

To: Stephan Mehr[Stephan.Mehr@upexpress.com]
Cc: Philip Safos[Philip.Safos@metrolinx.com]; Berman, Sarah[Sarah.Berman@sdgworld.net]; Tang, Katie[Katie.Tang@sdgworld.net]
From: Richards, Jim
Sent: Thur 4/11/2013 6:25:42 PM
Subject: Re: story about Porter

Stephan

Thanks for the "heads-up". We do make high level assumptions about Billy Bishop in our air forecasts, and will assess the materiality of the proposed expansion in our revised numbers.

Kind regards

Jim

From: Stephan Mehr [mailto:Stephan.Mehr@upexpress.com]
Sent: Thursday, April 11, 2013 05:21 PM GMT Standard Time
To: Richards, Jim
Cc: Philip Safos <Philip.Safos@metrolinx.com>
Subject: FW: story about Porter

Hi Jim:

Just a heads up on the possible Porter expansion at Billy Bishop Airport. While there will be a lot of discussion and opposition to jets flying in and out of the City Airport, there will also likely be a few questions from the Metrolinx Executive as to what the effect of more flights to more distant places will have on our service if they succeed in getting the additional traffic going in 2016.

I suspect the effect will not be significant but please consider this in your review in some way. The web site has little details but at least they show where they intend to fly to/from.

Regards

Stephan

From: Alex de Lorimier
Sent: Thursday, April 11, 2013 9:15 AM
To: Stephan Mehr; Philip Safos
Subject: FW: story about Porter

FYI

Alex de Lorimier MCIP

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From: Jannine Krish
Sent: Thursday 11 April 2013 08:57
To: Kathy Haley; Alex de Lorimier
Subject: RE: story about Porter

My friend at Porter designed the website below. Check it out if you want more information:

<https://www.porterplans.com/>

From: Kathy Haley
Sent: Wednesday, April 10, 2013 4:56 PM
To: Alex de Lorimier; Jannine Krish
Subject: Fw: story about Porter

From: Anne Marie Aikins
Sent: Wednesday, April 10, 2013 04:14 PM
To: Judy Pfeifer; Judi Cohen; Kathy Haley
Cc: Sharon Donchev; Mark Ostler; Tom Aylward-Nally
Subject: story about Porter

Towards the end of the story Karen Stintz argues against expansion of the island airport and includes the point that we'll soon have an air rail link to Pearson.

Porter Airlines wants to extend Toronto island airport runways

Porter's ambitions would need to clear hurdles that prohibit jets from flying out of Billy Bishop airport.

Porter Airlines began operations out of the island airport in 2006.

By: Vanessa Lu Business reporter, Published on Wed Apr 10 2013

Porter Airlines president and CEO Robert Deluce made it official Wednesday that his airline wants to fly Bombardier's all-new CSeries aircraft — out of Toronto's island airport.

Porter says it will ask three governments "shortly" to amend the tripartite agreement — to allow jets and permit a "modest 168 meter" extension at each end of the existing main runway.

Coming out of Mayor Rob Ford's office, Councillor Doug Ford said he had not spoken with his brother about Porter's announcement but he knows they both support jet service to the island and runway extension.

But Toronto Councillor Adam Vaughan said he was concerned that introducing jets for Porter would open the door to the jets of other airlines plus corporate jets using the island airport.

“The minute you open up to Bombardier jets, you open them up to every jet. That means small corporate jets which are twice as loud and twice as dirty.”

“U.S. air carriers that fly small jets have under the open skies policy exactly the same access. And that means it’s not just quiet jets coming, it’s every jet that’s coming, and that has a huge impact on anyone who lives anywhere near the water, from Scarborough to Etobicoke.”

“Air Canada and Continental . . . can bring in any kind of jet and those jets aren’t quiet. They aren’t clean.”

At Queen’s Park, Transportation Minister Glen Murray — who is also the MPP for the downtown riding of Toronto-Centre — appeared caught by surprise with the Porter announcement but expressed concern.

“We haven’t seen any details on it yet, this is the federal government’s area of regulation,” he told reporters.

Deluce said the Q400 turboprop was originally chosen for its efficiency and quiet engine sound, noting it can fly non-stop for two and a half hours.

“We have dramatically improved the airport experience,” he said, citing the new ferry as well as [a pedestrian tunnel](#) that will open next spring.

“We believe it is time for spread out wings,” he said, naming destinations including Vancouver, Calgary, Los Angeles, Miami and Orlando.

Deluce says the runway extension request will not exceed the current airport boundaries.

“The marine boundary for water craft would be untouched,” he said, adding the jet ban was put in place at a time when those planes were noisy.

“Our passengers have asked for longer routes, more affordable fares,” Deluce said.

Porter chair Don Carty opened up the news conference, promising expansion for passengers.

“We believe it is time for Porter to take the next step,” he said at a news conference at Porter’s Hangar 6 on the island.

Porter has made a conditional order for 12 of the [CSeries100](#) planes with options for another 18. Deliveries are anticipated for 2016.

Based on the list price of the CS100, the contract would be worth \$870 million U.S. and would grow to more than \$2 billion if all options exercised, though airlines usually receive discounts.

Bombardier Commercial Aircraft president Mike Arcamone showed off the interior of CS100 cabin at the Porter hangar while it was confirmed that Porter signed a conditional purchase agreement on Tuesday, making it the jet's first Canadian customer.

Arcamone touted the CSeries new engine — which is four times quieter than other jets, calling it comparable to the Q400.

He also noted that the CSeries will operate in other urban airports including in London, England and Stockholm.

The London City airport's runway is 1,000 feet longer than the main runway in Toronto.

The plane is in the final stages of assembly, which Bombardier believes creates a niche market — in the 100- to 125-seat category. Porter would have it in a 107-seat configuration.

The bigger plane has the capability of flying almost anywhere in Canada and the United States — but hurdles make it difficult to operate out of the island airport.

Porter Airlines, which began operations out of the island airport in 2006, is keen to expand its network. It has flown only Bombardier's Q400 turboprops from Billy Bishop airport because jets are prohibited under an existing agreement that governs operations there.

The tripartite agreement, signed in 1983 by all three levels of government, runs until 2033, setting out rules from hours of operations to how flights are permitted.

Those three levels are: the city, the Toronto Port Authority (which is governed by a board of directors appointed by the federal, provincial and municipal governments) and the federal government.

Deluce expressed confidence that the three levels of government would support the Porter plan. He added that the economic benefits to Toronto and the Canadian economy would be substantial.

He thinks that some approval could come as quickly as six months.

Carty added that the dialogue will be respectful, but the benefits will be the prevailing argument.

Deluce also promised that there will be a respectful full dialogue with all three parties in an "open and transparent" way.

But Murray noted, “We haven’t been approached by the federal government, by the Port Authority, by Porter or by Bombardier . . . we’re obviously concerned about it and we will certainly review the matter with the federal government as we get the details on it.” He also noted “I don’t even know the exact equipment they’re using.”

The Toronto Port Authority said in a statement that it is “aware of the announcement made earlier today by Porter Airlines. As an independent operation, it is up to Porter to pursue its own business plan for the benefit of its customers, shareholders and employees. The TPA takes no position on Porter’s business aspirations.”

Doug Ford, in support of the plan, said the island airport would “still be a cornfield” if not for Porter’s Deluce, adding approval would create jobs both at Porter and at jet-maker Bombardier’s Downsview plant.

“We support jobs and this is going to create jobs, it’s going to create more tourists coming into the city, Councillor Ford said. “We’re one of the only cities that I’m aware of in North America where you can live and you can walk to the airport.

Asked if the island airport debate could make a “Miller-like politician” in next year’s election — David Miller rode to victory in 2003 opposing a bridge to the island airport — Councillor Ford said he believes polls showing very high support for the island airport.

TTC Chair Karen Stintz said she supports the island airport and Porter, adding they serve the business community well.

“But when we’ve discussed the island airport it is always under the condition that there would be no jets . . . There was never a discussion of lengthening the runway and once you lengthen the runway you can’t restrict the kind of jets that run there because there are other airlines that fly out of the island airport.

“I think that it is a great airport, a great service, but I think that it can continue to expand under the current tripartite agreement. I would not be in favour of lengthening the runway or letting jets land in and out of the downtown, or long-haul flights. We have Pearson airport for that.”

Stintz noted Toronto will soon have a rail link between Pearson and downtown.

She noted Deluce spoke to her Monday about increased flights and service but made no mention of lengthening the runway.

Stintz said she spoke to the Toronto Port Authority on Wednesday and “they’re taking direction from the city so they haven’t come to a decision on the matter either. I’m curious about the purchase of the jets and why that was done at this stage.”

Asked if Mayor Ford will run against Stintz on an island airport expansion platform in 2014 if, as rumoured, she has mayoral ambitions, Councillor Ford said: “Good luck to

Karen Stintz. Biggest mistake we ever did was put her on the TTC.”

Councillor Vaughan also said one of his concerns is possible spills of jet fuel into Lake Ontario.

“This is a really serious issue that can’t just simply be about do you like raccoons or not,” Vaughan said, referring to Porter’s logo.

Vaughan said he opposed extending the runway to accommodate jets.

“My understanding is the configuration based on Bombardier’s documents suggests that the runway is 400 feet too short. But there are also international aviation standards, particularly around cold weather airports near water, which means you’d have to extend even more than 400 feet.

“You’re talking about having a major impact on Lake Ontario. You’re filling it in. You’re paving it.”

“The impact for noise and disturbance is more than just a Ward 20 issue. This is a city of Toronto issue.”

“I’m here to say that this is our only lake and our only source of clean drinking water. It’s the only place that thousands of families come to watch a sunset across the water or relax in the park. If we surrender Lake Ontario to one particular company, we’re surrendering Lake Ontario forever. I think this is something people have to take into consideration.”

The airport has 202 daily slots controlling takeoffs and landings, of which Porter controls the vast majority. Air Canada holds only 30 that it uses on its Toronto-Montreal route.

The biggest challenge will be whether the runway, which stands just shy of 4,000 feet, can be extended. The CSeries plane needs a minimum runway length of 4,000 feet to takeoff and 4,400 feet to land. However, at its maximum weight, it needs 4,800 feet for take off, and 4,400 feet to land.

A Transport Canada spokeswoman said Tuesday that the department has not been approached by the other governments or anyone else to amend the tripartite agreement to allow jet aircraft to operate there. s

Bombardier, whose all-news CSeries is behind schedule, is also eager to boost sales ahead of the first test flight due by the end of June. Sales have been sluggish as airlines seem reluctant to place firm orders, given the experience they faced with both Boeing and Airbus, which faced long delays to deliver their new aircraft to market.

To date, the orders for the two sizes of CSeries planes have been weak, with firm orders of only 148 out of 382 commitments. CSeries customers include Lufthansa, Swiss International Airlines and U.S.-based Republic Airways.

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