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Porter Airlines Inc.
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April 22, 2013

Mayor Rob Ford
Office of the Mayor
Toronto City Hall
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Your Worship:

It was with great excitement on April 10, 2013, Porter unveiled plans to expand our list of destinations. These plans will bring significant economic benefits to the City of Toronto and also to the travelling public with increased competition and lower airfares. As part of these plans, Porter announced a conditional purchase agreement with Bombardier for 12 firm CS100 aircraft and purchase rights for six Q400 aircraft.

Seven years ago, we launched Porter with a goal to make air travel a pleasure again. Since then, we've grown to 19 destinations, operating 26 Toronto-manufactured Q400 aircraft, and carried 2.5 million passengers last year. We have flown over 8 million passengers since our first flight and are the driving force for over \$2 billion of annual economic value to the city of Toronto we are proud to call home. Porter has created 1,400 direct jobs, with approximately 80 per cent of these at Billy Bishop Toronto City Airport. Another 1,000 direct jobs will be added if these new growth plans proceed.

Our plans for the future will allow Porter to operate from our home base at Billy Bishop Toronto City Airport to destinations across North America, including Vancouver, Calgary, Edmonton, Winnipeg, California, Florida and the Caribbean. We believe opening up these new, longer-range destinations will have a positive effect on Toronto's economy and competitiveness, stimulating new business and tourism interest in our city. We have selected the Canadian-made Bombardier CS100 to support our plan. This state-of-art whisper jet is the ideal aircraft to

operate from Billy Bishop Toronto City Airport. It is the quietest commercial jet in production, has the best performance capabilities and a peerless environmental scorecard.

To realize our plans, we are requesting each of the parties to the Tripartite Agreement governing Billy Bishop Toronto City Airport's operation to consider the following two amendments:

1. An exemption from the commercial jet ban in place at Billy Bishop Toronto City Airport, only for the CS100. Providing an exemption only for this whisper jet will ensure noisier jet aircraft will not operate from the airport and also allow it to continue to maintain its track record as a responsible neighbour.
2. Approval for a 168 metre extension into the water at each end of the main runway 08/26. The runway extension would not require any change to the existing marine exclusion zone in place today. The 168 metre extension will also be inclusive of and accommodate any potential future requirement to implement a 150 metre enhanced Runway End Safety Area at Billy Bishop Toronto City Airport. The RESA initiative is currently being evaluated by Transport Canada for Canadian airports, and would require a modification to the current runway once it is implemented. Any RESA modification is independent of Porter's proposal to add the CS100 to the list of approved aircraft at Billy Bishop Toronto City Airport.

Our request is driven by strong demand from our customers to provide more affordable access to more destinations. It is made possible by this remarkable new technology from Bombardier. The CS100 is the only jet that is comparable to the sound profile of our current Q400 planes and is quieter than the Dash 8-100, which flew from Billy Bishop Toronto City Airport for over 20 years. Jet aircraft also operate from Billy Bishop Toronto City Airport today. Since 1983, the Tripartite has provided an exemption for jet aircraft to use Billy Bishop Toronto City Airport for medevac purposes. The performance capabilities of the CS100 also minimize the required runway extension to provide service across North America and ensure that it can be accomplished without affecting the boating community's existing use of the lake, while also accommodating the implementation of anticipated Runway End Safety Area requirements.

Our order with Bombardier is conditional on receiving full support from all three parties to the Tripartite Agreement. We will also require a commitment from the Toronto Port Authority to proceed with the necessary airport improvements. To ensure the parties have sufficient time to finalize the amendment to the Tripartite

Agreement, we require the City of Toronto's approval in July 2013. This would allow for the infrastructure requirements to be designed and completed ahead of our first delivery in early 2016.

Our track record is proven as a responsible and responsive airline operator, and a good neighbour. It's time to take the next step. Providing service across North America will influence the economies and competitiveness of all our current destinations, stimulating new business and tourism interest. This is especially true for Toronto and our home base at Billy Bishop Toronto City Airport.

Thank you for your consideration,

Best regards,



Robert J. Deluce
President & CEO