

2009 CONSULTATIVE COMMITTEE - UPDATE

GREATER TORONTO AIRPORTS AUTHORITY

SEPTEMBER 2009

Passenger Traffic and Aircraft Movement

June signifies the beginning of the peak summer travel season. Traffic increased by four per cent over May, reflecting a modest recovery on international travel from the impacts of the H1N1 flu. In the absence of good economic and consumer confidence conditions this month, airlines are still struggling to attract travelers across all sectors. Despite record low fares offered by some airlines, this month's passenger traffic is still lower than last year by 9.7 per cent. Aircraft activity was lower by seven per cent.

For the first half of 2009, passenger traffic is 7.9 per cent lower than 2008, while total aircraft traffic is down 5.7 per cent. Passenger aircraft activity is down by 3.5 per cent, while non-passenger traffic—comprised of business, general aviation and cargo activity—has fallen off by 24 per cent.

July and August are traditionally the busiest months of the year, and this is expected to continue. However, numbers this year will likely be below the levels achieved in the same months of the last two or three years. Early estimates of July passenger traffic show a reduction of about five per cent compared to July 2008.

Taxi and Limo Committee (CCTL)

This industry continues to feel the impacts of the downturn in traffic. The CCTL will be establishing a working group this fall to look at opportunities to green the industry.

One of the CCTL initiatives is researching opportunities for fleet conversion to more environmentally friendly vehicles. Our industry

challenge will be to find vehicles that have adequate trunk space and can handle the significant mileage.

On July 30, Municipal Affairs Minister Jim Watson signed a regulation into the City of Toronto Act that permits airport-licensed taxis to pick up passengers from any point within Toronto.

Also at the CCTL meeting, Peel Regional Police gave a presentation about the Scooper Initiative. This program has resulted in a significant drop in the number of scoopers.

Community Environment and Noise Advisory Committee (CENAC)

At the June 17 meeting, the GTAA gave a presentation about its night flight restriction program. Residents from various communities continue to express concerns about flight noise.

Air Services

Turkish Airlines started non-stop service to Istanbul, Turkey on July 11, providing three weekly direct flights to Toronto Pearson. The flights will be operated by a combination A330 and A340 aircraft providing more than 1,600 seats a week in the market.

Air Canada plans to increase its China service this winter (2009-10) with increased frequencies to Beijing (from three to five weekly flights) and Shanghai (from four to five weekly flights). Air Canada will operate their B777 aircraft on both routes.

Starting August 14, 2009, Korean Air will further increase its service between Toronto and Seoul, South Korea with daily B777 service. This

complements Korean Air's recent increase earlier this summer to five weekly flights.

WestJet Airlines announced major expansion to the US and International markets for the winter season, resulting in a significant increase in capacity on routes. Effective November 2, Westjet increases flights from Toronto-Bridgetown/Barbados to five weekly flights. Additionally, new Westjet routes include:

- Toronto-Miami daily service (eff Oct. 21)
- Toronto-Atlantic City daily service (eff Oct. 22)
- Toronto-St. Maarten 3 weekly (eff Nov. 1)
- Toronto-Varadero 3 weekly (eff Nov. 1)
- Toronto-Freeport 2 weekly (eff Nov. 2)
- Toronto-Holguin 2 weekly (eff Nov. 2)
- Toronto-Cayo Coco 2 weekly (eff Nov. 4)
- Toronto-Providenciales 2 weekly (eff Nov. 4)
- Toronto-Cozumel 2 weekly (eff Dec. 10)

Corporate Social Responsibility and Sustainability

On June 13, 2009, the GTAA hosted the second annual Runway Run on Runway 24L/6R. More than 2,000 people participated in a 5 km run or 2 km walk, and raised over \$100,000 for the Credit Valley Hospital Foundation. An event of this magnitude does not happen without volunteers. The GTAA would like to thank nearly 100 airport employees, air cadets, Georgian College students and members of the local community who volunteered. Thanks to their enthusiasm and dedication, the 2009 Runway Run was a great success.

Art and Culture

Gallery 120, across from Gate 120 in the Domestic Departures area of Terminal 1, has become home to two hundred and thirty-eight beavers; that is, model Beaver aircrafts. Ottawa artist Frank Shebageget, a member of the Ojibway nation and originally from northern Ontario, has created numerous installations of these basswood models of the deHavilland Beaver float plane at galleries

across Canada. Curtain of Beavers was created specifically for Terminal 1. The conceptual background on this installation is a combination of references to Canada's aviation history, the colonial policies on northern Aboriginal development, and the personal and community narratives from Native communities. This conceptual framework speaks to both the historical and contemporary relevance of these planes to both Native and non-Native identity in Canada.

A new exhibition in three exhibition spaces in U.S. Departures and International Departures brings together innovative Canadian examples of socially responsible design, by both student and professional designers. Socially responsible design, whether focused on the individual or wider society, moves beyond economic and consumerist considerations to embrace ethical, emotional and humanitarian values. Highlights of the show include the beautiful and functional CISTA rainwater collector, Boomerang recycled paint, and the MISTING low flow tap.

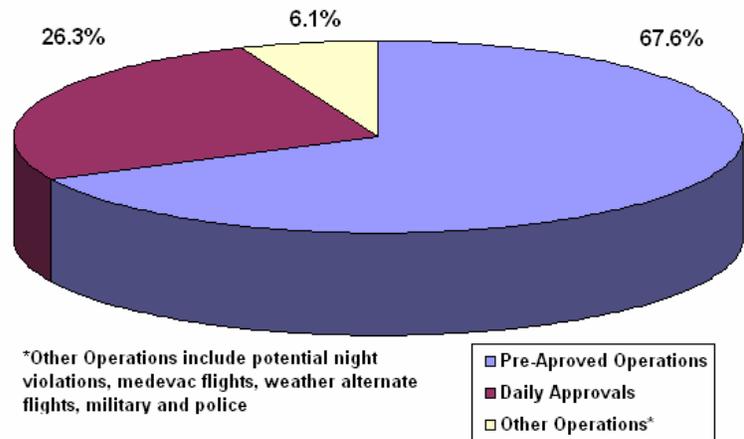
Noise Management Statistics

From March to April of 2009, the GTAA received 325 complaints from 90 callers. Over the same period in 2008, 168 complaints were received from 73 callers. The increased number of complaints is primarily attributed to continued public awareness of aircraft operations in Brampton since the early turn trial of additional aircraft on east-west runways (March to June 2008). Brampton complaints are primarily related to Runway 23 departures (original early jet turns and propeller turns) and Runway 33R departures. 189 complaints were received from 37 Brampton residents from March to April 2009 compared to 44 complaints from nine Brampton residents the previous year. The three most frequent callers (two from Brampton; one from Mississauga) made 128 complaints compared to 60 complaints from the three most frequent callers in 2008.

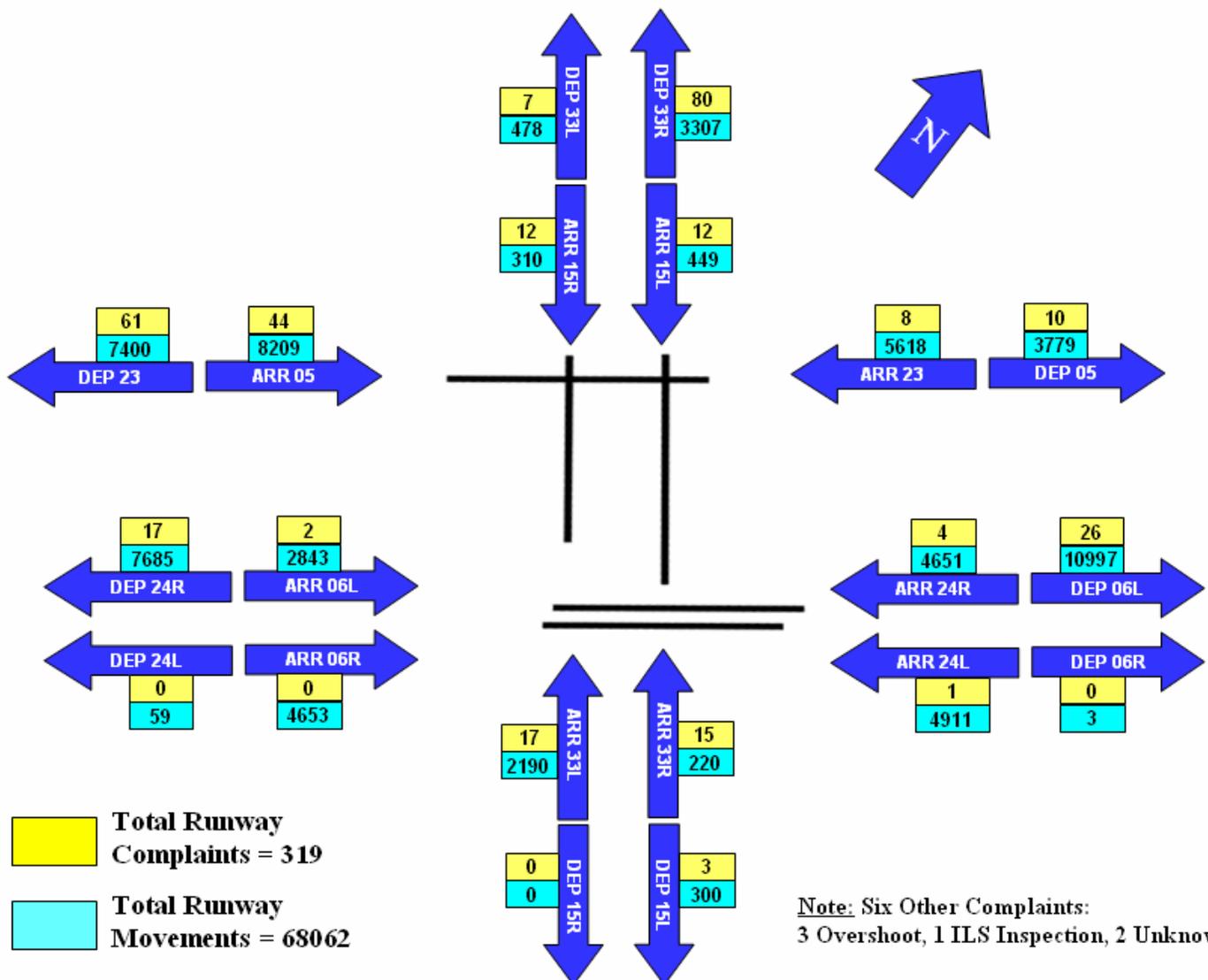
Month	Complaints	Callers
March	143	41
April	182	68

In March and April 2009, Runway 15R was used for 10.25 hours and handled 0.5 per cent of Toronto Pearson’s operations, which included 310 arrivals and no departures. Runway 33L was used for 72.8 hours as an arrival runway and handled 2190 aircraft, which accounted for 3.2 per cent of Pearson’s operations.

Total Flights Operated during 2009 Restricted Hours (Nov. 2008–Apr. 2009) (00:30–06:29 local)



Comparison of Noise Complaints by Runway Operations March–April 2009



Early Turn Trials

The trial program, including early turns on the north/south runways and extended prop turn hours, continues to proceed and related complaints are minimal. From March 3, 2008 to the end of April 2009, 22 per cent (575) of eligible aircraft conducted an early turn off the north/south runways, resulting in three complaints. 92 per cent (1174) of propeller aircraft conducted early turns between the hours of 0630–0659 local time, while 81 per cent (845) initiated early turns from 2301–2330 hours local time, resulting in a total of 21 complaints.

Enforcement Activities

During March and April 2009, the Enforcement Office conducted 107 investigations into potential violations of the Noise Operating Restrictions and Noise Abatement Procedures. 15 investigations were of arrival procedures, 27 of departure procedures and 65 were investigations related to the Night Flight Restriction Program (NFRP). Of these 107 investigations, four were associated with noise complaints from the public.

Over the same period in 2008, the Enforcement Office conducted 115 investigations. Of these, 34 investigations were of arrival procedures, 12 of departure procedures and 69 related to the NFRP.

Year (Mar.–Apr.)	Investigations
2009	107 15 Arrival 27 Departure 65 NFRP
2008	115 34 Arrival 12 Departure 69 NFRP

2009 Airside Construction Noise Impacts

In the summer of 2009, the airside restoration projects that will have potential noise impacts are on Runway 05-23 roughness (May 1–15 and 23–25) and Runway 15R-33L (July 6–14, 17–20 and 24–27). Taxiway Hotel restoration near Runway 15L-33R in June and August that was originally planned as

night work has now been changed to daytime and no noise impacts are expected.

The most significant construction noise impacts were related to the Runway 05-23 closures in May. During the Runway 05-23 closure, maximum airside capacity was achieved by the following operations: Arrive 15R/15L and Depart 15L or Arrive 33L/33R and Depart 33R. During the Runway 05-23 closures from May 1–15 and May 23–25, operations on the north/south runways were used for extended periods on twelve days, resulting in more than 220 related noise complaints.