

April 3, 2019

Ministry of Tourism, Culture and Sport
Hearst Block, 9th Floor
900 Bay Street
Toronto, Ontario M7A 2E1

RE: Ontario Place Construction Limitations Specific to Billy Bishop Toronto City Airport

Minister Tibollo:

Please accept the following letter and accompanying briefing document for consideration in the planning associated with the Revitalization of Ontario Place. Billy Bishop Toronto City Airport is located just east of Ontario Place and its close proximity requires certain regulations and limitations regarding the construction of buildings and other structures in the vicinity.

More specifically, Billy Bishop Toronto City Airport is governed by Canadian Aviation Regulations and Standards. These regulations and standards restrict the heights of structures on surrounding lands to ensure there is no conflict with aircraft that are approaching or taking off from the airport. If a structure does exceed the maximum allowable height, Transport Canada has the authority to order the removal of the building or structure.

As such, PortsToronto, owner and operator of Billy Bishop Toronto City Airport, has prepared the following briefing document that outlines in greater detail the regulations and specifications of construction in the area.

I would also be pleased to meet with you at any point to discuss these regulations further and ensure that any future vision for Ontario Place does not contravene the regulations and conflict with the safety of the airport and its passengers.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene Cabral".

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

cc: Jeff Yurek, Minister of Transportation, Ontario Government
Craig Lorentz, Vice President Commercial Projects, Infrastructure Ontario
Jim Ginou, Board Chair, Ontario Place

Attachment: *Billy Bishop Toronto City Airport Airspace Controls Related to Ontario Place Revitalization Ontario Place*

60 Harbour Street, Toronto, Ontario, Canada M5J 1B7
Tel/Tél: 416.863.2000 | PortsToronto.com

PortsToronto owns and operates | PortsToronto possède et exploite :

BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

Billy Bishop Toronto City Airport Airspace Controls Related to Ontario Place Revitalization Ontario Place

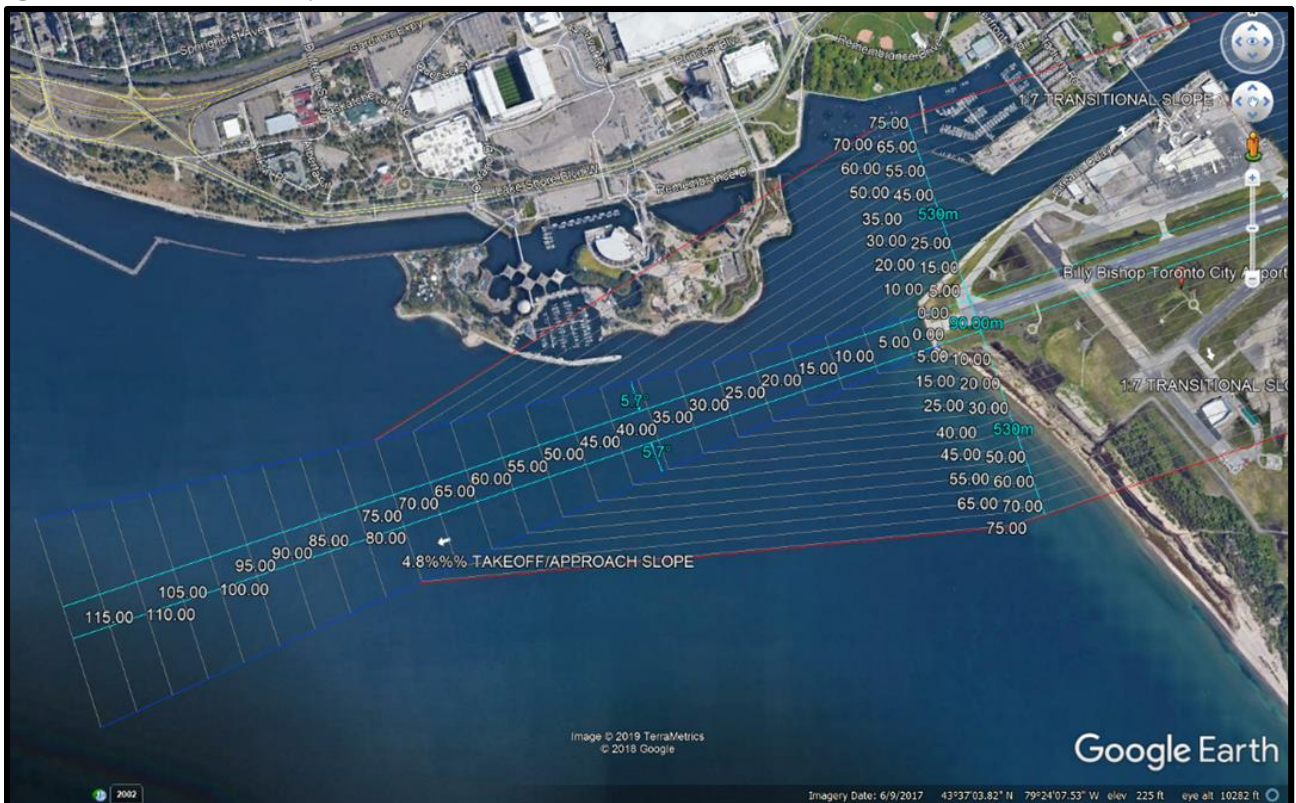
General

Billy Bishop Toronto City Airport is situated on Toronto Islands immediately to the east of the Ontario Place lands. Airspace around the airport is controlled by two Transport Canada documents. The first is TP312 – Aerodrome Standards which outlines the Airport Zoning Regulations (AZR). The second is TP308 – Manual for Instrument Procedures Design which outlines the process for protecting airspace while aircraft are on approach to the airport.

Airport Zoning Regulations (TP312)

Billy Bishop airport has AZRs which protect the ends and sides of each runway from obstacles that could pose a safety risk to aircraft. The maximum permissible height of an obstacle decreases the closer it is to the airport. Figure 1 shows the AZRs and the maximum permissible height of an obstacle in metres above runway elevation. The AZRs are a federal regulation and the heights indicated cannot be penetrated. Transport Canada has the authority to order the removal of any penetration of the AZRs.

Figure 1 – AZRs Runway 08 at BBTCA



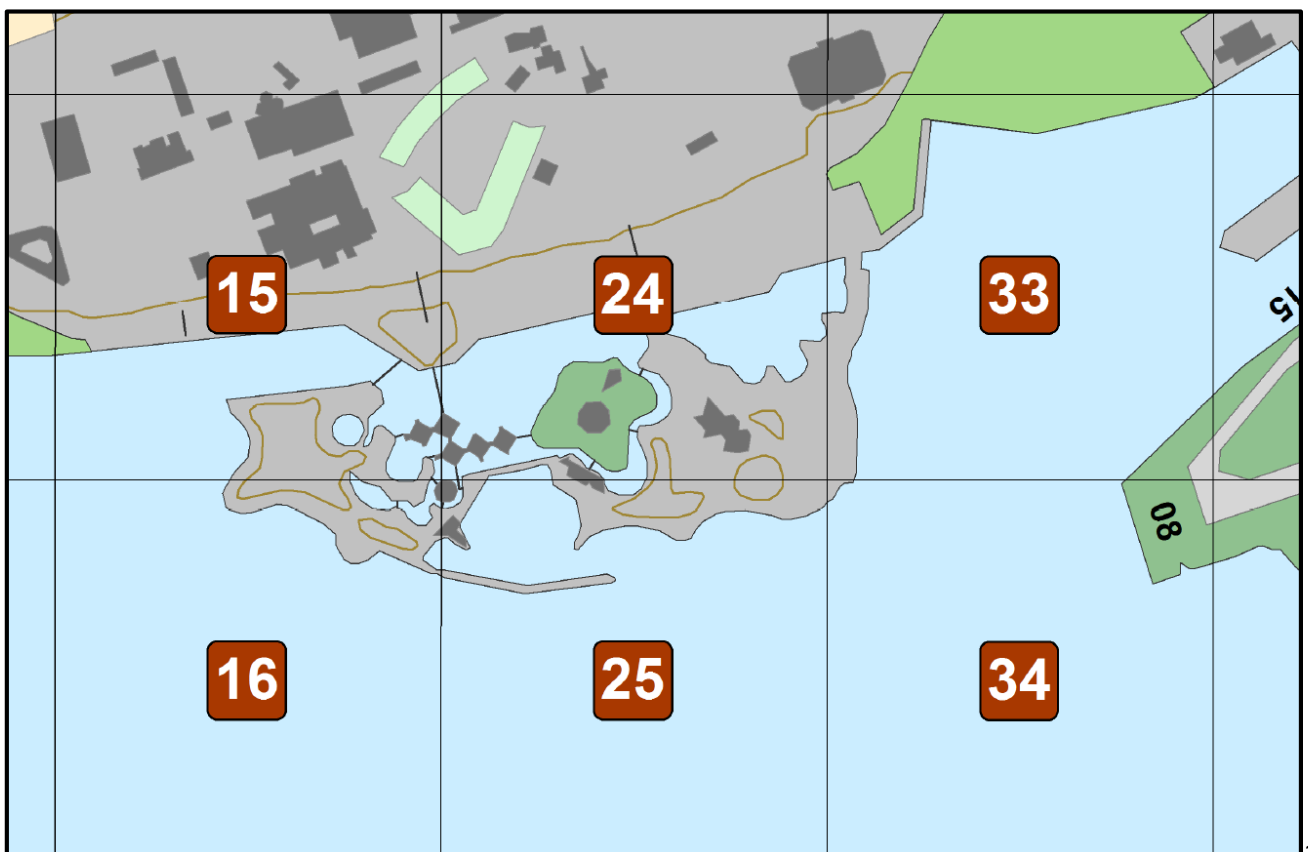
Protections for Instrument Procedures (TP308)

To allow the airport to be accessible during poor weather condition there are a number of Instrument Procedures that permit aircraft to land during these conditions. The Instrument Procedures are designed in accordance with TP308, which has very specific criteria. The Billy Bishop Toronto City Airport has the following Instrument Procedures:

- NDB/DME B
- ILS RWY 08
- RCAP ILS RWY 26
- RNAV (GNSS) Z RWY 08
- RCAP RNAV (GNSS) Y RWY 08
- RNAV (GNSS) Z RWY 26
- LOC RWY 26
- Departure RWY 08
- Departure RWY 26

Each one of these procedures has specific airspace that needs to be protected. Figure 2 shows the area immediately west of the airport and has a grid overlay. Each numbered Grid has a maximum allowable height that is permitted by the airspace to be protected for the existing approaches.

Figure 2 – Grid Map of Maximum Allowable Heights to Protect for Approaches



Grid Number	Maximum Height (ft AMSL)
15	360
16	382
24	309
25	305
33	251
34	241

Points to remember:

- AZRs and Approach design use different units of measurement and starting points.
- AZRs uses Metric measurement (metres) and the heights indicated are maximum above runway elevation.
- Approach design uses Imperial measurement (feet) and the numbers indicate maximum heights above mean sea level. (AMSL)