

Long-term goals

With the first stage of the ADP completed, concentration is now focused on the second phase of the project.

The January 2007 opening of Pier F signifies the completion of an essential investment for the Greater Toronto Area. The airport is now in a position to function as a world-class facility that supports tourism, business and economic growth for the region and the province.

Pier F will provide the GTAA with an improved platform to perform in an international market and a competitive advantage for the Greater Toronto Area and Ontario.

To allow the development of Pier F to proceed, the domestic pier of Terminal 2 had to be demolished. Operations at Terminal 2 will cease in 2007 and demolition will continue through the first half of 2008.

Long-term development, including the third and fourth stages of Terminal 1, has been planned and will be phased in as demand dictates.

The completed vision for this facility includes a unified terminal building that will completely replace the original Terminals 1 and 2. It has been designed to process 33 to 35 million passengers a year, and it incorporates more than 390,000 square metres of floor space and operates a baggage handling system with more than 15 kilometres of conveyor belts. This ultimate terminal plan will serve passengers well into the 21st century, providing efficient air travel and unparalleled customer service.

GTAA

The GTAA is a private corporation without shareholders and has been incorporated consistent with federal government policies and legislation.

Membership of the Board is drawn from the geographic regions within the Greater Toronto Area.

The GTAA's mission is to develop and operate for the public benefit, an airport system which supports the economic development and cultural diversity of South Central Ontario and Canada, providing aviation facilities and services that achieve:

The highest standards of safety and security;

Environmental stewardship and sustainability;

Excellence in customer service; and

Cost effectiveness and efficiency.



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GREATER TORONTO AIRPORTS AUTHORITY

GTAA

Airport Development



TORONTO PEARSON INTERNATIONAL AIRPORT

Introduction

Operated by the Greater Toronto Airports Authority (GTAA), Toronto Pearson International Airport is Canada's busiest airport welcoming close to 30 million passengers in 2005. A non-stop flight from



Toronto Pearson can link travellers to 50 per cent of the world's population.

The region around the airport is also growing, attracting more than 18.5 million visitors and approximately 100,000 new permanent residents annually. The number of yearly passengers to and from Toronto Pearson is expected to reach approximately 50 million by 2025. Through the Airport Development Program (ADP) the GTAA has enabled the airport to meet this demand and has positioned Toronto Pearson to be the North American airport of choice.

Airport development

Most projects undertaken as part of the ADP have been completed, offering enhancements that benefit both the travelling public and airport tenants.

Completed work includes Phase 1 of a new passenger terminal; access roads and parking garage; airside improvements, including the addition of a third runway; relocated and expanded cargo facilities; and the expansion and relocation of ancillary support services. Additional components will only be undertaken as demand dictates.

A pleasant journey

The heart of the ADP is the construction of a new passenger terminal, Terminal 1.

The first phase, which opened in April 2004, has been designed to ensure a journey that is both simple and pleasant. Wide-open spaces combined with natural light create a sense of tranquility, while moving walkways throughout assist travellers in reaching their gates quickly.

This stage of development of Terminal 1 included construction of Piers D and E and features a comprehensive customer service program and Toronto-themed shops and restaurants.

The Terminal 1 garage has been designed with passenger convenience in mind. Opened in conjunction with the first phase of the terminal, the garage combines a number of new technologies that ensure a smooth flow of traffic both in and out of the facility. This includes the 'pay on foot' *Autopay* system and electronic signage that directs drivers to available parking spaces.

Terminal 3 is also in the midst of extensive redevelopment. Features of this project will include additional check-in counters, expanded Departures hall, an enhanced meet and greet area and additional baggage claim carousels.

Travel in and around Toronto Pearson has also been simplified. Roadway realignment includes new approach roads that lead directly into Terminal 1 from Highways 409 and 427 and provide easier access to other areas of the airport.



Easing groundside traffic

The construction of an Automated People Mover (APM) greatly improves inter-terminal transportation at Toronto Pearson.

The APM shuttles passengers between Terminal 1, Terminal 3 and the GTAA's Reduced Rate Parking lot in approximately three and a half minutes. The first phase of operation opened in summer 2006 and has the ability to carry as many as 2,150 people each way every hour.

The APM was designed to be compatible with the federal government's proposed Airport Rail Link that will transport people between Union Station in downtown Toronto and Terminal 1 at Toronto Pearson.



Changing the flow of cargo

Just as passenger traffic at Toronto Pearson continues to increase, so does the volume of air cargo. In order to accommodate this growth, as well as make way for Terminal 1, former cargo and aviation support services have been relocated to the infield area of the airport.

Included in the 350 acres of development are three new cargo handling facilities, a flight kitchen, a three-bay aircraft hangar and an 11-gate Infield Terminal built to ease passenger congestion during the initial stages of construction at Terminal 1. All of these facilities have been completed and are currently in use.

Access to the infield has been simplified by the construction of a 598-metre tunnel that stretches under one runway and eliminates the need for cargo traffic to cross Toronto Pearson's busy airfield.

Increasing aircraft capacity

Substantial airside redevelopment has taken place to ensure Toronto Pearson is able to accommodate the growing number of aircraft that arrive and depart each day.

The Airside Development Project includes the construction of two additional runways, the first of which was completed in 2002, and a dual taxiway system to improve aircraft ground flow. The airport's sixth runway will be built as demand dictates.



Support facilities

Anticipating the increased demands that development will have on the airport's utilities and support services, the GTAA has constructed a variety of new and relocated facilities.

The construction of the three-turbine 117 MW cogeneration plant for the simultaneous production of electrical power and thermal energy (heating and cooling) from natural gas offers a *security of supply* and the ability to reduce or eliminate dependency on external sources.

Greenhouse gas emissions are reduced by 141,600 tonnes annually by using natural gas and steam for the production of electricity.

Electricity generated by gas-driven turbines also provides heat that can be used to heat and cool various airports buildings through the Central Utilities Distribution System.

The Central Utilities Plant that opened in 2001 provides heating and cooling to the terminal complex and the infield, as well as hot and chilled water services to many airport buildings.