

# Island Airport Update

Public Consultation on safety requirements at the Billy Bishop Toronto City Airport

## New Airport Safety Regulations

There is a new federal airport safety requirement that must be met at all airports, including Toronto's island airport: the Billy Bishop Toronto City Airport (BBTCA). The requirement is called the Runway End Safety Area (RESA) regulation.

Runways already have regulated safety areas. This new regulation requires the regulated safety areas to extend even further. The intention of RESA is to reduce the severity of damage to an aircraft if it overshoots or overruns the runway.

Transport Canada (the federal agency responsible for transportation policies and programs) has identified three ways airports can meet RESA requirements:

- Prepare natural, compacted open areas (at Toronto's island airport, this requires lakefill)
- Install an engineered material designed to decelerate an aircraft
- Shorten the runway's "declared distance" (shorten the runway)



Natural, compacted open areas (like soil or grass)



Engineered Materials Arresting System

## How is the City of Toronto involved?

Toronto's waterfront is transforming, and the benefits influence our city's prosperity and our quality of life. Every day, we see the revitalization principals from the City of Toronto's 2003 Central Waterfront Plan being realized. We're removing barriers and making connections, building a network of spectacular waterfront parks and public spaces, promoting a clean and green environment, and creating dynamic and diverse communities.

The island airport is part of Toronto's waterfront. What happens at the airport is of significant interest to the City of Toronto.

## How is the island airport governed?

PortsToronto is the owner and operator of the island airport. The airport is governed by a Tripartite Agreement between PortsToronto, the City of Toronto, and Transport Canada. Each signatory to the Tripartite Agreement owns part of the 85 hectares on which the airport sits. The Tripartite Agreement was signed in 1983 and serves as both a lease and an operating agreement. It prohibits the signatories from any actions that would interfere with the safe use and operation of the island airport.

The Tripartite Agreement also prohibits lake filling. An amendment to the Agreement would be required to specifically allow extensions of the land at both ends of the main runway. PortsToronto has also indicated that it would like an extension to the Tripartite Agreement to provide time to generate the revenue required to pay for the changes required by RESA.

## Learn more & Share Your Thoughts



Scan the QR code to learn more about the City's Public Meeting on Tuesday, September 24, 2024 and to complete the online survey

## Considering RESA options from the City of Toronto's perspective

The three public actors that have signed the Tripartite Agreement — Transport Canada, PortsToronto, and the City of Toronto — each have different mandates and responsibilities.

The City of Toronto, the fourth largest city in North America, is unique among the signatories in that its responsibility and mandate is to deliver a high quality of life for residents, businesses and visitors.

There are many factors the City takes into account when it considers the RESA options, including (but not limited to):



**Waterfront revitalization.** Over the last 20 years, there have been multi-billion dollar public investments in the revitalization of Toronto's waterfront by the Government of Canada, the Province of Ontario, and the City of Toronto. Flood protection of the Port Lands and re-naturalization of the mouth of the Don River are fundamentally changing Toronto's waterfront and will bring thousands of more people to new homes, jobs, schools, community centres, parks, and public spaces.



**Principles from the Central Waterfront Secondary Plan.** These include; Removing barriers/Making connections; Building a network of spectacular waterfront Parks and public spaces; Promoting a clean and green environment; and Creating dynamic and diverse communities.



**City Planning policies related to the airport.** There is a Site and Area Specific Policy (SASP 194) in the City's Official Plan that states that the City of Toronto supports the continued use of the airport lands for aviation purposes in accordance with the terms of the Tripartite Agreement. The Official Plan also states that revisions to the Tripartite Agreement may be

undertaken, provided that the City is satisfied that improvements can be made without adverse impact on the surrounding residential and recreation environment.



**BBTCA contribution to the city's economic competitiveness.** An airport downtown facilitates business operations and the flow of goods and services. By offering direct access to major North American cities, it amplifies Toronto's profile. Travelers, whether for business or leisure, support the city's financial health and its economic development efforts by contributing to tax revenues and generating employment across various sectors.



**Recent efforts related to managing growth.** This includes the City's Bathurst Quay Neighbourhood Plan and projects at the airport such as the ground run-up enclosure (to address noise concerns), the taxi corral (to better manage traffic), the electric ferry and electric buses (to address pollution concerns), and the pedestrian tunnel (to reduce traffic surges).



**Priorities shared through previous public consultations.** Some people focus on the benefits BBTCA provides the city, including preserving good jobs close to growing residential areas, and the convenient access from the Downtown core. There are also those who express concerns about the compatibility and impacts of the airport — including traffic, noise, pollution, etc. There are people who want to see other uses for the land on which the BBTCA sits, such as parks and housing. Climate change also needs to be considered.



A closer look at RESA options

PortsToronto considered six options for complying with RESA. Two were not considered feasible because commercial air service would no longer be viable, including reducing the length of the runway and reconfiguring the runway threshold area.

The four options that PortsToronto is currently considering include:

- Engineered Materials Arresting System (EMAS)
- **RESA 1:** Minimum Landmass to meet the regulatory requirement
- **RESA 2:** Additional Taxiway
- **RESA 3:** Additional Airside Roads, Sound Barrier + Underground Utility Corridor

The table to the right highlights some of the differences between the options that involve extension of the airport landmass and lakefilling.

Differences between RESA options\*

		RESA 1	RESA 2	RESA 3
		Minimum Landmass	Additional Taxiway	Additional Airside Roads, Sound Barrier, Underground Utility Corridor
West End	Lakefill volume	7,850m <sup>2</sup>	11,800m <sup>2</sup>	12,800m <sup>2</sup>
	Landmass length	54m	82m	82m
	Landmass width	145m	145m	150m
East End	Lakefill volume	6,100m <sup>2</sup>	11,300m <sup>2</sup>	32,700m <sup>2</sup>
	Landmass length	54m	52m	66m
	Landmass width	135m	160m	270m
Impact on Marine Exclusion Zone		None	None	None

\* For more details on PortsToronto’s analysis of the options, see PortsToronto’s website [www.safequiet.ca](http://www.safequiet.ca).





## RESA 2 Additional Taxiway

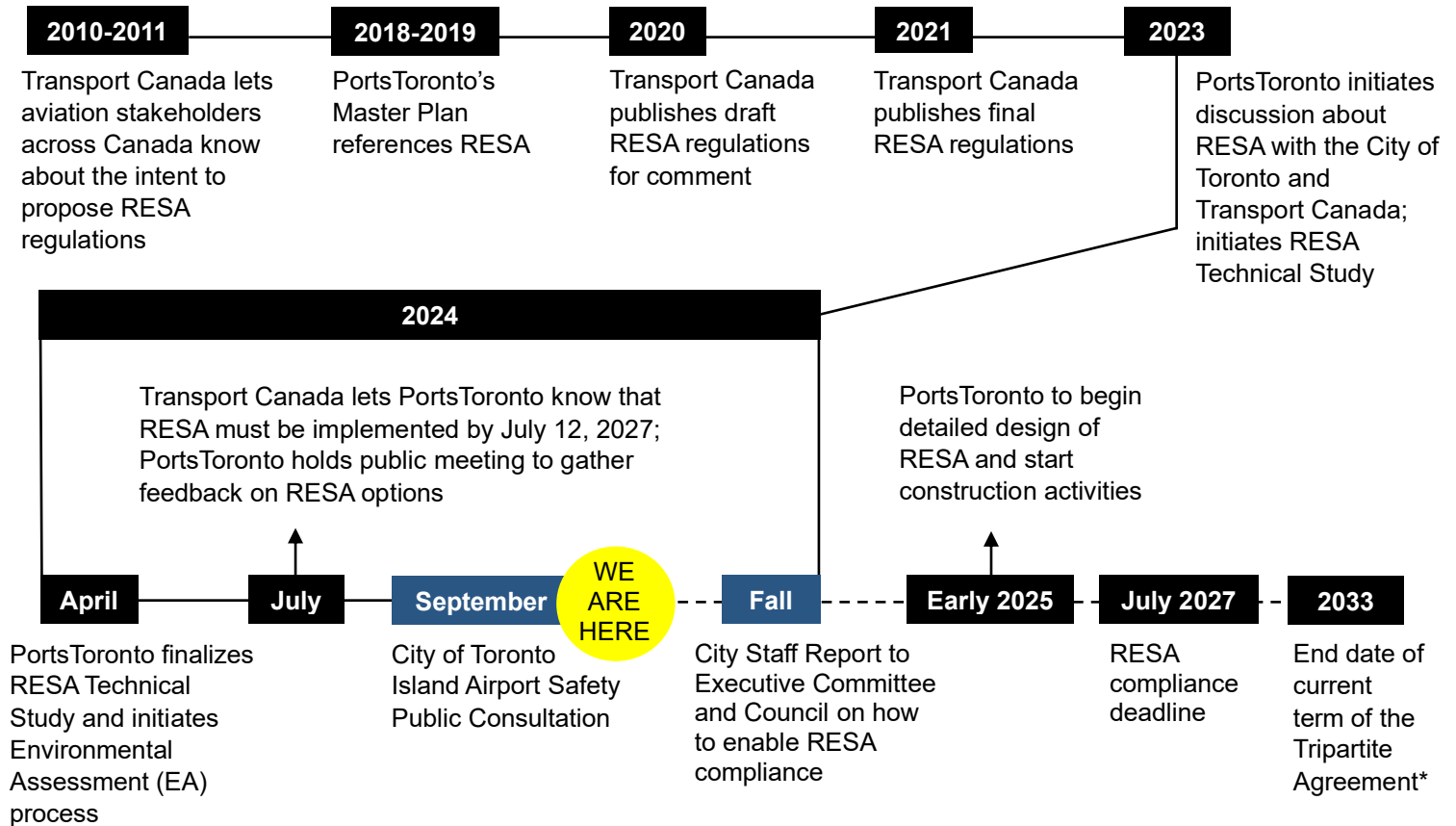


## RESA 3 Additional Airside Roads, Sound Barrier, Underground Utility Corridor





## RESA Timeline



\* The Tripartite Agreement has been amended twice since it was originally signed in 1983, once in 1985 to permit the introduction of the Q400 aircraft (which fly out of the island today) and a second time in 2003 when a fixed link to the island airport was being considered. The pedestrian tunnel construction did not require an amendment.

## Questions for You

1. What do you see as the top 1-2 factors for the City to consider when reviewing the Runway End Safety Area (RESA) options? Why?

*Potential factors could include: waterfront revitalization, environmental impact, timing, cost, other?*

2. In the coming months, the City of Toronto will be engaging with PortsToronto as it updates its plans for how the island airport will operate and function in the future. What kind of issues do you think should be considered during this discussion? What is your overall vision of Toronto's waterfront?

## Next Steps

City of Toronto staff will submit a report to the City's Executive Committee and City Council this Fall regarding RESA. Public consultation feedback will be included in the report.

PortsToronto has noted that City Council decisions that would enable RESA compliance are needed in the fourth quarter of 2024 in order to provide enough time so that construction of RESA can be complete by Transport Canada's mid-2027 deadline.



For more information, visit the project website by scanning the QR code or contact: Meg St John, Waterfront Project Manager, Waterfront Secretariat, City Planning Division, City of Toronto, [Meg.StJohn@toronto.ca](mailto:Meg.StJohn@toronto.ca)