



# Kingston (Norman Rogers) Airport



## Presentation to Environment, Infrastructure and Transportation Policy Committee



Prepared by Shirley de Silva, Airport Manager

September 2007



## Kingston Airport (CYGK) Profile

- **Elevation: 93m (305ft)**
- **800 acres**
- **Two Asphalt Runways**
  - 01/19: 1,524 m (5,000ft)
  - 07/25: 1,199m (3,933ft)
- **ILS Equipped**
- **Flight Service Station**
- **Aircraft maintenance and aircraft fueling station (FBO)**
- **Flying Club**
- **Flying School**
- **Medivac Service**

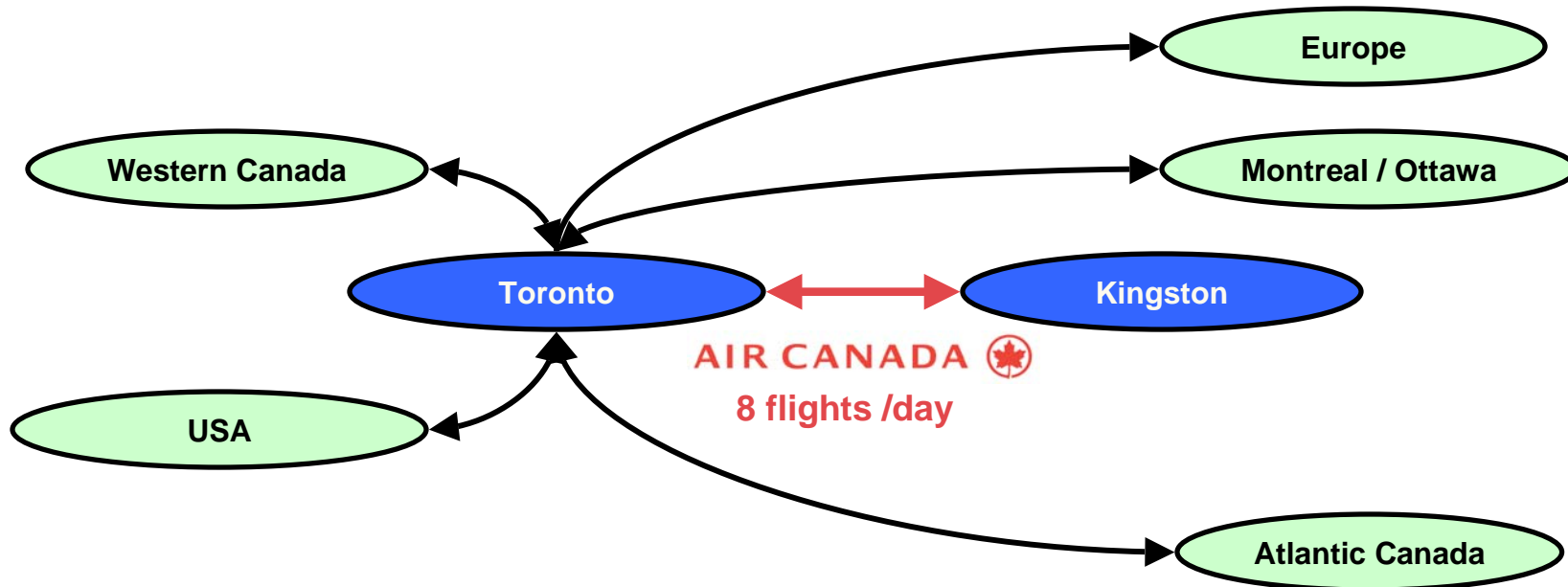




## Kingston Airport (CYGK) Profile

### Air Service Routing

- Kingston (YGK)-Toronto (YYZ) served eight times daily by Air Canada (Jazz and Air Georgian)
- 89% of Kingston – Toronto traffic has a final destination beyond Toronto





# Kingston Airport Passenger/Movement Statistics





# Kingston Airport Master Plan Purpose and Objectives

## Master Plan Purpose and Objective

- To provide the City with a comprehensive document to serve as a framework for future development of the Airport's facilities to satisfy aviation and passenger demands in a financially responsible manner while respecting socioeconomic and environmental concerns.

## Timeline Summary

Part I – To analyze and identify potential routes

Part II - To make recommendations within a short, mid and long term (20 Year) horizon, as demand dictates.



## Kingston Airport Timeline Summary

- **July 2006** – the City retained the services of Marshall Macklin Monaghan Limited/InterVISTAS to prepare a comprehensive Airport Master Plan.
- **August 2006** – background data gathering, traffic forecasting and stakeholder input.
- **November 2006** – Public Consultation Session # 1.
- **January 2007** - Public Consultation Session # 2.
- **March 2007** – Presentation to Committee of Council.
- **September 2007** – Presentation and update to Committee of Council.
- **October 2007** – Council approval of final report .



## CONCERNED STAKEHOLDERS

Most of the major concerns came forward from three stakeholders: Collins Bay Marina, CRCA, Friends of Lemoine Point.



## ACTIONS TAKEN

### Actions taken:

- dialogue with Collins Bay Marina Owner to discuss concerns.
- meeting with President of the Friends of Lemoine Point.
- dialogue with the CRCA staff and board to discuss their concerns.
- Hosted the CRCA staff, Board Members and Friends of Lemoine Point on a tour of the Airport Property, infrastructure and infield complemented by question and answer sessions



## ACTIONS TAKEN

- presentation to the Lemoine Point Advisory Committee regarding the “regulatory environment and framework” within which the Airport operates.
- presentation and Airport tour to KEDCO staff and local business leaders to update them regarding the Master Plan, provide information and an opportunity to answer any questions.
- follow-up meeting with CRCA staff to address outstanding concerns.



## REVISIONS TO THE AIRPORT MASTER PLAN

### Revisions to the Master Plan

- modified the Master Plan to include a maximum runway extension of 6000’.
- established a mutually agreed protocol between the Airport and the Marina that will address the need to safely raise the Marina Crane into the OLS on occasion.
- eliminated the need for lighting across Collins Bay.
- agreed to protect the woodlot on the western boundary of the Airport as much as practical within our regulatory obligations (Transport Canada regulations)
- agreed that in the future, we would preserve as much of the existing fence line as practical to preserve the woodlot.



## REVISIONS TO THE AIRPORT MASTER PLAN

- Reduced the overall development size of GARIC #2 to minimize vegetation removal.
- Provide a 20 meter earth berm buffer between the western property boundary of the Airport and Lemoine Point Conservation area to help shield visual impacts and provide noise attenuation along the common boundary.
- public consultations before future developments.
- Agreed to an easement over Airport lands, on the north side of Front Road to enable a conservation corridor



## Revisions to the Master Plan

- Revised and modified the figures to remove the concept of hangars and identify GARIC #2 as a reserved general aviation area to be considered only after GARIC #1 is fully developed.
- Included wording that specifies that we concentrate our efforts on our core area prior to any other aeronautical development.
- Cross-referenced the Executive Summary with the figures to provide easier perusal opportunities without having to review in detail the complete document.

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## Part I – Air Service Development Study -- Top Markets - Domestic

- **Top 5 domestic markets account for 64% of total domestic passenger travel.**

<b>Domestic Market</b>	<b>Annual Passengers</b>	<b>Passengers / day Each Way</b>
Vancouver	23,090	32
Edmonton	11,580	16
Calgary	10,440	14
Toronto	8,330	11
Halifax	8,150	11
<b>Total (All Markets)</b>	<b>96,180</b>	<b>132</b>

Sources: IATA Aviation Intelligence, Airlines Reporting Corporation, Airport Site Statistics, Travel Agency Survey (2006).



# Part I - Potential Routes



Table 6-13: Potential Routes for Kingston (Norman Rogers) Airport

Canadian/ USA City	Route	Airline	Possibility	Comments
Vancouver	Non-stop	AC	Unlikely	Minimal connectivity to help support local flight load
Vancouver	Via YYC or YWG	AC or WS	Possible	Additional connectivity at YYC or YWG
Calgary	Non-stop	AC	Possible	Considerable connectivity at YYC
Calgary	Via YWG	AC or WS	Possible	Added YWG traffic can supplement YYC, which is critical for WS
Edmonton	Non-stop	AC	Less likely	Less AC connectivity at YEG than at YYC
Edmonton	Via YWG	AC	Less likely	YWG could contribute to total onboard passengers
Orlando	Non-stop	AC	Possible	Initial weekend-only non-stop service is a possibility, using CRJ-705 or EMB175 aircraft
Halifax	Non-stop	AC	Unlikely	Market too small and not much connectivity
Halifax	Via YUL	AC	Possible	YUL hub could enhance flight load
New York (LaGuardia)	Non-stop	AC	Unlikely	Unlikely due to LaGuardia Airport slot constraints
New York (Newark)	Non-stop	CO	Possible	Feeder hub for CO eastern U.S. and Europe
Winnipeg	Non-stop	AC/WS	Possible	YWG is a focus city for WS
Winnipeg	Extended to YYC or YVR	AC/WS	Possible	YYC traffic could supplement the YWG onboard passengers
Montreal	Non-stop	AC	Possible	AC hub for east/west connectivity that is 1/3 the cost of YYZ
Montreal	Extended to YHZ	AC	Possible	YHZ traffic can supplement YUL load
Detroit	Non-stop	NW	Unlikely	A NW hub but somewhat of a back haul for a key northeastern U.S. markets
Philadelphia	Non-stop	US	Possible	A US hub with strong connectivity along the entire eastern seaboard
Washington	Non-stop	UA	Possible	Washington is a UA hub, some circuitry to northeastern business markets, but good connectivity to mid-Atlantic and southeastern regions



# Existing Airport Layout



## KINGSTON NORMAN ROGERS AIRPORT EXISTING AIRPORT LAYOUT

### LEGEND:

- Airport Boundary
- Airport Fence

### BUILDINGS:

1. Central Airways Corp.
2. D. Timin Air Terminal Building
3. Hangar 3
4. Hangar 4
5. Hangar 5
6. Transport Canada Building
7. Flight Services Station
8. Airport Maintenance
9. McDugall Fuel Annex
10. R.C.A.F.A. Club
11. A.O.G.
12. The Landings Club House

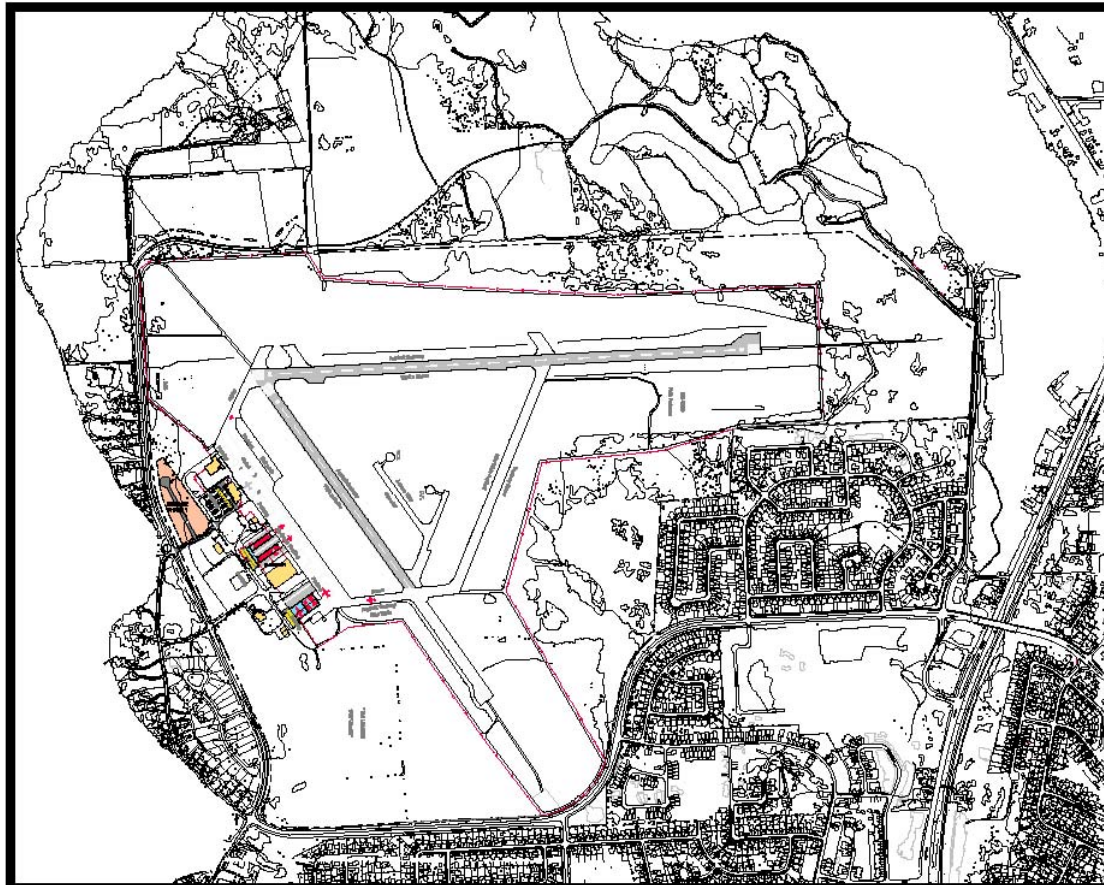



FIGURE 4.1









# Short Term -- Airfield





  
**KINGSTON  
NORMAN ROGERS  
AIRPORT**  
SHORT TERM  
DEVELOPMENT PLAN

**LEGEND:**

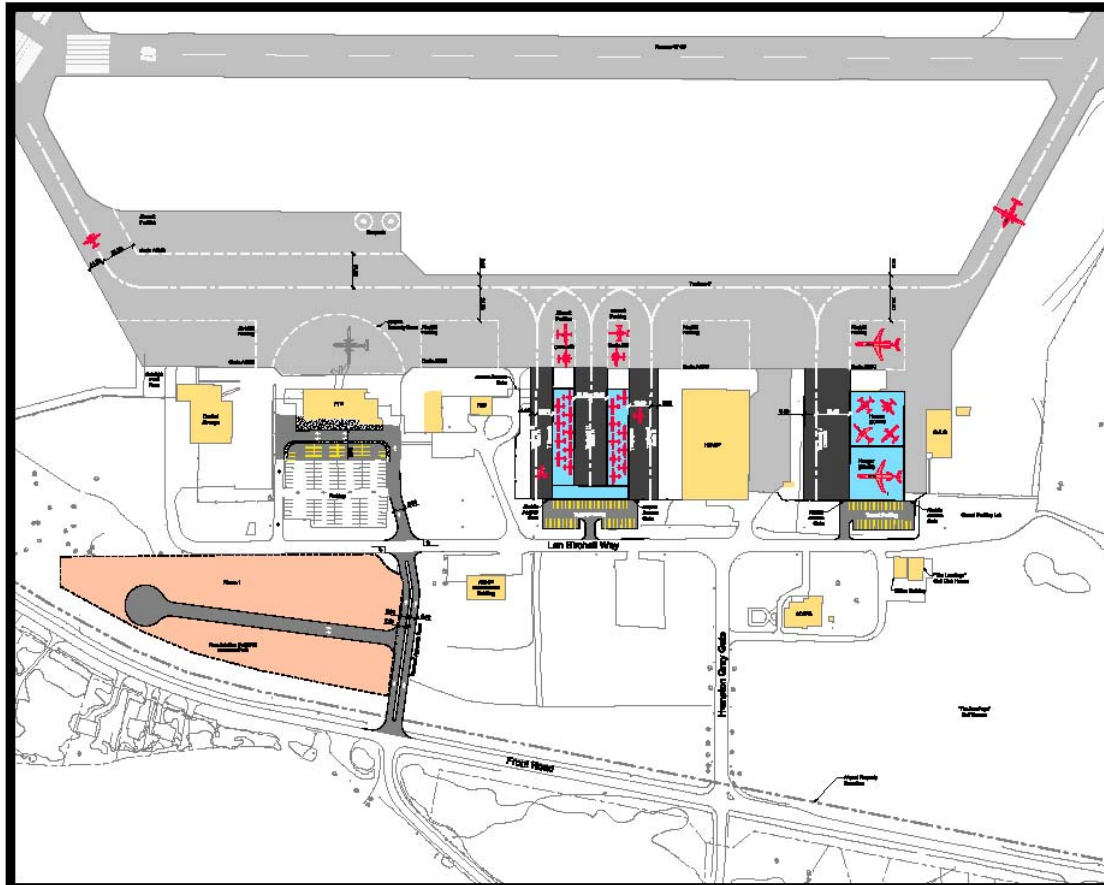
-  Airside Pavement Rehabilitation
-  Airside Security Fence
-  New Landside Pavement


 **SCALE**  
0 100 200 300

  
  
**FIGURE 8.2**



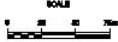
# Short Term – Core Area




  
**KINGSTON  
NORMAN ROGERS  
AIRPORT**  
SHORT-TERM  
DEVELOPMENT PLAN

**LEGEND:**

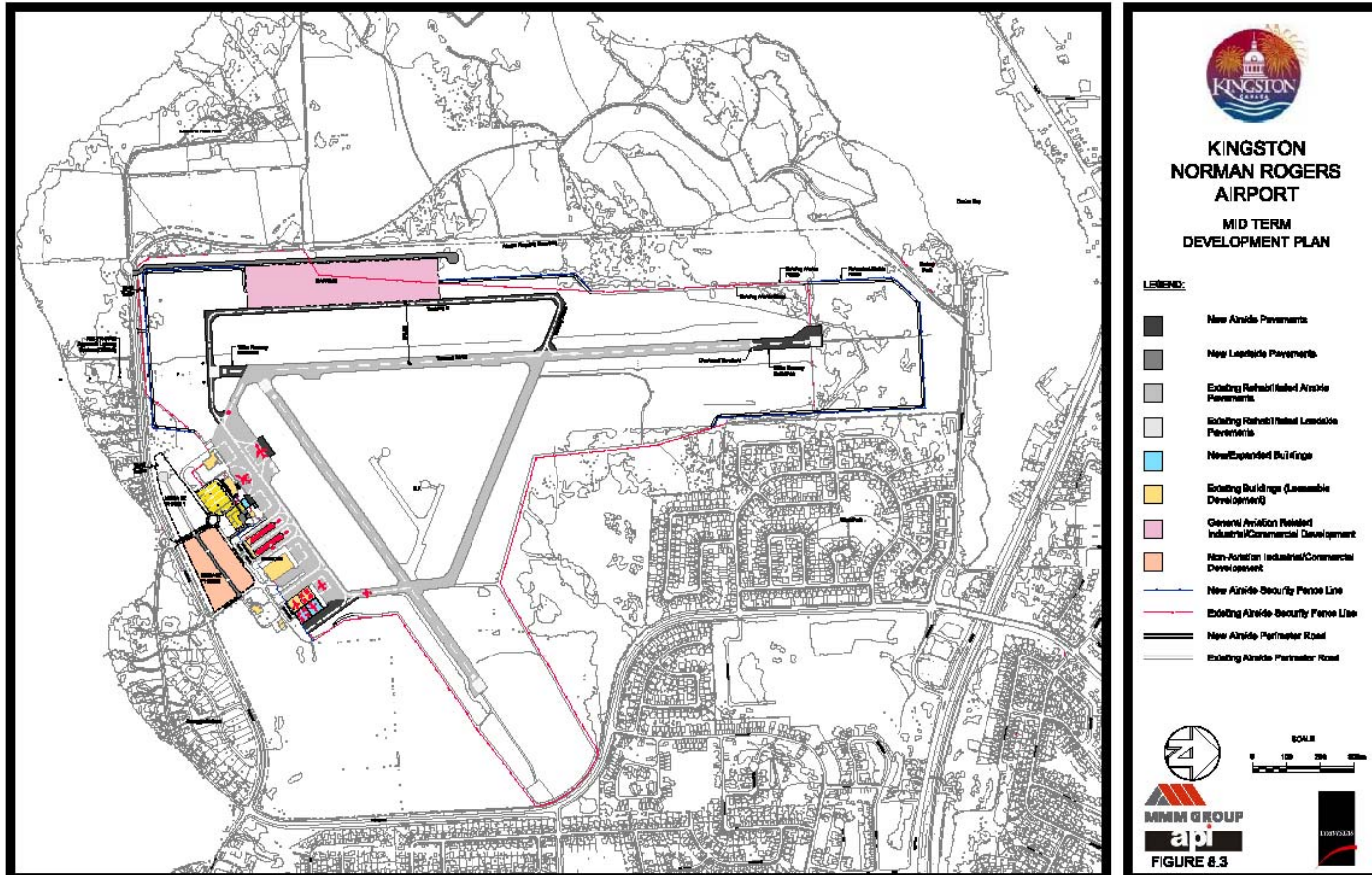
- New Inside Pavements
- New Outside Pavements
- Existing Outside Pavements
- New Expanded Buildings
- Existing Buildings (Leasable Development)
- Non-Airside (Industrial/Commercial Development)

  
SCALE

  
MMM GROUP  
apl  
FIGURE 8.5



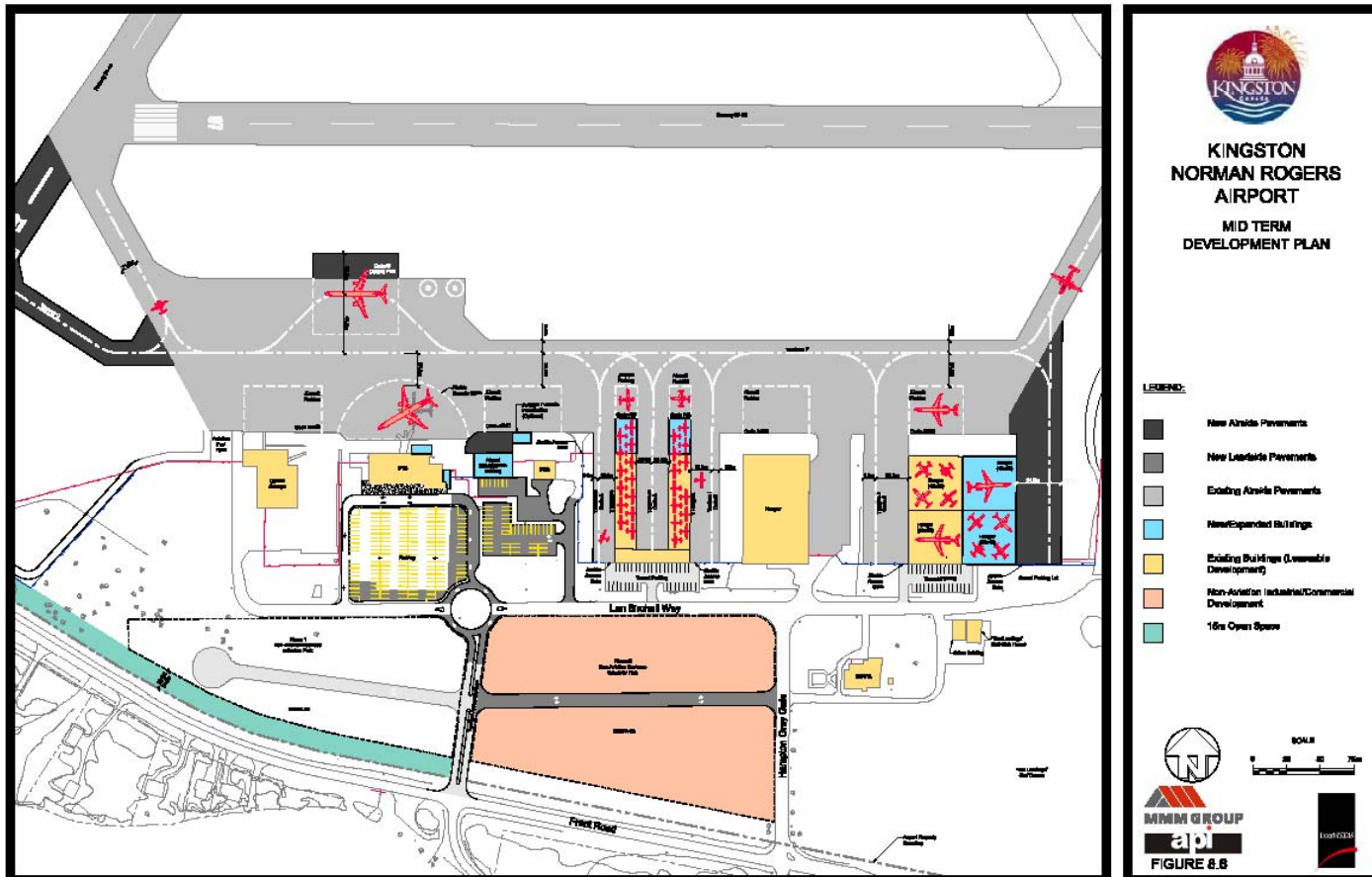
# Mid Term - Airfield



September 2007


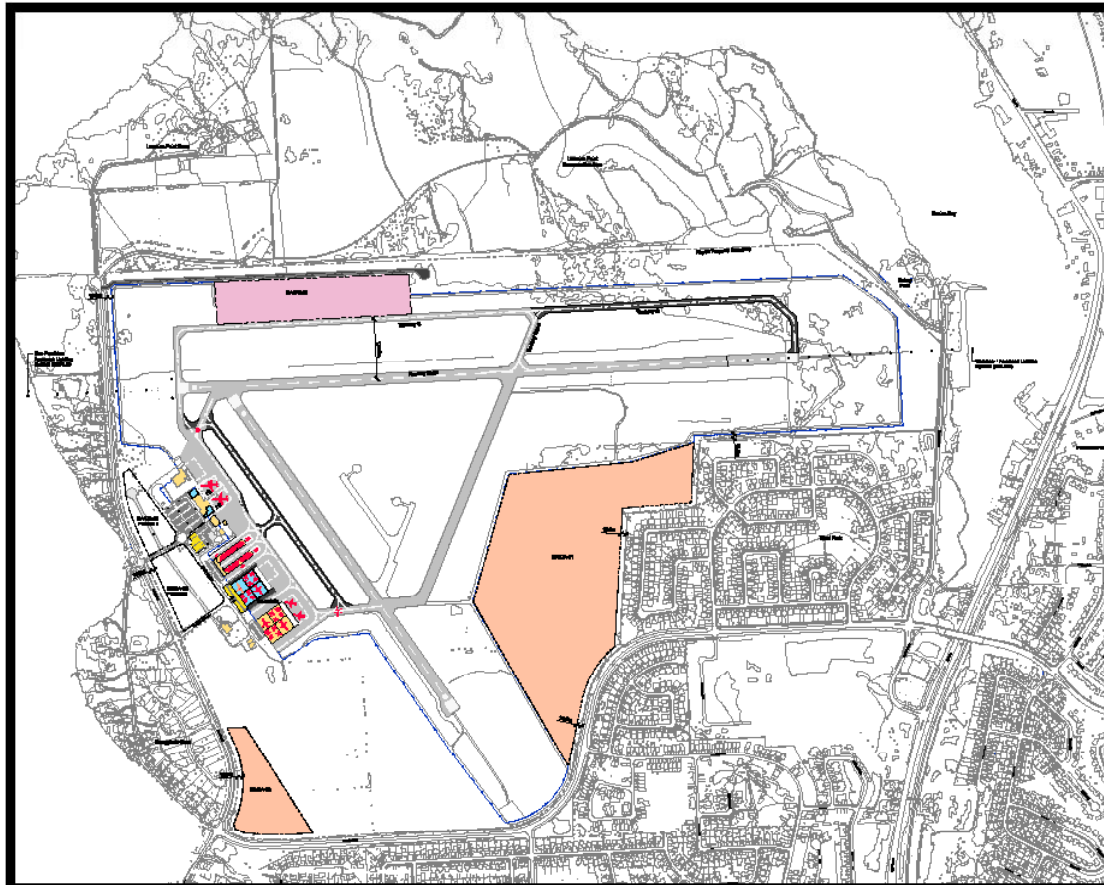


# Mid Term – Core Area






# Long Term – Airfield




**KINGSTON  
NORMAN ROGERS  
AIRPORT  
LONG TERM  
DEVELOPMENT PLAN**

**LEGEND:**

- New Apron Pavements
- New Taxiway Pavements
- Existing Rehabilitated Apron Pavements
- Existing Rehabilitated Taxiway Pavements
- New/Expanded Buildings
- Existing Buildings (Leaseable Development)
- General Aviation Related Industrial/Commercial Development
- Non-Aviation Industrial/Commercial Development
- Apron Security Fence Line
- Apron Perimeter Road



**MMH GROUP**  
**apl**  
**FIGURE 6.4**





# Long Term – Core Area

