



**STAFF REPORT
ACTION REQUIRED**

Update on Request from Porter Airlines for Exemption to Commercial Jet Ban at Billy Bishop Toronto City Airport

Date:	June 17, 2013
To:	Executive Committee
From:	Deputy City Manager, Cluster B
Wards:	All
Reference Number:	P:\2013\WF\EX13005

SUMMARY

This report provides an update on the review of the request by Porter Airlines to amend the 1983 Tripartite Agreement between the City of Toronto, the Government of Canada, and the Toronto Port Authority (TPA) to permit the landing of commercial jets at Billy Bishop Toronto City Airport (BBTCA).

The request by Porter Airlines was considered by City Council at its meeting on May 7, 8, 9, 2013. City Council decided to proceed with the request in two phases. In Phase 1, City staff were directed to consider Porter Airlines' request in light of the economic, planning, environmental and other impacts to the City of Toronto. City Council allocated funding for staff to engage in Phase 1 of the study (and required the Toronto Port Authority to assume all consulting costs associated with Phase 1), which included the retention of consultants and a third party fairness monitor. City Council also directed that staff report back to Executive Committee on July 3, 2013 on the preliminary findings of the Phase 1 review.

This report provides: (i) an update on the work undertaken by staff to date, including preliminary findings from the consultants; (ii) status of the overall Phase 1 workplan; and (iii) information concerning the next steps in the process.

It is anticipated that staff will provide a further report on the issues and concerns raised through the Phase 1 work in September 2013 and request further direction from City Council on whether to proceed with Phase 2 of the review.

RECOMMENDATIONS

The Deputy City Manager, Cluster B recommends that:

1. Executive Committee receive this report for information.

Financial Impact

The total expected budget for the review of Phase 1 as outlined in the May 6, 2013 staff report was \$225,000 to \$275,000. At its meeting on May 7, 8, and 9, 2013, City Council approved an increase in the 2013 Approved Operating Budget of City Planning of \$275,000 for the purpose of funding Phase 1 of the review of the Porter Airlines request to permit jet-powered aircraft at BBTCA.

The Toronto Port Authority (TPA) has provided the funding required for the initial Phase 1 work. The TPA has forwarded all monies requested which to date is \$139,397. An additional request for \$78,428 has been forwarded to the TPA.

City Council also authorized the Deputy City Manager, Cluster B, to enter into sole source agreements, if necessary, for the external consulting services related to the studies and work program described in the May 6, 2013 staff report, given the short time frame for reviewing the request from Porter Airlines.

Additional funds are required to complete the Phase 1 work and it is estimated that less funding will be required to complete Phase Two. The expected budget increase to complete the anticipated work for Phase 1 is \$400,000. This amount is in addition the original estimate of \$225,000 to \$275,000 for the completion of Phase 1. Staff is in discussions with the Toronto Port Authority regarding funding this work.

When staff report back on the entirety of Phase 1 in September, City Council can then decide whether to proceed with Phase 2 of the review with a direction that staff report by prior to the end of 2013. In anticipation, City Council further requested the Deputy City Manager responsible for the Waterfront Initiative to secure a funding commitment from the TPA for the proposed Phase 2 work. The Deputy City Manager will confirm funding for Phase 2 in the September 2013 staff report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Equity Statement

The principles articulated by the courts in relation to this report support the City's equity framework, and equity goals and objectives. All consultants are required to incorporate equity considerations in their work plans and reviews.

DECISION HISTORY

At its meeting on May 7, 8, and 9, 2013, City Council adopted a report dated May 6, 2013 from the Deputy City Manager, Cluster B, regarding a request from Porter Airlines for an exemption from the commercial jet ban at Billy Bishop Toronto City Airport (BBTCA) and recommendations for proceeding with the next stage of the project. A link to this City Council decision is available here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX31.27>

The City Council decision endorsed the recommended process and included the following directions for staff:

1. Request staff to review the necessary approval process to amend the tripartite agreement; the operations at BBTCA and their conformity to current terms and conditions of Tripartite Agreement; and the passenger and airport capacity that can be achieved in conformity with the Tripartite Agreement;
2. Request staff to review Transport Canada regulations on the proposed runway extension;
3. Request staff to review the physical and operational requirements associated with Porter Airlines' proposal for the use of regional jet-powered aircraft, including City infrastructure, compatibility with NEF, changes to take-off and landing approach, protected airspace and marine exclusion zone;
4. Request staff to determine the airside and landside constraints and related infrastructure requirements relevant to expansion of aeronautical and non-aeronautical operations at BBTCA;
5. Request that staff propose an overall methodology for evaluating the airport within broader planning framework, to understand the effects on the City's ongoing waterfront revitalization work, and to examine other examples of urban jet use in waterfront cities;
6. Request staff to analyze the potential economic impacts and opportunities associated with the request by Porter Airlines, including maritime, aviation and other uses and users that may be affected by the physical and operational expansion of BBTCA including the introduction of regularly scheduled regional jet service, and the impact on the manufacturing sector in Toronto of the assembly of CS-100 aircraft in Canada and the implications to the proposed film studio district in the Port Lands and the film industry;
7. Request staff to conduct an initial public consultation meeting with respect to the Porter Airlines proposal, including with the Toronto District School Board, Waterfront Toronto, the TRCA, the GTAA, NAV Canada and other aviation stakeholders;
8. Request staff to evaluate the impact to emergency services navigating to and from the harbour through the Western Channel to Lake Ontario;
9. Request staff to evaluate the implications of the Porter Airlines request on the Open Skies agreement with the United States and other international agreements; and

10. Request staff to examine the noise, environmental and traffic/congestions impacts of the Porter Request.

In addition, City Council directed staff in undertaking the work outlined above to exclude (i) any expansion into the Toronto Island Park system south of the current southern boundaries of the airport; (ii) any consideration of either a runway or an extension of the Marine Exclusion Zone; and (iii) any changes to existing noise guidelines for individual airplanes or amendments to the provisions and guidelines that set the NEF contours currently in place.

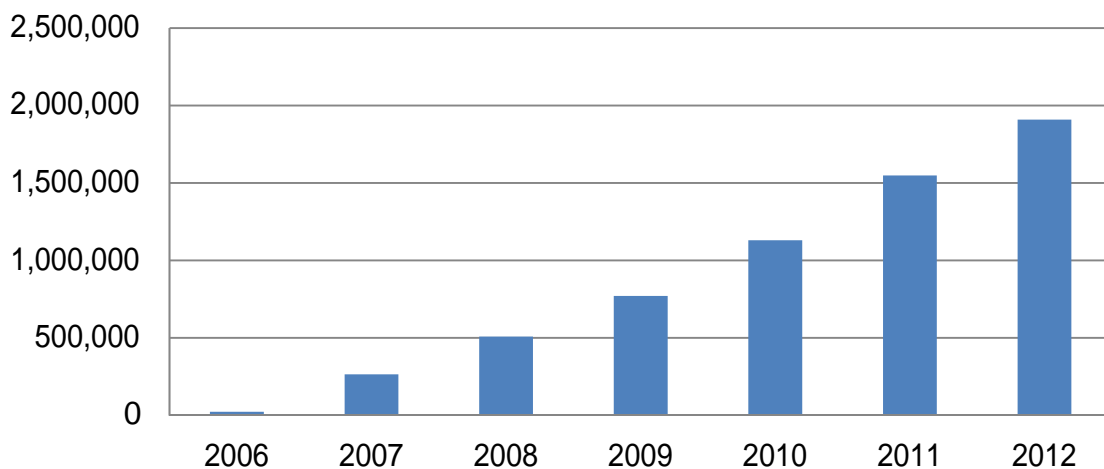
The purpose of this report is to provide an update to Executive Committee on the Phase 1 work undertaken to date.

ISSUE BACKGROUND

This issue arises from a motion approved at the April 23, 2013 Executive Committee meeting and a decision of City Council at its meeting on May 7, 8, and 9, 2013 regarding a request from Porter Airlines to amend the 1983 Tripartite Agreement governing the BBTCA.

BBTCA has experienced a steady increase in overall passenger volumes since Porter Airlines began operations in 2006 resulting in 1.9 million passengers in 2012. Prior to Porter Airlines operations, the peak passenger volume for the airport since the signing of the Tripartite Agreement in 1983 was 331,000 passengers per year.

BBTCA Passenger Growth 2006 to 2012



During the same 2006 to 2012 time period, Pearson International Airport experienced growth in passenger volumes from 29 million to 34 million.

Total flight movements for the airport in 2012 were 116,267 (a flight movement is defined as a take-off or landing). Approximately 51% (58,660) of overall flight

movements at the airport were commercial flights (Porter Airlines and Air Canada). The remaining flights (57,607) represent itinerant (originating from other airports), local, Medivac and helicopter movements.

The resulting growth in popularity of the BBTCA has had an impact on the adjacent community and central waterfront area. Currently, the modal split for passengers arriving and departing the airport is 75% in favour of vehicles (taxis and private vehicles) and 25% for all other forms. If the airport is to continue to grow its passenger volumes, a balanced approach to ground transportation and access must be implemented that minimizes the impact on the adjacent community, schools, parks and community and recreational facilities. This is a fundamental component of this review that is required to address existing traffic and congestion conditions related to the airport.

The Phase 1 work program will identify the overall passenger capacity of the airport using a Q400 aircraft-only scenario to establish a baseline and a Q400 and CS-100 scenario to establish a maximum projected capacity for the airport. This will allow City staff to develop an overall ground transportation concept for the airport.

COMMENTS

A summary of the project status and information received to date is below.

1. Structure of Phase 1 Work:

The internal review team consists of City staff from the Waterfront Secretariat (project lead), City Planning, Legal Services, Economic Development & Culture, and the City Manager's Office. The review team also consists of consultants with technical expertise not available within the Toronto Public Service. Consultants have been retained to assist with the analysis of airport/aircraft technical requirements and specifications, aircraft noise, economic impact analysis and to provide support for City Planning staff. It is anticipated that additional consultants with expertise in public consultation and facilitation, air and noise/sound analysis and marine navigation will be retained to provide further technical assistance to City staff during Phase 1.

Attachments 1 outlines the overall time lines for the review. Attachment 2 outlines key deliverables and their current status.

Fairness Monitor and Conflicts of Interest

Further to City Council's direction, the City has retained one of its pre-qualified third party fairness monitors JR Campbell and Associates to provide oversight of the procurement process and monitor any conflicts of interest between City staff, retained consultants, and airport-related stakeholders.

As explained above, City staff entered into various sole source contracts to retain necessary external consultants as authorized by City Council. The fairness monitor's role

has been to ensure that City staff used only merit-based criteria in selecting each sole source consultant and to review each contract before it was issued by the City. City staff also prepared conflict of interest declarations in consultation with the Fairness Monitor that each consultant and their sub-consultants were required to sign. As suggested by the fairness monitor, City staff has been involved in all communications between the City's consultants and any airport-related stakeholders (TPA, Porter Airlines, Air Canada, General Aviation, STOLport, WestJet, Boeing etc.) The fairness monitor will submit a report as part of the September staff report outlining their observations through the project.

All commercial parties who have had detailed discussions with staff have been directed to register with the Lobbyist Registrar.

Consultant Reports

The consultants delivered their interim findings on June 19, 2013. These reports are available on the project website at:

www.toronto.ca/bbtca_review

The consultant reports outline preliminary findings based on a scope of work established by the City Council decision and City staff. These reports contain interim findings and it is expected that additional reports and addendums will be required as public and stakeholder consultation is conducted. The consultant reports will inform the decision on whether to proceed to Phase 2 of the review and will identify the key issues that must be addressed by the City, Transport Canada and the Toronto Port Authority and its partners prior to any decision to amend the Tripartite Agreement.

Aviation Consultant (AirBiz Aviation Strategies Inc.):

AirBiz Aviation Strategies Inc. was retained to review aviation and airport-related issues and to assess and evaluate technical material provided by Porter Airlines in support of their request to permit jet-powered aircraft at BBTCA. AirBiz was previously retained by the City to complete a peer review of the TPA's slot study for the BBTCA in 2010.

The focus of their review includes:

- Determination of the overall passenger capacity of the BBTCA under an existing Q400-only scenario (as a base line) and with the introduction of CS-100 jet aircraft;
- Examination of the CS-100 aircraft (and similar aircraft) and airport-related infrastructure required to support said aircraft;
- Potential noise and environmental impacts from the introduction of jet-powered aircraft;
- Runway End Safety Standards (RESA) for existing aircraft and expanded jet-powered aircraft operations;
- Impacts on General Aviation operations at BBTCA;

- Impacts on air navigation to and from Pearson International Airport;
- A cost estimate for airport expansion including runway extensions; and
- An examination of other waterfront and urban airports, their configurations, restrictions and mitigating measures that address compatibility with their context.

AirBiz's findings are required to review the potential impacts on the natural environment, marine navigation, air and noise pollution, transportation and congestion and other matters.

AirBiz's preliminary findings indicate that the Bombardier CS-100 is the first of a series of aircraft in development from all major aircraft manufactures (Airbus, Boeing, Embraer, Mitsubishi) that will incorporate new technologies that will reduce overall aircraft noise, fuel consumption and emissions. The table below summarizes the five aircraft that will be entering the market with similar performance a capabilities of the CS-100.

	Bombardier CS-100	Mitsubishi MRJ70/90	Airbus A320NEO	Boeing 737Max	Embraer E-Jet
Status	In Testing	In Testing	In Development	In Development	In Development
Seats	110 Seats	92 Seats	107-124 Seats	110-126 Seats	78/98 Seats
Engine	Geared Turbofan	Geared Turbofan	Geared Turbofan	Unknown	Geared Turbofan
In Service Date	In service 2014	In service 2015	In service 2015	In service 2017	Approx. 2020

It is anticipated by AirBiz that all of these various aircraft may be able to meet the noise requirements of the Tripartite Agreement (subject to testing and certification). As part of the review of Phase 1, staff is including these aircraft as part of the review and are consulting with their manufacturers to understand their specifications and requirements for operation at BBTCA if information is available.

Aircraft noise is measured by the Effective Perceived Noise level in decibels (EPNdB) and is a measure of human annoyance to aircraft noise and assesses the true noisiness of a complete aircraft event such as the spectral characteristics, tonal content and persistence of the sound. It cannot be directly measured but is calculated using a standard defined by the International Civil Aviation Organization (ICAO).

The Tripartite Agreement states that the TPA shall not permit aircraft generating excessive noise to operate from the BBTCA. The Dash8-Q400 (currently operated by Porter Airlines and Air Canada) will be deemed to generate excessive noise if it generates a noise level in excess of 84.0 EPNdB on takeoff (flyover), in excess of 83.5 EPNdB on sideline at takeoff (lateral to the flight path), or in excess of 92.0 EPNdB on approach.

Trade-offs are permitted when one or two of the measurements exceed the limit as long as the sum of the excesses is not greater than 3 EPNdB and any excess at any single point is not greater than 2 EPNdB and that any excesses are offset by corresponding reductions at the point or points. Bombardier has provided a guarantee to Porter Airlines that the CS-100 will, at a minimum, meet a cumulative noise level of 259.5 EPNdB (the cumulative noise level of the current Q400 aircraft in operation).

	Tripartite Agreement Requirement	Dash8-Q400	CS-100
Approach (EPNdB)	92.0	93.1	TBD
Lateral (Takeoff) (EPNdB)	83.5	84.0	TBD
Flyover (EPNdB)	84.0	78.6	TBD
Cumulative (EPNdB)	259.5	255.7	Less than 259.5

Formal confirmation of the CS-100's compliance with the Tripartite Agreement will require certification of the noise levels at the three key measurement points: Approach, Lateral and Flyover. Porter Airlines has advised that these numbers will not be determined until September or October of 2013 and will not be certified until May of 2014. AirBiz anticipates that the CS-100 will operate at or below the requirements of the Tripartite Agreement (subject to testing and certification).

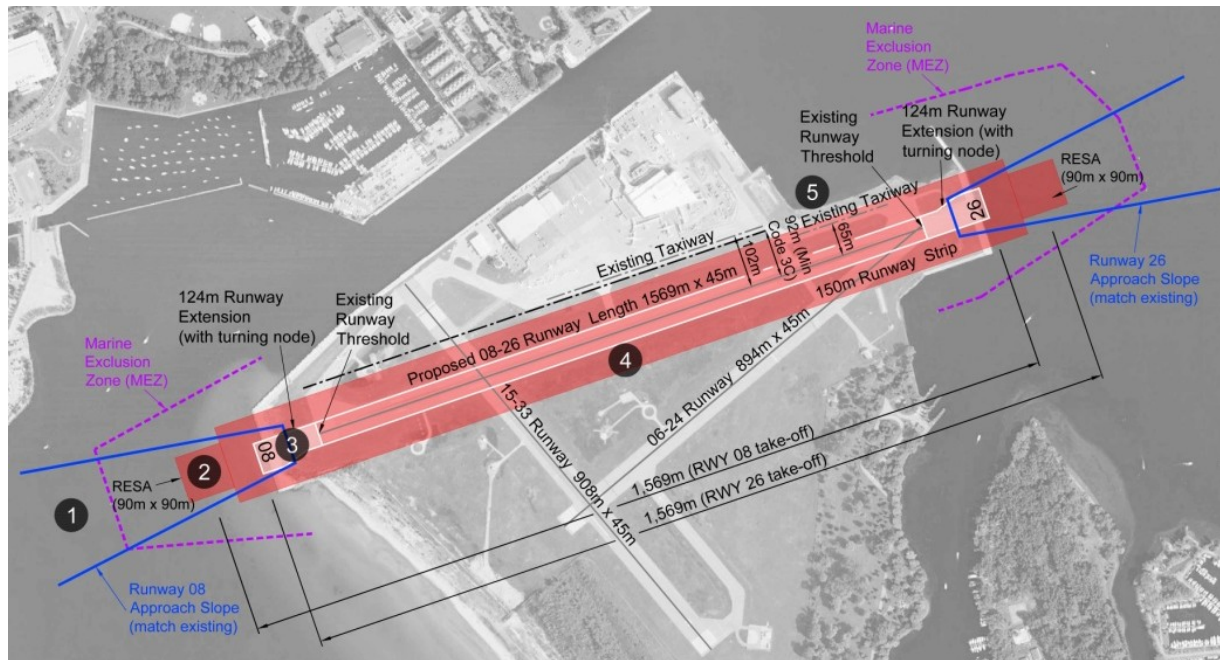
Overall yearly passenger and capacity projections for the airport are in the range of 4.3 million (low), 4.6 million (medium) and 4.8 million (high). In 2012, the airport had 1.9 million passengers plus 400,000 connecting passengers.

These projections will be compared to similar projections currently being undertaken by the TPA and their consultants. Peak hour passenger volumes are predicted to be 1,240 passengers in each direction under the "high volume" scenario. The determination of a maximum overall passenger volume will assist staff with planning and implementing a multi-modal transportation program for the airport designed to accommodate passenger volumes. Staff will be reviewing passenger projections to determine an appropriate level of growth for the airport given its context.

AirBiz has indicated that the airport will require improvements to its existing airside and terminal facilities in order to accommodate the CS-100 or similar aircraft and the projected passenger volumes. The main east-west runway (08-26) is expected to be revised from a Code 2 runway to a Code 3 runway. Code 3 runways have higher standards for clearance and separation around the runway as outlined in Chapter 6 of the AirBiz report. The runway will also require lengthening from 1,216m to 1,569m in order to provide the necessary length for the CS-100 or similar aircraft and for the proposed Runway End Safety Areas (RESA) requirements. Preliminary estimates by AirBiz for the runway extension costs are \$80M, this will be verified by the TPA through further review.

There are currently small jet aircraft that could also operate at the airport if the ban on jet-powered aircraft was lifted. These aircraft are used primarily by private General Aviation users and must be taken into consideration as part of this review. Airbiz does not anticipate a significant impact on General Aviation operators as a result of CS-100 operations.

Summary of Infrastructure Review Findings by AirBiz:



Economic Impact Consultant (HLT Advisory Inc.):

HLT Advisory Inc. was retained to review economic impacts of airport expansion, to conduct interviews with airport and industry stakeholders and to comment on past economic impact assessments prepared for the Toronto Port Authority and Waterfront Toronto.

Preliminary findings from HLT's review indicate that both of Toronto's airports have experienced significant passenger growth over the last six years. BBTCA's growth in passengers from 770,681 to 1,909,364 between 2009 through the end of 2012 has occurred in the same time period that passenger growth through Pearson International Airport has increased from 28,937,765 to 34,912,029 passengers. The role of each airport is sufficiently different and a significant shift in passengers from one airport to another is not anticipated. As an aside and to further reinforce the overall strong passenger growth (and forecasts), Metrolinx has indicated that they do not anticipate growth at BBTCA to have an impact on the business operations of the Union-Pearson Rail Link.

HLT has also conducted interviews with leisure and corporate travel organizations to determine if the addition of new city pairs (Toronto and another destination), enabled by

jet-powered aircraft to/from BBTCA, will increase travel to and from Toronto. Generally, it was noted that corporate travellers appreciate the convenience and proximity of BBTCA and that all air travellers may benefit from increased fare competition among airlines serving the two airports. While HLT is of the opinion that BBTCA will see greater passenger volume as a result of adding new city pairs, HLT is not yet able to quantify this. It should be noted that Toronto's top three city pairs (Montreal, Ottawa and New York) are already served by the BBTCA.

Interviews with the film industry have indicated that film-related businesses (including studios) situated on or near Toronto's waterfront are somewhat neutral as to the economic benefit of jet-powered aircraft operations. However, correspondence received from film-related businesses located under the existing and proposed flight paths have expressed concerns about aircraft noise.

Planning Consultant (Urban Strategies Inc.):

Urban Strategies Inc. was retained to assist City Planning staff with a review of the policy framework and existing and planned context for the airport and the development of an evaluation framework for the airport that addresses: waterfront revitalization, transportation, natural and physical environment, public realm and built form, lake filling, airport scale and expansion.

Urban Strategies' initial work focused on the development of an evaluation matrix that will assist staff with the evaluation of the airport. They have also assembled background information on other airports and the existing policy framework and have liaised with AirBiz and HLT on technical issues related to airport operations and requirements. Urban Strategies will continue to work with City Planning staff through the summer months.

City Planning staff have prepared a detailed chronology of previous Planning Policy decisions related to the airport. This document is available on the project website.

2. Tripartite Agreement

The Tripartite Agreement governs the operation of the BBTCA. The agreement places restrictions on the types of aircraft that may be operated at the airport, hours of operation, noise conditions and access to the facilities. The City of Toronto, TPA and the Government of Canada, the signatories to the Tripartite Agreement, each own part of the lands on which the airport is located. The agreement will terminate in 2033 and there are no provisions to extend or renew.

The City has approached the TPA and the Government of Canada to seek their positions on the Porter Airlines request and will report on their formal response in the September report. To date the TPA has been cooperative with City staff and have provided materials and resources to assist staff and their consultants with the review.

Approval Process Required to Amend the Tripartite Agreement

The Tripartite Agreement may be amended with the written consent of all parties. The most recent amendments to the Tripartite Agreement were done by an agreement dated June 26, 2003. It set out the terms and conditions associated with permitting a fixed link bridge to the BBTCA. City approval for the amendment was obtained in two stages. First, City Council adopted recommendations following a staff report in November, 2002. City staff then negotiated the form of the agreement with staff of the TPA and the Federal Minister of Transport. Second, the amending agreement was brought back to Council in June, 2003 for final approval.

If City Council decided to proceed with Phase 2 of the request from Porter Airlines following the September 2013 staff report, it may be appropriate to adopt a similar two-stage approach. Any amending agreement would be brought back to City Council for approval before being signed. It is possible that further direction from City Council could be needed before a final draft of the amending agreement is brought forward to City Council for approval.

International Trade Law

In its request, Porter Airlines identified the Bombardier CS-100 aircraft for exemption in the Tripartite Agreement. City Council may want to avoid specifying aircraft and airlines in any amendments and should confer with Transport Canada and the TPA on this matter.

International trade agreements to which Canada is a signatory, including the General Agreement on Tariff and Trade (1994), the Agreement on Trade in Civil Aircraft, and the North American Free Trade Agreement, obligate Canada to not provide less favourable treatment to or discriminate against non-Canadian goods, including aircraft.

If City Council decides to amend the Tripartite Agreement to remove the exclusion of jet aircraft from the airport, the amendment should avoid specifying any one type or manufacturer of aircraft from among Canadian and non-Canadian manufacturers. Preferably, any amendment should establish performance-based standards in the event City Council decided to permit jet aircraft.

Definition of "General Aviation" in the Tripartite Agreement

There is currently a court application in the Federal Court concerning the definition of "general aviation" contained in the Tripartite Agreement. The court application was brought by the Toronto Island Pilots Association ("TIPA") which is an association of general aviation pilots and businesses that fly out of the BBTCA. Although the City was named as a respondent, the City is not taking an active role in the litigation.

The TPA and Porter Airlines have responded to TIPA's application. TIPA argues that under the Tripartite Agreement, the TPA must ensure that the BBTCA is used for general aviation and limited commercial STOL (Short Take-Off and Landing) service operations.

The TPA and Porter Airlines both note in their materials that a significant amendment was made to the Tripartite Agreement on July 19, 1985 which was approved by City Council. The amendment added the Dash-8 aircraft to come expressly within the definition of general aviation under the Tripartite Agreement. Porter Airlines and the TPA assert that the Q400 Turbo Prop is a Dash-8 aircraft and therefore the Porter Airlines flights fall within the general aviation definition of the Tripartite Agreement.

The court application is ongoing and has not yet been scheduled for a hearing. In the event City Council is supportive of amendments to permit jet aircraft at the BBTCA, there may be a need to consider revisions to the definitions of "general aviation" and other definitions in the agreement.

Open Skies Agreement with the United States

City Council requested that staff report back on the Open Skies Agreement between Canada and the United States. Generally, "Open Skies" is an international policy concept that calls for the liberalization of the rules and regulations of the international aviation industry predominantly through bilateral Air Transport agreements. Initial research confirms that the Government of Canada has entered into many Air Transport agreements with other countries including the United States to provide traffic rights between Canadian locations and those other countries. Following negotiation of such bilateral agreements, Canadian airports then negotiate counterpart operational agreements with airlines from that country to implement these routings. More information will follow in the September report on the specific Open Skies Agreement between Canada and the United States.

3. Public and Stakeholder Consultation:

City Council and staff recognize that a robust public and stakeholder consultation is an essential element of this review. The process must be open and transparent with access to information on the issues as it is made available. Accordingly, staff held an initial meeting on June 17, 2013 in order to provide an overview for stakeholders and community groups on the study process and scope of work. The meeting also provided an opportunity for the community groups and stakeholders to provide comments and feedback on key issues that should be addressed by Phase 1. An overview of the comments received at the meeting will be posted on the project web site.

The following issues and questions have been submitted to the City for review and response by City staff and their consultants:

- Transparency of the review and access to the consultant teams by public and stakeholders;
- City Planning and Urban Design concerns;
- Noise impact of existing and proposed aircraft and ground operations of aircraft and airport operations;
- Traffic congestion related to the airport;

- Air pollution and environmental impact;
- Compatibility with and impact on the City's waterfront revitalization initiatives ;
- Navigation in the Inner Harbour and the entrance to the Western Channel;
- Impact on the natural environment, bird migration, and aquatic habitats;
- Impact on General Aviation operations at the airport;
- Competition between BBTCA and Pearson and potential impact on the Union-Pearson Rail Link;
- Effect on emergency operations related to the airport and Inner Harbour;
- Proximity of existing residential communities to proposed runway extensions; and
- Effect of whether conditions on noise and sound impact studies.

Staff are in the process of hiring an independent third party facilitator to lead a public consultation process.

Between June and September, City staff will undertake a robust public and stakeholder consultation program that will assess local and city-wide opinion on the proposal to introduce jet-powered aircraft at BBTCA. It is anticipated that this program will include meetings and workshops, surveys, polling, and follow-up meetings with stakeholders. A town hall meeting will be held in September in advance of the staff report being brought to Executive Committee and City Council. This town hall meeting will provide an opportunity for the public and stakeholders review and comment on staff's findings for Phase 1 and to ask questions to staff and the consultants. Comments will form part of the consultation record and will be part of the September staff report.

A key action for staff through the consultation process will be to ensure that respondents are adequately informed of the issues and potential impacts associated with the airport. A website has been created to provide all information on the review and to make all available technical information and reports available to the public. A link to the project website is below:

http://www.toronto.ca/bbtca_review

City Council also directed staff to consult with the Toronto District School Board, Waterfront Toronto, TPA, Toronto and Region Conservation Authority (TRCA), Greater Toronto Airport Authority, NAV Canada, and other aviation stakeholders regarding the request from Porter Airlines. City staff and our consultants have consulted with some of the parties (TDSB, Waterfront Toronto, TPA and TRCA) and will continue to consult throughout the review.

NEXT STEPS

The following work will be undertaken between July and September to complete Phase 1:

- Conduct public and stakeholder consultations, throughout the summer months and host a town hall meeting in early September 2013;
- Review the impacts on the environment (including noise and air quality, aquatic habits, coastal geomorphology and sediment transport) associated with the proposal;
- Consult with Public Health on any health affects associated with jet-powered aircraft operations at BBTCA;
- Evaluate the transportation and traffic impacts through the completion of the BBTCA and Eireann Quay Strategic Transportation Study;
- Assess the navigation impacts on the Inner Harbour and Western Channel;
- Determination of the key issues that the Toronto Port Authority and Transport Canada must address to the City's satisfaction in advance of a decision from City Council; and
- Identify additional terms and conditions or amendments that the City may require of the TPA and Transport Canada.

City staff will report back to Executive Committee in September 2013 on further issues and comments related to the review.

CONTACT

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Christopher Dunn, Technical Coordinator, Waterfront Secretariat, Tel: (416) 395-1211, Fax: (416) 392-8805, Email: cdunn@toronto.ca

SIGNATURE

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Deputy City Manager, Cluster B

ATTACHMENTS

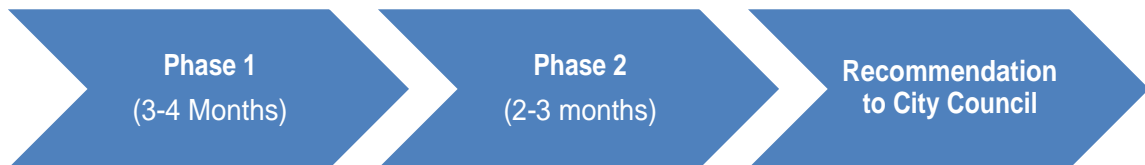
Attachment 1 – Time Lines
Attachment 2 – Phase 1 Deliverables

Attachment 1 – Time Lines:

Phase 1 Time Lines:

	June		July		August		Sept.		October	
Procurement of Consultants	◆									
Preliminary Analysis (Aviation, Economic Impact, City Planning)	◆	◆	◆							
Preliminary Analysis (Environment, Transportation, Navigation, other)		◆	◆	◆						
Information Report to Executive Committee			◆							
Public and Stakeholder Consultation		◆	◆	◆	◆	◆	◆			
Town Hall Meeting							◆			
Report on Phase 1 Findings							◆			
Executive Committee								◆		
City Council									◆	

Overall Review Time Line:



Attachment 2 - Phase 1 Deliverables

	City Council Directives	Responsible Party	Status
Procurement	<ul style="list-style-type: none"> • Authorize City staff to retain expert consultants through a sole source process. • Direct staff to retain a Fairness Monitor to oversee the procurement process 	City staff	Ongoing
Inter-governmental	<ul style="list-style-type: none"> • Confirm interest from the TPA and Government of Canada to review request from Porter Airlines, provide information and work cooperatively • Secure funding for Phase 1 work from TPA • Request funding for Phase 2 work from TPA 	City staff	September 2013 report Complete September 2013 report
Tripartite Agreement	<ul style="list-style-type: none"> • Outline the approval process for amending the Tripartite Agreement • Advise on implications of amending the Tripartite Agreement to permit CS-100 aircraft exclusively versus jet aircraft generally meeting defined performance standards • Evaluate whether existing commercial and general aviation operations conform to the Tripartite Agreement • Evaluate implications of the Open Skies agreement 	City staff	Complete September 2013 report September 2013 report September 2013 report
Aviation	<ul style="list-style-type: none"> • Evaluate impacts of Runway End Safety Area standards on Porter proposal • Evaluate overall capacity of the airport • Evaluate physical and operational requirements of CS-100 aircraft 	Consultant (AirBiz Aviation Strategies Inc.)	Preliminary Findings
Economic	<ul style="list-style-type: none"> • Evaluate general economic impacts and opportunities related to Porter Airlines' request • Conduct preliminary analysis of economic impacts on maritime, aviation and other uses including 	Consultant (HLT Advisory Inc.)	Preliminary Findings

	<p>manufacturing sector</p> <ul style="list-style-type: none"> • Evaluate impact on Port Lands-based film studios and film industry • Peer review of Waterfront Toronto and TPA economic impact studies 		
Planning	<ul style="list-style-type: none"> • Evaluate noise, environmental and traffic impacts on waterfront revitalization • Examine precedents for jet use in other major waterfront cities • Establish a methodology for evaluating the airport in the broader planning context • Evaluate land-side constraints and impacts • Evaluate impact on emergency services 	Consultant (Urban Strategies Inc.)	Preliminary Findings
Consultation	<ul style="list-style-type: none"> • Consult with TDSB, Waterfront Toronto, TRCA, GTAA (Pearson), NAV Canada and other aviation stakeholders • Conduct a public and stakeholder consultation process 	City staff	September 2013 report