

Distributed at request
At the airport of Council of Vaughan EX31.27.38

Naturally, these proposed plans will necessitate a few changes to our home at Billy Bishop Toronto City Airport, of which we are a tenant. The airport itself is operated by the Toronto Port Authority. The regulations governing use of the airport are set in a tripartite agreement between the City of Toronto, the Government of Canada and the Toronto Port Authority.

Since our earliest days, Porter has worked closely with the Toronto Port Authority and partners to care for the environment, local residents and, of course, our passengers – and we’re absolutely committed to continuing this close consultation, cooperation and collaboration.

What we’re asking for

Porter is requesting of our airport partners two key changes that will allow us to deliver our plans for new planes and new destinations: an extension to the length of the existing main runway, and an exemption from the outdated jet ban for use of the Bombardier CS100.

1

The runway extension

Airports around the world are adopting new enhanced aviation standards, led by the International Civil Aviation Organization (ICAO). As part of this, Billy Bishop Toronto City Airport may extend its main-runway to accommodate a runway end safety area. Porter would like to increase that extension by an additional 10% at each end of the runway, continuing to stay within the airport’s current boundaries.

The jet ban

The current Tripartite Agreement, drawn up 30 years ago, bans jets from Billy Bishop Toronto City

Airport. Until now, we’ve used the quiet Q400 in order to comply with the agreement, while still offering downtown convenience to passengers.

But in the three decades since the Tripartite Agreement was written, jet technology – like other technology in our lives – has advanced rapidly, so we’d like the agreement to be reviewed. Jets are now much cleaner and quieter than those around in 1983, so we’re requesting a review that takes into account the CS100’s brand new technology, performance and sound profile.

What we’re not asking for

Although we’re asking for some important changes, we’re dedicated to keeping our plans manageable, considered, and community-minded. So, just to clarify, here are a few things we are not requesting.

2

Alterations to the marine exclusion zone

Porter doesn’t want to see any changes to the airport’s current marine boundary – all watercraft will continue to enjoy the same space in the lake and inner harbour as they do today.

Different flight paths

We have no intention of altering current take off and approach flight paths to and from the airport. These flight paths are routed

over water and are designed for maximum efficiency and minimum disruption.

New noise restrictions

The noise restrictions already outlined under the NEF-25 (Noise Exposure Forecast) serve the city and its residents well, and we’ll continue to adhere to them.

3

Join the Conversation

If you have any thoughts, questions or comments about our plans, we’d love for you to share your thoughts with us. Find out more and submit your comments on the website, on our Facebook page, or on Twitter using #porterplans, and we’ll get back to you.



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