

December 4, 2013

Deputy Mayor Norm Kelly, Executive Committee Chair
Members of Executive Committee
City of Toronto
100 Queen Street West, Suite C43
Toronto, ON M5H 2N2

Dear Chair and Members of the Executive Committee,

Thank you for the opportunity to comment on the requested changes to the 1983 Tripartite Agreement for Billy Bishop Toronto City Airport (Billy Bishop Airport).

Billy Bishop Airport's success in attracting passengers and economic activity to the Toronto region over the past eight years has been well documented. An economic impact study conducted in 2012 by InterVISTAS, found the airport generates \$1.9-billion in total annual economic output. The increase in passengers moving through the airport, from 26,000 in 2006 to 2.3-million last year, is another significant measure of the airport's success. Whether for business or leisure, Billy Bishop Airport has become an important part of Toronto's increasingly vibrant, mixed-use waterfront and a vital gateway for the Toronto region's economy.

To further enhance this economic gateway, the Toronto Region Board of Trade and its members strongly support the request to allow the use of commercial jet aircraft at the airport, with two specific conditions.

First, any commercial jet to be used must receive certification from Transport Canada that it conforms to existing noise limits in the Tripartite Agreement. Secondly, the Toronto Port Authority must work with the City and agree on a funded plan to mitigate congestion issues.

In November, the Board conducted a survey of its members. Of those who responded to the survey 77 per cent support the use of jets at the airport provided the jets make no more noise than the airport's current noise limits. Eighty-four per cent believe Billy Bishop Airport should help fund improvements that improve traffic flow near the airport.

Permitting the use of commercial jet service at Billy Bishop Airport would enhance the airport's contribution to our region's economic vitality. More travelers accommodated by the use of jet aircraft would generate up to \$134-million in additional economic activity for the Toronto region, including up to \$83-million in wages resulting from new spending by visiting passengers. The City itself specifies that six companies in the Toronto region would contribute to and benefit from, the manufacturing of CS100 aircraft. This new economic activity is on top of the \$1.9-billion in current annual economic output, including 5,700 direct and indirect jobs, and \$290-million in wages.

Considering the significant economic contribution of Billy Bishop Airport to the Toronto region economy, we urge Executive Committee and City Council to amend the Tripartite Agreement at the December meetings, to allow for runway expansion and the use of jets, based on the conditions we have stipulated.

As the Board has done, Council may consider it prudent to attach conditions to any approval, while it continues with its own due diligence. If Council's conditions are not met, it would have the ability to withdraw its necessary support. In the meantime, business could continue working towards those conditions without losing a year and a half of planning and preparation time.

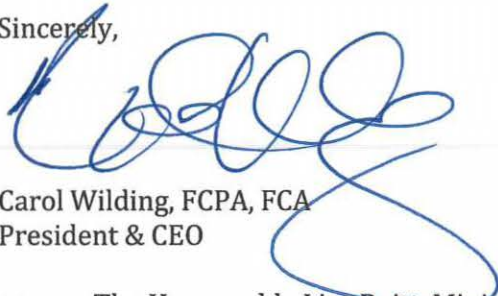
The Board and its members have long supported Billy Bishop Airport as an economic gateway to the Toronto region. In the member survey, 92 per cent of respondents view the airport as a valuable asset for the Toronto region, while 86 per cent view it as an important part of the Toronto region's future economic growth.

The Board does not take its position lightly and has come to this conclusion after significant consideration. In addition to the membership survey, the Board extensively reviewed the request and supporting documentation with its committees and Board of Directors.

It should be noted the Board's consultation process began in the late spring of 2013, prior to the request by the TPA to extend the 1983 Tripartite Agreement beyond its current term which ends in 2033. As such, the TPA's request to renew the agreement beyond 2033 was not considered by the Board during its consultations and the Board is therefore not at this time expressing a view on this request to Council.

Thank you for the opportunity to contribute to this vital debate.

Sincerely,



Carol Wilding, FCPA, FCA
President & CEO

- cc: The Honourable Lisa Raitt, Minister of Transportation
His Worship Mayor Rob Ford and members of Toronto City Council
Jeff Wilson, Toronto Port Authority
Joe Pennachetti, City Manager
John Livey, Deputy City Manager
Kelly McCarthy, Secretariat of Executive Committee
Fiona Chapman, Waterfront Project Director
John Campbell, President & CEO, Waterfront Toronto