

**Toronto
Port
Authority**



**Administration
Portuaire
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August 19, 2009

The Honourable Peter MacKay
Minister of National Defence
National Defence Headquarters
Major-General George R. Pearkes Building
101 Colonel By Drive
Ottawa, Ontario, Canada
K1A 0K2

Dear Minister:

I write to you today regarding reports of Airbus 310 training flights conducted by the Canadian Armed Forces over the Toronto City Centre Airport (“TCCA”). The Toronto Port Authority (“TPA”) owns and manages the TCCA, which is governed by the Tripartite Agreement. The Tripartite Agreement was executed by the Federal Government, the City of Toronto and the TPA in 1983.

It is my understanding that on several occasions during the past few weeks, Trenton-based 310s conducted “circuits” or flight training and familiarization flights in and around the TCCA, Toronto’s Port, and the Toronto Islands. Some of these flights did a simple East-to-West pass of Toronto’s skyline, Harbourfront and the TCCA. At other times, the aircraft appeared to do circuits around the Toronto Islands. On at least one occasion, a pilot appeared to deploy the landing carriage, although the plane was flying at some height over the Toronto Harbour. As you may know, the TCCA is not permitted to receive jet aircraft.

I have come to understand that these flights are part of an annual exercise involving Air Cadets.

At the outset, let me say that the TPA is not questioning the operational needs of Canada’s Armed Forces. If there is a particular operational or training requirement involved, and the Toronto Harbour and TCCA are the most suitable location for such flights, then we do not question that requirement.

The TCCA tries extremely hard to follow the tradition of being a “good neighbour” to the residents who live in the vicinity of the harbour, and to the Torontonians who enjoy the

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Toronto Waterfront on any given summer day. All urban environments have a certain ambient noise, and the Toronto Harbour and TCCA are no different.

However, the appearance of an Airbus 310 flying on what appears to be an approach to the TCCA may raise certain concerns with the general public, specifically whether an emergency landing is being attempted, or if larger commercial jet flights are being considered at the TCCA, despite the current ban on jet aircraft. The largest aircraft currently accommodated at the TCCA is the Bombardier Q400, and the occasional C-130 transport.

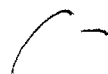
While these concerns are not valid, the TPA continues to work with the local community to mitigate the impact of the TCCA on local residents. Recent Airbus 310 overflights only add to the existing community tension; even if noise studies have shown that vehicular traffic along the waterfront creates more "spike noise" events than the sound of a Q400 landing or taking-off at the TCCA.

You will be interested to note that our efforts at managing airport and aircraft noise are bearing fruit: noise complaints have dropped 61% year-over-year, for example, even though passenger volumes increased 100% between 2007 and 2008, and appear to be approximately 50% higher in 2009 year-to-date.

I appreciate the opportunity to raise this situation with you as it may become an important local issue for the TPA and its work within the community to effectively manage any and all noise-related issues at the TCCA. If I may, I would encourage your team to consider other destinations in the future if there is nothing about the TCCA that specifically lends itself to the operational training involved.

As an aside, it was a pleasure to chat with you at the dinner honouring Norman's retirement from The Senate of Canada. Best wishes to you and our Armed Forces, who put themselves in harms way each and every day on our collective behalf.

Respectfully,



Mark McQueen
Chairman
Toronto Port Authority

cc: His Worship David Miller, Mayor of Toronto
Nick Geer, Chairman of the Board, NAV CANADA
Alan Paul, Acting Chief Executive Officer, Toronto Port Authority