



City of Toronto Public Meeting Discussion on Porter Proposal

January 27, 2014

**Toronto
Port
Authority**

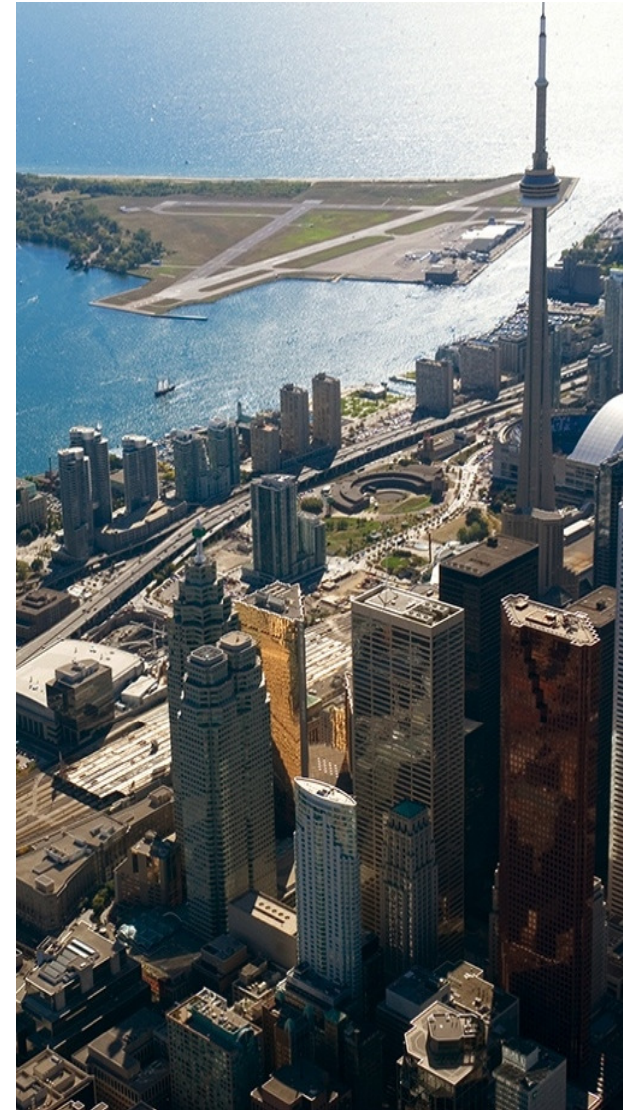
**Administration
Portuaire
de Toronto**



TPA: Partnering with the City

- Partners in economic growth
- Partners in the Billy Bishop Toronto City Airport pedestrian tunnel project (projected city taxpayer savings of \$10 million)
- Committed to infrastructure investment for Toronto's future
- Partners in Toronto's mixed-use waterfront revitalization
- Committed to responsible, compatible operations
- Committed to sustainability and using 100% renewable energy on all properties

TPA and Billy Bishop Toronto City Airport are mandated to be 100% financially self-sufficient



**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

TORONTO PORT AUTHORITY OWNS AND OPERATES:

**BILLY BISHOP
TORONTO CITY
AIRPORT**

**AÉROPORT
BILLY BISHOP
DE TORONTO**

**PORT OF
TORONTO**

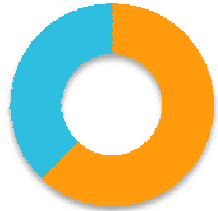
**PORT DE
TORONTO**

**OUTER
HARBOUR
MARINA**

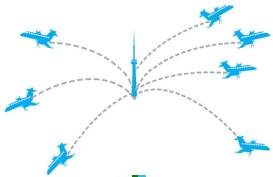
**MARINA DE
L'AVANT-PORT**

Billy Bishop Toronto City Airport

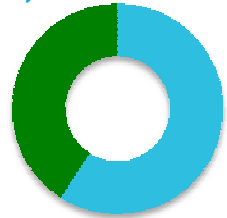
What Torontonians are saying...



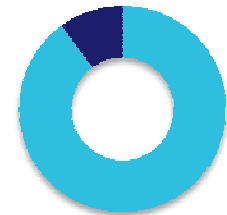
More than one-third of Torontonians have used the airport (**34%**)



Those who use the airport do so, on average, **7.4 times per year**



Majority of users are business travellers (**59%**)



90% of Torontonians believe “the airport is a valuable asset for the City”

Source: Ipsos Reid 2014

Toronto
Port
Authority

Administration
Portuaire
de Toronto

TORONTO PORT AUTHORITY OWNS AND OPERATES:

BILLY BISHOP
TORONTO CITY
AIRPORT

AÉROPORT
BILLY BISHOP
DE TORONTO

PORT OF
TORONTO

PORT DE
TORONTO

OUTER
HARBOUR
MARINA

MARINA DE
L'AVANT-PORT

Billy Bishop Toronto City Airport

- Strategy implemented in Feb 2010 to manage growth. Includes the selection of the current 202 commercial slot capacity scenario from Jacobs Consultancy, to ensure balance between service quality, economic, and community priorities
- Discussions with City to ensure infrastructure investment stays in step with popularity of the airport and growth



**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

TORONTO PORT AUTHORITY OWNS AND OPERATES:

BILLY BISHOP
TORONTO CITY
AIRPORT

AÉROPORT
BILLY BISHOP
DE TORONTO

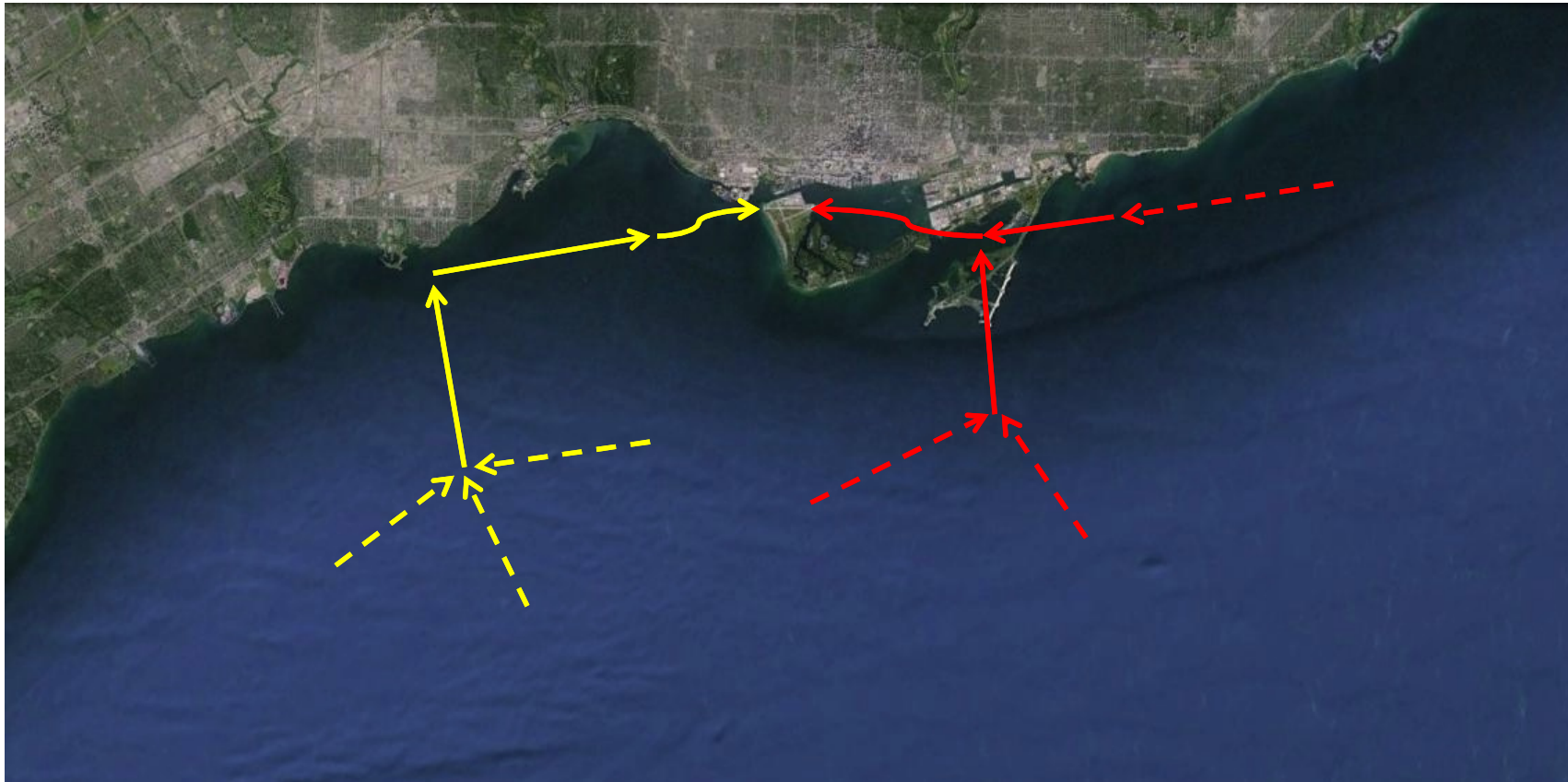
PORT OF
TORONTO

PORT DE
TORONTO

OUTER
HARBOUR
MARINA

MARINA DE
L'AVANT-PORT

Flight Paths – Billy Bishop Airport



→ RNAV A
→ RNAV C

**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

TORONTO PORT AUTHORITY OWNS AND OPERATES:

BILLY BISHOP
TORONTO CITY
AIRPORT

AÉROPORT
BILLY BISHOP
DE TORONTO

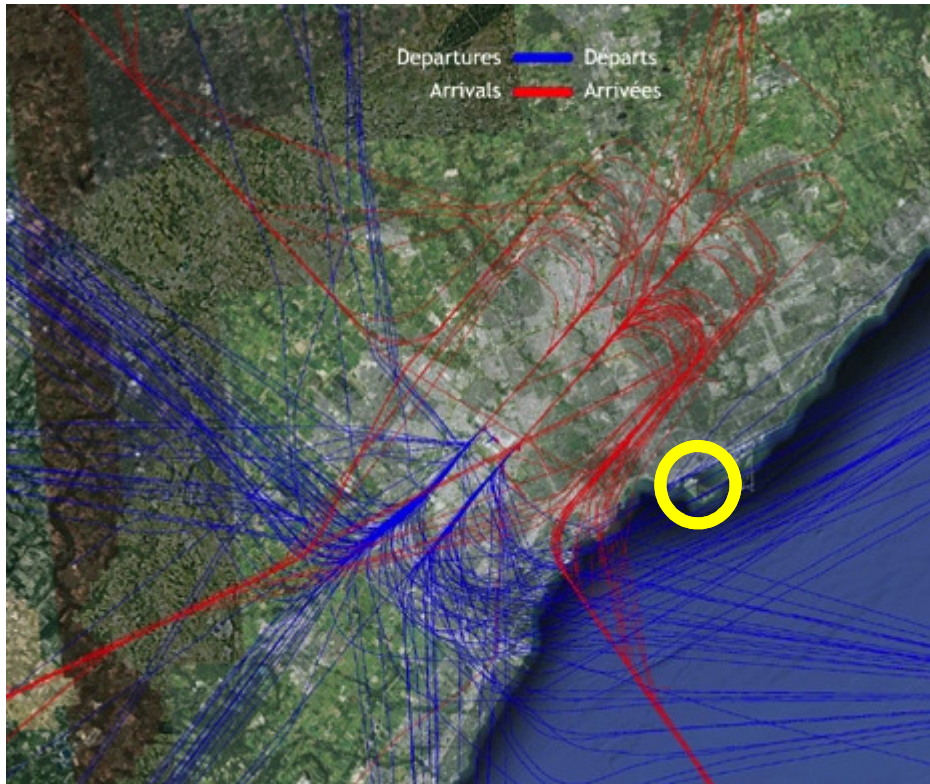
PORT OF
TORONTO

PORT DE
TORONTO

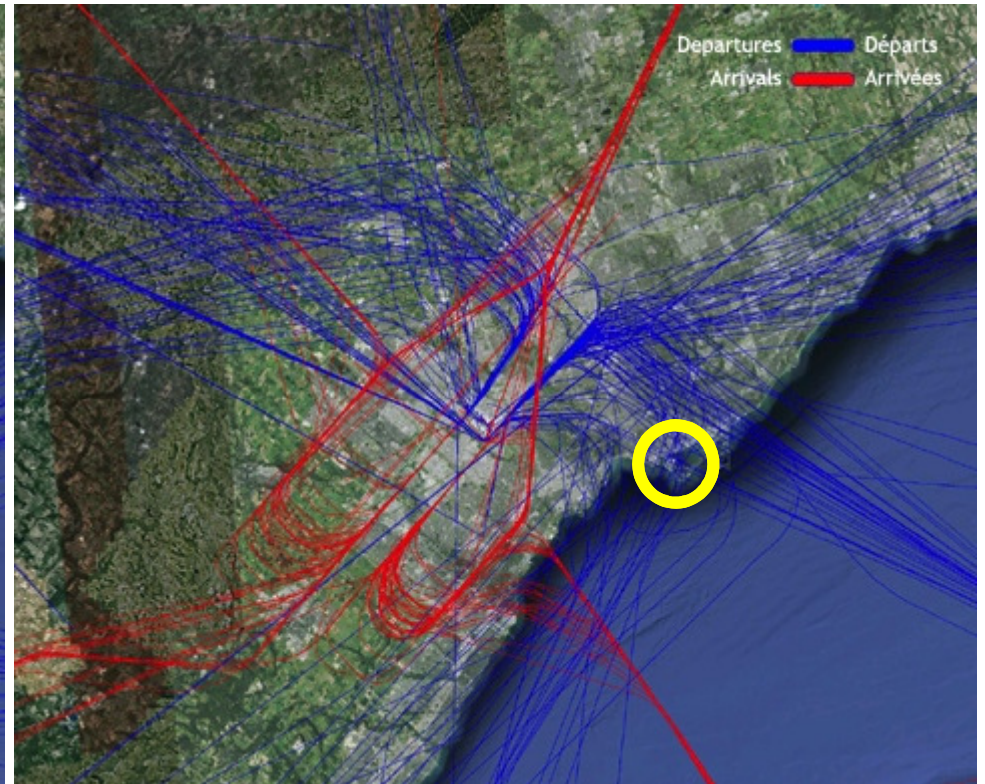
OUTER
HARBOUR
MARINA

MARINA DE
L'AVANT-PORT

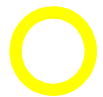
Flight Paths – Toronto Pearson Airport



Runways: 23, 24 Right and 24 Left



Runways: 05, 06 Right and 06 Left



Billy Bishop Airport

**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

TORONTO PORT AUTHORITY OWNS AND OPERATES:

BILLY BISHOP
TORONTO CITY
AIRPORT

AÉROPORT
BILLY BISHOP
DE TORONTO

PORT OF
TORONTO

PORT DE
TORONTO

OUTER
HARBOUR
MARINA

MARINA DE
L'AVANT-PORT

TPA has invested \$150M in Infrastructure Improvements including:

- Pedestrian Tunnel to airport
- Noise barriers at airport
- New taxi staging area
- Improvements to Eireann Quay
e.g. traffic access, parking, lighting, sidewalks
- New dedicated community drop off and parking area
- TDSB perimeter fence and planted tree buffer
- Airport ferry terminals and vessels
- Emergency response and runway clearing equipment
- Runway and apron upgrades and restoration



Toronto Port Authority are working in support of Toronto City Staff

Although the TPA has **not yet made its decision** regarding the Porter proposal, it is actively engaged in the process to determine whether the proposal will be in the best interest of the city, the airport and local stakeholders.

- In accordance with the November 21st report to Executive Committee requesting TPA engagement, the TPA has been working to provide responses to city staff to enable an accurate assessment of the proposal and allow city staff to update their report.
- TPA has funded the city staff report, at City Council direction, at a cost of approximately \$1.2M
- City staff are receiving our assistance in providing analysis, answering questions, providing an updated comprehensive Master Plan process, and engaging in financial and operating commitments to enable traffic improvements in the airport's immediate vicinity.

Porter Expansion Plan

Porter Plan proposes the introduction of CS100 Bombardier jet aircraft in Spring 2016. This proposal requires:

- Planes meet existing strict noise guidelines under Tripartite Agreement and receive ICAO certification
- That the TPA prepare an updated airport Master Plan, to include a lifting of the jet-ban scenario
- A significant financial investment made by the TPA in runway and other airside infrastructure
- An appropriate public Environmental Assessment process be held that will include stakeholders' input
- Agreement from each of Toronto City Council, the federal government, and TPA as signatories to the Tripartite Agreement

Approval of the Porter Plan

Does require changes to the existing Tripartite Agreement as follows:

- Lifting of restrictions on current jet aircraft use; (no change to current strict noise restrictions that require only approved aircraft to operate at BBTCA, ICAO certification)
- Extensions of 200m to each end of current main runway 08/26 (incl. RESA requirement pending and expected)
- Minor modifications of airport's existing Marine Exclusion Zone

Does not require:

- Changes to existing strict NEF 25 noise restrictions
- Amendments to the 11:00 pm – 6:45 am flight curfew
- Changes to non-commercial and Medevac activity at airport

TPA would agree to a city staff request for an appropriate interim cap on annual passenger activity, enabling necessary traffic improvements to be achieved.

**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

TORONTO PORT AUTHORITY OWNS AND OPERATES:

BILLY BISHOP
TORONTO CITY
AIRPORT

AÉROPORT
BILLY BISHOP
DE TORONTO

PORT OF
TORONTO

PORT DE
TORONTO

OUTER
HARBOUR
MARINA

MARINA DE
L'AVANT-PORT

TPA: Criteria for Support of Porter Proposal

In order for the TPA to support the Porter proposal the following criteria would have to be met:

- Maintaining the strict 1983 Noise Restrictions
- Efficient slot utilization, not necessarily more flights
- Ensure no negative impact on the environment
- Provide that the surrounding area be no less livable than any other multi-purpose Toronto neighbourhood
- Improve vehicle traffic flows, increased use of transit/shuttle service, and work with Canada Malting Site re-development
- Be aircraft agnostic, as long as each can meet strict standards of the existing Tripartite Agreement

TPA: Criteria for Support of Porter Proposal *continued*

In order for the TPA to support the Porter proposal the following criteria would have to be met:

- Preserve access for the boating community with no meaningful navigation impact
- Preserve private aviation access for small aircraft
- A business case to support TPA's investment. This includes consideration given to long-term financing and Tripartite Agreement extensions, if needed
- Toronto's economy will grow and benefit. The Porter plan should improve upon the existing positive economic impact the airport is already having on the region.
- Toronto City Council and the Federal Government approval

Thank You

**Toronto
Port
Authority**

**Administration
Portuaire
de Toronto**

TORONTO PORT AUTHORITY OWNS AND OPERATES:

BILLY BISHOP
TORONTO CITY
AIRPORT

AÉROPORT
BILLY BISHOP
DE TORONTO

PORT OF
TORONTO

PORT DE
TORONTO

OUTER
HARBOUR
MARINA

MARINA DE
L'AVANT-PORT