

# Public Consultation on the Use of Jets at Billy Bishop Toronto City Airport

The City has created this Information Booklet for your use.  
You can also find this booklet and additional information at:

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



*Aerial view of Billy Bishop Toronto City Airport*

# Introduction



Entrance to Billy Bishop Toronto City Airport  
Ferry Terminal

The City of Toronto is reviewing a request to permit jet-powered aircraft operations at Billy Bishop Toronto City Airport (BBTCA). The City is investigating potential benefits, opportunities, issues and challenges that might result from allowing jets or further expansion of the BBTCA.

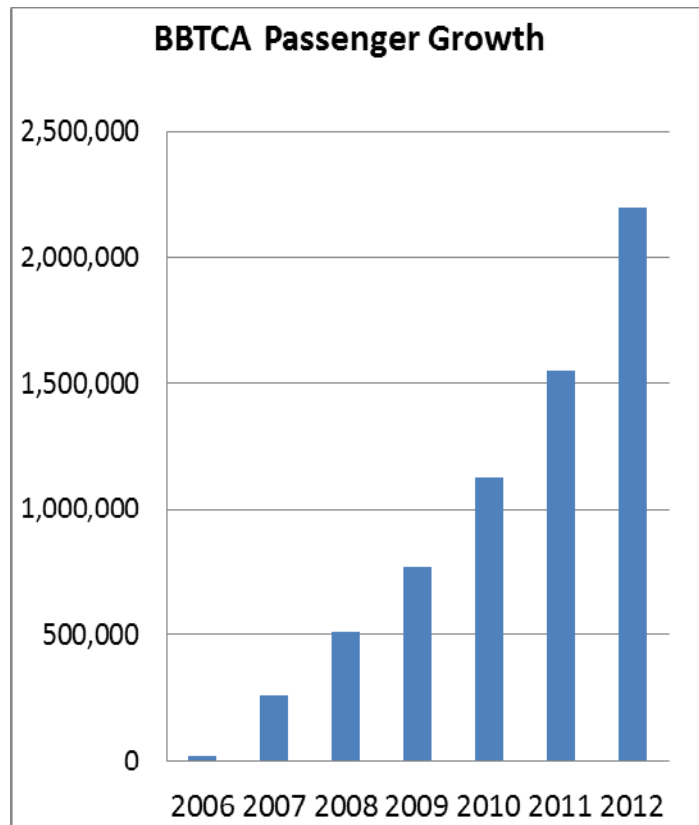
The City is undertaking a consultation process to assess how changes to the airport may affect the overall City of Toronto, the communities around the airport, and the revitalization initiatives across the waterfront area.

## History

- 1939 Toronto City Centre Airport opened as the Port George VI Airport.
- 1983 The Tri-Partite Agreement governing the airport was signed by the City of Toronto, the Federal Government, and the Toronto Harbour Commission. It contained key conditions on strict noise controls for flights, a ban on jet aircraft, and the agreement that runways would not be extended or a fixed link built to connect the airport to the mainland.
- 1985 The Tri-Partite Agreement was amended to permit the operation of DeHavilland Dash 8 aircraft.
- 1995 The *Toronto City Centre Airport Viability Study* indicated that certain constraints in the Tri-Partite Agreement should be relaxed to allow jet-powered and other aircraft meeting approved noise emission standards.
- 2011 Toronto City Council approved the construction of a fixed link—pedestrian tunnel - to the Toronto City Centre Airport.
- 2013 The City of Toronto Executive Committee agreed to review the use of jets at BBTCA—with a staff report on potential effects due in December 2013.

# Background

- The City has been asked to consider allowing jet-powered aircraft at BBTCA.
- This proposal could have positive and negative effects on waterfront activities, near-by communities, the natural environment and our local economy.
- Currently both Porter Airlines and Air Canada operate out of BBTCA.
- Passenger volumes at the BBTCA have increased significantly since 2006.
- This increase in passenger volume has stressed the airport's facilities, local street traffic and other community infrastructure.
- The island airport is currently allowed to have 202 flights a day.
- The flights are restricted to hours between 6:45 a.m. and 11 p.m.
- Jets are currently not permitted.
- The City is considering future options for the Airport that will adapt to the changing needs of the City and its residents.



NB: Numbers include connecting passengers

# The Work Program

On May 6, 2013 City Council directed staff to initiate a review to identify potential benefits, concerns and opportunities associated with jet operations at BBTCA. A decision by Council is expected in December 2013.

	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Preliminary Analysis (Aviation, Economic, Land Use, Community, Marine Navigation, Coastal and Habitat Assessments, Public Health and transportation)	*	*	*				
Information Report to Executive Committee		*					
Public and Stakeholder Consultation	*	*	*	*			
Town Hall Meetings				*		*	
Update Report to Executive Committee				*			
Final Report to Executive Committee							*
Final Report to City Council for Decision							*

## Technical Studies

A series of Technical Studies have been initiated and will examine topics related to:

- Aviation (noise, safety and infrastructure)
- Economic Impacts
- Land Use and Community Impacts
- Marine Navigation, Coastal and Habitat Assessments
- Public Health Impacts
- Transportation Impacts

## Following are the preliminary results for the technical studies:

### Aviation

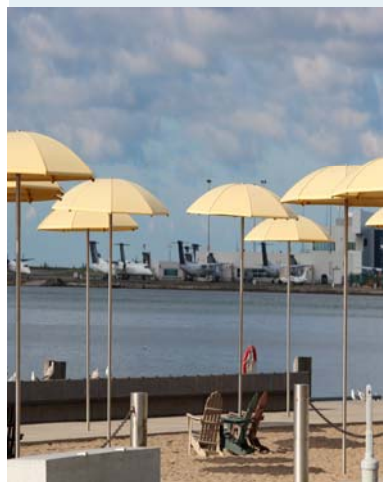
- The Bombardier CS-100 aircraft is being considered for use at BBTCA —the first of several comparable aircraft to enter the market.
- BBTCA would require a longer runway to accommodate the proposed jets.
- A lift of the ban on jet aircraft would allow very light jets to operate on the existing runway. Runway lengthening is required to allow for narrowbody aircraft, such as the CS-100.
- Introduction of CS-100 operations would not substantially increase annual passenger capacity (15%), but it could significantly increase the peak hours (40%).
- This type of aircraft requires a steeper approach in order to maintain clearances outside of the marine exclusion zones. This is typical in other urban airports and subject to Transport Canada approval.
- Air travel noise is measured in three phases— Approach, Take-Off and Flyover and is presented as an average.
- CS-100 aircraft are expected to meet noise levels as an average but additional studies are required to confirm the average and specific noise levels for each of the phases.
- The proposed expansion project will not affect general aviation, including Medivac flights.
- It is not anticipated that passenger volumes at Pearson Airport will be negatively affected.

### Economic Impacts

- Both Pearson Airport and BBTCA have experienced passenger growth since 2006.
- There is potential for more passengers and destinations using jets.
- The City is considering permission for jets (with advanced noise reduction technology) similar to the proposed CS-100.
- BBTCA is generally viewed as a convenience by corporate customers and those residents who make regular use of the airport.
- If jets are permitted, spending by visitors travelling through BBTCA is estimated at between \$68 million to \$134 million annually (taking into consideration overnight stays, business/leisure customers).



*Plane sitting on runway at BBTCA*



*View of planes at BBTCA from HTO Park West*



*Ferry approaching BBTCA*





*Little Norway Park looking towards the City*



*Queens Quay and Eireann Quay street lights looking east*



*Wharf at HTO Park West*

## Land Use and Community Impacts

- While the airport lands are designated *Parks and Natural Areas*, the Official Plan permits the airport provided that it operates in accordance with the lease between the City, the Port Authority and the Government of Canada.
- The policy states that any change to the lease agreement must not result in “any adverse impact on the surrounding residential and recreational environment”
- The Central Waterfront Plan has four key principles for revitalizing the waterfront: removing barriers and making connections; creating a network of waterfront parks and public spaces; promoting a clean and green environment; and developing diverse new communities.
- While the airport sits within a mixed use area where conflicts arise, it also provides a convenient and accessible choice for Toronto residents and businesses.
- Local ground side improvements would be necessary to accommodate additional passengers and better manage impacts.

## Marine Navigation, Coastal and Habitat Assessment

- Runway extensions could represent an opportunity to improve the aquatic habitat for fish around the ends of the runway.
- A western runway extension could be an opportunity to enlarge the sensitive dune environment of Hanlan's Point Beach.
- Migratory and resident birds could impact aircraft navigation.
- Fish habitat improvements may result in increased bird activity in the area, requiring a wildlife management strategy.
- A wildlife management plan needs to be developed that includes strategies to address impacts to resident birds, specifically, the cormorant colony at Tommy Thompson Park.
- The proposed runway extension would have no additional effect on the navigation of recreational, ferry, or shipping vessels.

## Public Health Impacts

- A Health Impact Assessment is now underway.
- The study will evaluate impacts associated with air pollution, noise and traffic on the physical, mental, and social health of the nearby communities.

## Transportation Impacts

- Approximately 48% of passengers travel to/from the airport by taxi and 20% by car.
- Peak hour numbers of vehicles (May 2012 data):  
    Inbound - 245 AM, 255 PM  
    Outbound- 220 AM, 325 PM
- A significant number of airport passenger trips are to/from the downtown area.
- 49% of taxi users are very likely, or somewhat likely, to switch to the shuttle bus service in order to access an off-site taxi location.
- Work on the pedestrian tunnel began in March 2012 and is expected to be completed by Spring 2014. The capacity of the tunnel is expected to be 1,066 passengers per hour each way.
- Ferry service will continue to operate at a reduced frequency.



Taxi staging at BBTCA



Male and female mallard ducks in Toronto Harbour



Aerial View of BBTCA from the CN Tower  
Source: Cockx, Raphael. "Toronto Islands airport from the CN Tower" May 31, 2008. Online image. Flickr. August 26, 2013.



Toronto City View with green navigational buoy in Toronto Harbour

## Get Involved

**You can provide the City with your comments in various ways:**

- Join us online at [www.toronto.ca/bbtca\\_review](http://www.toronto.ca/bbtca_review)
- Get more information and complete an online survey.

## Consultations

The City is asking the people of Toronto for their views on potential changes at the BBTCA. The consultation will provide information on the decision process, the various technical studies, and the key issues under consideration.

We look forward to including your feedback and input in this consultation process.

**Attend one of two workshops to talk with City staff and technical consultants and share your ideas:**

### **Wednesday, September 4, 2013**

Fort York - Blue Barracks Room  
250 Fort York Boulevard, Toronto M5V 3K9  
2 – 3 p.m. (Drop-in)  
3 – 5 p.m. (Workshop)

### **Monday, September 9, 2013**

Metro Hall - Rooms 308/309  
55 John Street, Toronto M5V 3C6  
6 – 7 p.m. (Drop-in)  
7 – 9 p.m. (Workshop)

**Join us at a Town Hall meeting that will include a presentation and discussion:**

### **Thursday, Sept. 19<sup>th</sup>, 2013**

Direct Energy Convention Centre, Exhibition Place  
Salon 105, 100 Princes' Blvd., Toronto, M6K 3C3  
6 – 7 p.m. (Drop-in) 7 – 9 p.m. (Presentation and Discussion)

**For more information, contact**

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