

EX 31. 27. 26

Monday May 6, 2013

CITY CLERK'S OFFICE  
SECRETARIAT SECTION

Office of the Mayor  
Toronto City Hall  
2<sup>nd</sup> Floor, 100 Queen St., W.  
Toronto, ON M5H 2N2

2013 MAY -6 P 6: 00

His Worship Mayor Rob Ford and Members of Council:

RE: Proposal for Jets at Billy Bishop Airport (BBA)

I am writing to you on behalf of the Board of Directors and Members of the Royal Canadian Yacht Club (RCYC). Our group encompasses both users of the BBA and concerned citizens regarding the Toronto Harbour and its enjoyment for all.

My priority is to register the RCYC as an interested party in the process of discovery. Our Club has 4800 members and has been privileged to be located on and enjoy the Toronto Harbour since 1852. Our clubhouse was built in 1917 and remains a historic landmark on the Toronto Islands. Our Club membership accesses its facilities from our City Station located at 150 Cherry Street, under or near to the flight path for existing flights travelling to Billy Bishop Airport.

The Toronto Harbour is central to our members - for Club races, national and international regattas, instruction and cruising 7 days a week in spring, summer and fall. As an example on Tuesday nights our Club has as many as 70 boats and 400-500 individuals participating in a Club race.

As with the other boating clubs located in and near Toronto Harbour, our Club and its constituents have questions concerning the proposal to both extend the runways at Billy Bishop Airport and operate jets out of the Toronto Island.

Prior to the City commencing studies, our Club would request the opportunity to have input into the study parameters after we have sought input from our membership.

Given how very recent the Porter announcement is, we would request Council defer a decision on commencing the studies so that an appropriate time has passed to enable all stakeholders to consult within their organizations so as to provide comments for the study parameters.

Specifically, our Board has some preliminary questions, primarily regarding safeguards limiting the scope of any proposal, that we believe should be addressed.

For example:

1. If jets are permitted to operate from BBA, will the Toronto Port Authority or the City have the authority to prevent and limit the introduction of other jets from other carriers that might be noisier than the jets proposed by Porter, under the "Open Skies" or the "Competition Act"?
2. If other jets were to be introduced into BBA, using the extended runways, what would their impact be on noise levels from the airport?

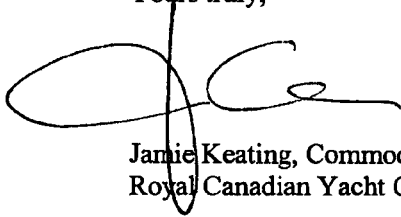
3. Assuming the specific jets proposed to be used by Porter are not already in commercial manufacture, is testing of operational and acoustical equipment planned in advance of the runway extensions actually being built?

4. If Transport Canada changes the legal requirements for the required Navigation (Marine) Exclusion Zone, and requires an extended Navigation Exclusion Zone or any additional land area beyond the runways extending into the Harbour, after the runway has been extended and jets are in operation, what steps will the City be taking to prevent the extension of the Navigation Exclusion Zone, or land area into the Harbour or insist on the termination of jet operations?

5. If the western BBA runway and/or Navigation Exclusion Zone has to be further extended, could you describe any risks to access of the harbour such as the closing of the Western Gap to pleasure craft or charter boats with tall masts?

Thank you for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read 'J. Keating', with a large loop at the start and a horizontal flourish at the end.

Jamie Keating, Commodore  
Royal Canadian Yacht Club