

**Toronto
Port
Authority**



**Administration
Portuaire
de Toronto**

60 Harbour Street, Toronto, Ontario, Canada M5J 1B7

Tel/Tél: 416.863.2000 • Fax/Télécopieur: 416.863.4830 • www.torontoport.com

April 19, 2013

Mayor Rob Ford
City of Toronto
Toronto City Hall
100 Queen Street West, 2nd Floor
Toronto, ON
M5H 2N2

Your Worship:

Re: Billy Bishop Toronto City Airport Marine Exclusion Zone

I wanted to follow-up on one element of our letter dated April 9, 2013 regarding the Billy Bishop Toronto City Airport (“BBTCA”).

The BBTCA Marine Exclusion Zone (“MEZ”) enhancement project has received a great deal of attention over the course of the past nine days. Airport critics claim that there are “never” incursions into the Harbour MEZ, and that the Toronto Port Authority’s May 2012 MEZ Environmental Assessment was just a “ploy” to support the business aspirations of Porter Airlines, which were announced on April 10, 2013. The MEZ upgrade is just one of many safety improvements that the TPA has recently undertaken at the airport:

- In 2009, the BBTCA added a new, state-of-the-art aircraft firefighting truck on site to enhance its emergency response capabilities;
- Also in the same year, BBTCA requested that Toronto Police Service (“TPS”) provide the TPA with the tools to improve the security presence at the airport;
- In 2011, the TPA upgraded its firefighting vehicle fleet by adding another fire truck with a similar \$800,000 state-of-the-art vehicle;
- In 2011, the TPA created the position of Airport Fire Chief, and recruited a highly-experienced professional from the GTAA to fill this role early 2012;
- Also in 2012, the TPA doubled the number of active firefighters on duty throughout the airport’s operating day;
- In 2012, the TPA approved the capital budget for the addition of a Fire Command vehicle, and broadened the training and capability of our airport Fire Fighters; and
- In 2013, the TPA reviewed a proposal from our Fire Chief and Airport Director to acquire additional firefighting apparatus that would support the Toronto Fire Service (“TFS”) response to any on-site structural fire.

As reported in the media, TPS estimate that there have been approximately 40 boat incursions each year into the MEZ over the past five years. The MEZ is designated to

Canada

mark an area, with boaters in mind, where there are low flying aircraft. Pilots need to be assured that no obstacles will be in their approach path. As marine activity has many variables which affect its reliability and predictability, when combined with increased activity in the harbour, TPA management advised some time ago that the situation clearly warranted an upgrade to the safety buffer around the BBTCA property.

A recent emergency in the Toronto Harbour is a poignant reminder as to the importance of the MEZ project, and brings to life the thinking behind our management's longstanding desire to improve the utility of this airport safety feature.

On April 12th at 7:00 a.m., TFS personnel attached to *FB William Lyon MacKenzie* observed *PV Oriole* drifting, unmanned, in Toronto Harbour¹. Apparently, it was one of two large craft that had come loose that morning due to "Gale winds with strong Gusts". By 7:05 a.m., the *Oriole* had drifted into the BBTCA's Marine Exclusion Zone. With the quick assistance of the Toronto Police Service Marine Unit, the vessel was secured by TFS at 7:30 a.m. Thanks to the alertness and skill of our City's first responders, the situation was brought under control with minor damage to the fire boat, while avoiding a "near miss" with aircraft at the BBTCA.

Had the pending improvements to the Marine Exclusion Zone been in place last week, the *Oriole* could not have entered the MEZ and bumped up² against the airport dockwall. As you will see from the photo on the following page, the *Oriole* is quite large and may have presented a serious risk to airplanes that were landing or taking off on runway 26. Unlike the airport's western MEZ, the Harbour MEZ does not have a naturally-occurring sandbar to prevent such unintentional incursions from taking place. Thus the genesis for the May 2012 MEZ project using suitable available fill derived from the pedestrian tunnel construction that began in March 2012.

As you can see, the TPA board and management have taken a number of proactive steps, over several years, to improve the safety framework at the BBTCA long before the MEZ project was initiated in May 2012.

We trust that this most recent incident further demonstrates that our staff's efforts to bolster the current Harbour MEZ are prudent, well-founded, and with the best interests of airline customers and boaters in mind.

Respectfully,

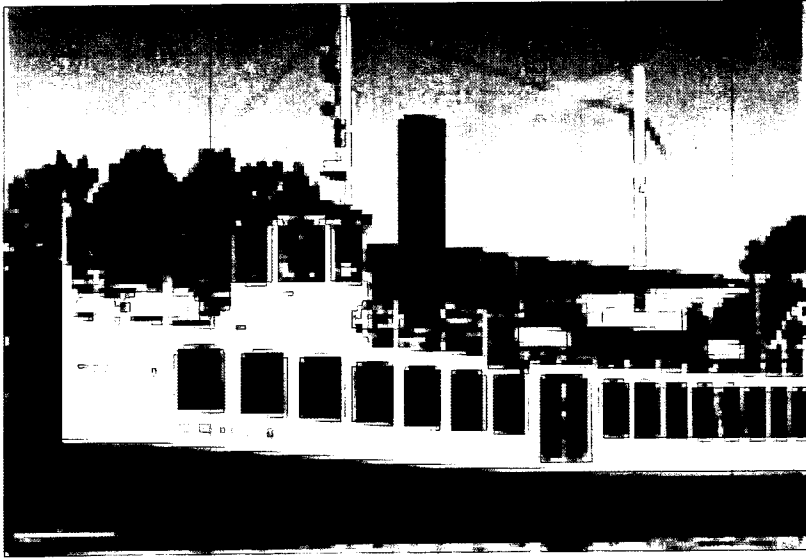


Mark McQueen
Chairman

¹ Per TFS Marine Incident Report dated April 12, 2013 as filed by Marine Captain – A Shift

² <http://www.citynews.ca/2013/04/12/loose-boat-strikes-toronto-island/>

PV Oriole:



cc: The Hon. Denis Lebel, P.C., M.P.
Minister of Transport, Infrastructure and Communities

The Hon. Glen Murray, MPP
Minister of Transportation

Councillor Doug Holyday
Deputy Mayor

Councillor Frank Di Giorgio
Budget Chief

Councillor Denzil Minnan-Wong
Chair, Public Works and Infrastructure Committee

Councillor Karen Stintz
Chair, Toronto Transit Commission

Councillor Michael Thompson
Chair, Economic Development Committee

Councillor Adam Vaughan

Joseph Pennachetti
City Manager

Robert Deluce
President and CEO, Porter Airlines

Calin Rovinescu
President and CEO, Air Canada