



2008-2030

PREFACE

WITH THE OPENING OF PIER F IN JANUARY 2007, THE GREATER TORONTO AIRPORTS AUTHORITY (GTAA) COMPLETED THE 10-YEAR REDEVELOPMENT OF TORONTO PEARSON INTERNATIONAL AIRPORT (TORONTO PEARSON), A PROJECT THAT BEGAN WITH THE GROUNDBREAKING FOR THE NEW TERMINAL BUILDING IN DECEMBER 1998. THE OPENING OF PIER F ALSO MARKED THE COMPLETION OF MUCH OF THE WORK THAT WAS DESCRIBED IN THE 1999 AIRPORT MASTER PLAN (2000-2020) AND SETS THE FOUNDATION FOR THE FUTURE.

TORONTO PEARSON IS NOW EQUIPPED TO HANDLE 38-40 MILLION PASSENGERS ANNUALLY. LOOKING AHEAD, THE GTAA REMAINS FOCUSED ON PROVIDING QUALITY AVIATION FACILITIES AT TORONTO PEARSON, RECOGNIZING THAT THE REGION'S CURRENT AND FUTURE DEMAND FOR AIR TRAVEL IS EXPECTED TO CONTINUE TO GROW. THE GTAA IS COMMITTED TO MEETING THIS DEMAND IN A FINANCIALLY, OPERATIONALLY AND ENVIRONMENTALLY RESPONSIBLE AND SUSTAINABLE MANNER.

THIS AIRPORT MASTER PLAN DESCRIBES THE DEVELOPMENT THAT IS REQUIRED WITHIN THE 2008-2030 PLANNING HORIZON TO MAXIMIZE THE DEVELOPMENT POTENTIAL OF THE AIRPORT. THIS PLAN BUILDS ON THE LONG-TERM VISION OUTLINED IN PREVIOUS MASTER PLANS FOR TORONTO PEARSON. IT IS ALSO GUIDED BY THE GTAA'S STRATEGIC BUSINESS VISION OF DEVELOPING TORONTO PEARSON INTO A LEADING AIRPORT COMPANY CHAMPIONING SUSTAINABLE GLOBAL ACCESS FOR THE GREATER TORONTO AREA.

As with the 1999 Master Plan, this document will serve as a guide to airport management, who must make decisions on a daily basis to ensure safe and efficient airport operations. It will also provide the backdrop for future discussions on all airport issues that impact on airport development and the allocation of scarce land resources. The Master Plan assists airport management and airport users in making short- and medium-term decisions that are consistent with long-term developments described within the Master Plan. The Master Plan also serves to inform the Airport's many partners and stakeholders including municipal, provincial and federal planners and policy makers.

Following the large-scale redevelopment that has taken place at Toronto Pearson, it is important to ensure that airport facilities are used to their maximum before additional investments in aviation infrastructure are made. This Plan will examine and establish the timing of future development at Toronto Pearson. A unique feature of this Master Plan is the fact that, for the first time, the optimal capacity of the facilities is anticipated to be reached within the planning horizon (2008-2030). As a result, this document will explore how facilities might be optimized and discuss the need for additional airport capacity as Toronto Pearson approaches its ultimate capacity.

This Plan will assess ground transportation and transit issues to ensure that municipal and provincial ground transportation and transit plans are fully integrated into airport planning and that the Airport's ground transportation and transit requirements are considered in regional and municipal plans. The ground transportation system is a critical element in the overall operation of the Airport. It provides a link between the terminal facilities and the communities that the Airport serves. With increased congestion associated with population growth, integration with planned municipal and provincial transit initiatives is critical as they may become the best way to improve access to the Airport and make use of the Airport as an ultimate intermodal facility.

From a land development perspective, Toronto Pearson now is extremely constrained and mature. As a result, future land development decisions must focus on the "highest and best" use of lands to ensure that airport operational requirements are achieved and revenue generation potential is maximized. After ensuring development conforms with airport certification standards, the GTAA is committed to working with its municipal partners to ensure that future developments are also compatible with the surrounding land uses and that the impacts on the on-airport and off-airport traffic and

servicing requirements can be accommodated.

The Master Plan planning process is based on numerous technical reports and studies generated within the context of the demand forecasts and projections for aviation services, expected technological changes and economic trends, both domestically and internationally, as well as the strategic business objectives of the GTAA. The Master Plan reflects the requirements that have been identified for airport facilities and services based on comprehensive analyses of the capacity and conditions of the existing facilities.

The Master Plan is also a reflection of the GTAA's ongoing dialogue with airlines, airport businesses, agencies of federal, provincial and municipal governments, the business community, airport users, community groups, special interest groups and the general public. The GTAA is aware that being a good neighbour to all surrounding communities and interests is essential.

The GTAA completed an extensive consultation program throughout year 2007 to seek input from all stakeholders in advance of the development of this Plan. Early in the year, the GTAA held a series of information sessions for stakeholders, the general public and GTAA employees. Online workbooks, which were designed to elicit

feedback on a variety of issues, were available for a two-week period to more than 650 identified stakeholders. Hard copies of the workbook were also available at the information sessions. Meetings were held in February and again during the summer months with municipal staff from the Cities of Mississauga, Toronto and Brampton as well as the Region of Peel, to identify issues of specific interest to adjacent communities. These were followed by formal presentations to councils or committees of council of these municipalities during the July-October period.

On an ongoing basis, the GTAA Community Environment and Noise Advisory Committee and Consultative Committee were informed of the progress of the Master Plan. Finally, throughout the preparation of this document, targeted consultations were held with aviation stakeholders on specific issues. In addition, as part of its day-to-day operations, the GTAA's public consultation program allows individuals to get information about the operations and activities at the Airport, and to provide feedback to airport management. The GTAA is a socially responsible corporation committed to its responsibilities for transparency in developing this document.

There are 15 chapters in this Master Plan. Chapter 1 profiles the airport setting and layout, the aviation services provided, and the objectives of the Plan. Chapter 2 provides an economic and demographic profile of the area served by Toronto Pearson and describes the surrounding communities and the Airport's role in the regional economy. Aviation activity forecasts are presented in Chapter 3.

Chapter 4 provides an overview of the recently completed Airport Development Program. Chapter 5 discusses the present and potential capacity of the airside system as well as options for the optimization of the use of the physical infrastructure. Chapters 6 through 8 discuss the passenger terminal, roads, transit and parking and air cargo facilities and the ultimate build-out of these facilities. Supporting facilities that accommodate airline and airport support functions, business aviation and utilities are addressed in Chapters 9, 10, and 11, respectively.

Chapters 12 and 13 outline and provide a discussion on the policies of the GTAA relative to environmental and noise management issues. The Land Use Plan for Toronto Pearson is presented in Chapter 14. Chapter 15 discusses the options and consequences of maximizing Toronto Pearson's

capacity and the need for the provision of additional airport capacity as Toronto Pearson approaches its ultimate capacity.

The GTAA's Ground Lease with the federal government requires that the Master Plan be updated every 10 years. Updates on key issues and developments can be issued in the form of addenda and updates as required.

The Airport Master Plan, 2008-2030 is a planning document only. While it represents the current vision of the GTAA for the future development of Toronto Pearson International Airport, changes in economic climate, dialogues with external stakeholders, aviation demand, regulatory policy or other factors may influence the scope, design and phasing of the actual airport facilities and services as presented in this document. Therefore, the GTAA makes no representation or warranty that it will provide the services and facilities exactly as depicted or described in this Master Plan.



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