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Pearson Airport Sees Greenhouse Gas Emissions Drop Almost By Half

Liftoff! First Flight to Orlando Leaves Waterloo Region's Airport

Massive Solar Power Project Set to Start at Windsor Airport

Economic Impact of Stratford Municipal Airport Pegged at \$3.3 Million

Nav Canada to Upgrade Terminal Surveillance Radar at 12 Airports

AMCO Feature Interview with Stratford Municipal Airport Manager, Andy Woodham

NewLeaf Revives Hamilton Airport Hopes of Becoming a Passenger Hub

Proactive Pavement Preservation/Maintenance





Pearson Airport Sees Greenhouse Gas Emissions Drop Almost By Half

Original Article By: Michael Robinson, thestar.com, Dec. 2, 2015
<http://news.amco.on.ca/pearsonairportcutsgasemissions>



Toronto Pearson International Airport's greenhouse gas (GHG) emissions have dropped nearly by half since 2006, a feat it claims is equivalent to 44,800 tonnes worth of carbon dioxide.

That fact, nine years in the making, means Toronto Pearson has joined an elite

league of only 10 airports in North America to be accredited as environmentally friendly by Airports Council International.

The announcement arrives just as UN climate change talks kicked off in Paris. More than 100 world leaders, including Prime Minister Justin Trudeau, are expected to negotiate plans to reduce global greenhouse gas emissions.

Pearson touted its own efforts but credited the greening of the province's electrical grid for most of the reduction.

Liftoff! First Flight to Orlando Leaves Waterloo Region's Airport

Original Article By: CTV Kitchener, Dec. 10, 2015
<http://news.amco.on.ca/firstflighttoorlandofromwaterloo>

Disney World just got a whole lot closer.

The first flight from Region of Waterloo International Airport to Orlando, Fla., left the airport Thursday morning with 94 of its 130 seats filled.

WestJet is offering weekly trips to Orlando every Thursday morning, and return trips on Thursday afternoons.

Airport general manager Chris Wood said demand for the flights appears strong. "The early numbers look really good," he said in an interview.

WestJet spokesperson Todd Lindsey called the new flights "a fantastic opportunity" for the airline, citing Orlando's status as the most-visited city in the United States by Canadian tourists.



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Massive Solar Power Project Set to Start at Windsor Airport

Original Article By: Craig Pearson,
Windsor Star, Dec. 10, 2015
<http://news.amco.on.ca/solarpowerprojectstartsinwindsor>

Construction of a major solar farm — in the works for about five years — will start soon at Windsor Airport and could be complete by the end of 2016.

Samsung finally signed the go-ahead for the 50-megawatt Windsor Solar project, enough to power 8,500 homes in Ontario every year, which will see 100,000-plus solar panels installed on a 300-acre site.

Windsor Solar will generate more than 100 construction jobs between now and the fall of 2016, and will provide the City of Windsor \$18 million to \$20 million in land rental and taxes over 20 years.

The project had been waiting for financing and analysis of glare testing from Transport Canada to ensure that reflections from the solar panels would not hinder pilots landing or taking off at the airport.

"It took a lot of time for due diligence to make sure there were no flight issues," Mayor Drew Dilkens said Thursday. *"So it's great to see the project moving forward. It shows we're committed to green energy."*

"It creates jobs in the short term and will have an economic benefit to the City of Windsor."



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Photo: Mette Prokofsky



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Economic Impact of Stratford Municipal Airport Pegged at \$3.3 Million

Original Article By: Mike Beitz, The Beacon Harold, Dec. 18, 2015

<http://news.amco.on.ca/stratfordairporteconomicimpact>

There's a value to having an airport in Stratford. It's about \$3.3 million.

That was one of the findings in report presented to city council Monday night on the economic impact of the facility just northeast of Stratford.

A study undertaken by third-year planning students at the University of Waterloo determined that, in 2014, the municipal airport generated about \$3.3 million in economic impact, and created some 27 person-years of employment.

City council had asked for the study during last year's budget deliberations, as they considered the possibility of making the city-owned airport more revenue-neutral.

In 2014, taxpayers spent about \$171,000 on the facility.

During Monday night's presentation of the report, student project team member AJ Wray suggested that true revenue neutrality – essentially having the airport pay for itself – is simply not feasible.

"As far as we are aware, there is no small Canadian airport of this size that operates at revenue-neutral," he said, noting that competition from nearby airports in London and Kitchener-Waterloo would make it difficult to raise fees for commercial or business users without driving aircraft away.

"But we do feel that when you consider the direct, indirect and induced economic impacts, revenue neutrality is somewhat achieved," added Wray.

"And there are some intangible benefits of having a municipal airport that are hard to quantify," he said.


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Welcome to the Pembroke & Area Airport

Workshop, May 4-5

The staff and commission members of the Pembroke & Area Airport (YTA) enthusiastically welcome the Airport Management Council of Ontario to the region in May.

YTA is one of only five certified airports in Eastern Ontario. Aviation has become a big part of the region here with manufacturing located in the eastern end of our county, and military aerospace located on our doorstep, just six kilometres from YTA. YTA is owned by six rural municipalities.

In 2014, YTA began planning for the future and has put together a 10-year infrastructure improvement plan to renew the runway, fuel system and complete upgrades to LED lighting. That innovative plan involves participation by owners, users, funding and fundraising - thereby increasing our community connection.

Steve (airport manager), Natalie (commission assistant) and Brian (maintenance engineer) welcome you to the Pembroke & Area Airport.



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NewLeaf Revives Hamilton Airport Hopes of Becoming a Passenger Hub

Original Article By: Samantha Craggs, CBC News, Jan. 6, 2016
<http://news.amco.on.ca/newleafannounceshamiltonhub>

The new “ultra-low cost” airline that will start flying out of Hamilton Airport in February gives a much-needed boost to the airport’s efforts to increase passenger traffic.

And with two other airlines talking about including Hamilton in their plans to launch similar discount services, airport leaders are hoping it all signals the change in the marketplace it needs to capture even more traffic.

NewLeaf will fly to Halifax, Winnipeg, Regina, Saskatoon, Kelowna and Abbotsford, B.C. to start, with flights starting at \$89. It will offer flights from Hamilton to all but Abbotsford, starting Feb. 12. The cheapest Hamilton flight is \$99.

Hamilton has seen other low-cost airlines try and fail at operating long-term service from the John C. Munro International Airport.

But Dean Dacko, chief commercial officer, said the travel company aims to stay.

“We’re in it for the long haul,” Dacko said at a media conference at the Hamilton airport passenger terminal on Wednesday morning.

“We’re very confident we’ll be here for quite sometime.”

AMCO Feature Interview with Stratford Municipal Airport Manager, Andy Woodham

Q: What challenges do you face managing both an airport and a flying school?

A: Busy, believe me. Just a small place like this even keeps you busy - Lots of paperwork.

Q: Your airfield is a certified airport, do you find this hard to maintain with recent regulatory changes and minimal staff?

A: No, we struggled a little bit with Safety Management because we did that ourselves - we didn’t have any external help. That was a bit of a challenge but we’re there now.

Q: How have the wind turbines in Southern Ontario affected your airport?

A: We have none. The closest is probably fifty miles from us towards the lake. We have registered zoning so they shouldn’t come within five miles of us anyway. But, if they start building the 500

foot ones, even five miles away is going to make a difference. We haven’t had any problems as of yet with that.

Q. Recently, a study was performed by University of Waterloo students estimating the economic impact of Stratford Airport at \$3.3 million. How has this had an effect on your airport and your ability to receive funding?

A: I don’t know whether it’s going to help with the airport but of course with new councillors last year that question was put up at the budget meeting; is it worth while having the airport? What that study did was confirm for the new people that it was worth while having. The airport has a good relationship with city hall already so we don’t need to offer [studies] like that to say this is why we need more money because they’re on our side.

Nav Canada to Upgrade Terminal Surveillance Radar at 12 Airports

Original Article By: airport-technology.com, Dec. 15, 2015

<http://news.amco.on.ca/navcanadaupgradeequipmentat12airports>

Civil air navigation services provider Nav Canada is set to conduct a \$125m multi-year project to upgrade terminal surveillance radar (TSR) at major airports in the country.

This infrastructure renewal project includes upgrading the TSRs at 12 sites.

The first phase of the project will involve commencement of work at five airports in Toronto, Vancouver, Calgary, Montreal and Hamilton.

"These radar systems are over 30 years old and are nearing the end of their lifecycle."

Nav Canada Engineering vice-president Kim Troutman said: *"These radar systems are over 30 years old and are nearing the end of their lifecycle."*

"Radar is one of the key surveillance sources for air traffic control and will continue to be an indispensable tool for the mid and long-term in its existing role and as a complement to satellite-based ADS-B surveillance."

According to Troutman, several electronic components of the ageing systems are becoming obsolete. At times, replacement of some parts also becomes difficult due to their unavailability.

He added: *"This upgrade programme will replace key electronic equipment while maintaining the radar site infrastructure in place."*

"Each radar upgrade will improve reliability, advance the exchange of data, lower maintenance costs and mitigate potential service outages."

“These radar systems are over 30 years old and are nearing the end of their lifecycle.”

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The first defence in premature wear of your asphalt surface is crack sealing with either a hot or cold pour crack sealant. Crack filling seals out damaging moisture that can erode the pavements base materials. Hot pour sealants typically last 50% longer than cold pour materials but the equipment used in the application is more costly. In most cases the cost per gallon of cold

pour material is double than that of hot pour, however, a gallon of cold pour will go 33% further than hot pour. Factors such as available budget, pavement age, crack severity and climate will assist in determining which type of crack sealant will best suit your needs.

The heart of an effective pavement maintenance program will include periodic sealcoating (surface treating) with an Eco-Friendly asphalt based emulsion sealer. Depending on your specific needs there are a few different options to choose from:

- 1) Single Coat Asphalt Emulsion Treatment** – typically used as a rejuvenator and acts as a fog seal/cape seal. This material is typically applied via spray. No sand is added to this material so it provides little slip resistance but would be used to darken and beautify the asphalt surface and replace the asphalt binder that has been lost through oxidation.
- 2) Polymer Modified Asphalt Emulsion Treatment** – a two coat system with sand added. Both coats are typically applied via spray application. It will provide slip resistance and will have greater wear capabilities than a single coat system. As mentioned above, this material would also blacken and beautify the surface as well as replace the asphalt binder lost through oxidation.
- 3) Fibre Reinforced Polymer Modified Asphalt Emulsion Treatment** – a two or three coat system with sand added. At a minimum, the 1st coat would be applied via squeegee machine to the asphalt surface. The remaining coat(s) can be either sprayed or squeegeed. It will provide superior slip/skid resistance and will have the best wear characteristics of the previous two materials.

Including sealcoating as part of your maintenance program will help:

Prevent Oxidation – Asphalt pavement is made up of asphalt binder and rock. Almost immediately after paving, the asphalt binder combines with oxygen and becomes brittle, leading to oxidization cracking and accelerated deterioration.

Stop Weather Damage – Untreated asphalt allows water to penetrate the surface and into the pavement

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substructure leading to base erosion, freeze/thaw damage, and over time, pavement failure.

Melt Snow/Ice Quicker – The darker the pavement surface is, the faster snow and ice will melt as the sun will heat a darker surface before a faded one.

Provide Extra Wearing Course – Asphalt based emulsion sealers have many of the same properties as the asphalt they are applied to. Rather than wearing out the top of your asphalt surface the sealer will wear first protecting the surface below from excessive, premature wear. These treatments consisting of polymers, asphalt cement and sand also lock in the asphalt aggregate preventing roll out of the stone from the pavement surface.

Protect From Oil & Gas Spills – If left untreated, oil and gasoline will soften and deteriorate the exposed asphalt binder. Extra attention should be paid to these areas of issue even in the years between surface treatments.

Provide Slip Resistance – If a double coat of a sand loaded surface treatment is applied it will provide slip resistance for pedestrians as well as greater friction for vehicle traffic. Ultimately reducing the risk of slips/falls and accidents, and in turn, lowering the chance of legal actions from the public or employees.

Beautify Your Asphalt Parking Lot – Your parking lot is the first thing your customers see when they arrive at your facility. A fresh, well kept, surface will help to portray a neat professional image. “You never get a second chance to make a first impression.”

Line Striping To Appear Brighter – Line painting on a darkened surface will appear bolder than if it were applied to a lighter surface.

A proactive approach in maintaining your existing asphalt, and taking the necessary steps to preserve your investment will enable you to reduce costly, time consuming rehabilitation and reconstruction projects. With timely preservation you will provide improved safety and mobility, and smoother, longer lasting pavements as well as dramatically improving the curb appeal of your property.

For more information on materials and/or equipment contact Canadian Shield Pavement Preservation Products Ltd.

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From the Desk of the Executive Director

Up Next at AMCO

It is my pleasure to welcome everyone back to AMCO following an extended fall and a busy holiday season. I hope that everyone enjoyed their break and has high hopes for the year ahead of us.

We have plenty of informative and invigorating events planned for this spring starting with a variety of training courses being offered around the province. We are also working hard to increase our online training and provide the courses our members need. In May, Pembroke will host our 5th Annual Airfield Workshop at the Best Western Hotel in Pembroke. This one-and-a-half day event will cover topics on preventative maintenance as well as TP 312 5th Edition and is shaping up to be an excellent low cost event for our members and non-members alike.

After what we hope to be another long and lively summer season of fly-ins and airshows AMCO will host our 31st Annual Convention and Trade Show at the Best Western in North Bay, Ontario. This year's convention will showcase what the Northern Region has to offer, with what is shaping up to be our largest Trade Show yet and exciting events in beautiful North Bay this is sure to be an event you won't want to miss.

While we continue to work hard planning these programs please enjoy Volume 5 Issue 1 of *"The Airport Environment and You"*. This quarter's edition contains a feature interview with Stratford Municipal Airport's APM, Andy Woodham and original content from our friends at Canadian Shield Pavement Preservation Products.

I'd like to thank all those members returning to AMCO this year and welcome our newest airport and aerodrome members; Collingwood Regional Airport, Stratford Municipal Airport, Saugeen Municipal Airport, Huronia Airport and Wiarton Keppel International Airport. I'd also like to welcome our newest business members Arconas, National Energy Equipment and SRC Inc. I look forward to seeing everyone this spring in Pembroke on May 4th and 5th.

Highest Regards,

Aaron Lougheed
Executive Director, AMCO

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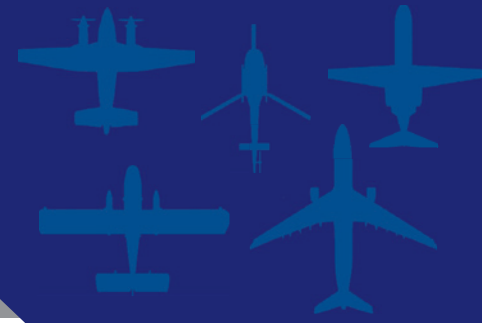




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The Airport Environment and You

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AMCO Quick-Strip Links

Plans moving forward to bring commercial airline to Muskoka

<http://news.amco.on.ca/muskokalooksforcommercialairline>

Is This Machine the Future of Airport Security?

<http://news.amco.on.ca/futureairportsecuritymachine>

First flight from Canada lands at Melbourne airport

<http://news.amco.on.ca/porterlandsinmelbourneflorida>

Demand for airport information systems to grow by 31.6 percent over the next five years

<http://news.amco.on.ca/demandforairportinformationsystemstogrow>

5 technology trends that all airlines and airports should be prepared for in 2016

<http://news.amco.on.ca/5techtrendsshapeexperience>

Concerns raised over wind turbine project in Collingwood

<http://news.amco.on.ca/concernsraisedwithturbinesincollingwood>

NewLeaf discount airline postpones service, will refund tickets

<http://news.amco.on.ca/NewLeafpostponesservice>

New airline? Discount charter says it's coming to Waterloo Region airport

<http://news.amco.on.ca/discountcharterlandinginwaterloo>

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 quarterly to members and the airport industry as one method of disseminating information.

Contributions should be addressed to:
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