GTAA

FACT SHEET

Airport LINK (Cable Liner Shuttle System)

at Toronto Pearson International Airport

2007

The Greater Toronto Airports Authority's (GTAA) Cable Liner Shuttle system, the LINK, is complete and its tracks and stations have helped to reshape the skyline at Toronto Pearson. The LINK is just one of the recent developments at Toronto Pearson and began operations in July of 2006.

Fully Automated

- Designed to be a fully automated operation, the LINK does not require drivers or on-board attendants
- A central control room monitors passenger safety and all system functions, such as door opening and closing, start-up, acceleration, train position and speed
- The Cable Liner Shuttle concept is based on proven "rope-way" technology. A fixed grip assembly forms the mechanical connection between the train and the cable, which is accelerated, decelerated and stopped by a stationary machine drive system
- The undercarriage of each vehicle includes components such as grips, two pairs of air-filled rubber tires for vertical suspension, and two sets of four horizontal guide wheels, which are locked into the upper I-beams of the guide-way

Guideway

- The system runs on a patented V-shaped steel tube truss guideway
- This guideway is prefabricated to reduce construction site impact
- The self-supporting guideway does not require a bulky concrete substructure, which enables the track to appear almost transparent
- The guideway is ideal for the variable weather conditions at Toronto Pearson. As the trains are propelled and stopped by cable, they do not rely on friction between tires and guideway for traction and can thus operate continuously during snowfalls and freezing rain
- The LINK's dual track configuration has been designed to accommodate greater passenger capacity, higher frequency and high system availability
- Two trains will run side-by-side on two tracks, each with its own haul rope and drive machinery for completely independent operation

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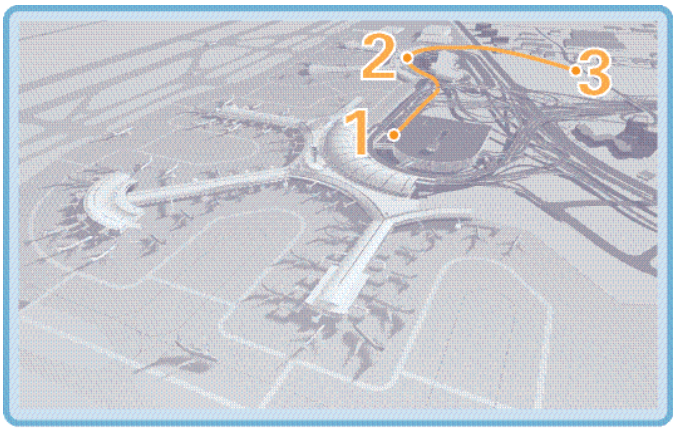
Unique Vehicle Design

- Each car is a 'monocoque' structure, much like an aircraft, in which the skin absorbs all or most of the stresses to which the body is subjected
- The aluminum box sections are made of high-grade, corrosion-resistant alloy which practically eliminates any fire risk
- Each vehicle is fitted with large windows and double sliding doors on one side

Noise Sensitive

- Doppelmayr's relatively light trains have rubber tires and a very smooth metal running surface, resulting in an extremely low-noise system
- A low-noise system is of particular significance at Toronto Pearson as part of the systems guideway runs close to the Sheraton Hotel next to Terminal 3

Airport LINK Route and Stations



Technical Data

System Length:	1473 metres (0.9 miles)
Configuration:	Dual track shuttle with two trains operating independently
Operating Speed:	43.2 km/h (26.84 mph)
Travel Time:	3 min.35 sec. Terminal 1 to Viscount Road with scheduled stop at T3
Guideway:	Elevated steel tube truss
System Capacity:	2,150 people per hour per direction
Stations:	3
Trains:	Two 6-car trains
Train Capacity:	25 passengers per vehicle, 150 passengers per train

1. Terminal 1

- Access via Terminal 1 parking garage and West Pedestrian Bridge
- Provisions have been made to accommodate a future connection to Union Station via Toronto Pearson Airport Air Rail Transit Link (a federal government initiative)

2. Terminal 3

- Provides access to Terminal 3 and Sheraton Hotel

3. Viscount Station

- A multi-functional station, not only serving as the passenger loading area but also incorporating the drive equipment, maintenance facilities and a central control room
- Located at the north end of the GTAA's Reduced Rate Parking Lot

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