

porter



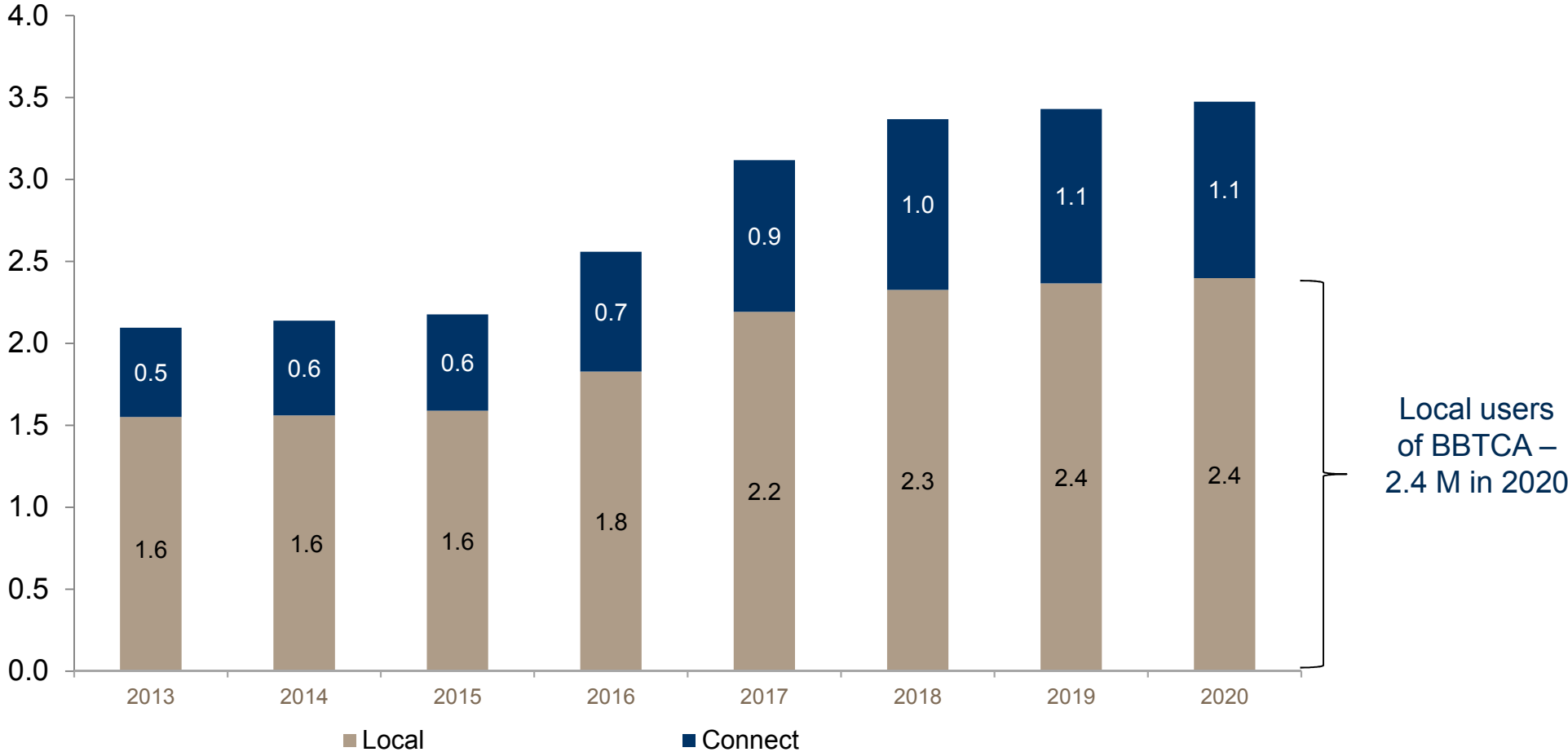
Additional Information

Porter Passenger Forecast

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✓ Porter traffic at BBTCA includes both local and connecting passengers

Passengers per year (M)



- ✓ Expected high power runs once every 8,000 to 10,000 flight hours (“heavy check” – about every 2.5 years) and will be outsourced to a non-YTZ facility
- ✓ Frequency of scheduled maintenance engine runs for CS100 is expected to be less than Q400
 - ✓ Longer maintenance intervals associated with CS100
 - ✓ CS100 has enhanced APU capability allowing for other systems’ service checks without full engine run-up
- ✓ The noise levels for the engine runs are expected to be very similar between the CS100 and Q400
 - ✓ The location for maintenance run-ups on the CS100 is same as Q400 (Runway 33)
 - ✓ Jet fans are more tolerant of crosswind engine runs, and noise can be projected over the lake rather than the waterfront

Porter has analysed the following terminal modifications:

- ✓ Certain gates would be modified to accommodate both the Q400 and CS100. The terminal would continue to maintain 10 gates in total
 - ✓ Domestic gates 1 & 2
 - ✓ Transborder gates 9 & 10
- ✓ CS100 will board at grade as is currently done with the Q400
- ✓ There is also the potential to expand each of the lounges, if necessary
- ✓ Terminal modifications would have no impact on other airport operations
- ✓ Sufficient capacity at CBSA and CATSA exists to accommodate planned passenger growth

Thank you
Merci

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