



# Consultative Committee Minutes

**Date:** February 29, 2012

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

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

**Attendees:** Noorani Khaderoo, alternate for Damian Albanese, Region of Peel  
Kim Edgar, alternate for Mark Grimes, Councillor, City of Toronto  
Rick Cockfield, Region of Halton  
Kathy Weiss, Region of Durham  
Bill Clark, Brampton Board of Trade  
Heather Craig-Peddie, ACTA Ontario  
Fr. Nicholas Alexandris, City of Toronto Resident

**Regrets:** Dino Basso, Region of York  
Chris Fonseca, Councillor, City of Mississauga  
Neil Bunn, City of Brampton Resident  
Vincent Crisanti, Councillor, City of Toronto  
Suresh Thakrar, City of Mississauga, Resident

**Resource Members:** Larry Petovello, for Susan Amring, City of Mississauga  
Jeff Baines, City of Brampton  
Henry Turner, Ministry of Tourism  
GTAA: Robyn Connelly, Russ Cruickshank, Jody Hodgkinson, Lorrie McKee (Guest)  
Kim Stefanazzi (*contact 416-776-3941 with any errors or omissions*)

**Resource Members Absent:** Paul Steckham, Ministry of Transportation  
Pamela Laite, Tourism Toronto  
Sam Ghobrial, NAV Canada  
Vishnu Roche, Brampton-Mississauga Board of Trade

Item	Details
1.0	<b>PRELIMINARY ITEMS – Toby Lennox</b> – Quorum was not achieved.
1.1	Review and Approval of Agenda and previous Minutes (Nov. 16, 2011) – deferred.
1.2.1	T. Lennox welcomed Kathy Weiss, Director of Economic Development in Durham Region. Kathy is replacing Pat Olive as Durham Region’s new representative.
1.2.2	R. Cruickshank noted the GTAA will be providing tours to members in 2012 which will include:

Item	Details
	<ul style="list-style-type: none"><li>○ Storm water facilities.</li><li>○ Baggage and airside operations.</li><li>○ Winter operations (deicing).</li><li>○ Noise Management office and a site visit to a Noise Monitoring Terminal (NMT) off site.</li></ul>
<b>1.4</b>	Matters Arising from Previous Meeting – November 16, 2011: NONE
<b>1.4.1</b>	<b>Toronto Pearson Runway Run</b>
	<p>T. Lennox noted on June 23, 2012 Toronto Pearson will hold its 5th annual Runway Run and invites members of the public out on our runway for a 5k run or a 2 k walk to raise money for a charity. This year’s charity is Hope Air which is the only national charitable organization in Canada that helps fly families in rural areas with healthcare needs into urban centres for medical care.</p> <p>For more details, please see <a href="http://www.torontopearson.com/runwayrun">www.torontopearson.com/runwayrun</a></p>
<b>2.0</b>	<b>DISCUSSION ITEMS</b>
<b>2.1</b>	<b>Night flight Outreach – Update (R. Connelly)</b>
	<ul style="list-style-type: none"><li>● R. Connelly gave a status update on the GTAA’s recent request to Transport Canada for a modest increase in the night flight budget. (The GTAA has requested three increases of 10%, and the second and third increases would only occur only if we get within 95% within the existing demand. Full presentation is available on the Toronto Pearson website).</li><li>● The GTAA is still waiting for approval from Transport Canada.</li><li>● One of the things the GTAA heard at the open houses around night flights was the need to share the economic benefits of the global hub strategy.<ul style="list-style-type: none"><li>○ There are 38,000 employees with airport passes at Toronto Pearson, and we will be working this year to try and better identify our Toronto Pearson Community. Committee may be able to advise on how to develop this plan.</li></ul></li><li>● T. Lennox noted that the GTAA would be willing to work with CC members communities to provide an open house.</li><li>● H. Craig-Peddie inquired if the Airport 101 is a virtual tour? H. Craig-Peddie noted a virtual tour on the GTAA website would be beneficial for schools for travel and tourism programs, and travel professionals and they could also walk their clients through the tour.</li><li>● H. Craig-Peddie noted a virtual tour on the website would be beneficial for schools for travel and tourism programs, and travel professionals and they could also walk their clients through the tour.</li><li>● R. Cockfield inquired if the GTAA could provide stats on the number of employees working at the airport from municipalities. T. Lennox reported that the GTAA are going to do a postal code study on restricted area passes, and will provide that</li></ul>

Item	Details
	<p>information to committee members.</p> <ul style="list-style-type: none"><li>• There is also a procurement study underway and Mr. Lennox noted we can share the results with committee members as well.</li><li>• R. Connelly also gave an update on some community outreach that had recently been undertaken:<ul style="list-style-type: none"><li>○ Councillor B. Crombie of Mississauga hosted two Town Hall meetings in her Ward. The GTAA participated in both meetings. The GTAA also participated in the Humber Summit Resident’s Association Christmas event.</li><li>○ An event was also hosted in Etobicoke Centre on February 23, 2012 working with MP Ted Opitz.</li><li>○ The GTAA will be visiting the Applewood Heights community of Mississauga and hosted an event with Councillor C. Fonseca on March 7, 2012.</li></ul></li><li>• R. Cockfield noted a good event to attend is the Milton Saturday market.</li></ul>
<b>3.2</b>	<b>Government Fiscal Environment – Challenges and Opportunities</b> <p>L. McKee gave an overview of the Government Fiscal Environment – Challenges and Opportunities:</p> <ul style="list-style-type: none"><li>• The GTAA has spent the past two years telling the global hub story: In 2011 there were more than 245 face-to-face meetings with elected officials from the municipal, provincial and federal level. We have stronger relationships at the political level than we have ever had.</li><li>• Federal: There will be majority federal government until 2015. The government’s focus is on jobs and the economy, competitiveness and trade, and emerging markets. The upcoming budget will focus on deficit reduction.</li><li>• Provincial government is a similar story, except it is a minority government</li><li>• The GTAA’s focus is to build a global hub: there are many issues and opportunities to align our messaging and stand with the government to show the impact on jobs and the economy, trade, and the importance of an efficient and secure border as possible.<ul style="list-style-type: none"><li>○ It is essential to open up trade and access to emerging markets and to work with the government to open up air service agreements with other countries.</li><li>○ The GTAA also has important objectives around the guest experience but the GTAA is concerned how CATSA is funded. Currently it is through the air security charge and tax, but then Transport Canada funds and pays for services across the country through a funding model that we know is not funded for growth. The GTAA’s global hub strategy is pursuing growth.</li></ul></li><li>• The GTAA is also studying ground mobility and transit.</li><li>• T. Lennox noted the air rail link was announced with a commitment that it will be operational by 2015 in time for the Pan Am Games.</li></ul>
<b>3.3</b>	<b>Pre-Clearance Advocacy Initiative – Update (Lorrie McKee)</b> <ul style="list-style-type: none"><li>• There is no change to economic outlook in the U.S., so the GTAA is very concerned about the ability the US. Customs and Border Protection (CBP) has to fund and grow</li></ul>

Item	Details
	<p>the number of officers at Toronto Pearson. We are significantly below the staff numbers we should have. The GTAA has now opened Lounge Q to ease the U.S. bound passengers' experience when there are long lineups. Other airports in the U.S. are also having staffing problems and also lobbying for scarce resources.</p> <ul style="list-style-type: none"><li>• The Beyond the Border Action Plan between President Obama and Prime Minister Harper has meant this agenda has raised the level of attention on the CBP issues.</li><li>• The GTAA has retained a lobbyist (Monument Policy Group) and communications firm (Edelman) to implement long term strategy.</li><li>• The GTAA has reached out to tourism organizations, airport managers, economic forums, business trade organizations and approx. 20 – 30 groups and individuals in two select markets (Columbus, Ohio for business and New Orleans for tourism). The GTAA described the challenges being experienced and what it means to their communities. There has been a great response so far.</li><li>• The GTAA would like to target additional markets to focus on. It's not all about staffing; but also talking about getting more kiosks for people who use the automated trusted travel programs for border crossing.</li><li>• T. Lennox noted the GTAA did an economic study to identify the impact that a lack of CBP staff has on economic ties to the U.S. For example, a small town like Allentown, Pennsylvania is impacted and they have to readjust how they do business if they cannot get access to Toronto. In New Orleans, 15% of the population didn't come back after Hurricane Katrina, and the tourism market hasn't recovered.</li><li>• L. McKee noted the GTAA developed a two page document as an overview of the issue and the key messages that are being used.</li><li>• R. Cockfield noted he had heard there is a Canadian company who has a contract in Europe to scan liquids, but they were having difficulty getting approval in Canada. T. Lennox responded that the GTAA hope in the near future is this type of technology will be able to be used because liquids, aerosols and gels continue to slow the security processing down.</li><li>• B. Clark inquired about preclearance vs post clearance and why some states are not eligible to have preclearance entry into the U.S. T. Lennox noted many airports in the U.S. are configured to receive international traffic and have a U.S. CBP staff member. In Kansas City, for example, the only international destination at their airport is Toronto but the volume of traffic that comes in from Canada to Kansas City would overwhelm their facility. The Americans have relied on arrivals coming from Canada being pre-cleared. This means Canadian flights can use domestic gates and can code-share with American carriers such that the United/AC relationship, and the emerging relationship between Westjet, Delta and American, allows seamless operations.</li><li>• CATSA doesn't have funding to accommodate growth in Canadian aviation industry.</li><li>• B. Clark inquired if all flights from Canada to the U.S. are pre-cleared. T. Lennox noted affirmative in most cases, however there are a few exceptions.</li></ul>

---

**4.0 ADJOURNMENT: Next CC Meeting: April 18, 2012 at 4:00 p.m.**

---