

**Toronto
Port
Authority**



**Administration
Portuaire
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As you may be aware, Porter Airlines recently proposed changes to Billy Bishop Toronto City Airport (BBTCA) to extend the runway length and change the permissible aircraft provisions. At the present time, only medevac jets are permitted at BBTCA under the Tripartite Agreement, which governs the airport's operations. The City of Toronto staff have undertaken a comprehensive study and review of the Porter proposal, as directed by City Council.

The Toronto Port Authority (TPA) has fully cooperated with City of Toronto staff with all information requests in regards to the airport's operation and we are committed to providing any assistance the City requires as the assessment process moves forward. At Council's direction, the TPA is providing the funding for the City's third party costs.

Since April 10, our position on the proposal is that the TPA will not consider any change of use at the BBTCA until a determination is first made by the residents of Toronto through their elected officials at City Council.

We are currently evaluating the two runway extension proposals that have been put forward by Porter, and have forwarded them to Transport Canada for review; this is a procedural step and not an endorsement of the concept put forward by Porter. The TPA is aware that Transport Canada may be unable to "certify" until 2014 that the CS-100 complies with the current strict noise limits governing BBTCA. This will not interfere with the TPA's ongoing review of the various components of the Porter proposal as, ultimately, Tripartite Agreement signatories will be formally advised that the CS-100 will comply with the existing noise ceiling or it won't, years in advance of the actual proposed start date of the new Porter service.

The "jet" topic is a complicated one, and we understand why some thoughtful 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.

Later next month, the TPA will publicly outline some of the benchmarks we will set should we find ourselves in a position of having to formally consider the Porter proposal.

There is another Town Hall meeting on the Porter proposal on September 19, 2013 at 7 pm at the Direct Energy Convention Centre, Exhibition Place, Salon 105. The TPA has no role in this City-led consultation. Transport Canada will be in attendance as the regulator of aircraft and airspace in Canada to answer questions that are not otherwise the domain of City staff, their consultants or Porter itself as proponent of this proposal. The TPA has no role to play at this stage, as the operator of the BBTCA under the Tripartite Agreement, beyond providing support to City staff as they complete their analysis. We fully support the public process and we encourage members of the community to attend and participate in the public process.



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