EXPANSION
YYT
BUILDING A BETTER GATEWAY.
Editorial Board Presentation

Presented by:
Keith Collins
President & CEO
Presentation Outline

- Who is the Airport Authority?
- Record Passenger & Capacity Growth
- Airlines and Destinations
- Our Vision
- 10-Year Improvement & Expansion Plan
- 10 Year Financial Plan
- Overview of Major Projects
  - Airport Terminal Building Expansion
  - Airfield Accessibility & Safety Project
Who is the Airport Authority?

1990s
Privatization of Airports by the Government of Canada began
Previously run by Transport Canada

1998
The St. John’s International Airport Authority founded as a private, not-for-profit corporation
Responsible for Airport operations and development
Generate revenues, raise capital, pay municipal taxes
No operating subsidy from any government
Airport Partners

Passenger Experience

- Airlines
- CATSA
- Concessions
- NAV Canada
- CBSA
- Airport Authority
How People Get Here

Non-resident Visitation
By Mode of Transportation

- Auto
- Air
- Cruise
- Spending

Source: Department of Business, Tourism, Culture and Rural Development
Tourism Indicator Program
Record Breaking Passenger Growth

Passenger growth > double the national average

1.6 million passengers annually
Current Destinations Serviced
Our Vision for the Future

We will create an exceptional airport experience at Newfoundland & Labrador’s premier gateway.

community leader | enabling prosperity
What Gateway Means to Us

There are three major dimensions of the Authority’s plan to ‘Build a Better Gateway’:

1. **Physical Capacity**
   - Terminal Building, Gates, Bridges, Aprons, Parking, Roads
   - Queuing areas & times, Food & Beverage, other services

2. **Route & Seat Capacity**
   - more destinations, more seats, more airline choices

3. **Airfield Accessibility**
   - year-round airfield accessibility & reliability in all weather conditions
$245 Million Investment
10-Year Improvement and Expansion Plan

• Our remarkable growth and gateway role requires a clear and focused Airport Improvement Plan.

• Planned investment of $245 million over 10 years will...
  – Ensure safety & operational integrity
  – Expand passenger facilities to accommodate 2 million passengers
  – Increase our airfield’s accessibility to 99%

• 2 Major Projects:
  – Airport Terminal Building Expansion
  – Airfield Accessibility & Safety Initiative (Cat III ILS)
10 Year Financial Plan

• The 10 Year Airport Expansion Plan is supported by a prudent 10 year Financial Plan.

• The Airport Expansion Plan will be funded through a combination of bond financing, bank financing and Airport Improvement Fee revenues.

• The Authority’s A1 Credit Rating will be maintained.

• Since privatization in 1998, Capital Investment in the Airport has totaled $178 million.
  – Over the same period, Airport Improvement Fees collected total $120 million
  – This is typical for quickly growing airports
Airport Terminal Building
More than doubling in size
Airport Terminal Building Expansion

*Designed for 2 million annual passengers*

**East Expansion:**
- 2014 - 2018
- 145,000 sq. ft.

**West Expansion:**
- 2017 - 2021
- 72,000 sq. ft.
Airfield Accessibility & Safety Project

In 2016, our new Runway System will allow 700 more flights to operate on schedule, regardless of fog.
Our Airfield Accessibility Challenge

- St. John’s is Canada’s foggiest city
- Current annual airfield accessibility - 93.8%
- 1,000 flights/100,000 passengers affected by delays/diversions/cancellations each year
- Reputation for being inaccessible due to low visibility weather, especially in the spring
- Impacts all air travelers and all industry sectors in our province
The Solution

We can’t change the weather, but we can deploy technology to improve airfield accessibility/safety:

- **Category III Instrument Landing System (ILS):**
  - **Proven technology**, used across the world
  - **4th airport in Canada** to deploy this technology (Toronto, Vancouver, Calgary)
  - Only St. John’s and Toronto will have it on **both ends** of its primary runway
  - **First** airport in the **world** to install **LED light technology** on our primary runway’s approach towers

- Category III ILS will increase our airfield’s **accessibility** to **99%**, and will reduce both flight and passenger impacts

- This initiative is **strongly supported** by airlines and all **community stakeholders**
Capital Program to 2020
May 27, 2015

Presented by:
Peter Avery, P.Eng., Director Infrastructure and Planning
Terminal Area Expansion Plan for 2020

- **LONG TERM LOT EXPANSION 2012** (242 stalls)
- **LONG TERM LOT EXPANSION 2014** (248 stalls)
- **RENTAL LOT** (275 stalls)
- **CONSTRUCTION LOT** (92 stalls)
New Terminal Area Groundside Projects 2015

- New Ground Transportation Loop
- New Employee Lot (287 stalls)
- New Gold Pass Lot (88 stalls)
- New ATB Exit Road to World Parkway
- New Chartered Bus and Limo Pickup - Future
- New Taxi Pick up - Future
- New Taxi Standby - Future
- New Short Term Lot Expansion (72 stalls)
- Divert ATB Traffic Through Rental Lot
ATB East Expansion

• Schedule Milestones
  – East Extension Foundations
    • Fall 2014 – Spring 2015; completed
  – Building Shell
    • May 2015 - May 2017
  – Interior Completions
    • November 2015 - November 2017
  – East Expansion Finished April 2018 (including concessions)
ATB East Expansion – From Groundside
ATB East Expansion – From Airside
ATB West Expansion – From Groundside
ATB West Expansion – From Airside
Terminal Area - 2020
Airfield Accessibility Project

- Category III Instrument Landing Systems
- Runway Lighting Systems
- Runway Safety Enhancements
- 2013-2015
Airfield Accessibility Project

• $37.3 million project funded by the Government of Canada, the Province of Newfoundland and Labrador and SJIAA

• Bring airport usability to 99%, allowing 700 more flights/70,000 more passengers to arrive and depart annually in conditions that are twice as foggy as currently allowable

• 3 year Project
  – 2013 - Runway 11-29; terrain removal on sides of runway (120,000 cubic metres, 14,000 dump truck loads)
  – 2014 - Runway 16-34; Improvements and Approach Lighting Runway 11-29
  – 2015 - Runway 11-29; Improvements & NAV Canada installation of CAT III landing systems
Airfield Accessibility Project 2014

- Approach Lighting System
- Runway Centreline Lighting
- RESA
- Stopbar Lighting
- ATB
- R11
- R16
- R29
- R34
Airfield Accessibility Project 2015

CAT III ILS R11

Runway Touchdown Inset Lighting

RESA

Turn pad

Terminal Apron Centreline Lighting

R16

Turn pad

RESA

CAT III ILS R29

R34
Airfield Accessibility Initiative

Presented by:
Glenn Mahon
Director Operations
Presentation Outline

• Airport Operations 101
• Current Airfield Layout
• Airfield Accessibility
• CAT III Implementation
• Impact During Construction
• Factors Affecting Flight Operations
• Mitigation Measures
• Summary
Airport Operations 101
Airfield Accessibility

Airfield Accessibility = Capability + Usability

- In order for an airport to be accessible to air carriers it must be **capable** and **usable**.
- YYT operates in one of the most challenging environments in Canada and this impacts considerably on our airports usability.
- i.e: wind, fog, freezing rain etc.
CAT III Implementation

Three Primary Components:

- Aircraft & Flight Crew – Air Carriers
- ILS Upgrades - NAVCANADA
- Airfield Visual Aids - Airport Authority
CAT III Landing in Zurich
NOTES:

- Runway 11-29 Closed June – December 2015
- Work Includes:
  - Installation of CAT III ILS
  - Pavement and Drainage Rehabilitation
  - New Turn Pads, Runway End Safety Areas and Blast Pads
  - New Inset Lighting

Impact During Construction
NOTES:

- **Duration may increase due to weather or other unforeseen circumstances**
- Work Includes:
  - Pavement and Drainage Rehabilitation
  - New Inset Lighting
Impact During Construction

NOTES:

• Post September 30th Runway 11-29 will be partially opened.
• Work Remaining:
  • Installation of CAT III ILS
  • Pavement and Drainage Rehabilitation
  • New Turn Pad, Runway End Safety Area and Blast Pad
  • New Inset Lighting
Factors Affecting Flight Operations

• Wind Speed & Direction
• Visibility & Ceiling
• Crosswinds (Wind across runway)
• Runway Surface Conditions

The decision to operate under specific conditions and situations are made by the individual air carriers and not the Airport Authority.
Impact During Construction

- Will almost entirely be dictated by weather.
- Highest risk will be early June.
- July to end of August is lowest risk period.
- September tropical storms.
Mitigation Measures

• Extensive Consultation
  – Airline and Airport Partners
  – Community Stakeholders

• In-depth Planning
  – Detailed planning and scheduling
  – Extensive weather analysis
  – Thorough Hazard Identification Risk Analysis (HIRA)
  – Consulted with Industry Experts

• Extended Runway 34 (temporary)

• Strong Communications Plan
Project Benefits

**Travelling Public**
- Greater predictability of air travel – **99% reliability**

**Airlines**
- **$175m cost savings** and stronger passenger service

**Business Community**
- **Expanded opportunities** for spring tourism, conventions and improved service to our major industries

**Economy**
- Will transform our region’s accessibility and reputation
- Will enhance our region’s business environment
Some Final Thoughts

• St. John’s International Airport has experienced remarkable growth since incorporation, in parallel with our province’s economic growth.

• Given the Airport’s growth and gateway role, expanding its physical capacity, airline seat capacity and airfield accessibility is crucial.

• While it is never convenient to close a main runway, it is essential in 2015 to complete the airfield upgrades for Cat III ILS.

• The Airport’s Expansion Plan will produce a gateway that will serve our province effectively for decades to come.
Thank You!

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