



# Representing Ontario's Airports





## The Airport Environment and You

### From the Desk of the CEO

#### Up Next at AMCO

Merry Christmas! The holidays are fast approaching, and Scotty can't wait for the big guy in a red suit. The promise of toys, treats and a little bit of magic is all too exciting for a kid this time of year. And what about you? Have you caught the festive spirit – what magic do you see around your airports? Maybe there are families reuniting for the first time in years or perhaps you see the possibility of medical miracles as medevac comes in and out of your airport. Or maybe this season you are looking for peace and joy. A simple holiday to reflect on this past year, and what is to come in 2023.

A new year at AMCO will bring new opportunities, a continuation of programs, events and a renewed sense of mission. Our spring Airfield Workshop will be held in Midland, ON and alongside it we are having a Small Airports and Aerodromes meeting. We are looking forward to having everyone out to learn from one another, getting to know your industry colleagues and hearing from presenters that are relevant to this unique operation. Save the date for the Small Airports and Aerodromes meeting on May 2, 2023 and the Airfield Workshop's 10th Anniversary meeting on May 3rd. AMCO is also hosting the 38th Convention and Trade Show in Thunder Bay, ON. You will want to save the date from Oct. 1 – 4th for this fantastic event. Stay tuned for other training events and meetings throughout the year.

AMCO will be hiring a new Government and Airport Relations Manager and we hope to have this person start shortly into the new year. This person will invigorate AMCO with new ideas and work on new opportunities for our members. They will lead committees and regional meetings and get to know all of our airport members, learn about your successes and challenges and bring them forward in a new way to all levels of government.

AMCO is excited to continue to push forward our mission of providing advocacy for and education to Ontario's Airports. Much of this will be accomplished with our events and continued advocacy efforts spearheaded by the new employee. We will continue to attend industry events and conferences where we can champion airports and their essential services. We look forward to working alongside each one of you who feels the impact of every decision made regarding funding and regulations.

Finally, AMCO also acknowledges the important role that our business members have in the association. The support for the organization, the partnerships with airports and their involvement in the industry as a whole is invaluable. Stay tuned for new programs and opportunities for you as well!

Whatever you celebrate and however that looks for you AMCO wishes you all the goodness of the season – joy, treats and maybe just a little bit of magic.

Sincerely,

Laura McNeice  
CEO, AMCO

## Features

Sault Ste. Marie airport staff training to spot signs of human trafficking.....3

Government and air sector meet to discuss summer mistakes ahead of winter travel.....4

Geraldton airport to be named after former mayor.....5

Airline pauses service to Kingston amid customer service issues.....5

Swoop Restarts London to Cancun Route.....6

Fort Frances Airport reports increasing fuel sales compared to last year's fire season.....6

Gore Bay-Manitoulin Airport upgrades approved.....7

Pearson Airport runway ready for takeoff after \$80M makeover.....8

Earlton airport completes upgrades and looks forward...9

Waterloo Region runway that jet overran is shortest among major airports in southwestern Ontario.....10

Preventing Moisture is Key to Properly Maintaining Unpaved Runways.....11

## Sault Ste. Marie airport staff training to spot signs of human trafficking

Original Article by CBC News, Nov. 13, 2022

For full article click here

The Sault Ste. Marie Airport has joined a list of airports throughout the country that offer training to staff to help them recognize signs of human trafficking.

The Sault airport has partnered with an organization called Not In My City, which aims to raise awareness about human trafficking, and helps people prevent the crime.

A report from the federal department released in 2021 showed a growing increase in police-reported incidents between 2009 and 2019. Police reported 511 incidents of human trafficking in 2019. And that number represents only the cases police knew about.

Country music star Paul Brandt, founder of Not in My City, said airports are an important place on which to focus, as over the years they have become integral parts of transportation corridors.

...

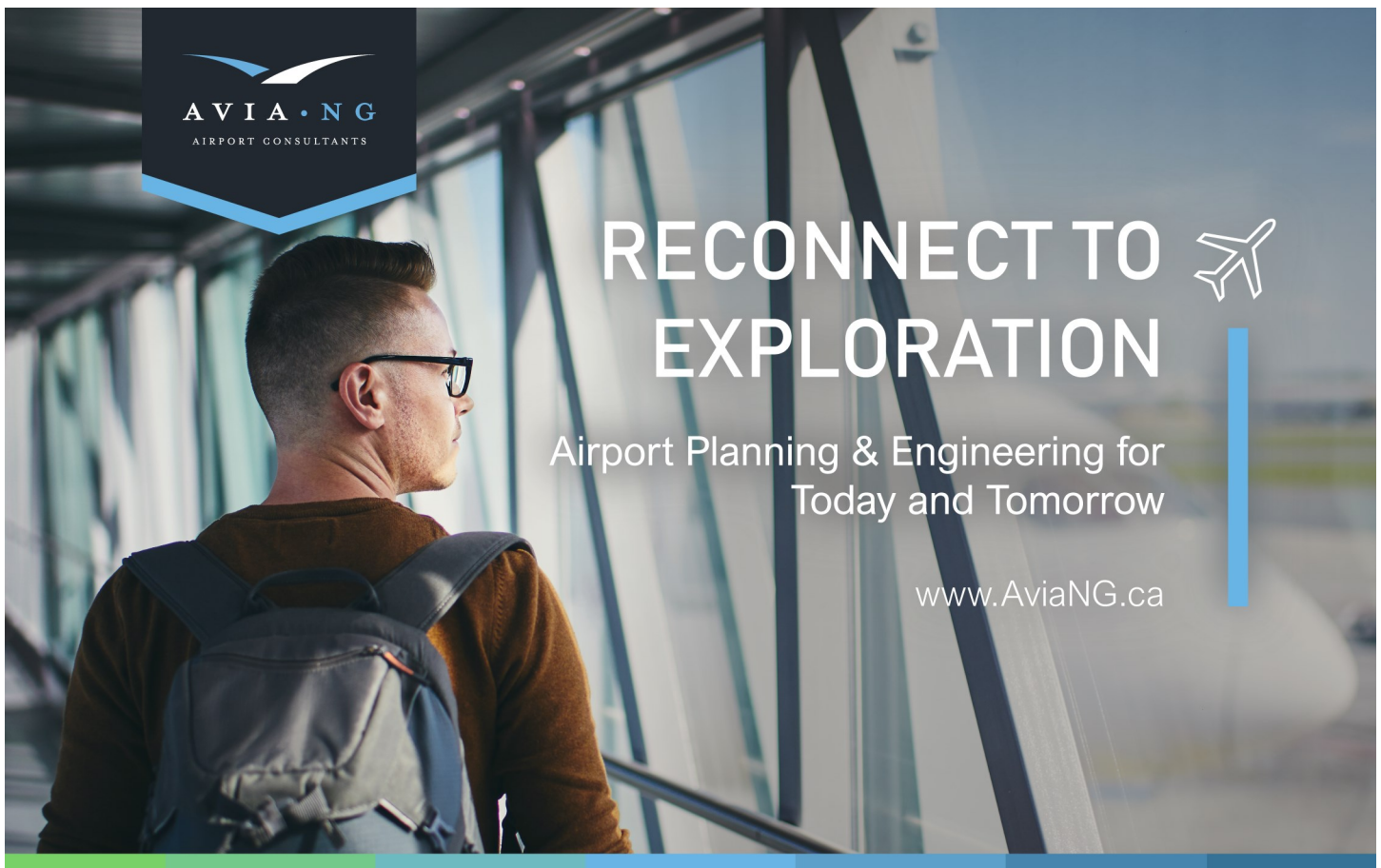

Terry Bos, president and CEO of the Sault Ste. Marie Airport Development Corporation, said he hopes the training will be helpful for his frontline staff.


"If we can even stop one person from having to go through [trafficking,] it'll be a success," Bos said.

Bos said after seeing presentations about human trafficking, and hearing from other airports about strategies to help curb the crime, he was motivated to provide the training program for staff.

"Whether that's the airline counters, our security staff, car rentals. Anybody that works in the terminal," Bos said.

"Certainly we plan to make [training] available to all our staff," Bos said. "The more people that are aware of what to look for, it can only be better for airport and for the safety of all people."



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## Government and air sector meet to discuss summer mistakes ahead of winter travel

Original Article by Caitlin Yardley, The Canadian Press, Nov. 24, 2022  
For full article click [here](#)

Delays at security check-in and other problems at Canada's airports were among the concerns raised Thursday as the air travel industry came together ahead of the busy winter travel season, but the sector warns more remains to be done.

Minister of Transport Omar Alghabra convened the summit for the industry to discuss such issues as transparency, accountability and passenger rights.

"The air industry was devastated by the COVID-19 pandemic," said Alghabra in a press release "Last summer, the industry faced a new crisis of congestion and delays."

Alghabra noted that passenger volumes rose 280 per cent between February and June. The high passenger volumes and inadequate staffing levels contributed to a summer of lost baggage and flight disruptions, during which Toronto's Pearson International Airport had the world's worst record on delayed flights.

With the peak winter travel season around the corner, passengers and industry alike are concerned that similar problems may emerge.

Key issues discussed at the summit include the persistent labour shortage, inflation and loss of revenue, Alghabra said in a phone interview.

He said despite the remaining pilot shortage, air sector staffing is mostly back to 2019 levels, but problems around training delays such as security screeners remain.

"It takes some time to train an employee in the sector," said Alghabra.

The head of the Canadian Airport Council says that capital expenses are a concern, as Canadian airports took on \$3.2 billion in debt to continue operations during the pandemic.

## Geraldton airport to be named after former mayor

Original Article by Rita Mannella, Northern Ontario Business, Nov. 28, 2022  
For full article click here

Greenstone's town council has decided to name the Geraldton District Airport after recently departed mayor Renald Beaulieu, who chose not to seek re-election, and served Greenstone for many years.

Beaulieu served three terms as mayor, after previously holding the title in Longlac for many years prior to amalgamation.

Newly elected Mayor Jamie McPherson said council proposed to rename the Geraldton airport after Beaulieu in recognition for years of work that helped make Greenstone what it is today.

...  
He spoke, too, about the importance of the flights now available to Thunder Bay and Toronto for Greenstone residents and region.

“With the Geraldton District Airport we now have the air service to Thunder Bay that can connect you to Toronto in four hours on that one day. It’s a beautiful connection going down,” McPherson said. “And up in Nakina we have access to the First Nation communities and the prospective Ring of Fire activities.”



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## Airline pauses service to Kingston amid customer service issues

Original Article by Paul Soucy, Global News,  
Dec. 1, 2022

For full article click here

Kingston will be losing its only regular airline service in the new year, at least temporarily.

City airport officials say Pascan aviation is “pausing” service out of YGK airport, starting Jan. 6, 2023.

Pascan has offered regular flights between Kingston and Montreal since September.

The airline is suspending operations due to problems for travellers trying to book connecting flights.

The city says passengers cannot book directly on the Air Canada website to continue their journey, use Aeroplan points or speak with a booking agent.

Pascan is pausing flights until there is improved customer service for “forward bookings.”

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## Swoop Restarts London to Cancun Route

Original Article by Daniel McCarthy, Travel Market Report, Dec. 5, 2022  
[For full article click here](#)

Canadian ultra-low-cost carrier Swoop has officially restarted service between London International Airport in Ontario and Cancun International Airport.

Swoop will fly the route twice-weekly now, giving its Canadian customer base another sun destination.

...

"As Canada's leading ultra-low fare airline, we are thrilled to celebrate the return of sun flying from London, beginning with today's flight to Cancun and tomorrow's to Orlando," said Bob Cummings, President of Swoop.

"We know residents of the London area value the convenience and affordability that their local airport offers, and so we're proud to make winter getaways easier with more frequent ultra-affordable flights to Mexico and Florida."

## Fort Frances Airport reports increasing fuel sales compared to last year's fire season

Original Article by Yahoo News, Oct. 20, 2022  
[For full article click here](#)

Fort Frances Airport reports increasing fuel sales for air travel in northern Ontario, comparing this year's fuel sales to both pre-pandemic times and during the pandemic, when border restrictions limited travel but forest fires that needed to be serviced resulted in one of the busiest fire seasons the airport had ever seen.

...

This year, between January and September, Fort Frances Airport has sold 149,529 liters of fuel, majority to private jets and planes from the U.S. or eastern Canadian cities such as Toronto and Montreal—an 11 per cent increase compared to 2019, according to Fort Frances Airport.

Year to date, 223 international flights have arrived to Fort Frances Airport—a 6.7 per cent increase from 2019. There have been 286 arriving flights for private movements—a 72 per cent increase from 2019.

## Gore Bay-Manitoulin Airport upgrades approved

Original Publication by Tom Sasvari, The Manitoulin Expositor, Oct. 19, 2022

For more details click [here](#)

Final approval has been provided by government funding agencies for the major rehabilitation, renovation and upgrade work project at the Gore Bay-Manitoulin Airport.

“When do you expect that construction tenders will be able to go out and the project can move forward?” asked Gore Bay Councillor Kevin Woestenenk at a council meeting last week.

“Spring is what we are hoping for, to start construction,” said Mayor Dan Osborne.

At the meeting, council passed a bylaw authorizing the passing of an agreement between His Majesty the King in Right of Ontario (as represented by the Minister of Agriculture, Food and Rural Affairs) and the Corporation of the Town of Gore Bay for the purpose of a transfer payment agreement for investing in Canada Infrastructure Program (ICIP): Rural and Northern Stream.

The project will upgrade the Gore Bay-Manitoulin Airport and will include the construction of a new air terminal building and an approximately 71.5 square metre helipad. Project work will also include an upgrade of the field electrical centre, the installation of airfield lighting and emergency power systems and enhanced security and wildlife fencing.

The amendment to the agreement is for the secondary runway being dropped from the original proposal for the renovation project.



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## Pearson Airport runway ready for takeoff after \$80M makeover

Original Publication by Haydn Watters, CBC News, Nov. 18, 2022  
For more details click here

If you've taken off or landed at Toronto's Pearson Airport since the spring, you've seen a giant construction site out your tiny plane window.

Crews have been ripping up and rebuilding Runway 06L/24R, the second busiest runway at the airport — and one of the busiest in Canada. Instead of planes, the three-kilometre long stretch has been packed with excavators, loaders and dump trucks.

Closed since early April, it reopens Friday.

Simon Ho has been overseeing the \$80-million rehabilitation project — one of the biggest in the airport's history.

"It's an incredible feat," says Ho, a project manager with the Greater Toronto Airports Authority (GTAA), as a symphony of construction equipment whizzes by him — paving, spreading and compacting asphalt on the final stretch of runway.

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## Earlton airport completes upgrades and looks forward

Original Publication by Jamie Mountain, Timiskaming Speaker, Oct. 26, 2022

For more details click here

The Earlton-Timiskaming Regional Airport in Ontario has completed \$1.2 million in repairs and equipment upgrades, made possible through federal funding.

The airport is now poised for a new era as longtime airport authority chair Carman Kidd steps down. Other board members may also be reassigned with the start of a new municipal term. Kidd, currently the mayor of Temiskaming Shores, did not seek another term in the October 24 municipal election, and the airport authority board is made up by representatives of area municipalities who own and operate the airport. Airport manager James Smith, who serves as manager through Loomex Group of Companies, contracted to assist at the airport, expressed gratitude for the work and support of Kidd over the years.

...

The next four years for the new board has been readied with the completion of some important projects. Smith explained that in the fall of 2021, the federal government had created the Regional Air Transportation Initiative (RATI). An application was made by the Earlton airport and a \$1 million grant was approved. The airport had also made an application for COVID relief funding resulting in an additional \$200,000 in federal monies. The combined funding has made it possible for the airport to purchase a new plow truck, and a self-propelled snowblower.

Eleven cross-sections on the runway have been repaired and the fuelling apron has been refinished, addressing some frost heaving that had been occurring. The airport also purchased a new line-painting machine.

...

Meanwhile, it was a busy summer, he said.

“There was lots of work going on around the airport with the construction and apron repairs.”

...

Ornge air ambulance is currently flying in and out of the airport on average 28 times a month, he said.

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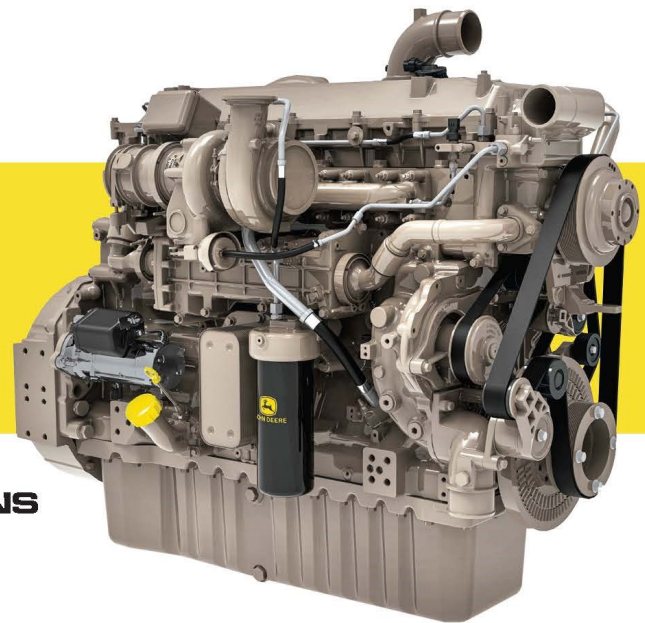


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## **Waterloo Region runway that jet overran is shortest among major airports in southwestern Ontario**

Original Article by Jeff Outhit, Record Reporter, Dec. 2, 2022

For full article click [here](#)

A Flair Airlines passenger jet overran the shortest main runway in use among the four biggest cities in southwest Ontario.

There were 140 people on board when the Boeing 737 rolled into the grass in a troubled landing at the Region of Waterloo International Airport a week ago.

"It's always better to have a longer runway," airport manager Chris Wood said.

Runway 26 is 2,135 metres long and is sufficient for the jetliner that ran off the runway, Wood said. However, comparable airports at Hamilton, London and Windsor provide runways that are 548 to 915 metres longer than at Breslau.

...

The Transportation Safety Board that is investigating the Flair landing says it is too early to know what went wrong when the jetliner landed at 6:30 a.m. on Nov. 25. The incident shut down flights at the airport for a day. No one was hurt, according to a safety report filed with the federal government. Wood said an ambulance was called for a passenger who was already receiving oxygen on board.

When an airplane runs off the end or side of a runway it is called a runway excursion in safety records. Runway excursions are rare with commercial passenger jets, but are more common with small aircraft.

One day after the Flair jetliner ran off the runway, another airplane ran off the same runway.

A four-seater operated by the Waterloo Wellington Flight Centre, a flight school, ran off the side of runway 26 while landing around 9 a.m. on Nov. 26. No one was hurt and the airport was not disrupted.

# Preventing Moisture is Key to Properly Maintaining Unpaved Runways

By Bob Vitale — Founder and CEO of Midwest Industrial Supply Inc.

Many aspects of running a small airport have the potential to cause owners and operators to lie awake at night. These include financial management, contracts and leases, safety and security, noise control, community relations, compliance with federal regulations, capital improvements, and environmental issues, to name a few.

But there's no question that one of the biggest stressors for many small airports is runway maintenance.

Gravel runways are the optimal choice for many small airports in remote locations, considering they're less expensive. However, even with overall lower costs, maintaining a gravel runway in remote regions that are subject to harsh weather conditions requires regular upkeep.

Remote unpaved runways and their operators face a multitude of unique issues due to the characteristics of the gravel material used, climate and seasonal impacts, geographic location, available resources, and equipment/performance requirements.

A particularly challenging issue is the risk of damage to an aircraft resulting from foreign object debris (FOD). FOD can damage tires; strike the fuselage, propellers or other components; or be ingested into the engine.

FOD in the form of loose gravel on the runway surface, is typical of untreated gravel runways. One of the most common reasons for FOD is the breakdown of the runway surface, often caused by the freeze/thaw cycle.

## Moisture is the True Enemy

Water creates multiple adverse effects for gravel runways and is a main factor behind gravel runway deterioration and unsafe conditions. Improper surface drainage, moisture infiltration, and freeze/thaw cycles result in numerous issues for small airports.

These issues can include a reduction of shear and bearing strength, expansion and contraction damage, stripping of stabilizers, and erosion and deterioration of the surface. Removal of unbound fines, reduction in surface life, destabilization of the designed base course, increased maintenance activities, seasonal soft spots, deformation, rutting, potholes, and water pooling also can occur.

One of the most important functions of any surface layer is to prevent moisture infiltration into the underlying base course by creating a tightly bound, durable, stable surface that repels moisture and facilitates the drainage of water away from the runway.



## Third-Party Verification

The Norwegian University of Science and Technology conducted extensive independent research and testing on nontraditional stabilization technologies for unpaved surfaces in the most challenging conditions, including Canada's extreme weather.

This work is the subject of a series of papers highlighting the performance of nontraditional stabilization technologies, particularly when exposed to freeze/thaw cycles. One of these papers — “Mechanical Properties of Roads Unbound Treated with Synthetic Fluid Based Isoalkane and Tall Oil” — focuses specifically on Midwest's SECUR 35/EK35 product and was published by *Transportation Geotechnics*.

According to the report, SECUR 35/EK35 was the only gravel runway product that delivered. Out of the currently used gravel runway products evaluated in this series of studies, SECUR 35/EK35 was the only one in which “a significant stabilization effect is found both before and after the exposure to the freezing-thawing actions.”

The EK35 product is a patented technology made from synthetic fluid enhanced with a unique technology binder system. EK35 alone is versatile to the point of being able to be used as a long-term runway stabilization system. EK35 was developed through years of research and testing to create a cold-region runway stabilization solution that's both high-performing and eco-friendly. Unlike ordinary products, which don't improve the engineered properties of the runway, EK35 creates a runway surface that results in improved performance, longevity, safety, and stabilization.

When installed, SECUR 35/EK35 creates a bound runway surface that results in improved performance, longevity, safety, and stabilization. A SECUR 35/EK35-stabilized runway provides year-round consistent accessibility by eliminating seasonal soft spots, harmful moisture infiltration, and freeze/thaw damage.

Either EK35 can be constructed into the upper four to six inches of the unpaved runway surface (referred to as the SECUR Stabilization System), or topically applied to the prepared unpaved runway surface (referred to as dust control or fines preservation). A topical application can decrease dust levels up to 85 percent for as long as four years. A blended (SECUR) installation can permanently result in light maintenance applications and a decrease in runway lifecycle costs up to 27 percent — that's more than \$1.5 million in savings over 20 years.

## Just Scratching the Surface

While Midwest's work has made a significant impact on many small airports — and we've helped many small airport operators sleep a little better at night — it's fair to say we've only scratched the surface of what we can do in terms of improved performance, longevity, safety, and stabilization.

*(Bob Vitale is founder and CEO of Midwest Industrial Supply Inc. As the world's leader in the enhancement and protection of remote and community surfaces for nearly 50 years, Midwest's gravel runway team has a combined experience of more than 100 years treating, maintaining, and monitoring unpaved runways. Midwest has installed its technologies on more than 100 gravel runways throughout North America. Midwest's solutions are based on R&D and formulation innovations resulting from partnerships with the most respected independent agencies, engineers, environmental scientists, airport operators, and pilots.)*





# Airport Management Council of Ontario



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