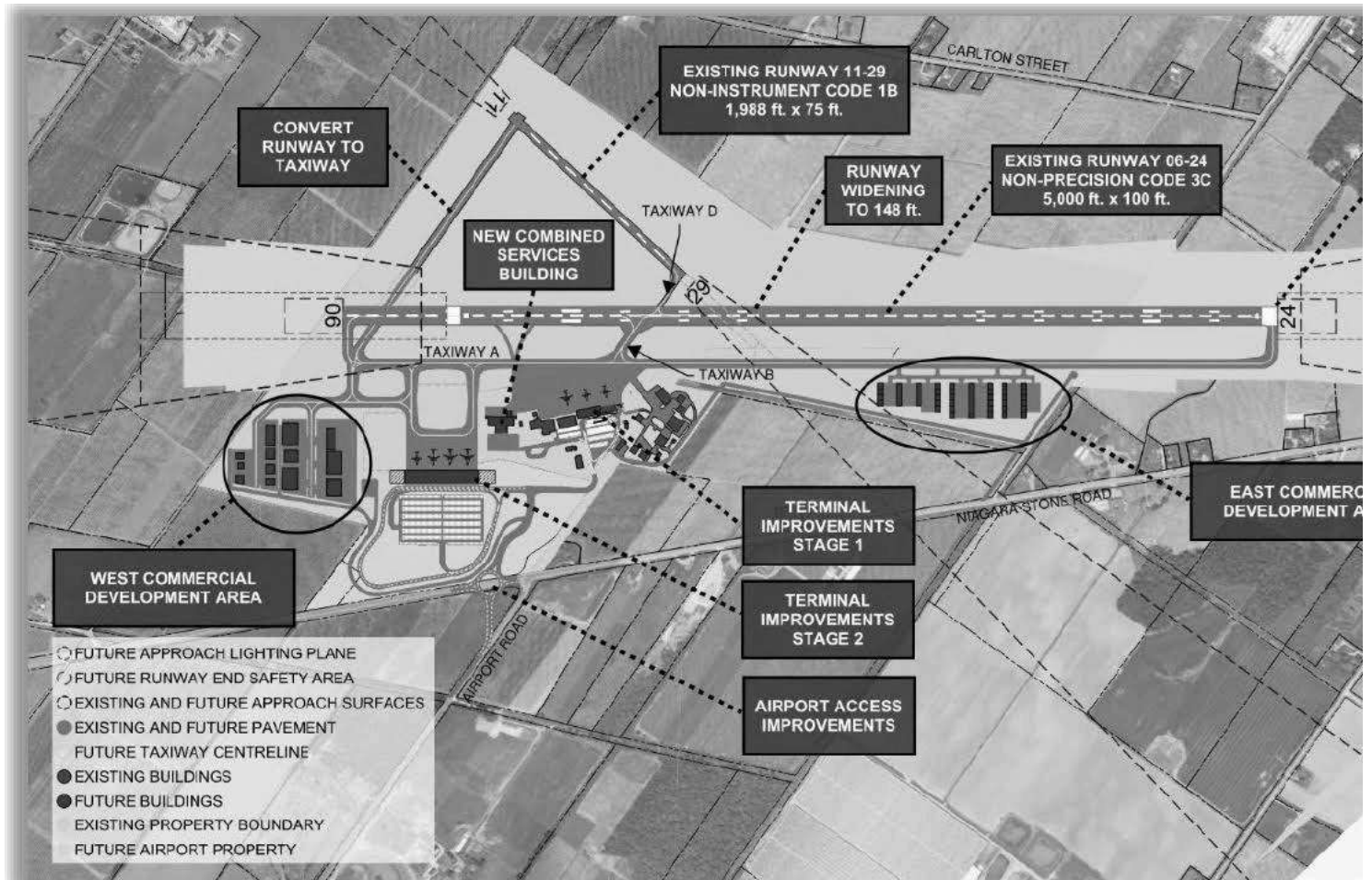


The 'buzz' in Queens Park is 'Protect Ontario' from the economic chaos south of the border and overseas but those non-stop TV commercials about oil pipelines that aren't happening, nuclear reactors that take 20 years to construct and a fast track for new mines in the 'Ring of Fire' that can't make money without government subsidies are so annoying. So the Premier pivoted to a distraction by planning to 'triple' the number of tourists visiting the Niagara Region in hopes that a flood of hospitality jobs will bring prosperity here. Prosperity for who?



Local politicians keep chirping about the Niagara District Airport (NDA) expansion as a break-out for our economy, but the first steps of that plan are 4 years away and unfortunately running in close competition for controversy with the Billy Bishop Airport expansion in Toronto.

It's interesting to see that the biggest deep pocket opponent to Billy Bishop expansion is Air Canada who paid consultants to argue why it was just a stupid idea. Now Air Canada is offering to bus passengers from Niagara District Airport to Pearson and the pitch is that they are doing it for the benefit of the NDA. Or maybe they don't want large commercial aircraft to fly in and out of NDA and stay anchored in Toronto?



The Niagara District Airport Master Plan (2025-2045) is very ambitious and predicated on the old 1988 'Field of Dreams' movie slogan, "if you build it, they will come". The Plan is broken down into 2 stages.

Stage 1 beginning in 2029:

- apron upgrades *to maneuver and park aircraft efficiently and safely*
- a combined services building (CSB) *for fire dept and maintenance*
- upgrade the entrance *so you don't get killed trying to turn left onto Niagara Stone Road*
- runway end safety areas (RESA) *that grassy stretch of land when a plane accidentally skids off the end of the runway*
- acquiring strategic parcels of land *the drawing above shows in blue where major land acquisition is planned*

Stage 2 beginning in 2034

- extend the runway from 5000 feet to 7500 feet *to allow a Boeing 737 to land and take-off*
- facilities for security screening (CATSA) and border services (CBA) *to handle 130 passengers*
- approach lighting, instrument landing systems and precision guidance ILS and GNSS
- provision for emerging technologies *electric regional planes, hybrid propulsion*

For Niagara-on-the-Lake today, the concept of an expanded NDA with kerosene-fueled Boeing 737's actually operating out of 3 terminal slots is incomprehensible from an environmental perspective alone.

Environmental Effects of Jets on Vinyards, Crops and Humans

R.C. Tennyson, PhD,PEng

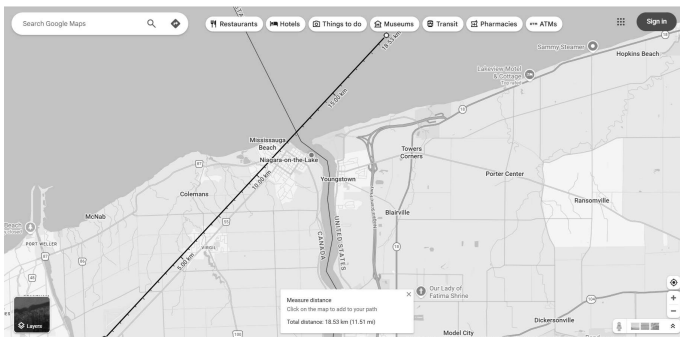


Jet Flying Over Vinyards

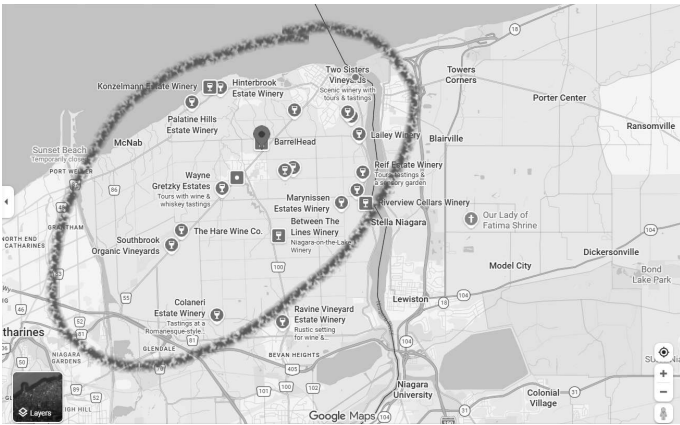
The attached report from NOTL resident Rod Tennyson explains clearly what the ramifications of an expansive traffic of large, low flying commercial planes using the center-line of Old Town and Virgil will be on the agricultural base of our local economy.



Case in point is the remarkable Montague Vineyard bordering on the fence line of NDA. Planes arriving in NDA would land on runway 24 from the NNE and pepper the vines with particulates and gases from engine exhausts and do the same on the departure at full throttle from runway 24 heading SSW.



A simulation of a 737 starting final approach to NDA begins 10 Nautical miles out at an elevation of 3000 to 4000 feet descending at 700 to 800 feet per minute.



The potential footprint of exhaust contamination across the vineyards of Niagara-on-the-Lake is explicit.



And consider the picture of a fully -oaded Boeing 737 on final approach, 30 seconds from touchdown, directly overhead of Crossroads Elementary School.

Across The River From Niagara-on-the-Lake



In 2026, a global 'reset' is taking place in the oil markets thanks to the most stupid decision a president could ever make on February 28th. On day 92 of the Iran war, the Strait of Hormuz is still closed, 300 ships are desperately waiting to escape the Persian Gulf and none are planning to return into an active war zone. The world is drawing down strategic reserves of crude at an alarming rate to replace 1.5 billion barrels of oil that, so far, never left the Gulf.

In Q3 and Q4 this year, the supply of kerosene to power commercial aircraft engines is going to reach crisis levels and so will the price.

News | Russia-Ukraine war

Ukraine drones strike Russian oil facility, as Kyiv and Moscow trade blows

Strikes have seen 13,000 residents without power in Zaporizhzhia as Russia and Ukraine trade drone attacks.

Alternative sources for refined petroleum like Russia are being devastated by a war that is reaching a level of mutually assured destruction, spinning out of control into global markets.

Large commercial airlines with strategic hedge positions for fuel one or two years out will probably survive but charter carriers and super low cost airlines will disappear (like Spirit) because their business plans were too thin to afford commodity hedging.

So who's doing the market analysis that identifies hoards of tourists flying to the Niagara District Airport to holiday using cheap plane tickets?



Maybe it's time to rethink.

Ron

