



June 11, 2013

Mayor Rob Ford and
Members of Toronto City Council
100 Queen Street West
Toronto, ON M5H 2N2

Dear Mayor Ford and Toronto City Councillors:

I am writing with respect to the long-term development of Billy Bishop Airport (BBTCA), in light of the recent discussion on whether to permit jet aircraft operations.

WestJet is committed to working with the City of Toronto to develop a framework that allows for fair and open competition at BBTCA, resulting in increased consumer choice and competitive pricing – the hallmarks of WestJet's success as Canada's preferred airline.

As a competitor, I commend Bob Deluce for his strong stewardship of Porter. However, having worked in the commercial aviation industry for twenty five years both in Canada and the United States, I must confess great surprise that this issue is being framed in terms of providing exclusive access for one type of jet aircraft.

In order to promote choice and economic development, WestJet's position is that if the parties to the Tripartite Agreement conclude jet aircraft should be allowed at BBTCA, subject of course to noise and performance restrictions, then any jet aircraft that meet these criteria must be allowed to operate at BBTCA.

Toronto is an important market for WestJet. Pearson Airport is already WestJet's largest base for our Boeing 737 service. In 2013, we will average 82 daily departures from Pearson and project over 100 by 2017. In addition, this month we begin operating our new regional airline, WestJet Encore, flying a fleet of Toronto-made Bombardier Q400 aircraft. We have firm orders for 20 Q400's with options for an additional 25 aircraft. Initially starting in Western Canada, in the next 18 months as our Encore fleet grows we will bring the Q400 service to Ontario.

While the Q400's would meet the BBTCA's noise limits, our existing 737 jet fleet cannot. To be very clear – I am not proposing the noise limits be altered. However advancements in reducing engine noise is an iterative process with manufacturers pressing forward with ever-improving technology. If jet service is allowed at BBTCA, in time other jet aircraft will be able to meet BBTCA's noise requirements. If future aircraft are able to meet the noise threshold there is simply no operational performance basis on which to deny access.



The specifics of the BBTCA jet debate aside, as a matter of overall aviation policy I am very concerned by any proposal that seeks to limit jet access to a public airport based on specific aircraft type, instead of based on overall performance requirements. WestJet flies to over 85 different airports across Canada and internationally. As such, you can appreciate we would be opposed to any proposal that effectively states it is legitimate aviation policy to restrict access to a given airport, based on who manufactured the aircraft.

As is the case with BBTCA, airports around the world regularly establish noise and performance requirements. John Wayne Airport in Orange County, California has a very robust noise program and testing / monitoring system. As part of City Council's review, I would encourage an examination of how this facility applies its testing and surveillance program. While requiring noise limits be maintained, the airport applies these limits equally to any aircraft type.

I would also encourage Council to review the current noise reduction initiatives underway at major aircraft engine manufacturers in order to develop a clear understanding of how noise footprints will be reduced by next generation aircraft in the aviation industry.

In the coming months, we will be providing further perspective to this important debate and engaging with both city staff and councillors.

We are confident that if City Council applies the core principal of consumer choice through fair competition to the question of expansion at BBTCA, Toronto air travellers will come out the winners.

We look forward to meeting with you to discuss these matters in greater detail and will be in touch to arrange a convenient time. Should you have any questions in the meantime, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Saretsky", with a long horizontal flourish extending to the right.

Gregg Saretsky
President and CEO

Cc: Joe Pennachetti, City Manager
John Livey, Deputy City Manager