



Consultative Committee

Minutes

Date: January 29, 2014

Location: GTAA Boardrooms , A & B

Chair: Toby Lennox, Vice President Strategy Development and Stakeholder Relations

Attendees: Badar R. Shamim, Brampton Board of Trade
Sabbir Saiyed, Region of Peel
Chris Fonseca, Councillor, City of Mississauga
Sheldon Leiba, Mississauga Board of Trade
Stephen Tufts, Brampton-Mississauga & District Labour Council
Heather Craig-Peddie, ACTA Ontario
Chris Rickett, Region of York
Neil Bunn, City of Brampton Resident
Suresh Thakrar, City of Mississauga Resident

Regrets: Josh Matlow, Councillor, City of Toronto
Kathy Weiss, Region of Durham
Vincent Crisanti, Councillor, City of Toronto
Fr. Nicholas Alexandris, City of Toronto Resident

Resource Members: Jeff Baines, City of Brampton
Paul Steckham, Ministry of Transportation
Harold Dremin, City of Mississauga
Shipra Vyas, Ministry of Tourism
GTAA: Lorrie McKee, Keith Medenblik. Aleem Kanji

Resource Members Absent: Bill Devlin, National Airlines Council of Canada
Pamela Laite, Tourism Toronto
Sam Ghobrial, NAV Canada

Also Present Todd Tripp, Associate Director, Apron Operations

Item	Details
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1.0 *PRELIMINARY ITEMS*

1.1 Review and Approval of Agenda – B. Shamim and seconded by S. Thakrar.

1.2.1 Review and Approval of October 30, 2013 Minutes – C. Fonseca and seconded by B. Shamim.

1.2.2 Matters Arising from Previous Meeting – October 30, 2013. There were no items.

2.0 REGULAR ITEMS

2.1 GTAA Information Update (handout) was reviewed.

3.0 DISCUSSION ITEMS

3.1 Extreme Cold Weather Event – Update

- T. Tripp discussed the extreme cold weather event in early January, caused by mixed precipitation including snow, freezing rain, rain, as well as a deep freeze which resulted in GTAA implementing a ground stop.
 - T. Lennox noted these were extreme conditions, the temperature in a two hour period went from -5 to -16, with a -35 wind chill at one point.
 - T. Lennox noted it was important the environment was safe for employees and passengers.
 - A management review of the ground stop as a result of the extreme weather conditions will take into consideration input from all stakeholders, and partners who help to run the airport. This review will be transparent, systematic and inclusive with the GTAA reaching out to employees, airport partners, passengers and the public for input.
 - Airport Council International has agreed to name an international expert panel to assess the Management's review.
 - The GTAA's Board of Directors has also struck an ad hoc committee to oversee Management's review and recommendations. The ad hoc committee will have access to separate external, independent industry experts to assist them in their deliberations.
 - The GTAA is not waiting for the end of 90 days to initiate changes, and some changes have already been implemented. The GTAA is committed to acting based on the findings of the 90-day review.
 - S. Leiba inquired who at the GTAA makes the ultimate decision to call a ground stop. T. Tripp responded that the GTAA has regular calls with key partners, which include NAV Canada, Air Canada, WestJet amongst others to discuss all operational considerations including scheduled flights, potential weather event impacts and what can be accommodated in terms of air inventory capacity from NAV Canada. Once these factors are all considered, a collaborative decision is made, and NAV Canada ultimately implements any traffic management initiatives such as a ground stop.
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- S. Saiyed inquired how much influence the GTAA will have on its partners to ensure the recommendations from the review are implemented. T. Lennox responded in an airport environment everyone works together to ensure that we hear from all partners, and that the GTAA does not pre-empt fact finding.
- S. Tufts mentioned the Toronto Star article from January 21, 2014 in the viewpoint of workers at Toronto Pearson (provided copies to members). Mr. Tufts noted that the airport council unions wanted to publicly defend and thank the GTAA in the media for the ground stop decision.
- S. Tufts inquired who made the decision for a review and how it was implemented. He also noted that 90 days is a very fast time table to do anything for a large corporation. T. Lennox responded after every incident, the GTAA conducts a review. The reason we are in a compressed time frame of 90 days is to keep everyone focused, with the information still fresh in everyone's minds.
- H. Craig-Peddie noted the only feedback she heard about the ground stop was communication related. T. Lennox asked how we appropriately communicate with travel agents that make the passenger bookings.

3.2 Global Hub Economic Impact Study – Update

- A. Kanji noted the last time this was discussed was in August, and it was indicated that an extended analysis on the economic study was being completed, building in domestic and transborder segments into the international component. This was completed and copies were provided to members.
- The study shows that Toronto Pearson contributes uniquely from other business to economic growth, as the connectivity it provides plays a key part in helping a well-functioning and open economy achieve its full potential.
- Since completion of the analysis in the fall, the study has been peer reviewed by BMO Economics, The U of T's Mowat Institute, Toronto Region Board of Trade and Ontario Ministry of Tourism.
- The GTAA is continuing to seek 3rd party endorsements from various businesses and others that rely on the connectivity of Toronto Pearson. Through working with the Mississauga Board of Trade, and economic offices across the GTA, the GTAA is speaking to businesses that rely on connectivity of the airport. Committee members suggestions would also be welcome in this regard.
- With the extreme cold weather event and operational challenges we faced in early January, the timing on the public release of the study has been revised and will now be built into existing public relations activities.

3.3 Terms of Reference

- K. Medenblik stated valuable feedback from members has been received, with three major processes being proposed.
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- In the draft provided in October, it was suggested the inclusion of a youth member. A recommendation was made that instead of youth to have a person representing post-secondary education. This allowed for a broader range of input based on not only youth as consumers, but also as workers maintaining connections with employers.
- It was also suggested that ACTA should be the group to provide the name to represent the voice of the consumer.
- There was a suggestion that a provincial representative serve as a voting member, based on the important role the province plays in ground transportation and travel issues. There were no comments on the administrative changes that were made.
- S. Thakrar recommended that to achieve quorum, keep it to 9 voting members rather than 10. T. Lennox responded in the positive.
- S. Thakrar inquired under the scope section of the terms of reference, if customer service, or consumer issues could be added. T. Lennox responded in the positive.
- K. Medenblik noted we will add customer service issues under the scope and moved it, with C. Rickett seconding.
- P. Steckham inquired if he or S. Vyas would become the voting member on the committee representing the province. K. Medenblik responded it is important to continue to have the Ministry of Tourism represented at the meeting, but with issues that would be dealt with at the table, it should be the Ministry of Transportation.
- T. Lennox called a vote. Members all voted in favour.
- T. Lennox stated when the review is completed, he recommended having a special meeting in April, prior to the next CC meeting on May 29, 2014 to discuss the results.

4.0 ADJOURNMENT: Next CC Meeting: May 29, 2014 at 4:00 p.m. GTAA Administration 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.