

Billy Bishop Toronto City Airport - Runway End Safety Areas (RESA)

Date: September 16, 2024

To: Executive Committee

From: Deputy City Manager, Development and Growth

Wards: Ward 10 - Spadina-Fort York

SUMMARY

PortsToronto must meet a federal regulatory requirement to have Runway Safety End Areas (RESA) at Billy Bishop Toronto City Airport (BBTCA) by July 12, 2027. RESAs are level ground past the ends of a runway created to mitigate the impact when an airplane over or under shoots either end of a runway. Airports in Canada are now required to have a minimum of 150 meters of safety length beyond runway ends.

The City is hosting a public meeting on this issue on September 24, 2024. A supplementary report will be provided to the Executive Committee after the public meeting. This supplementary report will provide an overview of the federal requirement and the RESA options at BBTCA. It will also provide City staff comments on PortsToronto's RESA options and requests, and the decisions and approvals that may be required as a result of these requests. Further, City staff will summarize public consultation on this matter.

RECOMMENDATIONS

The Deputy City Manager, Development and Growth recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

Financial implications will be outlined in the forthcoming supplementary report. There are no financial impacts arising from the recommendations contained in this report.

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

DECISION HISTORY

On April 1, 2014, City Council adopted item EX40.1 - Request to Amend the Tripartite Agreement for Billy Bishop Toronto City Airport with amendments. Among other things, it authorized the Deputy City Manager to negotiate with the Toronto Port Authority and Transport Canada on a phased framework for managing growth at Billy Bishop Toronto City Airport.

<https://secure.toronto.ca/council/agenda-item.do?item=2014.EX40.1>

COMMENTS

In 2021 the Government of Canada published final regulations that mandated Runway End Safety Areas (RESA) at airports across Canada. In total, the RESA requirement means that airports would need to have at least 150 meters of safety length at each end of the runways that serve commercial flights. As per regulations, RESA compliance can be achieved in different ways including:

- Increasing the size of the safety area outside of the runway (i.e., adding additional levelled surface).
- Reducing the declared distance of the runway (i.e., taking some of the levelled surface of the runway and allocating that as a RESA without making any physical changes).
- Installing an Engineered Material Arresting System (EMAS) which is a material, installed outside the runway ends, that can absorb the energy of an aircraft when it overshoots or undershoots. The material would compress under the weight of an aircraft. Once the material is "used", it must be repaired, and the runway is out of service until the material is restored to full capability.
- A combination of the above options.

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SIGNATURE

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