Use Valuation." August 27, 2013, sections 3.4/3.5

NOISE CURFEW

- The Toronto Port Authority implemented a Noise Curfew for the airport in 2003 out of respect for the surrounding community.

The curfew will not change.

- Billy Bishop Airport has the strictest noise curfews of any airport in North America: Commercial aircraft cannot take off or land after 11:00 p.m. or before 6:45 a.m.

SUPPORTING POINTS

- Toronto Pearson Airport has no such curfews and allows 97 flights during this time period.
- BBTCA cannot consider a recently proposed weekend flight curfew as part of a viable operation.



ARRIVALS AND DEPARTURES PER NIGHT

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

SOURCE: www.flightware.com - flights averaged for the dates Sept 29, 2013-Oct 5, 2013



AIRCRAFT NOISE

- All aircraft operating from the airport must meet strict noise certification levels, as set out in the Tripartite Agreement. If an aircraft does not meet these criteria, it does not receive approval and will not be allowed to operate at BBTCA.

SUPPORTING POINTS

- 90% of scheduled commercial airline flights depart/arrive over water.
- BBTCA has less total annual flight activity than Buttonville Airport (114,576 vs. 138,946 respectively).²
- Initial testing results indicate that CS100 new-technology jets will be as quiet as or quieter than the current Q400 turbo-props.

² Statistics Canada. Aircraft Movement Statistics: NAV CANADA Towers and Flight Service Stations: 2012 Annual Report

ECONOMIC IMPACT



- The Billy Bishop Toronto City Airport supports 5,700 jobs in the GTA, including 1,700 directly associated with the airport.
- The airport contributes more than \$1.9 billion in annual economic output.

“The economic importance of BBTCA to the city is well established”.

– Toronto City Council Staff Report, March 19, 2014

SUPPORTING POINTS

- Toronto Port Authority is mandated to be entirely self-sufficient, and is not funded by the federal government or public money. In fact, the overall tax revenue and PILT contribution generated by on-going economic activity at BBTCA is approximately \$57 million per year.
- 90% of Torontonians believe the “airport is a valuable asset for the City” (Ipsos Reid; up from 87% in Aug 2013)
- The airport generates \$640 million in gross domestic product, and “has resulted in the airport playing a significant role in providing critical regional and continental transportation linkages to support and grow Toronto’s economy”. (InterVISTAS Consulting Group and Toronto City Staff Report, March 19, 2014)

MARINE EXCLUSION ZONE (MEZ)

- The proposed runway extension design does not extend the MEZ length into the Harbour or into the lake. There are minor changes to the sides of the MEZ under consideration in the proposed design but the length will not change.



SUPPORTING POINTS

- The Marine Exclusion Zone is set by the airport and Transport Canada.
- The MEZ is on water lots owned by the TPA.
- TPA has committed there will be no material change for boaters navigating the harbour and Western Channel shipping channel access.
- Runway End Safety Areas (RESA) are pending and will soon be mandated by Transport Canada. Meaning, with or without jets, the TPA will in any case be required to extend the runway 43 or more metres into the MEZ on each end to comply. This will be a regulatory requirement for all Canadian airports.



TORONTO PORT AUTHORITY POSITION

- This is a proposal put forward by Porter Airlines. The TPA takes no position on Porter's business aspirations. The TPA operates the BBTCA under the terms of the 1983 Tripartite Agreement and will continue to do so. The TPA is looking to Toronto City Council for a determination regarding Porter's proposed changes to the Tripartite Agreement.

SUPPORTING POINTS

- TPA has funded the \$1.2 m cost of the study by City Staff in full at the request of City Council.
- Should Council approve the Porter proposal, the TPA will undertake its own rigorous assessment to ensure that the proposal meets a defined set of strict "Do No Harm" criteria that take into consideration the best interests of the community, the city and the airport.
- However, should conditions of approval be too onerous on the continuing and successful operations of the airport, the proposal is unlikely to be executed upon.
- Current offers of city area infrastructure funding, interim annual passenger caps, interim peak hourly flight caps, joint master planning et al, are conditional terms that are subject to a positive vote at Council (and subsequent approvals by TPA, Transport Canada, and implementation of the Porter Proposal.



TORONTO PORT AUTHORITY'S “DO NO HARM” CRITERIA FOR ASSESSING PORTER PROPOSAL

Upon approval of the Porter proposal by City Council, the TPA will continue its own process to ensure that any changes to Billy Bishop Airport maintain the appropriate mixed-use nature of the harbour and do not overwhelm. TPA's criteria are based in the concept of “Do No Harm” and are as follows:

- Maintaining strict noise restrictions
- Efficient slot utilization
- A full Environmental Assessment
- Ensuring the surrounding area is no less livable than any other multi-purpose neighbourhood
- Improving traffic flows and congestion
- Allowing only aircraft that meet stringent noise restrictions equal access
- Protecting access for the boating community and private aviation community
- A strong business case to support TPA's investment
- Evidence that this expansion will grow Toronto's economy
- Toronto City Council and Federal Gov't approval

BBTCA VS. OTTAWA INTERNATIONAL

– “COMPARISON”

ITEM	BBTCA	OTTAWA INTERNATIONAL
Total Property	215 Acres	4,500 acres
Nightly Curfew	11:00pm to 6:45am	No Limit to night operations
Airport Terminal	155,000 square feet	660,000 square feet
NEF	NEF 25 restrictive	NEF 30
Runways	1 at 3,988 feet	3 with longest at 10,000 feet
Parking Spots	500 approx./ static	4,000 approx./ growth
Gates	10	27-35
Aircraft Slots Per Hour	16 Potential of 24	Up to 98
Passenger Volumes	2.4 million (3.6m in Master Plan)	4.7 million (7.66 m in Master Plan)
Passenger Connection Rate	17%	10%
Airlines	2	15
Largest Aircraft	Q400 – 70/74 seats	A330 – 265 seats
Aircraft Noise Certification:	Strictly Required	Standard Airport Compliance

