Please sign in on the sheet provided.

Browse display materials.

Questions? Ask an Airport representative at one of the stations.

Provide Your Feedback:
  - Online: Log on to engageregionofwaterloo.ca
  - Email Us: AirportMasterPlan@regionofwaterloo.ca

Visit waterlooairport.ca/masterplan for more information.

Thank you for your involvement in this project.
The Master Plan is being developed to help guide the future of the Region of Waterloo International Airport (YKF) for the next 20 years (2016 - 2035).

The plan will take into consideration the opportunities and challenges the Airport will face including how to best meet the travel and connectivity needs of our growing community.

The Airport Master Planning Process:

- Project Commencement - April 2016
- Public Information Centres
  - #1 - May 25, 2016
  - #2 - November 10, 2016
- Region of Waterloo Planning & Works Committee Update - Q1 2017
- Project Completion - Q1 2017
Under the direction of Regional Council, the Airport has initiated the process to create a new Master Plan and Business Plan.

Work to develop a series of recommendations for the next 20 years (2016-2035) and how to best meet the travel and connectivity needs of our growing airport community.

Seek input from stakeholders and the community-at-large.

Ensure a continued safe, efficient and environmentally-sustainable airport.

Spring 2016
Establish Airport Steering Committee

May 25, 2016
Public Information Centre #1
Online Engagement

November 10, 2016
Public Consultation Centre #2
Online Engagement

Q1 2017
Recommendation to Regional Council
Prepare a written plan with a series of recommendations for implementation starting in 2017.
The Region of Waterloo International Airport will contribute to the economic prosperity and competitive advantage of Waterloo Region by connecting this innovative community to the world.

This will be achieved through managed growth, customer service excellence, passenger convenience and community responsiveness.
Under the direction of Regional Council, the Airport has initiated the process to update the Master Plan & Business Plan with specific direction to:

- Attract new air service
- Build out the Airport Business Park
- Protect for Future Growth
- Increase community awareness about noise mitigation measures
- Develop the Airport in conjunction with adjacent East Side Employment Lands
## Airport Progress

### Report Card

<table>
<thead>
<tr>
<th>Regional Council Direction (June 2014 - Report E-14-087)</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Item</strong></td>
<td><strong>Description</strong></td>
</tr>
<tr>
<td>A</td>
<td>Maximize the existing capacity of the Airport</td>
</tr>
<tr>
<td></td>
<td>• WestJet adds 18% to Calgary Service = 16,780 additional seats (Feb 2015)</td>
</tr>
<tr>
<td>B</td>
<td>Attract additional passenger service to maximize the capacity of the existing Air Terminal Building</td>
</tr>
<tr>
<td></td>
<td>• WestJet Announcement Seasonal Orlando Service (July 2015)</td>
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<td></td>
<td>• Sunwing Seasonal Weekly Punta Cana Service (Dec 2016)</td>
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<tr>
<td>C</td>
<td>Attract aviation-related businesses to the Airport’s Aviation Business Park Development</td>
</tr>
<tr>
<td></td>
<td>• Chartright Air Group (Apr 2015)</td>
</tr>
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<td></td>
<td>• NAV CANADA Ground-breaking on New Control Tower (June 2015)</td>
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<tr>
<td>D</td>
<td>Co-ordinate resources and strategies required for air service development and business attraction with the Region’s broader economic development plans - including the East Side Lands</td>
</tr>
<tr>
<td></td>
<td>• YKF Economic Impact Awareness Campaign &amp; Increased Public Consultation</td>
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<tr>
<td>E</td>
<td>Consider additional opportunities to increase awareness concerning aeronautical noise and its mitigation</td>
</tr>
<tr>
<td></td>
<td>• Restructured Aeronautical Noise Advisory Committee (Dec 2014)</td>
</tr>
<tr>
<td></td>
<td>• Website Content Updated to Better Inform the Community</td>
</tr>
<tr>
<td>F</td>
<td>Prepare a 2015-2024 Airport Capital Plan to reflect the plan for maximizing the existing Airport infrastructure</td>
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<td></td>
<td>• Installation of New Signs in Subdivisions Located in Proximity</td>
</tr>
<tr>
<td>G</td>
<td>Review of the Airport Master Plan, once approved, at regular intervals or upon the Airport achieving passenger and financial objectives</td>
</tr>
<tr>
<td></td>
<td>• Airport Capital Plan Completed (Feb 2015)</td>
</tr>
<tr>
<td>H</td>
<td>Evaluate further actions, such as Federal zoning protections or designation of reserve lands to ensure opportunities for future growth</td>
</tr>
</tbody>
</table>
YKF Economic Impact 2007 to 2015

In 2015 the Airport contributed an estimated $90 million to the Region’s economy*

* Wilfrid Laurier University 2015 Economic Impact Study
Passenger Traffic

YKF Passenger Traffic 2005 to 2015

Passenger traffic at YKF is up 694% since 2005

Source: Region of Waterloo International Airport

2016 Route Map
The Airport’s primary catchment area (within 35km of the Airport) represents a market of slightly over 2 million passengers annually:

- **696,000** trips to Domestic destinations;
- **746,000** trips to the U.S.; and
- **589,000** trips to International and Sun destinations

YKF only captures 4% of traffic from catchment area

87% of passengers use Toronto Pearson

Approximately 31% of passengers at YKF come from outside catchment area
Airport Facts

- Aircraft always operate into the wind
- Region of Waterloo International Airport (YKF) is located in the busiest Canadian airspace: southwestern Ontario
- There are over 100,000 aircraft movements (take-offs or landings) annually
- In February 2016 Nolinor ceased operations from YKF
- In October 2016 American Eagle ceased operations from YKF
- There is no curfew in place for operations at YKF - we are open 24 hours a day
- With improved technology, aircraft today are 75% quieter than 50 years ago

Aircraft That Typically Fly From YKF

**Boeing 737 Scheduled** (136 Seats)
Daily WestJet flight to Calgary
Daily Service: 75,000 - 100,000 Annual Passengers

**Boeing 737 Charter** (189 Seats)
Weekly flights to Punta Cana, Dominican Republic
Seasonal Once a Week Service: 10,000 Annual Passengers

**Dash-8 Q400** (74 Seats)
Daily Service: 40,000 Annual Passengers
Noise Complaint Trends 2013 to 2016 (YTD)

- Noise warning clauses and signage have been implemented for new subdivisions in Kitchener and Woolwich in proximity to the Airport

Existing No Development Zone Plan

- Since 2000, no new residential development has been approved in the “No Development Zone” as depicted above
Planning for the Future
"Growth is coming. The time to plan for it is now."
Howard Eng, CEO, Greater Toronto Airports Authority

- By 2043 southern Ontario will be home to 15.5 million people & regional air travel volume is expected to reach more than 90 million passengers annually

- Air travel demand over the next two decades puts Toronto Pearson at roughly 65 million passengers annually by the mid 2030’s with no signs of slowing down

- The creation of an integrated airport system is a possible solution

- There is also a future need to connect air travel passengers to airports

- What could this mean for YKF?...
GRCA Flood Plain & Environmental Features

GRCA Regulation Map

Source: GRCA Web-GIS Viewer (grims.grandriver.ca). Map produced May 2016. N.T.S.
Note: Components of the mapping are under review and subject to change.

Legend:

- Parcels - Assessment (MPAC)
- Wetland (GRCA)
- Flood Plain (GRCA)
- Regulation Limit (GRCA)
- Engineered
- Slope Erosion (GRCA)
- Approximate
- Slope Valley (GRCA)
- Estimated
- Drainage - Poly (MNRF)
- Roads-Addressed (MNR)

Imagery Source: 2010 Ortho (ONT)

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This map is for illustrative purposes only. Information contained hereon is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user. Some regulated features, such as surface hydrology [watercourses], are NOT included in the Regulation Limit shown on the map.
The Master Plan
The Goal of this Master Plan is to prepare the Region of Waterloo International Airport (YKF) for future growth and development over the next 20 years (2016 - 2035).

- This is an action-oriented, working document that identifies future development of the Airport in a practical, fiscally-responsible, and environmentally-sustainable manner.

- The plan is flexible. It allows for rapid changes in the aviation industry and additional commercial carrier service that could be available within the next 10-20 years.

- The plan has been developed to allow for a ‘just-in-time’ approach to potential development. It identifies a series of triggers and corresponding actions to allow for budgeting and long-term planning.

- Triggers are outlined and will be implemented to allow YKF to grow if-and-when the current and future demands dictate.

- Triggers are based on passenger volume at YKF; however, triggers may also be influenced by Toronto Pearson International Airport reaching or exceeding its capacity limits.

- Phases of development will only be implemented when measured criteria are met and growth at the Airport is required.

- As each pre-determined trigger point is reached, the Airport will seek approval from Regional Council before proceeding with the next phase of development.

This approach will allow YKF to plan ahead and the advantage of having development plans in hand when predetermined levels of service have been achieved.
Development Trigger #1

The Airport needs to plan now and prepare for potential future growth and development over the next 20 years.

Development will be influenced by actual growth in passenger traffic

Upon Approval of the Airport Master Plan by Regional Council in Spring 2017, the Airport will need to:

1. Protect for future growth:
   - Ongoing airport improvements to enhance safety and reliability
   - Zoning updates for Runway 14-32 and 08-26 extensions; possible 3rd runway
   - Environmental assessment for Runway 14-32 extension

2. Investigate federal, provincial and other funding opportunities to support new capital projects

3. Initiate an Air Terminal Expansion design to accommodate for potential passenger growth

4. Continue to build out the Airport’s Business Park and develop in conjunction with the adjacent East Side Lands Development

Financial Implications for Trigger #1:

Estimated Region of Waterloo Capital Cost = $1,462,000
Estimated Impact on an Average Household is $22 per year
(Equal to the 2016 average cost per household of $22 per year)

Forecast Assumptions:
Region of Waterloo capital cost is based on 50% funding from other sources
Costs and revenues have been adjusted for future inflation and expected growth in passenger traffic
Development Trigger #2

When the Air Terminal Building reaches its current capacity of 250,000 passengers annually, the Airport needs to prepare for the next stage of development which is to accommodate for 500,000 passengers annually.

The following activities need to be initiated:

1. Runway 14-32 should be extended (including taxiway & approach lighting)
2. Design Runway 08-26 to 8737’ (including associated taxiways & approach lighting)
3. Assessment of land surrounding YKF and continue to protect for future growth
4. Review Shantz Station Road reconfiguration options
5. Design runway/taxiway/apron clearances and widths to accommodate AGN-IV aircraft
6. Design and construct Apron II expansion
7. Construct new Air Terminal Building for up to 500K passengers; associated apron expansion
8. Continue to develop existing serviced lands on Airport property based on demand

Financial Implications for Trigger #2:

Estimated Region of Waterloo Capital Cost = $28,464,000
Estimated Impact on an Average Household is $15 per year
(A $7 per year decrease from the 2016 average cost per household of $22 per year)

Forecast Assumptions:
Region of Waterloo capital cost is based on 50% funding from other sources
Costs and revenues have been adjusted for future inflation and expected growth in passenger traffic
When the Air Terminal Building reaches its current capacity of 500,000 passengers annually, the Airport needs to prepare for the next stage of development which is to accommodate for 1,000,000 passengers annually.

The following activities need to be initiated:

1. Runway 08-26 should be extended (including taxiway and approach lighting)
2. Construct new Air Terminal Building expansion for up to 1M passengers; associated apron expansion
3. Continue to develop existing serviced lands on Airport property based on demand

Financial Implications for Trigger #3:

Estimated Region of Waterloo Capital Cost = $66,094,000
Estimated Impact on an Average Household is $10 per year
(A $12 per year decrease from the 2016 average cost per household of $22 per year)

Forecast Assumptions:
Region of Waterloo capital cost is based on 50% funding from other sources
Costs and revenues have been adjusted for future inflation and expected growth in passenger traffic
Development Trigger #4

When the Air Terminal Building reaches its current capacity of 1,000,000 passengers annually, the Airport needs to prepare for the next stage of development which is to accommodate for 1,500,000 passengers annually.

The following activities need to be initiated:

1. Construct new Air Terminal Building expansion for up to 1.5M passengers; associated apron expansion
2. Construct new landside configuration (roads & parking)

Financial Implications for Trigger #4:

Estimated Region of Waterloo Capital Cost = $41,413,000
Estimated Impact on an Average Household is $3 per year
(A $19 per year decrease from the 2016 average cost per household of $22 per year)

Forecast Assumptions:
Region of Waterloo capital cost is based on 50% funding from other sources
Costs and revenues have been adjusted for future inflation and expected growth in passenger traffic
When the Air Terminal Building reaches its current capacity of 1,500,000 passengers annually, the Airport needs to prepare for the next stage of development which is to accommodate for 2,500,000 passengers annually.

The following activities need to be initiated:

1. Construct new Air Terminal Building expansion for up to 2.5M passengers; associated apron expansion
2. Construct new parking structure

Financial Implications for Trigger #5:

Estimated Region of Waterloo Capital Cost = $99,832,000
Estimated Impact on an Average Household is $14 per year
(A $8 per year decrease from the 2016 average cost per household of $22 per year)

Forecast Assumptions:
Region of Waterloo capital cost is based on 50% funding from other sources
Costs and revenues have been adjusted for future inflation and expected growth in passenger traffic
Next Steps and Timing

The Airport needs to plan now and prepare for potential future growth and development over the next 20 years.

This approach will allow YKF to have development plans in hand when predetermined levels of service have been reached.

The Airport Master Planning Process:
Project Commencement - April 2016
Public Information Centre #1 - May 25, 2016
Public Consultation Centre #2 - November 10, 2016

Next Steps:
Master Plan Submitted to Region of Waterloo Planning & Works Committee - Spring 2017
Master Plan Submitted to Regional Council - Spring 2017

Upon Approval of the Airport Master Plan by Regional Council in Spring 2017, the Airport will need to begin to prepare for potential future growth and development over the next 20 years.