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

March 25, 2014 Executive Committee
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

<table>
<thead>
<tr>
<th>Date</th>
<th>Reported to</th>
<th>Outcome</th>
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</thead>
<tbody>
<tr>
<td>May 7-10, 2013</td>
<td>Council</td>
<td>Direction to review request to amend Tripartite Agreement to permit jets and runway extensions</td>
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<tr>
<td>July 3, 2013</td>
<td>Executive Committee</td>
<td>Update received, traffic study area expanded</td>
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<td>Sept. 24, 2013</td>
<td>Executive Committee</td>
<td>Update received, including discussion of revised Porter proposal, public consultation and studies to date</td>
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<td>Dec. 5, 2013</td>
<td>Executive Committee</td>
<td>Comprehensive report was deferred. Report stated that a decision would be premature before:</td>
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<td>– Transport Canada confirmation that proposal is feasible (runways, exceptions)</td>
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<td>– more test flight data provided (re.: noise)</td>
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<td>– provision of a clear direction for airport expansion (need a plan)</td>
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<td>– TPA request for extension beyond 2033</td>
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<td>– TPA and stakeholders to respond to studies and consultation outcomes</td>
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<tr>
<td>Feb. 4, 2014</td>
<td>Executive Committee</td>
<td>Update received, December report deferred to March special meeting</td>
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Consultants Retained

• Specialized consultants were retained with the following expertise:

<table>
<thead>
<tr>
<th>Aviation</th>
<th>Land Use Planning</th>
<th>Economic Impact</th>
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<tbody>
<tr>
<td>Coastal Processes</td>
<td>Transportation Planning</td>
<td>Health, Noise and Air Quality Impacts</td>
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<tr>
<td>Public Consultation</td>
<td>Polling</td>
<td>Real Estate Valuation</td>
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• 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”
• 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

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<tr>
<th></th>
<th>Annual O/D Passenger Cap</th>
<th>Peak Hour Flight Slot Cap</th>
<th>Peak Hour O/D Passenger Cap</th>
<th>Daily Flight Slot Cap</th>
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<tbody>
<tr>
<td>Phase One</td>
<td>2.4 M</td>
<td>16</td>
<td>884</td>
<td>202</td>
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<tr>
<td>Phase Two</td>
<td>2.7 M</td>
<td>20</td>
<td>1,178</td>
<td>202</td>
</tr>
<tr>
<td>Phase Three</td>
<td>To be determined based on transportation capacity, community impacts and experience with Phases One and Two</td>
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• 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
Comprehensive Study of Jets + Extensions

- 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