

Asian Breeze (44)

(亜細亜の風)

A Happy New Year of 2016!

16 February, 2016

Dear Coordinators and Facilitators in Asia/Pacific region.

It may sound too late to say “A Happy New Year of 2016!”, though Chinese New Year of 2016 was just on Monday 8 February. Chinese New Year, also known as Spring Festival “春節”, is China’s most important traditional festival. It is also the most important celebration for families, and a week of official public holiday.

2016 is a year of the Monkey according to the Chinese 12 year animal zodiac cycle. Occupying the 9th position on the Chinese Zodiac, the Monkey possesses such character traits as curiosity,

mischviousness, and cleverness. Forever playful, Monkeys are the masters of practical jokes. Even though their intentions are always good, this desire to be a prankster has a tendency to create ill will and hurt feelings.

If you were born in 1944, 1956, 1968, 1980, 1992, 2004, then you’re a Monkey. Does this statement represent your personality correctly?

For this issue, I have received a wonderful contribution from Mr. Munro Smith, Head Coordinator of Airport Coordination Canada Ltd (ACCL) featuring his organization and the Toronto Pearson International Airport (YYZ). I hope you will find it interesting.

Toronto Pearson International Airport (YYZ)

Malton Airport was established in 1937 when the Government of Canada announced its intention to build an airport in Toronto. A site near the village of Malton, northwest of Toronto, was chosen as the location for the facility. Toronto Pearson was referred to as Malton Airport. In 1958, the City of Toronto sold the Malton Airport to Transport Canada, who subsequently changed the name of the facility to Toronto International Airport. The airport was officially renamed Lester B. Pearson International Airport in 1984, in honour of Lester B Pearson, the fourteenth Prime Minister of Canada and a recipient of the 1957 Nobel Peace Prize.

On December 2, 1996, the Greater Toronto Airports Authority (GTAA) assumed management, operation and maintenance of Toronto Pearson – Canada’s largest and busiest airport – from Transport Canada. The (GTAA) is part of Transport Canada's National Airports System and is one of eight Canadian airports with facilities for United States border preclearance.

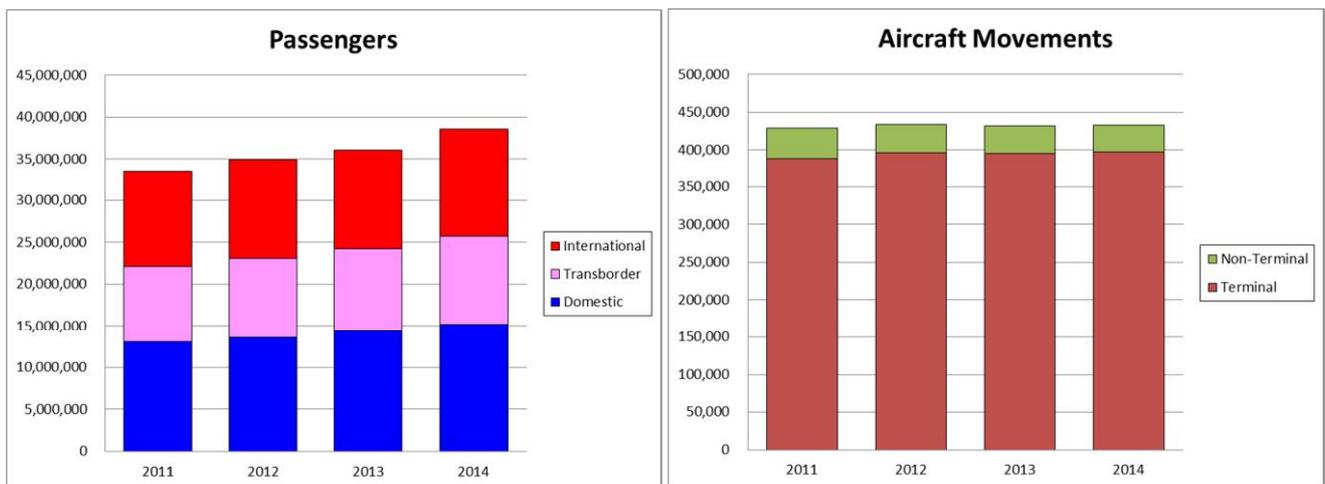


Toronto Pearson International Airport (IATA: YYZ, ICAO: CYYZ) also known as Pearson Airport or Toronto International is an international airport serving the city of Toronto, Ontario, Canada, its metropolitan area, and the Golden Horseshoe, an urban agglomeration of 8.7 million people accounting for almost 25 percent of the population of Canada. The airport is located 22.5 km northwest of downtown Toronto, with the bulk of the airport located in the adjacent city of Mississauga, and a small portion extending into Toronto's western district.

Toronto Pearson is the main hub for Air Canada and WestJet and is also a hub for passenger airlines Air Transat and Sunwing Airlines. An extensive network of non-stop domestic flights is operated from Pearson by several airlines to all major and many secondary cities across all provinces of Canada. As of 2015, over 75 airlines operate around 1,100 daily departures from Toronto Pearson to more than 180 destinations across all six of the worlds inhabited continents.

Air Transport Statistics

Toronto Pearson is the largest and busiest airport in Canada. In 2015, it handled more than 41 million passengers and 443,958 aircraft movements. It is the world's 34th-busiest airport by total passenger traffic, 23rd-busiest airport by international passenger traffic, and 15th-busiest airport by flights. Pearson is a major North American global gateway, handling more international passengers than any airport in North America other than John F. Kennedy International Airport.

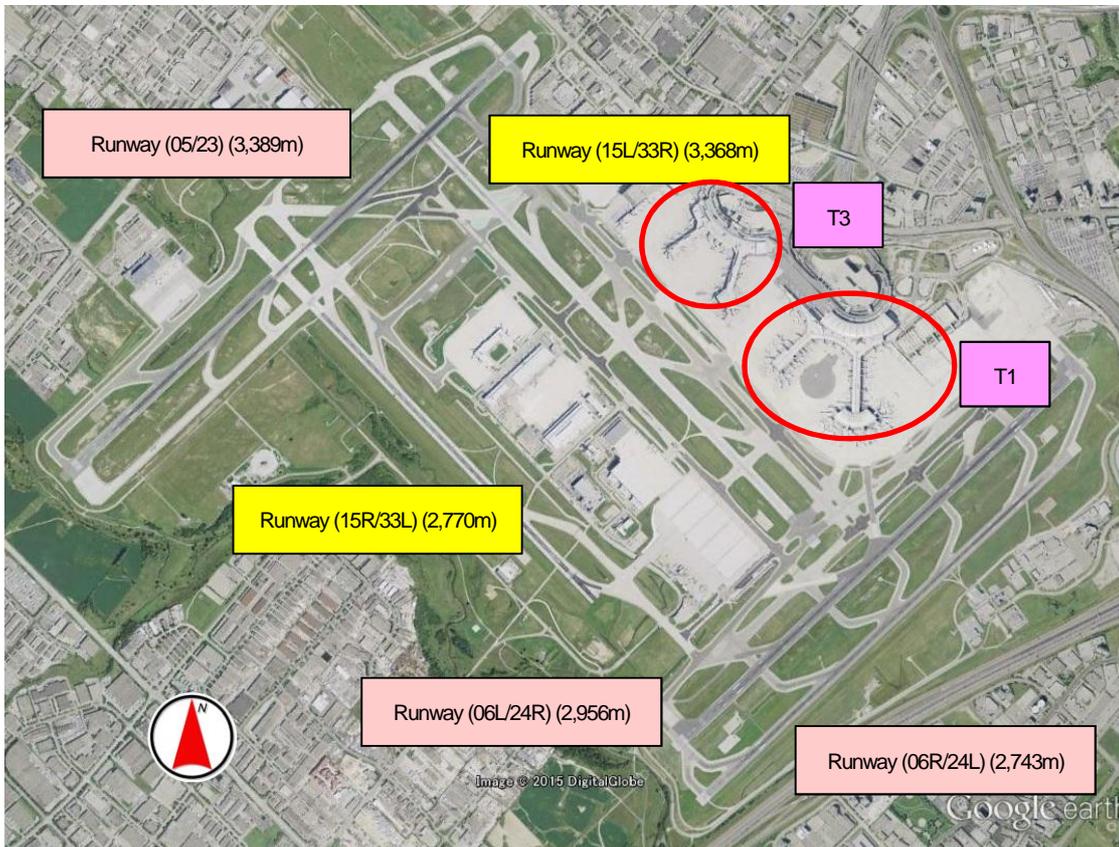


Airport Infrastructure

There are five runways at Toronto Pearson International Airport; two open parallel runways of runway (15L/33R) of 3,368m and runway (15R/33L) of 2,770m, two closer parallel runways of runway (06R/24L) of 2,743m and runway (06L/24R) of 2,956m and runway (05/23) of 3,389m.

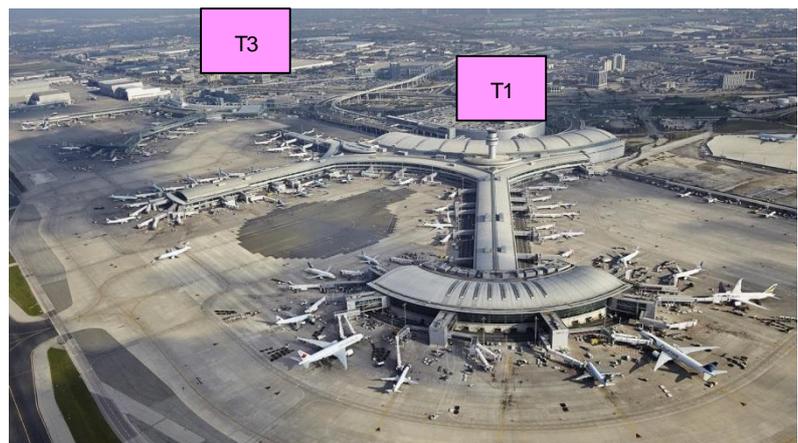
The airport uses a preferential runway system to minimize the impact of aircraft noise at night, when the surrounding residential communities are most sensitive to noise. In effect from 00:30 to 6:30., the system utilizes

approved flight paths that impact the fewest people. The preferred runways, in order of priority, are Runways 23, 33R, and 24R for departures, and Runways 05, 15L, and 06L for arrivals. Non-preferential runway use during these hours is limited as much as possible, but may be necessary due to weather, airfield maintenance, or other operational circumstances.



Main Terminal

Toronto Pearson International Airport has two operating terminals, Terminals 1 and 3. T1 opened on April 6, 2004. The old Terminal 1, which closed simultaneously with the opening, was demolished to make room for additional gates at Pier E, Pier F at Terminal 1, which has an enlarged end called "Hammerhead F", opened on January 30, 2007 to replace Terminal 2. This pier accommodates international traffic and adds 7 million passengers per year to the airport's total capacity. Redevelopment of the airport was a logistical challenge, as the existing terminals remained operational throughout construction and demolition.



Terminal 1

Terminal 1 is designed to handle domestic, international, and trans-border flights in one facility. The terminal features three piers: Piers D and E with 38 gates and Pier F with 23 gates. Pier F serves trans-border and international flights, replacing Terminal 2 and the Infield Terminal (IFT). A Pier G is slated to be built in the future if demand warrants and the overall site plan allows for two additional piers, H and I, if needed.

The terminal was designed by joint venture Airports Architects Canada (Skidmore, Owings & Merrill LLP; Adamson Associates Architects; and Moshe Safdie and Associates).

Air Canada and all other Star Alliance airlines that serve Toronto operate out of Terminal 1; however, the terminal is also used by airlines that are not members of Star Alliance. Terminal 1 contains 58 gates: D1, D3, D5, D7-D12, D20, D22, D24, D26, D28, D31-D45 (D32, D34, D36 also serve US flights and carry F designation), D51, D53, D55, D57 (also carry F designation), F60-F63, F64A-F64B, F65, F66A-F66B, F/E67-F/E81 (F68-F73 and F78-F81 serve both US and international flights but E74-E77 are international only), F91, and F93. Two of the gates, E73 and E75, can accommodate the Airbus A380. Emirates is the only operator of this type of airplane at Toronto Pearson.

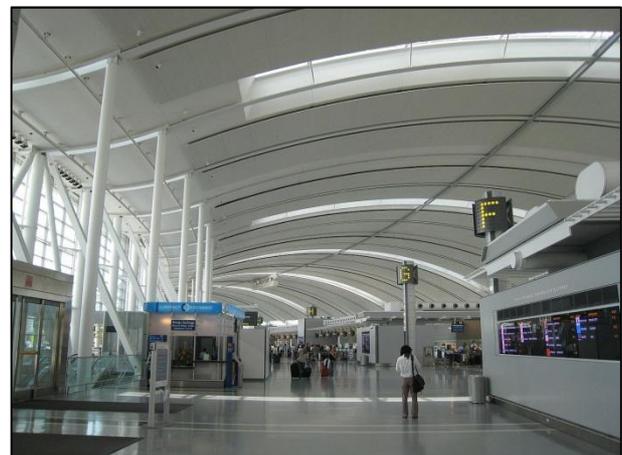
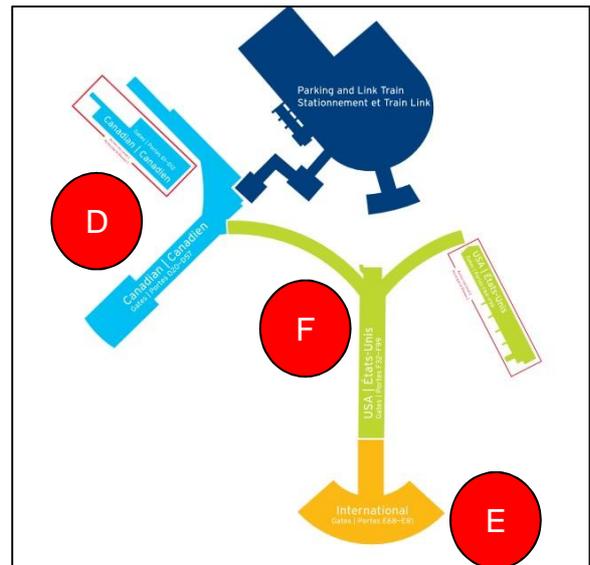
Measuring over 567,000m², Terminal 1 is the 11th-largest airport terminal in the world in terms of floor area. It is also home to the ThyssenKrupp Express Walkway, the world's fastest moving walkway.

Along with the standard border facilities, the terminal also contains a few customs "B" checkpoints along the international arrivals walkway. Passengers that are connecting from an international or trans-border arrival to another international (non-U.S.) departure in Terminal

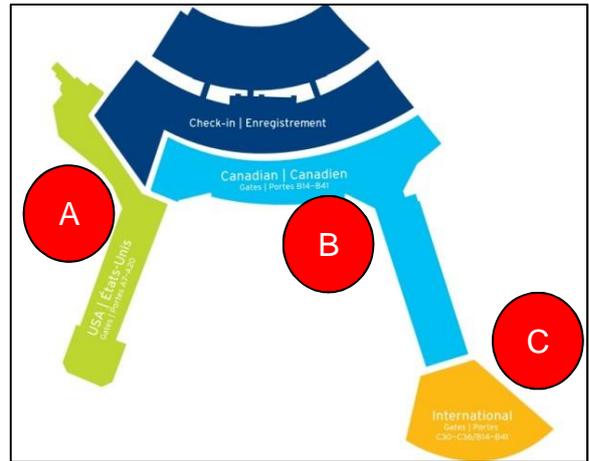
1 go to one of these checkpoints for passport control and immigration checks, then are directed to Pier F. This alleviates the need to recheck bags, pass through security screening, and relieves congestion in the primary customs hall.

Terminal 3

Terminal 3, which opened on February 21, 1991, was built to offset traffic from the old Terminals 1 and 2. Terminal



3 was initially advertised as "Trillium Terminal 3" and the "Trillium Terminal". It was built as a private venture and was a state-of-the-art terminal containing a U.S. customs preclearance facility, and was the base of operations for the Canadian Airlines hub. A parking garage and hotel is located across from the terminal and is connected by an elevated pedestrian walkway. At the time of the opening, the hotel was managed by Swissôtel. However, it was rebranded as a Sheraton property in October 1993. In 1997, the GTAA purchased Terminal 3 and shortly thereafter implemented a C\$350 million expansion.



A team of coordinators known as T3RD oversaw the redevelopment and expansion of Terminal 3. In 2004, the Pier C Expansion opened, followed by the East Processor Extension (EPE) in June 2006, adding 40 new check-in counters, new retail space, additional secure 'hold-screening' for baggage, and a huge picture window that offers one of the most convenient apron viewing locations at the airport. This phase of the expansion also included improved Canadian Border services and a more open arrivals hall. Phase II of the EPE was completed in 2007 and includes larger security screening areas and additional international baggage claim areas. The West Processor Expansion Shell was completed in early 2008.



All SkyTeam and Oneworld airlines that serve Pearson operate from Terminal 3, along with WestJet, Air Transat, and most other airlines that are unaffiliated with an airline alliance. Terminal 3 has 48 gates: A1-A6, B1a-B1d, B2a-B2b, B3-B5, B7-B20, B22 and C24-C41.

Infield Terminal

The infield terminal was built to handle traffic displaced during the development and construction of the current Terminal 1. Its gates were opened in 2002 and 2003. A first class lounge was opened in 2005. The terminal, also known as the IFT, has 11 gates (521 to 531). A pedestrian tunnel originally connected the Infield Terminal to Terminal 2 and now connects to Terminal 1. Although it is currently closed, plans are in place to reactivate it if necessary in the future to accommodate seasonal or overflow demand, or to provide additional capacity during future terminal building construction at the airport.

When it was in use, passengers were transported by bus between Terminal 1 and the IFT to reach their gates.

The Infield Terminal is frequently used as a location to film major motion pictures and television productions. The IFT has recently been reopened in order to handle the refugee flights that are coming to Canada.

Our computer system for coordination

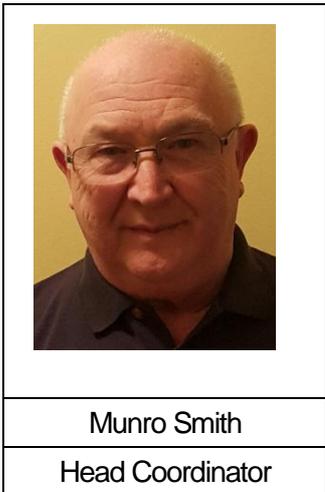
Pearson airport currently uses the Ascent Technology ARIS/CA system to do the capacity analysis along with the Ultra AODB system. The airport is currently investigating replacing both of these systems. In addition the airport uses the Sabre Gate Management System to analyze the gate allocations.

The SCORE (Slot Coordination and Reporting) system developed by Prolog Development Center (PDC) in Denmark is onsite and is being tested.

Coordination Process at the GTAA

Toronto Pearson Airport has a shared slot process where Airport Coordination Canada Ltd (ACCL) is responsible for the runway slots. The runway slots are owned by the Crown (Government of Canada). In 1988 when the airport was still under the control of Transport Canada, the government established an independent coordinators office for Toronto International Airport.

The Greater Toronto Airports Authority is responsible for all the airport infra-structure with the exception of the runway slots. ACCL and the GTAA work together to coordinate both the runways and infra-structure so that all facilities are checked and the airline customers receive one response to their SCR.



			
Drew Dinsdale	Chris Duke	Rob Elder	Tom Mulcock
Manager, Slot Coordination	Manager, Slot Coordination	Manager, Slot Coordination	Manager, Slot Coordination

Related information of our office

Organization	Airport Coordination Canada Ltd. (ACCL)
Address:	210-5955 Airport Road, Mississauga, Ontario, Canada L4V 1R9
Telephone:	+1 (905) 673-6380
Fax:	+1 (905) 673-9892
E-Mail:	cyyzslots@accl.aero
Office Location:	Airway Centre
Business Hours:	0630 - 1430

From the Chief Editor

I would like to express my sincere appreciation to Mr. Munro Smith for his excellent contribution to Asian Breeze. Toronto reminds me of IATA Slot Conference 131 which was held in November, 2012. Conference was held at the Westin Harbor Castle which is facing Lake Ontario, one of the five Great Lakes of North America. I remember it was very cold since the cold wind was blowing from the Lake Ontario.

Speaking of cold, Hokkaido, the northern most island of Japan, is also very cold since it snows a lot in winter. The City of Sapporo which is a capital of Hokkaido hosts “the Sapporo Snow Festival” every winter. It is one of Japan's largest winter events, attracts a growing number of visitors from Japan and abroad every year. About two million people come to Sapporo City to see a large number of splendid snow and ice sculptures lining Odori Park, the grounds at Community Dome Tsudome, and along the main street in Susukino. About 250 of Snow and Ice Sculptures will be displayed. The Sapporo Snow Festival was held from 5 February (Friday) to 11 February (Thursday) in 2016.

