



Media Kit

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Backgrounder – Greater Toronto Airports Authority

The Greater Toronto Airports Authority (GTAA) was incorporated on March 3, 1993 as a not-for-profit corporation without share capital, constituted under Part II of the Canada Corporations Act. The GTAA was recognized as a Canadian Airport Authority by the federal government in 1994, an acknowledgement that it was constituted fully in accordance with the terms of the National Airports Policy. Under this policy, the GTAA is authorized to operate airports within the region on a commercial basis, to set fees for the use of Toronto Pearson International Airport and to develop and improve airport facilities.

In December 1996, the GTAA executed a ground lease with the federal government for all of the airport lands, buildings and structures, as well as certain roads and bridges providing access to the airport. The ground lease has a term of 60 years, with an optional renewal term of 20 years. In accordance with the terms of the ground lease, the GTAA assumed operations, management and control of Toronto Pearson.

Members of the GTAA's Board of Directors are drawn from the geographic regions within the Greater Toronto Area. Collectively the Board is required to have an expertise that covers the interests of business and the aviation industry and the skills necessary for effective corporate governance.

The GTAA's board oversees the conduct of the corporation and ensures that long term goals and the strategies necessary to achieve them are established, and are consistent with the GTAA's objectives. The Board also ensures that the necessary systems are in place to manage the risks associated with the GTAA's business, and to monitor and measure management's performance in carrying out the corporation's objectives.

The mandate of the GTAA, as set out in its constating documents is:

- to operate and develop Toronto Pearson International Airport
- to work toward an efficient system of airports in south-central Ontario
- to use the airport system to enhance regional economic growth and development
- to confer regularly with communities and governments on all of these matters.

The mission of the GTAA is built upon the cornerstones of our business in order to create an airport system that contributes to the region's economic development. The four cornerstones are:

- Safety and security
- Customer service
- Environmental sensitivity, and
- Financial responsibility.

Backgrounder – Airport Development Program

When the GTAA assumed responsibility for Toronto Pearson in December 1996, it recognized that the existing facilities would not be adequate to provide services and capacity for the future. Consequently, the GTAA completed an Airport Master Plan which was subsequently revised in 1999, and implemented a program for the redevelopment of airport facilities.

The total program is divided into four project areas, with a total budget of **\$4.415 billion**. These include:

Terminal Development - a new single unified terminal, designed to ultimately replace Terminals 1 and 2, including improved access roads and a new central parking garage. The first phase became operational on April 6, 2004.

With the acquisition and redevelopment of 1.5 kilometres of Highway 409 and associate provincial lands, the GTAA has enhanced the convenience of airport users by providing simplified access. The realignment of Highway 409, a major component of the program, has established a core collector system that separates airport traffic from the regional traffic.

Infield Development - new facilities have been constructed in the infield area to replace and expand certain facilities that were previously located in the northeast area of the airport for freight, ancillary aviation functions, hangars and cargo. Additional service facilities were also constructed in the infield, including a central deicing facility and an infield terminal building. The area is linked to the east terminal aprons by a four lane tunnel under Runway 15L/33R. This project was completed in 2002.

Airside Development - enhanced airside facilities include a fifth runway, dual taxiway system, new taxiways and extension of an existing runway to support the additional capacity which will become available with the new terminal. This component of the ADP was completed in 2002. Plans for a sixth runway are also included in the long term plans, and will be constructed as demand dictates.

Utilities and Airport Support - several support projects to improve the utility services and ancillary support facilities. These projects are complete, and include a Central Utilities Plant, a new Peel Regional Police Building, two new fire halls and a fire training facility.

Facts and Figures – Toronto Pearson Int'l Airport

- Toronto Pearson is Canada's busiest airport handling more than 40 per cent of the country's air traffic.
- Toronto Pearson was ranked the 28th busiest airport in the world in 2003, with approximately 24.7 million passengers annually.
- In 2002, approximately 325,000 tonnes of cargo was processed through Toronto Pearson.
- Approximately seven out of 10 passengers travelling through Toronto Pearson are residents of the region or attracted to the area for business or tourism.
- Toronto Pearson provides direct links to all parts of Canada, North and South America, Europe, Asia, and Australia through an extensive network of air routes.
- Approximately 60 per cent of the population of the United States is within a one hour flight of Toronto Pearson.
- In May 1999, Pearson International Airport became the first airport in North America to be certified for the coveted ISO 14001 international environmental standard.
- There are currently five runways in use at Pearson Airport. Runway 05L/23R measures 60.9 by 3,200 metres, Runway 06L/24R measures 60.9 by 2,896 metres, Runway 15R/33L measures 60.9 by 2,591 metres, Runway 15L/33R measures 60.9 by 3,368 metres, Runway 06R/24L measures 60.9 by 2,749 metres.
- Currently, over 50 carriers at Toronto Pearson provide non-stop service to 79 North American destinations; 26 European destinations; 1 South American destination; 1 Asian destination; 1 Middle East destination; 10 Caribbean destinations; and same plane service to 65 other international cities.

Facts and Figures – Airport Development Program

- The Airport Development Project (ADP) represents a vital component of the province's construction industry. On any given month, approximately 2,300 workers were employed on various projects associated with the ADP.
- The GTAA's Airport Development Program is a \$4.4 billion plan that includes airside and infield facilities such as runways, cargo facilities, flight kitchens and deicing pads.
- Cargo and aviation support services have been relocated to a 350-acre space in the infield area of the airport. Included in this is a 10-gate infield terminal.
- Completed in December 2000, the GTAA's infield tunnel, which travels under one runway and two taxiways, is able to withstand a million and a half pounds of weight landing over top. This is equivalent to the weight of two fully loaded Boeing 747s.
- When completed, the GTAA's new Parking Garage will accommodate more than 12,600 vehicles, making it the largest indoor facility of its kind in Canada.
- The GTAA has invested \$320 million in its Roads and Bridges Program. This translates into an astounding 64 bridges and the equivalent of 84 kilometres of single lane roadway constructed since 1999.
- In accordance with the development team's plan to realign roadways in and around the airport, the Authority purchased 1.5 kilometres of Highway 409 from the Province of Ontario.
- Schedule to begin operations in 2006, the GTAA's new Automated People Mover (APM) will have the ability to carry as many as 2,150 people each way every hour in the first phase of operations. The APM will shuttle passengers between the new Terminal 1, Terminal 3 and the GTAA's Reduced Rate Parking Lot in about three and a half minutes.

Facts and Figures – New Terminal 1

- In Phase 1 of the new terminal, opening spring 2004, there will be:
 - 18 Autopay machines in four garage lobbies
 - 50 Express check-in machines
 - Approximately 450 Flight and Baggage Information Displays
 - 40 Information Phones on four levels
 - Approximately 9,000 spaces in new parking garage
 - Approximately 9,700 wayfinding signs and more than 300 electronic message boards.
- In order to ensure the new terminal is ready for opening day, a series of trials were created to test every aspect of the facility. To simulate typical operations, some of these trials have used up to 1,000 volunteer 'passengers' and more than 5,000 pieces of donated luggage.
- The new terminal has been designed with safety in mind. Some of these features include:
 - All deliveries to the terminal will take place at centralized delivery area, ensuring curbs stay clear of delivery vehicles
 - Elevated roads can be used independently - partial or total closure of inner and/or outer curb at any level is possible for emergency evacuation procedures
 - Bridges are structurally independent of buildings
 - Shatter-resistant glass has been integrated into the façade of the new terminal.
- At the GTAA's new Information Kiosks, passengers will be able to speak to a Passenger Information Representative 24 hours a day, seven days a week.
- The ultimate terminal plan will serve passengers well into the 21st century, providing efficient air travel and world class customer service. At the completion of Phase 4, the terminal building will:
 - Be capable of handling 50 million passengers a year
 - Incorporate more than 390,000 square metres of floor space
 - Contain approximately 250 passenger check-in counters
 - Operate a baggage handling system with more than 15 kilometres of conveyor
 - Contain enough concrete to build two CN Towers and enough steel for three and a half Eiffel Towers.

Summary of Completed Projects

1996

- GTAA Administration Building

1997

- Satellite Deicing Facility
- Runway 15R/33L
- New NAV CANADA Air Traffic Control Tower

1998

- Air Rescue and Fire Fighting Training Facility
- Fire Hall, North End Station
- Carlingview Stormwater Management Facility

1999

- Central Workshop and Stores
- Pass Permit Office
- North and South Airport Surface Detection Equipment (ASDE) Tower (NAV CANADA)
- Britannia Road Extension
- Terminal frontage roads
- Fire Hall, South End Station

2000

- Highway 409 - announcement of purchase
- Reduced Rate Parking Lot
- Infield Tunnel
- Dual Taxiway System
- Peel Regional Police Building

2001

- Moore's Creek Stormwater Facility
- Central Utilities Plant
- Cara Flight Kitchen
- Air Canada's Ground Equipment Maintenance Building
- Cargo 1, Cargo 2 and Cargo 3
- YYZ FedEx Hub

2002

- Bussing Facility
- Infield Holdroom Terminal
- Pickering Site Office
- New Terminal 1 Apron Control Tower
- Runway 06R/24L
- Infield 3 Bay Hangar
- New outbound roads and bridges at Terminal 3

- Courtneypark Drive extension

2003

- Taxiway November
- Derry/Bramalea Road Intersection
- Newly commissioned art pieces
- Museum exhibition spaces
- Malton Airport Gallery and Aviation wall

2004

- First Phase: new Terminal 1
- First Phase: new parking garage
- Successful realignment of roadways