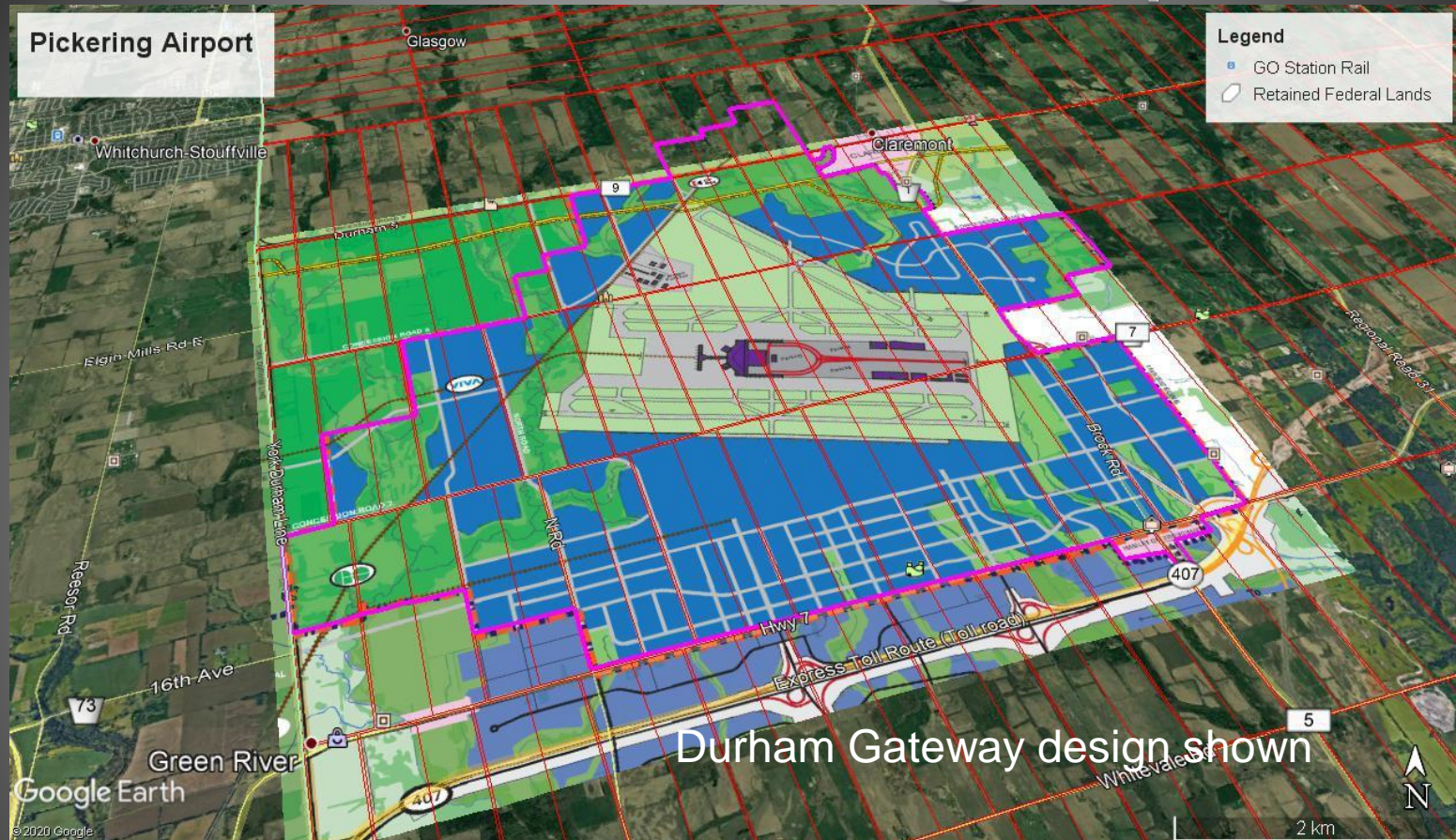


# We need Pickering Airport Now!




Mark Brooks, Friends of Pickering Airport(COPA Flight 44)

Please see [PickeringAirport.org](http://PickeringAirport.org)

# Development of the Pickering Lands will be Transformational For city and the region

- ▶ **Pickering Airport will be the critical element and the catalyst for development of the eastern Toronto Region.**
- ▶ Billions in Economic activity, Hundreds of millions in tax revenue annually.
- ▶ Tens of thousands of new jobs created.
- ▶ Aviation is the cornerstone of a worldwide free market global “Capitalist” economy
  - By value, 1 / 3 of all goods and services move by air and growing.
- ▶ Aviation is on the way to net zero carbon efficiency with new technology and Sustainable Aviation Fuels (SAF).

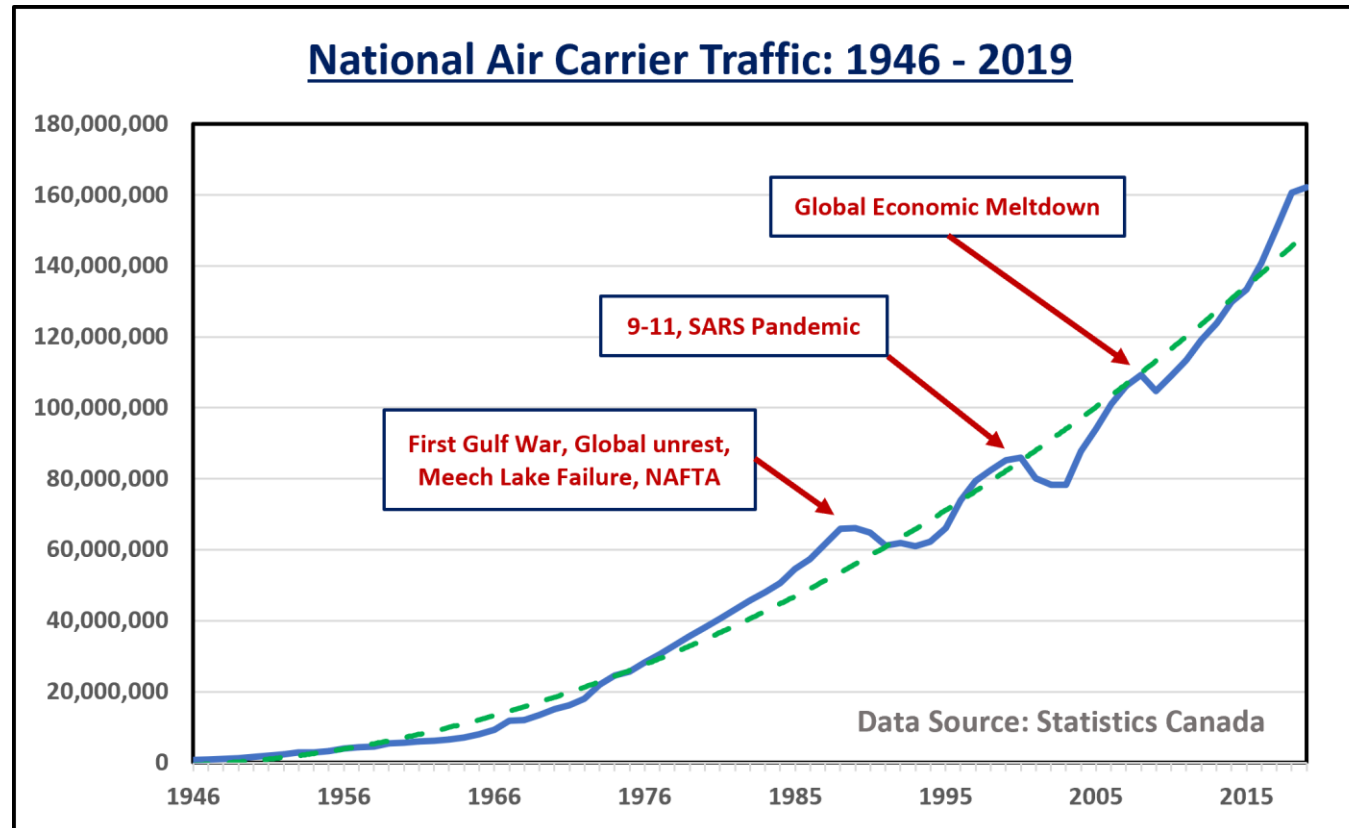
# Increased Aviation safety and Capacity is Needed Now; new passenger capacity will be needed in the future

- ▶ Modern airports are major economic engines.
  - ▶ Supporting aviation growth with local infrastructure is key to a prosperous sustainable future
  - ▶ Eastern Toronto is North Americas fastest growing region.
  - ▶ Needed Now: improved safety and capacity for General, Utility and Business Aviation to augment Oshawa and replace Buttonville.
  - ▶ Needed Soon: Significantly more Industrial, Passenger, Cargo capability.
- 



# Canadian Aviation Growth Is Resilient

*It is recovering – >90% YTD 2023 and climbing!*



## Through 2019, Toronto Aviation Traffic Grows Faster than the National Average

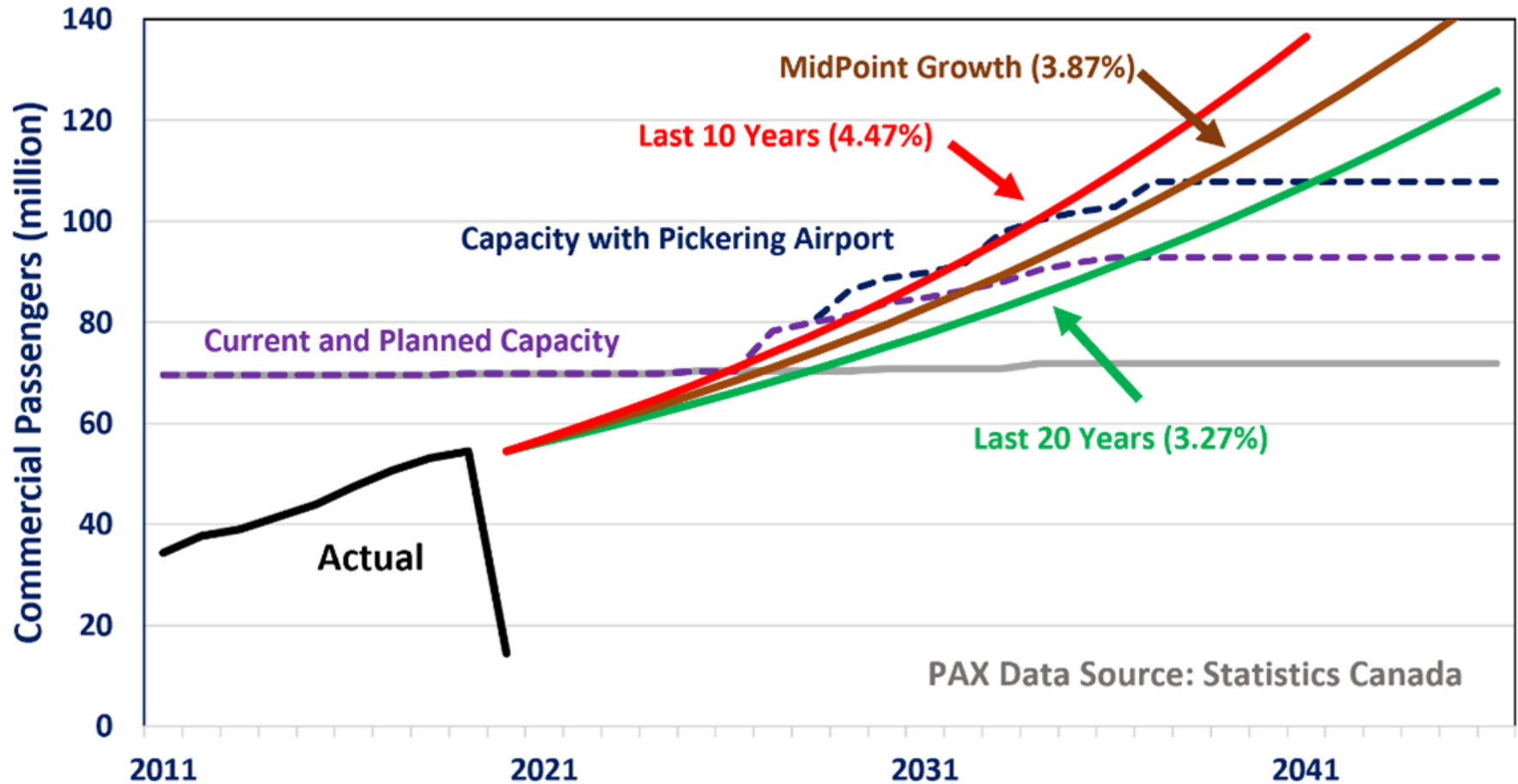
Period Last X Years	National CAGR (%)	Pearson CAGR (%)	Difference (%)
5	3.98	5.54	1.56
10	4.47	5.59	1.12
20	3.27	3.2	-0.07
30	3.04	3.08	0.04
40	3.04	3.47	0.43
50	5.45	NA	NA

CAGR- Compound Annual Growth Rate

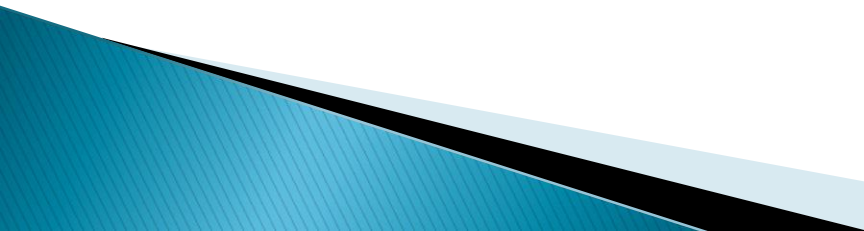
# IATA: By 2023 year-end, 105% of 2019 then...

## Aviation in Canada is Resilient

GTHA Passenger-Capacity Forecast @ National CAGR Rates



# The ASA Report's “...not before 2036” *Comes with Conditions*

- ▶ Pickering Airport can be **DELAYED** if investments made to:
  - ▶ Expand John C. Munro Hamilton International Airport to 22 million annual commercial passengers, and
  - ▶ Expand Region of Waterloo International Airport to 19 million annual commercial passengers.
  - ▶ Waterloo has refused, Hamilton is silent. Pearson and Billy Bishop will need billion in federal incentives which have not been offered.
  - ▶ Estimate Cost – \$4+ Billion. Tax payer must pay!
  - ▶ **No Action – No Commitment by Any Party to proceed.**
- 

# Sound Business Case for Pickering Airport

- ▶ KPMG ASA Report Says the business case is sound (pages 357–491)
- ▶ The KPMG ASA Report presents a forward-thinking development case – Revenue Generation and Economic Impact.
- ▶ Pickering Airport is needed.
  - The need for new passenger capacity and the need/viability of the airport are distinctly different issues reviewed in different sections of the four-part ASA
- ▶ In 6 scenarios, Pickering Airport construction suggested to commence in 2026 and enter service by YE 2028 as an Industrial Airport with Passenger service starting as early as 2029.
- ▶ **The Private Investor is the Business Case**



# Pickering Lands Potential

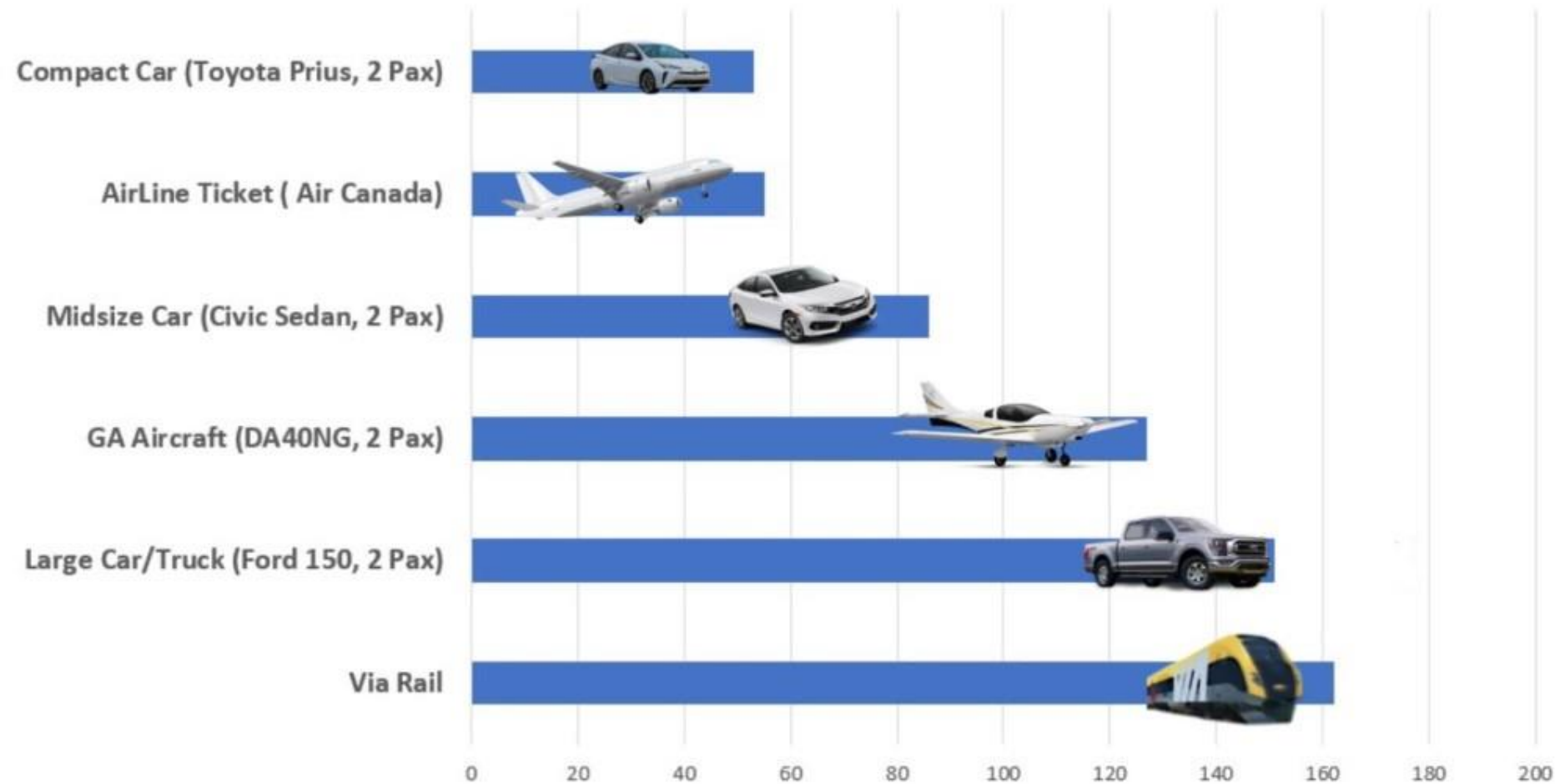
- ▶ Full Economic Development of the Pickering Airport Lands:
  - Generates \$10 Billion to \$13 Billion in annual regional economic benefits
  - Creates over 50,000+ permanent high quality jobs.
    - 150,000 total when *Innovation Corridor* and *Veriane* included.
  - Tax revenue ( using Durham Gateway estimates ).
    - Federal & province income taxes \$500 million annually.
    - Property Taxes \$250 million on industrial buildings annually
    - One-time Development levys between \$300–400 million
- ▶ Commercial Aviation Capacity will Dominate
  - Built in stages, Utility/Industrial Open 2029 to meet demand.
  - Possible Phase 1 Capacity: Industrial/Cargo plus 5 million PAX (Ottawa size).
  - Pickering Airport lands are ideally located for transportation connectivity, improved aviation safety and limited noise impacts.
- ▶ Will have space and services able to incubate new aviation technology start-ups in the GTHA

# Example : The Potential to Halve Pickering Property Tax Rates

- ▶ ***Advance Enterprise zone (outside fence) will generate \$233 million a year in Property taxes.***
  - ***A Combined 30 million sq ft of commercial and industrial land tax levies***
- ▶ ***Airport \$14 million PILT***
- ▶ ***Total of \$247+ million,***
- ▶ ***\$76 million will be retained by the City of Pickering.***
- ▶ ***Double today's current revenue***
- ▶ ***Could be used to reduced residential tax rates or increase services***

# Travel by Air is Carbon Efficient

Toronto to Vancouver- Grams of CO<sub>2</sub>/km per Passenger



Decreasing congestion will reduce Carbon emissions

# Regional Transportation by 2029

- ▶ Today Air is only 1.6% of travel under 700 km



- ▶ Electric aviation is a big part of the future of regional Passenger and cargo transportation
- ▶ Requires uncongested local accessible airport capacity
- ▶ Heart aviation—1 / 3 the cost per km & emissions free.

- ▶ Picture: Pascan Aviation will be the first Canadian airline to take delivery of the Heart aerospace ES-19, an all electric 19 seat aircraft as early as 2026.

# Technology and Science Must Win the Day.

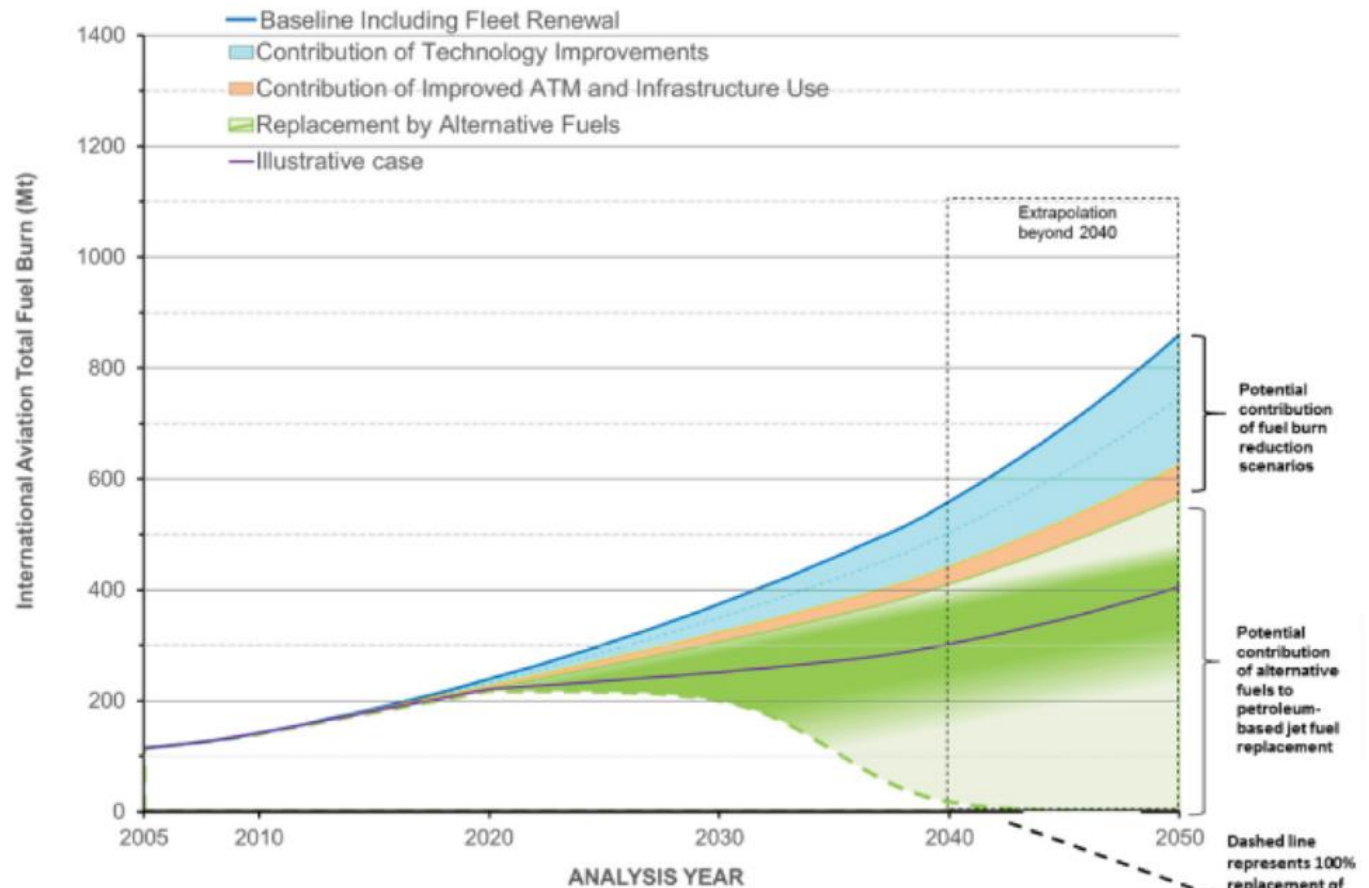
## ► Technical facts versus Anti-Aviation Politics:

- ***Stop Flying / Flight Shaming***: Politically-driven attacks on aviation are increasing due to aviation's key role in the “capitalist” global economy.
- Aviation has a net zero carbon future and will continue to grow (ICAO, IATA)
- ACI Airport Carbon Accreditation Program:
  - 447 airports globally are committed to the ACI program.
  - 23 Canadian commercial airports representing 94% of the 2019 passenger traffic are part of the program.
  - 3 have reached Net Zero certification: Vancouver, Toronto Pearson and Ottawa.
  - Pickering Airport will be Net Zero!
- Enhanced and expanded airports are needed to make it happen.
- Next generation of Regional aviation (in Pickering) will be the first to transform to Net Zero Carbon emissions and electric flight.
- Local accessible airport capacity is key to making eRegional passenger and cargo aviation (Electric flight) work.
- Net Zero Carbon Aviation will be more cost efficient than other forms of communal regional transportation such as HSR.



# Pickering Airport Can Be Carbon Neutral

Improved Airport infrastructure is part of ICAO's Net Zero Carbon Strategy



\*Illustrative case would require high availability of bioenergy feedstocks, the production of which is significantly incentivized by price or other policy mechanisms

\*\* 100% replacement of alternative jet fuel would require a complete shift in aviation from petroleum refining to biofuel production and a substantial expansion of the agricultural sector, both of which would require substantial policy support

Note: alternative fuels scenarios were modeled for 2020 and 2050; the evolution between those dates was represented using a linear function for the illustrative case and an arbitrary S-shaped function for the full jet fuel replacement scenario

# The Time to Move Forward is Now

- ▶ The completed studies inform the Government on how and when to proceed (Pre-COVID reports).
  - 2015 – Government releases *“Consultations on the Development of Pickering Lands”* report by Dr. Gary Polonski
  - March 5, 2020 – Government releases *“The Pickering Lands Aviation Sector Analysis”* (ASA) report by KPMG, WSP
- ▶ It will take up to 8 – 10 years for Phase 1 to become fully operational.
- ▶ A New Incentive to Advance Pickering Lands Infrastructure: Major Contributor to Regional COVID Recovery with Billions in economic activity.

Time to begin the RFP, First Nations consultations & Environmental update

# PickeringAirport.org

- ▶ More than 110 articles created with the help of more than a dozen different contributors.
- ▶ Topics include how the new airport will improve aviation safety, Prosperity and reduce emissions.
- ▶ Pickering Airport will create a net zero path for Canada but only if we start now!
- ▶ Facts matter!

# Backup Slides

»» [PickeringAirport.org](http://PickeringAirport.org)

# About Presenter – Mark Brooks

- ▶ Commercial Pilot – 6700+ hours.
- ▶ Flight instructor Canadian Flyers International
- ▶ Freelance Diamond, Kodiak, PA-46 M600
- ▶ CPL & IFR Training, Ferry and Check flights
- ▶ Former President Buttonville Flying Club.
- ▶ Volunteered on Pickering Airpark proposal
- ▶ Volunteer Moderator Friends of Pickering Airport ( [PickeringAirport.org](http://PickeringAirport.org) )
- ▶ Electric Car Enthusiast
- ▶ Father and Grandfather





# AIR TRAVEL vs VESPA

Vancouver to Toronto  
in February...

## The GREEN FACTS



Vespa Scooter  
3.4 L/100 Km.  
4600 Km by road,  
= 156 litres gas  
= 359 Kg CO<sup>2</sup>

### AIRBUS A320

2.6 L/100 Km per seat  
3400 Km direct  
= 89 liters fuel  
256.5 Kg of CO<sup>2</sup> \*

\* ICAO database

**WANT TO TRAVEL GREEN?**  
**LEAVE THE SCOOTER AT HOME**  
[PICKERINGAIRPORT.ORG](http://PICKERINGAIRPORT.ORG)

# Fast / Efficient Transportation

DA40 NG, 8 L/100 km of Jet-A or SAF



Bye 800  
All electric  
KingAir Killer



# Room for International Standard Runway Over run Areas will improve safety

