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The Airport Environment and You

From the Desk of the Executive Director

Up Next at AMCO

It's a new year and with it has brought new opportunities and new hopes for an end to the lingering COVID-19 pandemic and the devastating effects it has had on the aviation community. AMCO is excited, and cautious, as we march forward into 2021 with new programs and updated resources for you, our members.

The New Year has brought with it a new Federal Transport Minister. AMCO has already reached out with our congratulations and with an ask that Minister Omar Alghabra speak directly to our airport members; members that make up 25% of all certified airports and 10% of all public aerodromes in Canada. With this outreach to the Federal Minister AMCO is working hard with our partners across the country to unify the voices of Canada's airports associations and work in lockstep to see fundamental changes to the way in which airports are regulated, and funded, across the country.

We are also working hard provincially, speaking with Transport Minister Caroline Mulroney, and partnering with the Association of Municipalities of Ontario in order to highlight the need for provincial support in these challenging times. These efforts are coupled with our outreach to Ontario's Regional Development Agencies, FedDev and FedNor, in order to steer Regional Air Transportation Initiative funding directly to supporting operations shortfalls at Ontario airports.

Beyond this ongoing outreach and advocacy, AMCO is looking for new ways to keep our members connected. We are currently evaluating a number of online training programs and are continuing to bring you our online speaker series throughout the year. AMCO will also be developing new committees in 2021 to help direct our outreach and keep our members involved every step of the way to advocate and educate better.

We wish to see you all online at any or all of our virtual events and are hoping to see you all in person this coming fall for the long anticipated Sault Ste. Marie Convention and Trade Show.

As always, thank you to our members for renewing your 2021 membership. Your dedication to the association is appreciated and invaluable to the airport network in Ontario. Please enjoy this edition of the Airport Environment and You.

Best Regards,

Aaron Loughheed
Executive Director, AMCO

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Canada Names New Transport Minister

Original Article by Pilar Wolfsteller, Flight Global, January 12, 2021

For full article click [here](#)



Canada has named a new Minister of Transport in a cabinet reshuffle as the country's airline industry continues to suffer from the effects of the global coronavirus crisis. Omar Alhabra will replace Marc Garneau, a former astronaut who had been the transport minister since 2015 and is moving on to become the country's minister of foreign affairs. Alhabra was a member of the Canadian parliament from 2006-2008 and was reelected in 2015.

The National Airlines Council of Canada (NACC), which represents the country's most major carriers, welcomes the new minister, but adds that Canada's aviation industry is "in crisis" after the global health pandemic precipitated strict travel restrictions that remain in force.

"We are losing connectivity and service to communities across Canada at a rate that threatens to unwind billions of dollars in investment made over the past ten years that has supported hundreds of thousands of jobs and driven a level of connectivity and service that underpinned economic growth in every region of Canada," says Mike McNaney, the lobby group's chief executive.

"Decisions made by the federal government in the coming weeks and months will directly and forcefully impact the future of Canadian aviation, the future of our employees and the future of the communities we serve," he adds.

The advertisement features a large orange background with a white swoosh. On the left, there is a photograph of airport lighting equipment, including a tall pole with a light fixture, a smaller light fixture, and a yellow sign with a black arrow pointing left and the text '← C2'. On the right, there is a photograph of a runway at night with its lights illuminated. The text is arranged in a clean, modern layout with various font sizes and weights.

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Huronia Airport Talks Take Off with Consultant's Report

Original Article by Mehreen Shahid, Orillia Matters, January 26, 2021

For full article click [here](#)

Huronia Airport's tri-party owners pored over the various options presented by a consultant to keep the asset viable. Trent Gervais, president and CEO of Loomex Group, which was hired to prepare a detailed report around the aviation property, talked Monday evening to the three municipalities that own the 300-acre piece of property in Tiny Township.

He said the airport has some crucial positive features, such as room to grow, an approximately 4,000 foot runway that can accommodate small charters, commercial and larger general aviation aircrafts, proximity to cottage country, and low tax, utilities, and fuel costs.

Some downsides, as Gervais pointed out, include weak internet access, outdated machinery and equipment, outdated fuel system and lack of a flight school. In the report, he lists a number of ways the airport can be revived as a revenue-generating asset for the area.

...

"The better you can collaborate as a region and have a solid business plan, the more inclined you are to be able to get some federal and provincial funding," he said.

Tim Leitch, Tiny Township's acting CAO and director of public works, explained next steps. "Moving forward on this, we felt that one of the main things to get us going would be a task force made up of three staff members from the ownership groups, an aviation expert, the airport manager, and representation from our councils," he said. "We want to develop a road map for how we're going to move forward to make sure the airport is a sustainable business."

The task force, said Leitch, will bring back a report to respective councils to create a consistent plan of action moving forward.

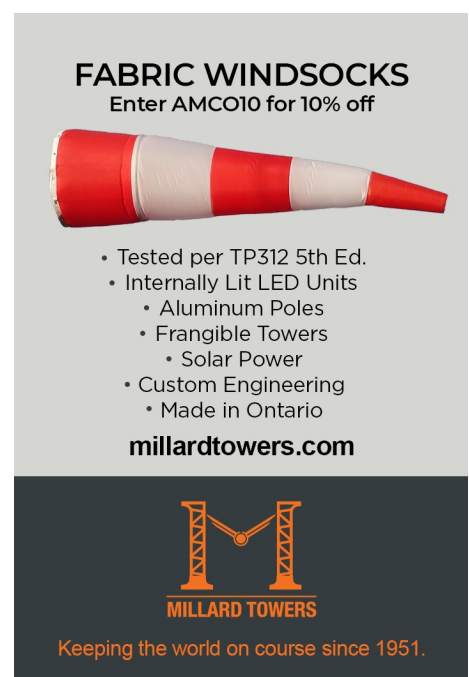


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Waterloo Int'l Airport was Canada's Busiest in November, says StatsCan

Original Article by Staff, CBC News, January 29, 2021
For full article click [here](#)



The Region of Waterloo International Airport claims top spot as Canada's busiest airport in November 2020 with more than 13,500 departures and landings taking place that month, according to a recent survey by Statistics Canada.

The biggest contributing factor? Flight training, says Chris Wood, general manager for the airport. "We have a very busy airplane and helicopter flight training [schedule]," he told CBC, explaining the Waterloo-Wellington Flight Centre often uses the runways for their training programs. "Conestoga College and the University of Waterloo both have flying programs through the flight centre."

This is the first time the airport claimed top spot in takeoffs since records keeping began in 1960, according to Statistics Canada. Statistics Canada said 10 Canadian airports accounted for roughly one-third of all aircraft movement in the country last November. Waterloo region's airport saw a total of 13,619 take-offs and landings that month.

Wood said over 90 per cent of those were flight training take-off and landings, with some corporate movement, cargo and air ambulance flights. "We've always been that busy, but the other airports are obviously less busy," he said. "On a normal day, Pearson would have way more movement than we do, but because of the pandemic and slow down of air traffic, flight training airports have become the busiest airports in the country."

Ontario's Mandatory COVID-19 Testing for Incoming Air Travellers Begins Today

Original Article by Staff, Canadian Aviation News, February 1, 2021
For full article click [here](#)



International travellers will have to take a COVID-19 test upon arrival in Ontario starting today in a bid to stop contagious new variants of the virus from further infiltrating the province.

The provincial government announced the plan on Friday, the same day the federal government announced a similar program that's to take effect in the coming weeks.

Premier Doug Ford praised the prime minister for announcing the new federal testing plan, but said Ontario would conduct its own traveller testing until Ottawa's program kicked in.

The testing order comes into effect today at Toronto's Pearson International airport, and will also eventually apply to the province's land border crossings to the United States.



Kingston Airport Seeks Interested Airlines

Original Article by Elliot Ferguson, The Kingston Whig Standard, December 11, 2020

For full article click [here](#)



The city is seeking airlines to fly into the Norman Rogers Airport. The city posted an online request for information from airlines interested in opening flight routes to Kingston. The COVID-19 pandemic put a pause on plans to expand air service to Kingston, but airport management is looking to the time when the pandemic eases and people start travelling again.

“When flight service resumes, there will be a renewed focus on eastern Ontario destination packages and increased service,” airport manager Aron Winterstein said in a news release Friday. The request for information placed priority on creating an east-west network. “We have a beautiful facility. We have competitive rates. We have a wide and interested service area, ideally situated between Toronto and Ottawa. When the world is ready for it, we plan to have the flight service Kingstonians want and deserve to see,” Winterstein said.

...

“While the loss of Air Canada daily flight service was disappointing, it presented the opportunity to accelerate talks with other carriers and to provide the community with affordable and safe flight service through FlyGTA,” Winterstein said.

An aerial photograph of a large commercial airplane on a runway. The plane is facing the camera, and its landing gear is visible. The runway is paved and has yellow lines. The surrounding area is green and hilly. The text "We've got you covered" is overlaid in large white letters. Below it, the text "An airport that operates well is an airport that stays operational" is overlaid in smaller white letters. At the bottom, the website "www.stantec.com/airside-infrastructure" is overlaid in white. The Stantec logo is in the bottom right corner.

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Machine at Timmins Airport Sterilizes Carry-on Items to Prevent COVID Spread

Original Article by Lydia Chubak, CTV News, January 15, 2021

For full article click [here](#)



The Timmins Victor M. Power Airport has a new tool to help battle the spread of COVID-19. It's a machine that sterilizes items travellers carry on a plane with them, such as cellphones. The airport's manager is borrowing the sterilization unit from the manufacturer. "You can put your glasses, pens, keys, coins in it and in 20 seconds it'll sterilize everything in there," said Dave Dayment. "It's a spectrum of light. There's no heat involved and it doesn't damage any electronic equipment."

Dayment said it's a small thing he can do to help during the COVID-19 lockdown. "My security folks tell me that there's quite a few people using it while they're waiting for their flight," he said. Dayment is also doing some waiting of his own, wondering if financial relief for the airport will come.

The facility is only running three Air Canada flights a day and so isn't generating much revenue. Dayment said it has lost close to \$2 million since last March, and there is less than \$1 million in its reserve fund, which he doesn't expect will see the airport through 2021.

He's planning to ask city council for assistance, since it is a municipally owned facility, and the federal government has said it will help, but has not announced anything specific. "If there's any funding coming, it can't be earmarked for anything other than keeping us whole," Dayment said.

Flight Schools Continue at Oshawa Airport, Despite Lockdown

Original Article by Staff, Oshawa Express, January 8, 2021

For full article click [here](#)



Despite a province-wide lockdown, flight schools at the Oshawa Executive Airport will continue for in-person instruction for flight time when required. As the Oshawa Airport is regulated by Transport Canada under the federal government, and the federal government has not restricted any domestic aviation activity, both private and business domestic aircraft activity can continue to take place during the lockdown.

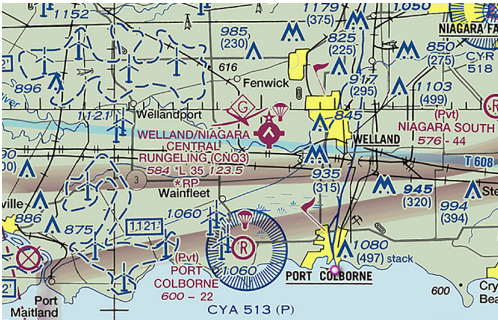
The Oshawa Airport is home to two flight schools – Durham Flight Centre and Canadian Flight Academy. In addition to the federal aviation regulations, these schools are also regulated by the Ontario Ministry of Colleges and Universities as private career colleges, according to the airport.

The Ministry of Colleges and Universities advised the city that under the current provincial lockdown restrictions, private career colleges are not permitted to provide in-person teaching or instruction to students such as lectures or other instructional material that can be presented online. However, they are permitted to continue with instruction that requires it be taught in-person, such as flight time.

Airport's Future in Limbo

Original Article by Don Rickers, The Voice of Pelham, January 22, 2021

For full article click [here](#)



While one Pelham councillor is pushing for greater financial accountability at the Niagara Central Dorothy Rungeling Airport (NCDRA), there are signs that the Region may be considering a takeover of the facility's operational costs and responsibilities. If it happens, the plan would ease the tax burdens on Welland, Pelham, Port Colborne, and Wainfleet, which current share funding of the NCDRA, and spread it amongst all 12 lower-tier municipalities. But it's not wheels-up yet, not by a long shot. That flight plan has yet to be filed.

The airport is located at the far south of Pelham's borders, on River Road, and is entirely within the municipality. It is managed by the NCDRA Commission, whose seven members are elected councillors from each of the four municipalities—three from Welland, two from Port Colborne, one from Wainfleet, and one from Pelham. Councillor Lisa Haun is Pelham's representative. Erik Acs, a project manager for the Region, and Greg Ballentine, a project manager for the aviation consulting firm WSP, spoke at commission's most recent meeting, last week, via Zoom, about an economic impact study and master plan for the airport currently underway, with projected release in April.

Contacted by the Voice in December 2020, Pelham Regional Councillor Diana Huson recalled past discussions of an upload of Niagara airport costs to the Region (involving both the NCDRA in Fenwick, and Niagara District Airport in Niagara-on-the Lake). She believed that a feasibility study was underway, amidst concerns that the venture might not be profitable, and would create a significant tax burden. "The Region has made significant investments in long term care home construction, transit expansion, infrastructure repairs, and reinvestment," said Huson. "With the South Niagara wastewater treatment facility proposed for our current budget, and stuck as we are in the middle of a pandemic, I'm not convinced Regional Council will see an airport takeover as being on the list of priorities."

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City unloads property baggage at Carp airport, cashes out land options

Original Article by Jon Willing, Ottawa Citizen, February 2, 2021

For full article click [here](#)



The city is cashing out of its last remaining land interests at the Carp airport. Council's finance and economic development committee on Tuesday voted in favour of releasing property repurchase options at the airport and restructuring a municipal capital facility agreement with owner West Capital Development (WCD).

WCD bought the airport from the city in 2011. The city retained options to reacquire some of the property in 10 years if WCD didn't meet development obligations.

The city, if it exercised the repurchase options, would have to pay \$592,000 for the roughly 272 acres of future development land under the agreement.

The committee agreed with a staff proposal to receive \$4.4 million from WCD in exchange for waiving the repurchase options and amending the municipal capital facility agreement.

The city is also backing away from an option to reacquire lands core to the operations of the airport, unshackling WCD from opportunities to pursue private financing for projects. Under the new agreement, the city would no longer have a say over airport operations.

The restructured agreement would also make sure the airport continues operations for 40 years, with the city asking WCD to produce a \$1-million performance bond for the first 20 years. If financial problems force the owner to close the airport over 40 years, the city can step in to operate it or hire a management company to run it.



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AMCO wishes to extend congratulations to Mrs. Nancy Hewitt on her retirement this month. She has worked for the Peterborough Airport since 1990, and during that time has sat on the AMCO Board of Directors for nine years. Thank you Nancy for your dedication to aviation. Best wishes for your future endeavours.

Government of Canada Announces Agreement with Government of Ontario to Support Essential Air Access to Remote Communities

Original Article by Staff, News Wire, January 21, 2021

For full article click [here](#)

The COVID-19 pandemic is having a significant impact on remote communities that depend on small air carriers for essential goods, services, and for access in and out of the community. As the pandemic continues to evolve, the Government of Canada is working with partners, including provincial and territorial governments, Indigenous partners, and the air industry to address the unique needs of these communities.

Today, the Minister of Transport, the Honourable Omar Alghabra, announced a new agreement with the Government of Ontario to support essential air access to remote communities.

The Government of Canada is contributing up to \$11,134,000 for air services to remote communities to cover the period of July 1 to December 31, 2020. The Government of Ontario is investing \$14.2 million to operate remote airports in 2020/21, including an additional \$4 million this year to ensure continued safe operations during the pandemic.

Under this agreement, the Government of Ontario will allocate funding to air operators to ensure the continued supply of food, medical supplies, and other essential goods and services to these communities.

Owen Sound Introducing Landing Fees at Its Regional Airport

Original Article by Denis Langlois, Canadian Aviation News, December 4, 2020

For full article click [here](#)



Owen Sound is planning to introduce landing fees at the Owen Sound Billy Bishop Regional Airport to help reduce the amount of property tax money required to operate and maintain the facility.

Council supported a recommendation from city manager Tim Simmonds Monday directing staff to both provide notice of the city's intent and bring forward a bylaw to amend Owen Sound's fees and charges bylaw to add airport landing fees. They would be introduced in January.

The city intends to phase in the fees, starting at \$35 for aircraft weighing under 5,000 kilograms and \$70 for heavier aircraft. Simmonds said in a report that the net cost to city taxpayers of operating and maintaining the airport has increased from \$100,000 in 2004 to \$228,000 in 2020.

Coun. Travis Dodd said that information is the most important part of the report. "If this is a way for us to bring extra revenue into the budget line to help keep this going, I'm more than happy to move the recommendation," he said. The airport, located on Highway 26 east of Owen Sound, sees an average of 2,888 flight movements annually, based on the past four years of data. Simmonds said city officials project the proposed landing fees will generate an additional \$100,000 in annual gross revenue for the airport.

The image features a large commercial airplane in flight against a sunset sky. In the top right corner, there is a dark blue shield-shaped logo with a white stylized bird icon above the text 'AVIA • NG' and 'AIRPORT CONSULTANTS' below it. At the bottom left, the website 'AviaNG.ca' is displayed in white. At the bottom right, the text 'Plan ▶ Design ▶ Deliver' is shown in white.

AviaNG.ca

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New Workplace Harassment and Violence Prevention Regime for Federally Regulated Employers

Original Article by Jordan Kirkness & Shyama Talukdar, Canadian Labour and Employment Law, July 1, 2020
For full article click [here](#)

As of January 1, 2021, the new stand-alone *Work Place Harassment and Violence Prevention Regulations* (the “Regulations”) will come into force to ensure employers prevent harassment and violence in federally regulated industries and workplaces. The Regulations will apply to all federal work places covered under Part II of the *Canada Labour Code* (the Code), including the federally regulated private sector, the federal public service and parliamentary work places. It will replace Part XX (violence prevention) of the *Canada Occupational Health and Safety Regulations* (COHSR), as well as portions of two other regulations that include violence prevention provisions.

Key Takeaways

1. Prepare the workplace harassment and violence prevention policy working jointly with the policy committee, the workplace committee, or the health and safety representative;
2. Assess the risk of workplace harassment and violence;
3. Inform and train employees, and participate in training themselves;
4. When an incident of harassment or violence is reported, respond within seven days;
5. Keep records on every incident of harassment and violence in the workplace and report annually to the Labour Program; and
6. Implement corrective measures in response to the investigation report of an investigator to prevent future occurrences of harassment and violence.

Additional Resources

Requirements for employers to prevent harassment and violence in federally regulated workplaces

<https://www.canada.ca/en/employment-social-development/programs/workplace-health-safety/harassment-violence-prevention.html>

Work Place Harassment and Violence Prevention (HVP) - 943-1-IPG-104

<https://www.canada.ca/en/employment-social-development/programs/laws-regulations/labour/interpretations-policies/104-harassment-violence-prevention.html>



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Take Action on Repetitive Tasks Before Injuries Strike

Resource by the Canadian Centre for Occupational Health and Safety

For more information click [here](#)

During the COVID-19 pandemic many workers are experiencing changes to the way they work. Some are working from home, while others continue to report to their job site. For these workers, modifications to processes, heavier workloads, and a different work pace are common. Repetitive strain injuries (RSIs) are a risk in any workplace and the introduction of new processes and equipment in response to COVID-19 may create additional conditions that could increase the risk.

...

This past year, the response to pandemic guidance and requirements has meant the introduction of personal protective equipment (PPE) such as fitted gloves and masks for workers. This PPE can affect the way workers grip, sense touch, talk, and move about. Proper fit, design, and training can help workers use this safety equipment safely and effectively and reduce the risk of injury.

...

Developing a prevention program, which includes worker education on the signs and symptoms of these injuries, is essential. Although injury progression varies, the first feeling of pain is a signal that the muscles and tendons should rest and recover. Many workers have continued to work at their jobs during the pandemic, but they may be working at a faster pace, under changing conditions, or with increased stress. Any new procedures are additional workplace factors that should be considered when recognizing and preventing repetitive injuries. Remember to encourage your workers to report the first feelings of pain. Many cases can be resolved once the source of the worker's pain is eliminated.

Face Winter with Your Mask On

Resource by the Canadian Centre for Occupational Health and Safety

For more information click [here](#)

Some tips and considerations to help you wear your mask effectively and safely this winter:

- Masks could get soiled or wet faster during this time (i.e., nose drips, condensation from breath, directly from rain or snow).
- Masks that become wet may also freeze in cold weather. Be aware of having a damp or frozen item on your skin as frost bite may develop.
- Be prepared by having several masks when going out in public or to work.
- A runny nose due to cold weather can soil a mask. Keep a tissue on hand to wipe it away. Do not wipe your nose with your bare hand, sleeve or glove. Be sure to safely dispose of a used tissue and wash or sanitize your hands afterwards.
- A winter face covering (e.g., scarf, balaclava, ski mask) is not a suitable face covering. Wear a mask under these face coverings during cold weather.
- Mask fabrics and ear loops may lose elasticity in sub-zero temperatures. They may be easily damaged when handled.
- If your mask becomes damaged, wet, or dirty, replace it with a fresh one.



Airport Management Council of Ontario



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Contributions can be sent to:
amco@amco.on.ca

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