



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

September 18, 2024

Meeting #55

In-Person Meeting

Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA provides neutral third-party consultation services for the Ports Toronto Community Liaison Committee (CLC). These minutes are not intended to provide verbatim accounts of committee discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the committee meetings. If you have any questions or comments regarding the Meeting Minutes, please contact either:

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Summary of Action Items from Meeting #55

Action Item	Action Item Task	Who is Responsible for Action Item
M#55-A1	PortsToronto will follow up about the ESG report data and references.	PortsToronto
M#55-A2	PortsToronto will follow up with Envirosuite and update the group regarding the complaint issued by TICA representative Tony Farebrother in May 2024 associated with an airplane that went over the area.	PortsToronto
M#55-A3	LURA will ensure that the chart showcasing the Q400 movements in the CLC54 minutes is legible and starts at zero.	LURA
M#55-A4	PortsToronto will look into separating the data presented on the helicopter movements graph to illustrate the different helicopter types (Orange, Skyline, and Helicopter tours).	PortsToronto
M#55-A5	PortsToronto will work with the manufacturers of the electric buses and provide updates on their arrival at the next CLC meeting.	PortsToronto
M#55-A6	PortsToronto will look into making the RESA information more accessible on the website	PortsToronto

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Councillor Ausma Malik	Ward 10 – Spadina-Fort York	Absent
Thomas Davidson	On behalf of Councillor Ausma Malik	Present
Bushra Mir	On behalf of Ward 10 – Spadina-Fort York	Absent
MP Kevin Vuong	MP, Spadina-Fort York	Absent
Daiana Ferrari	On behalf of MP Kevin Vuong, Spadina-Fort York	Absent
Jay Paleja	City of Toronto – Waterfront Secretariat	Absent
Bryan Bowen	City of Toronto – Project Manager Waterfront Secretariat	Absent
Joanne Dobson	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Jennifer Quinn	Nieuport	Absent
Cheryl Stone	Nieuport	Absent
Nadia Dzula	Nieuport	Absent
Ryan White	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Anjuli Perera	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Michael Bethke	East Waterfront Community Association (EWCA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
David Lewis	York Quay Neighbourhood Association (YQNA)	Present
Ed Hore	York Quay Neighbourhood Association (YQNA)	Present
Tony Farebrother	Toronto Island Community Association (TICA)	Present
Jerry Shiner	Toronto Island Community Association (TICA)	Absent
Natasha Francis	Waterfront Neighbourhood Centre	Absent
Kelly M	Waterfront Neighbourhood Centre	Absent
Commander Paul Smith	HMCS York	Absent
Dave Purkis	Nav Canada	Absent
Indren Nair	Nav Canada	Absent
Matt Slaman	Art & Water	Absent
Oliver Hierlihy	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Absent
Mark Maloney	University of Toronto – Municipal Affairs	Present
Massimo DeMaria	Harbourfront Centre	Absent
Samir Shajani	Harbourfront Centre	Absent
Bill Duron	Toronto Island Yacht Club	Present
Stacey Rodrigues	The Westin Harbour Castle	Absent
PORTSTORONTO REPRESENTATIVES		
Roelof-Jan (RJ) Steenstra	PortsToronto – President and CEO	Absent
Warren Askew	PortsToronto – VP Airport	Present
Rob Aasa	PortsToronto – Director of Airport Programs and Business Operations	Present
Deborah Wilson	PortsToronto – VP Communications and Public Affairs	Present

Bojan Drakul	PortsToronto – VP Infrastructure, Planning and Environment	Present
Angela Homewood	PortsToronto – Project Lead, Tripartite Agreement	Present
Michael MacWilliam	PortsToronto – Director, Airport Operations	Present
Jessica Pellerin	PortsToronto – Manager, Media Relations and Public Affairs	Present
Jelena Ognjanovic	PortsToronto – Manager, Infrastructure, Planning and Environment	Absent
Chris Pearce	PortsToronto – Director, Groundside Operations	Present
Stephen Klem	PortsToronto – Duty Manager	Absent
Juhi Matta	PortsToronto – Senior Manager; Environment, Social and Governance (ESG)	Absent
Sylvain Thériault	PortsToronto - Corporate Fire Chief	Present
Mark Smith	PortsToronto – Fire Chief	Present
Heather Dennis	PortsToronto – Project Assistant	Present
Steve Denes	PortsToronto – Project Lead - RESA	Present
FACILITATION		
Geoffrey Mosher	LURA Consulting	Present
Hasnaa Maher	LURA Consulting	Present
Liz McHardy	LURA Consulting	Absent
Denise Soueidan-O’Leary	LURA Consulting	Absent
GUESTS		
Meg St. John	Waterfront Secretariat, City Planning Division	Present
Yulia Pak	Third Party Public	Present

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Appendices

Appendix A – Meeting Agenda

Appendix B – Airport Updates Presentation

1. Welcome

Geoffrey Mosher (LURA) welcomed members of the Billy Bishop Toronto City Airport (abbreviated to the Airport subsequently) Community Liaison Committee (CLC) to the 55th committee meeting.

2. Review of Meeting Minutes & Action Items

Mr. Mosher provided an overview of the agenda. The meeting agenda is included in **Appendix A**. He then presented the closed action items.

- 1) PortsToronto will update on dock wall repair works.
 - a. This will be discussed in this meeting.
- 2) PortsToronto will provide the dates for CLC 56.
 - a. This will be held on November 27th, 2024.

Mr. Mosher also noted that the CLC #54 minutes were published in early September 2024 and are available on the PortsToronto website. They were distributed for comments and review from the CLC membership on August 13 and were posted two weeks later.

The action items pending closure are as follows:

- 1) PortsToronto will talk with bylaw supervisors to get feedback on vehicles idling on local resident streets.
- 2) Hal Beck (YQNA) will send specific locations of concern with idling to the Airport to aid in conversations the Airport is having with Toronto Bylaw.
- 3) Jay Paleja (City of Toronto) will inquire with the City's transportation department about vehicle queuing lengths southbound and all legs of the intersection of Lakeshore and Bathurst and whether they are being monitored.

3. Capital Program and Environment, Social, and Governance (ESG) Update

Mr. Mosher provided the floor to Bojan Drakul (PortsToronto) to deliver the Capital Program and Environmental, Social, and Governance (ESG) Update. PortsToronto's updates were accompanied by presentation slides, which are included in **Appendix B**. Mr. Drakul proceeded to share key updates on Capital Program and Environment, Social, and Governance (ESG). Important points from his presentation are summarized as follows:

- Airport Security Fence and Gates replacement reached substantial completion.
- Gate 106 Replacement for the access to the airfield is complete.
- South Side Airfield Repairs to the pavement are complete.
- The Social Recreation Area for the project is complete.
- Main Ferry Slip Corners Rehabilitation is an ongoing project. This work is scheduled to begin on September 25, 2024, with additional work in October 2024. Nighttime work will occur from 11 p.m. to 5 a.m., with safety lighting reactivated. During nighttime work, the lights will be oriented away from the community.
- The Airport Electrical Infrastructure Improvement project has been awarded. Three weeks of work are anticipated between January and March 2025, significantly improving the electrical infrastructure.
- The USCBP Preclearance Facility will be completed by October 2025. The demolition is now complete.

- Upcoming construction projects, including Ferry Entrance Gates, are underway. The installation of new gates, which will replace the existing ones, will begin shortly. The gates will be shipped shortly, with ramps, structural repairs, and hydraulic upgrades. This is a significant project to fix the construction accident that damaged the ramp.
- Significant update and repair of ferry ramps, structural repairs, and hydraulic upgrades for the concrete pillars. The work will occur on both sides of the slip. The ferry service will be closed for 48 to 72 hours, with nonstop work 24/7. This is scheduled from October 18th to the 20th, 2024 (Friday to Sunday), with backup dates being October 25th and 27th, 2024, in case of weather disruptions.
- Installation of new flagpoles for the PortsToronto Flag, Canadian flag, and Mississauga of the Credit First Nation flag is planned.
- Relocate and Repurpose the RUBB building from the port to the Airport. A new structure (similar to the existing Green Mile tent) will be brought into the house equipment. This will be significantly larger than the current setup. It will be down by the GRE on the South Side of the Field.
- West Service Road and Turning Circle Parking Rehabilitation are out for tender to recap the road and parking area. Completing these two options is aimed in 2024, however, this may be pushed to 2025 based on the contractor's schedule.
- The Island East Dock Wall Rehabilitation project will address flooding risk. It will go out for tender later this fall. Construction will start this year, 2024/2025.
- Overnight construction and nighttime work are planned for Ferry Slip Corners. The work is aimed for completion in 48 hours and is aimed for October 18-20th, 2024. An extra day will be included as a buffer. Additional work might also be done on September 25th, 2024, and another date in October 2024. This is to be confirmed.
- The Ongoing Drilling Investigation will continue. The technical investigation was started on October 12th, 2024. Depending on weather conditions, this will continue until mid-October 2024.
 - Mr. Mosher will help with community notices. The construction notice will be sent out a week in advance of the works. A new staff member will be dedicated to construction activities and notices as soon as a construction date is selected.
- The collaborative ESG report by PortsToronto and Nieuport Aviation was published in August 2024. It aligns closely with GRI (Global Reporting Initiative) standards, the world's most widely used sustainability reporting standards. It features more comprehensive reporting on topics determined by all airport stakeholders. The report highlights initial offsets, awards for location efforts, and investment in the community, to name a few.
- The Billy Bishop Airport is officially accredited under Airport Carbon Accreditation. This is the 21st accreditation. The Airport will continue to work to the next level for two (2) or three (3) years.

After Mr. Drakul presented the update, YQNA representative Hal Beck asked for clarification regarding the overnight constructions and other construction works. Mr. Drakul responded, stating it would be on the 18th-20th of October, 2024. The aim is to get it done in 45 hours and completed by October 20th, 2024. There will also be Ferry slip construction, which will happen on September 25th, 2024, and then again in October 2024. Michael MacWilliam (PortsToronto) confirmed that as soon as a date is finalized, a notice will be issued.

BQNA representative Joan Prowse asked when the geotechnical investigation would end. Micheal MacWilliam (PortsToronto) responded that, due to the weather and lake conditions, it would end around mid-October 2024.

YQNA representative Ed Hore asked whether more yellow safety ladders will be added. Mr. Drakul responded,

stating that the department is preparing to install big yellow safety ladders.

BQNA representative Bev Thorpe inquired about the ESG report data and references to the text on air quality, as well as mention of partners, such as the University of Toronto and Bathurst Quay Neighbourhood Association, in the footnotes. Angela Homewood (PortsToronto) responded that they can take this back as an action item.

M#55-A1 - PortsToronto will follow up about the ESG report data and references.

Ms. Prowse (BQNA) inquired about how complaints are being recorded or grouped together as well as when complaints will be responded to. Mr. MacWilliam responded that these complaints will be addressed, as duty managers will help to respond to community members.

Ms. Prowse (BQNA) posed another question, inquiring about the clarification of how many years the Airport has been under the ownership and operation of PortsToronto. Deborah Wilson (PortsToronto) responded, stating that research has been conducted acknowledging that PortsToronto has owned and operated the Airport for 100+ years - from its establishment. PortsToronto historians and archivists have found 15 to 20 documents confirming this information. Their research will be made succinct and easy to understand before sending a letter to the membership.

Max Moore (BQNA) inquired when noise complaints from the website would be responded to. Mr. MacWilliam responded, stating that those noise complaints had been seen. More staffing has been employed to try to navigate complaints more easily. The team also checks to ensure curfew compliance, which is between 6:45 a.m. and 11 p.m.

Bill Duron (Toronto Island Yacht Club) posed a question regarding the heritage nature of the old terminal building and whether there is any obligation or plan on the part of PortsToronto to maintain the building. Ms. Wilson (PortsToronto) responded, stating that the Toronto Heritage Registry has no duty to restore the building. In 1989, Parks Canada designated the building as a heritage site. PortsToronto does want to bring the terminal back to life and will require cooperation from the City of Toronto to move it forward. The terminal is currently in poor condition and cannot remain on the airfield due to zoning restrictions and limits for potential public use. To have public access, the terminal needs to be relocated to a site nearby that can function as a restaurant or community space. PortsToronto is currently exploring partnerships with trade colleges such as George Brown. Ms. Prowse (BQNA representative) mentioned that these trade programs have apprenticeships, and that the Airport should consider bringing all the trades together to work on the project. Ms. Wilson responded that this could be an avenue to explore.

TICA representative Tony Farebrother inquired about a complaint raised to PortsToronto staff in May 2024 that has not been answered regarding an airplane that went over the area. Mr. MacWilliam responded, stating the issue was submitted to Envirosuite as they are the ones providing the noise system. They are currently waiting for an answer. PortsToronto will take this back as an action item to follow up with Envirosuite and update the group once a response is received.

M#55-A2 - PortsToronto will follow up with Envirosuite and will provide an update to the group regarding the complaint issued by TICA representative Tony Farebrother in May 2024 associated with an airplane that went over the area.

4. Airport Operations Updates

Mr. Mosher pointed to Warren Askew (PortsToronto) to present the Airport Business updates. Key points from Mr. Askew's presentation are summarized as follows:

- The Airport staff structure has changed since November 2023, with Rob Asana joining the team, and

Michael MacWilliam and Chris Pearce switching roles. Jenna Wilcox has been appointed as the new Manager of Groundside operations. She will report to the Director of Groundside Operations, Chris Pearce. The addition aims to enhance daily operations, including taxi and ferry management.

- Passenger traffic remains stable. There is a slight increase of 0.4% compared to last year (2023).
- In July 2024, the total aircraft movement rose by 13%. This indicates a rebound of activity.
- The DH8-400 movements increased by about 12%. There has been an overall recovery post-pandemic, as it is becoming more stable. Approximately 75% of pre-pandemic levels currently place the Airport in the middle range compared to other Canadian airports. While Pearson and Vancouver airports have significantly recovered, smaller airports continue to struggle.
- Helicopter movements have declined by 23% so far in 2024.

Mr. Beck (YQNA) asked for clarification on the number of Q400 per month this year (2024). Mr. Beck also noted that the chart showcasing the Q400 movements in last month's CLC minutes was unclear.

M#55-A3 – LURA will ensure that the chart showcasing the Q400 movements in the CLC54 minutes is legible and starts at zero.

Mr. Beck (YQNA) inquired about which helicopter movements are measured in the chart on the presentation deck and whether they include Ornge, Skyline, and Helicopter tours. Mr. MacWilliam clarified that these include Ornge, Skyline, and Helicopter tours from Billy Bishop Toronto City Airport. Mr. Beck (YQNA) inquired if the helicopter movement could be broken down with each different helicopter. Mr. Beck (YQNA) noted that helicopter tours cause problems for residents and wanted to see how many there are with approved flight paths. Mr. Askew responded, stating that he would look into whether these could be separated out and would report back at the next CLC.

M#55-A4 – PortsToronto will look into separating the data presented on the helicopter movements graph to illustrate the different helicopter types (Ornge, Skyline, and Helicopter tours).

YQNA representative Ed Hore questioned if it would be possible to find out what Porter traffic, in terms of passengers or flights within the Airport, compares to Pearson Airport and how that number changes over time. Mr. Hore (YQNA) inquired if the data was ready and available and, if so, where it would be. Robert Aasa (PortsToronto) responded this is available online and has been published.

Ms. Prowse (BQNA) requested clarification on whether PortsToronto is still committed to bringing electrical buses to Billy Bishop to replace commercial buses. Ryan White (Nieuport) clarified there is currently a delay in delivering the buses. PortsToronto will work with the manufacturers and provide updates at the next meeting. There is no clear timeline at this point, but in November, PortsToronto might have a clearer idea. Ms. Prowse (BQNA) expressed concern regarding idling buses and rideshare vehicles. Mr. MacWilliam clarified that bus and rideshare drivers are communicated with and instructed not to idle. Mr. Askew noted that the Airport works with the City and law enforcement to issue tickets.

M#55-A5—PortsToronto will work with the manufacturers of the electric buses and provide updates on their arrival at the next CLC meeting.

Mr. Farebrother (TICA) inquired about a Canadian International Air Show jet that flew near their house. They asked about how much control PortsToronto has on the Airshow. Mr. MacWilliam responded that NavCanada is responsible for how the jets fly, their route, how low they are, and the overall performance. Mr. Askew clarified that everything ten (10) feet above the Airport is NAVCanada's responsibility. The Airport only plays a coordination role. Mr. Askew suggested that further complaints be sent to the Airshow email, or PortsToronto can help forward them to the responsible party.

Mr. Beck (YQNA) posed a staffing question regarding who replaced Michael David as the Technical Project Manager. Mr. MacWilliam responded that Mr. David has not been replaced by a singular individual. Rather, the Airport has a team of six (6) project managers with great backgrounds.

6. Runway End Safety Area (RESA) Update

Steve Denes (PortsToronto) provided updates on RESA. Important points from the presentation are as follows:

- RESA aims to enhance safety at the Airport's main runway. RESAs are designed to minimize damage if an aircraft overshoots or aborts a take-off. This is for runway 0826.
- Canadian Aviation Regulations apply to all Canadian airports that reach 325,000 passengers for two (2) consecutive years. Billy Bishop Toronto City Airport has reached 325,000 annual passengers for two (2) consecutive years (2022 and 2023), which triggered the three (3) year implementation period timeline for compliance before July 12, 2027.
- RESA will not increase operational capacity or runway length, as their purpose is safety. The project is linked to a runway truck ramp, which provides a safe area for aircraft to stop.
- There has been recent public engagement, including an Open House at George Brown College, which had 70 attendees in-person and 12 online. This was led by MASS LBP, who facilitated the conversation. The discussion centered on defining RESA, regulatory roles, and project impacts. Options and alternatives were presented to the public, with definitions explained. The feedback received followed the cost implication and Tripartite Agreement. Feedback was collected that will inform the ongoing environmental assessment process. The full summary will be documented in the Environmental Assessment report that will be published in November 2024.
- The Environmental Assessment is led by AECOM. They are examining 11 key areas which include transportation, marine environment, air quality, and species at risk to ensure compliance with environmental standards and future resilience.
- The 4 alternatives for the RESA project are under consideration:
 - EMAS (Engineering Materials Arresting System): This is a crushable surface that stops aircraft safely.
 - The Compliance Option: This is a basic solution meeting regulatory requirement, giving a checkbox response without an added benefit.
 - RESA 2: Involves relocating the localizer to improve aircraft alignment and reduce taxi distances, thus enhancing air quality and noise management. This will give an additional benefit.
 - RESA 3: Similar to RESA 2, however, adding a utility corridor and service access road to streamline operations and reduce runway crossing delay.
 - The next public meeting will be on October 15th. This is where the preferred alternative will be announced.
 - The EA Study Report will document the planning, decision-making, consultation, and engagement process, which will be shared in draft for agency, Indigenous, stakeholder, and public review in November 2024.
 - To ensure RESA compliance by July 12, 2027, the Environmental Assessment with the preferred option needs to be finalized by Q1 2025 for detailed design commencement and finalizing issuance of permits and approvals by all levels of government.

After Mr. Denes' presentation, Mr. Farebrother (TICA) commented that more options should be considered to prevent accidents closer to the ferry. Ms. Homewood responded that the Marine Exclusion Zones (MEZ) are not changing. Mr. MacWilliam confirmed that most development is directed away from the beach and runway.

Oliver Hierlihy (Waterfront BIA) inquired about the impact of the project on Island businesses that face challenges receiving materials and supplies. Mr. Hierlihy (Waterfront BIA) asked whether RESA 3 would help these businesses get supplies more easily to the island. Mr. Askew responded that it could be an avenue for people to get supplies to the Island via ferry. Part of the option is that there is a benefit to eliminating those runway crossings, so it is not intended to drive more traffic but to facilitate the traffic that has to cross. The option would allow them to move quickly and keep them off the runway.

Mark Maloney (University of Toronto – Municipal Affairs) wanted to clarify when and where the October Public Information Centre will be. Mr. Denes responded that it will be at the Westin Harbour Castle from 2 p.m. – 4 p.m. and 6 p.m. – 8 p.m. on October 15 2024. Mr. Maloney (University of Toronto – Municipal Affairs) asked whether there is a YouTube channel where recorded materials are uploaded. Ms. Wilson shared that the website includes FAQs and presentations that are accessible with all the information at safecleanquiet.ca. Ms. Prowse requested that the information be made more accessible on the website.

M#55-A6 – PortsToronto will look into making the RESA information more accessible on the website.

Ms. Prowse (BQNA) inquired if, during construction, there would be more noise coming from the Airport. Mr. Denes responded that this would be one factor for evaluation when selecting one of the options. Ms. Prowse (BQNA) inquired about the specific length of time that the work will take because each option, like the last one, looks quite big and would probably require a lengthier construction schedule. Mr. Askew responded that the completion date would be around mid-2027; however, there is no timeline yet as more information needs to be gathered from the design work. The timeline to complete the compliance option would be mid-2027; however, including the additive measures might take additional weeks. The RESA component must be in place and commissioned by July 2027 so that additional pieces can be there, depending on the option.

Mr. Hore (YQNA) inquired about a specific cost estimate. Mr. Askew clarified that no cost estimate can be confirmed yet. Current references may refer to outdated numbers, and new information will be shared on October 15th 2024, at which point the chosen option will be announced. The Airport will require the Tripartite Agreement extension to secure funding for all options, as PortsToronto has resource priorities to consider aside from only RESA.

Mr. Hore (YQNA) inquired about how the option would be chosen. Mr. Askew responded that they will be presenting the preferred option on October 15th 2024, with a rationale and briefing on the Environmental Assessment. Angela Homewood (PortsToronto) added that an evaluation matrix and criteria will be included along with the technical advisory committee, which includes TRCA, Transport Canada, The City, consultants, and a host of subject matter experts. The draft report will then undergo a 30-day comment period during which the public and stakeholders' feedback will be incorporated. After that, AECOM will finalize the Environmental Assessment report and submit it to regulatory bodies.

Meg St. John (Waterfront Secretariat, City Planning Division) noted that the City of Toronto will have their process meeting at Exhibition Place on September 24th, 2024.

Mr. Maloney (University of Toronto – Municipal Affairs) inquired about who the final decision maker would be. Mr. Askew responded that the final decision involves multiple parties. PortsToronto proposed solutions to compliance while Transport Canada ensures regulatory adherence. The City of Toronto has its own planning process that must be followed, which includes amendments to the Tripartite Agreement that require City approval.

Mr. Farebrother (TICA) inquired about the Environmental Assessment. Ms. Homewood responded, acknowledging

that it is not required and that PortsToronto has elected to do one. This is a voluntary, non-statutory environmental assessment. However, the City's official plan requires an environmental assessment for lake-filling projects—therefore, the Airport ensures its adherence to municipal, provincial, and federal processes.

7. Groundside Operations

Mr. Mosher invited Chris Pearce to provide an update on the Groundside Operations. This is summarized as follows:

- Multiple projects are ongoing at this time.
- The team is growing and will be employing an individual to help with operations.

8. Airport side Operations

Mr. Mosher invited Michael MacWilliam to provide an update on Groundside Operations. This is summarized as follows:

- A new team member is coordinating efforts among six (6) project managers at the Airport. The aim is to streamline construction operations.
- The Airport has also introduced three (3) fully electric Ford F-150 lightning vehicles for wildlife control, marking a step towards a greener operation. This initiative supports the commitment to using 100% Green Power through Bullfrog Power.
- The introduction of eagles on the island is positively impacting the local bird population. Due to the presence of the eagles, smaller birds like cormorants and seagulls have decreased.
- The preparation for winter operations is underway.
- The Airport has worked closely with the Toronto and Region Conservatory Authority (TRCA) to manage bird populations effectively, adjusting exclusion zones based on eagle nesting behaviors.

8. Upcoming Full-Scale Safety Exercise

Mr. Mosher invited Deputy Fire Chief Mark Smith from Emergency Planning Operations to provide an update on the upcoming full-scale safety exercise. Key points from his presentation are summarized as follows:

- The upcoming full-scale safety exercise will take place at the Airport on October 5th, 2024, from 8:00 a.m. to 12:00 p.m. Transport Canada mandates two (2) annual exercises, one focused on safety and the other on security.
- The exercise will stimulate an aircraft incident where a plane landing on runway 26 veers off onto runway 24.
- The simulation will have friendly smoke and mock casualties, allowing responders to practice tirage procedures.
- The participating agencies will be the Toronto Fire Service, Toronto Police Service, and Toronto Pandemic Service.
- There will be three (3) trauma fire trucks, several police cruisers, and ambulances arriving at the airport around 7:30 a.m., with the exercise concluding at 1:00 p.m.
- There will be no sirens or flashing lights as this is a controlled exercise. The goal is to enhance

preparedness for a real emergency while ensuring community awareness of the event.

After Mr. Smith's update, Ms. Prowse (BQNA) inquired about where the planned accident was going to take place. Mr. Smith responded that it would be on runway 24 on the Airport's south side. The planned accident will not be visible to people passing by, as the Airport is cognisant of ensuring that people do not misunderstand this event as a real accident. There is adequate outreach to social media and media outlets, as well as signage and posters, to ensure that it is known that this is not a real emergency situation.

Mr. Farebrother (TICA) expressed concern about Community Island's response, as it took 18 minutes for crew members to respond due to a major fire there in March of 2024. Mr. Smith responded that a full fire service is on-site to respond to fires, and the department has a three (3) minute response time. Response times will not be measured in the upcoming full-scale safety exercise.

8. Community Outreach Update

Mr. Mosher invited Ryan White and Jessica Pellerin to present updates on Community Outreach Update. This is summarized as follows:

- Two well-attended Heritage walking tours took place, as well as successful Waterfront Toronto Boat Tours.
- Support was given to the recent Toronto Waterfront Festival.
- An art garden flipbook was made available online, with physical copies as well.
- There was a Nieuport Aviation initiative that released a 2023 impact report detailing the future plans.
- The event and fundraiser "Girl Seeing Light" aims to inspire young women and underrepresented groups to explore careers in aviation and aerospace. It includes an expo with colleges, a speaker series, and access to the aircraft.
- Upcoming fundraisers and activations include the second annual airplay fundraiser for medical care, which will be held on September 28th, 2024.
- A unique activation featuring 8,000 large dominos will take place around Toronto, marking its debut in North America. This event will involve road closures. Details can be found on the PortsToronto website.
- A Daily Bread Food Bank will be organized again this holiday season, aiming to surpass last year's (2023) fundraising total of over \$26,000.

After Mr. White and Ms. Pellerin's update, Mr. Hore (YQNA) shared that they witnessed a truck roll into the C-plane ramp. They wanted to clarify if this was to scare the birds and if it impacted kayak users. Mr. MacWilliam responded, stating that, per their inspection, there were no injuries and that the truck did not go offshore.

9. Traffic & Passenger Study

Mr. Mosher invited Chris Pearce and Angela Homewood to present updates on the Traffic and Passenger Study. This is summarized as follows:

- The passenger and traffic study was conducted during the last weekend of August 2024. It aims to gather information on various modes of transportation used by passengers for a recent project. This highlights the importance of understanding passengers' behaviors.
- The data collected will be shared with the environmental assessment team, which will highlight the importance of understanding passengers' behaviors.
- To provide comprehensive insights, both winter and summer studies will be conducted.

After Mr. Pearce and Ms. Homewood's update, Ms. Prowse (BQNA) inquired when the study occurred. Ms. Homewood clarified it was on August 27th, 2024.

9. CLC Member updates

Mr. Mosher invited CLC members representing organizations to provide any updates. The updates are summarized as follows:

- Ms. Prowse (BQNA) noted that there is excitement about the upcoming Domino event which will involve an artist cooperative and public installation in Little Norway Park and into Arcadia.
- Ms. Prowse (BQNA) noted concern regarding the encampment near the children's park. While there is empathy for the individuals occupying the park, there are also safety concerns for residents in the surrounding area.
 - Mr. Askew recognized the complexity of the situation and its safety concerns and is committed to doing everything possible, including collaborating with enforcement officers to allocate resources. There are plans for a public meeting soon to address community concerns.
- Mr. Farebrother (TICA) shared the need to accommodate the growing number of visitors by increasing amenities, such as local parks and facilities
- Ms. Thorpe (BQNA) noted a public presentation about the results of the Air Quality Study from the University of Toronto, and a 15-minute video highlighting the key findings.

10. Business Arising

Mr. Mosher concluded by reminding the group that the next CLC meeting will be on November 27th, 2024, and will be held virtually. The link will be provided, along with the meeting documents. Mr. Mosher thanked everyone for attending the CLC meeting.

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 54

September 18, 2024

6:30 p.m. – 8:30 p.m.

In-Person

Waterfront Neighbourhood Centre
627 Queens Quay W, Toronto ON M5V 3G3

AGENDA

- 6:30 Welcome (Geoffrey Mosher)
- 6:35 Review of Meeting Minutes and Action Items (Geoffrey Mosher)
- 6:40 Capital Program and Environment, Social, and Governance (ESG) Update (Bojan Drakul)
- 6:55 Airport Business Updates (Warren Askew & Robert Aasa)
- 7:05 RESA Update (Steve Denes & Angela Homewood)
- 7:15 Airport Operations Updates
 - Ground side Operations (Chris Pearce)
 - Airport side Operations (Michael MacWilliam)
 - Upcoming Full-Scale Safety Exercise (Sylvain Thériault)
 - Community Outreach Update (Ryan White & Jessica Pellerin)
 - Traffic & Passenger Study (Chris Pearce & Angela Homewood)
- 8:15 CLC Member Updates (CLC Members)
- 8:25 Business Arising
- 8:30 Adjourn

Materials Sent in Advance

- CLC Action Items

Appendix B – Airport Updates Presentation

Community Liaison Committee 55 Updates

Billy Bishop Toronto City Airport

September 18th , 2024

PORTS
TORONTO



Capital Program & ESG Updates

Presented by Bojan Drakul



Ongoing Construction Projects

1. Airport Security Fence and Gates Replacement (reached substantial completion)
2. Gate 106 Replacement (reached substantial completion)
3. Airfield Pavements Rehabilitation-South Apron (reached final completion)
4. Mainland Ferry Slip Corners Rehabilitation
5. Airport Electrical Infrastructure Improvements
6. USCBP Preclearance Facility

Upcoming Construction Projects

1. Ferry Entrance Gate
2. Ferry Ramps Structural Repairs and Hydraulic Upgrades
3. New Flag Pole
4. Relocate and Repurpose RUBB Building from Port to Airport
5. West Service Road / Turning Circle Parking Rehabilitation (2024/2025)
6. Island East Dockwall Rehabilitation (2024/2025)

ESG Report Publication

- Collaborative ESG report by PortsToronto and Nieuport Aviation published in August 2024
- Aligned with GRI (Global Reporting Initiative) Standards, the world's most widely used sustainability reporting standards
- Features more comprehensive reporting on topics determined by airport stakeholders



Highlights

- **20,231 tCO₂e**
Emissions avoided since 2010 due to the use of renewable energy certificates
- **505 tCO₂e**
Emissions offset by converting waste generated at the airport to energy
- **Airports Going Green Awards Honourable Mention** for electrification efforts
- **\$360,000**
Invested in our communities in 2023
- **\$23 million+**
Investment in community and environmental initiatives since 2009
- **2,674**
Medevac flights operated in 2023 from the Ornge base at BBTCA
- **18%**
Decrease in noise complaints in 2023, despite increased commercial activity
- **93%**
Employees satisfied with their employment at Nieuport Aviation
- **86%**
PortsToronto staff feel pride in working at the organization

Airport Carbon Accreditation (ACA)

- The only global carbon management certification programme for airports
- Provides airports with a common framework for active carbon management with measurable goalposts
- BBTCA awarded **Level 1 - Mapping** accreditation in August 2024, marking our entry into the program
- PortsToronto's direct carbon footprint at BBTCA independently verified by a third-party
- Scope to be expanded in subsequent years, as we advance through the program



Thank You



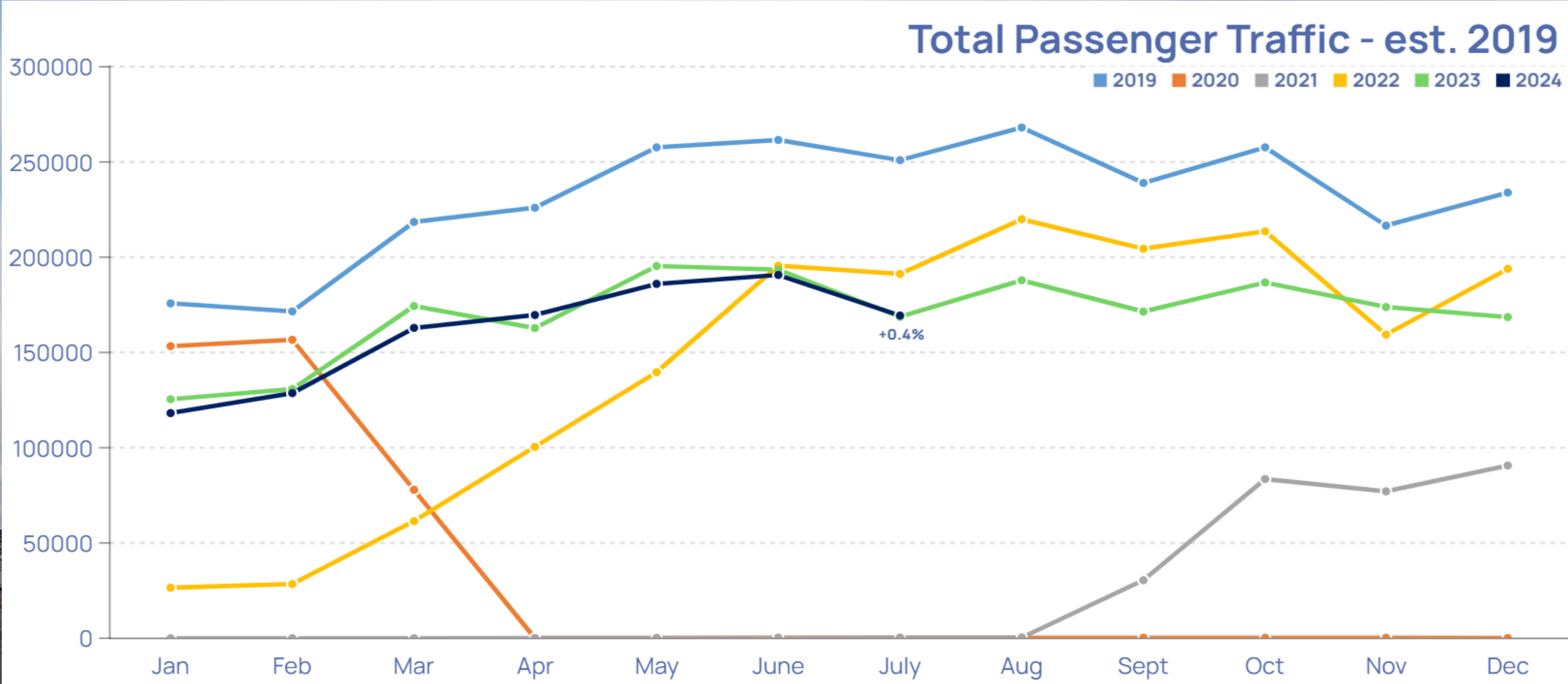
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Airport Business Updates

Presented by Warren Askew & Robert Aasa



Passenger Traffic

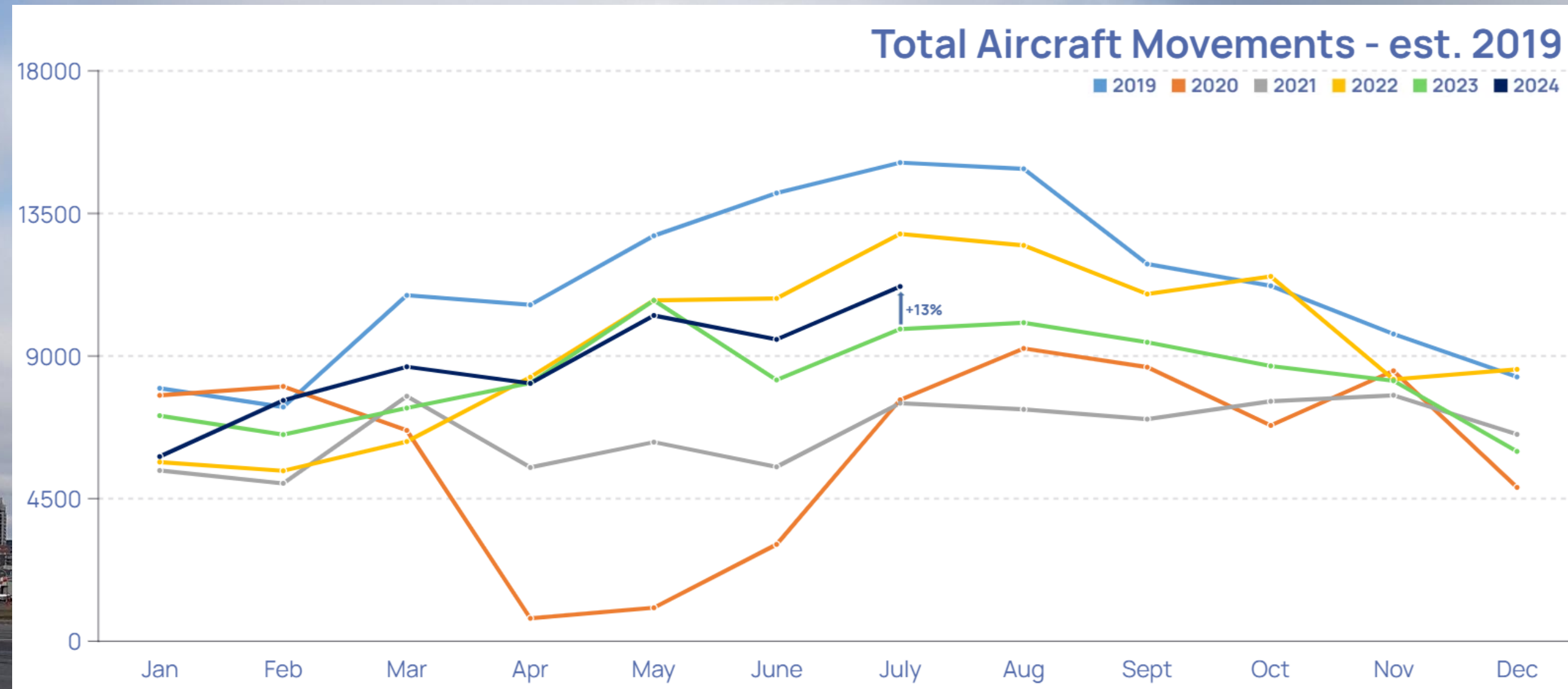


In July 2024, YTZ had a total of 169,414 passengers with 1,125,527 YTD 2024

Passenger Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	+0.4%	+2%
	169,414 vs. 168,727	1,125,527 vs. 1,151,018

Aircraft Movements

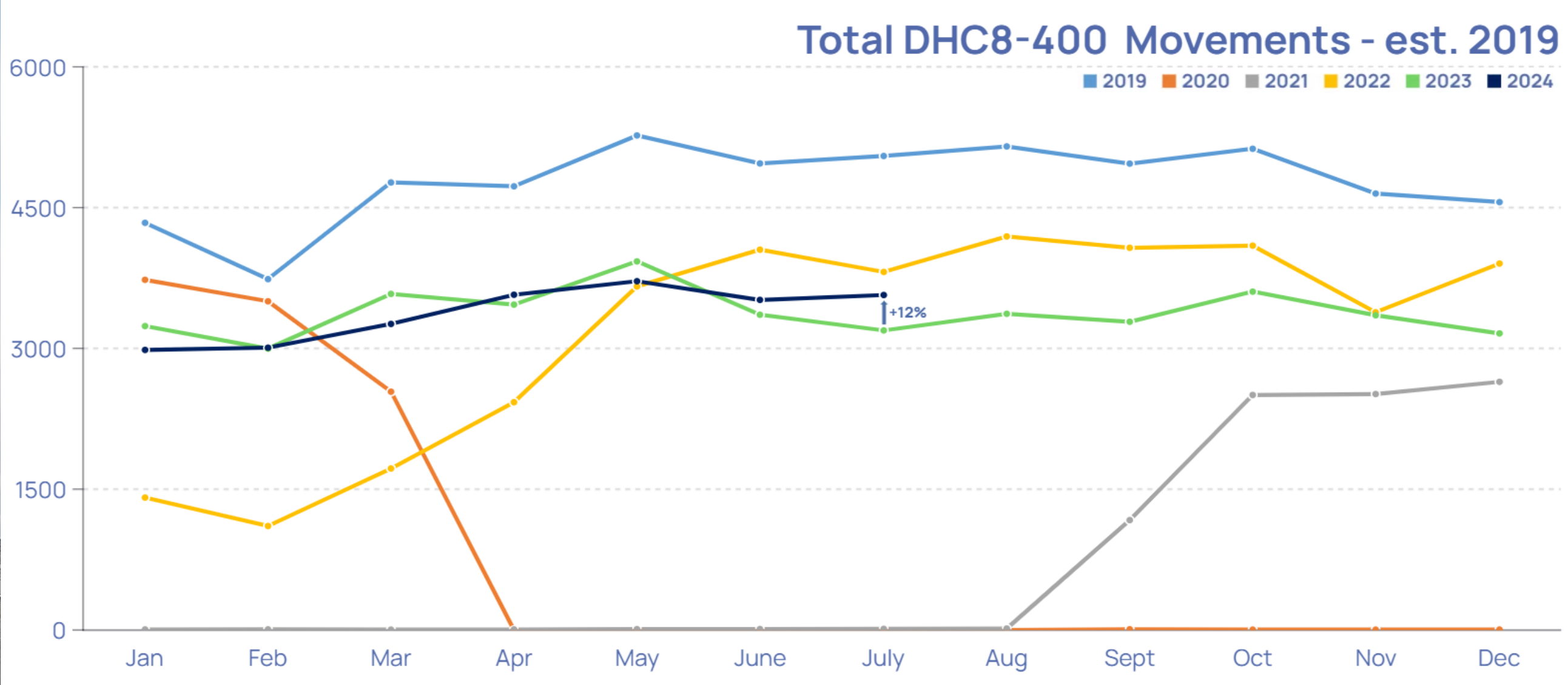


In July 2024, YTZ had a total of **11,194** aircraft movements with **61,302** YTD 2024

Movement Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	+13%	+6%
	11,194 vs. 9,852	61,302 vs. 57,997

DH8-400 Movements

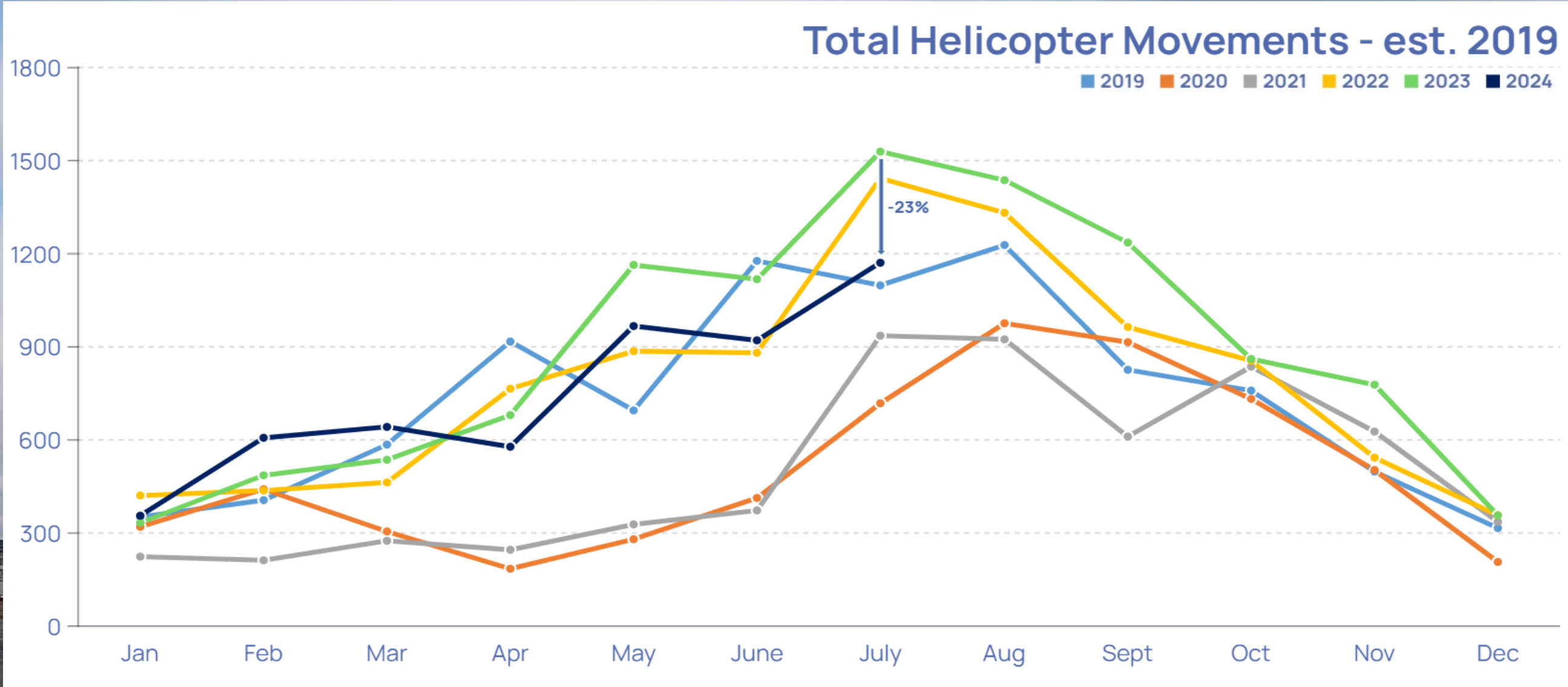


In July 2024, YTZ had a total of **3,569** DHC8-400 movements with **23,627** YTD 2024.

DH8-400 Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	<div><div>+12%</div><div>3,569 vs. 3,192</div></div>	<div><div>-1%</div><div>23,627 vs. 23,762</div></div>

Helicopter Movements



In **July 2024**, YTZ had a total of **1,171** helicopter movements with **5,242** YTD 2024.

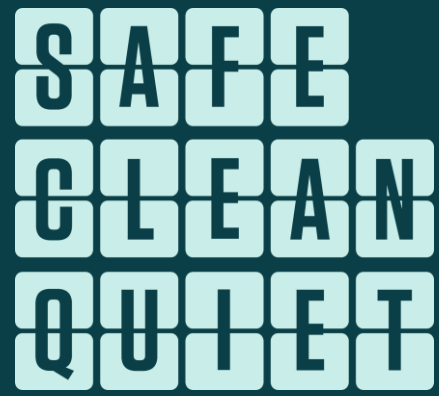
Helicopter Comparison Data

DATE	MONTHLY	YEAR TO DATE
vs. 2023	-23% 1,171 vs. 1,529	-10% 5,242 vs. 5,846

Thank You



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Runway End
Safety Area 2027

Update on Runway End Safety Area (RESA)

Presented by Steve Denes & Angela Homewood

September 18, 2024

RESA means an area, adjacent to or on a runway that is intended to reduce the severity of damage to an airplane in the event that the airplane undershoots or overruns the runway.

Canadian Aviation Regulations apply to all Canadian airports that reach 325,000 passengers for two consecutive years. Billy Bishop Toronto City Airport has reached 325,000 annual passengers for two consecutive years (2022 and 2023), which triggered the 3-year implementation period timeline for compliance before July 12, 2027.

The project is not intended to address runway extensions or have any effect on current runway operations, runway capacity, or aircraft types using the runway. The Design Aircraft for this study is the Q400.

None of the RESA options being considered will impact the marine exclusion zone (MEZ) and therefore will not impact the commercial nor recreational use of the lake.

Recap of July 17 Public Meeting & Open House #1

- PortsToronto/ MASS LBP hosted the first public meeting and open house in two sessions on July 17, 2024. About 70 people attended in-person, and 12 joined online.
- The first public meeting presented:
 - Background on PortsToronto and BBTCA.
 - What RESA is and Transport Canada's role.
 - Implementing RESA at BBTCA.
 - The EA Process.
 - The City of Toronto's Waterfront Secretariat's role.
- Comments received will be reviewed and considered in the next steps of the study.

Feedback Received

What we heard at the July 17 Public Meeting and Open House:

Inquiries on the extent of the landmass into the lake.

Consider including the EMAS option among the viable options.

Inquiries about future opportunities for public input to the preferred RESA alternative.

Status of the Tripartite Agreement and the Technical viability of maintaining the airport beyond the Tripartite agreement timeline.

The cost implications of each alternative.

How these changes are beneficial for the economy and the environment, given the drop in commercial and business flying after Pandemic?

- A full summary of public consultation and how comments will be considered by the project team will be documented in the EA Study Report, which will also be available on the project website for public review.

The EA will assess the effects to the following components: **AECOM**







Investigation pertaining to the above will be undertaken to summarize existing conditions and to identify areas of environmental concerns.

Based on consultation and engagement with agencies, Indigenous, stakeholders, and the public we are focused now on assessing four options: Engineered Materials Arresting System (EMAS), RESA 1, 2 & 3.



Summary of Alternatives Being Studied

RESA Alternative Layout	Alternative No. and Description and Estimated Schedule	Supplemental Operational & Safety and ESG Enhancements	Landmass/ Breakwater Expansion (Approximate and for Comparison Purposes)
	Alternative 3: EMAS <i>Meets Compliance Timeline (Mid 2027)</i> – Critical Path Activities are Permitting 12-18 months and EMAS Procurement	<ul style="list-style-type: none"> None 	West End <ul style="list-style-type: none"> 1,750 m² / 14m from Seawall 70,000-75,000 tonnes East End <ul style="list-style-type: none"> None
	Alternative 4: RESA Minimum Landmass <i>Meets Compliance Timeline (Mid 2027)</i> – Critical Path Activities are Permitting 12-18 months	<ul style="list-style-type: none"> None 	West End <ul style="list-style-type: none"> 7,850 m² / 54m from Seawall 160,000-170,000 tonnes East End <ul style="list-style-type: none"> 6,100 m² / 52m from Seawall 157,000-162,000 tonnes
	Alternative 5: RESA Plus Partial Safety & Environmental Benefits <i>Meets Compliance Timeline (Mid 2027)</i> – Critical Path Activities are Permitting 12-18 months. Construction phased over 2 years.	<ul style="list-style-type: none"> Operational: Localizer 26 Relocated Operational and Safety: Taxiway B & D Safety: PAPI 26 (Replace APAPI) 	West End <ul style="list-style-type: none"> 11,800 m² / 82m from Seawall 250,000-255,000 tonnes East End <ul style="list-style-type: none"> 11,300 m² / 52m from Seawall 190,000-195,000 tonnes
	Alternative 6: RESA Plus Full Safety, Community And Airfield Efficiency Benefits <i>Meets Compliance Timeline (Mid 2027)</i> – Critical Path Activities are Permitting 12-18 months. Construction phased over 2 years.	<ul style="list-style-type: none"> Operational: Localizer 26 Relocated Operational and Safety: Taxiway B & D Safety: PAPI 26 (Replace APAPI) Safety: Airside Roads Unrestricted ESG: Landside Road (east end) unrestricted ESG: Noise wall along Taxiway D 	West End <ul style="list-style-type: none"> 12,800 m² / 82m from Seawall 250,000-255,000 tonnes East End <ul style="list-style-type: none"> 32,700 m² / 66m from Seawall 730,000-750,000 tonnes

Next steps

At the second/final public meetings have been scheduled for October 15, where AECOM will present the findings of the environmental studies and recommend the preferred RESA option which includes the effects assessment.

EA Study Report will document the planning, decision-making, and consultation and engagement process, which will be shared in draft for agency, Indigenous, stakeholder, and public review in November 2024.

To ensure RESA compliance by July 12, 2027, the Environmental Assessment with the preferred option needs to be finalized by Q1 2025 for detailed design commencement and finalizing issuance of permits and approvals by all levels of government.

For more detailed information please check www.safecleanquiet.ca

Questions?

Thank You



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Groundside Operations

Presented by Chris Pearce



Airport Operations

Presented by Michael McWilliam



Upcoming Full-Scale Safety Exercise

Presented by Sylvain Thériault



Operation South Meadow

- On Saturday the 5th of October between 0800 and 1200, we will be conducting our full scale Safety Exercise.
- This will be the second of two Transport Canada regulated exercises this year.
- The last one was a security tabletop exercise back in May.
- Done to ensure we remain in a state of readiness and address any issues that might arise.
- *Goals:* Test communications, EOC activation and function, Interoperability between internal and external stakeholders, Nieuport ECC, and Business Continuity.

Operation South Meadow

- The exercise will include a Dash-8 with issues on landing and veers off the runway 08 to end-up on runway 24 with damage to the aircraft and external fire.
- Internal and external participants will include representatives from:
 - Airport Staff and Senior Leadership Team from PortsToronto;
 - Airport FES, TPS, TFS, and Toronto Paramedics;
 - Toronto Emergency Management;
 - NavCan;
 - Nieuport;
 - Air Canada & Porter Airlines;
 - CBSA & CATSA; and
 - Transport Canada

Operation South Meadow

- What you can expect to see depending on availability:
 - Toronto Fire
 - Pumper & Command vehicle
 - Toronto Police
 - Police cruisers & Marine Unit
 - Toronto Paramedic Services
 - One to two ambulances
 - Supervisor's SUV
 - All emergency vehicles will be moved to the airport prior to the exercise commencing.
- There will be no lights or sirens unless there is a real emergency.

Thank You



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Community Outreach

Presented by Ryan White & Jessica Pellerin



Recent Events

85th Anniversary

- Waterfront Toronto Boat Tours
- Heritage Toronto Walking Tours
- Waterfront Festival
- Online Flipbook – 85 Years of Flight
- Activation and Giveaways



Updates

Nieuport Aviation Impact Report



Upcoming Events



Sept 21



The Bentway
Dominoes
Sept 22



Haul for Hope
Sept 28



Nov/Dec



Daily Bread
Food Bank



Thank You



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Traffic & Passenger Study

Presented by Chris Pearce & Angela Homewood



Thank You

