

BACKGROUND

Toronto Pearson Night Flight Budget Understanding the 2013 Amendment

Toronto Pearson operates around-the-clock, seven days a week. Generally, only 3 per cent of our flights taking off and landing at Toronto Pearson occur between 12:30 a.m. and 6:30 a.m.

The number of flights permitted to operate overnight is capped annually under an agreement with Transport Canada, which has been in place since 1997. We call this the night flight budget. Toronto Pearson is the only North American airport with a night flight budget.

On June 13, 2013 Transport Canada approved Toronto Pearson's request to amend the annual night flight budget. This request is the culmination of the Night Flight Outreach undertaken in the winter of 2011.

To better understand the changes to Toronto Pearson's night flight budget, the chart below breaks down the information and highlights what is new and what is staying the same.

Information About the Original 2011 Night Flight Budget	Information About the New 2013 Night Flight Budget	Review of Changes & Additional Information
<ul style="list-style-type: none"> Regulated by Transport Canada and based on a 1997 Letter Agreement with Transport Canada. The GTAA began managing the airport in 1996. 	<ul style="list-style-type: none"> Regulated by Transport Canada and based on a 2013 revised letter agreement with Transport Canada. 	<ul style="list-style-type: none"> No change. Oversight of the management of night flights at Toronto Pearson continues to be regulated by Transport Canada. Toronto Pearson will continue to report annually on the night flight budget.
<ul style="list-style-type: none"> Toronto Pearson operates around-the-clock, 7 days a week. 	<ul style="list-style-type: none"> Toronto Pearson operates around-the-clock, 7 days a week. 	<ul style="list-style-type: none"> No change. Prior to the GTAA operating Toronto Pearson, it was operated by Transport Canada around-the-clock, 7 days a week.
<ul style="list-style-type: none"> The "nighttime" hours are 12:30 a.m. to 6:30 a.m. 	<ul style="list-style-type: none"> The "nighttime" hours are 12:30 a.m. to 6:30 a.m. 	<ul style="list-style-type: none"> No change.
<ul style="list-style-type: none"> Includes a cap on the number of flights that is permitted during the night. 	<ul style="list-style-type: none"> Includes a cap on the number of flights that is permitted during the night. 	<ul style="list-style-type: none"> No change.
<ul style="list-style-type: none"> Approximately 3 per cent of our flights taking off and landing at Toronto Pearson between 12:30 a.m. and 6:30 a.m. 	<ul style="list-style-type: none"> Approximately 3 per cent of our flights taking off and landing at Toronto Pearson between 12:30 a.m. and 6:30 a.m. 	<ul style="list-style-type: none"> No change. Even with the permitted increase, the proportion of nighttime flights is forecasted to remain around 3 per cent of total flights.

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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Information About the Original 2011 Night Flight Budget	Information About the New 2013 Night Flight Budget	Review of Changes & Additional Information
<ul style="list-style-type: none"> Budget runs from November – October. 	<ul style="list-style-type: none"> Budget runs from November – October. 	<ul style="list-style-type: none"> No change. The budget year begins November 1 to allow GTAA to measure the impact of the winter months at the start of budget, since flights that are delayed as a result of winter weather must be counted against the budget.
<ul style="list-style-type: none"> Approximately 80 per cent of night flight slots are scheduled flights. 	<ul style="list-style-type: none"> Approximately 80 per cent of night flight slots are scheduled flights. 	<ul style="list-style-type: none"> No change.
<ul style="list-style-type: none"> Approximately 20 per cent of night flight slots are reserved to allow for uncontrollable situations, such as inclement weather, medevac landings, military and police operations. 	<ul style="list-style-type: none"> Approximately 20 per cent of night flight slots are reserved to allow for uncontrollable situations, such as inclement weather, medevac landings, military and police operations. 	<ul style="list-style-type: none"> No change. Since we are required to account for these uncontrollable flights within the budget allocation, we will continue to reserve a certain number of slots at night for such events.
<ul style="list-style-type: none"> Budget is set in November, based on a forecast of passenger growth for the upcoming year. For example, the 2012 budget was set in November 2011, using forecasts of what the 2012 passenger growth was projected to be at that time. The 2012 budget was finalized only in early 2013 when the actual passenger growth for 2012 was confirmed. This made any given year's budget challenging to manage. 	<ul style="list-style-type: none"> Budget is set in November, based on actual passenger growth during the previous year. For example, the 2013 night flight budget will be set in November 2013 based on actual passenger growth in 2012. Similarly, the budget for 2014 will be finalized in early 2014 once 2013 passenger growth is confirmed. 	<ul style="list-style-type: none"> Amendment allows for increased certainty and better budget management because the growth of night flights is based on actual demand for travel, not forecasted growth numbers.
<ul style="list-style-type: none"> The budget is permitted to increase annually based on total passenger traffic. growth – day and night. 	<ul style="list-style-type: none"> The budget is permitted to increase annually based on total passenger traffic. growth – day and night. 	<ul style="list-style-type: none"> No change. The new formula continues to permit increases to the budget at the same rate that

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<ul style="list-style-type: none"> For example, if passenger traffic increases 3 per cent, the nighttime budget is permitted to increase 3 per cent. 	<ul style="list-style-type: none"> For example, if passenger traffic increases 3 per cent, the nighttime budget is permitted to increase 3 per cent. 	<p>total passenger traffic at the airport increases.</p>
<ul style="list-style-type: none"> No ability to address the fact that the demand for nighttime flights is growing at a faster rate than the demand for day time. As a result, increasing the budget by only the average annual passenger growth is insufficient to meet demand for nighttime flights. 	<ul style="list-style-type: none"> There now is flexibility to address the demand of the community and region while still keeping a cap on the total number of flights permitted at night. In a year when the number of night flights reaches more than 95 per cent of the budget, the budget beginning in the next year will be increased by 10 per cent, plus the percentage passenger increase. We've received Transport Canada's approval for 3 increases of 10 per cent if demand warrants. In years when the actual number of flights does not reach 95 per cent of the budget, the next year's budget increases only at the rate that total passenger traffic at the airport increases. 	<ul style="list-style-type: none"> A cap remains on the total number of night flights that are permitted. The change will allow the airport to accommodate our region's demand for nighttime flights. The request to amend how the night flight budget is calculated was based on the insight we gathered from extensive analysis and long-term planning. We know that while nighttime operations are required to meet the needs of our community and region, they also impact some of our neighbours. We believe the updated budget permitted by Transport Canada is fair and allows for responsible growth over time.
<ul style="list-style-type: none"> Budget remains static in years when there is no growth or a decline in passenger traffic. 	<ul style="list-style-type: none"> Budget remains static in years when there is no growth or a decline in passenger traffic. 	<ul style="list-style-type: none"> No change.
<ul style="list-style-type: none"> The GTAA is the operator and manager of Toronto Pearson. We develop and manage the noise management program, which includes the Night Flight Restriction Program. 	<ul style="list-style-type: none"> The GTAA is the operator and manager of Toronto Pearson International Airport. We develop and manage the noise management program, which includes the Night 	<ul style="list-style-type: none"> No change To learn more about NAV Canada and how they manage flight paths, please visit: www.navcanada.ca.

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<ul style="list-style-type: none"> • NAV Canada is the operator of Canada's civil air navigation service. They coordinate the safe and efficient movement of aircraft in airspace under Canadian control, including designing and publishing air routes for aircraft. • Toronto Pearson has no authority over flight paths. 	<p style="margin-left: 20px;">Flight Restriction Program.</p> <ul style="list-style-type: none"> • NAV Canada is the operator of Canada's civil air navigation service. They coordinate the safe and efficient movement of aircraft in airspace under Canadian control, including designing and publishing air routes for aircraft. • Toronto Pearson has no authority over flight paths. 	