



**Standing Committee on Transport, Infrastructure & Communities  
May 11, 2010**

**Aéroports de Montreal**

**Mr. Normand Boivin, Vice President, Airport Operations & Aviation Development**

**Greater Toronto Airports Authority**

**Mr. Howard Bohan, Vice President, Operations & Customer Experience  
Mr. Toby Lennox, Vice President, Corporate Affairs & Communications**

Good Morning. My name is Howard Bohan, Vice President, Operations and Customer Experience for the Greater Toronto Airports Authority. Also here today on behalf of the Canadian Airports Council are my colleagues, Toby Lennox, Vice President, Corporate Affairs and Communications and Normand Boivin, Vice President, Airport Operations and Aviation Development.

Thank you for the opportunity to appear before you today to provide airports' perspective on aviation security. We also appreciate the time the committee is taking to examine this critical issue. It is our view that an open dialogue on aviation security with key industry partners will help to produce an even more effective and efficient aviation security system. We will be pleased to answer any questions that the committee may have both at this session and at any member's convenience.

The Canadian Airports Council was formed in 1992, as the federal government devolved control of airports to local private non-share corporations. Since that time, the CAC has evolved into the national representative for airports on a wide range of significant issues and concerns.

Canada's airports are engines for economic development in the communities they serve and one of their most important elements of local infrastructure. The CAC's membership represents more than 200 Canadian airports, including all of the National Airports System airports and most passenger service airports in every province and territory. Together, CAC members handle virtually all of the nation's air cargo and international passenger traffic and 95% of domestic passenger traffic. They create well in excess of \$45 billion in economic activity in the communities they serve. And more than 200,000 jobs are directly associated with CAC member airports, generating a payroll of more than \$8 billion annually.

Mr. Chairman, the airport community understands and supports the importance of aviation security. The safety and security of our passengers and air carriers is paramount. It is our first concern in operating the airports and informs everything we do. There is, in our view, a direct link between stable, dependable airport security and the health of the Canadian air transportation system. It is very clear that attacks on aviation, even those not originating in or directed at Canada, have an impact on people's willingness to travel by air. Canada is a vast nation, where

communities are linked to each other and to the wider world by our transportation system. Airports are mindful that the security of that transportation system is crucial to our economic and national well being.

The thankfully failed attack of December 25<sup>th</sup> served as a serious reminder. We need to continually re-examine the current air security system to ensure that it adequately addresses risks/vulnerabilities and that it is playing that foundational role in the economic success of Canada. We therefore enthusiastically welcome the decision by this committee to conduct the current study, and the decision by the Government of Canada to engage in a comprehensive national security review. It is entirely appropriate that we engage in this review and we look forward to providing whatever assistance is necessary.

It is important to recognize that any discussion of aviation security should not simply examine and unpack what happened on December 25<sup>th</sup>. Rather the discussion should look forward to anticipate future threats in light of the significance of the economic importance of aviation security. December 25<sup>th</sup> reminds us that the threat is very real, but also that we can no longer simply balance security and customer service. It is no longer a trade-off. The singular challenge we face is that we as an industry have to excel at both. We must work together to find better, more efficient ways of identifying, assessing and mitigating risk holistically with a new appreciation for the impact on business and industry sustainability.

In achieving this lofty goal, we ask that any review consider the vital role of the airport operators. It is only the operators of airports who can connect all the dots through recognition of industry/business interdependencies and associated impacts of security related interruptions. Unlike particular agencies whose mandates are necessarily limited, it is only the airport operators who are able to see the entire airport as a system. As a result, we are able to identify and address the various challenges of implementing a fully integrated and holistic security system which starts at the perimeter of the airport and goes through to the aircraft seat. The events of December 25<sup>th</sup> placed a tremendous strain on the ability of the air transportation system to function. The implementation of measures in one area resulted in unintended consequences in another area, simply because the airport operator was not able to coordinate the various activities.

It is also critical that any review recognize the very real distinctions between the size and roles of the various airports in Canada. It is essential that airports be engaged, whether they are regional airports or gateway airports. The question is one of scalability and taking advantage of the opportunities that exist in each type of airport. Smaller airports simply do not have the complexities of the larger airports, but their smaller, more communal character can serve to enhance security in ways that is not possible at gateway airports such as Montreal, Toronto and Vancouver. The system should be, in that case, flexible enough in order to deliver security in a completely different manner dependent on a number of factors,

including available resources and levels of risk. We recognize that it will not be easy, but we feel that the issue of scalability should be viewed as an opportunity, not a challenge.

Mr. Chairman, if there is one impression that we can leave with the committee today, may it be that airports recognize the importance of airport security – it is a top priority at all airports across the country – and that as partners in the aviation industry, we must work together to create an integrated system that anticipates the threats of the future and the customer experience that will ensure that people choose to fly. We understand that, should there be an incident similar to the December 25<sup>th</sup> event originating at one of our airports, the impacts could be immediate and devastating. Clearly, we are motivated to make sure that it never happens. Again, I stress on behalf of the Canadian Airports Council that the safety and security of our passengers and air carriers is paramount. We are committed to working with all stakeholders, including the federal government and our various security agencies, to ensure Canada's aviation system is world class in its safety and security.

Thank you.