

**Toronto
Port
Authority**



**Administration
Portuaire
de Toronto**

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November 13, 2009

Public Health
277 Victoria Street 5th Floor
Toronto, Ontario
M5B 1W2

Attention: Dr. David McKeown; Medical Officer of Health

Dear Sirs:

Re: Environmental Initiatives at the Billy Bishop Toronto City Airport

The Toronto Port Authority ("TPA") recognizes that the Toronto Board of Health is interested in compiling current information on air quality in the vicinity of the airport and any environmental initiatives that are or may be planned for implementation to mitigate emissions from aircraft and airport equipment operating at the airport. We also understand that the Board of Health is meeting on November 16, 2009 with one of the agenda items being an "Update on Air Pollution from Toronto's Airports".

Following a request from the Board of Health for the TPA to voluntarily undertake an airport ambient air monitoring program which would include assessment of nitrogen oxides, sulphur oxides, carbon monoxide, particulate matter and volatile organic compounds, particularly acrolein, we examined the studies that have been undertaken and previously shared with the City of Toronto and the federal government. These included an extensive study, conducted by Sypher Mueller in 2001, as well as the 2003 Environmental Assessment for a Proposed Fixed Link, conducted by Dillon Consulting, both of which examined existing and anticipated air quality at the airport.

We apologize for not being able to provide any further information or collection data beyond these studies, however, recognizing the changes occurring at the airport, the TPA has engaged Jacobs Consultancy to undertake a new comprehensive air quality study. Part of this work is to report on potential strategies and recommendations for managing and mitigating air emissions.

Canada

Based on the current construction level underway at the airport, we anticipate that air quality monitoring results and recommendations will be available from our consultant in the spring of 2010. Once available we would be pleased to share the information with the Toronto Board of Health.

In the interim, several initiatives have been implemented at the airport which will contribute to reducing air emissions from airport related sources. These include:

- a) Working with air traffic controllers and regulators to change taxiway restrictions in order to improve aircraft ground maneuvering and reduced emissions from less dwell time and reduced fuel burn.
- b) Implementation of straight-in approach for Runway 26 with increased approach angle resulting in reduced fuel burn and emissions.
- c) Implementations of an RNAV approach to Runway 08 with resulting time savings and reduced fuel burn.
- d) Ground transportation procedures to limit idling by placement of "Maximum 3 Minute Idling" signs in turning circles and taxicab hold areas and monitoring compliance by our airport security personnel.
- e) The airport's major commercial air carrier has introduced and operates a free shuttle service for its passengers.
- f) This same carrier also utilizing the Canadian-built Bombardier Q400 which is the most technologically advanced turboprop in the world. It reduced environmental impact by using 30-40% less fuel when compared to older generation and/or 50-seat jet aircraft. Similarly, the Bombardier Q400 aircraft produces 30-40% less emissions that can produce 6,000-8,000 fewer tons of CO₂ in the air every year for each Q400. As you know, the Billy Bishop Toronto City Airport is much different from Pearson International in that commercial jet aircraft are prohibited from using our airport, according to the Tripartite Agreement between the TPA, City of Toronto, and the federal government. The TPA understands the increased pollution from jet aircraft is considerably more noticeable and potentially more toxic than that emitted by turboprop aircraft. The Airport encourages bus and shuttles with free ferry access to the airport. The Airport is also working with TTC to promote the use of public transit for transportation to and from the mainland passenger transfer facility.
- g) The Airport is currently examining the feasibility of encouraging alternative fuelled vehicles as part of taxi and limousine management.
- h) The Toronto Port Authority is currently reviewing the option of utilizing renewable electricity produced from low impact generation such as that offered by Bullfrog Power for all of its electricity needs.

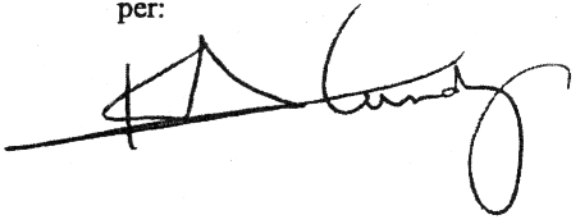
- i) One of the recommendations of our Noise Management Study will be the formation of an airport consultative committee which will provide a forum for community and agency information sharing.

Should you have any questions, or wish to sit down with us and our consultant to discuss our ongoing study, please do not hesitate to contact us.

Yours very truly,

Toronto Port Authority

per:

A handwritten signature in black ink, appearing to read 'K. A. Lundy', written over a horizontal line.

K. A. Lundy, P.Eng.
Director; Billy Bishop Toronto City Airport

cc: Mr. Alan J. Paul, Acting President & Chief Executive Officer; Toronto Port Authority