

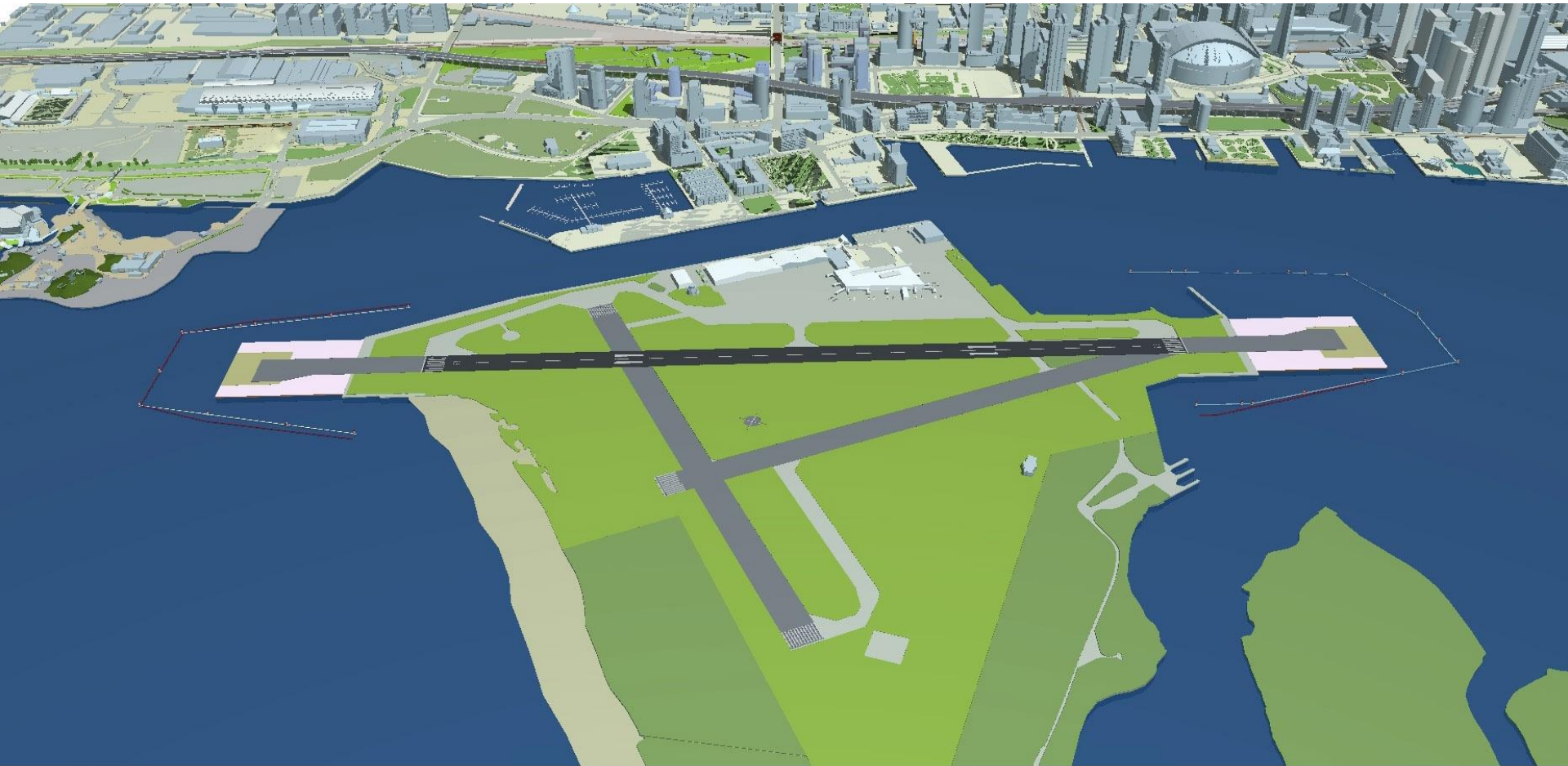
Request to Amend the Tripartite Agreement for Billy Bishop Toronto City Airport

April 1, 2014 City Council

Proposal Background

- In April 2013, Porter Airlines requested the City consider amendments to the airport's Tripartite Agreement to:
 - Permit jet-powered aircraft
 - Permit the construction of 168m (551 ft) runway extensions to each end of the main east-west runway
- Porter Airlines submitted a revised request on September 3, 2013:
 - Requested 200m (656 ft) runway extensions at each end of the main east-west runway
- Change in runway length:
 - 4,000 ft to 5,354 ft

Conceptual Rendering 200 metre Runway Extensions



Proposal Background

Date	Reported to	Outcome
May 7-10, 2013	Council	Direction to review request to amend Tripartite Agreement to permit jets and runway extensions
July 3, 2013	Executive Committee	Update received, traffic study area expanded
Sept. 24, 2013	Executive Committee	Update received, including discussion of revised Porter proposal, public consultation and studies to date
Dec. 5, 2013	Executive Committee	<p>Comprehensive report was deferred. Report stated that a decision would be premature before:</p> <ul style="list-style-type: none"> -Transport Canada confirmation that proposal is feasible (runways, exceptions) -more test flight data provided (re.: noise) -provision of a clear direction for airport expansion (need a plan) -TPA request for extension beyond 2033 -TPA and stakeholders to respond to studies and consultation outcomes
Feb. 4, 2014	Executive Committee	Update received, December report deferred to March special meeting

Consultants Retained

- Specialized consultants were retained with the following expertise:

Aviation	Land Use Planning	Economic Impact
Coastal Processes	Transportation Planning	Health, Noise and Air Quality Impacts
Public Consultation	Polling	Real Estate Valuation

- Detailed reports also provided by TPA, Porter Airlines, public, interested parties and stakeholders

Discussions with TPA and Transport Canada

- Following the December Executive Committee deferral, staff entered into discussions with the Toronto Port Authority (TPA) and Transport Canada (TC), on:
 - Improving existing conditions
 - An Airport Master Plan
 - A robust public consultation program for all future airport planning and growth review exercises
 - Regulatory approval pre-conditions to Council's consideration of jets and runway extensions, including an environmental assessment (EA)
 - A capital works program tied to airside and groundside facilities and infrastructure
- November 21, 2013 report was a “snapshot in time” ⁶

- Toronto Port Authority engaged with the City
- Studies and information provided:
 - Draft June 2012 Airport Master Plan
 - Detailed aviation forecasting and transportation infrastructure information
 - Environmental assessment process outline
 - Preliminary submission to Transport Canada
 - Response to issues identified in the November 21, 2013 report
 - Interim cap proposals (peak hour and annual passenger)
 - Confirmation of plans for engine maintenance run-up enclosure
 - Funding request to federal and provincial governments for groundside infrastructure
 - Temporary Taxi Staging facility on Canada Malting site
 - PILTs issue resolved with the City

- November Staff Report stated that the TPA and the City lack a framework to evaluate or manage the key growth factors at BBTCA
- Currently growth of the airport is constrained by restrictions in the Tripartite Agreement:
 - Curfew on flights (no flights between 11pm and 6:45am)
 - Noise Exposure Forecast (“NEF”) 25 Contour
 - No jets
 - No runway extensions
- Tripartite Agreement expires 2033 – also a growth constraint

- Peak hour caps:
 - A framework tying growth at the airport to transportation and community infrastructure

	Annual O/D Passenger Cap	Peak Hour Flight Slot Cap	Peak Hour O/D Passenger Cap	Daily Flight Slot Cap
Phase One	2.4 M	16	884	202
Phase Two	2.7 M	20	1,178	202
Phase Three	To be determined based on transportation capacity, community impacts and experience with Phases One and Two			

- Design of runway extensions, taxiways, method of construction, location of facilities, and equipment
- Completion of an environmental assessment
- Updated Airport Master Plan, factoring in the proposed jets, runway extensions and their operational impacts on tenants, facilities, etc.
- Confirmation from Transport Canada that the Marine Exclusion Zones (MEZ) will not be altered, including through placement of navigational aids (lights, etc.)
 - May 7-10, 2013 Council Direction: no material impact on the western shipping channel

- These requirements and the other conditions precedent identified in the report will take the rest of 2014 and into 2015 to complete
- Staff would report back to Council in 2015 provided:
 - phasing framework established
 - requisite studies completed
 - Design of runway and taxiways, including confirmation that the MEZ will not move
 - environmental assessment completed
 - Transport Canada and TPA concurrence obtained on changes to Tripartite Agreement to include phasing

Cap and Phasing Recommendations

- Annual origin/destination passenger cap of 2.4 million passengers
- Peak hour flight slot cap of 16
- Peak hour origin/destination passenger cap of 884 passengers
- Daily slot cap of 202
- TPA would start work on conditions precedent for Phase Two, including:
 - Airport Master Plan
 - Environmental Assessment
 - Detailed runway design

- Annual origin/destination passenger cap of 2.7 million passengers
- Peak hour flight slot cap of 20
- Peak hour origin/destination passenger cap of 1,178 passengers
- Daily slot cap of 202

- Caps to be determined based on transportation capacity, community impacts and experience with Phases One and Two
- Considerations include:
 - Significant transit infrastructure, including advancement of Western Waterfront LRT
 - Advancement of Canada Malting site redevelopment plans
 - Further funding for additional groundside transportation and community infrastructure

Additional Recommendations

- Implement conditions precedent to proceed between Phases
- TPA and Transport Canada to confirm commitment and engagement
- Staff to report back on outcome of negotiations
- Staff to complete further studies and consultations as required
- Planning to report back on alignment of Airport Master Plan with Official Plan Policies, including new Precinct Plan