

**Toronto  
Port  
Authority**



**Administration  
Portuaire  
de Toronto**

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September 11, 2013

John Livey  
Deputy City Manager  
Toronto City Hall  
34<sup>th</sup> Fl. E., 100 Queen Street W.  
Toronto, ON M5H 2N2

Dear Mr. Livey:

**Re: Proposal from Porter Airlines to Expand Airport Operations at BBTCA and  
Request to Attend September 19, 2013 Town Hall Meeting**

Thank you for your recent letter.

I hope that you will agree that City staff have received the TPA's fullest cooperation to date in support of the assessment and report being prepared for Council's consideration relating to Porter's April 10, 2013 proposal (the "Porter Plan"). I believe it is fair to say that the TPA has done all that has been asked of it by City staff and Toronto City Council concerning the funding of monies, delivery of key reports and study inputs; including the engaging of our own consultants to assess the Porter Plan should we find ourselves in a position where we must begin a formal review of the proposal. The TPA is committed to continuing to promptly provide whatever assistance is required to meet the internal needs of the City.

We did, however, make clear our position from the outset on April 10<sup>th</sup> that the TPA will not consider any change of use to the airport until a determination is first made by the elected representatives on Toronto City Council regarding Porter's proposed changes to the Tripartite Agreement; with a particular focus on runway length and type of permissible aircraft. We recently stated during our Annual General Meeting held September 4<sup>th</sup>, that although this remains our position, some members of Council have asked us what our specific considerations would be should City Council decide to approve the Porter Proposal and refer it to the TPA and Transport Canada as the two other partners in the 1983 *Tripartite Agreement*.

One consideration is definitely the views of the citizens of Toronto, since they would make up much of the business case for the change of aircraft type. Without the interest and support of Torontonians in a jet service at Billy Bishop, there's no business case for the Porter Proposal. Which is why we asked Ipsos to add that very question to this year's annual TPA survey. The answer was 60% in favour and 37% opposed, which is not dissimilar to the 62-31 results we received when we asked Torontonians in 2009 what they thought about the proposed pedestrian tunnel.

The topic is a complicated one, and we understand why some members of City Council are looking to the TPA, as the airport's operator, for some insight regarding how we might tackle this important issue. As stated publicly, the TPA will outline early next month some of the benchmarks we will set should we find ourselves in a position of having to formally consider the Porter Proposal.

In the interim, the TPA is in the process of evaluating the two (2) runway extension options put forward by Porter: 168 metres and 200 meters. Our criteria for deriving a preference between the two proposals would include (in no particular order): i) safety, including the potential for a buffer in addition to any future Runway End Safety Area regulations, ii) impacts on the opportunity for noise mitigation, iii) impacts on marine activity, the MEZ and the Western Gap channel marker buoy movement, iv) efficiency of operations, v) impacts on wildlife, if any, and vi) opportunity to attract additional air carriers and/or aircraft types to the BBTCA in the foreseeable future. Based on our very initial assessment there may be valid points to consider for both options but we require more information to make an informed decision.

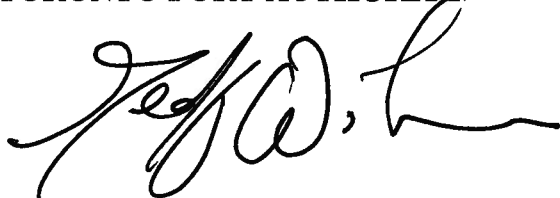
We understand that Transport Canada has agreed to review both options. The TPA, and to our understanding Transport Canada, will be guided further in our assessments by what direction the City will provide. The TPA will also take such direction on the option selected providing it receives approval from Transport Canada as to either or both proposals at some point in the future.

Should Council approve either or both alternatives to the Porter Plan as far as the two runway options are concerned, it should be noted the TPA is solely responsible for the airport's capital expenditure funding. As such the TPA would not execute any changes related to the expansion concepts until appropriate noise certifications for any new aircraft types have been achieved.

We thank you for your invitation to the September 19<sup>th</sup> Town Hall style meeting; however we decline to attend, and look forward to continuing to support staff's report to Council.

Yours truly,

**TORONTO PORT AUTHORITY**



Geoffrey Wilson  
President and Chief Executive Officer

cc: Mark McQueen, Chair Toronto Port Authority  
cc: Robert DeLuce, President and CEO, Porter Airlines  
cc: Michael Stevenson, Transport Canada