Greater Toronto Airports Authority

City of Hamilton

May 30, 2006

Toronto Pearson International Airport
Greater Toronto Airports Authority

Agenda

• Greater Toronto Airports Authority
• GTAA in the Community
• Toronto Pearson International Airport
• Redeveloping Toronto Pearson
• Regional System of Airports
Greater Toronto Airports Authority (GTAA):

- Manages, operates, and develops Toronto Pearson International Airport
- Established in March 1993; Toronto Pearson transferred December 1996
- Private, not-for-profit corporation with a 15 member Board of Directors nominated by various community interests
- Mandated to support and develop a Regional System of airports

The GTAA’s vision is for Toronto Pearson to be the North American airport of choice
GTAA Board Composition

- **5 Municipal**
  - One director will be chosen from the candidates submitted by each of the five Regional Municipalities

- **4 Non-Governmental**
  - Appointed from pool of nominations from GTA Boards of Trade & Chambers of Commerce, Law Society of Upper Canada, Institute of Chartered Accountants of Ontario, Professional Engineers of Ontario

- **2 Federal Government**
  - Appointed directly by federal Minister of Transport

- **1 Provincial Government**
  - Appointed directly by provincial Minister of Transportation

- **3 At Large**
  - Appointed at the discretion of the GTAA Board of Directors to ensure proper skill set
The Accountability of the GTAA

- **The Public**
  - Community Consultation Committee & Noise Management Committee
  - Public Accountability Principles
  - Nomination process to the Board

- **Transport Canada**
  - Lease monitoring (regular reporting throughout the year, 5 year performance review)
  - Regular safety and security reviews

- **Airlines**
  - Mandatory consultation on capital projects over $50 million
  - Airline Liaison Office

- **Financial Community**
  - Reporting Issuer
  - Master Trust Indenture Covenant
  - Maintenance of credit rating
  - Investor relations
GTAA in the Community

The GTAA endeavours to keep our nominators, neighbours, and airport stakeholders informed on Pearson’s ongoing development and operations

• Nominators Updates
  – Annual Nominators Meeting
  – Nominator’s Update Report
  – Board Member Updates

• Annual Public Meeting
  – Wednesday May 10, 2006

• External Communications
  – Publications
  – www.gtaa.com
  – Media Relations
Community Consultation

• The GTAA has established a number of community based committees to discuss and review issues affecting Toronto Pearson and its neighbouring communities
  – Consultative Committee
  – Noise Management Committee

• Local residents, city councillors, regional staff, industry representatives, and affected stakeholders sit on these committees as members

• The GTAA also hosts several Public Workshops and Open Houses throughout the year
GTAA in the Community

Consultative Committees
Global & North American Context:

Global Market Position

- 29th in world for passenger traffic (29.9 M)

North American Market Position

- 17th in North America for passenger traffic (29.9 M)
- 3rd in North America in terms of international traffic (16 M) -- behind New York (JFK) and Los Angeles
- 1st in North America when comparing international traffic as percentage of total traffic -- almost 56%
Toronto Pearson: Economic Engine

- 130,000 jobs (More than 4% of all employment in the Southern Ontario Region can be traced to Toronto Pearson)
- $4.1 billion in wages
- $14.7 billion in business revenue output
- $134.5 million in rent to Federal Government
- $25.7 million in PILT to the City of Toronto and Mississauga
- $25 million (est.) in real property taxes paid by Airport tenants
The redevelopment of Toronto Pearson will ensure:

- The international aviation needs of the GTA and Canada are met
- The GTAA’s commitment to the environment is upheld
- The airport remains competitive and becomes the North American Airport of choice

With a competitive airport, the GTAA can do its part to ensure the region’s competitiveness
Airport Development Program

“Building to fulfill a mandate”

Four major projects:

- **Terminal Development**
  - New passenger terminal, parking garage
- **Airside Development**
  - Dual taxiway system, two new runways
- **Infield Development**
  - Relocated & expanded cargo facilities, Infield Terminal
- **Support Services**
  - Central Utilities Plant, Peel Regional Police/Transport Canada building, Fire Halls, new maintenance facilities
Completed - October 2005
Stage 2 Complete – Jan 2007
2005 Development Highlights

- Opening of 10 gates on Pier E at Terminal 1
  - Reduced use of Infield Terminal and need for bussing
2005 Development Highlights

• Opening of 117 MW Cogeneration Plant
2005 Development Highlights

- Significant progress on improvements to Terminal 3
Automated People Mover (APM)
(Opening July 2006)
Facilities to meet the challenge
Regional System of Airports

• GTAA asked by federal government in 2001 to determine the need for a future regional airport on the Pickering lands

• GTAA entered into agreement with Buttonville to assist in funding the operation to maintain system capacity for up to 10 years

• Draft Plan developed & publicly released December 2004
Ontario Government Projection
“Places to Grow”

Source: Hensson Consulting Ltd.
### Population by Region GTA + Hamilton

#### THE GREATER GOLDEN HORSESHOE

![Map of GTA + Hamilton regions]

<table>
<thead>
<tr>
<th>Region</th>
<th>2001</th>
<th>2031</th>
<th>2001 to 2031</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toronto</td>
<td>2590</td>
<td>3000</td>
<td>410</td>
<td>15.8%</td>
</tr>
<tr>
<td>East GTAH</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>York</td>
<td>760</td>
<td>1530</td>
<td>770</td>
<td>101.3%</td>
</tr>
<tr>
<td>Durham</td>
<td>530</td>
<td>990</td>
<td>460</td>
<td>86.8%</td>
</tr>
<tr>
<td>Total</td>
<td>1290</td>
<td>2520</td>
<td>1230</td>
<td>95.3%</td>
</tr>
<tr>
<td>West GTAH</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peel</td>
<td>1030</td>
<td>1640</td>
<td>610</td>
<td>59.2%</td>
</tr>
<tr>
<td>Halton</td>
<td>390</td>
<td>800</td>
<td>410</td>
<td>105.1%</td>
</tr>
<tr>
<td>Hamilton</td>
<td>510</td>
<td>660</td>
<td>150</td>
<td>29.4%</td>
</tr>
<tr>
<td>Total</td>
<td>1930</td>
<td>3100</td>
<td>1170</td>
<td>60.6%</td>
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Population by Region
Greater Golden Horseshoe

<table>
<thead>
<tr>
<th>Region</th>
<th>2001</th>
<th>2011</th>
<th>2021</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Simcoe</td>
<td>392</td>
<td>486</td>
<td>593</td>
<td>691</td>
</tr>
<tr>
<td>Kawartha Lakes</td>
<td>72</td>
<td>80</td>
<td>91</td>
<td>103</td>
</tr>
<tr>
<td>Peterborough</td>
<td>131</td>
<td>137</td>
<td>143</td>
<td>147</td>
</tr>
<tr>
<td>Northumberland</td>
<td>80</td>
<td>87</td>
<td>94</td>
<td>99</td>
</tr>
<tr>
<td>Total</td>
<td>675</td>
<td>790</td>
<td>921</td>
<td>1040</td>
</tr>
<tr>
<td>Western Regions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dufferin</td>
<td>53</td>
<td>62</td>
<td>75</td>
<td>89</td>
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<tr>
<td>Wellington</td>
<td>195</td>
<td>223</td>
<td>269</td>
<td>320</td>
</tr>
<tr>
<td>Waterloo</td>
<td>456</td>
<td>525</td>
<td>620</td>
<td>722</td>
</tr>
<tr>
<td>Brant</td>
<td>129</td>
<td>141</td>
<td>156</td>
<td>170</td>
</tr>
<tr>
<td>Haldimand</td>
<td>46</td>
<td>49</td>
<td>53</td>
<td>56</td>
</tr>
<tr>
<td>Niagara</td>
<td>427</td>
<td>440</td>
<td>462</td>
<td>484</td>
</tr>
<tr>
<td>Total</td>
<td>1306</td>
<td>1440</td>
<td>1635</td>
<td>1841</td>
</tr>
</tbody>
</table>

Source: Herman Consulting Ltd.
## Provincial Population Forecasts

<table>
<thead>
<tr>
<th>Region</th>
<th>2001</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>3.2 million</td>
<td>4.9 million</td>
</tr>
<tr>
<td>City of Toronto</td>
<td>2.6 million</td>
<td>3.0 million</td>
</tr>
<tr>
<td>East</td>
<td>2.0 million</td>
<td>3.5 million</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>7.8 million</strong></td>
<td><strong>11.4 million</strong></td>
</tr>
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</table>
Transport Canada’s 2032 Passenger Forecasts

**Forecasts show need:**

<table>
<thead>
<tr>
<th>Regional Forecast</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TC’s 2032 passenger forecast</td>
<td>69.8 M</td>
</tr>
<tr>
<td>Toronto Pearson Ultimate Capacity</td>
<td>50.0 M</td>
</tr>
<tr>
<td><strong>Shortfall</strong></td>
<td>19.8 M</td>
</tr>
</tbody>
</table>

- Regional forecast is the driving factor behind the need for a Pickering Airport
- Draft Plan sets out the GTAA’s assessment of how much of this shortfall could likely be handled by an Airport in Pickering as well as Hamilton
- The 2032 shortfall for the region is greater than the passenger traffic processed by any Canadian airport other than Pearson in 2004
Pickering Draft Plan Allocation

**Forecast Overview**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Annual Number of E/D Passengers (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2012</td>
</tr>
<tr>
<td>Regional Total Demand</td>
<td>41.8</td>
</tr>
<tr>
<td>Less Natural Demand Served at Pickering &amp; Hamilton</td>
<td>5.6</td>
</tr>
<tr>
<td>Pickering</td>
<td>3.4</td>
</tr>
<tr>
<td>Hamilton</td>
<td>2.2</td>
</tr>
<tr>
<td>Remaining Demand at Pearson</td>
<td>36.2</td>
</tr>
<tr>
<td>Pearson Overflow Required (Demand &gt; 50 million)</td>
<td>0.0</td>
</tr>
<tr>
<td>Pickering</td>
<td>0.0</td>
</tr>
<tr>
<td>Hamilton</td>
<td>0.0</td>
</tr>
</tbody>
</table>

- Transport Canada Forecast
- Total Forecast for Hamilton = 7.9 million
Passenger Forecast

• Assumed airport system
  – Pearson is the primary airport
  – Hamilton and Pickering are regional reliever airports
  – Airport system demand in 2032 - 69.8M E/D passengers

• Pickering forecast is the sum of two components
  – Natural demand – locally generated traffic that could be naturally served at Pickering (eastern-GTA is growing far more quickly than western-GTA)
  – Pearson off-load – additional traffic that would use reliever airports due to capacity limitations at Pearson

• Hamilton Forecast
  – Hamilton Master Plan – 4.8 million by 2027
  – Pickering Draft Plan – 7.9 million by 2032
## Studies completed to date

### Environmental
- Integrated Water
- Emissions/Air Quality
- Environmental Baseline
- Terrestrial
- Fish Habitat
- Stage One Archeological Assessment
- Archeology Master Plan
- Contaminated Sites Baseline
- Sustainable Development
- Waste Water
- Heritage Master Plan
- Strategies to Address Heritage Issues

### Other
- Economic Development
- Economic Impact of the Closure of Buttonville and Oshawa Airports
- Financial Assessment Analysis

### Planning
- General Aviation Needs Assessment
- Air Carrier Demand
- GTA Air Cargo
- Overview of Aviation Activity Forecasts for Pickering Airport
- Runway Siting Study
- Airside/Airspace Modeling for a Pearson/Pickering system
- Airport Facilities Layout Development
- Use Planning Guidelines for New Non-Urban Airports
- Noise Contour Production
- Interim Airport Protection Area Definition
- Transportation Base Case
- Local Road Impact Assessment
- Socio-Economic Baseline
- overview of Current and Projected Servicing Infrastructure and Utilities
- On-Site Sewage and Water Services for the Airport Development: Feasibility Study
- Pickering Fuel Supply
- Construction Costs Estimates
Four Key Planning Assumptions:

• The need for long-term airport capacity, recognizing that Toronto Pearson cannot fulfill on its own all the aviation requirements of the region

• Toronto Pearson to near capacity by 2020-2025

• Physical and operational constraints at Buttonville and Oshawa Municipal Airports

• The need for a regional/reliever airport to the east of Toronto Pearson that compliments Hamilton Airport to the west