CANADA'S NATIONAL AIRPORTS

A PRIMER ON CANADA'S NATIONAL AIRPORTS SYSTEM

CANADA'S NATIONAL AIRPORT SYSTEM

Did you know that most of Canada's major airports haven't been operated by any form of government since the 1990s? Were you aware that virtually all of the $19 billion that has been invested into airport infrastructure in Canada since then has come from the private corporations that operate Canada's airports on a not-for-profit basis using funds generated by airport authority operations.

Twenty-six of the airports formerly operated by government — those located in a Canadian capital city or handling more than 200,000 passengers a year — have been designated National Airports System (NAS) airports. 22 of these airports are leased to local, non-governmental airport authorities to operate. These airports, which pour all profits back into the airport, pay rent to the federal government and are responsible for some 90% of the passenger volumes in Canada.

1992

The federal government begins transfer of airports to local authorities, starting with Calgary, Edmonton, Montreal and Vancouver.

NUMBERS TO KNOW:
CANADA'S AIRPORTS

$19 Billion
in Capital Investment Since 1992 Without Taxpayer Support

$305 Million
in Rent in 2014

$4.6 Billion
in Rent Since 1992

CANADA'S AIR TRANSPORT INDUSTRY: CURRENT ECONOMIC IMPACT

$34.9 Billion
Contributed to Canada's GDP

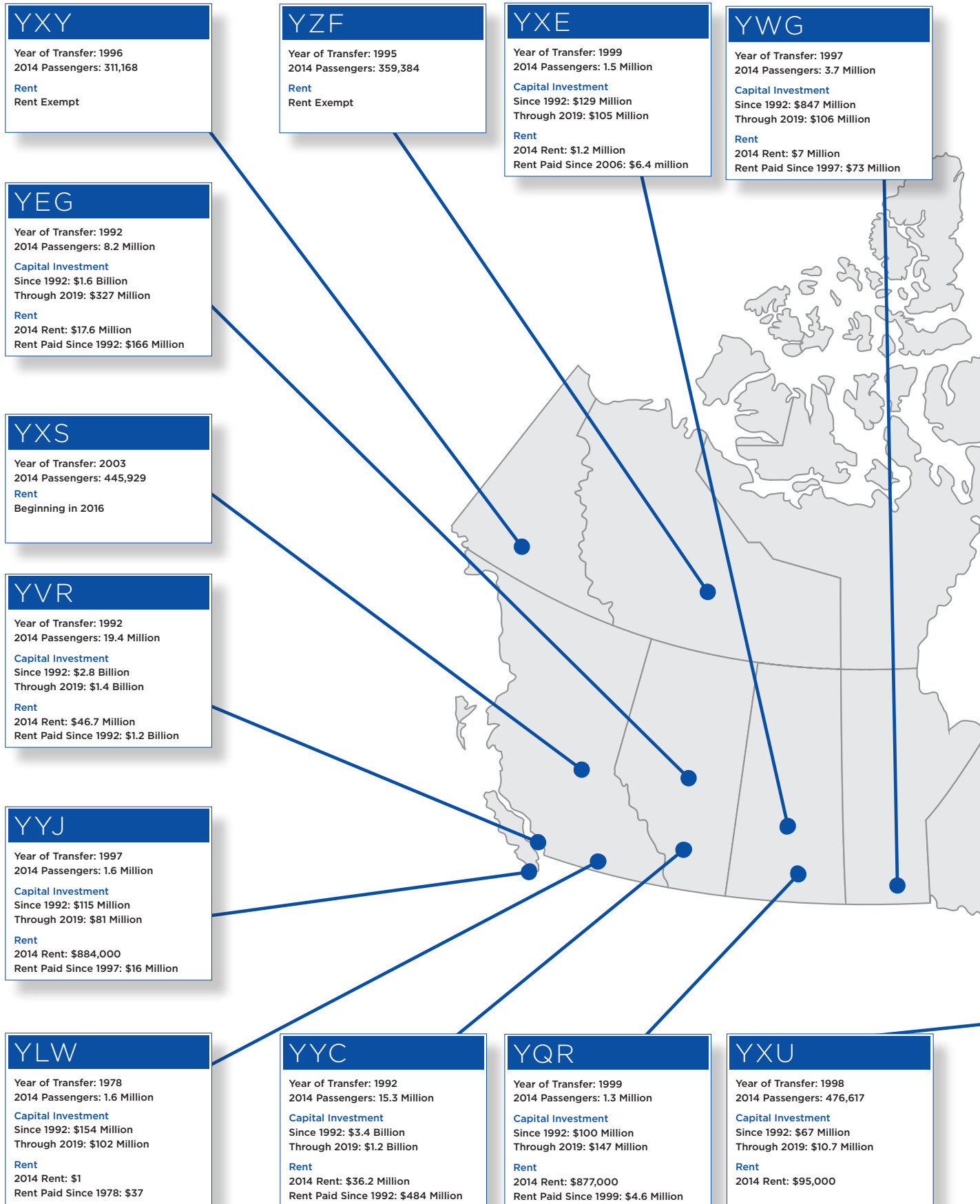**$7 Billion**
Accrued Taxes

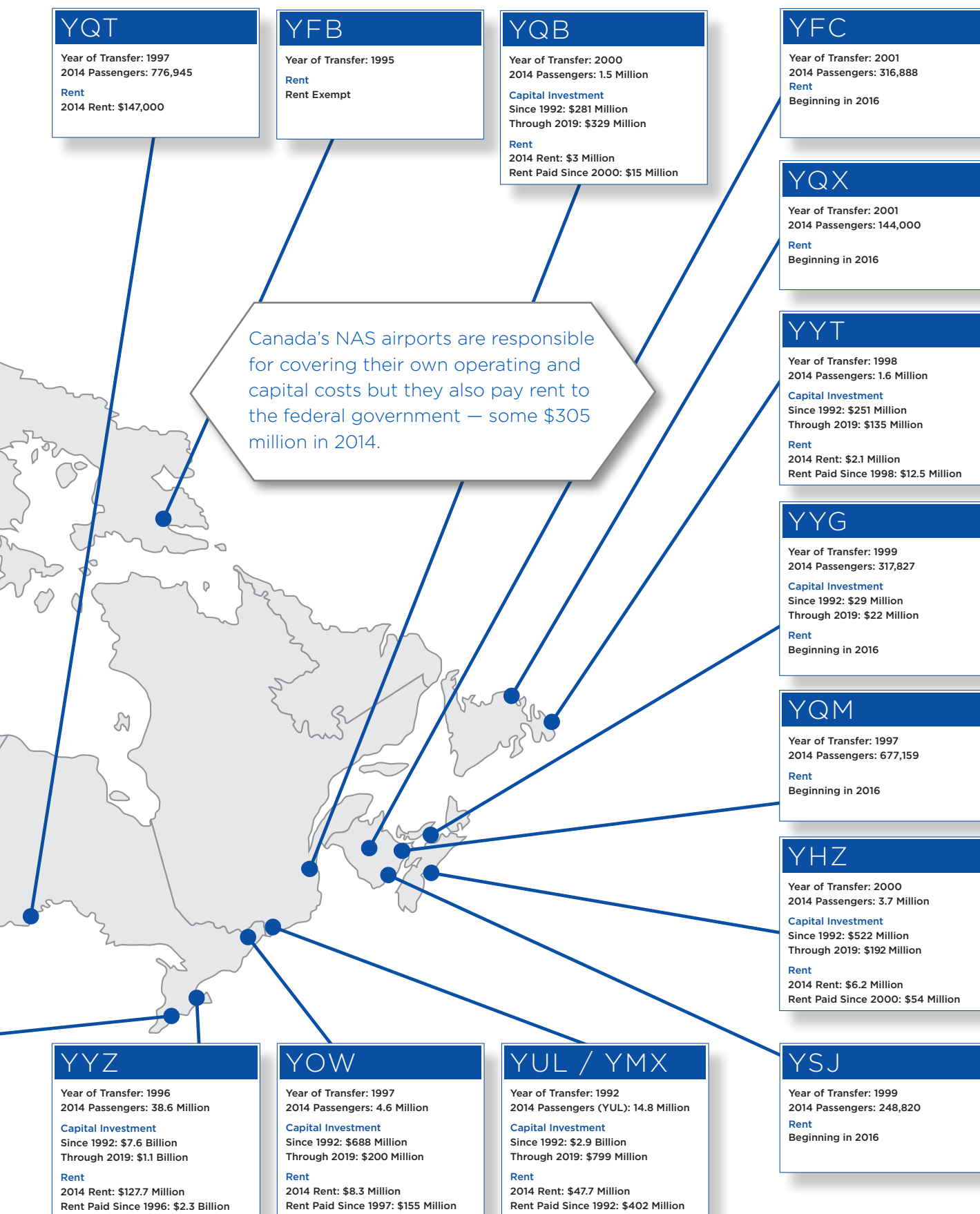**126 Million**
Passengers in 2014

141,000
Direct Jobs Supported

YXY
Year of Transfer: 1996
2014 Passengers: 311,168

Rent
Rent Exempt

YZF
Year of Transfer: 1995
2014 Passengers: 359,384

Rent
Rent Exempt

YXE
Year of Transfer: 1999
2014 Passengers: 1.5 Million

Capital Investment
Since 1992: $129 Million
Through 2019: $105 Million

Rent
2014 Rent: $1.2 Million
Rent Paid Since 2006: $6.4 million

YWG
Year of Transfer: 1997
2014 Passengers: 3.7 Million

Capital Investment
Since 1992: $847 Million
Through 2019: $106 Million

Rent
2014 Rent: $7 Million
Rent Paid Since 1997: $73 Million

YEG
Year of Transfer: 1992
2014 Passengers: 8.2 Million

Capital Investment
Since 1992: $1.6 Billion
Through 2019: $327 Million

Rent
2014 Rent: $17.6 Million
Rent Paid Since 1992: $166 Million

YXS
Year of Transfer: 2003
2014 Passengers: 445,929

Rent
Beginning in 2016

YVR
Year of Transfer: 1992
2014 Passengers: 19.4 Million

Capital Investment
Since 1992: $2.8 Billion
Through 2019: $1.4 Billion

Rent
2014 Rent: $46.7 Million
Rent Paid Since 1992: $1.2 Billion

YYJ
Year of Transfer: 1997
2014 Passengers: 1.6 Million

Capital Investment
Since 1992: $115 Million
Through 2019: $81 Million

Rent
2014 Rent: $884,000
Rent Paid Since 1997: $16 Million

YLW
Year of Transfer: 1978
2014 Passengers: 1.6 Million

Capital Investment
Since 1992: $154 Million
Through 2019: $102 Million

Rent
2014 Rent: $1
Rent Paid Since 1978: $37

YYC
Year of Transfer: 1992
2014 Passengers: 15.3 Million

Capital Investment
Since 1992: $3.4 Billion
Through 2019: $1.2 Billion

Rent
2014 Rent: $36.2 Million
Rent Paid Since 1992: $484 Million

YQR
Year of Transfer: 1999
2014 Passengers: 1.3 Million

Capital Investment
Since 1992: $100 Million
Through 2019: $147 Million

Rent
2014 Rent: $877,000
Rent Paid Since 1999: $4.6 Million

YXU
Year of Transfer: 1998
2014 Passengers: 476,617

Capital Investment
Since 1992: $67 Million
Through 2019: $10.7 Million

Rent
2014 Rent: $95,000

operated by territorial governments and one operated by the City of Kelowna.
ort authorities independent from any form of government.

YQT
Year of Transfer: 1997
2014 Passengers: 776,945

Rent
2014 Rent: $147,000

YFB
Year of Transfer: 1995

Rent
Rent Exempt

YQB
Year of Transfer: 2000
2014 Passengers: 1.5 Million

Capital Investment
Since 1992: $281 Million
Through 2019: $329 Million

Rent
2014 Rent: $3 Million
Rent Paid Since 2000: $15 Million

YFC
Year of Transfer: 2001
2014 Passengers: 316,888
Rent
Beginning in 2016

YQX
Year of Transfer: 2001
2014 Passengers: 144,000

Rent
Beginning in 2016

YYT
Year of Transfer: 1998
2014 Passengers: 1.6 Million

Capital Investment
Since 1992: $251 Million
Through 2019: $135 Million

Rent
2014 Rent: $2.1 Million
Rent Paid Since 1998: $12.5 Million

YYG
Year of Transfer: 1999
2014 Passengers: 317,827

Capital Investment
Since 1992: $29 Million
Through 2019: $22 Million

Rent
Beginning in 2016

YQM
Year of Transfer: 1997
2014 Passengers: 677,159

Rent
Beginning in 2016

YHZ
Year of Transfer: 2000
2014 Passengers: 3.7 Million

Capital Investment
Since 1992: $522 Million
Through 2019: $192 Million

Rent
2014 Rent: $6.2 Million
Rent Paid Since 2000: $54 Million

Canada's NAS airports are responsible for covering their own operating and capital costs but they also pay rent to the federal government — some $305 million in 2014.

YYZ
Year of Transfer: 1996
2014 Passengers: 38.6 Million

Capital Investment
Since 1992: $7.6 Billion
Through 2019: $1.1 Billion

Rent
2014 Rent: $127.7 Million
Rent Paid Since 1996: $2.3 Billion

YOW
Year of Transfer: 1997
2014 Passengers: 4.6 Million

Capital Investment
Since 1992: $688 Million
Through 2019: $200 Million

Rent
2014 Rent: $8.3 Million
Rent Paid Since 1997: $155 Million

YUL / YMX
Year of Transfer: 1992
2014 Passengers (YUL): 14.8 Million

Capital Investment
Since 1992: $2.9 Billion
Through 2019: $799 Million

Rent
2014 Rent: $47.7 Million
Rent Paid Since 1992: $402 Million

YSJ
Year of Transfer: 1999
2014 Passengers: 248,820

Rent
Beginning in 2016

AIRPORT GOVERNANCE

There are 22 NAS airports operated by local airport authorities independent from any form of government.

Canada's NAS airport authorities are managed by independent and fully accountable boards of directors selected on the basis of the skills each director brings to the board table. Appointment and nomination procedures aim to strike balances on the need for community involvement, preserving the independence and impartiality of directors, and reflecting directors' fiduciary responsibilities.
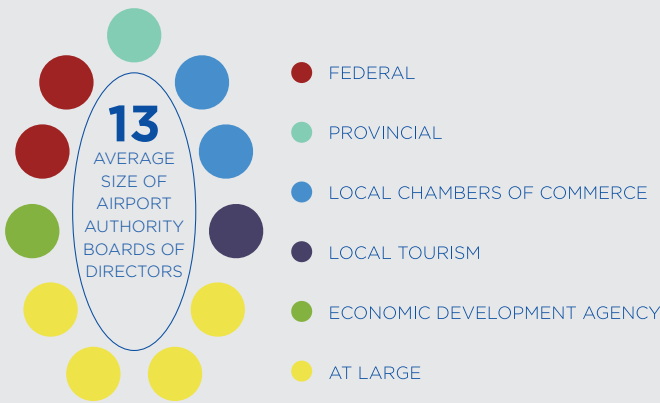
LOCAL AIRPORT AUTHORITIES ARE:

- Non-share capital corporations; any profits are invested back into the airport
- Independent from any branch of government
- Responsible for covering their own operating and infrastructure costs
- Governed by independent boards of directors
- Required to pay rent to the federal government

AIRPORT AUTHORITY BOARD COMPOSITION

Each airport authority has directors nominated or appointed by the federal government, provincial and/or municipal governments, local business communities and other stakeholder groups. Except for those airport authorities that have their CEO as a director, all directors are independent from management as they are either appointed directly by the appointing authority or chosen from a pool of candidates put forward by the nominating entities.

OTTAWA INTERNATIONAL AIRPORT AUTHORITY

13 AVERAGE SIZE OF AIRPORT AUTHORITY BOARDS OF DIRECTORS

- FEDERAL
- PROVINCIAL
- LOCAL CHAMBERS OF COMMERCE
- LOCAL TOURISM
- ECONOMIC DEVELOPMENT AGENCY
- AT LARGE

WHO DOES WHAT AT AN AIRPORT?

Non-Government

Airline	**Check-in, boarding, baggage handling**
Airport Authority	**Overall strategic direction and operation of the airport, including building and airfield operations and maintenance, and commercial development**
Private Vendors	**Retail shops, restaurants, car rental agents, hotels and other airport services when not operated directly by the airport**
Nav Canada	**Air traffic control**

Government

Canadian Air Transport Security Authority	**Security screening of passengers and their bags, screening of airport workers**
Canada Border Services Agency	**Customs and Border Services, Canada**
U.S. Customs and Border Protection	**U.S. Pre-Clearance**
Police Services	**Policing and security response**

For more information about Canada's airports, please visit www.canadasairports.com