

Hustle & bustle.



Expanding to support the **GROWTH OF OUR PROVINCE.**



EXPANSION **YYT**



ST. JOHN'S
International Airport Authority

GENERAL FAQS

Q1: Why is the St. John's International Airport undergoing an expansion and making significant improvements?

A1: The St. John's International Airport has achieved significant passenger growth (more than double since it privatized in 1998), and is one of the fastest growing airports in Canada. This growth has been unprecedented. In 2001 when the existing building was opened, the total annual volume of passengers travelling through the airport was less than 700,000. Future growth models and forecasts at the time indicated that passenger volumes would not reach the 1 million mark until 2014. However, this milestone was achieved in 2004, 10 years ahead of forecast.

The existing terminal building was designed to accommodate 900,000 passengers annually. In 2014, 1.6 million passengers travelled through the gates at St. John's International Airport, meaning it is now operating at almost 80 per cent above design capacity.

In addition, St. John's International Airport has the reputation as being one of the foggiest airports in the country. There is proven technology that exists to allow aircraft to operate under low visibility conditions, however extensive infrastructure improvements are required on the airfield to support this technology.

In order to ensure that our airport continues to grow with the local economy and meet the needs of the travelling public, \$245 million will be invested in infrastructure to ensure the safety and integrity of the Airport; to improve the accessibility of the Airport during low-visibility conditions; and to support the anticipated growth in passengers to two million by 2020. Two of the larger and most significant projects included in the Expansion and Improvement Plans are the Airfield Accessibility and Safety Initiative and the Airport Terminal Building Expansion.

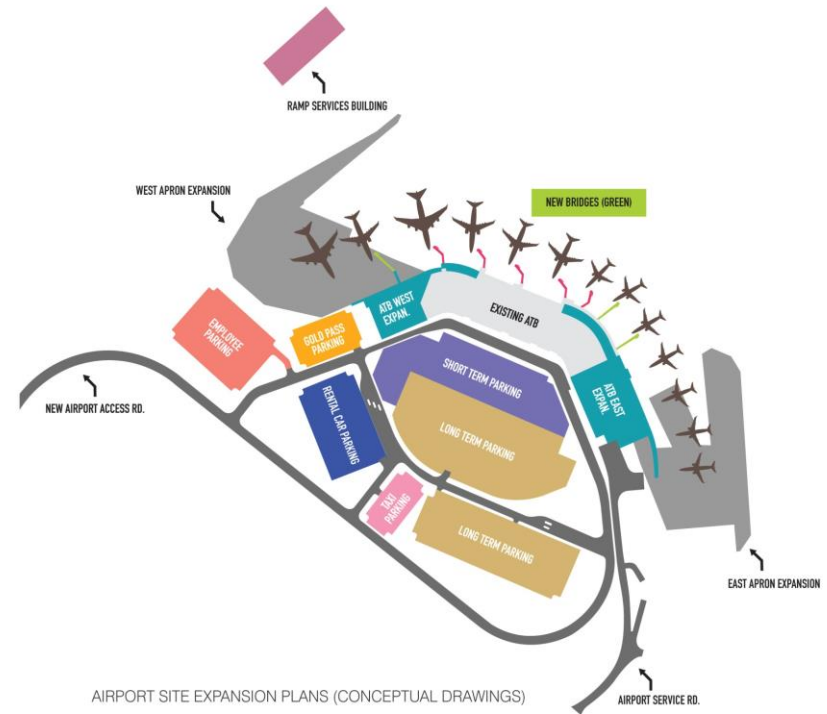


Image 1

Q2: How are these projects being paid for?

A2: In order to finance these investments, the Airport Authority developed a 10-year Financial Plan that involves securing additional long-term debt while putting policies in place to ensure the long-term financial sustainability of the Airport. The total additional capital funds required was \$82.5 million, and this has been secured through future borrowings in the form of a private placement bond and other credit facilities. The Airport Authority's primary source of revenue to finance this long-term debt is the Airport Improvement Fee (AIF), paid by each passenger boarding a flight at our Airport.

The Airport Authority is a private, not-for-profit corporation responsible for generating its own revenues and raising its own capital. The Airfield Accessibility and Safety Initiative will have such a profound impact on the accessibility of our region and the improvement on the nation's transportation system that this project received one-time financial contributions from the provincial and federal governments. This is a \$37.3 million project that is cost shared between the Airport Authority, the Government of Newfoundland and Labrador and the Government of Canada, through Canada's Gateways and Border Crossings Fund in support of the Atlantic Gateway and Trade Corridor Strategy.

Q3: Will the AIF increase to support the cost of this project?

A3: The AIF is the primary source of revenue to fund our Airport Improvement Program and is necessary in order for us to meet our mandate of providing a safe and cost-efficient transportation facility to our community. Any increase to the AIF is only done after significant review and consideration. Although we are always reluctant to increase our fees, future AIF increases are a possibility and will depend on our revenue earnings through our operations and the actual project costs when final tender bids are received.

Q4: Are there more parking spaces included in the expansion plan?

A4: Yes. Additional parking is factored into the expansion plan. There will be an additional 148 stalls added to the long-term parking lot, usable during winter/spring 2015. The short-term lot will expand by 53 stalls, and the rental car lot will also be expanded with an additional 126 stalls to accommodate the increased demand for rental cars by those visiting the province.

Q5: Why is a parking garage not included in the improvement and expansion plans?

A5: The cost to build a parking garage is extensive (approximately \$30,000/stall). The demand on our capital funds did not allow us to include this in the existing 10-year expansion plan and we were able to accommodate the forecasted demand for parking within the existing ground space. Beyond this, however, a parking garage will be required to accommodate further demand. It is anticipated that this will be included in the next 10-year capital plan.

Q6: Will I need to make adjustments to my travel plans or patterns due to the construction projects?

A6: Between June and November 2015, the primary runway (Runway 11/29) will be closed to complete the infrastructure work associated with the Accessibility and Safety Initiative, and to be rehabilitated. The secondary runway (Runway 16/34) will be available for all flight operations, however there may be times when weather conditions are not conducive to using this runway (for example, strong crosswinds may not allow for safe operations on this runway). This is very difficult to predict, but it is anticipated that there will be flight disruptions during this period of time. It is therefore advisable for travellers who are required to be at a certain destination for an event that cannot be changed to take this into account and build in extra time into your travel schedule. Passengers are also advised to check their flight status with their airlines on the day of departure to ensure flights are operating on schedule.

As for the expansion to the Airport Terminal Building, we do not anticipate any significant impacts to passengers. This construction will take place at both ends of the existing building and is considered “green field” construction. Unlike the rebuild of the building approximately 14 years ago, construction will not take place within areas occupied by passengers. Airline offices will be displaced when construction is occurring in the baggage handling areas (2015), and baggage handling operations may be modified. Passengers will notice temporary offices established in the check-in areas to accommodate displaced airlines.

Q7: What are travellers supposed to do if their flight is delayed or cancelled?

A7: The airlines have been and will be kept up to date on the expansion and improvements throughout construction. If flights are disrupted, the airlines will advise of any schedule changes.

Q8: I live near the airport. Will I notice any changes as a result of the construction? More aircraft flying over my house during this five-month period?

A8: During the five-month period that the primary runway (Runway 11/29) is closed, the secondary runway (Runway 16/34) will be the active runway. Therefore, aircraft flight operations will use a different flight path to approach the airport than is more predominantly used. Residents living in the Newfoundland Drive to Majors Path area and also those living in the area of Indian Meal Line may notice more aircraft landing and taking-off than normal.

Connect with us:    www.stjohnsairport.com