

BACKGROUND

Understanding the Need for & Management of Night Flights at Toronto Pearson

Night Flights: Increasing Demand & Importance

There is a growing demand from travellers and businesses in the GTHA, Ontario and across Canada for more flight options, including more flights at night. While most of our flights occur during the day, flights that take off and land at the airport between 12:30 a.m. and 6:30 a.m. are important contributors to our economy and economic growth.

Night flights are not overflow from daytime operations – they are flights that because of travel distance, scheduling requirements or product delivery timelines need to arrive or depart at night.

The region has changed a great deal since 1997 when the night flight budget was established. In recent years, there has been growing need for additional night flights for a number of reasons: greater connections with emerging markets, the evolving travel choices of an ethnically diverse population, technological advances that have turned one-stop flights into direct flights, ever-increasing trade cargo and, quite simply, the growth and diversity of our regions' population.

Key Facts

- On an average day, there are 1,200 flight operating from Toronto Pearson and 39 night flights per night at Toronto Pearson, which is 3 per cent of the airport's total daily traffic.
- Night flights carried 1 million passengers and 75 million kg of cargo into and out of Toronto in 2012 to destinations around the globe including Asia, Latin America and the Caribbean.
- In 2012, night flights at Toronto Pearson supported 1,900 jobs, \$645 million in revenue, \$195 million in GDP and contributed \$40 million in tax revenues.
- Approximately 20 per cent of night flights slots are reserved to allow for uncontrollable situations, such as inclement weather, medevac landings and military and police operations.

Update on the 2011 Night Flight Outreach

On June 13, 2013 Transport Canada approved Toronto Pearson's request to amend the annual night flight cap – or "budget" – to allow for an increase in the number of flights permitted during the nighttime hours (12:30 a.m. - 6:30 a.m.).

Key Facts

- In winter 2011, Toronto Pearson conducted a Night Flight Outreach to inform our neighbours, stakeholders and elected officials of the night flight capacity challenges and the GTAA's proposal.
- As part of our Night Flight Outreach in 2011, we hosted public meetings in Toronto, Brampton and Mississauga, we reached out to more than 3,500 people, and we briefed the elected officials of these areas who used their communication vehicles to share information with residents and sought the feedback of our Community Environment and Noise Advisory

To learn more about Toronto Pearson's Noise Management Program, including the Night Flight Restriction Program, please call: (416) 247-7682
email: community.engagement@gtaa.com or visit www.torontopearson.com/community.

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Committee (CENAC). We also built an online tool on our website to collect input, build a community database and provide airport news and updates monthly.

- Our proposal was officially submitted to Transport Canada in December 2011; approval of our proposal was received on June 13, 2013.

Implementing the 2013 Amendment

Toronto Pearson always has – and will continue – to work diligently to manage night flights to ensure that only those flights that must operate at night take off and land between 12:30 a.m. and 6:30 a.m. As a result of the new formula, the number of nighttime flights at Toronto Pearson will not change immediately; it's anticipated that the first increase as a result of this change could be in the summer of 2014.

Key Facts

- The night flight budget year runs from November 1 to October 31.
- The budget is permitted to increase annually based on total passenger traffic growth; for example, if passenger traffic increases 3 per cent, the nighttime budget is permitted to increase 3 per cent.
- In addition to the increase based on annual passenger growth, we have been granted permission to potentially add up to 3 or 4 flights per night to our annual budget. This does not mean that there will immediately be additional night flights, but rather that we have permission to add slots if and when the regional demand materializes.
- Now, in addition to the annual increase based on total passenger growth, in a year when the number of night flights reaches more than 95 per cent of the budget, the amended formula also allows the next year's budget to be increased by 10 per cent.
- We've received approval for three such increases if regional demand materializes. We will know by October 31, 2013 whether we qualify for the first of the 10 per cent increases this year.
- Airlines require significant lead time to plan their schedules. As a result, even if we qualify for the first 10 per cent increase in 2013, we would not likely see an increase sooner than summer 2014.
- We regularly report on the budget at our Community Environment and Noise Advisory Committee (CENAC). Transport Canada has also asked that we report annually to the Consultative Committee on the economic value of operations in the nighttime hours, including with respect to any increase. This information is available on our website at www.torontopearson.com/community.

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Being a Good Neighbour

Toronto Pearson works to be a good neighbour while growing responsibly; being a good neighbour means balancing diverse and sometimes competing priorities. While looking at different ways to meet the demand for more night flights, we sought out ways to balance the diverse priorities and needs of travellers, our neighbours and our businesses.

Key Facts

- We know that while nighttime operations are required, they also impact our neighbours. We believe the updated budget permitted by Transport Canada is fair and keeps growth gradual over time.
- A cap on the number of flights at night will remain. Just as we have in the past, the GTAA is committed to managing within this budget in a responsible way going forward.
- In addition to a cap on the number of flights that is permitted in the night, the airport has a number of operating restrictions specifically designed to minimize noise impact on our neighbours, including using a nighttime preferential runway system which ensures aircraft at night travel over the fewest residential neighbourhoods.
- Only the quietest aircraft operate in the nighttime hours, and since 1997 when the budget was established, aircraft technology has advanced making aircraft much quieter. Toronto Pearson's noise footprint has reduced substantially over the past 15 years, thanks in part to the arrival of newer, quieter aircraft. Though Toronto Pearson will continue to grow in the coming years and we expect some increase in the noise footprint, we will remain well within the Airport Operating Area (AOA).
- The flight paths and routes of all flights in the sky, including those at Toronto Pearson, are set and managed directly by Nav Canada. Airlines and airports abide by the paths that are set.

Next Steps: Working with the Community

On an ongoing basis, we listen to the concerns of our neighbours and actively work with them through consultative committees, information sessions and events. We also use those channels and ones such as our community newsletter, *Checking In*, to share updates and information on our operations and how we're balancing competing priorities.

Key Facts

- During the 2011 Night Flight Outreach, the majority of concerns highlighted a need to address inaccurate information and general confusion about the airport's operations and provide more information about Toronto Pearson's important role in the community.
- We see this as an opportunity to work collaboratively on updating our environmental impact studies, such as the Air Quality and Human Health Impact Assessment. More information and updates will be coming this fall (2013) when we will highlight opportunities to get involved and learn more about this work.

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