



# Representing Ontario's Airports





## The Airport Environment and You

### From the Desk of the CEO

#### Up Next at AMCO

Each Easter we have an egg hunt for my son, Scotty, to run around and find plastic eggs filled with treats. It's a lot of fun and usually one of the first signs that spring is here to stay. This year airports can be excited that there are treats all around us this year too – if we just know where to look!

The first egg we find is that many airports have been receiving their RATI funding. This is good news as we move forward that so many projects and funding requests have been approved. It is the first step to recovery from what has been a very long and difficult couple of years.

The next egg contains eased restrictions! People are starting to travel again. With easier border crossings, less testing requirements and just a general higher sense of safety people are once again on the move and this is great news for those of us trying to move them! With the summer season approaching there is a sense of hope and airports will hopefully be busy hubs once again.

As sometimes happens, some eggs need to be recalled 😊 The “egg” we would like to have resolved is the issue with CBSA. AMCO is working hard with CBSA to ensure that all airports will be up and running with their services restored. It has been and continues to be a challenge for many airports, but we are working hard to communicate members’ needs in hopes of restoration soon.

Finally, I would like to mention all of AMCO’s exciting upcoming events. So, once you have finished your Easter egg hunt, consider joining us for some training and our Spring Airfield Workshop. The Workshop this year will be on June 14<sup>th</sup> in Red Lake, ON. Please give us a call or visit the website for more information and to register. Please also let us know if you are interested in any of the upcoming training including SMS/ Human Factors, On-Scene Controller, Airfield Electrical or TP 312 5<sup>th</sup> Ed. Make sure to save the date for Convention as well Oct. 2-5 in Kingston!

We look forward to meeting and talking with each of you throughout the spring season whether it be at an event, through a regional meeting, or one on one. If you have any “egg-citing” news to share, we would love to hear it!

Sincerely,

Laura McNeice  
CEO, AMCO

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## Northern airports get federal funding relief

Original Article by Northern Ontario Business, Mar. 31, 2022

For full article click [here](#)

Seven northeastern Ontario airports will share in \$5,786,447 in federal funding to help alleviate the impact of the COVID-19 pandemic on their operations. The announcement was made by FedNor in a March 30 news release.

Funds come from the Regional Air Transportation Initiative (RATI), which was launched last year to help airports adapt to new requirements introduced after the pandemic.

Below is a list of the funding allotments and their recipients:

the **City of Timmins** will receive \$2,913,915;  
the **Earlton-Timiskaming Regional Airport Authority** will receive \$1,222,812;  
the **Town of Kirkland Lake** will receive \$900,000;  
the **Municipality of Wawa** will receive \$332,264  
the **Gore Bay Manitoulin Airport Commission** will receive \$187,131;  
the **Town of Hearst** will receive \$140,325; and  
the **Town of Moosonee** will receive \$90,000.

The funds come in the form of non-payable contributions and can be used toward airport operations, infrastructure enhancements, and strategic planning.

Nine projects have been earmarked for the funds, which are expected to help create or maintain 23 jobs and restore an additional five full-time positions in northeastern Ontario, according to FedNor.



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## **Grass runway at Muskoka Airport to be replaced**

Original Article by Mathew Reisler, [mymuskokanow.com](http://mymuskokanow.com), Mar. 30, 2022

[For full article click here](#)

The grass runway, also known as the crosswind runway, at the Muskoka Airport will be replaced.

The 2,200 ft. runway was temporarily closed in June 2020 because it wasn't seeing a lot of use and was in need of repair and hasn't opened since. Officially known as 09-27, it's one of two runways at the airport. The other, 18-36, is the airport's main runway.

District of Muskoka council voted 13 to nine in favour of closing the grass runway and developing a new turf runway for \$994,300 at a different location, 12-30. The money is coming from the airport's capital reserve fund.

The decision on what to do was made during the March 21 council meeting after council spent nearly three hours debating the issue.

Council was presented with two other options. One of the other two options would have seen 09-27 be rehabilitated and council direct airport staff to focus on land development in the east and west.

The airport's board, represented by Len O'Connor, the airport's CEO, and Donald MacKay, the airport board's chair, at the meeting, argued that the grass runway should be shut down permanently because of its historically low usage. They suggested the land be preserved for a potential future runway at 12-30, arguing there is "no current or future business case" for an alternate crosswind runway.

The report was done by Tetra Tech, who also helped write the airport's master plan that was approved by district council in January 2021.

They write in their report that Transport Canada doesn't require an airport to have a crosswind runway like 09-27. According to the airport board, 18-36 services more than 98-percent of airport movements.

## Flair adding two new Canadian destinations flying from Windsor airport

Original Article by Rich Garton, CTV News Windsor  
Apr. 5, 2022

For full article click here

The airline announced Tuesday direct YQG flights are being added to Halifax and Montreal.

The flights to Montreal will be \$29 dollars in each direction, departing Thursdays and returning Sundays, starting July 7, 2022.

A Windsor to Halifax flight will be \$29 dollars there and \$49 to return, departing Fridays and returning Monday, starting July 8, 2022.

“Our goal is to stimulate demand. Our biggest competition as an airline is the couch,” says Eric Tanner, the director of network planning and scheduling at Flair Airlines. “We want to get people off the couch and we want to bring a long weekend culture to Canada.”

“As we come out of the pandemic, as we see a demand out of the travel side and for people to get back into the air and flying,” says Windsor Mayor Drew Dilkens. “It’s great to have an airline like Flair, an ultra-low cost carrier.”

YQG had a banner year in 2019, returning a \$1 million dividend to the City of Windsor. After a few pandemic-riddled ‘down years’ which saw the airport closed to international flights, the airport is scouting more new opportunities to build back up.

“When you weather the storm and you’ve gone to war, you’re well positioned to rise,” says airport CEO Mark Galvin. “I think these are places people want to go.”

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## Canada Jetlines to begin operations at Toronto Pearson

Original Article by CJ Press Release, SkiesMag  
Apr. 7, 2022

For full article click here

Canada Jetlines Operations Ltd. (NEO: CJET) (“Canada Jetlines”) the new, all-Canadian, leisure carrier, announced today that it will begin operations out of Toronto Pearson International Airport with a targeted start date in the summer of 2022.

Toronto Pearson is Canada’s largest airport, and pre-COVID served 50.5 million arriving and departing passengers annually.

Canada Jetlines will operate out of the airport with a fleet of airbus family aircraft, starting with the A320. Canada Jetlines will operate to international destinations throughout the U.S., Mexico, Caribbean, and domestic cities in Canada. Charter Operations are targeted to commence in the summer of 2022.

## New ‘ultra-affordable’ airline launches out of Toronto Pearson next week

Original Article by Abby Neufeld, CTV News Toronto  
Apr. 7, 2022

For full article click here

A new “ultra-affordable” airline is launching service to and from Toronto Pearson Airport next week.

Lynx Airline, which launched in Canada for the first time this year, offers flight services to and from St. John’s, Calgary, Edmonton, Halifax, Vancouver, Winnipeg and, now, Toronto.

Many of the one way flights within Canada are currently priced under \$100 and some start as low as \$39.



## City begins work to make Stratford's airport financially sustainable

Original Article by Galen Simmons, The Beacon Herald, Apr. 01, 2022

[For full article click here](#)

A proposed consultant study aimed at helping make the Stratford Municipal Airport financially sustainable is beginning to take shape.

A city subcommittee is taking a close look at the scope of a proposed consultant's study aimed at making the Stratford Municipal Airport financially sustainable.

At Wednesday's infrastructure, transportation and safety subcommittee meeting, fire Chief John Paradis provided members with a list of proposed terms of reference for the study. These areas of focus include an analysis on making the airport profitable, an operational outline of the impacts of climate change, a review of tenant, passenger and annual trip statistics, and options on what the city could do if the airport can't be made financially sustainable.

"Anything that has any type of financial impact, we're expecting the consultant to bring that portion back to us. So if the consultant were to say it would be more efficient if you added in some IT or software or something else, we're going to expect that breakdown, those potential costs, the long-term prioritization and suggested implementation planning," Paradis said.

With respect to the climate change study, Paradis emphasized most airport consultants don't undertake that type of work themselves, so it might require a subcontractor, which could lead to a higher price tag.

"What typically isn't done in these airport studies for climate change – they don't account for the aircraft when they're doing the carbon footprint and things like that. Planes aren't electric yet, and they're not using a sustainable fuel yet. "So those aspects are kind of taken off to the side and they look at what you can do, which is in control of the city."

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## Draft master plan considers options for Sarnia's airport

Original Article by Tyler Kula, The Observer

Feb. 20, 2022

For full article click here

Tightening up secondary runway space to save on maintenance costs and creating extra airline service for business and leisure trips to Toronto are some of the recommendations in an interim draft master plan for the Sarnia Chris Hadfield Airport.

The 93-page preliminary report was recently released by HM Aero Aviation Consulting and IDEA Inc., hired by the city to develop the 20-year guide for the struggling city asset that lost Air Canada service in 2020 and has been losing money since.

Another \$400,000 was made available from the city to prop up airport operations this year after \$360,000 was set aside in 2021. A final version of the FedDev Ontario-funded master plan is expected by the end of March.

The two-runway 1950s-built airport's viability largely hinges on finding a new commercial carrier for passenger service, the report stated, noting that service restoration is "anticipated."

Continuing flight training, already offered via Huron Flight Services, could be a good revenue generator, considering an expected demand uptick for more pilot training in the coming years, the authors noted. Another plan recommendation suggested leasing or selling unused land at the airport for private development.

The current "very poor condition" secondary runway isn't needed for commercial carriers, but is useful for flight school training and recreational flying, so reducing that strip to 760 metres long and 18 metres wide from 910 by 23 metres would be a good cost-saver, the report stated.

**Jack Santerre** is retiring from his position as Airport Manager at North Bay Jack Garland Airport. We would like to wish him all the best in his new chapter!

AMCO would like to congratulate **Bryan Avery** who has been appointed as the new Airport Manager at YYB!

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## Iroquois Falls airport, snowmobile club get \$169K boost

Original Article by TimminsToday Staff

Mar. 25, 2022

For full article click here

Upgrades will allow for more emergency medical air transportation flights, attract new business.

Three projects in Iroquois Falls are receiving an injection of cash from the province. The Northern Ontario Heritage Fund Corporation has announced more than \$169,000 for projects in the aviation and recreation section.

"Encouraging growth in the aviation and tourism sectors in Northern Ontario is a key priority for our government," said Greg Rickford, Minister of Northern Development, Mines, Natural Resources and Forestry, in a news release. "These investments will strengthen the local economy by supporting the local snowmobile club and helping the Iroquois Falls Municipal Airport reach its full potential so it can provide services to more clients, including local hospitals."

The Town of Iroquois Falls is getting \$122,750 to upgrade and improve the municipally owned airport. It's also receiving \$28,873 to develop a master plan for the facility.

The Iroquois Falls airport is used for air cadet glider training, healthcare transportation, and offers aviation services for private and recreational users.

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## Attention: End-of-use deadline for equipment containing Polychlorinated Biphenyls (PCBs)

Lisa McClemens, Compliance Promotion Officer, Environment and Climate Change Canada

ECCC would like to remind you that the PCB equipment end-of-use deadline is **December 31, 2025** under the *PCB Regulations (SOR/2008-273)*. As the end-of-use deadline approaches, you need to plan for the decommissioning, and the safe and environmental management of your equipment that is subject to the deadline (see specifics below). In the meantime, you must comply with all regulatory requirements, as per the Regulations. PCBs are synthetic compounds that are commonly found in different types of electrical equipment. The Regulations implement deadlines on equipment already in use or in storage. They also require the destruction of PCBs in order to accelerate the elimination of them from the environment.

### Are you subject to the December 31, 2025 end-of-use deadline?

December 31, 2025 is the last day that you can use the following equipment containing PCBs with a concentration of **50 mg/kg (50 ppm) or more**:

- electrical capacitors, light ballasts, electrical transformers and their auxiliary electrical equipment, including pole-top electrical transformers;
- electromagnets;
- heat transfer equipment, hydraulic equipment, vapour diffusion pumps and bridge bearings.

If you have any of the equipment above containing PCBs with a concentration of 50 mg/kg (50 ppm) or more still in-use, then you need to plan for the December 31, 2025 end-of-use deadline accordingly. You must prepare for the replacement of your applicable equipment and plan for the costs associated with the removal from use, transportation, and destruction of the equipment. The equipment must be sent for destruction at a licensed **facility authorized for the destruction of PCBs**. Note that you will need to contact your local **authorized hazardous waste service provider** in fulfilling these requirements. Early planning will help you with the proper handling and potential replacement of your equipment.

There are no end-of-use dates that apply to equipment containing PCBs with a concentration of less than 50 mg/kg (50 ppm). However, once taken out of service, it is recommended not to reuse it. Once any equipment containing 2 mg/kg or more of PCBs is removed from service, it must be properly destroyed.

For more information refer to the factsheets available [here](#).



# Government of Canada invests in safety at Niagara District Airport

Original Article by Transport Canada, Mar. 10, 2022

For full article click here

Canadians rely on safe and well-maintained local and regional airports to support vibrant communities. These airports also support essential air services including community resupply, air ambulance, search and rescue, and forest fire response.

The Minister of Transport, the Honourable Omar Alghabra, Parliamentary Secretary to the Minister of Indigenous Services and Member of Parliament for Niagara Centre, Vance Badawey, and Parliamentary Secretary to the Minister of Canadian Heritage and Member of Parliament for St. Catharines, Chris Bittle, today announced that the Government of Canada is making important safety investments at the Niagara District Airport.

Through Transport Canada's Airports Capital Assistance Program, the Government of Canada will provide the airport with almost \$1.2 million to purchase critical safety equipment including a runway sweeper, a snow plow and a loader.

This funding is in addition to the \$470,000 in Airports Capital Assistance Program funding provided to the airport in May 2021 for the purchase of a medium-sized snowblower.

This equipment will help the airport maintain safe operations for aircraft, passengers, crews and airport workers by keeping airside surfaces, such as runways and taxiways, clear of snow and ice.

Since the Airports Capital Assistance Program started in 1995, the Government of Canada has invested over \$1.2 billion for 1,215 projects at 199 local, regional and National Airports System airports across the country. Funded projects include runway and taxiway repairs/rehabilitation, lighting enhancements, purchasing snow clearing equipment and firefighting vehicles and installing wildlife control fencing.



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## **Waterloo International Airport was 6th busiest in Canada during 2021**

Original Article by Nicole Kevin Nielsen, Global News, Mar. 15, 2022

For full article click [here](#)

Waterloo International Airport (YKF) was sixth busiest in Canada in 2021, according to a new report from Statistics Canada, with 133,293 takeoffs or landings occurring on its runways.

Waterloo's airport finished in the rankings between Calgary/Springbank Airport, which had 138,969 aircraft movements in 2021, and Québec's Jean Lesage International, which had 129,649.

The busiest airport in the country in 2021 was Boundary Bay which saw 211,335 takeoffs and landings, with Toronto's Pearson International Airport ranking second with 174,138.

The region says that YKF finished in the range of 15 or 16<sup>th</sup> in Canada but it moved up the rankings as the COVID pandemic left many commercial planes grounded. In the past, airport officials have told Global News that Waterloo's airport is often used for pilot training.

"YKF is the busiest general aviation airport in Ontario. Flight training has always accounted for over half of our aircraft movements," Chris Wood, airport general manager, stated.

"We are the proud home of the Waterloo Wellington Flight Centre, one of Canada's largest professional flight training schools. General aviation built this airport and will continue to thrive as we grow."

That said, 2021 was a banner year for passenger traffic at Waterloo International Airport as the region says that 171,828 passengers flew in and out of the airport, which is a 245-per cent increase over 2019.



## Kenora Airport thankful for recent FedNor funding

Original Article by Jay D Haughton, KenoraOnline, Mar. 26, 2022

For full article click here

Throughout the COVID-19 pandemic, the federal government has provided support to regional airports in Northwestern Ontario and across Canada.

The Kenora Airport like most took advantage of those supports. Announced on March 18, 2022, the airport will receive \$509,886 worth of funding from FedNor.

Ryan Reynard, Board Chair of the Kenora Airport Authority says some of the funding went towards replacing some of their older equipment.

“We’ve purchased a new de-icing van,” said Reynard. “We’ve got some new lawn care equipment. We also got a new tug and generator for restarting planes when they come in.”

“This is a lot of equipment that we’ve had for many many years and we’ve been looking at capital replacements in the near future and this just helped us tremendously.” The funding will also be used to implement new modernization measures to improve operations and safety.

Reynard added they were very pleased to be able to access this funding from FedNor.

“With COVID the airport has slowed down in terms of the number of planes that have come in, the commercial traffic, the charters. That affects our revenue in turn affects our ability to purchase new equipment.”

# MK

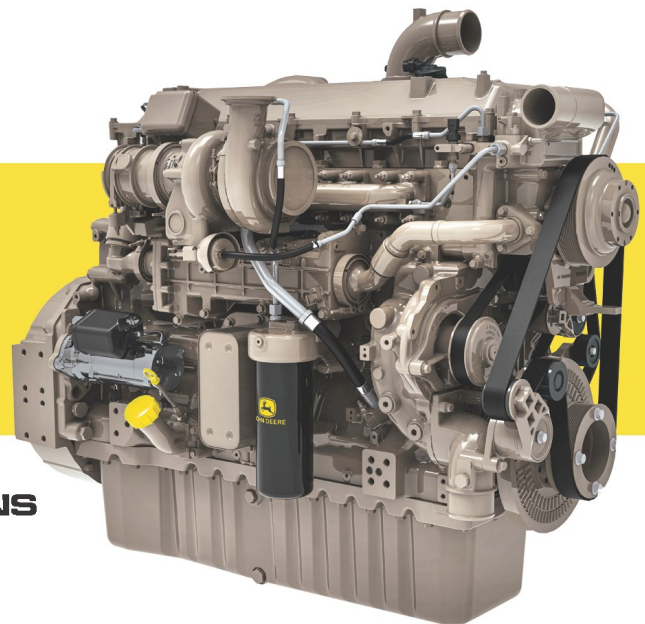
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**Peterborough Airport Master Plan to look at feasibility of passenger air service**

Original Article by Mark Giunta, Global News, Apr. 12, 2022

[For full article click here](#)

The City of Peterborough is working on an airport master plan update that will encompass a 15-year planning horizon from 2022 to 2037.

In that plan, the city will look to identify key requirements and investments to support growth at Peterborough Airport, and one of those items will include examining the feasibility of passenger air service.

“Ever since COVID has hit in the last two years, it’s changed the aerospace industry completely. It’s changed the way people look at airports and the way people travel,” said coun. Don Vassiliadis, the city’s chair of economic development.

“People are looking towards the smaller airports like our own to travel. That’s really why we want to get a new plan together.”

Vassiliadis tells Global News Peterborough that passenger air service at a smaller airport such as Peterborough would provide shorter wait times and smaller crowd sizes than the larger airports.

“Ideally, we want to have a carrier service that takes people to different spots and different areas,” he said.

“To do that, we’d need to widen the runway and we’d need a customs office there. It takes time and planning to get that and to know how much that would cost and to put it into the budget. Ideally, that’s what the new plan will look at and it will help our economy tremendously.”





# Airport Management Council of Ontario



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