



January 13, 2014

Mr. Geoffrey Wilson, President & CEO
Toronto Port Authority
60 Harbour Street
Toronto, ON M5J 1B7

Subject: Revisions to BBTCA Airport Master Plan to Reflect CS100 Operations

Dear Mr. Wilson,

As you are aware, the overriding premise of the current Draft Airport Master Plan for Billy Bishop Toronto City Airport (BBTCA) is that the obligations and requirements of the existing Tripartite Agreement are fully adhered to as part of any future development. This includes the assumption that there are no jet operations (with the exception of medevac operations) and that there is no expansion of runways or airport lands beyond what is currently provided. Activity forecasts provided in the current Draft Airport Master Plan were based on the existing slot allocation and aircraft mix, with assumptions provided for increases in passenger load factors.

Should Toronto City Council approve Bombardier CS100 operations at BBTCA, this will significantly change the direction and scope of the Airport Master Plan. For this reason, it is recommended that such a revision to the Airport Master Plan only be undertaken if and when City Council approves CS100 operations.

Where CS100 operations are approved, a revised Airport Master Plan would include the following:

- Updated traffic forecast including annual and peak hour passenger activity and aircraft movement activity,
- Revised airside design including: runway, taxiway and apron expansion; and revisions to navigational aids and instrument procedures,
- Regulatory compliance assessment including discussions with Transport Canada regarding existing exemptions,
- Noise analysis including inclusion of updated NEF contour forecast and impact of runway extension on noise contours,
- A review of airport zoning requirements including: Airport Zoning Regulations, Obstacle Limitation Surface (OLS) analysis; Instrument

Approach protection analysis, electronic zoning requirements; municipal zoning; bird hazard protection, and marine exclusion zone,

- Revised landside design including recommendations stemming from BA Group and Dillon reports,
- Environmental Gap Analysis including possible requirements for an EIA.
- Capital Infrastructure Plan including cost estimates of proposed infrastructure improvements; and,
- Stakeholder consultation sessions which would also include a General Public information session.

Some of the above analysis has already been undertaken to a certain extent, and where appropriate, would be incorporated into the revised Airport Master Plan.

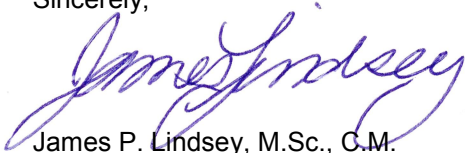
Not included as part of a revised Airport Master Plan would be the following:

- Detailed environmental study.
- Off-site detailed landside transportation study.
- Wildlife management study.
- Emergency response study.

It is estimated that the preparation of a revised Airport Master Plan for BBTCA would take approximately three (3) to four (4) months to complete. WSP (formerly GENIVAR) would be pleased to provide a fee estimate to undertake a revised Airport Master Plan once a final scope has been confirmed.

Should you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "James P. Lindsey".

James P. Lindsey, M.Sc., C.M.
Director, Aviation

C. Gene Cabral, TPA
Greg Ballentine, WSP