

Freedom to Move



Canada's Airports: Working for Travellers

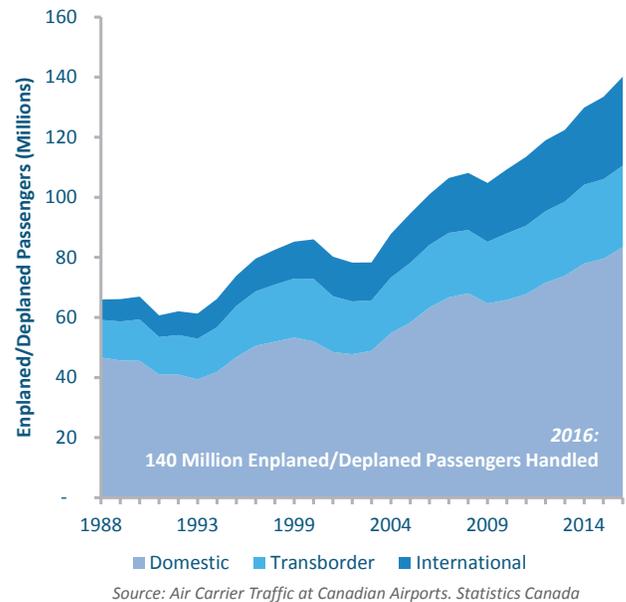
Air travellers want a safe and hassle-free journey from their home, through airports and on to their destination.

It starts with community links. Airports are an essential part of local transportation. Canada's airports work with officials from all levels of government on transit and road links into the community, investing hundreds of millions of dollars to support light rail links.

In addition to efficient transportation links to and from the airport, travellers want to breeze through the airport with as few barriers as possible. As the makeup of the travelling public changes, so do their needs, creating new challenges. The number of elderly travellers and those with disabilities are growing. Of the \$25 billion airports have invested into their infrastructure since 1992, much has gone to making facilities easier to navigate amid these realities and ever-changing security and border procedures.

There are other kinds of barriers that need to be addressed. For international travellers considering Canada as a connecting point to another destination, a hassle free journey means being able to connect through a Canadian airport without requiring a transit visa. Airports are large facilities with complex security and border processes involving government agencies such as CBSA who interact directly with passengers.

Even though airports may have little or no direct control over many of the issues that bog down the system, they are working for travellers to provide solutions whenever they can.



Here are two ways airports are working for travellers to give them freedom to move – and how the federal government can help.



International Connections

National Transportation Infrastructure



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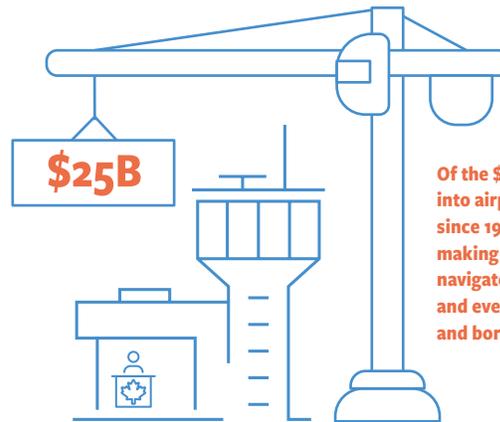


From the passenger perspective, air travel is experienced as a continuous journey, starting at home. Clogged traffic arteries slow not only travellers getting to the airport and airport workers, but also the people and goods driving our local economies. Travellers deserve smooth and congestion-free travel; Canadians deserve congestion-free communities.

The National Trade Corridors Fund (NTCF) is designed to increase the flow of Canadian trade through our transportation system and borders. As the first national infrastructure fund open to NAS airports, it can play a meaningful role in air travellers' freedom to move.

While Canada's biggest commercial airports have the ability to self-fund their own infrastructure, those costs are typically covered by charges to users such as the Airport Improvement fee levied on travellers. Canada's airports have proposed NTCF projects to reduce bottlenecks, and address capacity issues. However, funds for the NTCF are insufficient to support demand.

Meanwhile, several airports are working with local governments to support major regional ground transportation projects, such as light rail connections, and these projects need federal support.



Of the \$25 billion invested into airport infrastructure since 1992, much has gone to making facilities easier to navigate amid these realities and ever-changing security and border procedures.



DID YOU KNOW?

Airports on five continents use public transit to link them to their communities, encouraging air travel, lessening highway and parking congestion, and decreasing pollution.



AIRPORTS WORKING FOR TRAVELLERS

The Canada Line is Vancouver's rapid transit rail that connects YVR to downtown Vancouver in under 30 minutes.

Toronto's UP Express train between Toronto Pearson and downtown Union Station opened in 2015. It is the first step in Toronto Pearson's bid to develop a multimodal ground transportation hub.



RECOMMENDATIONS

The Government of Canada can improve the experience of all travellers by giving them the freedom to move by:

- Increasing funding to the NTCF to reduce bottlenecks, and address capacity issues, both on airport and in regional transportation.
- Ensuring Canada's air transport policies preserve the ability of airports to invest in improvements on-airport and in ground connectivity.



Other Ways the Government Can Help

Provide resources to support demand for government services, such as at security screening and border services.

Sign more liberal air service bilaterals to boost international air routes and provide additional opportunities for international connections over Canada.

International Connections



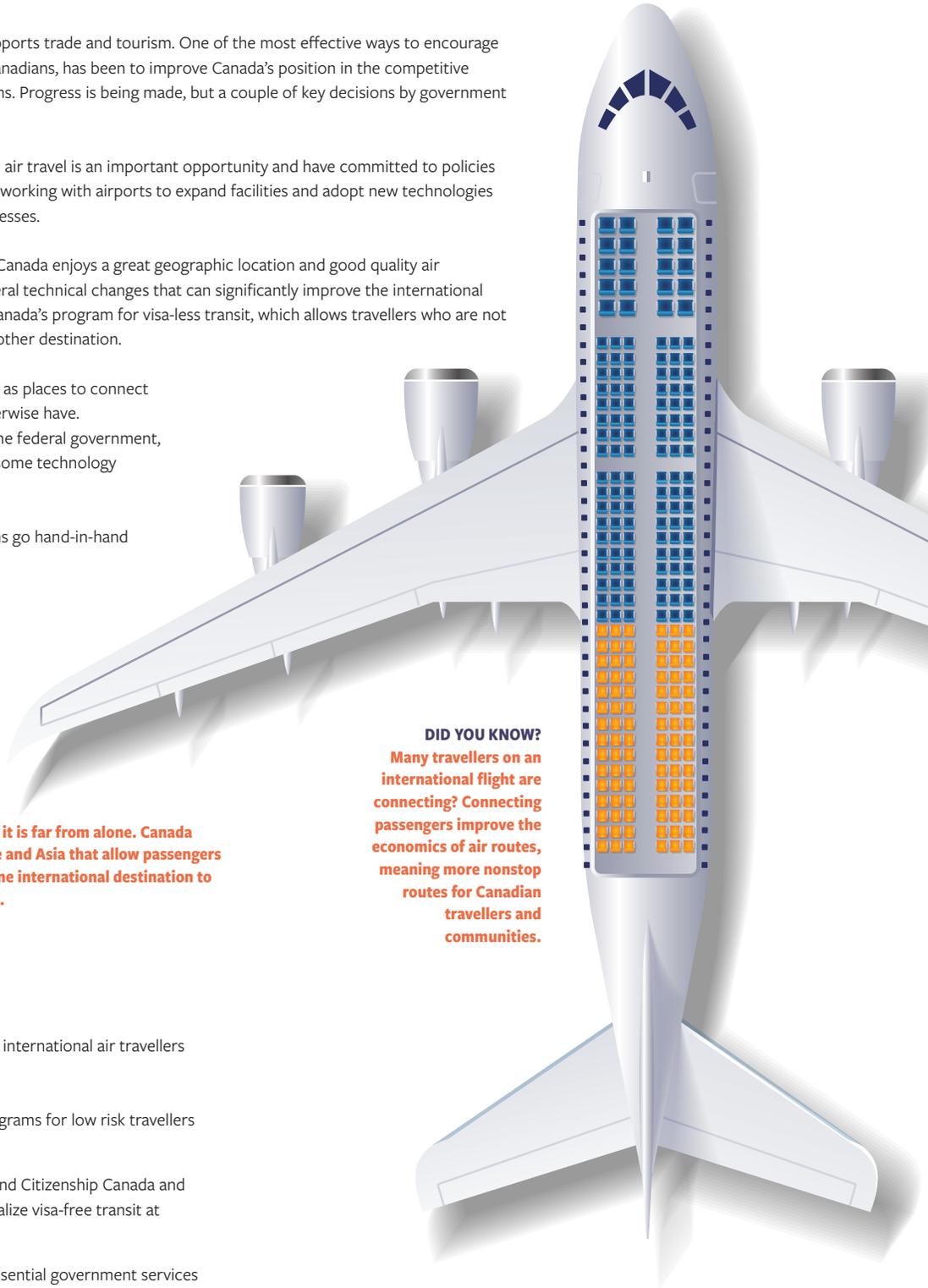
Canada enjoys strong global connectivity, which supports trade and tourism. One of the most effective ways to encourage air transport growth and more travel options for Canadians, has been to improve Canada's position in the competitive market for international-to-international connections. Progress is being made, but a couple of key decisions by government remain.

Canada's competitors understand that international air travel is an important opportunity and have committed to policies and actions to encourage further growth, including working with airports to expand facilities and adopt new technologies that smooth flow through border and security processes.

International air travel is competitive and dynamic. Canada enjoys a great geographic location and good quality air transport product offering. However, there are several technical changes that can significantly improve the international connections process. These include expansion to Canada's program for visa-less transit, which allows travellers who are not staying in Canada to transit here on their way to another destination.

Improving the competitiveness of Canada's airports as places to connect helps attract and keep air routes we would not otherwise have. While Canada's airports and airlines, working with the federal government, are making progress on international connections, some technology funding is needed to implement some initiatives.

Improvements to international connection programs go hand-in-hand with sufficient resources at security screening and continued innovation in traveller processing at air borders, such as facial recognition, which could improve border services and security screening of travellers and their bags.



DID YOU KNOW?

While Canada has Transit Without Visa, it is far from alone. Canada competes with major air hubs in Europe and Asia that allow passengers to transit through their airports from one international destination to another without requiring a transit visa.

DID YOU KNOW?
Many travellers on an international flight are connecting? Connecting passengers improve the economics of air routes, meaning more nonstop routes for Canadian travellers and communities.

RECOMMENDATIONS

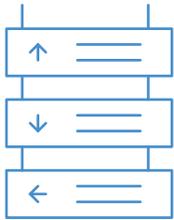
The Government of Canada can help keep Canada's international air travellers moving by:

- Expanding and improving visa-free transit programs for low risk travellers to the U.S. and overseas.
- Providing funding for Immigration, Refugee and Citizenship Canada and CBSA technology requirements to operationalize visa-free transit at Canadian airports.
- Providing sufficient, sustainable funding to essential government services like security screening and border services to support growing demand.

How Airports Serve the Needs of Diverse Travellers



Here are a few ways in which Canada's airports are addressing the special needs of travellers.



At Vancouver International Airport (YVR), all official signage in the terminal buildings is trilingual (English, French, and Simplified Chinese).



Airports throughout Canada work with community organizations on programs for travellers with special needs, which also can be very useful to first time flyers, older travellers or people afraid to fly. For example, both Halifax Stanfield International Airport and Vancouver International Airport, among others, offer programs to help ease the stress of travelling for people on the autism spectrum. Canadian airports also work with the Rick Hansen Foundation on disability awareness training, and with navigation apps such as Blindsquare.

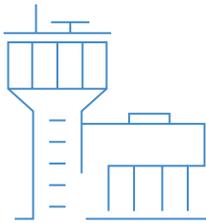


AIRPORTS WORKING FOR TRAVELLERS

Airports have invested \$40 million in the past six years in border automation and infrastructure for smoother, more efficient passenger flow, including millions of dollars airports have invested in Primary Inspection Kiosks in international arrival halls. As one example, Aéroports de Montréal recently invested \$6 million to improve border processes for arriving and connecting passengers.

Who are Canada's Airports?

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26 National Airports System airports include the busiest airports in the country and the airports in the national, provincial and territorial capitals. Each of these operate independently, with the exception of the two NAS airports in Montréal (Montréal Trudeau and Montréal Mirabel), which are both operated by Aéroports de Montréal.

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22 of the NAS airports are operated by private nonshare capital corporations that reinvest all financial surpluses back into the airport.

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8 NAS airport authorities have more than 3 million passengers. Known as the "Class 1" airports, these are Toronto Pearson, Vancouver, Aéroports de Montréal (Montréal Trudeau and Montréal Mirabel), Calgary, Edmonton, Ottawa, Winnipeg Richardson and Halifax Stanfield.



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DID YOU KNOW?

There are hundreds of additional airports of various activity levels throughout the country. Thirty-three regional local, territorial and not-for-profit airport operator members of the CAC provide commercial air services, while many others are used primarily by general aviation.

Canada's Airports by the Numbers



140 MILLION PASSENGERS



2.2 MILLION FLIGHT FREQUENCIES



6.2 MILLION AIRCRAFT MOVEMENTS



For more information on how Canada's airports enhance economic opportunities and social well-being for Canadian travellers, businesses and communities, please visit www.cacairports.ca or contact Holly Christian, holly.christian@cacairports.ca, 613 560 0902 ex. 15.