

# CANADA'S AIRPORTS: RESPONSIBLE LEADERSHIP FOR TODAY AND TOMORROW



## ECONOMIC IMPACT OF CANADA'S AIR TRANSPORT INDUSTRY



**133 Million**  
Passengers in 2015



**\$34.5 Billion**  
Contributed to Canada's GDP



**\$7 Billion**  
Accrued Taxes



**141,000**  
Direct Jobs Supported

Canada's airports strive for global leadership in safety, corporate and environmental responsibility. Incorporated locally as non-share capital corporations that operate on a not-for-profit basis, airports shoulder significant financial and operational responsibility for the safe operation of aircraft, land vehicles and workers in the busy airport campus. This has included the development of \$22 billion in infrastructure since 1992 for facilities deemed among the best in the world, but also an exceptional level of environmentally responsible transport operations in Canada.

## SAFETY AND CAPITAL INVESTMENTS AT CANADA'S AIRPORTS

Safety is always the number one concern at Canada's airports. Airports continuously improve their safety processes and performance to identify hazards and minimize safety risks. Canada's airports have invested not only in terminals for passengers, but also safety-related airside projects such as rehabilitation of runways, aprons, associated lighting and visual aids.

While most of the 26 airports transferred from the federal government (the "National Airports System" airports) are completely self-sufficient for their infrastructure investments, airports with lower traffic volumes sometimes need support.

The Airports Capital Assistance Program (ACAP) was created in 1994 to assist airports with safety related projects. As part of Canada's approach to airports, which sees larger airports pay rent to the tune of \$323 million in 2015 alone (nearly \$5 billion since 1992), money was to be set aside for smaller airports.

About 200 regional and local airports with fewer than 525,000 passengers a year are eligible for ACAP funding, which has been capped at \$38 million a year. However, through the evolution of safety regulations, technological advances and inflation, the amount of money provided through ACAP is no longer sufficient to meet the needs of airports.

Furthermore, even though they have low traffic volumes, inequities built into federal fund eligibility criteria have excluded six of the NAS airports (Charlottetown, Fredericton, Gander, London, Prince George and Saint John) because they are on federal land. These airports are unable to benefit from either ACAP - for which they would otherwise be eligible - or broader federal infrastructure program funds.

## RUNWAY END SAFETY AREAS

Transport Canada is currently considering how many airports at which to mandate development of Runway End Safety Areas (RESA). Aiming to enhance safety and harmonize with international standards, four possible approaches have been proposed for a new regulatory measure for airports to construct 150 metre extensions to the ends of their runway. While in the U.S. a similar requirement was financially covered by government, Canada's user-pay approach to aviation has traditionally meant that airports would be expected to self-fund the hundreds of millions in construction costs that would be required.

## CANADA'S AIRPORTS AND THE ENVIRONMENT

Canada's airports have a long-standing commitment to the environment, with management plans that address air and water quality, emissions, sustainability, natural resources, hazardous materials, and waste. Through \$22 billion invested in infrastructure since 1992, airports have pursued construction projects so that materials removed in demolition of old facilities are recycled elsewhere. The latest technologies are being employed in heating, ventilation and air conditioning to improve energy efficiency. The use of chemicals, such as glycol for de-icing, is handled responsibly so as to minimize the impact on the environment.

## AIRCRAFT NOISE

While air carriers operate aircraft and air traffic control provider Nav Canada directs them, airports field the vast majority of complaints received from the public about aircraft noise in the community. In 2015, the Canadian Airports Council signed a protocol with Nav Canada to signal an industry-wide commitment by Canada's air sector to improve consultation with communities when flight path changes are proposed around major airports. The protocol, which will be adjusted over time to incorporate lessons learned, already has improved dialogue with communities and provided better coordination and management of noise concerns.

## CANADA'S AIRPORTS CALL ON THE GOVERNMENT OF CANADA TO:



- **Change ACAP to improve program accessibility and effectiveness in safety at small airports across the country.**
- **Increase ACAP funding to \$70 million a year for currently eligible airports and an additional \$7 million to meet the needs of six additional NAS airports once these are allowed to participate in the program.**
- **Introduce a funding alternative (a new or existing program) for airports mandated to introduce a RESA.**
- **Continue to support the collaborative approach of airports, Nav Canada and air carriers on communications and consultation around airspace changes.**
- **Work through existing international approaches to emissions from air travel.**

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The Canadian Airports Council (CAC), a division of Airports Council International-North America, is the voice for Canada's airports community. The CAC has 50 members operating more than 100 airports across Canada, including all of the non-governmentally operated National Airports System (NAS) airports. CAC member airports handle more than 90 per cent of the commercial air traffic in Canada, and an even greater share of international traffic.