



- Date:** September 1, 2010
- Location:** GTAA Administration Building, Pearson Boardrooms A & B
- Chair:** Toby Lennox
- Attendees:** Dino Basso, Region of York  
Wayne Chan/for Tom AppaRao, Region of Peel  
Rick Cockfield, Region of Halton  
David Cavaco, for Councillor City of Toronto  
Andrew Pask, Mississauga Board of Trade
- Regrets:** Bill Clark, Brampton Board of Trade  
Maja Prentice, Councillor, City of Mississauga  
Charles Dorrington, Brampton Mississauga & District Labour Council  
(resigned)  
Vicky Dhillon, Councillor, City of Brampton  
David Purkis, City of Toronto Resident  
David Shiner, Councillor, City of Toronto  
Pat Olive, Region of Durham (resigned)  
Heather Craig-Peddie, ACTA Ontario  
Patrick O'Brien, City of Brampton Resident  
Suresh Thakrar, City of Mississauga
- Resource Members:** Larry Petovello/for Susan Amring, City of Mississauga  
Russ Cruickshank, GTAA  
Kim Stefanazzi, GTAA
- Resource Members Absent:** Rob Bergevin, Transport Canada  
Don Eastwood, City of Brampton  
Randy McLean, City of Toronto  
Henry Turner, Ministry of Tourism  
Paul Steckham, Ministry of Transportation  
Sam Ghobrial, NAV Canada  
Rob Kawamoto, Tourism Toronto
- Guests:** Lorie Threader, GTAA  
Brad Robertson, GTAA
- Next meeting:** December 1, 2010

Item	Details
<b>1.0</b>	<b>PRELIMINARY ITEMS – Toby Lennox</b>
1.1	<p>Welcome and Roll Call Meeting began at 4:05 p.m.</p> <p>T. Lennox called the meeting to order, and R. Cruickshank conducted the roll call.</p> <p>T. Lennox noted this is the last meeting held prior to the October 25<sup>th</sup> municipal elections and after 25 years as a distinguished member of Mississauga City Council, and 15 years as a member on several GTAA Committees, Councillor Maja Prentice is retiring. We would like to thank Maja for her efforts and acknowledge her many years of tireless commitment and support.</p>
1.2	<p>Approval of Agenda Deferred because we did not have quorum.</p>
1.3	<p>Review and Approval of September 1, 2010 Minutes. Deferred because we did not have quorum.</p>
1.4	<p>Matters Arising from Previous Minutes (Action Items)</p> <p><b><u>December 2, 2009</u></b></p> <p><b><u>D. Cavaco inquired about Globe and Mail article regarding aircraft maintenance practices in Canada.</u></b></p> <p>A presentation will be made at today's meeting by L. Threader.</p> <p><b><u>June 2, 2010</u></b></p> <p><b><u>T. Lennox inquired if members were interested in participating in an Environmental Airside Tour of Toronto Pearson.</u></b></p> <p>The GTAA will be providing a tour in the future for members that are interested (since there will be new members joining the committee this is deferred until spring 2011).</p>
<b>2.0</b>	<b>Regular Items</b>
2.1	<p>The Consultative Committee Update was attached to the agenda.</p> <p>Passenger traffic is rebounding. China has extended approved destination status to Canada, which means Chinese nationals do not have to get permission from the government to travel to Canada. There are approximately 60 million Chinese citizens that will be able to travel. Premier McGuinty is attending a Trade Mission in mid-October with the Minister of Tourism, Michael Chan. The opportunity presented by the Asian market is very significant.</p>

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### 3.0 Discussion Items

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#### 3.1 SMS Awareness

Lorie Threader, Manager Safety Management Systems made a presentation regarding safety management systems (SMS). Canadian Aviation Regulations require every company that holds an operations certificate issued by Transport Canada (e.g. airlines, flight training schools) establish an SMS system, which is audited by Transport Canada. The GTAA had already implemented many of the requirements and components of SMS prior to Transport Canada bringing in the new regulation.

After the presentation, R. Cockfield commented that airlines have their own SMS systems, and inquired about tenants.

L. Threader responded that, if they are a tenant that is contracted with an airline, they will go under the airlines SMS system. If the GTAA has a contractor (for example snow removal), the GTAA will bring them in for an SMS awareness class.

T. Lennox inquired if the GTAA has regular interaction with the airlines on safety issues as well.

L. Threader noted the GTAA has an airside safety committee meeting every month that discuss airside issues, and talks about any potential hazards, and initiates corrective action.

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#### 3.2 Toronto Pearson Long Term and Capacity Study

Brad Robertson, Acting General Manager, Strategic Analysis Forecasting noted during the past four and a half decades there have been four significant downturns in traffic: the most recent in 2009, when passenger volumes fell from 32.3 million passengers in 2008 to 30.4 million passengers in 2009, reflecting about a 6.1 percent decline. There has been a strong increase in international traffic, and a decrease in transborder traffic in the past couple of years, and the international sector surpassed transborder sector as the GTAA's second largest passenger sector (after domestic).

There are a number of factors considered in aviation forecasting which include:

- Economic (gross domestic product, personal disposable income)
  - Demographic (population, immigration rates)
  - Airfare prices (fuel price/efficiency, labour cost/productivity, aircraft ownership cost)
  - Airline fleets (number and size of aircraft)
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- Routes served

In addition to forecasting the volume of passengers that are expected to travel through Toronto Pearson in the future, another important consideration is the composition of the aircraft fleet that is projected for the year 2020. Approximately 88 percent of aircraft operating at Toronto Pearson will be passenger carrying aircraft, 9 percent will be business aviation aircraft (corporate jet activity primarily) and 3 percent will be freighters (all-cargo aircraft). This is approximately the same proportions as present day.

Toronto Pearson currently has five runways, which consist of three runways which run in an east/west orientation and two in a north/south orientation. There are forty kilometres of taxiways that support the runways. Toronto Pearson's average hourly capacity is 119 aircraft movements per hour with the current five runway system. The practical annual capacity is forecast as 520,000 aircraft movements by 2016, and the maximum annual capacity is forecast as 610,000 aircraft movements by 2020. Based on those forecasts sometime in the time period between 2016 – 2020 additional airside infrastructure could be required depending on the tolerance of passengers and airlines to delays during the peak period. One addition that could provide a significant increase in airside capacity is the addition of the sixth and final runway to the site. The environmental assessment for the sixth runway was completed in the 1990s. When the sixth runway is completed the annual capacity is forecast to reach 580,000 – 600,000 movements, a 12% increase.

The practical annual capacity of a six runway system equates to 46 million passengers, which the GTAA is forecasting to reach by 2020. The maximum annual capacity is 54 million passengers, which the GTAA are projecting for the year 2025.

The next step in the terminal expansion process will be the addition of Pier G on Terminal 1. That would offer additional capacity of up to 46 million passengers and, following that, the addition of Pier H would allow up to 60 million passengers, however the airside system would only be able to support a maximum of 54 million passengers.

Mr. Petovello inquired when the sixth runway would be built and what the costs associated with building a runway would be.

B. Robertson replied that the existing five runways are projected to reach practical capacity by 2016 and maximum capacity by 2020. The new runway is projected to cost between 140 – 150 million dollars to build, and construction would take three to four

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	<p>years to complete.</p> <p>L. Petovello inquired about offloading business aviation to other airports. Have the forecasts factored in the planned closure of Buttonville airport and any changes to Billy Bishop Toronto Centre Airport (BBTCA)?</p> <p>T. Lennox responded the traffic at Buttonville may not want to come to Toronto Pearson as it is expensive for business aviation. If Buttonville closes, the GTAA expects the traffic will be dispersed among other airports. However, commercial operations at BBTCA are primarily Q400 and Dash 8 aircraft which are slower aircraft. If BBTCA closed, and their traffic came to Pearson, it could have an impact.</p> <p>W. Chan asked if any planning analysis had been done on how the increase in air traffic will affect ground transportation.</p> <p>T. Lennox noted the GTAA has started looking into this. It is slightly different because with air transportation we are measuring things that are largely within our control, and within a defined geographic location. The GTAA has also been focused on the need for improved public transit.</p> <p>R. Cockfield inquired if the NEF contours anticipated the sixth runway in terms of planning.</p> <p>B. Robertson responded the NEF contours offer sufficient protection to accommodate the operation of the sixth runway.</p> <p>R. Cockfield noted, in terms of projecting the number of flights, a portion of the information is related to an increase in population and asked, when Transport Canada provides the input, if they rely on the “Provincial Places to Grow” information, or if they use the information that municipality’s project.</p> <p>T. Lennox responded Transport Canada has proven to be very reliable, and the GTAA use their processes.</p> <p>B. Robertson noted that every spring Transport Canada releases a new set of forecasts and, leading up to that, they consult with the GTAA as part of a thorough consultative process.</p>

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4.0 **Members Update**

T. Lennox noted that at a future presentation he would like to provide the Consultative

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Item	Details
	Committee members with a briefing on Toronto Pearson's branding exercise.
5.	<b>Correspondence and News</b>
	There were no updates at this time.
6.	<b>Public Comments</b>
	There were no comments.
7.	<b>Adjournment</b>
	The meeting was adjourned. The next CC meeting is scheduled for <b>Wednesday, December 1, 2010 at 4:00 p.m.</b> at 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.