

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

The City of Toronto is holding a public consultation on a request to permit jet airplanes at Billy Bishop Toronto City Airport (BBTCA).

The focus of the consultation will be to assess how changes to the airport would impact the City, including the ongoing revitalization of our waterfront, and the nearby communities on the water's edge.

We want your input!

Background

The City of Toronto is reviewing a request to permit jets at BBTCA. The current lease agreement between the City of Toronto, Government of Canada and the Toronto Port Authority does not permit aircraft of this type. The City is investigating potential benefits, opportunities, issues and challenges that might result from allowing jets or further expansion of the BBTCA.

- Currently, both Porter 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 flights are restricted to hours between 6:45 a.m. and 11 p.m.

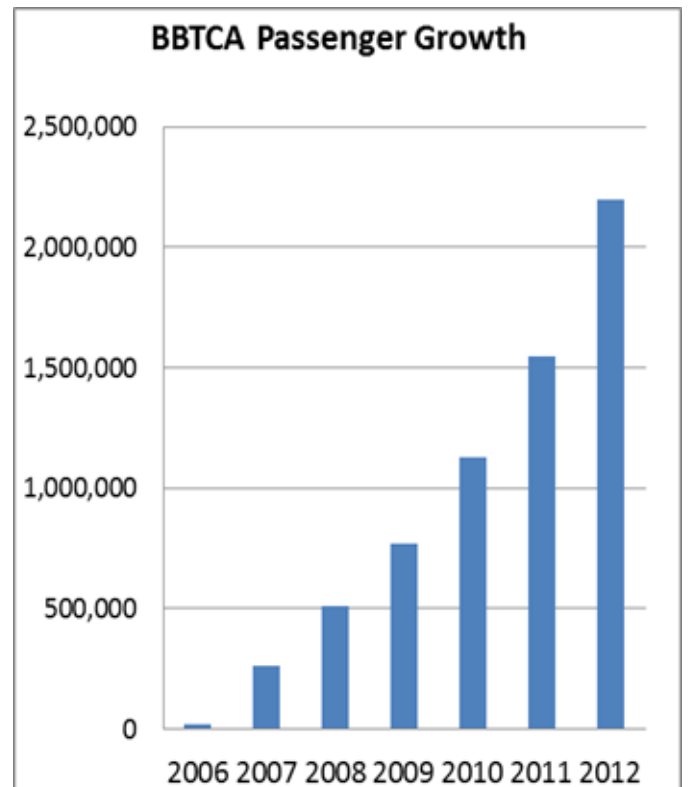


Aerial view of BBTCA

Issues to be Examined

A series of technical studies have been initiated and are examining issues 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



Note: Numbers include connecting passengers

History of the Airport

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 contained 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.



Entrance to Billy Bishop Toronto City Airport Ferry Terminal



View of planes at BBTCA from HTO Park West



Cars unloading at BBTCA

Consultation

The City is asking for input from the people of Toronto on their views for the future of the Airport. The consultation will inform the public and stakeholders about the decision process, the various technical studies, and the key issues under consideration.

You can provide the City with your comments in various ways. Get Involved:

- Learn more and submit a survey online at www.toronto.ca/bbtca_review
- Attend a public workshop or town hall event
- Submit your comments directly to the City at the contact details below.

Workshop

Wednesday Sept. 4th, 2013
Fort York – Blue Barracks Room
 250 Fort York Blvd, Toronto
 2 – 3 p.m. (Drop-in)
 3 – 5 p.m. (Workshop)

Workshop

Monday Sept. 9th, 2013
Metro Hall – Rooms 308/309
 55 John Street, Toronto
 6 – 7 p.m. (Drop-in)
 7 – 9 p.m. (Workshop)

Town Hall

Thursday Sept. 19th, 2013
Direct Energy Convention Centre, Exhibition Place – Salon 105
 100 Princes' Blvd., Toronto
 6 – 7 p.m. (Drop-in)
 7 – 9 p.m. (Presentation and Discussion)

For additional information:

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