

**Toronto
Port
Authority**



**Administration
Portuaire
de Toronto**

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October 7, 2013

Mr. Brian Iler
Iler Campbell LLP
150 John Street
Toronto, ON M5V 3E3

Dear Mr. Iler:

I would like to address some of the misrepresentations found in your article posted on September 30, 2013 for The Bulletin news website titled *“Santa Monica Crash Sunday Sparks Concerns with Island Airport Crash Site 150 feet from Residences.”* The comparison made to Santa Monica Airport and Billy Bishop Toronto City Airport (BBTCA) does not take into account several aspects of the airport’s operations or our record on safety. It is also unfortunate and regrettable the recent tragic events are being used in a context to evoke fear surrounding our operations.

I would like to respond by pointing out some of the sections of the article directly. Before I do so, it is very important to note our record in regards to aircraft safety. There have been a total of 708,000 total movements at BBTCA, including 200,000 commercial Q400 flights, since 2006 without major incident.

“A small aircraft crashed Sunday evening, Sept. 29, at Santa Monica Airport in California, killing those aboard. The L.A. Times story is here. That airport, like the Toronto Island Airport, abuts a residential area, and has been the source of controversy for years.”

While it is obviously true BBTCA is in relative proximity to a residential area, Toronto Pearson International Airport has a large number of flights flying directly over the downtown core on a daily basis. This has never been mentioned by you or your organization CommunityAir as a safety concern.

“We’ve been attempting to get the City Council to reduce operations at the airport,” Goddard told the Los Angeles Times. The assumed fatalities “were tragic, but I was certainly grateful that it happened on the tarmac ... versus off the end of the runway.”

Our runways runoff areas are in the water (not residential areas) where the BBTCA Fire Department, the Toronto Police Service (TPS) Marine Unit, Toronto Fires Services (TFS) boat squad and Toronto Emergency Medical Services (TEMS) are all trained and certified to respond and conduct rescues in this complex environment. These public safety agencies also regularly perform coordinated training to better integrate their services for crisis response. At this time TPS, TFS, TEMS, and BBTCA's Fire Department have the capabilities to integrate their staff, equipment, and critical communication systems across all services. There is also an established operating procedure that ensures a Unified Command System is used in the event of a major event at the airport.

CommunityAIR has repeatedly raised concerns about safety at the Island Airport—Rescuing passengers from an aircraft landing in Toronto Harbour or Humber Bay is compounded by deep water off the ends of the main east-west runway, and the absence of the bridge proposed by the Toronto Port Authority in 2003.

The BBTCA on site rescue command has the capacity to respond in all-weather to emergencies and within three minutes, with the Toronto Police Services Marine unit immediately in tandem.

I hope these points can bring clarity to the issues raised in the article I would be glad to address these issues with you directly and would hope these answers are taken into account in the future regarding our safety record at BBTCA.

Sincerely,

TORONTO PORT AUTHORITY



Geoffrey Wilson
President & Chief Executive Officer