

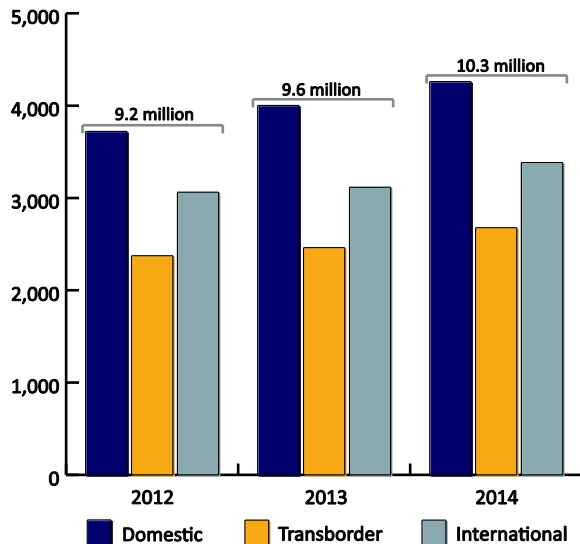
CONSULTATIVE COMMITTEE UPDATE

OCTOBER 2014



Passenger Traffic at Toronto Pearson (May–July, 2012–2014)

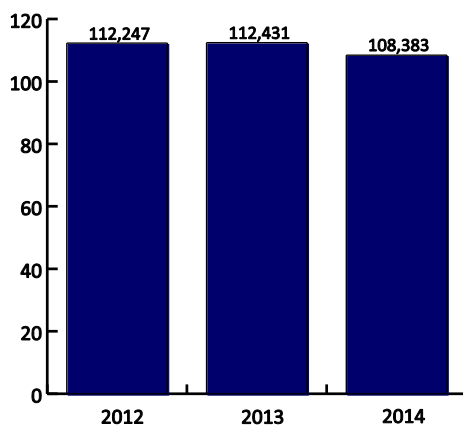
(in thousands)



Note: These numbers are estimates.

Runway Movements at Toronto Pearson (May–July, 2012–2014)

(in thousands)



Note: These numbers are estimates.

Toronto Pearson: the unique value of a hub airport

Toronto Pearson is not just a Canadian gateway, but a North American one. Located in the heart of Canada's most important economic area, it benefits from and contributes to the country's commercial health.

As Canada's largest and North America's second largest international airport, Toronto Pearson is a hub for the movement of people and goods across the country, the continent, and around the globe.

Leading research firm Frontier Economics considered the direct, indirect, and induced economic impacts of Toronto Pearson, focusing on traditional factors including Gross Domestic Product (GDP), jobs, employment income and taxes. They also explored how Toronto Pearson as a global hub powers international trade and facilitates economic growth allowing Canadians and visitors to work together at home and abroad.

They found that Toronto Pearson supports 277,000 jobs across Ontario, or 4.2 per cent of working Ontarians, and generates \$35.4 billion, or 5.6 per cent of Ontario's GDP —more than the financial services industry or real estate industry. [Read their report.](#)

Air Services

Air Canada and **Air Canada rouge** increased their international presence as follows:

- adding another weekly flight to Istanbul starting October 26, using a Boeing 763
- new rouge service to Honolulu starting November 26, twice weekly using a Boeing 767
- new service to Rio de Janeiro starting December 11, thrice weekly using a Boeing 767-300ER

- new service to Panama City starting December 17, thrice weekly using an Airbus 319
- seasonal service to Mont Tremblant, Que., starting December 18, four times weekly using a Bombardier Q400
- rouge adding another weekly flight to St. Maarten starting December 20, using a Boeing 767
- adding another weekly flight to Buenos Aires using a Boeing 777
- aircraft changes on several routes for the winter season to Hong Kong, Paris, Sydney, London, San Francisco

On October 2, Air Canada and **Air India** commenced a codeshare partnership covering service between Europe and India, Asia and India, as well as domestic Indian routes.

On October 25, **Sunwing** starts new weekly service to St. Lucia for the winter season.

On October 26, **WestJet** starts new daily service to Phoenix, Ariz.

On November 10, **Copa Airlines** adds another weekly flight to Toronto from Panama City.

On November 15, **Sunwing** starts new service to Manzanillo, Mexico.

From December 18 to January 8, **Korean Air** is upgrading to a Boeing 777-300ER, from a 200ER, for one of four weekly flights to Seoul.

On December 21, **Air Transat** begins new service to Cayo Largo using a Boeing 737.

On December 21, **Sunwing** starts new weekly service to Cozumel.

On February 21, **Air Transat** begins new service to Los Cabos using a Boeing 737.

For the winter season, **LOT Polish** will add three weekly flights to Warsaw, or daily service, using a Boeing 787.

For the winter season, **Sunwing** will offer new weekly service to La Cieba, Honduras, and twice weekly service to St. Petersburg, Fla.

For the winter season, **Transaero** will add another weekly flight to Moscow.

Canada Transportation Act Review

The GTAA will be participating in an arms-length review of the [Canada Transportation Act](#). The federal government regularly reviews its policies and regulations to ensure they serve the country's current and future needs. The review provides an opportunity to consider how the national transportation system can best support Canada's continuing economic growth.

Electronic Travel Authorization Regulations

The proposed Electronic Travel Authorization (ETA) regulations would require foreign nationals who are exempt from the requirement to obtain a temporary resident visa (TRV) to obtain an ETA before travelling to Canada by air. U.S. citizens are exempt.

The federal government contends that screening these foreign nationals before they arrive in Canada will help prevent those who are inadmissible or do not meet the requirements of the Immigration and Refugee Protection Act from travelling to Canada.

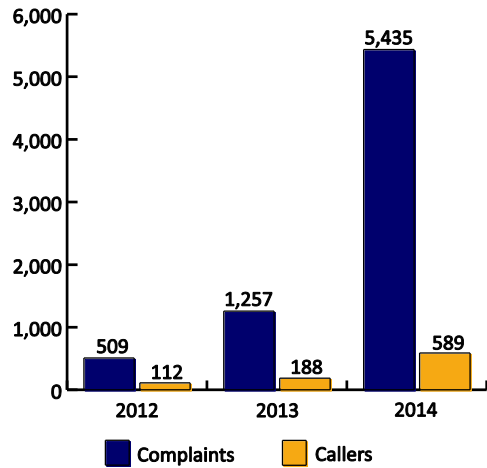
The ETA requirement is expected in April 2015. The GTAA has prepared a formal submission, providing input to the federal government on the proposed regulations.

Indoor Google Maps of Toronto Pearson

Toronto Pearson is one of the first Canadian airports to offer [Indoor Google Maps](#). Passengers can now use Google Maps or Google Maps for Mobile to zoom in and see the floor plans of Toronto Pearson to locate amenities, restaurants, and retail locations.

Noise Complaints and Callers

(May–July, 2012–2014)



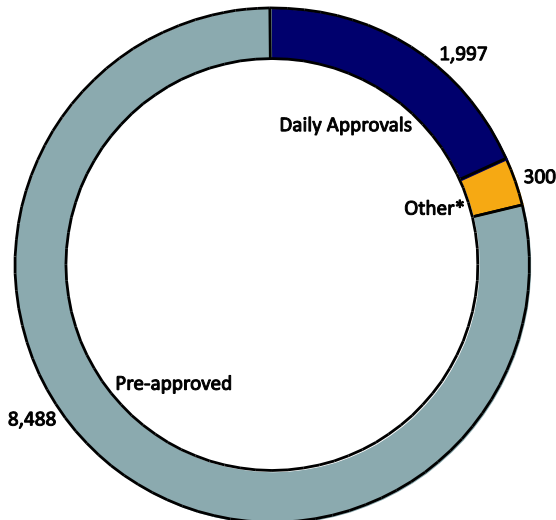
Early Turn Trial

The trial program allowing early turns on the north/south runways and extended prop turn hours continues.

Throughout the trial so far, from March 3, 2008, to July 31, 2014, 2,310 eligible jet aircraft (19 per cent) conducted an early turn off the north/south runways, resulting in nine complaints. During this time, 3,276 props (92 per cent) conducted early turns between the hours of 6:30 and 6:59 a.m., while 6,152 (83 per cent) initiated early turns between 11:01 and 11:30 p.m., resulting in 230 complaints.

Restricted Hours Flights

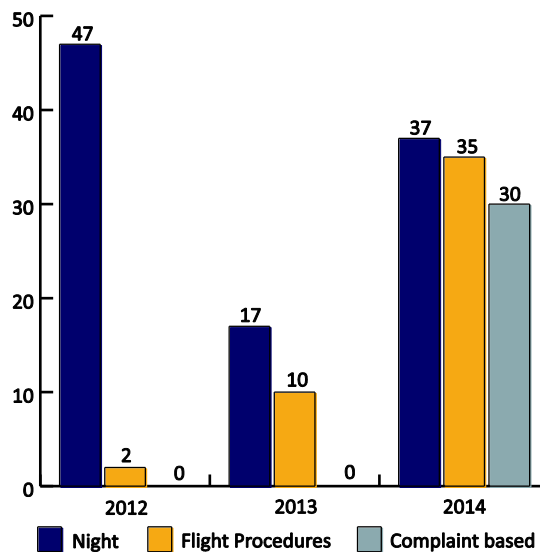
(November 2013–July 2014)



*Other operations include medevac flights, weather alternate flights, military and police.

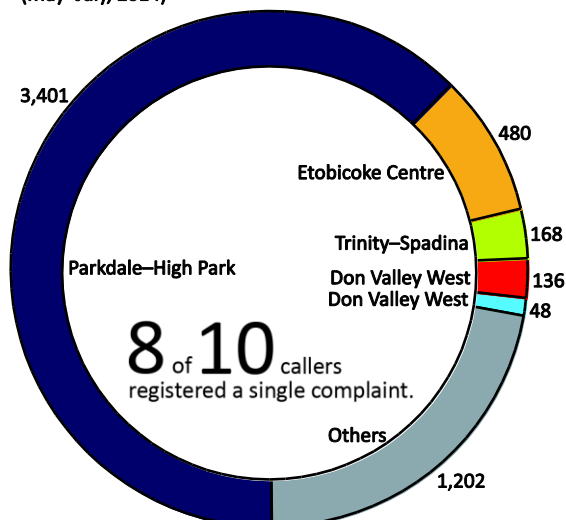
Enforcement Investigations

(May–July, 2012–2014)



Top Five Callers vs. All Other Callers

(May–July, 2014)



This chart shows the number of complaints made by our five most frequent callers, identified by location.

Comparison of Aircraft Movements and Noise Complaints by Runway Operation

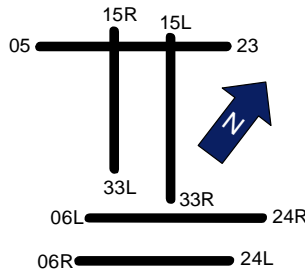
From May to July 2014, there were 108,383 aircraft movements at Toronto Pearson, resulting in 5,435 complaints from 589 complainants, of which 4,188 complaints were related to aircraft arrivals and 1,203 were related to aircraft departures. Further, 44 complaints were unrelated to runway operations.

The following tables attribute noise complaints to various runway operations.

Arrivals in May–July 2014

Runway	Movements	Complaints
From east		
23	10,452	113
24R	11,661	1,986
24L	9,857	1,761
From south		
33R	236	31
33L	1,226	80
From west		
06R	4,207	31
06L	4,100	38
05	11,856	30
From north		
15R	750	93
15L	1,583	25
Total	55,928	4,188

Toronto Pearson runway layout



49.7 complaints/
1,000 aircraft movements

5.4 complainants/
1,000 aircraft movements

Departures in May–July 2014

Runway	Movements	Complaints
To east		
05	5,090	16
06L	12,851	624
06R	264	13
To south		
15L	177	144
15R	1	0
To west		
24L	140	6
24R	12,551	171
23	16,669	115
To north		
33L	276	11
33R	4,436	103
Total	52,455	1,203