



Porter Airlines Inc.
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September 3, 2013

Mr. John Livey
Deputy City Manager
Toronto City Hall
100 Queen St. West, 2nd Floor,
Toronto Ontario
M5H 2N2

Dear Mr. Livey:

We are writing with regards to the proposal we submitted to operate Bombardier CS100 aircraft from Billy Bishop Toronto City Airport (BBTCA).

As part of our proposal, we requested that the City consider a 168 metre extension into the water at each end of the main runway. At the May 2013 City Council meeting, City Staff were advised to study the proposed runway extension in order to ensure that it would not result in “an extension of the Marine Exclusion Zone as currently configured, that would materially encroach upon the western channel shipping channel.”

Over the past several months, Porter has worked closely with stakeholders and our airport consultant, LPS Avia Consulting, to ensure that the proposed runway extension would meet City Council’s request.

Following this review, we are pleased to confirm that the proposed runway extension does meet this guidance and requires only an immaterial lateral movement of certain buoys that does not affect boating access along the Western Channel. A drawing outlining the 168 metre runway scenario is enclosed as Diagram 1.

As part of this evaluation, our consultants also developed an alternate runway scenario that we would like the City to consider. This second option includes an additional 32 metres into the water on each end of the main runway. This option has now been shared with Transport Canada. See enclosed Diagram 2.

The alternative of 200 metres into the water at each end of the runway provides a number of additional benefits compared to the 168 metre option, including:

- Favourable positioning of the Marine Exclusion Zone buoys, continuing to ensure no effect to the boating community by not materially encroaching upon the Western Channel
- Additional take-off runway distance allows for improved noise abatement procedures, including using less power on take-off
- A slightly longer runway should enhance the Western Channel's safety and navigability for vessels by providing a breakwater for wave protection and reducing sediment build-up in the area

Our objective has always been to design a runway that does not change the enjoyment of Lake Ontario by Torontonians, including the boating community. The buoy where boats navigate around when passing through the Western Gap does not move in either scenario, so there is no material change to access.

Both options also continue to incorporate a 150 metre Runway End Safety Area (RESA). As indicated previously, the RESA initiative is currently being evaluated by Transport Canada for implementation at Canadian airports. Including RESA as part of our proposal negates the need to extend runways further once it is implemented across Canada.

Porter continues to be committed to a review process that is transparent and collaborative. We are requesting that this alternate runway extension plan be fully considered as part of the city's review of our proposal.

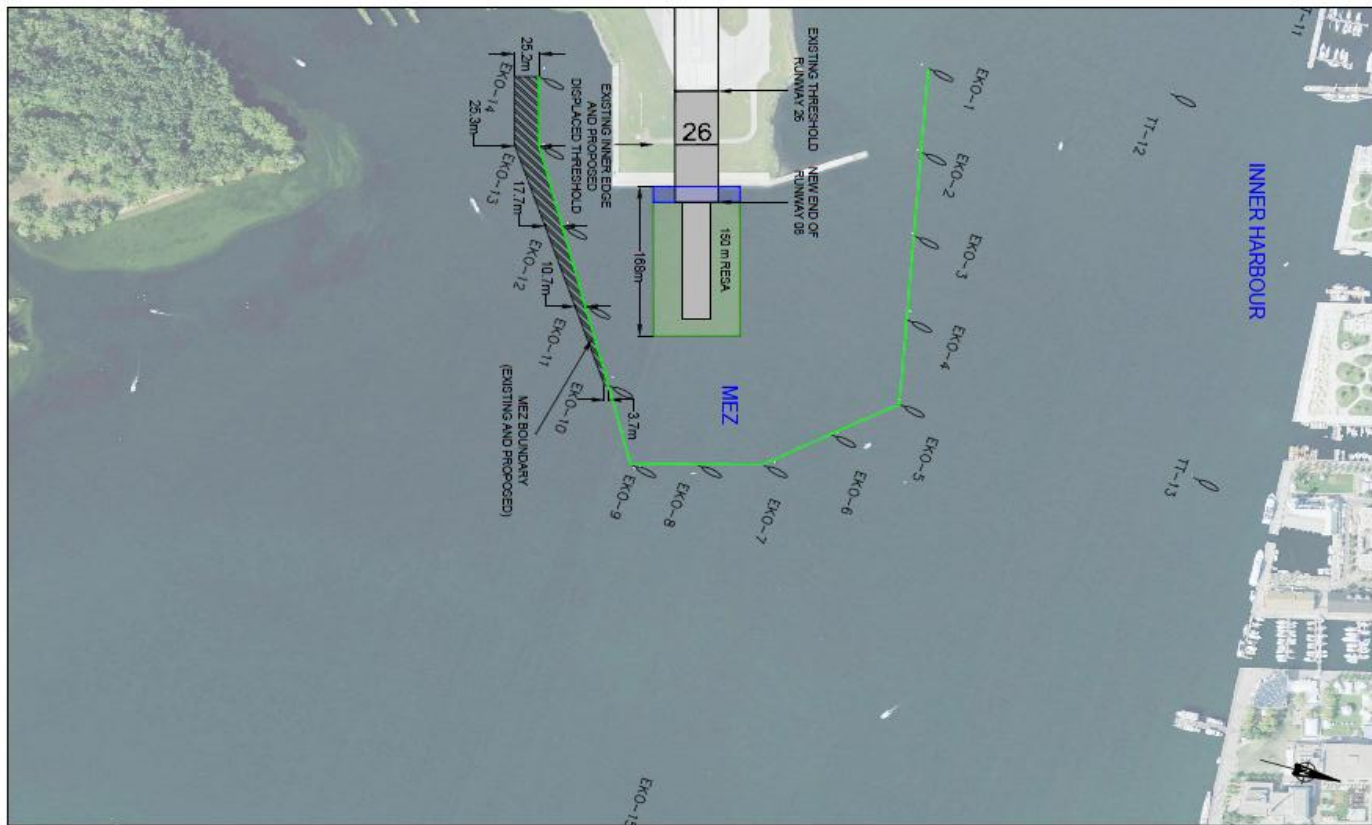
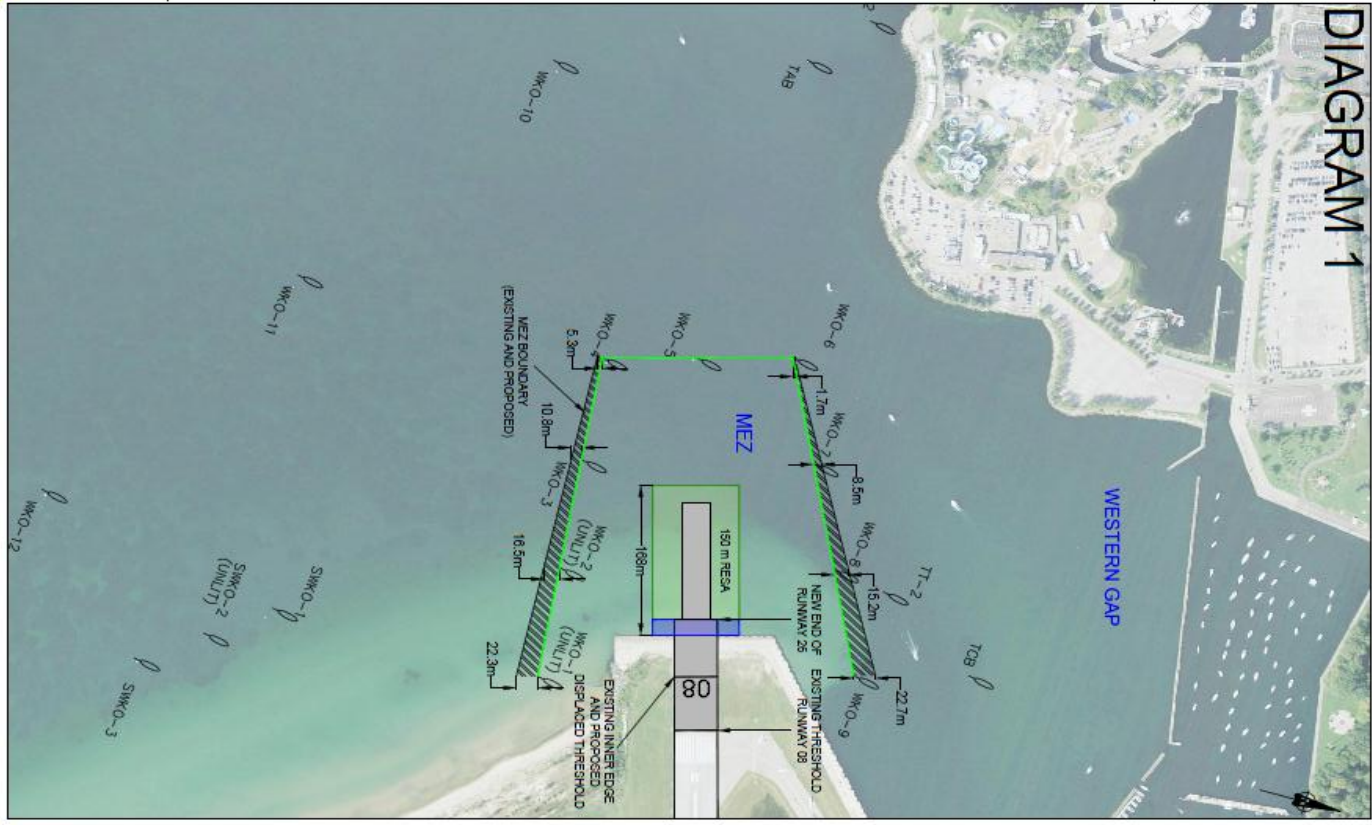
Please contact me if you have any questions.

Best regards,



Robert J. Deluce
President and Chief Executive Officer

DIAGRAM 1



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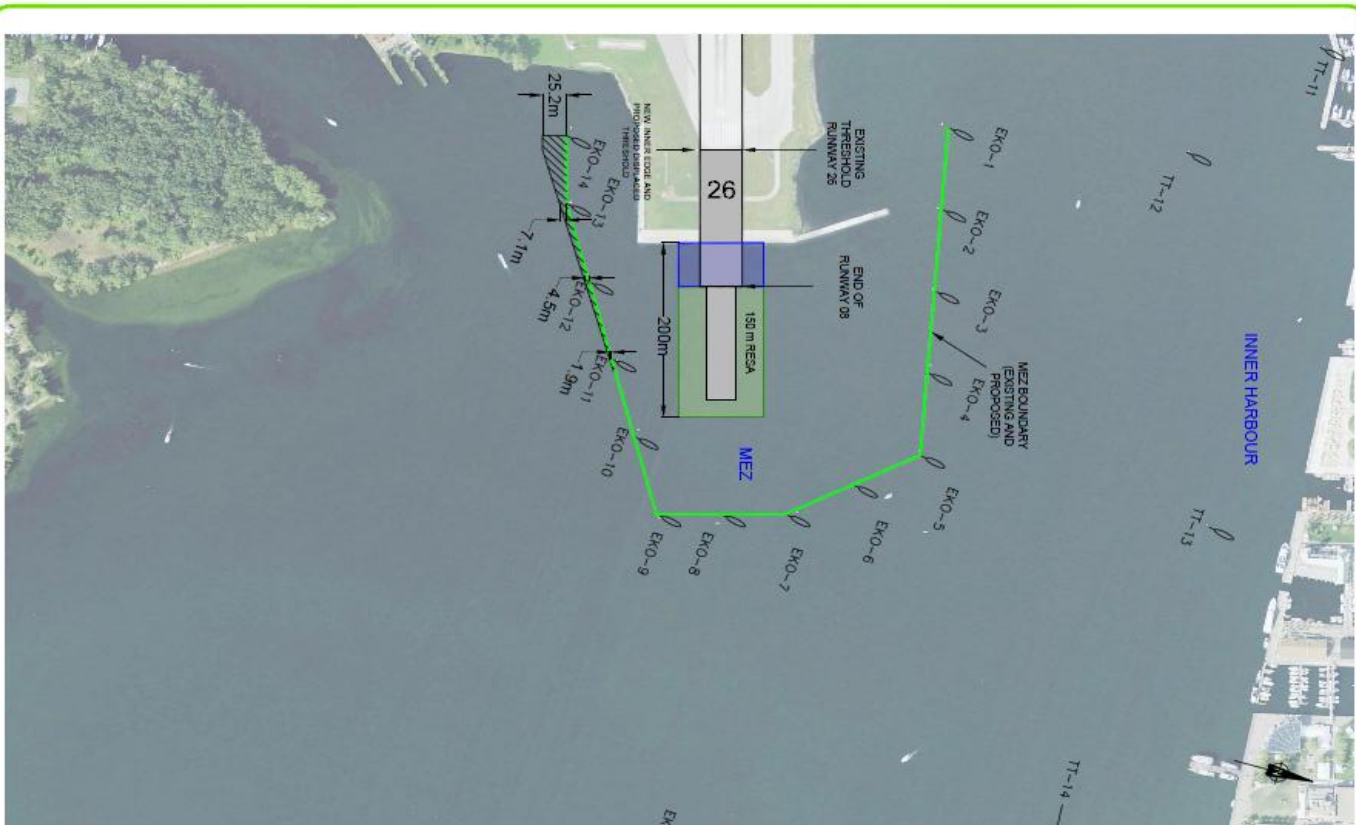
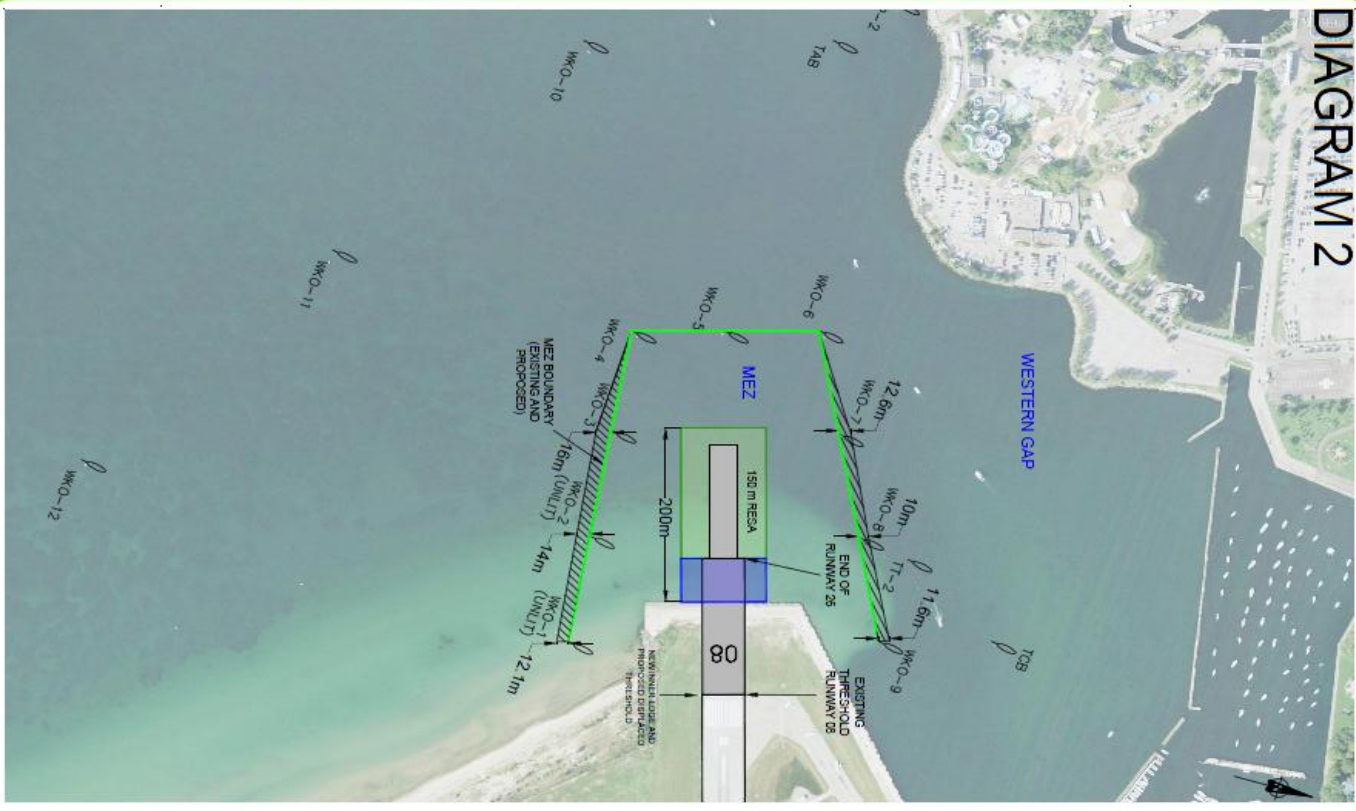
Client
 Billy Bishop Toronto City Airport (BBTCA)
 Runway 08-26 Design
 188 m Extension
 10% Divergence

Notes
 1. Preliminary
 2. All dimensions approximate

FOR REVIEW

Figure No.	1-1
Drawn By	EDH
Approved By	RAM
Date	AUGUST 30, 2013
Scale	NTS
Filename	TI2 Option1.dwg

DIAGRAM 2



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Client
 Billy Bishop Toronto City Airport (BBTCA)
 Runway 08-26 Design

Notes
 1. Preliminary
 2. All dimensions approximate
FOR REVIEW

Figure No. 2
Drawn By EDH
Approved By RAM
Date AUGUST 30, 2013
Scale NTS
 Filename: YTZ Runway 08R.dwg