

**Attention: Jim Quinn**

Jan. 20, 2006

Re: Hangar #2 and Brantford Airport

Dear Mr. Quinn:

We recently heard some rather disturbing news regarding the fact that the City of Brantford is looking at the impact of shutting down the Brantford Municipal airport. I find this very disconcerting, and certainly unsettling as to the future of Brant Aero and their employees.

We would like to take this opportunity to provide you with some insight as to our thoughts on airports in general, and more specifically, the Brantford airport.

Our company came to Brantford in 1972, and have been here ever since. The airport itself has not changed significantly in that time. The surrounding airports have grown considerably. I believe this is primarily due to the fact that the city is unable, or unwilling to make a substantial investment and commitment in the airport.

Airports form an integral part of the basic infrastructure of the "road" system in Canada. Where would we be without airports? Certainly not nearly as advanced as we are now. This country, as well as most industrialized nations, rely very heavily on the airport structure.

We presently employ 16 people and are in a growing stage. Many live in Brantford with their families. Our customer base is well over 1500. This may seem small in relation to normal statistics, but considering there are only about 25,000 registered aircraft in Canada, it is substantial. A good number of the customers fly into Brantford to have their aircraft serviced. While here they often spend several days in town, helping our local economy. Many will come and spend the day, going to the Casino, and eating at local restaurants, including the one located at the airport.

These people are not all recreational flyers. Many are business people, using the airport as a strategic stopping off point for the business travels. Today, more than ever, it is becoming increasingly apparent that private flying is a much more cost effective tool, as opposed to the airlines with all the security and congestion. We are constantly using the Brantford airport as a marketing tool for not only Canada, but also the United States, to encourage customers to come to our facility.

The City of Brantford's industrial base is growing at a phenomenal rate, and ripe for the Brantford airport to poise itself for the increased usage.

But the airport must be looked at it, not as a rich mans play ground, but an economical necessity. Just like cars use roads to go from point A to point B, airports are “roads” for aircraft *at* point A and point B. Whether it is for a family vacation, a business trip, hauling freight or passengers, it *is* a basic part of the infastructure of Canada.

Brant Aero and most of the facilities at the Brantford airport supports the United Way airshow. Brantford Flight Centre trains pilots, we train avionics and maintenance technicians. Brantford, and all of Canada require facilities like ours on an airport like ours, in order to continue to exite the young people of Canada to continue to supply the military and commercial aviation including the airlines, with pilots and maintenance personnel.

We must emphasize that the Brantford airport cannot be expected to support itself any more than Hwy 53 supports itself. I can tell you, that in my travels to the United States, I am always amazed at the size, quality, and condition of airports, even though there may only be 10,000 or 15,000 people living in the county. They are almost without exception, using it as a business attraction tool for their county and will spare no expense in meeting that goal. Their airports are roads.

If you have any questions, or would to discuss any of these matters further, please feel free to contact either Bud, or myself.

Sincerely,

Patrick G. Field  
Sec. Treas.