

AUGUST 17, 1994

## OVERVIEW

**COMPARISON BETWEEN THE  
NEW CANADIAN AIRPORT AUTHORITIES  
AND  
PREVIOUS LOCAL AIRPORT AUTHORITIES (LAA's)**

| CANADIAN AIRPORT AUTHORITIES  | LAA'S   |
|---|---|
| 1. Part of a comprehensive approach to air transportation (National Air Strategy)   | Separate approach to Airports and Aviation programs, resulting in uncoordinated initiatives   |
| 2. Pro-active approach with the communities   | Reactive to community   |
| 3. National consistency with equitable treatment of all airports across the country.  | Ad hoc, inconsistent treatment of individual airports   |
| 4. Federal government retains ownership of National Airport System (NAS) airports. A continuing federal presence at those airports that are deemed to be nationally significant | Previous LAA transfer principles allowed for possible sale of NAS airports to LAAs, and privatization of major activities on a piecemeal basis (i.e. Pearson terminals) |
| 5. Pro-active in initiating operating efficiencies generating savings for the government and airport operator.  | Transfer based on continuation of operational and financial status quo  |
| 6. Phasing out of subsidies within a maximum of five years  | Continuation of subsidies for an indefinite period of time  |