

Proposed Expansion of YTZ

WESTJET



Table of Contents

1. About WestJet

2. WestJet in Toronto

3. Proposal for Billy Bishop Toronto City
Airport

4. WestJet Position/Considerations

About WestJet

- Founded in 1996, WestJet serves 86 destinations in North America, Central America and the Caribbean.
- WestJet is Canada's second-largest air carrier, operating an average of 425 flights daily and carrying over 45,000 passengers per day.
- Canada's most preferred airline, WestJet flies a fleet of more than 100 Boeing Next Generation 737 Aircraft and employs over 9000 "WestJetters"

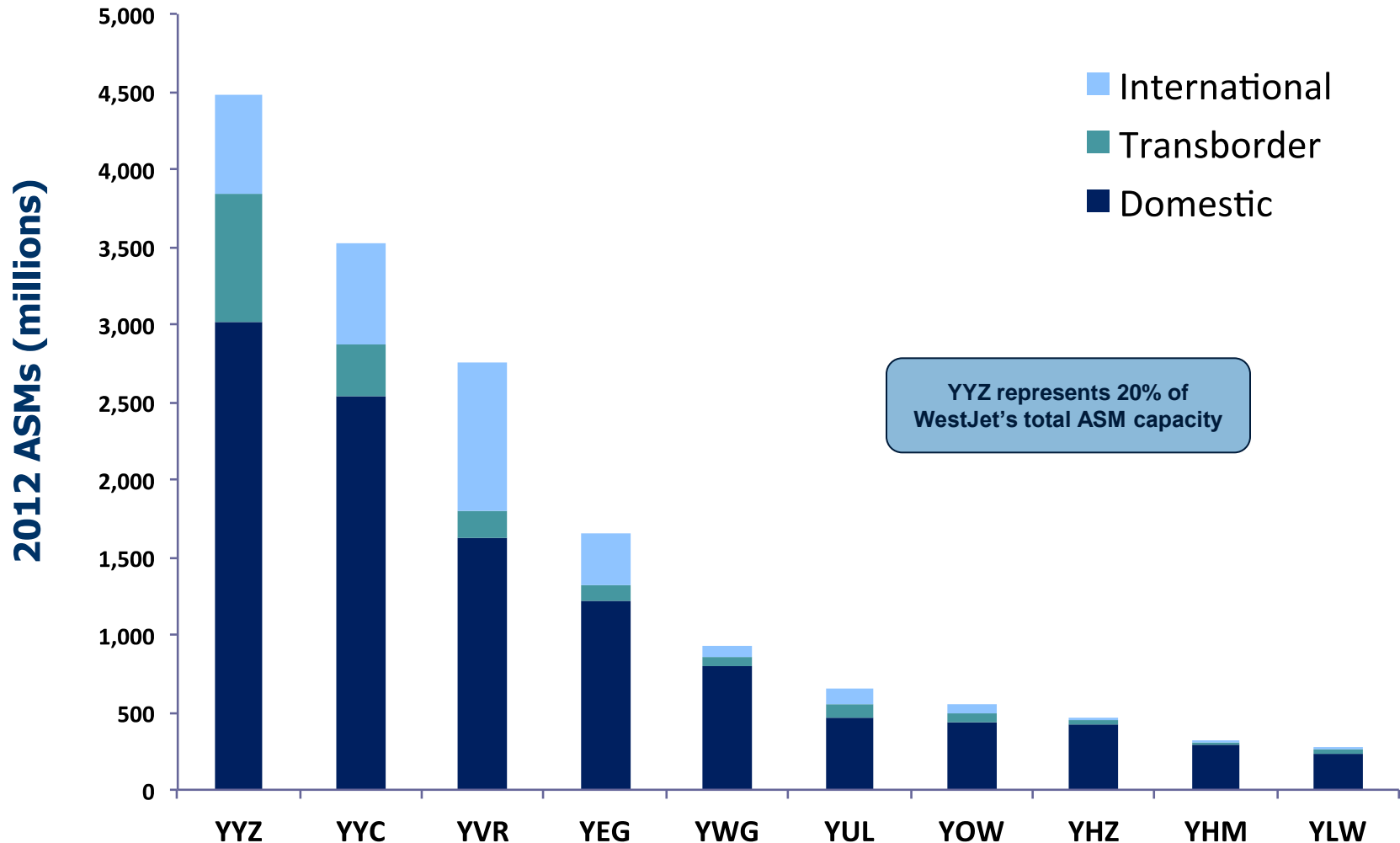


WestJet Encore

- In February 2012, we announced that we would create a regional airline to serve smaller communities in Canada. “Encore” will begin operations in June 2013, utilizing a fleet of Toronto-made Bombardier Dash 8 Q400 aircraft, featuring a 78-seat interior.

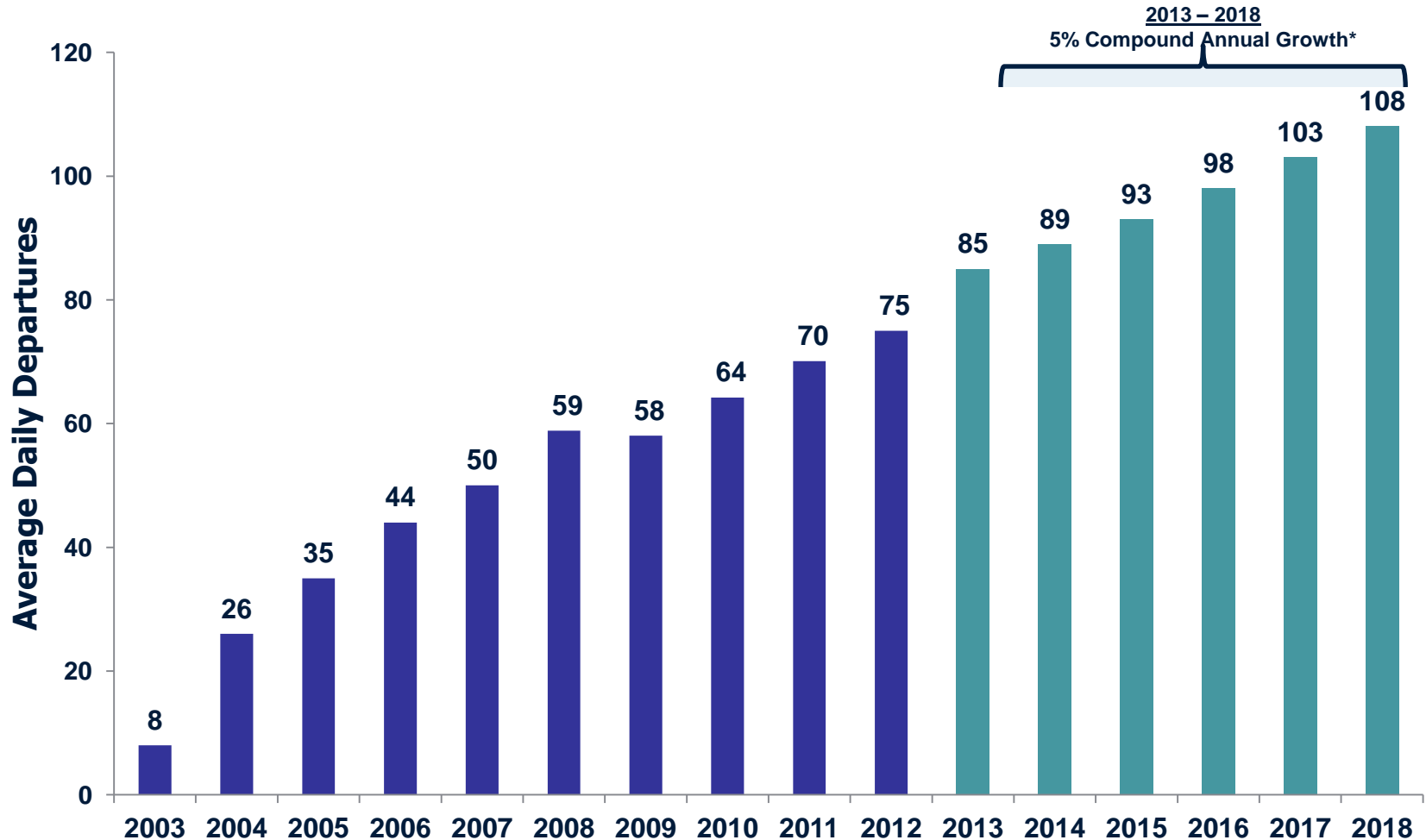


Toronto is already WestJet's largest base



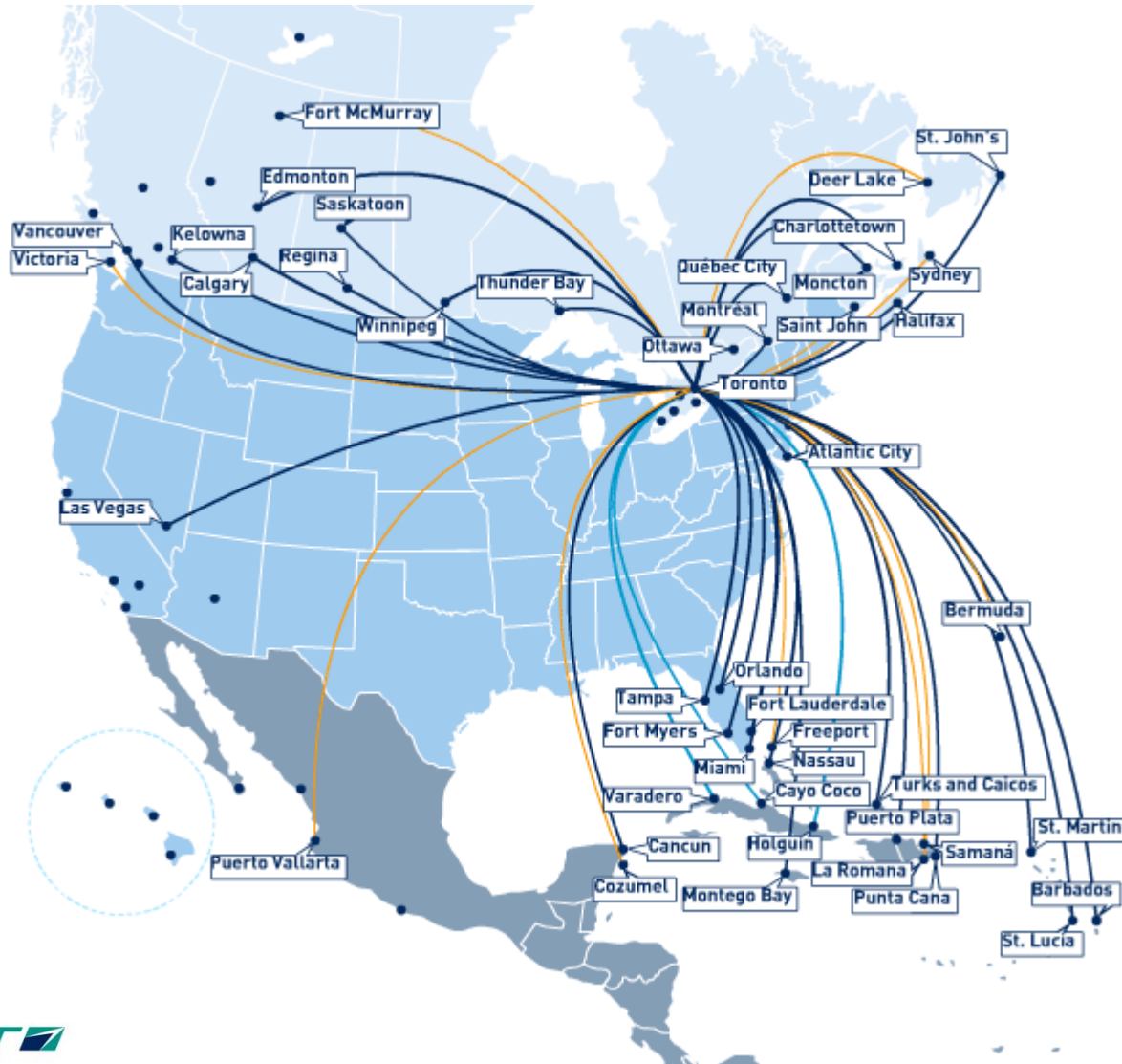
And will grow its lead as WestJet's busiest airport

WestJet Average Daily Departures from YYZ



* Departures based on project number of aircraft at end of each year thru 2018 using maximum fleet size

Toronto Route Map



Proposal for Billy Bishop Toronto Centre Airport

- City Council has important public policy decisions to make with regards to the long term development of Billy Bishop Toronto Centre Airport (BBTCA).
- City Council has been asked to amend the 1983 Tripartite Agreement that governs BBTCA to allow for a specific exemption for the Bombardier CS100 jet aircraft and to extend the runway 168 meters on each end to accommodate this aircraft.
- City staff are preparing a report for council to try to answer these questions and specifically looking at:

“Whether it is possible to remove the exclusion of jet aircraft from the airport while maintaining the current noise limitations and, if so, whether specifically exempting the CS-100 aircraft type from the current limitation is better than simply removing the ban on jet propulsion technology while continuing to enforce the noise and other limitations”

WestJet Position

BBTCA is a strategic public asset that must serve the interests of all stakeholders. There is absolutely no public policy or aviation policy rationale for restricting access to one specific jet aircraft type.

In order to ensure consumer choice and economic development, if the parties to the Tripartite Agreement conclude jet aircraft should be allowed at BBTCA, subject to appropriate noise and performance criteria, any jet aircraft that meet those criteria must be eligible to operate.

Approving only one jet aircraft type and re-configuring the airport based on that one aircraft not only directly limits competition at BBTCA, it far too strongly ties the economic fortunes of the facility to one operator. The history of the facility over its many years of operation clearly demonstrates the folly in tying success or failure largely to one air carrier.

Restricting access to one jet aircraft type means that in the future, further advancements in engine noise technology made by other aircraft manufactures will not be available to BBTCA and the local community.

WestJet Recommends

City Council reject any proposal for jet access that artificially limits such access to one specific aircraft type, as opposed to any jet aircraft that can meet the noise and performance criteria.

City staff and Council review the access policy in place at other similar airports in North America and Europe, in order to develop a full understanding of how noise access frameworks are applied across the aviation world, and to inform the development of such a policy at BBTCA in order to ensure fair access to this public facility to the benefit of consumers and the local community.

City staff and Council undertake a review of the current noise reduction development platforms underway at major aircraft manufacturers, in order to develop a clear understanding of where noise reduction capabilities are headed in the aviation industry.

John Wayne Airport – Orange County CA

- Located in a residential area of Orange County California.
- To meet strict noise restrictions each individual operator must qualify each aircraft type by completing noise demonstration flights to prove they can operate the aircraft to the defined noise levels.
- Continued noise monitoring and reporting is done and the results are published publically.



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