

## Community consultation

The GTAA is constantly working to ensure information is being shared with the Pickering community through a variety of communications tools. This includes the production of a bi-monthly newsletter, maintaining its web site at [www.gtaa.com](http://www.gtaa.com) and hosting a variety of public forums and workshops. The GTAA's Pickering Site Office is the primary contact and information point for interested members of the public regarding the project.

In early 2002, the GTAA established the Pickering Advisory Committee (PAC) to act as an advisory group to the GTAA on issues



related to the planning of a possible airport on the Pickering lands. Current PAC membership includes local elected officials as well as resident and business representatives. PAC is supported by staff from all levels of government

From PAC, two working groups were also established. The Government Affairs Working Group (GAWG), represented by staff from the local municipalities, the provincial and federal governments and other agencies, and the Community Communications Working Group (CCWG). The CCWG is comprised of citizen representatives from the local communities in and around the Pickering lands.

## GTAA

The Greater Toronto Airports Authority (GTAA) is a not-for-profit corporation without share capital and is governed by a 15-member Board of Directors. The mandate of the Authority is to operate and develop Toronto Pearson International Airport as well as work towards an efficient system of airports in south-central Ontario.

In keeping with its responsibility for serving the Greater Toronto Area's aviation needs, the GTAA has been asked to conduct, on behalf of Transport Canada, the planning required to enable the federal government to decide whether to proceed with a regional/reliever airport on the Pickering lands.

Ultimately it will be the Government of Canada that must decide whether an airport is built in Pickering.



For further information about the Pickering project contact:

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GREATER TORONTO AIRPORTS AUTHORITY

**GTAA**  
PICKERING PROJECT

## Pickering lands and the GTAA



## Introduction

The Greater Toronto Airports Authority (GTAA) has been asked by Transport Canada to determine the need for a future regional/reliever airport on the Pickering lands. The planning work, which will include an Environmental Assessment (EA), is expected to take several years and will involve extensive public consultation. Only after this work is completed will a final decision be

made by the Government of Canada.

As part of its responsibility to serve the aviation needs of the



Greater Toronto Area, should a future airport on the Pickering lands be deemed necessary by the government, the GTAA would be the organization to plan, develop and operate it.

## History of the Pickering lands

The Pickering lands consist of 7,530 hectares (18,600 acres) of land within the City of Pickering, Town of Markham and Town of Uxbridge. In 1972, the Government of Canada acquired these lands for the purpose of an international airport site for the greater Toronto region.

Construction was halted, however, in September 1975 and the decision to develop Toronto Pearson into the area's international gateway shortly followed. Today, the Pickering lands are leased for agricultural, commercial and residential purposes.

## Status of planning

Prior to beginning detailed planning for the Pickering lands, the GTAA first needed to be satisfied that a business case for a future airport could be made. As a private not-for-profit organization that would be responsible for financing the design, construction and operation of any future facility, it was important for the GTAA to assess the value of proceeding with the planning of a potential airport.

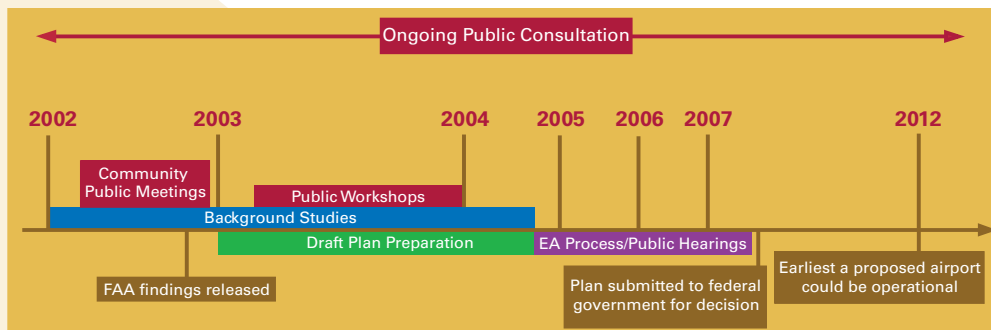


It was concluded in the study entitled Pickering Financial Assessment Analysis that an airport on the Pickering lands is a feasible project and could be funded

from the usual sources available to the GTAA.

Work is now underway for the completion and release of a Draft Plan, scheduled for the fall of 2004. Numerous detailed technical studies have been undertaken in an effort to ensure the development of the best possible plan for the airport lands.

## Pickering timeline



## Next steps

Following the completion of the Draft Plan, the document will be presented to the community through a series of public open houses.

Feed back gathered from the public, along with the Draft Plan and input from a series of ongoing environmental studies, will be used to create the Project Description for the EA process.

During the EA, community hearings will be held to encourage the full and open participation of people living near the Pickering lands. Public participation is an important aspect of the EA, as it not only strengthens the quality and credibility of the assessment, but ensures the communities views are taken into account.

## Frequently asked questions

### Given the development at Toronto Pearson, why is a 2nd airport needed?

Like all major centres, a system of airports is needed to meet air transportation demands. Toronto Pearson as a major international airport cannot handle all the aviation demands of the Greater Toronto Area on its own. Given natural population growth and the demand for air travel, an effective airport system has always been required.

By building a facility in Pickering, the GTAA would be consolidating Buttonville and Oshawa airports. These reconstructed and improved facilities would help meet the increasing demand for general aviation services in the eastern portion of the Greater Toronto Area, as well as provide a critical reliever role.

### What type of airport is being considered?

The GTAA has been asked to plan for a regional/reliever airport. The regional component can be described as one in a system of airports serving the general aviation needs of a specific region, in this case the eastern half of the GTA.

The reliever function relates to the relationship a new airport could have with Toronto Pearson as it approaches capacity. When that happens, an airport in Pickering would be able to accept a larger mix of aviation traffic that cannot be accommodated at Toronto Pearson.

### Why has Pickering been chosen as the site for a potential new airport?

The federal government conducted a review of potential sites in the late 1960s.

The site in Pickering and Markham was identified as the preferred site and these lands were expropriated by the Government of Canada in 1972. In 2001, the lands were designated for airport purposes under the Aeronautics Act.

### When would a possible airport be built?

The evaluation of the project through an EA is expected to take several years. Following the EA, GTAA anticipates submitting a plan to the federal government by 2008.

Ultimately, it will be the Government of Canada that must decide whether an airport is built in Pickering. Should an airport be deemed necessary by the federal government, the GTAA anticipates that the earliest an airport could be operational is 2012.

