

CONSULTATIVE COMMITTEE UPDATE

OCTOBER 2017

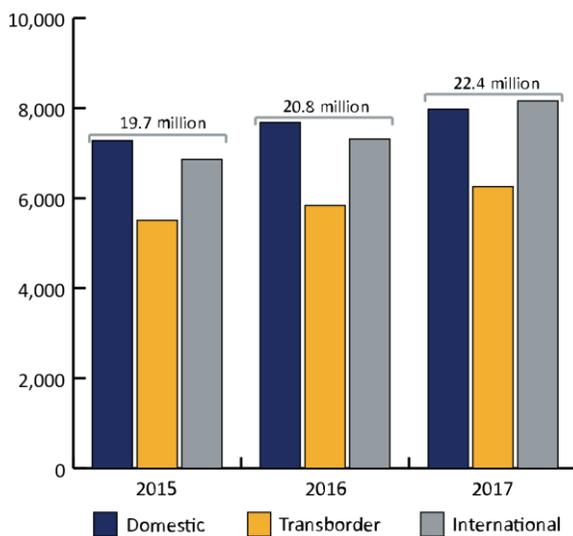


Key Statistics

Passenger Traffic at Toronto Pearson

(January–June, 2015–2017)

(in thousands)

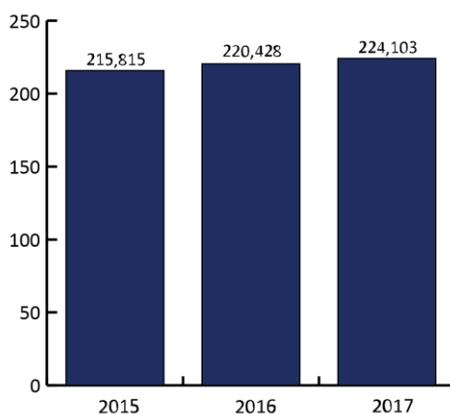


Note: These numbers are estimates.

Runway Movements at Toronto Pearson

(January–June, 2015–2017)

(in thousands)



Note: These numbers are estimates.

Toronto Pearson Master Plan: 2017-2037

The GTAA is currently updating the Toronto Pearson Master Plan, outlining its short-, medium-, and long-term plans to meet the regional and global demand for air travel.

The GTAA is required to update its Master Plan every 10 years, as outlined in its ground lease with Transport Canada.

Our Master Plan looks 20 years into the future, at the emerging needs for the airfield, passenger terminals, airport access, cargo capacity, business aviation, and support facilities, while accounting for existing facilities, capabilities, and operating conditions.

This Master Plan explains how the GTAA is working with various stakeholders to accommodate growth in the Greater Toronto Area and all of Southern Ontario. For instance, we worked with 10 other airports to create the [Southern Ontario Airport Network](#), and is working with all levels of government to develop a [regional transit centre](#) and passenger processing centre at Toronto Pearson. It also explains how the GTAA will work to maximize Toronto Pearson's economic output while minimizing emissions and mitigating impacts on communities.

The GTAA has engaged with its stakeholders to share details of the plan, including elected officials, government staff, community residents, industry and on-site partners, through workshops, presentations, and one-on-one meetings.

A detailed presentation on the Master Plan will be provided at the next Consultative Committee meeting (October 4).

Toronto Pearson Noise Management Action Plan

Toronto Pearson serves Canada's largest and fastest growing metropolitan area. As part of our commitment to manage the impact of our growing operations, the GTAA is reviewing a range of ambitious actions to mitigate the impacts of aircraft noise on local residents. We're developing a new Noise Management Action Plan based on community input and a number of technical reports. The Plan will be published this December, covering initiatives to be delivered between 2018 and 2022.

Noise Benchmarking and Best Practices Review

Our Noise Benchmarking and Best Practices Study looked at other global hub airports around the world for best practices in noise management, and at our last meeting of the Community Environment and Noise Advisory Committee (CENAC) on September 27, we delivered the results to residents at the Toronto Congress Centre.

Aviation consultant Helios researched noise management programs at 26 airports looking at 11 areas of noise management practices including quieter fleet initiatives, runway use, noise abatement procedures, night flight restrictions, noise complaint management, aircraft noise on the ground, land use planning, noise reporting and metrics, fly quiet programs, noise ombudsman, and community outreach.

In their final report, Helios delivered 30 proposals to the GTAA for improvements in the short- and long-term, grouped into five areas: proposals that could reduce the impact of aircraft noise, that could better manage aircraft noise at night, that could improve community and aviation industry engagement, that could improve data collection and reporting, and additional voluntary initiatives that could improve outcomes.

Some proposals, if pursued, such as those that suggest using runways differently to balance noise impacts, would require consultation with our community and stakeholders.

The full report can be found [here](#). The Executive Summary can be found [here](#).

Independent Toronto Airspace Noise Review

Concurrently, NAV CANADA commissioned a third-party review of the Toronto airspace, also conducted by Helios. This study was pursued in response to requests by the community, following changes made to the airspace in 2012.

Helios's findings were released on September 18, recommending retrofits for Airbus 320 series aircraft, low-power, low drag aircraft descents, and time-based operations, among other improvements.

Read the full report [here](#).

Toronto Pearson Residents' Reference Panel

Earlier this year, the GTAA worked with MASS LBP, a citizen engagement organization, to create a 36-member [Residents' Reference Panel](#). This group is using information collected from meetings with stakeholders, results from a survey on noise fairness and airport growth, public workshops and information sessions to put forward a report with recommendations for Toronto Pearson.

This report will provide values to consider for responsible growth, key issues to address, criteria for evaluating success in aircraft noise management, and recommendations that will inform our decisions on how best to grow.

Toronto Noise Mitigation Initiatives

The [Toronto Noise Mitigation Initiatives](#) are six ideas with the potential for mitigating aircraft noise based on feedback received from the community that are being studied by the GTAA and NAV CANADA. Two of the six ideas fall within the purview of the GTAA and include runway alternation and the review of the preferential runway system. The other four ideas relate to the use of airspace, which is managed by NAV CANADA.

The technical analysis from these studies will be shared at the end of 2017, followed by consultation in early 2018.

The GTAA understands the importance of fostering positive relationships with the communities in which it operates and is actively working to develop its new Noise Management Action Plan, drawing on the studies and initiatives mentioned above. Any decisions regarding changes to our operations that could have community impacts will not be included in the Plan, as they would require a consultation process.

Strong growth continues in second quarter

During the first six months of 2017, Toronto Pearson experienced the largest ever semi-annual increase in the number of total passengers and international passengers using the airport. During that time, 22.4 million passengers travelled through Toronto Pearson, measuring 7.4 per cent growth over the same period last year. International passenger activity increased by 9.6 per cent, and domestic passenger activity

increased by 3.6 per cent over the same period last year.

As a result, net income increased to \$42.7 million during the first half of 2017, representing a 58.4 per cent gain over the same period last year.

“The strong passenger traffic growth at the airport over the first half of the year cements Toronto Pearson’s emergence on the world stage as a premier global hub,” said Howard Eng, GTAA President and CEO. “Ensuring the efficient movement of people and goods to, from, and around the airport is a prerequisite for long-term growth. For this reason, we continue to work with local, provincial, and federal governments to make our vision for a regional transit centre a reality.”

The GTAA's latest financial results are discussed in more detail in the GTAA's [Financial Statements and Management's Discussion and Analysis](#).

The GTAA issues Request for Proposals (RFP) for design consulting services for concept development of the Regional Transit Centre

To advance the Regional Transit Centre, in late July the GTAA issued an RFP to engage architectural and engineering consultant services to develop the design for the first phase of the facility, including various local and regional transit connections, and adjacent new passenger processing facility.

The design contract is planned to be issued to the successful consultant team in December 2017.

Community Noise Impacts Report

As Toronto Pearson continues to grow to support our economy, the GTAA remains sensitive to the issue of aircraft noise and how it affects local communities. Since assuming responsibility for the airport in 1996, the GTAA has worked to balance safety and airport operations with the interests of area residents, while coordinating with the aviation community to manage and mitigate aircraft noise.

The following map shows complaints received from neighbouring communities for the first four months of 2017—a total of 23,886 complaints from 1,322 callers.

Due to the very high volume of complaints since the Spring, the Noise office is delayed in providing statistics for the second quarter of 2017. The GTAA will share these statistics with the Consultative Committee when they become available.

