



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

September 20, 2023

Meeting #51

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 #51

Action Item	Action Item Task	Who is Responsible for Action Item
M#51-A1	Finalize CLC Meeting #50 Minutes and post to the PortsToronto website.	LURA
M#51-A2	PortsToronto to list monthly Q400 flights on its airport updates going forward. PortsToronto to revise the Airport Update presentation to show the total number of Q400 flights per month and per year, as well as the average number of Q400 flights per day in a month since September 2022.	PortsToronto
M#51-A3	PortsToronto to provide media coverage Skyline Heliport.	PortsToronto
M#51-A4	PortsToronto provide information on NAV Canada’s flyover policy of the Toronto Islands.	PortsToronto

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Councillor Ausma Malik	Ward 10 – Spadina-Fort York	Regrets
Bushra Mir	On behalf of Ward 10 – Spadina-Fort York	Present
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
Joanne Dobson	Air Canada	Absent
Brad Cicero	Porter Airlines	Absent
Jennifer Quinn	Nieuport	Regrets
Cheryl Stone	Nieuport	Absent
Nadia Dzula	Nieuport	Absent
Ryan White	Nieuport	Present
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Sarah Chapin	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Regrets
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
David Chan	East Waterfront Community Association (EWCA)	Absent
Cathy Nguyen	East Waterfront Community Association (EWCA)	Absent
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Tony Farebrother	Toronto Island Community Association (TICA)	Absent
Natasha Francis	Waterfront Neighbourhood Centre	Present
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
Martin Kenneally	Harbourfront Centre	Absent
Bill Duron	Toronto Island Yacht Club	Present
Stacey Rodrigues	The Westin Harbour Castle	Present
PORTSTORONTO REPRESENTATIVES		
Michael Antle (Chair)	PortsToronto	Present
Roelof-Jan (RJ) Steenstra	PortsToronto	Present
Warren Askew	PortsToronto	Present
Deborah Wilson	PortsToronto	Absent
Angela Homewood	PortsToronto	Present
Bojan Drakul	PortsToronto	Present
Michael MacWilliam	PortsToronto	Absent
Jessica Pellerin	PortsToronto	Present
Jelena Ognjanovic	PortsToronto	Present
Chris Pearce	PortsToronto	Present
FACILITATION		
Jim Faught	LURA Consulting	Present

Geoffrey Mosher	LURA Consulting	Present
Alexander Furneaux	LURA Consulting	Regrets
GUESTS		
Jennifer Smysnuik	Manager – Toronto Office of Emergency Management	Present
Steve Banton	Coordinator – Toronto Office of Emergency Management	Present
Jerry Shiner		Present

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Appendices

Appendix A – Meeting Agenda

Appendix B – Airport Update Presentation

1. Welcome

Jim Faught (LURA) welcomed members of the Billy Bishop Toronto City Airport (abbreviated to Billy Bishop Airport subsequently) Community Liaison Committee (CLC) to the 51st committee meeting.

As an opening note, Mr. Faught wished to extend congratulations to committee member Mark Maloney on his book launch *Toronto Mayors: A History of the City's Leaders*.

2. Round of Introductions and Welcome to Warren Askew, VP Airport PortsToronto

Mr. Faught highlighted a special introduction for the new VP at PortsToronto, Warren Askew.

Mr. Askew thanked the group saying it is great to be here, started three and a half months ago. Starts with experience across the province managing airports and major infrastructure.

Mr. Faught then provided an overview of the agenda. The meeting agenda is included in **Appendix A**.

3. Review of Meeting Minutes & Action Items

The York Quay Neighbourhood Association (YQNA) representative asked for clarification on a verbal update that was provided in CLC 50 by Mr. Antle that wasn't included in the printed version, to ensure that the minutes accurately reflect what was said. The YQNA representative noted that the number of slots for Q400 planes was not included in the minutes.

Mr. Faught confirmed that Mr. Furneaux will circulate the minutes for comments and provide a date for comments before finalizing. All 50 meetings minutes are available on the website for review. (LINK)

Facilitator's note: CLC #50 minutes were circulated to the CLC representatives for comment on September 6th, 2023 with a comment period extending to October 15th, 2023. No written comments were received by the facilitator, resulting in publication of CLC #50 minutes on October 25th, 2023. Outstanding comments may be circulated to the facilitator by email as redlines to the minutes by November 30, 2023.

Updates on Action Items

<p><u>M#50-A1</u> Finalize CLC Meeting #49 Minutes and post to the PortsToronto website</p>	<p>Minutes are posted online. Item Closed.</p>
<p><u>M#50-A10</u> Follow up with staff responsible for dredging to explore whether there is opportunity to return sand to Hanlan's Point.</p>	<p>Bojan Drakul (PortsToronto) indicated that the City of Toronto and Waterfront Toronto haven't agreed yet to proceed with dredging, and the work could potentially be pushed to next year. A CLC member asked if the sand being dredged could go to Hanlan's Point. Mr. Drakul indicated that the material may not be ideal for use on a beach. Item Closed</p>
<p><u>M#49-A2</u> BQNA representative to ask contacts from the National Yacht Club for interest in joining the CLC.</p>	<p>BQNA representatives to follow up with Joan Prowse about contacts.</p>
<p><u>M#49-A7</u> PortsToronto to provide a response in writing to the suggestions shared by community members in the BQNA community update written submission.</p>	<p>BQNA member will resubmit and follow up with Mr. Furneaux.</p>

<p><u>M#49-A8</u></p> <p>PortsToronto to present an overview of Professor Florida’s report at a future CLC meeting and circulate the report summary to CLC members.</p>	<p>No Action yet, action item still active.</p>
<p><u>M#47-A6</u></p> <p>YQNA representative to send recommendations on important CLC meetings to highlight when onboarding new CLC members.</p>	<p>Superseded by the minutes matrix prepared by LURA Consulting. New members are provided with the meeting matrix and a revised meeting matrix will be issued on a recurring basis at the first CLC meeting of each year.</p>

M#51-A1 Finalize CLC Meeting #50 Minutes and post to the PortsToronto website.

4. Update From CEO

Roelof-Jan (RJ) Steenstra (PortsToronto) provided a brief update from the CEO. Key points from Mr. Steenstra’s update were:

- New Ministers of Transportation at the Federal and Provincial levels and new Mayor for the City of Toronto. There has been a lot of work done with all three orders of government and PortsToronto will ensure we’re collaborating and communicating.
- Billy Bishop Airport is still in the process of recovering from the impacts of the COVID-19 pandemic and is currently operating at about 70% capacity compared to 2019 levels. This is about middle of the pack in terms of the country’s recovery in terms of airport volume with Billy Bishop Airport being about the ninth busiest airport in the country and fifth busiest cross border airport.
- Pre-clearance is coming with Federal support, that project is well underway, and PortsToronto looks forward to being open for pre-clearance in 2025 at the airport. This enables access to a lot of new markets, when you access a new market and activity you create investment. This continues to serve a helpful role in building Toronto as a market.
- Goals – set PortsToronto up as the airport and the port broadly for the next five years to serve the community and those around us.
- The Port had a good year in 2022 and in 2023 moving 2.3 million metric tons (about 50,000 trucks off the roads), with most of the cargo consisting of salt, sugar, and rebar. Pleased to see cruise ship visits continue to grow from 42 to 54 over the last year bringing 22,000 visitors to Toronto to support the tourism industry as it recovers from COVID-19.
- Outer Harbour Marina 100% occupied for the second season. Fantastic overall but does create challenges for recreational boating in the area.
- PortsToronto, highlights continued work around sustainability and continued work around sustainability and carbon neutrality for 2050. With managers of Infrastructure and Planning and hiring an Environment, Social and Governance manager to focus on good governance and the good values PortsToronto is looking to advance through its business areas including the airport.

Mr. Steenstra then opened the floor to questions from the CLC representatives.

YQNA representative inquired about the purpose of PortsToronto hiring a lobbyist.

Mr. Steenstra responded that PortsToronto is working with Hill and Knowlton to support their government

relations and building good rapport with all three orders of government on several issues, challenges and opportunities such as carbon neutrality by 2025, and new regulations coming in such as RESA (runway and safety zone).

The Bathurst Quay Neighbourhood Association (BQNA) representative inquired about the pre-clearance announcement. They would like clarification on whether there is any reference for the economic impacts.

Michael Antle (PortsToronto) indicated that the economic impact study from 2021 ([LINK to Study](#)) provides those numbers. This document is publicly available.

The Toronto Island Yacht Club (TIYC) representative explained that the Chief Operating Officer (COO) for the Harbourfront Centre said the parking lot at Marina Quay West would reopen but found subsequently that isn't accurate and it won't reopen. Within PortsToronto has there been any discussion for additional parking on the western side of the Harbour?

Mr. Steenstra responded that they haven't been involved in any advocating for parking, explaining it is always challenging because of the car focus of society. The parking is permanently closed but they've found a lot of airport passengers are finding different ways to reach the airport such as bikes, Ubers/taxis, transit or walking. PortsToronto believes that it is great and a unique quality of this airport that people are finding different ways to reach the airport.

The BQNA representative asked if Stolport shares their parking occupancy with PortsToronto. Is parking at 80% occupancy during peak days? It would be interesting to note, BQNA did a parking study in 2019 and would be interested to see how it changed post-pandemic.

Mr. Steenstra explained that business traffic would probably not drive, they are more likely to walk or take taxis. The airport is still trending at 70-75% pre-Covid numbers. Mr. Antle added that PortsToronto has increased some of the parking on the island-side. PortsToronto will rearrange some of the parking to increase capacity on an as-needed basis.

Mark Maloney inquired whether PortsToronto anticipates the airport getting back to 100%?

Mr. Steenstra responded there's a fair amount of volatility in the airport industry currently. West Jet is moving their international traffic out of Toronto to the western part of Canada. Air Canada is the opposite, flying point-to-point out of Montréal and Toronto, moving out of Calgary. Porter is taking a corporate strategy approach that's slightly more traditional, launching their jet service out of Pearson to capture more market share and grow the success of the carrier. That has effects on Billy Bishop Airport's market locally but also outside of that. In short, capacity is in flux in a lot of ways in a lot of places. Some persistent challenges for the carriers include the pilot shortage, interest rates, and rising fuel costs. We will see quite a bit of volatility but expect a gradual trending back towards pre-pandemic, but it will take a few years.

Mr. Steenstra also noted regional airports such as Billy Bishop Airport are lagging a bit behind; however, the gap is being filled by ultra-low-cost carriers. Billy Bishop Airport cannot accommodate these carriers because of the types of aircraft they fly due to infrastructure constraints. Airports such as Kelowna and Abbotsford in BC are well past their 2019 numbers because of these carriers.

The TIYC representative asked about examples of new destinations pre-clearance opens up?

Mr. Steenstra replied that eight Canadian airports have pre-clearance – Billy Bishop Airport will be the 9th. Without pre-clearance, Canadians could fly to 77 airports in the US that can process international traffic. By having pre-clearance Canadians can fly to 275 markets in the US. Pre-clearance provides both flexibility for Canadians travelling and a significant impact to US cities that wouldn't typically have customs. A big shift starts to happen when you have pre-clearance. Right now, we have four markets. With pre-clearance Billy Bishop Airport will have the opportunity to get to 20 more markets because of it. Smaller centres like Cincinnati, Cleveland, and medium markets like Philadelphia. This is why we see this as a significant benefit. Billy Bishop Airport is currently the 5th busiest airport transborder in Canada, and that can only grow. The goal is to have the pre-clearance facility

operational by 2025.

5. Airport Update

Michael Antle (PortsToronto) provided a presentation on Billy Bishop Airport updates. Mr. MacWilliam and Mr. Antle's presentation on the Billy Bishop Airport Update is included in **Appendix B**.

Key points from updates on this topic include the following:

- The number of flights up to July 2023 are starting to increase, as they are across Canada.
- Billy Bishop Airport has seen steady flights throughout 2023.
- 2022 had a lull and started to build back up. In June 2023 the airport matched some of our daily numbers from 2022 and approaches some of the 2019 daily numbers. The airport didn't quite hit 200,000 in the middle of the year in May/June and dipped in the July/August numbers.
- Total aircraft movements – similar to passenger numbers, those numbers saw a dip in August and leveled out as the year went on. Mr. Antle clarified that the number includes general aviation, private planes and local are included in the total aircraft movements as well.
- Passenger numbers in August 2023 vs August 2022 are at about 70%, aircraft movements at about 71% and year to date 2023 vs 2019 are about 72%. Clarified that the presentation said 2022 but was intended to say 2019.
- ORNGE medivac flights 765 total for regular hours and 115 for afterhours These include helicopters and the fixed wing aircraft. Haven't had a lot of jet traffic for fixed wing medivac.
- Airline updates
 - Connect – continue to work towards getting certification to operate from Billy Bishop Airport. They were looking to partner with other airlines. They still need to do a few more of their proving runs and have not approached the airport for dates and times yet, but that's the intent. We're waiting to hear when those would be required.
 - Air Canada Jazz- slowed down some of their operations in the summer months, primarily focused on Montréal in the summer, now focused on Ottawa and Montréal on a regular basis going forward.
 - Porter – continues to operate 80% of total flights at Billy Bishop Airport.
- Slots – no change from what was mentioned before for allocations: 246 slots for the summer of 2023, for winter 2023 we are looking for 246 slots.

The YQNA representative requested addition of definitions to the heading of the hours.

Mr. Antle clarified that regular hours are 6:45 to 23:00 and after hours 23:00 – 6:45.

The YQNA representative clarified that his prior request on Q400 movements was for a monthly breakdown.

Mr. Antle replied that when looking at flight movements you can see where it builds from January up to the middle of the year, always slower in the winter months.

The YQNA representative explained that the challenge when looking at the graph is that it contains a variety of aircraft, and the community is concerned about the Q400s specifically.

M#51-A2 PortsToronto to list monthly Q400 flights on its airport updates going forward. PortsToronto to revise the Airport Update presentation to show the total number of Q400 flights per month and per year, as well as the average number of Q400 flights per day in a month since September 2022.

The TIYC representative asked – based on the anticipated growth of the airport from various carriers, do you

anticipate that the runway buoys will be expanded deeper into the harbour or remain the same?

Mr. Antle responded that the marine exclusion zone (MEZ) is based on the runway approaches used by aircraft not the number of operations.

The TIYC representative followed up asking if different types of equipment would require more runway.

Mr. Antle replied that part of the recent discussions about what the requirements would be for the Runway End Safety Area (RESA's) and how it develops and impacts operations. He couldn't say if he anticipates any changes for the MEZ, but a lot of research and engineering go into that final decision from Transport Canada. We expect that we'll reach the capacity numbers by the end of 2023 but it's dependent on what Transport Canada comes back to us for. Mr. Antle committed to providing an update if there is discussion on the topic of the marine exclusion zone.

The YQNA representative asks what the dates were in the summer of 2022 and winter of 2023 when the slot announcements were made. When were the allocations made to increase the number of slots from 202 to 224?

Mr. Antle replied that PortsToronto does two coordination committee meetings a year for summer 2023 (coordinated in September 2022), and for winter of 2022 into 2023 (coordinated in May of 2022). The source of those numbers is what we allocated as the number of slots that are allowed to operate.

The YQNA representative asks where the number was calculated.

Mr. Antle confirms those numbers are posted in the 2018 Airport Master Plan ([Link](#)).

The YQNA representative outlined to the broader CLC that a meeting was held with Transport Canada on May 5, 2022, with the Noise Management Subcommittee to discuss NEF modelling. The YQNA representative noted his displeasure that the draft minutes were not published until December 16th, 2022 (circulated to the subcommittee on for their review). The YQNA representative noted that the airport has increased the slots twice since May 2022, noting unresolved issues with the NEF process. The YQNA representative provided the following comments and questions:

- Why did it take so long for those Transport Canada meeting minutes to be issued to the subcommittee and published?
- How is PortsToronto accounting for underestimates with the NEF software used in the Master Plan. The representative noted that he believes improper estimates used in the Master Plan account of lowered values in the noise model by at least 2-7 db; reflections off the water would add 3 db, and reverberations could add 3 db or more.
- The representative noted that estimates should be recalculated over time as more monitors are installed.
- The NEF formula is developed for a continuous noise environment not a singular noise environment that doesn't happen here which the representative argues is a continuous noise environment due to ongoing takeoffs and landings. 22 db. above ambient background sound, 10-11 db. not included in the calculation with 15 to up to 27 db. not included for every flyby.
- Angela Homewood (PortsToronto) notes that these concerns are more appropriate to be discussed at the NMSC, and have previously been discussed in that forum.
- The YQNA representative believes this scope of noise discussion should be a CLC issue as it pertains to slots/operations not just noise impacts.
- The YQNA representative is providing comments on the Transport Canada report and producing annotated minutes with additional comments. There are issues that came up with TP1247 as well.

6. CLC Member Updates

Helicopter noise from June 2023

Mr. Antle provided an update on the helicopter noise issue from June 2023.

Key points from Mr. Antle's updates on this topic include the following:

- PortsToronto is still doing reviews on the helicopters and have received communications specific to Heli tours. PortsToronto is working with operators to implement changes to their operations.
- PortsToronto also learned there is a new heliport on the east side of the harbour (Skyline Heliport Corporation; 10 Polson Street) that has traffic in and out and are trying to get a better understanding of how those operations impact the community.
- PortsToronto is committed to continuing to monitor its operations. An example the other day, a helicopter departed from the Stolport apron and the duty manager at the time saw that it had departed from the apron and departed over the Western Gap, which is against our procedures. PortsToronto has asked Nav. Canada to follow up.
- The subsequent ones to get to are where some of the heavier aircraft are and originating from the heliport on the east side of the harbour heliport. Not a high number of traffic generated from Billy Bishop Airport.

The YQNA representative comments that the issue is regular tourist helicopters flying the same route over their homes. He noted that Heli Tours have flights scheduled every 10 minutes, up to six flights an hour starting at 9:30 a.m. and ending at 8:30 p.m. He indicated it has to do with sundown when the final flight leaves.

Mr. Antle responded that they were identified as causing ground noise while idling on the apron waiting for passengers to board and offload. The operator changed some of their procedures to reduce some of the noise going toward the community with some improvement. Spoke to Nav Canada to ensure operators follow the taxi routes when arriving and departing. Trying to follow up on the black helicopters that are coming from a different helipad that is not at the airport itself.

The YQNA representative repeated that the YQNA residents are focused on the tour helicopters every 10 minutes flying over their homes. King's Landing and other buildings were concerned about the noise coming from the site as the helicopters were never turning down. They were just landing, the engine continuing to run, then taking off again. The YQNA and BQNA residents are worried about flights overhead not only on the ground.

Mr. Antle responded that PortsToronto is working with Nav Canada to ensure operators are following the runway headings before they turn.

The YQNA representative says that is good to know but they need to know in which report was that noise assessed? Before the helicopters taking off every 10 minutes were approved, they would have been analyzed and the noise impact assessed.

Mr. Antle explained it's part of the Tripartite Agreement it gives the number of helicopter operations that operate from the Airport.

The YQNA representative responded that Billy Bishop Airport should have conducted a noise impact assessment if the noise impact of this proposed operation is new. There is some confusion over whether or not this is considered new. YQNA indicated that if it was an old operation, the operators seem to have picked a new route. If there was a noise impact assessment done a long time ago, can this report be circulated to the committee?

Mr. Antle replied that the last time he was asked about the number of helicopter movements Nav Canada confirmed the number of helicopter movements was the same. He confirmed that Heli tour operations have moved from the west side of the airport to the east side of the airport. He indicated that when he inquired about the Skyline Heliport in the Port Lands, these flights are not included in the airport's totals or its noise impact because they are not airport affiliated. The heliport would need approval from Transport Canada to operate.

Mr. Steenstra added that the Skyline Heliport is not on PortsToronto lands they're on City of Toronto owned property. Operations from this organization is the jurisdiction of the City of Toronto and Transport Canada.

Mr. Antle noted he will send a link to the facilitator as he recalls this being covered in the media recently.

Facilitator Note: [Link to Skyline Heliport announcement](#). The announcement discusses further build-out of the heliport in 2024, though operations have already begun at 10 Polson Street.

M#51-A3 PortsToronto to provide media coverage Skyline Heliport.

Angela Homewood (PortsToronto) noted that under the Ministry of Environment’s Noise Impact Assessment, the airport does not fall under NPC-300.

The YQNA representative responded that under Section 16 of the Tripartite Agreement the airport has to conform to city regulations.

Emergency ramp repairs

Mr. Antle reported back on unexpected ferry ramp repairs that were raised by email to the CLC in June 2023. Mr. Antle noted that a truck caused damage to the ferry ramp on June 20th, 2023. This caused damage that prevented the full operation of the ramp. Emergency repairs were required as quick as possible to return the ramp to operation. Community members were notified on June 20th, 2023 – PortsToronto acknowledges there was some back-and-forth communication about the extent of work required and if it was related to ramp work discussed in CLC Meeting #49 during the Capital Infrastructure Overview presentation.

Mr. Drakul noted that further repairs are required. It takes a few months for a new ramp, sometime next year.

The YQNA representative explained he wrote an email on this topic and appreciates that it wasn’t done during overnight hours. Any more information what PortsToronto can share about the nature of the damage or the possible repairs that would be needed at the ferry terminal that would require overnight construction. It appears there aren’t any that would require overnight construction for any damage.

Mr. Steenstra noted that if overnight work is required that would be well communicated to the community to do it in an effective way but that there’s a responsibility to ensure that there aren’t big, broader impacts on the neighborhood. There is work that must happen overnight because it’s the most efficient way it can be done.

The YQNA representative asks if there can be some preemptive work done to make sure it doesn’t occur overnight.

Mr. Antle confirmed Billy Bishop Airport does conduct regular maintenance on the ramp.

The YQNA representative explained that one email mentioned a multi-year pavement maintenance program, with no barging leading to trucks running through the communities. He suggested that bundling the works in three-to-five-year increments would be more efficient so work isn’t required every single year.

Mr. Drakul explained that PortsToronto’s interests are aligned with this approach, there is a desire to do things efficiently and avoid night work wherever possible because it’s more costly, more complicated, and less safe. It’s always a balance between ensuring that operations can continue, that projects are completed in a safe manner, and that impacts are limited on the community. He noted that all kickoff meetings start with how to do this work to minimize impacts on the community.

The YQNA representative articulated that he has noticed improvements over the last seven years, Gene really took it to heart, and it looks like the rest of the team has as well. He encouraged the team to, whenever possible, bundle several works to minimize trucks driving through the community.

Mr. Drakul replies that there are three projects that PortsToronto is looking to do together, instead of doing three projects at three different times. These are to repair the hydraulics, the ramp, and the towers for ramp. Three different designs and projects, putting them all together.

Mr. Faught noted that as a neutral facilitator he has also noted the improvements on construction projects stemming from conversations from this committee.

7. Air Quality Study Update

Angela Homewood (PortsToronto) provided an update on the Air Quality Study. Ms. Homewood shared that

there is a third and final public meeting coming up, however a date has not been decided yet. The meeting will provide an update where the University of Toronto researchers and Toronto Public Health will provide a status update on the analysis that has been completed to date.

Key points from Ms. Homewood's update on this topic include

- May 31st was the last meeting. The University of Toronto team provided an update on their final round of sampling, and their preliminary findings in terms of the regulatory requirements and regulatory triggers.
- Last month Emily, who is the research team lead student, put together a paper that she is going to deliver in January. The next meeting will provide more information on project timelines, feedback received, and recommendations that might be provided from an airport perspective on things that could be done based on their findings.
- The BQNA representative explains one of the goals of the study is to get new quantitative data on Ultrafine Particles (UFPs). The Air Quality Study is not meant to be a compliance study but a new data gathering study. The study intends to show how airport air quality compares to general traffic pollution, showing where the peaks and averages are. Part of the reason for the study is to explore mitigation strategies to help reduce air pollution, working with a community that for years has been concerned. Residents do live in an air pollution hot spot, not just due to the airport but everything in downtown Toronto. The study is going to be useful; the challenge will be communicating this.
- The BQNA representative noted that it is submitting a grant to hire a facilitator for the public meeting as U of T has expressed that they would really appreciate having a trained facilitator for this meeting. With the grant coming in and some of the data that the University researchers are collecting the potential public meeting could be held in January 2024, but there can be more discussion later this year.

Jerry Shiner inquired if the study is looking for metals?

Ms. Homewood replies yes, they had whole host of what they would call "airport type emissions," key chemical compounds to study. UFPs are one of them and some of the metals were part of the detailed work they've done.

Mr. Shiner inquired how far do the sensors go?

Ms. Homewood explained it was a range. They had some air monitors on people's balconies in the community, some on top of buildings facing south and north near the Gardiner as well to get an idea of the community, and there were mobile sensors that went on a regular basis to collect data.

This will be a peer reviewed study, published in a journal. It must go through all the academic rigors.

8. Business Arising

The TIYC representative expressed that at the last meeting the CLC heard about the wildlife management program that Billy Bishop is executing for the purpose of keeping cormorants off the runway areas. One of the things TIYC has noticed in its operations, is that as much as the TRCA attempts to deter cormorants from overpopulating the Islands, it's a losing battle. He offered this as a potential warning that Billy Bishop may have to step up the management as the population increases. If there is any influence PortsToronto can exercise with City of Toronto Parks and the TRCA to deter the cormorants from colonizing that would be helpful.

Mr. Antle responds that PortsToronto does a regular review of the wildlife annually and have a program for the goose round up.

The TIYC representative noted it's very effective, especially the falcons, and encouraging PortsToronto to make more use of the falcons.

Mr. Antle (PortsToronto) can reach out and have this conversation. PortsToronto isn't seeing them colonized on the airport grounds, but help can be provided if there are opportunities.

The TIYC representative replied as the population on the islands increases it could have an impact on the airport.

The BQNA representative inquired if the cormorants are flight risk for aircraft. When you see the cormorants doing their massive fly across the Western Gap. They tend to hover over the water, how big a risk to aircraft?

Chris Pearce (PortsToronto) noted that cormorants are less of a risk than Canada geese. PortsToronto is in direct contact with the TRCA, meeting regularly with them to identify the issue because it could become PortsToronto's issue as well. Cormorant flight patterns are generally low and through the gap posing less risk. PortsToronto has people monitoring and managing wildlife on an active basis depending on what runway is operating.

The YQNA representative inquired if the problem with bird strikes is density. Can a Q400 handle flying through a cloud of birds.

Mr. Antle indicated he needs to review the wildlife plan to give you an answer. Both the size and number of birds could pose problems. PortsToronto wants to prevent bird strikes as much as possible. To Chris Pearce's point, there's a wildlife committee that meets regularly that shares information between waterfront partner to mitigate the issue as much as possible.

Mr. Shiner inquired who determined 1,200 feet as the flight level going over the island? As opposed to 2,500 which is what the Nav Canada policy says. The plan used to say with cross hatching, do not fly under 2,500 feet, now it's 1,200 feet.

Mr. Antle indicated he would need to follow-up on this. There are noise sensitive locations for pilots to avoid, there's also the good neighbour policy that's been in place since before my time.

M#51-A4 PortsToronto provide information on NAV Canada's flyover policy of the Toronto Islands.

Mr. Faught thanked the members for their participation. The meeting was adjourned at approximately 8:30 p.m.

Appendix A – Meeting Agenda

Billy Bishop Toronto City Airport Community Liaison Committee Meeting # 51

September 20, 2023 6:30 p.m. – 8:30 p.m.

In-Person Billy Bishop Toronto City Airport Fire Hall (meet in the Atrium at the end of the tunnel)

AGENDA

Pre-Meeting

6:00 Meet PortsToronto staff at the airport terminal atrium (up the escalator from the tunnel). PortsToronto staff will escort CLC members to the airport Fire Hall where the meeting will take place. Light refreshments will be served and there will be an opportunity for an informal meet and greet/catch up among CLC members prior to the start of the meeting.

Please arrive no later than 6:20 p.m. to meet PortsToronto staff who are required to escort you to the Firehall.

Meeting

6:30 Welcome (Jim Faught)

6:35 Review of Meeting Minutes and Action Items (Jim Faught)

6:40 Round of Introductions and Welcome to Warren Askew, VP Billy Bishop Airport (Jim Faught)

7:00 Update from the CEO (RJ Steenstra)

7:15 CLC Member Updates (CLC Members)

- Helicopter Noise Issue – June 2023
- Emergency Ramp Repairs – June 2023

7:45 Airport Update (Michael Antle)

8:00 Air Quality Study Update (Angela Homewood)

8:30 Adjourn

Materials Sent in Advance

- CLC Action Items

Appendix B – Airport Update Presentation

Community Liaison Committee Updates Billy Bishop Toronto City Airport

September 20, 2023



PORTS
TORONTO

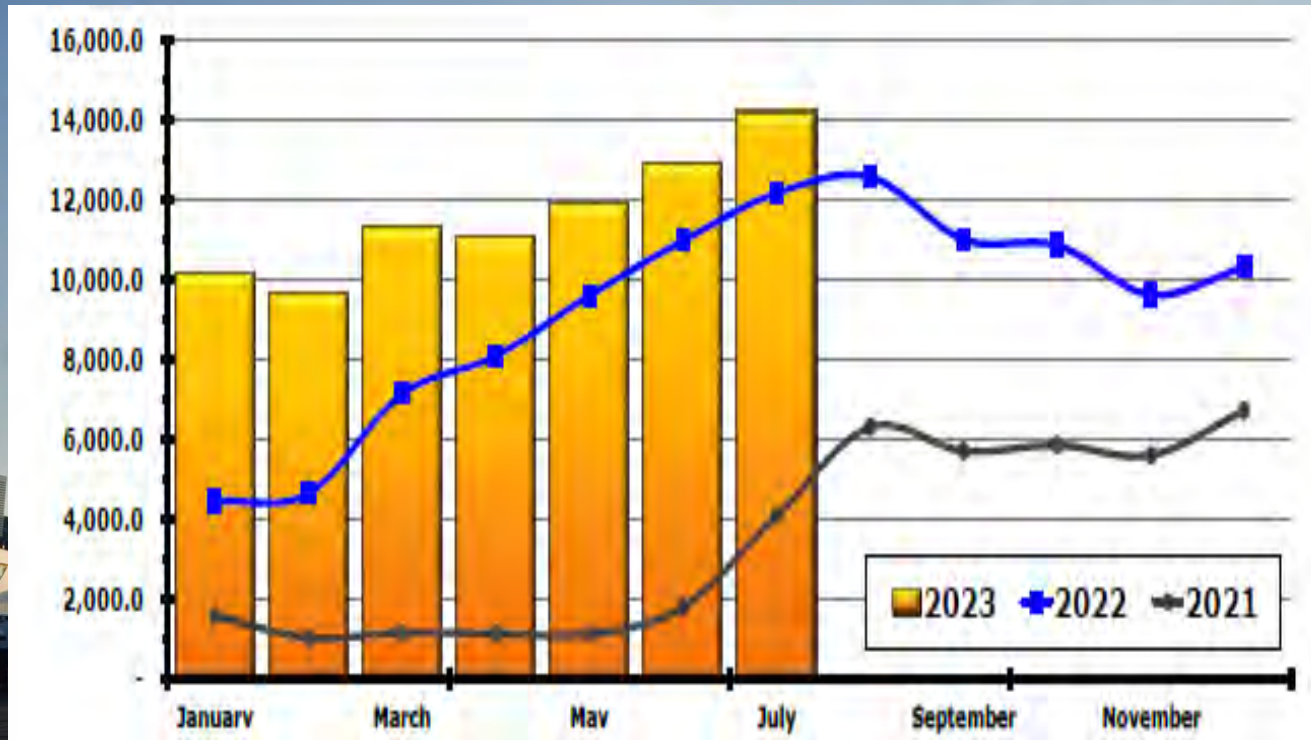
Billy Bishop Toronto City Airport (YTZ)

- Passenger and Aircraft Movement Updates
- Medevac flights
- Airline Updates
- Q400 movements

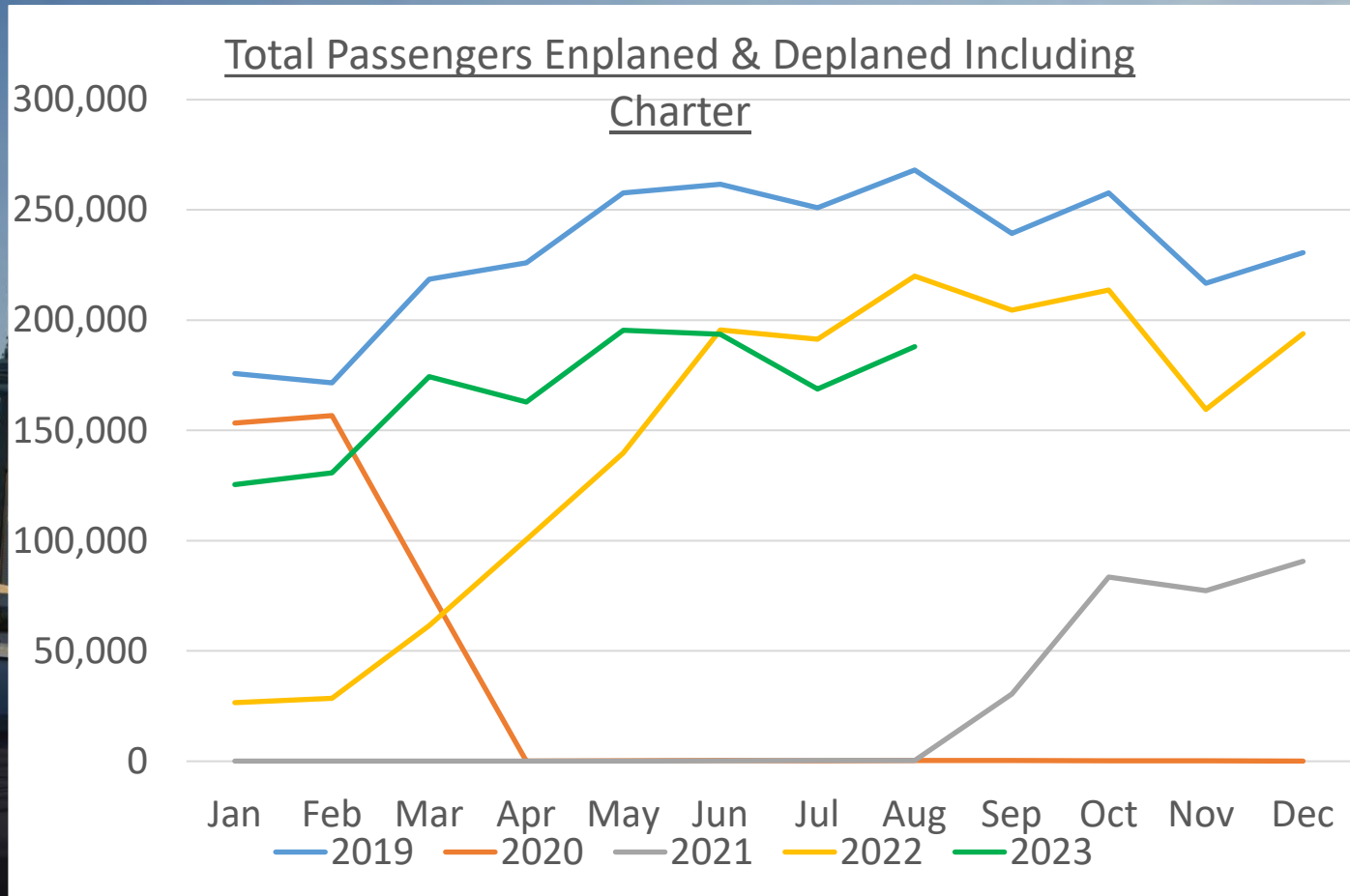


**BILLY
BISHOP**
TORONTO CITY AIRPORT

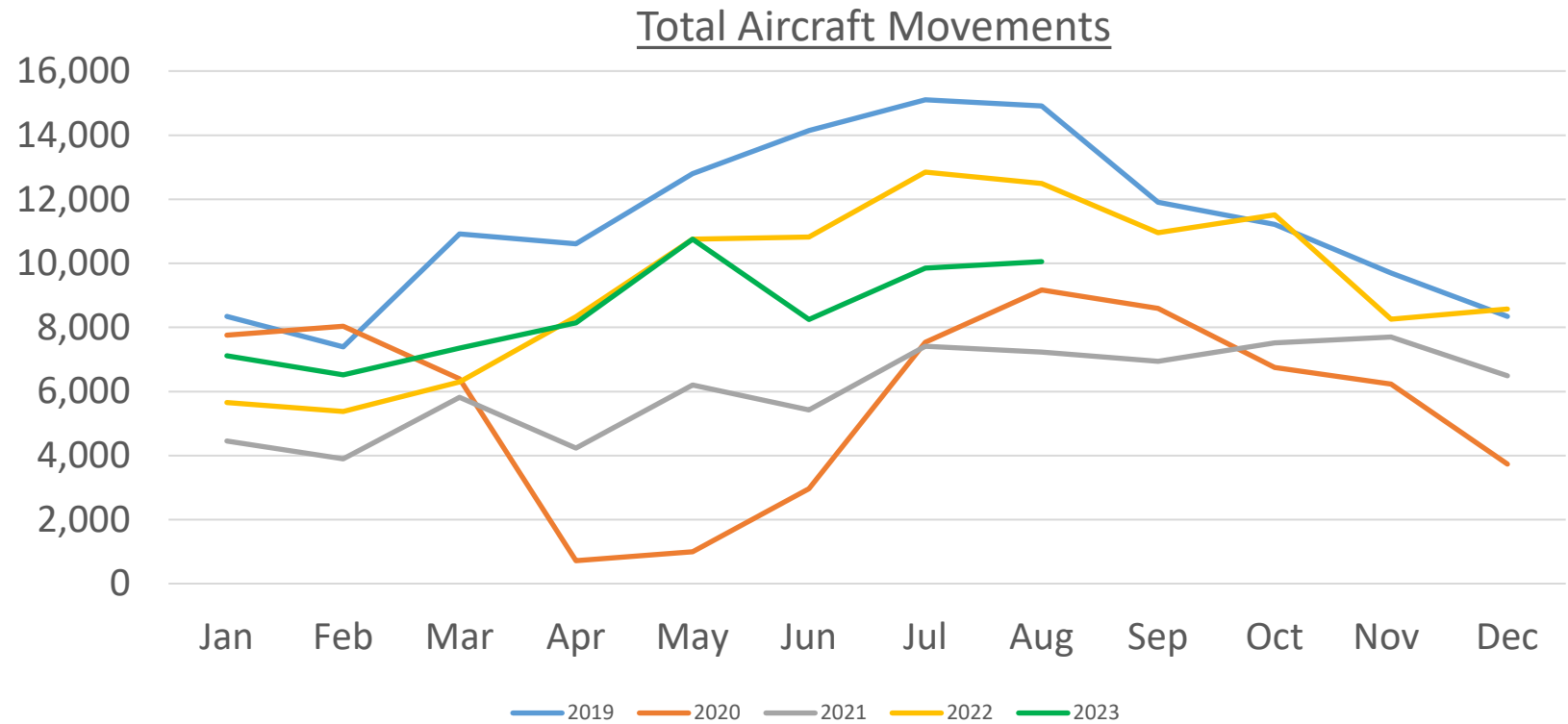
Canadian Airports Passenger Traffic (000s)



Billy Bishop Toronto City Airport Passenger Traffic



Billy Bishop Toronto City Airport Aircraft Movements



Billy Bishop Toronto City Airport Recap

	August 2023 vs 2022	YTD 2023 vs 2022
Total Passengers	70%	73%
Total Aircraft Movements	71%	72%

ORNGE Medevac Flights

Month	Regular hours	After hours
January	216	12
February	233	44
March	316	59
April	302	42
May	396	82
June	404	79
July	425	93
August	391	78
Total	765	115

Q400 Movement/Flights

2022 Q400 Movements

Airline	Arrivals	Departures	TOTAL
Porter	16,561	16,631	33,192
ACA Jazz	2,321	2,325	4,646
TOTAL	18,882	18,956	37,838

Airline Update

- Connect Airlines
- ACA/Jazz
- Porter
- Slots



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TORONTO CITY AIRPORT



Thank You

