

From: Berman, Sarah
Sent: Tue 4/23/2013 11:46:42 AM
Subject: RE: HourlyPax2010.xls
[Pax Profiles 2010 and 2012.xlsx](#)

Alex,

I have got to the bottom of this now, having looked properly at the detailed data. The figures in the GTAA spreadsheet for 2012 were average **per flight** by month, day of week and hour – whereas what we want is average total hourly passengers by month and day of week (ie. all flights across the hour combined).

I have done this analysis based on the detailed data and the new comparison is shown in the attached. The calibration between 2010 (blue) and 2012 from detailed data (green) now looks good. The profile is a bit different for Transborder than in 2010, with a higher and later peak in the evening, but the others match very well.

Hence I think we have all we need on this now. Thanks again for following up on this and obtaining the detailed data.

Regards,

Sarah

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From: Alex de Lorimier [mailto:Alex.deLorimier@upexpress.com]
Sent: 22 April 2013 18:26

To: Berman, Sarah; Richards, Jim
Cc: Philip Safos; Stephan Mehr; Tang, Katie
Subject: RE: HourlyPax2010.xls

Hello Sarah:

The discrepancy between the two datasets is similar to what we found through our own analysis. Although we have not received an official opinion from GTAA on this, I believe the peaks and valleys for either year should be similar even if the magnitudes have changed over the course of two years. Intuitively, I see no reason why the traffic patterns for each sector would have changed so dramatically between 2010 and 2012.

This being said, the larger dataset should provide you with a more accurate picture of the situation for 2012. The issue is that the data is provided on a flight-by-flight basis rather than on an aggregate hourly basis. Thus, flights that recorded zero passengers pull all the averages down when the data is compared on an hourly basis. Because of the way the data was captured, averages in a simple pivot table output the average per flight, rather than the average per hour. With a bit of manipulation on your end, I believe you can come to similar trends from the original 2010 data. Let me know if that is the case, and we can consult with GTAA if it is not.

Alex

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From: Berman, Sarah [<mailto:Sarah.Berman@sdgworld.net>]
Sent: Monday 22 April 2013 12:46
To: Alex de Lorimier; Richards, Jim
Cc: Philip Safos; Stephan Mehr; Tang, Katie

Subject: RE: HourlyPax2010.xls

Alex,

Thank you. That additional data is very helpful and the attachment came through fine – our system can cope with up to 10MB.

We haven't had a chance to analyse the data in the new spreadsheet yet, but we have had a look at what you supplied last week in terms of the proportion of passengers in each hourly segment, which is shown in the attached spreadsheet. It looks from this data like the profile of passenger numbers has got rather less 'peaky' since 2010, especially on international flights between 15:00 and 21:00. Perhaps it's worth checking that this is in line with GTAA's expectation/understanding of the situation to check we have interpreted the data correctly? I will update you if we get anything contradictory from the new, larger dataset.

Thanks again for your assistance with this.

Regards,

Sarah

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From: Alex de Lorimier [<mailto:Alex.deLorimier@upexpress.com>]

Sent: 19 April 2013 22:13
To: Berman, Sarah; Richards, Jim
Cc: Philip Safos; Stephan Mehr; Tang, Katie
Subject: RE: HourlyPax2010.xls

Hello Sarah:

I have obtained the original passenger profile database from the GTAA. Each line in the attached Excel file represents one flight, with variables for month, day of week, sector, bound and total passengers. I do apologize for the size of the file – let me know if you would prefer I post it on an FTP site (we unfortunately do not have access to Dropbox).

I have also obtained the following in response to your previous email – note that GTAA does not have additional detail for the TCA figures:

E/D PASSENGER

DOM

TBR

INT

Ttl

2011

12,730,680

8,628,851

10,576,567

31,936,098

2012

13,078,513

8,979,103

11,377,661

33,435,277

Connecting Percentages	
2011	27.5
2012	29.1

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Breakdown by sector is not available.

TCA data is not available.

Independently of my efforts with GTAA to get data directly from their staff, I have also come across the following tables in a public document that was issued by the GTAA. The exact nature of the document is not relevant, but the tables may be of use for your analysis.

Table 1
Historical Departing and Arriving Airline Passenger (Enplaning and Deplaning) Statistics

By Terminal				
Year	Terminal 1	Terminal 2	Terminal 3	Total
2006	14,486,012	5,159,959	11,148,610	30,794,581
2007	19,930,320	416,875	11,099,004	31,446,199
2008	21,091,661	--	11,243,170	32,334,831
2009	20,160,193	--	10,208,146	30,368,339
2010	21,058,151	--	10,877,947	31,936,098
2011	22,143,484	--	11,291,867	33,435,351
2012	23,224,970	--	11,687,059	34,912,029
By Sector				
Year	Domestic	Transborder	International	Total
2006	13,309,531	8,906,324	8,578,726	30,794,581
2007	13,744,155	8,879,180	8,822,864	31,446,199
2008	13,812,866	8,805,898	9,716,067	32,334,831
2009	12,730,047	8,074,027	9,564,265	30,368,339
2010	12,730,680	8,628,851	10,576,265	31,935,796
2011	13,078,513	8,979,106	11,377,732	33,435,351
2012	13,646,163	9,464,858	11,801,008	31,912,029

Table 2
Forecast Airline Passenger Enplanement and Deplanement

Year	E/D Forecast
2013	35,379,425
2014	36,669,674
2015	37,983,248
2016	39,318,591
2017	40,652,871
2018	41,986,156

Please let me know if you need additional information.

Alex

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From: Alex de Lorimier

Sent: Thursday 18 April 2013 17:38

To: 'Berman, Sarah'; Richards, Jim

Cc: Philip Safos; Stephan Mehr; Tang, Katie

Subject: RE: HourlyPax2010.xls

Hello Sarah:

I will confirm with GTAA on the issues you have raised below and will get back to you as soon as I get a reply.

Regarding the passenger profile data that I sent a few days ago, we have raised the issue of the discrepancies with the GTAA and hope to get clarification soon. If your analysis reveals any additional insights, please let us know.

In the meantime, I have received the following from the GTAA – I believe this covers item #2 from your initial request:

The table below comes from our November 2011 Guest Satisfaction survey which . This data is comprised of Arriving passengers from T1 and T3, aged 18 years of age or

older.

Note that “Business Passengers” include both ‘Business only’ and ‘Mix of Business and Pleasure’. ‘Residents’ include anyone from Ontario.

Domestic Arrivals

Transborder Arrivals

International Arrivals

Base

n=385

n=258

n=307

Business Passengers (Ontario Residents)

24%

17%

13%

Business Passengers (Non-Ontario Residents)

26%

29%

8%

Pleasure Passengers (Ontario Residents)

30%

35%

51%

Pleasure Passengers (Non-Ontario Residents)

21%

19%

28%

Regards,

Alex

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From: Berman, Sarah [<mailto:Sarah.Berman@sdgworld.net>]

Sent: Wednesday 17 April 2013 12:45

To: Alex de Lorimier; Richards, Jim

Cc: Philip Safos; Stephan Mehr; Tang, Katie

Subject: RE: HourlyPax2010.xls

Alex,

Thank you. The GDP data is fine for our purposes, but I'm afraid we do need a bit more detail on the historic air traffic.

The first, and most important, requirement (if data is available of course) is actual passenger numbers for LBPIA in 2011 and 2012 split by domestic/TB/international, as well as the numbers of traffic movements. I appreciate that the terminating and connecting split may be an estimate, but had hoped that the total passenger numbers

would be available – would be good to get clarification on this and numbers if at all possible so our forecasting base is accurate.

In addition, if the estimates of terminating/connecting pax at LBPIA can be split by sector then that would be helpful. If not then we will use our existing assumptions of the terminating % by sector and scale up/down to get the totals in the table provided.

Would also appreciate some more decimal places on the passenger numbers for TCA and a split of these passengers into domestic and transborder. This detail will be especially important for the consideration of impact of potential Porter expansion.

Please let me know if any of this is unclear – I am very happy to discuss tomorrow.

Thanks again and regards,

Sarah

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From: Alex de Lorimier [<mailto:Alex.deLorimier@upexpress.com>]
Sent: 16 April 2013 18:58
To: Berman, Sarah; Richards, Jim
Cc: Philip Safos; Stephan Mehr
Subject: RE: HourlyPax2010.xls

Hello again:

Below is what we have received from GTAA for item #1 in the list. Let me know if more detail is needed.

LBPIA

Traffic Movement

Dom

Tbr

Int

Total

2011

182,744

182,818

63,202

428,764

2012

179,328

189,144

65,506

433,978

The actual LBPIA data for terminating and connecting passenger is not available, only estimates

PAX in Million

Connecting

Terminating

Enpl/Depl

2011

9.2

24.2

33.4

2012

10.2

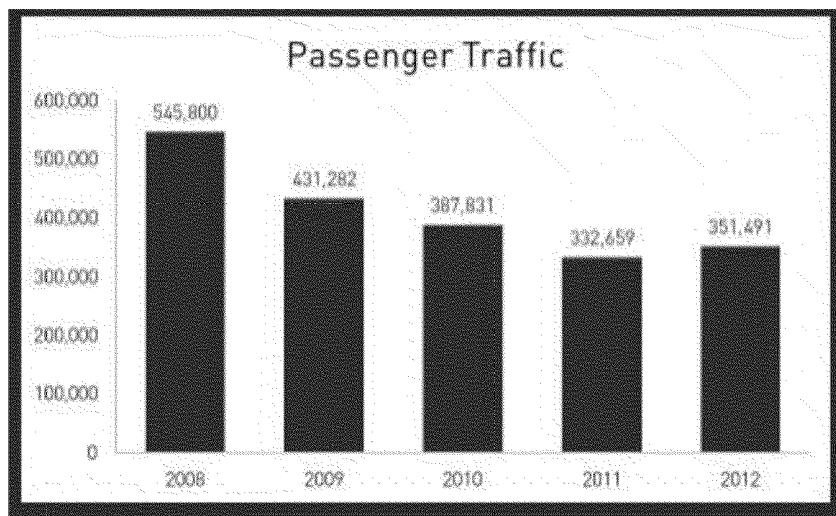
24.7

34.9

TCA Pax 2011: 1.5M

2012: 1.9M

Hamilton



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From: Alex de Lorimier

Sent: Tuesday 16 April 2013 11:21

To: Sarah Berman (Sarah.Berman@sdgworld.net); Jim Richards (Jim.Richards@sdgworld.net)

Cc: Philip Safos; Stephan Mehr

Subject: RE: HourlyPax2010.xls

Sarah and Jim:

Please find below a table with GDP forecasts (item #3 in the list).

Canadian Forecasts of GDP (% change)									
Economic Variable	2011	2012	2013	2014	2015	2016	2011-16	2016-21	2021-26
Real GDP	2.2%	2.0%	2.0%	2.8%	2.6%	2.3%	2.3%	2.1%	1.9%
Source: Transport Canada Assumptions Report, December 2012									

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The Transport Canada Assumptions Report for 2012 does not seem to be available online (only up to 2009: <http://goo.gl/QFkWN>). If you need the full document, let me know and I will ask GTAA to provide it.

I'm hoping to have the rest of the information later today.

Alex

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From: Alex de Lorimier

Sent: Monday 15 April 2013 17:48

To: Sarah Berman (Sarah.Berman@sdgworld.net); Jim Richards (Jim.Richards@sdgworld.net)

Cc: Philip Safos; Stephan Mehr

Subject: FW: HourlyPax2010.xls

Hello Sarah and Jim:

Please find attached two passenger profiles from GTAA for 2010 and 2012 respectively, regarding item #4 in your data request email. When I compared this 2010 file to the one you provided on April 4, I found many discrepancies between the two.

For example:

- the magnitude of the numbers between the two files is very different
- the new file has very high traffic at 5am, which is quite counter-intuitive

I have asked the GTAA for clarification but am sending you the files anyways so you can make your own analysis. In the meantime, let me know what your thoughts are.

I will email again as soon as I get more from the GTAA.

Sincerely,

Alex

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