

# BBTCA/Porter Airlines Review



Initial Information Meeting  
Monday June 17, 2013

# Agenda

- Overview of City review of BBTCA/Porter proposal to permit jet-powered aircraft at BBTCA
- Comments
- Next Steps

# Purpose of Meeting

- To inform resident and stakeholder groups on the review process going forward.
- To allow resident and stakeholder groups to provide comments early in the review process.
- Staff are interested in hearing the key issues that are important to the community.



# Background

- On April 23, 2013, Executive Committee approved a motion to review jet operations at BBTCA.
- On May 7-10, 2013, City Council added additional considerations as part of the review.
- Staff were directed to report back to the July 3<sup>rd</sup>, 2013 Executive Committee meeting.



## STAFF REPORT ACTION REQUIRED

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

Date:	May 6, 2013
To:	City Council
From:	Deputy City Manager, Cluster B
Wards:	Ward 20 Trinity-Spadina, Ward 28 Toronto Centre-Rosedale
Reference Number:	P\2013\WF\CC13004

#### SUMMARY

The purpose of this report is to comment on the decision of the April 23, 2013 Executive Committee regarding Porter Airlines' request to amend the Tripartite Agreement governing the Billy Bishop Toronto City Airport (BBTCA).

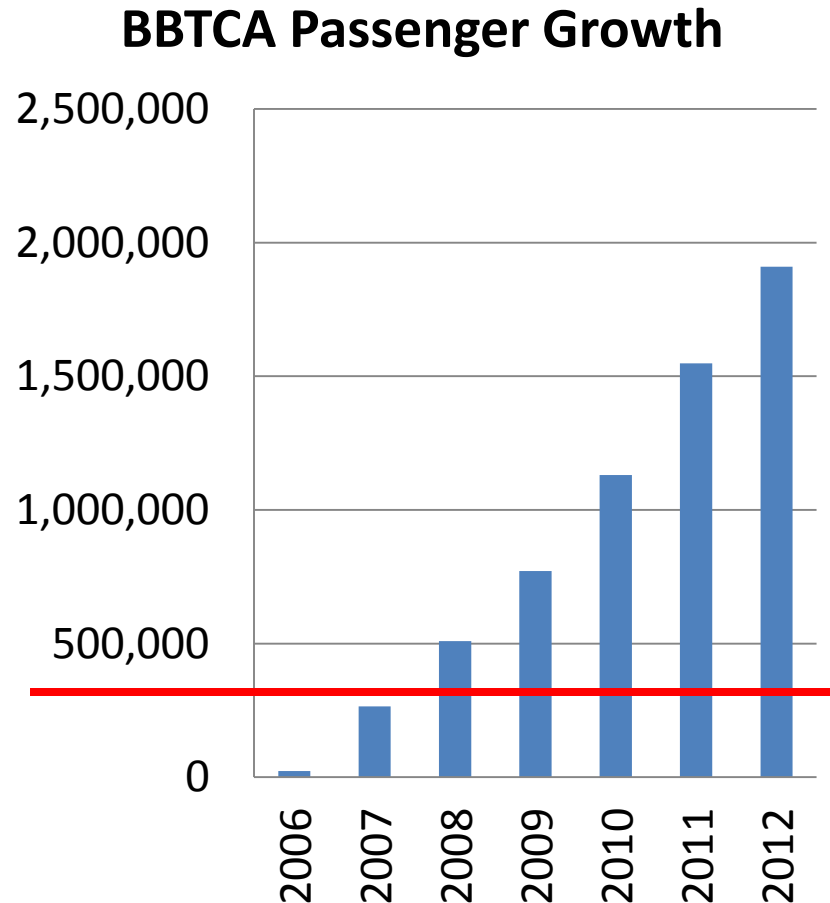
This report provides: (i) a preliminary overview of the issues related to Porter Airlines' request, (ii) a high-level work program outlining work to be undertaken by staff and (iii) an estimate of the overall consultant costs to complete the proposed work program.

The review of Porter Airlines' request will be a complex undertaking requiring the expertise of outside consultants and cooperation of the Toronto Port Authority and Transport Canada. The review must be comprehensive in its approach and consider the overall impacts of airport expansion, not only the requests that have been put forward by Porter Airlines. Consultation with the signatories to the Tripartite Agreement, the local community and airport stakeholders is essential to the completion of the review. Staff estimates that the cost to complete Phase 1 of the review is \$225,000 to \$275,000 which will be funded by Porter Airlines. Phase 2 of the review is estimated to cost between \$800,000 and \$1M which is currently unfunded.

The recommendations contained within this report are in addition to the recommendations adopted by Executive Committee on April 23, 2013.

# Passenger Volumes

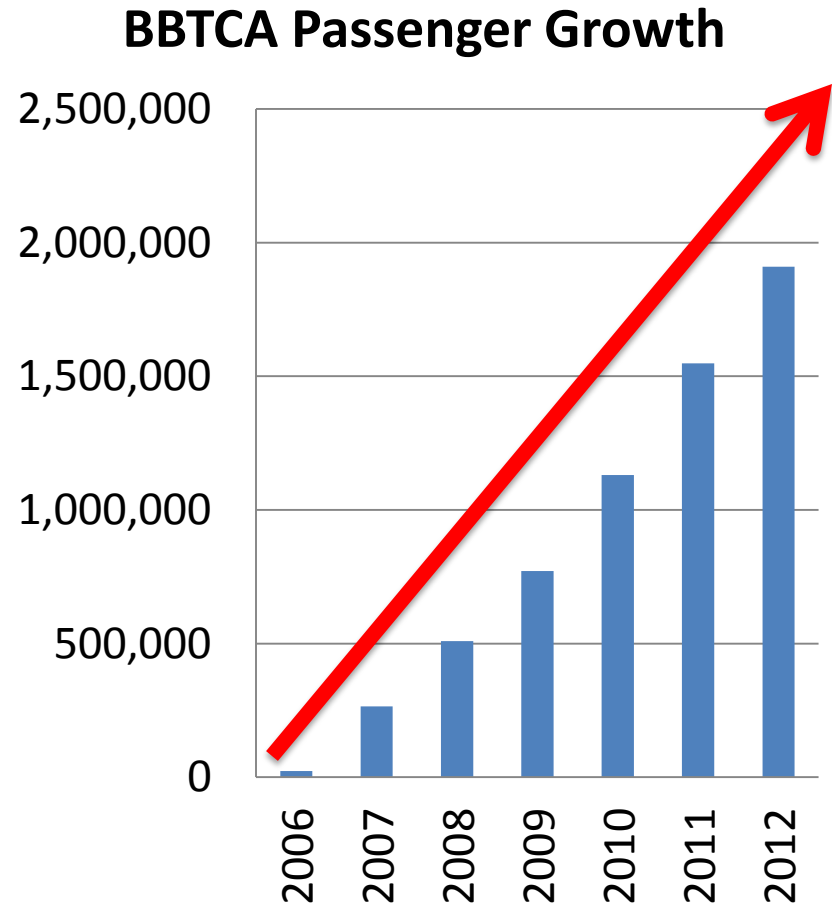
- Passenger volumes has increased significantly since Porter Airlines began operations in 2006.
- Pearson has also experienced growth in passenger volumes during the same time period (29M to 34M)



Source: HLT/Statistics Canada

# Passenger Volumes

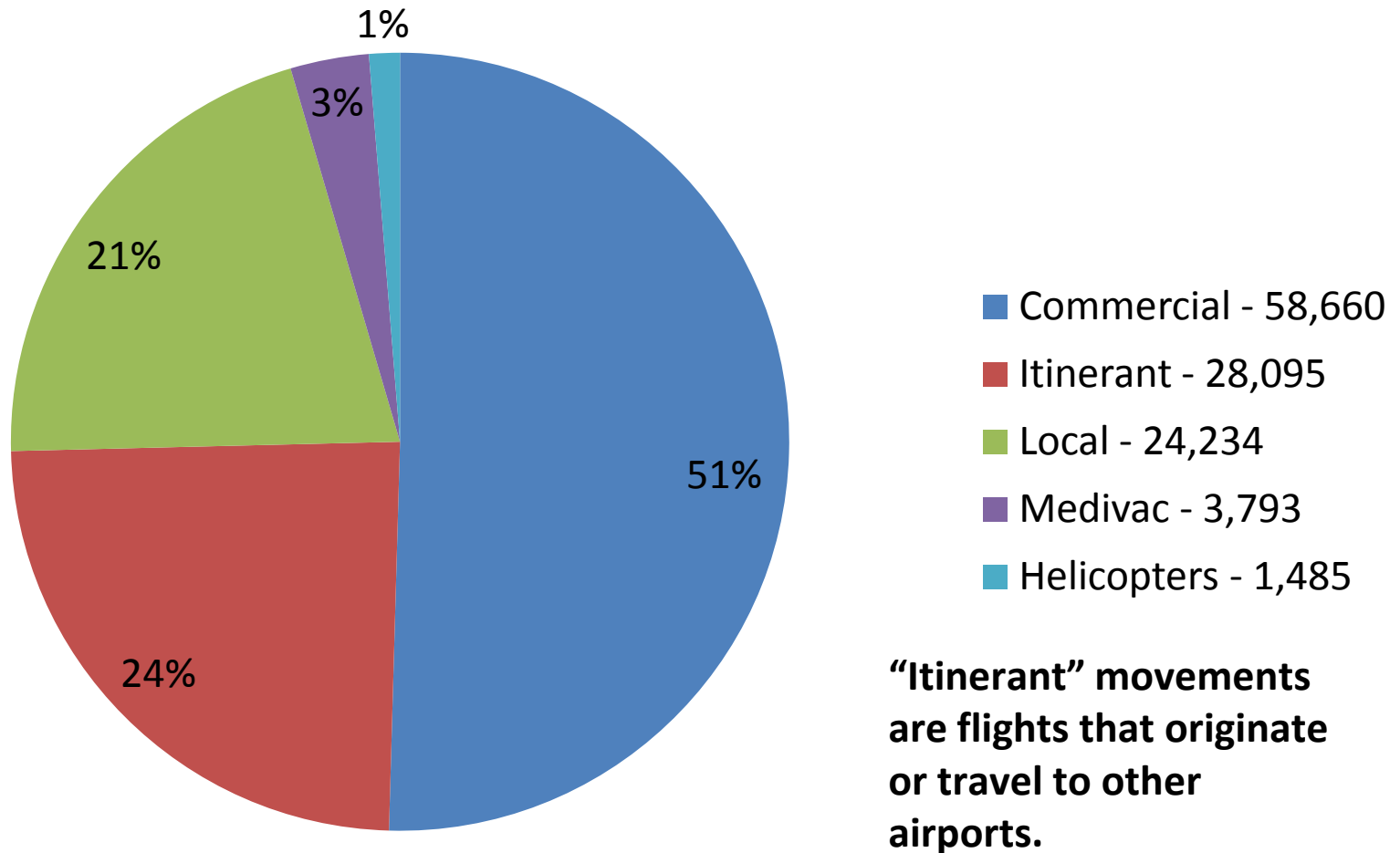
- Assessing overall passenger volumes and peak hour volumes are key to addressing ground-side traffic congestion and operation issues.
- Our consultants will have accurate numbers by the end of June.



Source: HLT/Statistics Canada

# 2012 BBTCA Flight Movements

**2012 BBTCA Flight Movements: 116,267**



# City's Review of Porter Proposal

- City staff are aware of the growing impact of the airport on its context.
- City staff proposed a two phase review of the request from Porter Airlines
- Staff will submit an information report to the July 3<sup>rd</sup> Executive Committee meeting.
- This report will not contain any recommendations on the proposal from Porter Airlines.
- Review of the proposal is still underway.



# Work Program

## Process for Reviewing the Porter/BBTCA Proposal:



### We Are Here

- Preliminary review of issues and technical information.
  - Robust public and stakeholder consultation process.
  - Identification of key issues requiring further analysis by staff and consultants
- Requires City Council approval to proceed with this phase.
  - Further analysis
  - Follow-up with TPA and Transport Canada
  - Development of City staff position and recommendations.
- Recommendation on whether or not to amend Tripartite Agreement.
  - May include conditions of amendment.

# Phase 1 Timeline

	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		◆	◆	◆	◆	◆	◆			
Townhall Meeting							◆			
Report on Phase 1 Findings							◆			
Executive Committee								◆		
City Council									◆	

We Are Here

# Key Directions – Intergovernmental

- Confirm interest from the TPA and Federal Government to review Porter Airlines' proposal, provide information and work cooperatively.
- Secure funding for Phase 1 from TPA.
- Request funding for Phase 2 from TPA.

# Key Directions - Legal

- Outline the approval process for amending the Tripartite Agreement.
- Advise on removing the jet ban vs. excluding the CS-100 aircraft
- Evaluate existing commercial and general aviation operations conform to Tripartite Agreement.
- Evaluate implications of the “Open Skies” agreement

# Key Directions - Aviation

- Impacts of Runway End Safety Area (RESA) standards on Porter proposal.
- Evaluate overall capacity of the airport.
- Evaluate physical and operational requirements of CS-100 aircraft.

# Key Directions - Economic

- Evaluate general economic impacts and opportunities related to request.
- Conduct preliminary analysis of economic impacts on maritime, aviation and other uses including manufacturing sector.
- Evaluate impact on Port Lands-based film studios and film industry
- Peer review of Waterfront Toronto and TPA economic impact studies.



# Key Directions - Planning

- 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 policy context.
- Evaluate land-side constraints and impacts.
- Evaluate impact on emergency services.

# Key Directions - Consultation

- Consult with TDSB, Waterfront Toronto, TRCA, GTAA (Pearson), NAV Canada and other aviation industry stakeholders.
- Conduct a public and stakeholder consultation process.

# City Council also confirmed that the review must:

- Exclude expansion of the airport into Toronto Island Park system.
- Exclude runway or MEZ extension as currently configured that would affect the Western Channel.
- Exclude any changes to existing noise standards for individual aircraft and NEF contours currently in place in the Tripartite Agreement.

# Key Directions - Procurement

- Authorize City staff to retain expert consultants on a sole-source basis
- Direct staff to retain a Fairness Monitor to oversee the procurement process.

# Progress to Date

- Retained Consultants to Assist with Review:  
Fairness Monitor: JR Campbell and Associates  
Aviation: AirBiz Aviation Strategies Inc.  
Economic Impact: HLT Advisory Inc.  
City Planning: Urban Strategies Inc.
- Consultants will provide preliminary review results by June 21<sup>st</sup>. Reports will be available to the public for review and comment on the project website.

# Progress to Date

- Work underway:
  - Aviation issues
  - Economic impact and stakeholder interviews
  - City Planning issues
- Work to started and completed in July/August:
  - Environmental impact (including noise and air)
  - Navigation (Inner Harbour & Western Channel)
  - Transportation & Traffic impact
  - Public and Stakeholder consultation



# Fairness Monitor

## JR Campbell & Associates

- City Council directed staff to retain a Fairness Monitor to observe and report on the procurement of consultants.
- All consultants were required to declare that they do not have a conflict with any airport-related stakeholders, airlines, or waterfront stakeholders.
- Fairness Monitor will submit a report on their observations as part of the September staff report.

# Aviation Consultant

## AirBiz Aviation Strategies Inc.

- Retained in 2010 by the City to complete a peer review of TPA's slot study.
- Focus of review:
  - Capacity of the Airport
  - Examination of CS-100 aircraft (and similar aircraft) and infrastructure requirements to support the aircraft

# Aviation Consultant

## AirBiz Aviation Strategies Inc.

- Potential noise and environmental issues
- RESA standards
- Impacts on General Aviation
- Impacts on air navigation to/from Pearson
- Cost of airport expansion
- Examination of other waterfront/urban airports.

# Finding: Comparable Aircraft

Bombardier CS-100	Mitsubishi MRJ70/90	Embraer E170/190	Boeing 737Max	Airbus A320NEO
In Testing	In Testing	In Development	In Development	In Development
110 Seats	92 Seats	78/98 Seats	110-126 Seats	107-124 Seats
PW Engine	PW Engine	Geared Turbofan	Unknown	Geared Turbofan
In service 2014	In service 2015	Approx. 2020	In service 2017	In service 2015

Geared Turbofan engines are the next generation in engine design resulting in less fuel consumption, air pollution, and engine noise.

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Next Generation Aircraft that may meet the Performance and noise profile of the CS-100.  
*(subject to testing and certification)*

# Economic Impact Consultant HLT Advisory Inc.

- Focus of review:
  - Peer review of TPA and Waterfront Toronto Economic Impact studies
  - Interviews and data collection from commercial airlines serving Toronto
  - Examination of incremental growth at BBTCA

# Economic Impact Consultant HLT Advisory Inc.

- Examination of other cities with international and regional airports
- Examination of city-pair information, analysis of rail link impact, interviews with key industry sectors
- Summarize qualitative and quantitative impacts of jet aircraft at BBTCA.



# City Planning Consultant

## Urban Strategies Inc.

- Retained Urban Strategies Inc. to assist City Planning staff with review.
- Focus of review:
  - Review of policy framework and existing and planned context of airport
  - Literature review of prior reports on the airport
  - Development of evaluation framework for airport expansion that addresses: waterfront revitalization, transportation, natural and physical environment, public realm and built form, lake filling, scale and expansion of airport operations.

# BBTCA & Eireann Quay Strategic Transportation Study

- Study will be incorporated into the Porter/BBTCA review in July upon completion of airport capacity review.
- Groundside traffic and transportation management for existing passenger volumes is a key issue that must be resolved.
- Report in the Fall after Phase 1 is completed.

# Consultation Strategy

- Correspondence sent to the May 7th & 8th City Council meeting will be included in the consultation record.
- Phase 1 report targeted for the September/October Executive Committee meeting to allow for public and stakeholder consultation between June and September.
- Results will be summarized in the report to the Executive Committee.

# Consultation Strategy



# Consultation

- City will host a project website that will contain all consultant reports and background documents, submissions from the public and stakeholders, key dates for public and stakeholder input, and staff contact information.
- Website Address:  
[www.toronto.ca/bbtca\\_review](http://www.toronto.ca/bbtca_review)

# Key Upcoming Dates – Phase 1

- June 26<sup>th</sup> – Information Report Released
- July 3<sup>rd</sup> – Executive Committee
- July to Sept – Consultation
- September 4<sup>th</sup> (tentative) – Townhall Meeting
- September/October – Executive Committee
- October/November – City Council

# Staff Contacts

For Project Updates and Information:

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Website: [www.toronto.ca/bbtca\\_review](http://www.toronto.ca/bbtca_review)

# Questions & Comments?

