



Representing Ontario's Airports

London
International





The Airport Environment and You

From the Desk of the CEO

Next Up at AMCO

Last month, Scotty got the opportunity to visit the Region of Waterloo International Airport. He (and our family) got a private tour of the ops building where all the big equipment and fire trucks are kept. His one fear was the sirens on the fire trucks – he did NOT want to hear them. We got to take a ride, and during it, each of the different sirens were demonstrated. You know what? Scotty loved it! The sirens weren't too bad after all. Isn't that how life is? Oftentimes the things that scare us most aren't so bad after all!

What is it about being an Airport Manager that scares you most? Is it something going wrong on your watch? Is it not having enough cash flow to maintain your operations? Regional service not being restored? Maybe it is something different altogether? While these can all be overwhelming, there are many ways to mitigate the risk and ensure that you are prepared for and able to overcome any of the challenges you are facing.

Fortunately, AMCO is here to help you with all these challenges. We provide essential training for you and your staff to ensure you have safe and efficient operations. Whether it is Safety Management Systems training, wildlife training or something else, please just let us know what you need, and we will do our best to get a group together and offer that training.

We can also assist you with your other challenges by advocating on your behalf – whether it be for funding, supporting you in demonstrating the value of your airport, or ensuring new regulations don't become overly burdensome. We want to meet you where you are at and do what we can to ensure the viability and vibrancy of Ontario's aviation system. Let us know if you have any concerns that AMCO can help you address. Perhaps a letter to the editor of your local paper, a visit to your local airport board or council, or continuing to meet with provincial and federal governments on behalf of all Ontario's airports would be the most helpful.

Most importantly, we invite you to attend Convention this October. The best way to quell your fears is to meet with others who understand your specific situations and can share with you their solutions to problems, and help to work through shared challenges. You might just find that what you are most afraid of really isn't that bad!

I wish you all a great finish to your summer and look forward to seeing you soon in London!

Sincerely,

Laura McNeice
CEO, AMCO

Features

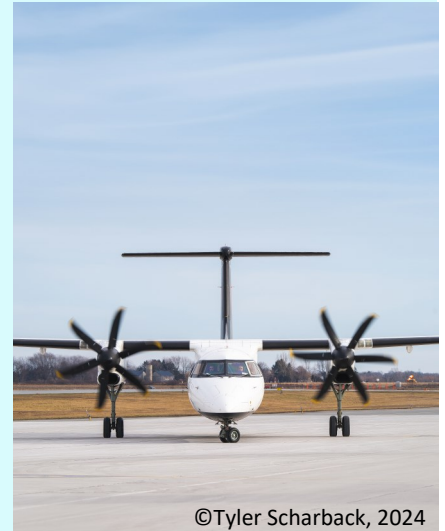
- Welcome to Convention from YXU.....3
- NOTL airport restrictions may have impact on planned high rises in town's Glendale area.....4
- Canada's airport fire rules risking passenger lives, firefighters warn.5
- Sudbury airport launches survey aimed at attracting airlines, adding flights.....6
- City of Oshawa and flight school reach settlement in lawsuit over noise complaints.....8
- Airport Authority still searching for daily service.....8
- Thousands flock to Goderich airport to see Lancaster's return.....9
- This airport in Ontario was just named the best in Canada in 2024.....10
- Runway success.....11
- West Grey seeks legal advice on future of Saugeen Municipal Airport.....12
- GBR Connect Series: Interview with Nathalie Tousignant, OCTANT Aviation—Québec Mining.....13
- 'A little concerning': Kirkland Lake airport mostly used for medivacs, report says.....14
- Medivacs prove airport's role as critical municipal infrastructure...14

AMCO 39th ANNUAL CONVENTION AND TRADE SHOW

London International Airport (YXU) is known as Southwestern Ontario's easy and comfortable airport, serving as a vital gateway connecting our community and fostering economic growth.

London's first airport was established in 1928 on a grass field south of the city, with major developments occurring at its current site from 1939 onward. During World War II, it served as a pivotal military training base. In 1945, Transport Canada assumed operations, initiating significant expansions over the next three decades. By 1998, under Canada's National Airports Policy, the Greater London International Airport Authority took control, overseeing substantial renovations including a new terminal in 2003.

The London airport is committed to developing into a leading Aerospace Hub in Canada, with a mission to aggressively contribute to driving economic prosperity through the relentless pursuit of aviation, academia, training, and commercial development. The convenience and ease of YXU extends seamlessly throughout all operations from concessions to leases, offering airline partners and numerous tenants the essential support and infrastructure necessary to foster economic vitality in the aviation community and beyond.



©Tyler Scharback, 2024



© Monique Wiendels Photography, 2024

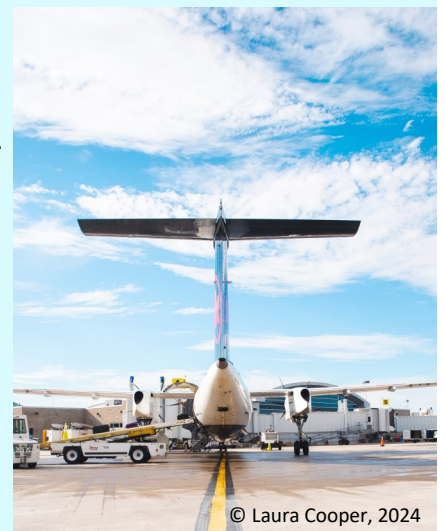
Simultaneously, the airport is committed to community engagement through charity events and recreational facilities, while focused on providing first-class customer service to travelers. Convenient flights and affordable parking provide an enjoyable, stress-free passenger experience.

The city of **London, Ontario** is known as an inclusive community with small-town charm and big-city appeal. London is located in Southwestern Ontario almost halfway between Toronto and Detroit, USA. It's the fastest growing city in Ontario with a population of 550,000. London International Airport serves a catchment of over 2.4 million people.

London features many parks and greenways along the Thames River, earning its nickname of the Forest City.

London offers safe and affordable housing, top learning experiences, and fast-growing job markets in a variety of sectors.

Western University and Fanshawe College both run their aviation programs from the London International Airport. With award-winning neighbourhoods and unique cultural offerings, London is host to world-renowned festivals and events year-round...including Airshow London, which is named the best airshow in North America.



© Laura Cooper, 2024

NOTL airport restrictions may have impact on planned high rises in town's Glendale area

Original Article by Kevin Werner, Niagara on the Lake Advance, July 5, 2024
For full article click here

Though there have been height restrictions for buildings near Niagara District Airport for 40 years, recent developments have been brought forward exceeding those limits, with proponents expressing confidence they will be able to get federal approval for them. In light of this, Niagara-on-the-Lake councillors decided it's time for town staff to meet with Transport Canada to get some clarity on the matter. [...] The maximum height of buildings allowed near Niagara District Airport is five to six storeys. Any exception to exceed the height needs to be approved by Transport Canada. Bedford told councillors in June the development firm is "very comfortable" Transport Canada will approve the height.

Council ultimately approved the four-tower development, but there is a holding provision on the application regarding the buildings' heights of 17, 18 21 and 25 storeys, until Transport Canada makes a decision. And in May, a developer's application to rezone the vacant property along York Boulevard — near a hotel complex and across the street from a gas station — to include a 10-storey residential building, plus an eight-storey hotel and two three-storey hotel buildings, was approved by council. But that application still needs the green light from Transport Canada because the proposed 10-storey building exceeds the airport zoning bylaw of 140 metres — five to six storeys — above sea level and needs an amendment to proceed. The application included two holding bylaws, including one for the height of the buildings. A portion of the Glendale Secondary Plan falls below the outer surface of the airport zoning regulations, which is described as an "imaginary surface located at a common plane established at a constant elevation of 45 metres above the assigned elevation of the airport reference point ..."

AKILA

Your SMS and Airport Operations Optimized by a Web Application



1-833-673-2668

support@akila.ca

Contact us to book a demo!

akila.ca/en/



@akilaaviation



EASY



EFFECTIVE



SECURE

Your Broom Source for
Municipal Airport Contractor



(800) 851-5108
www.united-rotary.com
urbsales@united-rotary.com

Canada's airport fire rules risking passenger lives, firefighters warn

Original Article by Estelle Côté-Sroka and
Campbell MacDiarmid , CBC News, July 10, 2024

For full article click [here](#)

Major Canadian airports lack sufficient resources on site to rescue passengers from inside aircraft in the event of a fire, according to firefighters who are calling on the government to upgrade domestic regulations to match international safety standards.

The International Civil Aviation Organization (ICAO), which sets global standards for aviation safety and is headquartered in Montreal, mandates that in an emergency, airport firefighters should rescue aircraft occupants "as quickly as possible."

But Transport Canada tasks airport firefighting crews "with the primary responsibility of providing a fire free egress route for the evacuation passengers and crew," noting that this standard is not intended to limit first responders from providing additional services. Canadian regulations also mandate that flight attendants be trained to evacuate aircraft.

In practice, staffing levels mean that airport firefighters need to wait for reinforcements from municipal firefighters to rescue aircraft occupants, according to Philippe Gagnon, president of the Montreal Airport Firefighters Association.

"We would not be able to carry out a rescue within the timeframe required by international organizations," he said. "We would be able to put out the flames, but then we would have to wait before going inside the plane." That wait could cost lives, he fears. "The risk of death is there."

The government is exploring the issue but has declined to commit to a particular outcome. In December the House of Commons passed a private member's motion introduced by Liberal MP Ken Hardie calling on the government to upgrade Canadian aviation regulations, warning that "significant regulatory shortfalls" were "needlessly putting the safety of the flying public at risk."

Bringing Canadian regulations up to international standards would require including rescue as well as firefighting in the mandate for firefighters at Canada's major airports; mandating a response time of no more than three minutes for fire rescue equipment to reach any point on a runway; and specifying the number of personnel required to meet fire rescue standards, according to the motion.

After the motion passed, Transport Minister Pablo Rodriguez told the Standing Committee on Transport that the government was "studying the financial, operational and potential security implications of proposed changes to Canadian aviation regulations."

**Higher control under
challenging conditions**

AXON EQ LED lights feature state-of-the-art mechanical design, paired with smart electronics to capture data essential to making airport operations more streamlined and predictive and reducing maintenance costs.



**Improved airfield
situational awareness**

The LINC 360 communication platform offers a 360-degree, real-time view of your airfield. Providing precise control of individual light fixtures, LINC 360 is the communication infrastructure for true two-way data transmittal.



**Real-time monitoring from
any place on any device**

Our LINC Node establishes a wireless gateway to stream data from smart airfield ground lights and other connected equipment to the cloud for real-time remote monitoring from a mobile device or HMI.



Sudbury airport launches survey aimed at attracting airlines, adding flights

Original Article by CBC News, July 2, 2024

[For full article click here](#)

The Greater Sudbury Airport has launched a community survey that managers hope will help improve service from the airport. The survey asks respondents about previous travel destinations, the airports they departed from, and the destinations they would like to be able to travel to from Sudbury.

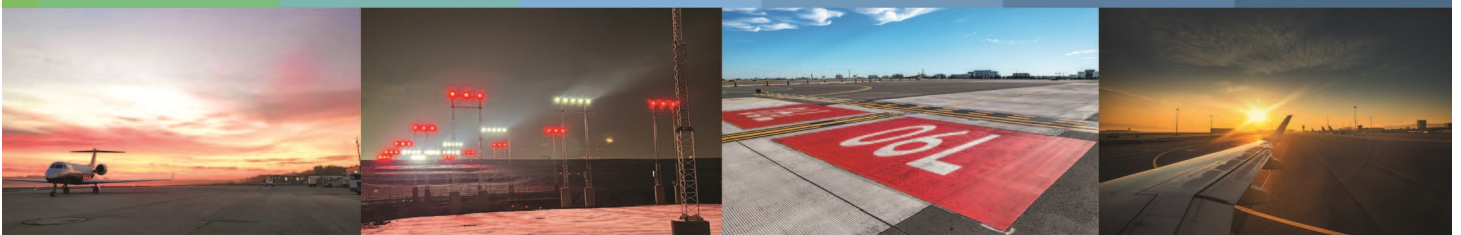
It also asks people how they rank factors such as price, reliability and frequency when choosing air travel. And it asks if respondents would be willing to provide a letter in support of expanded air travel from the Sudbury airport.

"We were always working on air service development, said Christopher Pollesel, the manager of passenger experience and aviation security for the Greater Sudbury Airport. "We need to become one. We're geographically apart, yet we are one municipality, and we need to work to become that one municipality," he said

"But in this case, you know, [the survey is] going to provide evidence-based support, and that's going to help us when we're looking at expanding our current services and when we're meeting with our airline partners and with potentially new airlines as well." Currently, the airport is hearing from people who want more flights and more destinations, Pollesel said. Some travellers told CBC the current schedules aren't sufficient.

AVIATION IS OUR PASSION

Airport Planning and Engineering
for Today and Beyond



www.AviaNG.ca



Avia NG Airport Consultants

City of Oshawa and flight school reach settlement in lawsuit over noise complaints

Original Article by Durham Radio News,
June 11, 2024

[For full article click here](#)

Some residents who live in the area near the Oshawa Airport have been complaining about the noise for years and it appears things are going to get quieter soon.

The City of Oshawa and Canadian Flight Academy (CFA) have finally reached a settlement in a lawsuit about noise complaints.

CFA has agreed to stop all in air flight training activities at the Oshawa Airport by December 31, 2025. CFA has also agreed to leave the airport by March 31, 2026.

Airport Authority still searching for daily air service

Original Article by Tim Davidson,
Kenora Online, July 17, 2024

[For full article click here](#)

So far, the Kenora Airport Authority hasn't found an airline willing to offer daily service locally. Ryan Reynard is chair of the airport authority and says it's not for a lack of trying. "We had a couple of meetings and we're continuing to meet with small and larger airlines trying to find some interest...it's challenging," says Reynard. Reynard adds the Kenora Airport hasn't suffered too much from the loss of the daily Bearskin service.

"Lots of charters coming in, so folks coming up from the United States and across Canada, visiting the area. Still lots of medivac flights and things like that. When you think about it, Bearskin was only one flight a day, six days a week. We'd love to have a commercial schedule here [...] at the airport."



Make us your first call!

APMI AIRLINES PAVEMENT
MARKINGS Inc.

Phone Bill Burke, Jim Gilberry or George Passmore at **(905) 632-4746**
for **10% OFF** Group Discounts to AMCO members in same geographic area

www.AirlinesPavementMarkings.ca

Thousands flock to Goderich airport to see Lancaster's return

Original Article by Scott Nixon, Shoreline Beacon, June 19, 2024

For full article click [here](#)

More than 10,000 people visited the Goderich Regional Airport to see the return of the Second World War-era Lancaster FM213 bomber.

The Lancaster touched down at the airport on the morning of June 14 — 60 years to the day after it first landed in Goderich. Purchased by the Goderich legion, the bomber was displayed as a war memorial from 1964 to 1977 until being acquired by the Canadian Warplane Heritage Museum in Hamilton, where it was restored over a 10-year period before returning to the skies in 1988.

It remains one of only two airworthy Lancasters left in the world.

While the plane, built in 1945, was never used in service overseas, it was used for maritime patrol and search and rescue missions in Canada before its retirement in 1963, Goderich legion president Randy Carroll told the crowd that Saturday. The lineup to tour the plane was lengthy for the entire day, with many waiting for more than two hours.

Carroll described the Lancaster's June 14 landing in Goderich as "amazing," and said the plane's appearance "gave everybody chills." People travelled from as far as western British Columbia and Nova Scotia to get a glimpse of the plane. Locally, a woman from Exeter, who hadn't seen a Lancaster in 81 years, made the trip to Goderich.



1-855-449-5858

170 Norfolk County Rd. 13, PO Box 274, Courtland, ON N0J 1E0

www.colvoy.com | sales@colvoy.com

INDUSTRIAL MOWERS, BOOM MOWERS & PARTS
SNOW BLOWERS & SNOW BLADES



AIRPORT VEGETATION MANAGEMENT

Colvoy specializes in vegetation management and has the expertise to make airfield maintenance as efficient and effective as possible.

Long reach boom mowers, wide area flail mowers, radio controlled mowers, sweepers, multi-purpose tool carriers from the best manufacturers in the business.

Contact us today

1-855-449-5858 or email us at sales@colvoy.com



ENERGREEN ROBOEVO



EDDYNET AIRPORT SWEEPER



ENERGREEN ILF KOMMUNAL - 9 METER REACH



TIGER TRACTOR MOUNTED TRIPLE FLAIL MOWERS



SPEARHEAD REAR MOUNTED MOWERS AVAIL. UP 30' REACH

This airport in Ontario was just named the best in Canada for 2024

Original Publication by Village Life, July 14, 2024

For more details click here

Billy Bishop Toronto City Airport has achieved top honors, being named the Best Airport in Canada for 2024 according to the latest AirHelp Score Report.

This prestigious recognition comes from a thorough, data-driven evaluation of international airports, focusing on service quality, on-time performance, claims processing, and the quality of food and shops available.

Billy Bishop Toronto City Airport, an island airfield known for its convenience and service quality, has outperformed other Canadian airports in this year's rankings. With an impressive overall score of 7.57 out of 10, Billy Bishop has secured its place as the best in the country, surpassing Calgary Airport (7.54) and Vancouver Airport (7.3), which took second and third place, respectively.

Breaking down the scores, Billy Bishop received an 8.2 for overall customer opinion, a 7.8 for food and retail selection, and a 7.2 for on-time performance. These high marks reflect the airport's dedication to providing an excellent travel experience.

In the global context, Billy Bishop ranked 124th out of 239 hubs, a respectable position considering the competition. Notably, it performed significantly better than Toronto Pearson International Airport, which came in at 227th with an overall score of 6.95. Pearson's individual scores included a 7.4 for customer opinion, a 7.8 for food and shops, and a 6.5 for on-time performance.

Billy Bishop Toronto City Airport's achievement underscores its commitment to quality service and customer satisfaction, making it a standout choice for travellers in Canada and beyond.

"To be recognized as Canada's Best Airport by AirHelp speaks volumes about our approach to customer service, our unbeatable convenience and the passenger experience that makes Billy Bishop Toronto City Airport truly unique," said RJ Steenstra, President and CEO of PortsToronto, owner and operator of Billy Bishop Toronto City Airport.

"Ranking first in Canada, and among the world's best internationally, underscores what so many in Toronto already know – that our downtown airport is a valuable asset that provides the connectivity, opportunities and experience that make our city world class," said Steenstra.

AirHelp, an organization dedicated to enhancing passenger travel experiences, surveyed passengers from May 1, 2023, to April 30, 2024, gathering feedback on their most recently used airports. This survey covered 239 airports globally, assessing critical factors such as on-time performance, customer feedback, and the quality of food and shopping options.

Each year, AirHelp ranks the world's top airports based on these criteria, ensuring that passengers can make informed decisions about their travel plans



OCTANT
YOUR AVIATION EXPERT

AIRPORT OPERATIONS & PLANNING **AIR NAVIGATION**

TECHNICAL AND REGULATORY STUDIES **SMS WEB PLATFORM**

OCTANTAVIATION.CA 450-678-4884 AKILA.CA

Runway success

Original Article by Matthew Frank, The Free Press,
July 10, 2024

For full article click [here](#)

Ian Harasymiw and his grandson, Sheamus, share a cold drink as they watch a red-and-white pinstriped Cessna take off from Canada's 10th busiest airport.

Since taking their spot across from the runway, they've seen at least five planes fly in or leave the St. Andrews Airport, just north of Winnipeg, which will mark 60 years in operation Friday.

At any moment, multiple airplanes dot the sky: circling the airport, taking off, landing or taxiing.

Dale Harasymiw said both she and her husband frequently take their grandson to watch the planes.

"We used to take him and come here when he was only two or three years old. We would spend an hour sitting and he loved it," said Harasymiw.

St. Andrews ranks as the country's 10th busiest airport, not for passengers, but for the sheer number of airplane movements, which is 10,000 each month, airport administration says. Airplane movements account for whenever a plane takes off or lands. Winnipeg's Richardson International Airport is the 13th busiest in Canada.

Russ Paradoski, chairperson of the airport board, said it's so busy, despite its small size, because it's a hub for pilot training, flights to northern communities, and small-prop airplanes that aren't allowed to fly into the Winnipeg airport.

Paradoski said St. Andrews was built to move pilot training and smaller sized aircraft out of the Winnipeg airport. To build the airport, the federal government expropriated farmers' land and compensated them in the early 1960s. About a dozen families gave up land for the airport. One of those families were Paradoski's grandparents. "I'm connected through generations to the airport. I have a stake in this place from my grandma and my grandpa and it has meaning to me in that way. I'm still involved as the grandson making sure their investment is looked after," Paradoski said.

The Winnipeg Airport Authority managed the airport for Transport Canada until 1999, when the federal government began offloading or closing down smaller, regional airports. The federal government reached an agreement with the Rural Municipality of St. Andrews to shift ownership of the airport to the R.M, after the airport had a \$250,000 loss annually, Paradoski said.

FLY YTZ | A Walkable, Sustainable, Downtown Airport

Want to fly a different way?

HOME TO CANADA'S FIRST ELECTRIC FERRY

FREE SHUTTLE TO AND FROM UNION STATION - SOON TO BE ALL ELECTRIC

POWERED BY 100% RENEWABLE ENERGY

WALK TO/FROM AIRPORT

TOP 10 BIKE-SHARE STATIONS LOCATED METRES FROM THE AIRPORT

85 years of flight

BILLY BISHOP
TORONTO CITY AIRPORT

Integrated Airport Parking Solutions

TAKE YOUR PARKING TO CLOUD NINE.

PRECISE PARK LINK NATIONAL | URBAN MOBILITY

PreciseParkLink.com | sales@preciseparklink.com

West Grey seeks legal advice on future of Saugeen Municipal Airport

Original Publication
Nathan Shubert,
Bayshore Broadcasting
June 5, 2024

For more details click here

West Grey is seeking legal advice before it determines what it wants the future of the Saugeen Municipal Airport (SMA) to look like.

Council approved directing staff to seek legal advice during a meeting on June 4 after being brought two options, either proceed with the sale of the facility, or review the cost sharing formula.

This is the latest after West Grey met with SMA member municipalities Brockton and Hanover in April. A report from Director of Legislative Services and Clerk Jamie Eckenswiler says staff recommend obtaining legal advice to fully understand the legality and steps needed to sell the airport if one of the three partners wish to move forward with this option. The legal advice would look at the impacts if a member municipality were to give up ownership.

While Hanover previously expressed interest in continuing to explore all options for the future of the facility, Brockton proposed either selling the municipality's share of the airport to Hanover or West Grey, or to a private entity which would continue to run it as an airport

Following the meeting in April, each municipality agreed to go back and look at the options proposed by Brockton and report back in two months. Brockton initially approached West Grey and Hanover in November to start the process of discussing the airport's future. The airport was established in 1990 and the original partner municipalities included Arran-Elderslie, but it has since stepped away. Each of the member municipality contributes money to cover the operating and general maintenance costs of the airport. [...]

"While a main goal of the SMA may be to become financially self-sustaining aside from the municipal contributions, it is clear that it will take some time for that goal to be accomplished."

Should West Grey choose to move ahead with the sale of the airport, a buyer would need to be secured and the facility would continue to operate as an airport. [...]

Coun. Doug Townsend says, "I would hope if it went forward as a sale, that it stays an airport. I am not sure whether we have to be involved or whether someone else, but I would really like to see that stay there because I think there is a need."

ACCLIVIX SMS MANAGER COURSE

March 24-28, 2025

DoubleTree by Hilton, Kitchener, Ontario

Register Today - Space is Limited

Helping you keep your site safe and secure is our business.

ACCLIVIX.COM

416-347-7345



SOLAR POWERED WINDSOCKS

- Transport Canada specifications
- Autonomous, Programmable Operation
- Minimal Infrastructure
- Complete system solutions including tilttable poles and frangible towers

Online Orders enter AMCO10 for 10% off



millardtowers.com



GBR Connect Series: Interview with Nathalie Tousignant, OCTANT Aviation— Québec Mining

Original Publication by Global Business Reports, August 2024 issue
For more details click [here](#)

Can you share the latest updates and highlights from OCTANT Aviation?

OCTANT is a leading consulting firm specializing in the aviation sector and a key supplier to the mining industry. Our extensive expertise encompasses runway planning and construction, air transportation logistics, and aviation regulations. This enables us to mitigate financial risks for our clients while ensuring the highest safety standards in aviation operations. Safety is our top priority, which is why we have also developed Akila, an SMS software solution for airports, carriers, and operators.

In recent months, we have been actively involved in airport planning to adapt infrastructure for new operational needs, accommodate new aircraft types, and to address the impacts of climate change. Climate change has notably affected the accessibility of northern sites by creating more challenging weather conditions for flights. To counter these challenges, we ensure that navigation aids are optimized for maximum efficiency and safety.

Can you provide an example of a project where OCTANT is adding value to a mining customer?

Our comprehensive understanding of air logistics enables us to support mining companies right from the initial stages of mine construction planning. For one client, we conducted a thorough assessment of their airport infrastructure needs and fly-in/fly-out requirements well in advance of the project. As mine construction progressed, the entire air transportation logistics are in place with a flexible charter contract, upgraded airport infrastructure, and, most importantly, predictable air transportation costs.

With the recent improvements we have made at the airport, the client's charter flights will be optimized. They will operate with 13% more passengers, a feat made possible with our intervention. Over a lifespan of 20 to 30 years, these improvements represent several million dollars in savings for the mining company.

In which segments do you anticipate growth?

We anticipate significant growth in the airport planning sector, driven by the need for infrastructure to meet the transportation demands of mining companies. To accommodate heightened activity, airports must meet several criteria: they must be suitable for the aircraft using them, handle a continuous flow of traffic, and have qualified personnel to support this volume. A common denominator is the operation of all these components with high safety standards, which is why we also offer airport personnel training. The advantage for the mining industry is access to a range of expertise and services under one roof, facilitating turnkey project completion.

What threat does the labor shortage present?

The labor shortage has never been as acute as it is now, affecting all industries, particularly the aviation sector. This shortage cannot be quickly resolved, as pilot training requires years of investment. To attract workers, many mining companies are turning to more flexible rotations, requiring additional workers and an increased need for air transportation. The current context of labor scarcity and client demand forces us to be more creative in managing air transportation.

The 2023 experience serves as a striking example: the tragedy of forest fires demonstrated once again how agile our team can be. We activated our emergency plan and evacuated some 3,500 people from Cree communities within a few days. This was a significant challenge, considering that we could only use aircraft configured for 37 passengers in these communities.

As mining firms in the north continue to rely on "fly-in/fly-out", how important will the aviation segment be in Québec's mining industry?

Conventional aviation has proven its reliability for operating over long distances in the North, where conditions are often harsh. However, from a sustainable development perspective and with a target of reducing this ecological footprint, optimizing flights and routes is the first step to help achieve this goal.

What will be OCTANT's key priorities in the months to come?

Several of our mining clients are working on major expansion projects, which will significantly increase their air activity. Furthermore, the North is facing greater accessibility challenges due to adverse weather conditions attributed to climate change. The mining industry prioritizes efficiency and, above all, reliability in its air operations. The costs associated with delayed or incomplete flights, as well as overtime for employees, can be astronomical. To mitigate these risks, we are proactively collaborating with our clients to optimize their air operations and prevent potential service disruptions.

‘A little concerning’: Kirkland Lake airport mostly used for medivacs, report says

Original Publication by Marissa Lentz-McGrath,
Timmins Today, June 21, 2024

[For more details click here](#)

A new report has some council members considering the future of the Kirkland Lake airport.

At the June 4 council meeting, the operational key performance indicators (O-KPIs) report for January to March 2024 was up for discussion. The quarterly report breaks down airport usage, number of people enrolling in recreation programs, using the museum and more.

From January to March, it shows that the airport was used 52 times, 41 of which were for medivacs, and generated \$18,700 for the town. The town only started presenting O-KPI reports in the third quarter of 2023, so there is not a full year’s worth of statistics. In July, August and September of last year, the airport generated \$28,200. The airport was used 59 times, 27 times for medivacs. [...] In the fourth quarter, the remaining months of 2023, the airport again generated \$28,200. It was used 61 times, 42 times for medivacs. [...]

At the June 4 meeting, Mayor Stacy Wight and several councillors expressed their concerns regarding the airport and its underutilization. Detailed options weren’t discussed for the future of the airport. However, because it’s used for medivacs, if it were to close, it was noted that the province could figure out other alternatives for the region.

In terms of the January to March data, Wight said it’s “a little concerning,” while one councillor said he believes a conversation needs to be had soon regarding the future of the airport. Coun. Casey Owens said it’s being underused.

“There are alternatives in the district to the medivacs. It’s not necessarily ideal, but again, it’s up to Ornge and the Ministry of Health to figure out how to work this,” said Owens.

“We don’t even have a corporate entity that uses the airport anymore. And that was the rationale for keeping it a few years back when previous councils have had this discussion. So, I think this is something we need to look at very closely and soon.”

In response, AMCO provided the following comments...

Medivacs prove airport’s role as critical municipal infrastructure

Original Article by AMCO Staff, Timmins Today,
July 30th, 2024

[For more details click here](#)

[...] From our perspective, the messaging and viewpoints shared by some Kirkland Lake councillors over the municipal airport being mostly utilized for medical evacuation flights (medivacs) are more than “a little concerning.” Registered aerodromes and small airports typically highlight their ability to facilitate quick, efficient transfers connecting patients to critical care as an element demonstrative of their role as critical municipal infrastructure, so it was an odd angle to read that some councillors have a contrasting view on this matter. The fact that Kirkland Lake Airport is used routinely for such an essential service, transporting local citizens for critical and/or life saving care, is something that should be praised.

Further, it is concerning that discussions over the future of the airport emerged during this council meeting. AMCO acknowledges that municipalities must reach sound financial management decisions based on the best interests of taxpayers; however, we believe that airports are critical municipal infrastructure, and that viewpoint should be considered. Divestment of a municipal asset to a private entity appears to be an attractive short-term solution, but it has consequences. There are no guarantees that the airport would remain publicly available once sold to a private entity as the new ownership could choose to use the airport solely for their own transportation needs. Additionally, there are no assurances that the airport would even remain air infrastructure, as other types of land development could be pursued. [...]

The Airport Environment and You is distributed to AMCO members and the airport industry at large.

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

The opinions and views expressed in the newsletter are not necessarily those of the Airport Management Council of Ontario, its Board of Directors, or its members, nor are they responsible for such opinions and views or for any inaccuracies in the articles.



Airport Management Council of Ontario



July/August 2024

Volume 13, Issue 4

Board of Directors

President.....Chris Wood, A.A.E., Waterloo
 Past President.....Duane Riddell, Red Lake
 Vice President.....Terry Bos, A.A.E., Sault Ste. Marie
 Treasurer.....Marion Smith, C.M., Chatham-Kent

NW Director.....Shari Gentes, Kenora
 NE Director.....Giovanna Verrilli, Greater Sudbury
 SW Director.....Luke Van Der Mark, Windsor
 SE Director.....Chris Drumm, Lake Simcoe
 Business Rep...Rob Shevalier, Falcon Environmental

Business Members

Airfield Inspection, Lighting, Nav Aids and Reporting

Acclivix Inc.
 ADB Safegate Canada
 Akila
 Approach Navigation Systems
 Empower Airport Systems
 Millard Towers
 Tradewind Scientific
 Vortex Software

Airport Supply and Security

Airside Security Access Inc.
 Alphachem Limited
 Arconas
 Chemco Inc.
 Denso North America
JB Aviation Services (New)
 Midwest Industrial Supply
 Sel Warwick
 United Chemical Services
 United Rotary Brush Corp.

Fuel System and Parking

AGFT
 Apron Fuel Services
Avfuel (New)

Avjet Holding
 Kardtech Inc.
 National Energy Equipment
 Petro Value
 Precise ParkLink

Consultants and Engineers **Analysion Inc. (New)**

Avia NG
 Campbell Scientific
 e.AI.Pure Software
 EnGlobe
 Falcon Environmental
 Gibbings Consulting
 HM Aero Aviation Consulting
 McMillan
 Octant Aviation Inc.
 Sectus Technologies
 Sound Insurance
 Spatial Engage
 Stantec
 Tetra Tech
 To70 Canada
 The Loomex Group
 Veolia
 WASCO

Contractors and Construction

Airlines Pavement Markings Inc.
 Cornell Construction
 EJ
 EVOQ Architecture
 Graff Company
 McAsphalt Industries
 Southwire Canada

Equipment and Training

Action Car and Truck Accessories (new)

Aebi Schmidt
 Colvoy Enterprises
 Commercial Emergency Equip.
 Eddynet Sweepers
 J.A. Larue Inc.
 Marathon Equipment Inc.
 Polar Aircraft Deicer
 Team Eagle
 Tenco

Special Thanks to our Sustaining Members for their support:



Sault Ste. Marie Airport Development Corporation

