

“RUNAWAY” RUNWAY

Should Haliburton County Taxpayers Care about Algonquin Highlands Plan for a Cross Wind Runway

1. **Algonquin Highlands is positioning the Airport as a “County Airport” = All County Taxpayers will be on the hook for upfront costs and ongoing losses**
2. **Municipal Airports lose substantial amounts of money – paid for by local taxpayers**
 - In fact we have been unable to find an Ontario Municipal airport that is making a profit or even breaking even.
 - Oshawa - last year’s losses \$270,000 - in previous years it was losing approximately \$700,000 per year
 - Lindsay lost \$40,000 last year, on a 75,000 population base.
 - Simcoe –airport consistently loses money – Orillia’s 16% share of these losses and ongoing repairs was \$83,338 last year (total losses and repairs = \$510,000)
 - Muskoka Airport – requires an annual subsidy from their taxpayers of \$335,000
 - Peterborough Airport – loses \$150,000 - \$200,000 per year
3. **The \$2.8 Million Cross Wind Runway will only increase airport usability by approximately 5%**
Pilot after pilot, regular users of the airport, have told us, and Transport Canada has confirmed, that **“no safety conscious pilot would land his plane at an airport where the main, prevailing wind runway is not long enough for them to take off”** **It is the prevailing wind runway, not the cross wind runway, that determines what size and type of planes that can use an airport.** Our research has been unable to find an airport where the cross wind runway is longer than the prevailing wind runway – yet that is exactly what the “Stanhope Airport Business Vision” proposes

Examples:

Airport	Runway length – in feet		Comments
	Prevailing Wind (PW)	Cross Wind (CW)	
Muskoka	6,000’	2,180’	CW = grass
Simcoe	5,000’	none	No cross wind
Lindsay	3,500’	2,642’	CW = grass
Oshawa	4,000’	2,670’	
Stanhope	2,500’	4,000’	CW proposed

4. **The politician’s public reasons for this expansion (Fixed Wing Medevac, OPP interest, MNR) are Spin Not Fact.**

ORNGE – (Air Ambulance Operators) – Tom Lepine – VP Operations

- Question – does ORNGE need the proposed new crosswinds runway at the Stanhope Airport?
 - Answer - “ORNGE has not identified a need for a new runway at the Stanhope Airport”
- Question – is there a proposal to establish an ORNGE operation at the Stanhope Airport?

- Answer – “ No”

OPP – Brian L Wagner – Inspector Field Support Bureau

- Question – Does the municipality of Algonquin Highlands need an additional, crosswinds runway to provide essential OPP services for its ratepayers?
 - Answer -
The OPP are unable to normally land the OPP Pilatus PC12 fixed wing aircraft on the existing runway at Stanhope. They have and will continue to utilize the Stanhope Airport for the OPP helicopters as required by the local detachment or for fuel stops through the area.
- Question - Is there a proposal to establish an OPP operation at the Stanhope airport?
 - Answer – “No”

Ministry of Natural Resources – Ken Gibbons – Fire Program Manager

- In order for the CT 415 Water Bomber to land, refuel and take the following are the preferred minimum requirements
 - Runway Length – 4000’
 - Parking area – 120’ x 120’ – cement or asphalt capable of holding the weight of the Chris Lang 415 of approximately 36,750 lbs
 - Fuelling Requirements – Jet A – Single point pressure refuelling
- There has not been any formal discussions between the Stanhope Airport managers and the MNR Fire Program regarding the construction of a cross strip

The multi-million dollar Cross Wind Runway proposal does not make economic sense and will increase taxes for all Haliburton County property owners for decades to come.

What can you do?

- Get all the facts on this proposal
- If after researching them you feel as we do
 - Contact your local Councilors and Reeve to let them know that you are not willing to see your taxes spent on this venture