Charles Sousa
Member of Parliament
Mississauga—Lakeshore

July 7, 2026 — Mississauga, ON

Statement on Billy Bishop Airport

Thank you for reaching out about ongoing deliberations regarding a possible redevelopment proposal for Billy Bishop Toronto City Airport.

To be clear, any changes to Billy Bishop's operating environment would require the unanimous agreement of all three signatories to the Tripartite Agreement— Ports Toronto, the City of Toronto, and Transport Canada. Not only that, but even if the Government of Ontario were to move to remove the City of Toronto as a partner or to otherwise alter the agreement, unanimous consent of all remaining partners, including Transport Canada, would still be required and we have been clear that the City of Toronto would be preserved as an essential stakeholder and meaningfully consulted throughout any potential re-development process.

Regarding my position on any future redevelopment:

- I would not support an expansion process that would reduce parkland or the public's access to the waterfront. The waterfront belongs to the community.
- I would not support an expansion process that does not directly and credibly address concerns raised about noise, air quality, environmental protection, recreation space, and the balance of uses on the waterfront.
- I would not support an expansion process that increases emissions or fails to meet meaningful environmental standards.
- I would not support an expansion process that diminishes Hanlan's Point's sensitive ecosystem.
- I would not support operational changes at Billy Bishop until they have been tested against proper standards.

Regarding what has been proposed/discussed:

- At this time, there is no business plan or formal proposal to evaluate.
- The Toronto Port Authority confirmed that the agency has done preliminary studies but has not completed a final business case, which will not be ready for another six to twelve months.
- In the meantime, the federal government has opened a formal public consultation, which is ongoing until July 24, with the explicit intention of hearing from community stakeholders. These consultations will help inform the Government's opinion on the expansion.

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Regarding what has taken place so far:

- The extension in the Runway End Safety Area (RESA) is a federally mandated safety requirement with a Transport Canada deadline of July 12, 2027, which will add safety zones at each end of the existing runway for aircraft already using the airport.
- This work was endorsed by Toronto City Council in October 2024 and formally agreed to by all three Tripartite signatories (Ports Toronto, the City of Toronto, and Transport Canada) on January 28, 2025.
- This safety project is not a tool for expansion.

T
he bottom line:

- I acknowledge and share concerns that redeveloping Billy Bishop may not fully align with our community's views and vision for the waterfront.
- I was born and raised on our waterfront. It is a place I cherish. We share a collective responsibility to protect this area for generations to come.

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