



Draft

Consultative Committee Minutes

Date: November 16, 2011

Location: GTAA Administration Building, 3111 Convoir Drive, Pearson Rooms A & B

Chair: Toby Lennox, Vice President, Corporate Affairs & Communications

Attendees: Gary Kocialek, alternate for Damian Albanese, Region of Peel
Mark Grimes, Councillor, City of Toronto
Chris Fonseca, Councillor, City of Mississauga
Rick Cockfield, Region of Halton
Bill Clark, Brampton Board of Trade
Neil Bunn, City of Brampton Resident
Vincent Crisanti, Councillor, City of Toronto
Fr. Nicholas Alexandris, City of Toronto Resident

Regrets: Dino Basso, Region of York
Kathy Weiss, Region of Durham
Heather Craig-Peddie, ACTA Ontario
Suresh Thakrar, City of Mississauga, Resident

Resource Members: Susan Amring, City of Mississauga
Jeff Baines, City of Brampton
Sam Ghobrial, NAV Canada
Henry Turner, Ministry of Tourism
Robyn Connelly, GTAA
Russ Cruickshank, GTAA
Kim Stefanazzi, GTAA
Jody Hodgkinson, GTAA

Resource Members: Rob Bergevin, Transport Canada
Paul Steckham, Ministry of Transportation

Absent: Pamela Laite, Tourism Toronto
Vishnu Roche, Brampton-Mississauga Board of Trade

Guests: None

Item	Details
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1.0	PRELIMINARY ITEMS – Toby Lennox – Quorum was achieved.
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1.2	Review and Approval of Agenda: B. Clark approved agenda, and C. Fonseca seconded.
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Item	Details
1.3	Review and Approval of August 31, 2011 Minutes: R. Cockfield approved minutes, and C. Fonseca seconded.
1.3.1	<ul style="list-style-type: none">T. Lennox welcomed Father Nicholas Alexandris as a new resident member representing the City of Toronto.
1.4	Matters Arising from Previous Meeting – August 31, 2011: There were no items.
2.0	REGULAR ITEMS
2.1	GTAA Information Update (handout) was reviewed briefly
3.0	DISCUSSION ITEMS
3.1	Night Budget – Update
	PRESENTATION – T. Lennox
	<ul style="list-style-type: none">There has been an increase in demand for travel at Toronto Pearson. This trend has led to an increased demand for night flights.Toronto Pearson is a 24 hour airport. Because Toronto Pearson facilitates one third of Canada’s air traffic, Toronto Pearson must be able to accommodate operations between 12:30 a.m. and 6:30 a.m.There are two primary categories of night flights: exemptions and extensions<ul style="list-style-type: none">Exemptions are operations that are approved months in advance to operate during the restricted hours. These exemptions are usually allotted during winter and summer scheduling seasons and account for approximately 80 per cent of the night flight budget.The GTAA also reserves approximately 20 per cent of the budgeted flights to allow for situations outside of our control, such as: weather delays, mechanical delays, Medevac flights, or military and police operations. These are called “day-of extensions”, or “uncontrollables”.There is a formula that is governed by Transport Canada where the cap increases annually based on percentage increase in passenger traffic. The GTAA is required to manage the night time activity within this budget.The presentation outlined that the GTAA would be asking Transport Canada to amend the annual night flight cap - or "budget" - to allow for a modest increase in the number of flights permitted during the restricted hours.The GTAA is working with CENAC on this issue, and is conducting community

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	<p>outreach briefings, and will make a submission to Transport Canada in December.</p> <ul style="list-style-type: none">○ C. Fonseca noted the GTAA Night Flight Workshop for CENAC members was very productive and informative. A lot of good questions came out of the meeting: the demands of the night time budget, projections into the future and the roll out into community engagement.○ Even though noise complaints are down, there are still lots of questions from the community. It has challenged the GTAA to not only be a leader but how to engage with the community. <ul style="list-style-type: none">● G. Kocialek inquired if night flights are primarily passenger or cargo, like some of the courier companies.<ul style="list-style-type: none">○ T. Lennox responded that approximately 85 per cent of night operations are passenger aircraft, with 80 per cent of cargo carried in the belly of the passenger aircraft.● H. Turner noted that the Ministry of Tourism will be sending a letter in support of increased night flights to Transport Canada.<ul style="list-style-type: none">○ T. Lennox noted that the GTAA was asked by Transport Canada to outreach to elected officials and ministries, industry stakeholders, as well as the community.

3.2 Community Engagement Program

- R. Connelly gave an overview of the developing Community Engagement Program.
 - M. Grimes wondered how local venues and events could be better reflected and/or celebrated in the terminals. He noted the Pan Am Games are coming to Toronto in 2015, and the 100th Anniversary of the Grey Cup is in 2012 or that the Hockey Hall of Fame is a great venue to promote at Toronto Pearson.
 - T. Lennox responded that the GTAA have a dedicated team in Marketing that is looking after in-terminal events such as these.
 - Mr. Grimes mentioned that he will contact D. Whitaker, President and CEO - Tourism Toronto and Mr. Whitaker and Arlene Campbell from Direct Energy to make a presentation to the committee on large conventions in Toronto, to identify opportunities for more synergies.
 - T. Lennox also noted the GTAA are on the Board of Directors at Tourism Toronto.
 - C. Fonseca noted there might be an opportunity to promote the Pan Am athletes
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	<p>similar to how the World Cup in Europe celebrates and profiled athletes.</p> <ul style="list-style-type: none">• M. Grimes mentioned that they also want to get the communities engaged, because there are going to be 41 countries competing in the games, with many of the ethnic communities living in the GTA, they could come out and greet the athletes.
3.3	Workplan 2012 <ul style="list-style-type: none">• T. Lennox requested members to assist in identifying workplan priorities for 2012. As there are a number of new members on the committee, offering to schedule a series of tours would be a good item to add to the agenda.• An environmental tour, an airside tour, terminal tour, a tour of the baggage areas.<ul style="list-style-type: none">○ V. Crisanti noted he would be interested in the baggage area, and security related to baggage handling.○ Other suggestions included: how the GTAA respond to media.○ A tour of winter operations at Toronto Pearson.
3.0	MEMBERS ROUNDTABLE: <p>C. Fonseca brought a question that came up at her Council:</p> <ul style="list-style-type: none">• If you get off a plane in Germany, there is a preferred category for arrivals going through customs for European passport holders. Why don't Canadian's have the same preferred category at Toronto Pearson?<ul style="list-style-type: none">○ Canada Customs and Immigration will not distinguish between Canadians and non-Canadians, as they say it's more efficient to do it this way.○ The GTAA's view of the future border processing is electronic. It will either be EPIL which is an automatic passport scanner which they are currently piloting in Vancouver, or it will be an expanded use of the Nexus machines. T. Lennox encouraged members to get a Nexus card.
4.0	CORRESPONDENCE: None at this time.
5.0	ADJOURNMENT: Next CC Meeting: February 29, 2012 at 4:00 p.m. in the GTAA Administrative Building, 3111 Convair Drive, Pearson Rooms A & B

Minutes prepared by Kim Stefanazzi, (416) 776-3941, kim.stefanazzi@gtaa.com. Any errors or omissions in these minutes should be forwarded to the author immediately.