



Julie Dzerowicz
Member of Parliament / Députée
Davenport



June 19, 2026

Where I stand on Billy Bishop

Davenport Friends and Neighbours,

I know that there has been some conversation and more questions around the future of Billy Bishop. I wanted to share with you my latest statement.

I want to be clear, in a few short statements, about where I stand on any future expansion of Billy Bishop Toronto City Airport. There has been a lot of noise on this file and a lot of deliberate political positioning. Here is my position in a few words.

One. The waterfront belongs to Torontonians. I will not support any expansion that reduces parkland or that takes away from the public's enjoyment of the waterfront.

Two. I will not support any expansion that increases emissions or fails to meet meaningful environmental standards. I have been clear about this from the beginning, and I will be clear about it at the end.

Three. I will not support any expansion that does not directly and credibly address the concerns constituents have raised about noise, air quality, environmental protection, recreation space, and the balance of uses on the waterfront.

Four. I will not support any expansion that diminishes Hanlan's Point. That community, that ecosystem, and that beach are irreplaceable.

Five. I will not support any operational changes at Billy Bishop until they have been tested against the five standards I laid out in [my June letter](#) to constituents.

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Six. Federal consent to any change in the operating environment of Billy Bishop requires the unanimous agreement of all three signatories to the Tripartite Agreement, and two of those three signatories are federal. That gives the federal government real influence on this file, and I intend to use my voice to make sure that influence is exercised in the interest of Torontonians.

Toronto has 23 of the strongest champions for this city at the federal level, and we take that responsibility seriously.

I also believe firmly that the City of Toronto must remain a key voice on any decision about Billy Bishop going forward. One cannot have a real conversation about Toronto's waterfront without the City of Toronto. [I have said this in my letters, in my interviews, and I will keep saying it.](#)

On the so-called plan

I want to be direct. There is no plan. There is no business plan. There is no proposal. Prime Minister Carney [said on June 4](#) that he has not formed an opinion on the expansion because the full consultation process has not been completed. Toronto's Mayor has [publicly said the same thing](#), that she has not seen any clear plan from the Toronto Port Authority. And the Toronto Port Authority's own CEO [confirmed under questioning at a Queen's Park committee](#) that the agency has done preliminary studies but has not completed a final business case, and that the business case will not be ready for another six to twelve months.

There are statements of intent from the [Ontario Premier \(who also said there is no plan\)](#). There are early ideas being floated by parties who would benefit from a particular outcome. None of that is a plan.

The CEO of Ports Toronto has himself said [publicly that the business case is six to twelve](#) months away.

When municipal politicians, provincial politicians, or activist groups treat statements or ideas as if they were settled decisions, the effect is to inflame a debate and spread misinformation and disinformation. That is not in the public interest, and it is not how good waterfront decisions get made.

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The federal government has now opened a [formal public consultation](#) that closes July 24, with the explicit intention of hearing from Torontonians. The [online survey](#) is an important way to weigh in.

What has been approved: the runway safety extension

I also want to make a clear distinction that has been getting lost in the public debate. The [runway safety extension](#) (known as RESA, Runway End Safety Area) is a federally mandated safety requirement, with a Transport Canada deadline of July 12, 2027.

It is the addition of safety zones at each end of the existing runway for aircraft already using the airport, not an expansion to accommodate jets.

This work was endorsed by [Toronto City Council in October 2024](#) and formally agreed by all three Tripartite signatories (PortsToronto, the City of Toronto, and Transport Canada) on January 28, 2025. That is the safety project that is happening regardless of any expansion conversation.

On the worry I am hearing

I want to speak directly to the distress and the distrust. I hear it. I share it.

The fear I am hearing is not only that government will fail to get this right. The deeper fear, the one many of you have written to me about, is that a business plan will eventually be presented, consultations will be held, Torontonians will give their views, and those views will be set aside anyway. People in this city remember decisions that proceeded despite what residents wanted. That fear is legitimate, and I am not going to dismiss it.

Let me tell you who I am. I am a downtown Torontonian. I was born and raised in this city. The waterfront is not a file I have been briefed on. It is a place I have lived. I know its value, today and for generations to come.

My worry is your worry, and being worried is precisely what keeps me on guard and on top of this file.

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But I also want you to know this. For over a decade, the federal Liberal Members of Parliament from Toronto have delivered for this city: in housing, in transit, in the public realm, in waterfront investment, in the parks and the cultural institutions that make this city what it is.

We will continue to deliver. Toronto's waterfront will continue to be the gathering place, the playground, the natural refuge, and the economic engine it is, where Torontonians can keep enjoying the place that belongs to them.

My very best regards,



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