

We need Pickering Airport Now!



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

PickeringAirport.org

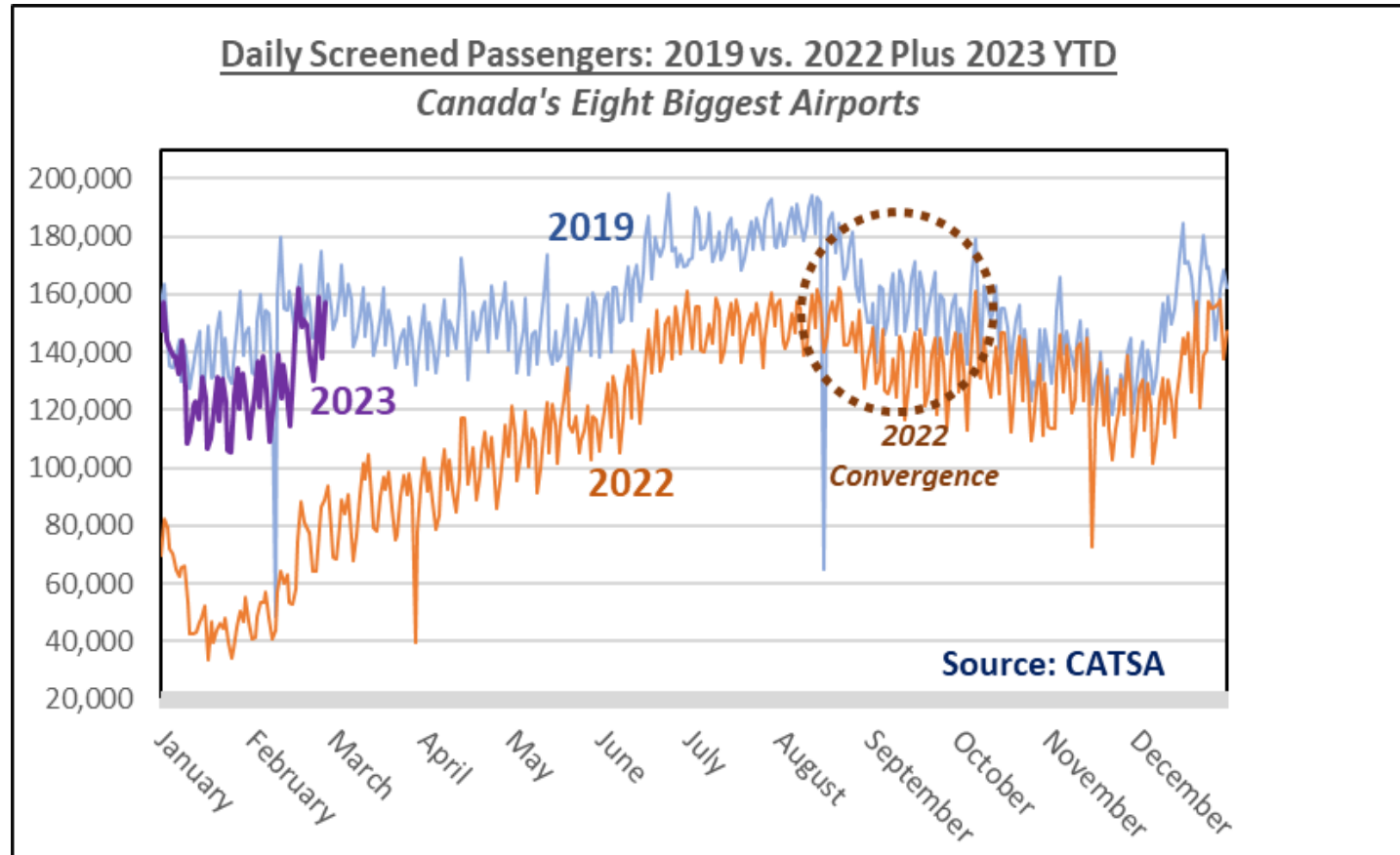
Pickering Airport Needed Now to Avoid Travel and Economic Mayhem

- ▶ 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 has recovered from COVID.
- ▶ Aviation has a net zero carbon future and will continue to grow (ICAO, IATA)
- ▶ Flights in GTA, (passenger and utility), will double in 20 years (assuming 3.2% CAGR). Growth is above national average.
- ▶ **Pearson is already enforcing capacity restrictions:**
 - Runway slots now required
 - Planning Passenger aircraft and Total passenger number cap during peak periods.

Canadian Aviation Growth Is Resilient

Growth is recovering from COVID and climbing!

2023 Forecasts: IATA 102%, ICAO 103% of 2019.

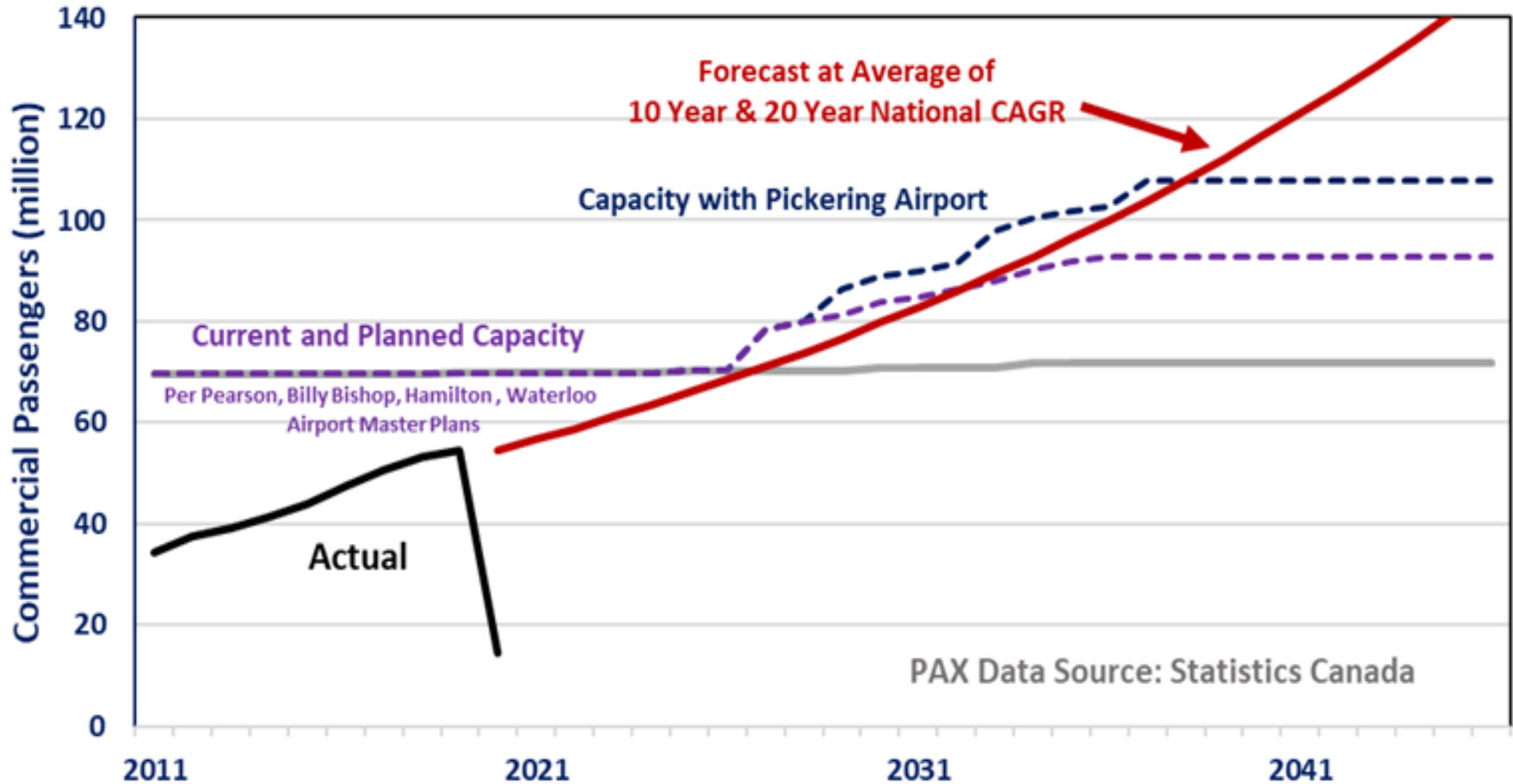


CATSA (Canadian Air Transport Security Authority)

Mayhem by 2029 without Pickering

Aviation in Canada is Resilient

GTHA Passenger-Capacity Forecast @ National CAGR Rates



Increased aviation capacity needed now for a prosperous sustainable Net Zero future

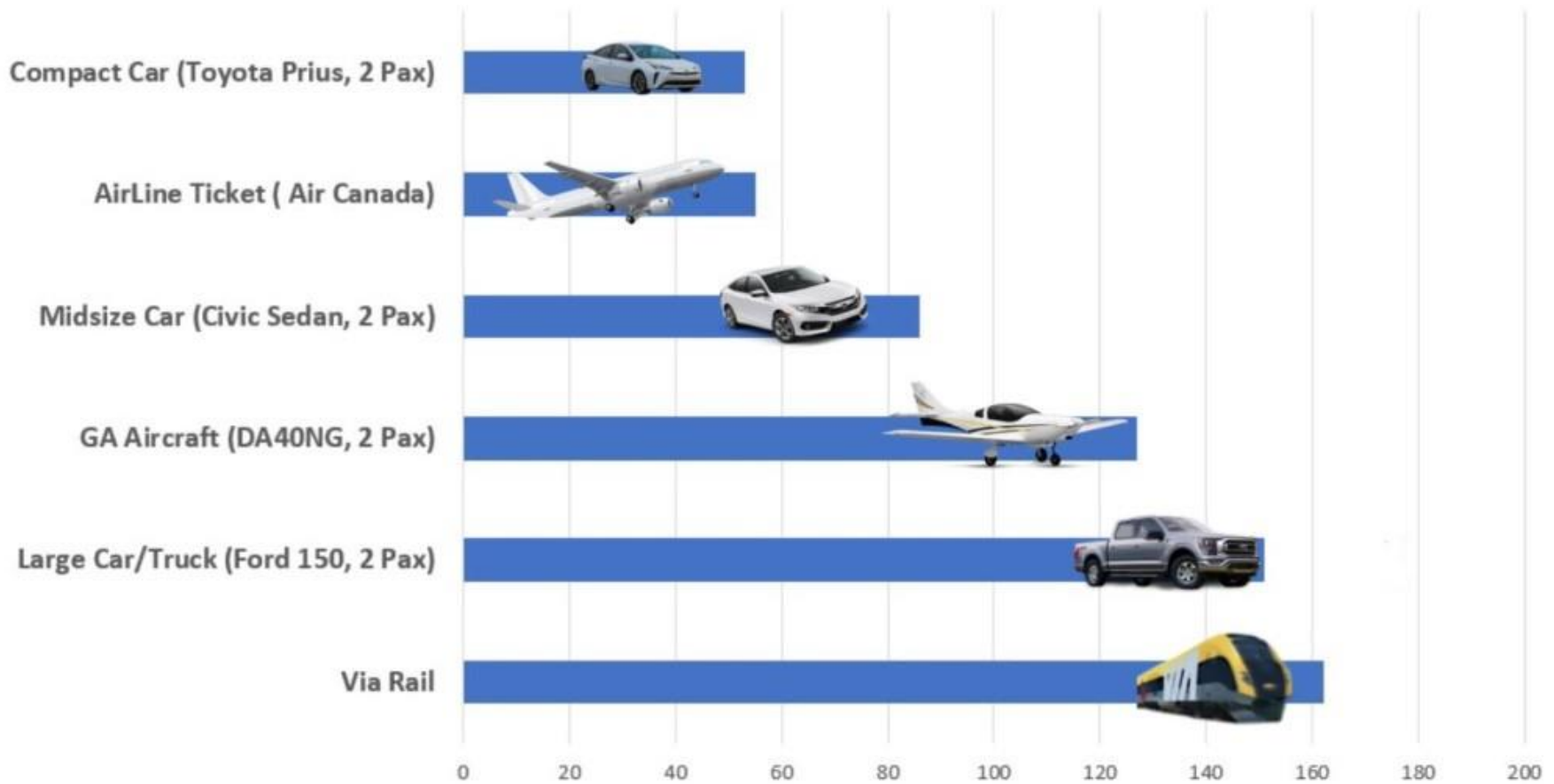
- ▶ Airports = economic engines.
- ▶ Eastern Toronto is North America's fastest growing region.
- ▶ Aviation will continue to grow (ICAO, IATA).
- ▶ local accessible airport infrastructure reduces congestion.
- ▶ Airports will be ***Net Zero*** thanks to ACI Airport Carbon Accreditation Program.
 - ***51% of Canadian Airport commercial passenger processing (curb to gate) is now Net Zero.***
- ▶ Aircraft will be ***Net Zero*** thanks to new SAF fuels.
- ▶ New airport will improve safety and capacity for General, Utility and Business Aviation to augment Oshawa and replace Buttonville.
- ▶ Will provide room for Industrial, Passenger, Cargo capability.

Travel by Air is Carbon Efficient

Infrastructure Paradox:

New airports decrease congestion and reduce emissions

Toronto to Vancouver- Grams of CO₂/km per Passenger

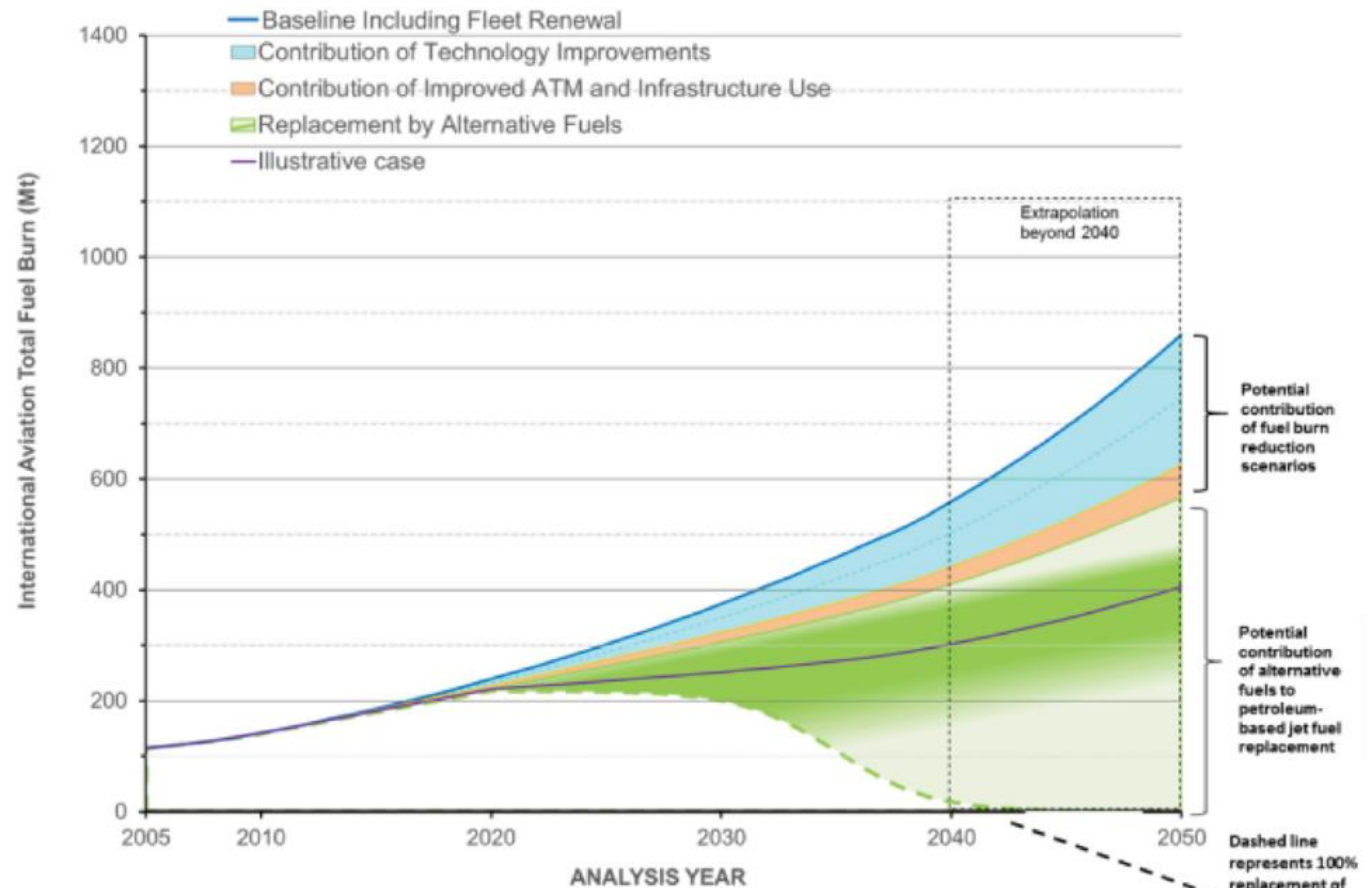


Pickering Airport Will Be Carbon Neutral

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

Airports Net Zero (51 % now!)

Flights Net Zero with SAF



*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.
 - ASA concludes it is prudent to build a Utility/Speciality passenger Airport as Phase 1 even if preconditions enabling a delay are met (Page 334)
- ▶ It will take up to 8 – 10 years for Phase 1 to become fully operational.

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

The ASA Report's Pax "... *not before 2036*" Comes with Conditions not in plan and that can not be met!

- ▶ Passengers at 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 billions in federal incentives which have not been offered.
- ▶ Estimated Cost \$4+ Billion Tax payer dollars just to delay Pickering!
- ▶ **ASA Report states it is prudent to build Pickering Airport, opening 2028.**

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.
- ▶ New infrastructure like Pickering Airport will help create a net zero path for Canada !
- ▶ Facts matter, do not get hoodwinked by BANANA lobby group misinformation.

BANANA is an acronym for
"Build Absolutely Nothing Anywhere Near Anything"
(or "Anyone")

Backup Slides

»» 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)
- ▶ Electric Car Enthusiast
- ▶ Father and Grandfather



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

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 CO²

Fast / Efficient Transportation

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



AIRBUS A320
2.6 L/100 Km per seat
3400 Km direct
= 89 liters fuel
256.5 Kg of CO² *



* ICAO database

WANT TO TRAVEL GREEN?
LEAVE THE SCOOTER AT HOME
PICKERINGAIRPORT.ORG



Bye 800
All electric
KingAir Killer

Room for International Standard Runway Over run Areas will improve safety



Pickering Lands Potential

- ▶ Full Economic Development of the Pickering Airport Lands:
 - Generates \$10 Billion plus 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 levies 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

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**

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.
 - Vancouver, Toronto Pearson and Ottawa airports are *Net Zero* certified.
 - 51% of Canadian commercial passenger capacity is now *Net Zero*.
 - Pickering Airport will be *Net Zero*!
 - Enhanced and expanded airports are needed to make it happened.
 - 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 that other forms of communal regional transportation such as HSR.