



Airport Management Council of Ontario



March/April 2020

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The Airport Environment and You

Representing Ontario's Airports



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From the Desk of the Executive Director

Up Next at AMCO

To all of our *Airport Environment and You* readers and AMCO members it has been said before but it continues to be true that AMCO, its staff, Board, and our families hope you are safe and healthy during this difficult time. We also want to thank you for your continued work in the airport and aviation industry, and for your sacrifices as you keep the province's airports and aerodromes open in order to provide access to life saving medevacs, critical firefighting operations, police operations, cargo operations and more.

It has become evident to many in Ontario that airports are essential, critical, infrastructure and with the announcement made by the provincial government AMCO has been advocating on our members behalf for relief now and in the future to keep that infrastructure alive and thriving. We have spoken to many of our members these past three weeks and although the updates are too often the same, with reductions in revenues, capacity, movements, etc. down across the industry there is hope that together we will overcome the challenges that lie ahead.

Over the course of this pandemic AMCO will continue to hold monthly calls with members in order to discuss new problems as they arise and solutions as we find them as well as to get updates on all of your operations. We also encourage you to reach out to your Regional Directors, and the AMCO staff directly if you have any insight to provide the members, or questions you need answers to.

Remember that as this goes on it is more important than ever to manage your own health and fatigue first so that you can continue to serve your communities in the future. Practice social distancing, wash your hands frequently, and be on the lookout for symptoms in both yourself and others.

Together we will see the other side of this and I look forward to hearing of your experiences as soon as possible.

With Kind Regards,

Aaron Loughheed
Executive Director, AMCO

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Working for Our Communities – Canada's Airports Deliver a Critical Service at a Critical Time

Original Article by RJ Steenstra, National Newswatch, April 7, 2020

For full article click [here](#)

Airports across Canada are remaining steadfast in their efforts to support their communities as they respond to COVID-19. Working together as a collective transportation network, major airports and their regional counterparts are helping bring Canadians home, and ensuring communities across the country have access to essential medical supplies, equipment and even food.

Together, we are part of Canada's critical infrastructure network, highly trained and prepared to manage these types of disruptions. Airports are essential infrastructure, and with that comes a federal mandate and a social responsibility to adequately prepare and respond to emergencies such as natural disasters, cyber-attacks, and even global pandemics.

...

While our priority remains the health and well-being of our passengers, terminal personnel, and employees, we are keeping an eye out to the future. Traveller behaviours and expectations are constantly evolving. After COVID-19, we can expect to see an acceleration of prior industry trends aimed at creating efficiencies in passenger processing, airport management and aircraft turnaround time, all of which will have a positive impact on the guests experience while create cost efficiencies.

With passenger volumes expected to decline by more than 75 per cent between March and June 2020, and projected revenue loss of \$2.2 billion or more in 2020, Canada's airports must look at all the options available to them to ensure they remain financially sustainable for the long-term.

Canada will need its airports, both major hubs and regional now more than ever, if it is to rebound from the COVID-19 pandemic. As catalysts of economic development, airports will once again be key to fostering prosperous, safe and sustainable communities – all major factors in regenerate Canada's economy in the months and years ahead.

When we shift our focus from response to recovery, Canadian businesses will look to their airports to reconnect them to national and global markets. Citizens will need air travel to strengthen social connections with family and friends. Our communities will once again rely on us to work alongside them to respond to emergencies during times of uncertainty.

And, when this time comes, all of Canada's airports will be there.



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Canada's Airports are Working to Maintain Operations During this Critical Time

Original Article by Canadian Airports Council Press Release, Skies, March 31, 2020

For full article click [here](#)



With the sudden decline in passenger volumes and revenues, Canada's airports, like their airline partners, are facing the grim reality of an immediate and dangerous cash flow shortfall.

Despite the catastrophic financial impacts, airports must continue to pay fixed costs to maintain safe, secure operations and facilitate safe passage for Canadians. In fact, increased protocols aimed at controlling the spread of COVID-19 have added costs.

Even though passenger traffic is slowing, maintaining air connections is essential for continued domestic and international business and trade. We are already seeing signs that airlines are pivoting from passenger to cargo flights, including time-sensitive freight such as medical supplies. Canada's airports expect this trend to continue and will see businesses and consumers increase their reliance on air delivery services, not only in major centres, but in virtually every community in our country.

Airports play an essential role in the lives of Canadians. They are significant economic generators, employing 194,000 direct workers and contributing about \$7 billion in taxes to local, provincial and federal levels of government. They also enable foreign direct investment, international trade, and support our country's \$90 billion travel and tourism sector, which employs some 1.7 million Canadians.

Virus Scales Back Peterborough Airport Operations

Original Article by Matthew P. Barker, The Peterborough Examiner, March 29, 2020

For full article click [here](#)



With the pandemic fast moving through the population, Trent Gervais, president and CEO of the Loomex Group, said that precautions are in place to lock down the buildings at the airports from both the public and pilots. The pilots are limited to basic services such as bathrooms and gas when needed.

"What happens at the airport, is it is treated like any other municipal building," Gervais said. "Posted on all the doors is signage that says, 'If you have the following symptoms don't enter.' As of this week, we took it one step further and just shut the terminal down to the public."

The plan for the airport is to keep it running for essential services if possible, Gervais said, or until Transport Canada tells him he needs to shut down. "What you are going to see

coming into Peterborough right now," he said. "Is it could be general aviation folks, whether its business jets, the Cessna guys that are out flying around, or aircraft coming into companies like Flying Colours."

Operations at the airport still employ about 530 people daily. This includes people that rent space from the airport currently and does not include Seneca College's flight school. "One of the things that we need to keep in mind," Gervais said. "Our airport provides us a critical piece of infrastructure for medevacs. It is used by Hydro One, it is used by the OPP, it is used by CFB Trenton." It's important for the airport to remain open, he said, and for essential services to continue to operate just in case they are needed here soon.

Jets Grounded by Coronavirus Parked at Waterloo Region International Airport

Original Article by James Jackson, The Record, March 23, 2020

For full article click [here](#)



As airlines around the world suspend flights in response to the spreading coronavirus, Waterloo Region International Airport has offered up one of its runways for companies to park their excess planes.

The airport's general manager told The Record Monday morning they had an agreement with Sunwing to park 15 Boeing 737-800 jets at the airport for the next month.

Eight of the aircraft had already arrived at the airport as of Monday morning, with an additional seven expected by the end of the day. "We've got lots of room," said Chris Wood. "We've been in contact with pretty much all the carriers, and some are continuing to fly so their needs are a little different."

Airlines have begun to ground flights as countries impose stricter travel regulations to try and slow the spread of COVID-19, meaning jets typically in the air or parked at international airports around the world now have nowhere to be stored.

Sunwing announced last week it was suspending all southbound flights from March 17 to April 30. The airline has focused on helping repatriate tens of thousands of stranded Canadians from destinations such as Cuba, Mexico and Florida over the past week, but flights were set to be suspended by the end of the day Monday.

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Canada's Unions Deliver Clear Priorities for Federal Airline Relief Package

Original Article by Canadian Labour Congress, March 28, 2020

For full article click [here](#)

Today, Canada's airline unions met with the Minister of Finance and Minister of Transportation to share the concerns of aviation industry workers and to provide solutions to ensuring the sector's viability. Chief among their priorities is to ensure that any federal financial aid package responds to the needs of workers still on the job as well as the thousands of airline employees recently laid off.

Representing 40,000 employees, Canada's airline unions participating in the meeting included the Canadian Union of Public Employees (CUPE), Unifor, the International Association of Machinists and Aerospace Workers (IAMAW), the Air Line Pilots Association (ALPA) Canada, the Air Canada Pilots Association (ACPA) as well as the Canadian Labour Congress (CLC). "A key priority for today's call was to ensure that front-line aviation employees still working have the appropriate personal protective equipment," said CLC President Hassan Yussuff. "This includes pre-board screeners, flight crews, and passenger agents who are working to ensure the safety of both employees and the traveling public."

Union leaders urged the federal government to consider measures similar to those in US Congress where affected airline and airport workers are to be provided top up benefits similar to those in US Congress where 80% of wages are guaranteed. The Unions also proposed that employers extend health benefit plans and ensure pensionable service is accrued under retirement plans. Moreover, they also wanted to ensure that any federal aid allows laid-off employees to return to payroll and maintains employment levels.

Unions also asserted that any government support be accompanied by tight restrictions on executive compensation. This includes bonuses and stock options, share buybacks and dividend payments, as well as debt repayment designed to increase shareholder value. "Air travel is a vital part of Canada's transportation network and economy, and the success of any federal financial aid package will require worker supports," added Yussuff. "Canada's unions welcome the federal government's efforts to work with Labour to ensure the airline industry will continue to flourish into the future."

Canadian Airport Authorities Won't Have to Pay Rent for the Rest of the Year

Original Article by Sarah Turnbull, CTV News, March 31, 2020

For full article click [here](#)



The federal government is providing some relief to Canada's air transportation sector, one of the many industries hit hard by the COVID-19 pandemic. Ottawa is waiving rent payments from March to December for 21 airport authorities, money that's usually deposited directly into the pocket of the federal government each month.

The government has also pledged to provide "comparable treatment" for PortsToronto, which operates Billy Bishop Toronto City Airport. "The support will help airports reduce cost pressures and preserve their cash flow as they deal with the effects of COVID-19 on their revenue streams. This will provide relief up to \$331.4 million, reflecting payments in the same period of 2018," reads the press release published on Tuesday.

The measures are a component of the Liberals' broader economic plan to mitigate the impacts of COVID-19 on Canadian businesses and the economy at large. "We recognize the impacts that the COVID-19 pandemic continues to have on people and the economy, and that certain sectors, such as the air transportation industry, have suffered tremendously," said Finance Minister Bill Morneau. "The support provided today is the next step in Canada's COVID-19 Economic Response Plan to help workers and businesses get through this unprecedented time of turmoil."

Gladu Wants to Find New Carrier for Sarnia Airport

Original Article By Stephanie Chaves, Blackburn News, March 29, 2020
For full article click [here](#)

Sarnia-Lambton's MP says she will work with local representatives to find a new air carrier for the Chris Hadfield Airport.

Marilyn Gladu made the statement after Blackburn News Sarnia reported this week that Air Canada is grounding flights into Sarnia for good effective July 26. "This is very disappointing and a continual step in the erosion of services in transportation to Sarnia, we've seen rail services drop off and now this," she said.

Gladu said the timing of the announcement during the COVID-19 pandemic, makes it difficult to find a replacement. "Now is not a good time to be negotiating with people like Air Canada, West Jet and Porter," she said. "I think there is a good financial model that could be adopted where we guarantee a certain number of seats in order for a reliable service."

Mayor Mike Bradley said Air Canada cited declining ridership as one of the reasons for the decision to pull its service, but he accused the airline of helping create that problem by cancelling flights for economic reasons.

Air Canada has denied that allegation.

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March 11, 2020

Industry Resource: Ontario Provincial Policy Statement (2020)

Airports are closely interconnected with the communities they serve given the geographically wide-reaching externalities of aircraft operations. Off-airport land uses can pose a risk to aircraft safety through the erection of obstacles, electronic interference, and emissions that restrict visibility. Conversely, aircraft noise and emissions can disrupt sensitive land uses. These conflicts can be addressed by municipal planning that permits appropriate development near airports and prohibits incompatible land uses. Federal guidance on airport-compatible planning is provided in Transport Canada's TP1247 – Land Use in the Vicinity of Aerodromes.

The Provincial Policy Statement (PPS) is published by the Province of Ontario to provide direction on key issues, such as the use and management of land, environmental protection, economic development, and transportation. The PPS is issued under Section 3 of the Planning Act (R.S.O. 1990, c. P.13) and municipal decisions are required to be consistent with the policies contained therein. As it relates to airports, the PPS provides guidance on compatible land use planning.

Provincial Policy Statement, 2014

The current PPS came into force and effect in 2014. The justification for airport compatible land use planning is articulated in Policy 1.6.9.1 a), which states that the long-term operations and economic role of these facilities is to be protected. Policy 1.6.9.2 provides guidance on residential growth as a function of aircraft noise, limiting development within the 30 Noise Exposure Forecast (NEF) contour and discouraging uses that would constitute a hazard to aviation safety.

Policy 1.6.9.1 b) states that airports and sensitive land uses are to be “*appropriately designed, buffered and/or separated from each other, in accordance with Policy 1.2.6.*” The referenced Policy 1.2.6, provided below, states that airports and sensitive land uses should be planned to prevent or mitigate adverse effects, minimize risks to public health and safety, and ensure the long-term viability of major facilities.

PPS 2014: Policy 1.2.6.1

Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

PPS 2020: Policy 1.2.6.1

Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Provincial Policy Statement, 2020

The revised PPS will enter into force and effect on May 1, 2020. The treatment of airports in Policy 1.6.9 is unchanged, including the limitation on residential development within the 30 NEF contour and discouraging land uses that constitute aviation safety hazards. Policy 1.2.6 (including 1.2.6.1) has been revised with four notable changes, as shown above and described as follows:

1. The opening of Policy 1.2.6.1 has been changed from “should be planned” to “shall be planned”. The policy language has interpretative impacts for planners and decision makers; “should” is enabling or supportive language, whereas “shall” is a directive. Therefore, less discretion is afforded in the application of Policy 1.2.6.1, increasing its importance.
2. The term “avoidance” is introduced, replacing previous language on appropriately designing, buffering, and/or separating sensitive land uses and major facilities. By prioritizing avoidance altogether, sensitive land uses in the vicinity of major facilities (including airports) may be less permissible and measures to mitigate adverse effects become a secondary strategy.
3. Reference is made to the consideration of provincial guidelines, standards, and procedures in planning for sensitive land uses and major facilities. This language may be directed more closely to other types of major facilities such as sewage treatment operations.
4. Policy 1.2.6.2 has been added, clarifying what constitutes sensitive land uses avoiding major facilities. Four tests must be satisfied for a sensitive use to be permitted near a major facility:
 - a) There must be an identified need for the proposed use;
 - b) Alternative locations for the proposed use must have been evaluated and there are no reasonable alternative locations;
 - c) Adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - d) Potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Taken together, the changes made to Policy 1.2.6 strengthen the importance of airport compatible land use planning in the PPS. A challenge is proving that there are no reasonable alternative locations for a given land use near a major facility (airport). In the case of a residential subdivision, for example, there may be other appropriately designated and vacant land parcels within the municipal urban growth boundary. What constitutes consistency with Policy 1.2.6.2 b) is unclear, as a wide range of factors can be considered in determining what comprises a reasonable alternative. The responsibility is for municipalities to decide whether consistency has been achieved during the approvals stage, as support by the proponent’s planning rationale.

Implications

It is recommended that airport owners and operators become familiar with the treatment of off-airport land use compatibility in the Provincial Policy Statement. The revisions made to Policy 1.2.6 may represent an opportunity for airports to strengthen their planning justification against incompatible land uses in the surrounding area. Opening an ongoing dialogue with the local municipal planning department is advisable to ensure that matters of airport compatibility are being adequately considered in the development approvals process.

Closing

The foregoing is HM Aero’s interpretation of the implications of the PPS for Ontario airports and is intended for information purposes only. For questions about the PPS or how HM Aero can assist your airport, please contact us at admin@hmaero.ca or 613-620-6269.

ATAC Urges Government to 'Table a Financial Aid Package' for Canadian Commercial Aviation Industry

Original Article by Center for Aviation, April 2, 2020
For full article click [here](#)

Air Transport Association of Canada (ATAC) addressed (02-Apr-2020) a letter to Canada's Prime Minister and four other Ministers, urging the government to "act immediately to table a financial aid package for the commercial aviation industry". ATAC requested the package include the following key elements:

- Direct financial aid: It is suggested this "include many options as one size doesn't fit all". Recommendations include wage subsidies for companies with temporarily suspended operations to cover 75% of skeleton staff and a wage subsidy plan for companies with reduced operations to cover 75% of all inclusive payroll costs;
- Taxes and charges relief: To include the suspension of federal aviation fuel excise tax, NAV Canada navigation fees and airport ground rent;
- Loans/loan guarantees: CAD2 billion for commercial air operators, as well as supporting industries such as MRO.

ATAC warned: "Without immediate government help, many Canadian air operators might not be around when the economy begins to regain strength and needs the key economic enabler that our industry provides".



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In the Crosshairs: From Carbon Sinks to Energy-Efficient Materials, MTO Targets Climate Change

Original Article by Saul Chernos, On-Site, March 18, 2020

For full article click [here](#)

Average temperatures are expected to rise two to three degrees by 2050, and even more in northern Ontario, with floods, ice storms and other extreme weather increasing in frequency and intensity province-wide. "We have to respond," Pearsall says, warning about potential new warm-weather diseases, changes in growing seasons and multiple transportation-related consequences. If northern airports are rendered inaccessible due to prolonged freezing rain or forest fires, fuel and food deliveries and even emergency medical transport could be hampered, Pearsall says.

Thawing permafrost and warming temperatures are already shortening the winter ice road season, threatening to isolate particularly remote communities from needed goods and services. "Ontario has 3,100 kilometres of winter roads," Pearsall says. "That's the largest network of winter roads of any jurisdiction in Canada."

Pearsall outlined a number of measures MTO is planning and in some cases has implemented as part of Ontario's climate change mitigation and adaptation strategy. These include online tools to help predict the intensity and frequency of extreme weather events. MTO's Road Weather Information System is designed to provide real-time atmospheric and pavement condition data for winter maintenance decisions. MTO is also converting its network of remote airports to solar and wind power and switching to energy-efficient LED lighting.

"Normally a lot of these airports were reliant on diesel generators," Pearsall says. "But that's been one of these catch-22 situations — you run a diesel generator to have electricity to keep the airport open, but the diesel generator contributes to the greenhouse gases which contributes to the effect you're trying to counter."

Government of Canada Proposes Measures to Further Improve Runway Safety at Canada's Busiest Airports

Original Article by Transport Canada, March 6, 2020

For full article click [here](#)

News Release

March 6, 2020

Ottawa, Ontario

Transport Canada

Canada has one of the safest aviation systems in the world and the Federal Government will continue its work to improve airport safety.

The Minister of Transport, the Honourable Marc Garneau, today announced proposed changes to the *Canadian Aviation Regulations* to better protect passengers, crews and aircraft in the event an aircraft leaves the end of a runway. The amendments would better align Canada with international standards.

The proposed measures would require Canada's busiest airports to extend their runway end safety area to 150 metres in order to provide extra space for an aircraft to stop safely in case of emergency. The changes would apply to 28 Canadian airports that have scheduled commercial flights and an annual threshold of at least 325,000 passengers.

The proposed measures also include other means of compliance for airports where land is not available. Airport operators would have the option to adjust a runway's distances or install a system that would help slow down an aircraft at the end of the runway.

Transport Canada will continue to engage with impacted airports on the new requirements. Airports would have two years to comply.

Canadians and the air industry are invited to provide feedback on the proposed regulations through *Canada Gazette*, Part I.



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Laurentian Hills Mayor's Story of Life Saving Service Featured in Provincial Video


Original Article by Renfrew Today Staff, February 3, 2020

For full article click [here](#)

The Pembroke and Area Airport and Mayor of Laurentian Hills, Jed Reinwald, were recently featured in a provincial video. The Airport Management Council of Ontario produced a video highlighting the role small airports have. Mayor Reinwald was interviewed after the airport council learned his family needed to use the Pembroke and Area Airport to save the life of his grandson.

When Reinwald's grandson was born at the Pembroke Regional Hospital, he was not able to breathe on his own. He had to be rushed to the Children's Hospital of Eastern Ontario (CHEO), but no helicopters were available. An Ornge airplane was used to take his grandson to CHEO. Reinwald says having the ability for the medi-jet to land on the one mile of runway at the Pembroke and Area Airport saved the child's life.

Two videos were developed, one that is 17 minutes and one that is just over four minutes. The short video discusses the value of small airport infrastructure in providing emergency services for search and rescue, forest firefighting, air ambulance and other services. The Arnprior Airport is also featured in the longer video, with a representative from the Canadian Owners and Pilots Association speaking on the value of the general aviation community.



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How we make it happen

'Heightened' Protocols in Place at Jack Garland Airport

Original Article by Nugget Staff, North Bay Nugget, March 24, 2020

For full article click [here](#)



Bearskin Airlines will run a single daily scheduled flight at the North Bay Jack Garland as additional protocols are put in place in response to the COVID-19 pandemic. A statement provided by airport manager Jack Santerre says this will be in addition to Bearskin's charter operations. Sunwing, meanwhile, has halted its commercial charter southern flight operations. Air Canada suspended flights between North Bay and Toronto Monday until April 30 as part of a broad suspension of routes across Canada.

Jack Garland Airport remains open and Santerre says operations and activity will be revised as the situation dictates. "As the COVID-19 pandemic unfolds, our priority is to keep our employees, their families, our clients and the public safe and healthy," he said. "The North Bay Jack Garland Airport is open and will continue to operate while providing essential air transportation services."

Visitors are asked to respect the airport's operating procedures, which include heightened protocols that will restrict certain access, encourage social distancing and limit non-essential activities. Santerre says the measures have been put in place through consultations with on-site agencies, community partners and airport tenants. The airport also has increased its cleaning and disinfecting frequency of common areas and touch surfaces.

"We are following the precautions and procedures received through briefings and news alerts from the Public Health Agency of Canada and local public health authorities to ensure best practices are followed," Santerre said.



THE **LOOMEX** GROUP

March 23, 2020

Greetings from The Loomex Group Team:

It is truly amazing how, as a nation, we have come together to recognize and appreciate the work of those of you that are still working in essential services are doing to serve and protect our communities during these challenging times.

Over the last week, our team of emergency planners have heard from some of you, whether it was looking for validation or for someone to vent to. Others have reported that all the planning and training they have received has been paying off for them; this is why The Loomex Group Team exists, with people and a passion to make a difference before profit.

For those of you that are in the middle of COVID-19 response, do not forget how important daily documentation is. At the end of it all, your notes should recreate the chain of events. They won't be perfect, but they will help you when it comes time to conduct debriefings or defend your actions throughout the response.

All of the emergency plans around the world never truly reflected the response to COVID-19. For that reason, it will be critical to conduct in-depth debriefings to identify what improvements can be made to your emergency response plans. As trained, experienced incident debriefing facilitators, we will be there for you as your friends and colleagues when the time comes.

Remember that as you move into week 2, 3 or 4, the adrenaline starts to wear off, and fatigue can set in. Make sure proper nutrition, physical activity and rest are included in your response planning.

As a reminder, we are here for you 24/7 should you require assistance or simply wish to bend our ear, we are here for you.

Warm Regards,

To receive future Loomex updates email Tracy Flinders at tflinders@loomex.ca.

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The Airport Management Council of Ontario was formed to represent the interests of airport owners and operators. The AMCO Newsletter, *The Airport Environment and You*, is distributed to members and the airport industry at large.

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

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