



Media Release

Date: November 3, 2010
Subject: Toronto Area Airports Capacity

For Immediate Publication

North Bay, Ontario, CANADA – Incorporated in 1985, AMCO's membership consists of over 50 airports and aerodromes from across Ontario, ranging in size from international gateways, regional aviation infrastructures, and remote Northern airports. As one of the senior advocates of airport owner and operator organizations in Canada, AMCO has evolved into a strong organization committed to the sustainability of airports both provincially and nationally. In terms of understanding sustainability it's important to recognize the significant role that all airports and aerodromes play as a key component of their local and regional transportation infrastructure. Like all infrastructure the social and economic benefit of an airport or aerodrome must exceed its social and economic cost. When the important local and regional social benefits such as supporting fire, police, air ambulance, and the movement of people and goods are left out of the airport infrastructure model, the economic cost often exceeds the economic benefit.

Over the past year AMCO has been working closely with our member airports in and around Toronto to fully understand the impact that the eventual closure of the *Toronto Buttonville Municipal Airport* will have on their operations. As a component of the transportation infrastructure, the primary role of the 12 airports and aerodromes located in Toronto and the surrounding area is to serve the needs of the aviation community as the need arises and subject to their capacity and operational limitations. In 2009 *Buttonville Municipal Airport* handled 154,702 aircraft movements which consisted of 73,628 itinerant movements, 74,636 local movements and 6,438 over-flight movements. Included in the 73,628 itinerant movements are 9,858 movements of aircraft over 2000 kg in weight which includes 741 jet and 4290 turbo-prop aircraft movements (*Stats Canada TP-577*). In 2007, Transport Canada undertook a capacity study of airports serving Toronto and although the findings of this study have not been released the general consensus is that there is significant excess capacity to absorb the *Buttonville Municipal Airport* movements within the remaining airports serving Toronto and the surrounding area. While these airports have the capacity to absorb the *Buttonville Municipal Airport* movements it is important to note that none of these airports can directly replace the important transportation infrastructure role that *Buttonville Municipal Airport* served specifically for the City of Markham and the York Region.

Over the next few years, our role at AMCO will be to support these airports and aerodromes as they work towards meeting the needs of the aviation industry currently served by *Buttonville Municipal Airport*. Beyond this important role, AMCO will continue to work with other industry leaders and the aviation industry as a whole as we look to the longer term aviation and airport capacity issues within the existing airports and potential future new airports serving Toronto and the surrounding area.

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