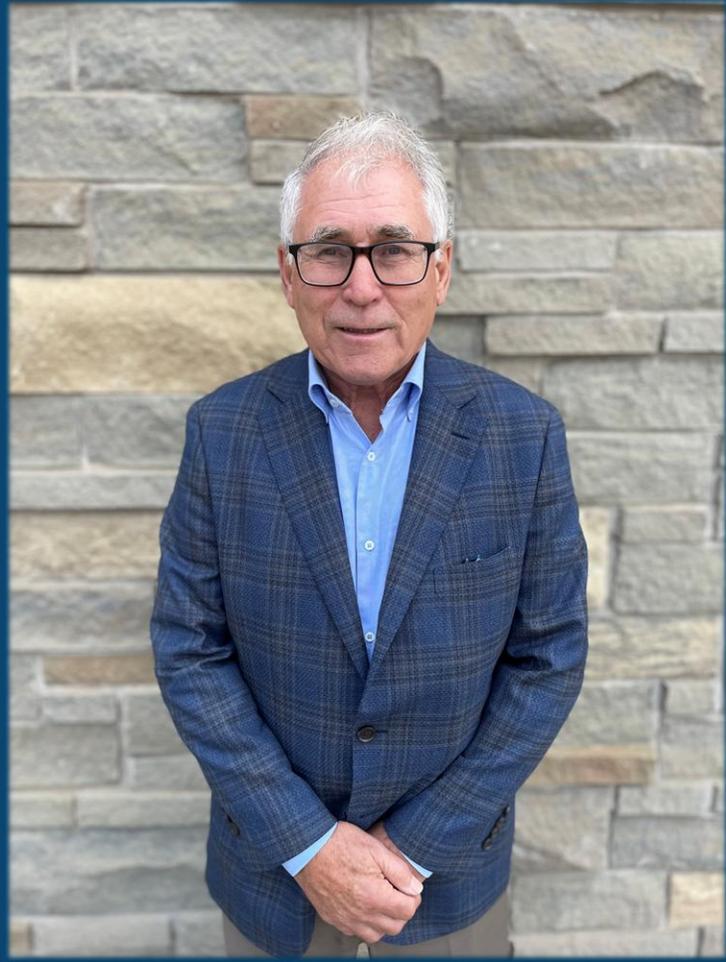




Master Plan Public Information Session

Presentation will begin at 3:15 p.m.



Opening Remarks from the Chair

Greg Wight, Chair
Niagara District Airport Commission



Niagara District Airport 2025 – 2045 Master Plan

Dan Pilon
Chief Executive Officer



1929



#9E.F.T.S
FULL COMPLIMENT 4/16/61
DEC. 1943

The full complement, 66, Tiger Moths at No. 9, December 1943.

First Plane for St. Catharines Flying Club Arrived Saturday at New Local Airport

Five Hours of Flying Yesterday With Pupils and Passengers

SECOND PLANE IS EXPECTED THURSDAY

Already 40 Pupils Have Enrolled Here for Instruction

St. Catharines Flying Club has its first airplane. With waiting and training that will be three weeks, the club will have a second airplane. The first plane, a biplane, was purchased by the club and arrived Saturday at the new local airport. The second plane, a biplane, is expected to arrive Thursday. The club has already enrolled 40 pupils for instruction.

St. Catharines Flying Club, 1st, Aeroplane

St. Catharines Flying Club, 1st, Aeroplane

Portions of the new biplane which has been purchased for the St. Catharines Flying Club for the instruction of pupils and for the use of the club. The plane is expected to arrive Thursday. The club has already enrolled 40 pupils for instruction.

St. Catharines, Ontario, Monday, June 17, 1929

Wingara District Airport Opening

September 13th, 14th, 15th, 1929

This Program is dedicated to all those who have given their lives to the advancement of aviation.

Personal and Committee

Honorary Chairman	His Worship Mayor J. D. Wright	Ground	E. S. Plummer
General Chairman	F. S. Peckham	Finance	F. A. S. Macklin
Program & Publicity	G. T. Collins	Entertainment	M. A. Reynolds
Flying	L. J. Toop		

June 15th, 1929

This was dropped from the first machine of the

ST. CATHARINES FLYING CLUB

Join Now

Secy J. L. TRIPP, Instructor at the Aerodrome, Homer

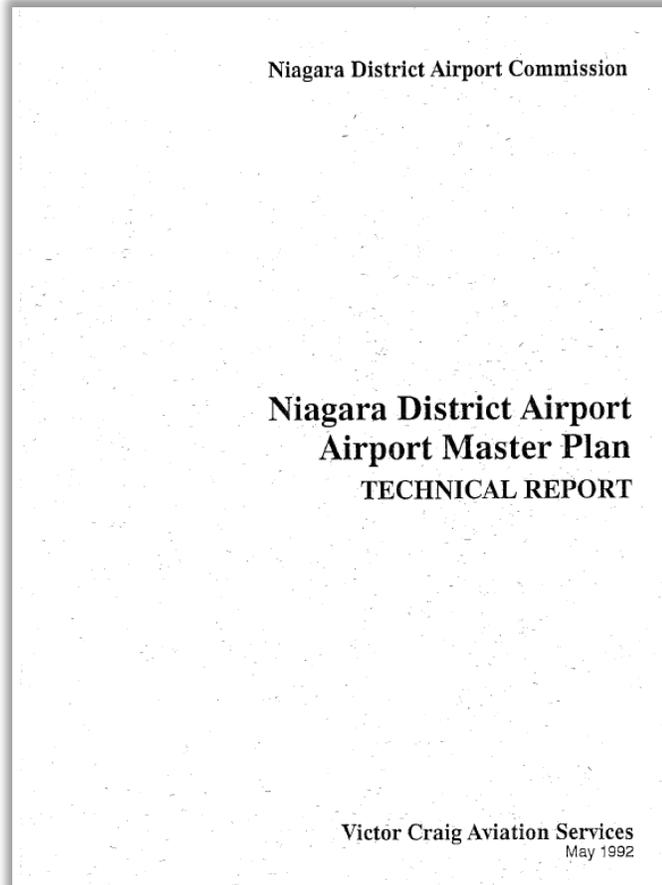


1965



2025

Last Master Plan was Written in 1992



The purpose of the Airport Master Plan is to create a long-term development plan for the airport site and its facilities, based on a realistic definition of a possible future role for the airport. Within this context, the two principal objectives of the planning process were:

1. To assess the present state of the Niagara District Airport and its facilities in relation to the role the airport should play in the social and industrial development of the Niagara Region, and
2. To identify improvements necessary, both in the short term and over a nominal planning period of 20 years, to upgrade facilities and services to enable the airport to function as a fully-fledged regional municipal airport, catering to the aviation-related activities and commercial requirements of the area.

Improvements and development requirements for the airport have been identified in the master plan. These have been assessed on the basis of priority and implementation has been assigned on a phased basis. Immediate requirements have been identified as being those improvements that would be necessary within five years, and these have therefore been assigned as Phase 1 proposals. Requirements that may take some time to reach their trigger points for implementation, or are desirable but not urgent, have been assigned to a ten-year period, Phase 2, which would follow Phase 1. Other proposed improvements that are of a long-term nature, or represent progressive expansion of development commenced in Phase 2, are assigned to Phase 3. Since it is difficult to predict the implementation schedule for such items, Phase 3 has been left open-ended, and may well extend beyond the 20-year planning period selected for the master plan.

The three master plan development phases defined for this project are as follows:

Phase 1	1992 - 1996
Phase 2	1997 - 2006
Phase 3	Beyond 2007

Strategic Plan 2023 - 2026

In 2024, NDAC released its 2023 – 2026 Strategic Plan, which established the need for a new Airport Master Plan.

Short-term Planning Goal

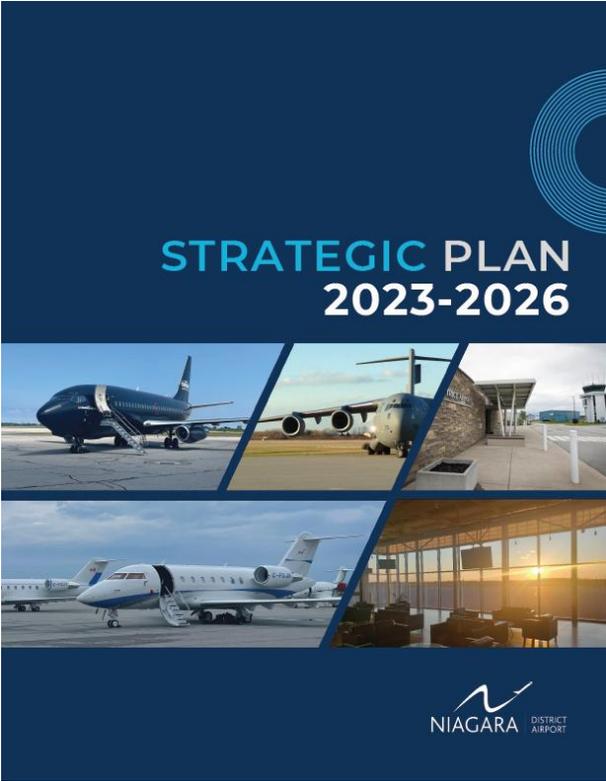
DEVELOP THE BUSINESS CASE FOR GROWTH

- Airside Redevelopment Study
- Master Plan
- Business Case & Economic Impact Study

Long-term Planning Goal

SECURE PARTNERS FOR GROWTH

- Obtain funding to engage in airside development
- Attract scheduled & charter passenger services



VISION

To become an indispensable aviation gateway

MISSION

To provide an elevated airport experience for customers and community

VALUES

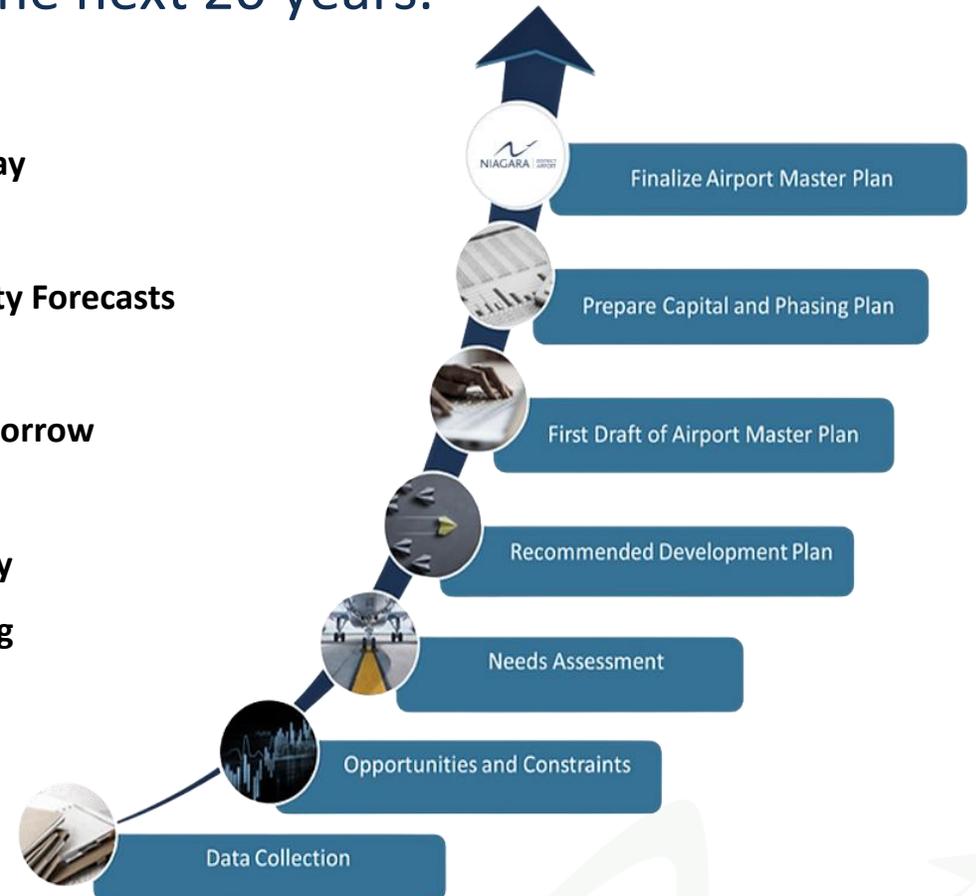
Safety Efficiency
Integrity Teamwork
Customer-Focused

2025 – 2045 Master Plan

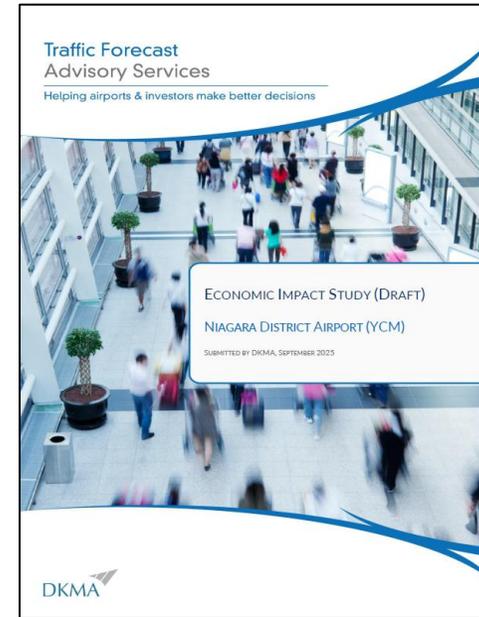
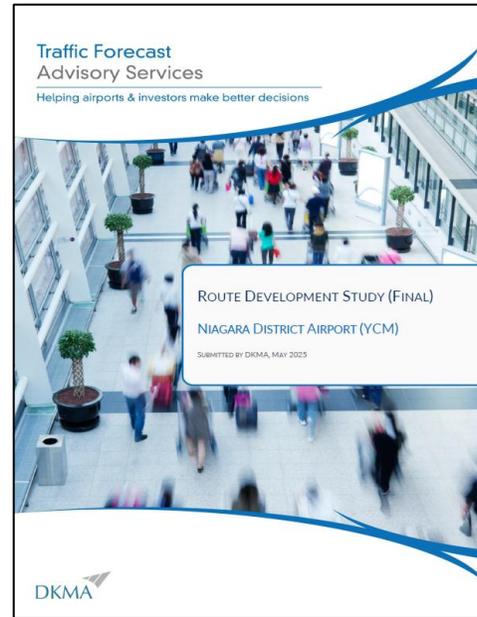
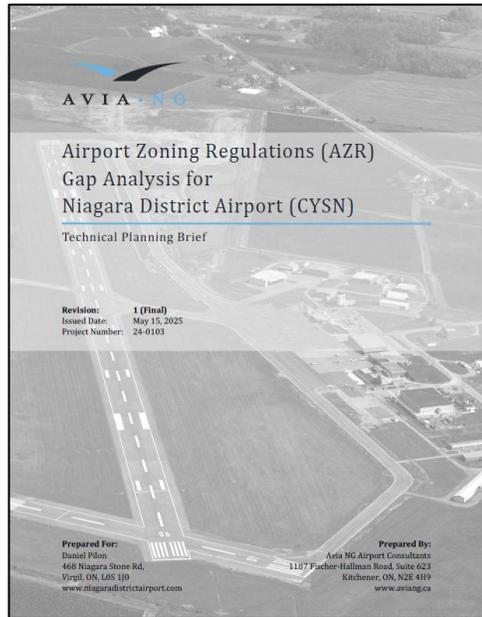


The 2025 – 2045 Master Plan is Niagara District Airport’s strategic roadmap for the next 20 years.

- Chapter 1: **Introduction**
- Chapter 2: **Niagara District Airport Today**
- Chapter 3: **Trends**
- Chapter 4: **Air Service Passenger Activity Forecasts**
- Chapter 5: **Needs Assessment**
- Chapter 6: **Niagara District Airport Tomorrow**
- Chapter 7: **Airport Safeguards**
- Chapter 8: **Environmental Sustainability**
- Chapter 9: **Capital Planning and Phasing**
- Chapter 10: **Economic Impact**
- Chapter 11: **Next Steps**



Technical Studies



Community and Stakeholder Engagement

Communication & engagement methods



Project website



Online and hard copy feedback forms



In-person discussions and interviews



Virtual discussions and interviews



Social media



Commission and Committee input

Public Information Sessions



May 7, 3-5 p.m.

May 7, 6-8 p.m.

Nov. 13, 3-5 p.m.

Stakeholder engagements

Airport management
Allied Aviation
CASARA
Casino Niagara
City of St. Catharines
City of Niagara Falls
Eagle Rock Aviation
Genaire Ltd.
GNCC
Konon Holdings
National Helicopters
NAV CANADA

Niagara Falls Air Tours
Niagara Falls Convention Centre
Niagara Falls Hotel Association
NOTL Chamber of Commerce
Niagara Casinos
Niagara Falls Tourism
Niagara Parks Commission
Niagara Region
Niagara Tourism
St. Catharines Flying Club
Town of Niagara-on-the-Lake

Executive Summary

NDA aims to transform itself into a modern, regional gateway that improves Niagara's connectivity and fuels economic growth in the region.

- The Master Plan is a 20-year vision for the Airport
- Envisions a future where tourists step off a flight minutes away from beautiful vineyards, historic sites, shopping, and entertainment
- Will enhance travel experiences for Niagara residents by providing direct routes across North America and to sun-destinations
- At completion, it will unlock over **\$1 billion in economic output** and bring over **7 million visitors** to Niagara region over the course of the plan

Cumulative Economic Impact Upon Completion



\$1 billion+
economic output



7.1 million
passengers through Niagara

Niagara District Airport Economic Contribution in 2045



\$69 million
gross domestic product



\$40 million
wages and labour

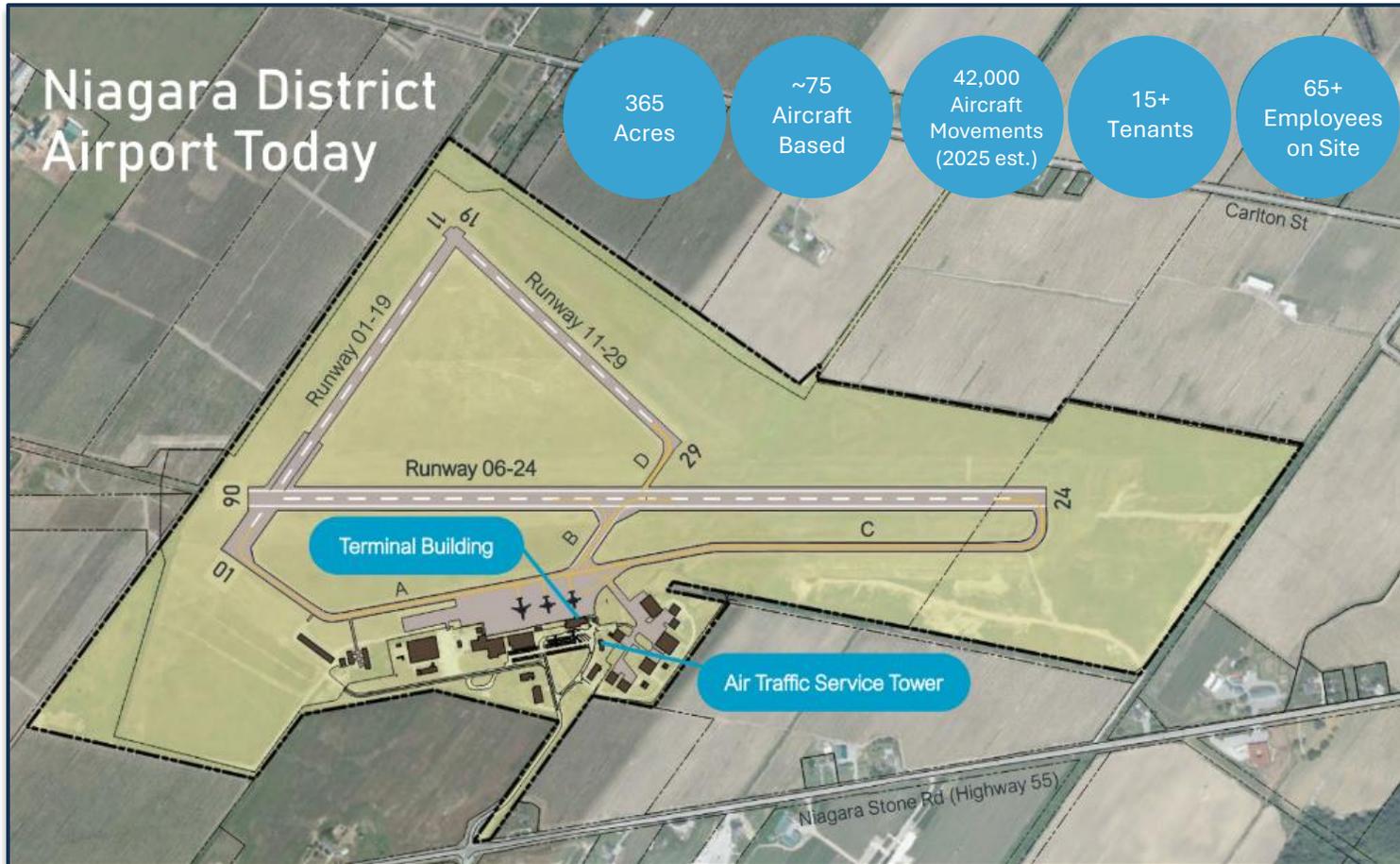


507
permanent jobs



\$158 million
annual economic output

Niagara District Airport Today



Certified by Transport Canada



Airport of Entry 15 (AOE/15)



Canada Border Services Agency (CBSA)



Airport Zoning Regulations (AZRs)_{*}



NAV CANADA on-site

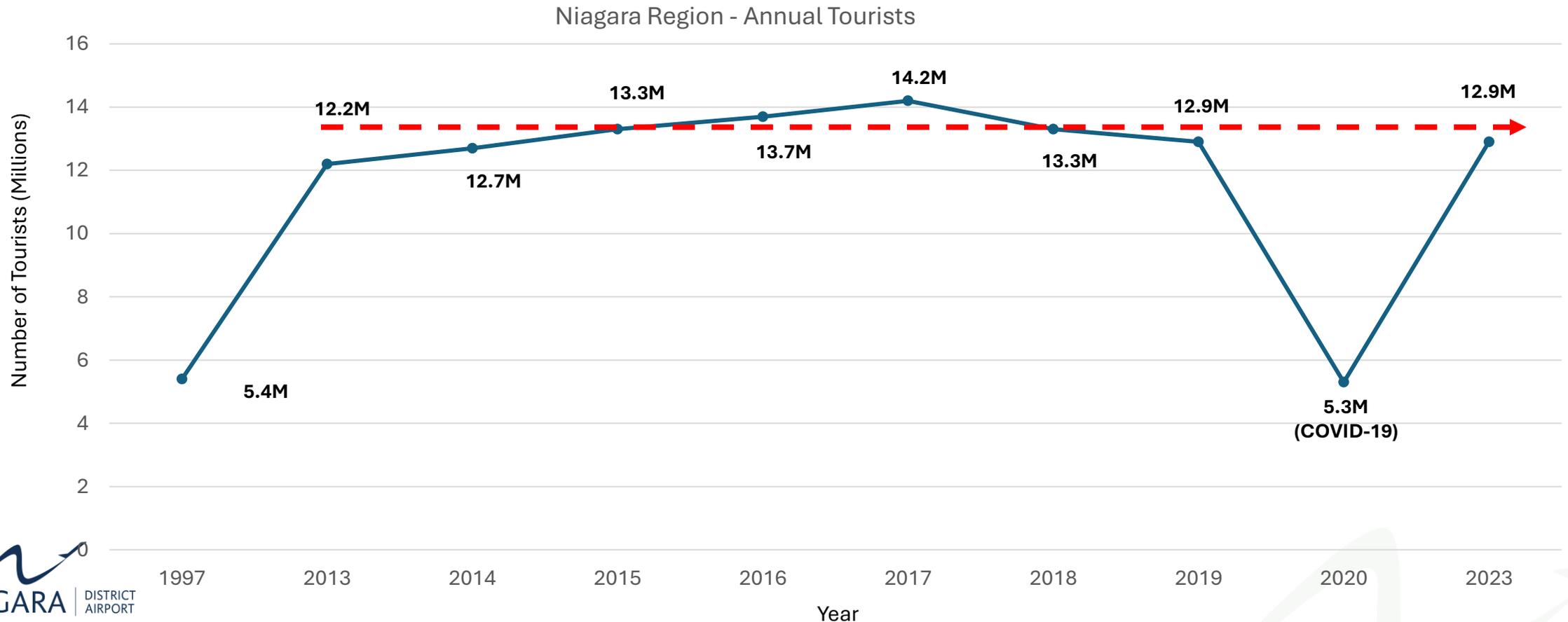
Variety of Aviation Operations Currently on Site

- Charter flights
- Regional tours
- Flight training
- Support for federal partners
- Medical transportation + search & rescue



Trends

Socio-economic and aviation trends have a significant influence over the growth of aviation activity. Tourism growth has been flat since 2013.



Lack of Direct Flights

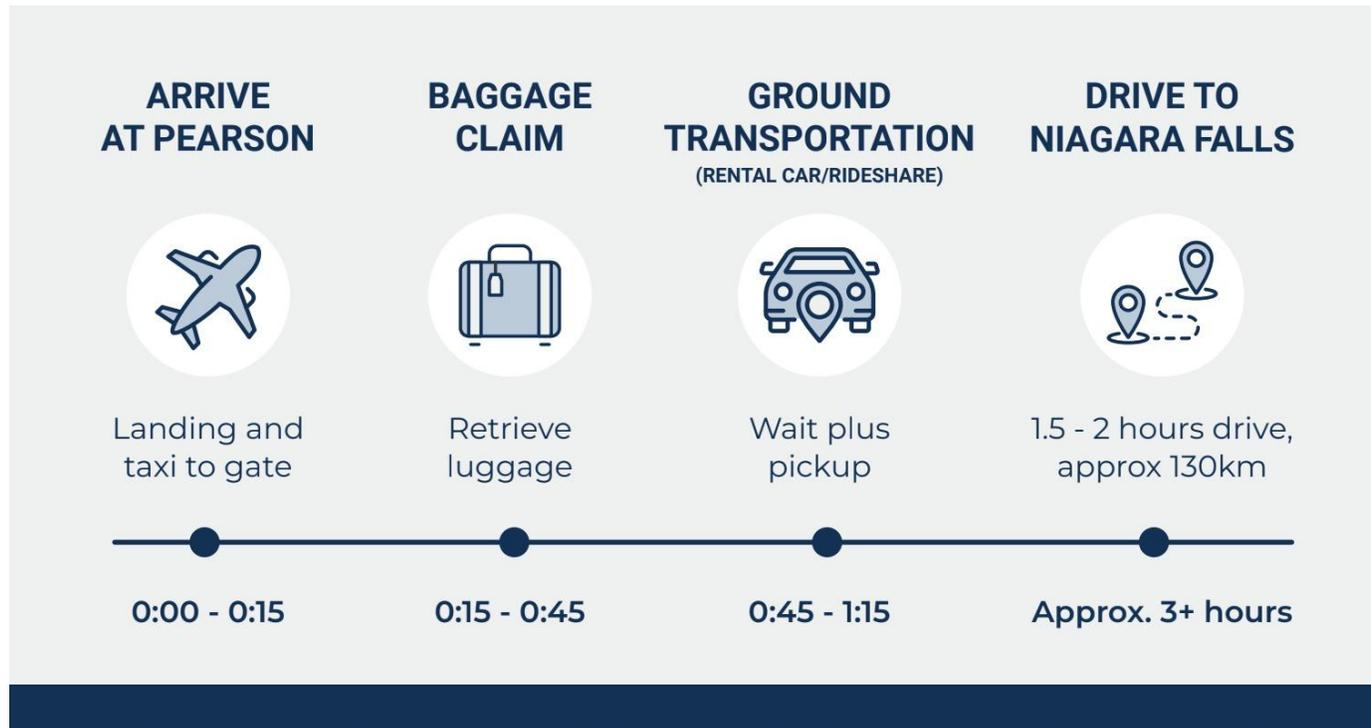
Major tourist destinations across Canada have direct flights to airports within minutes of their city centre.



Distance from Closest Domestic Airport to City Centre
(best case scenarios – no traffic)

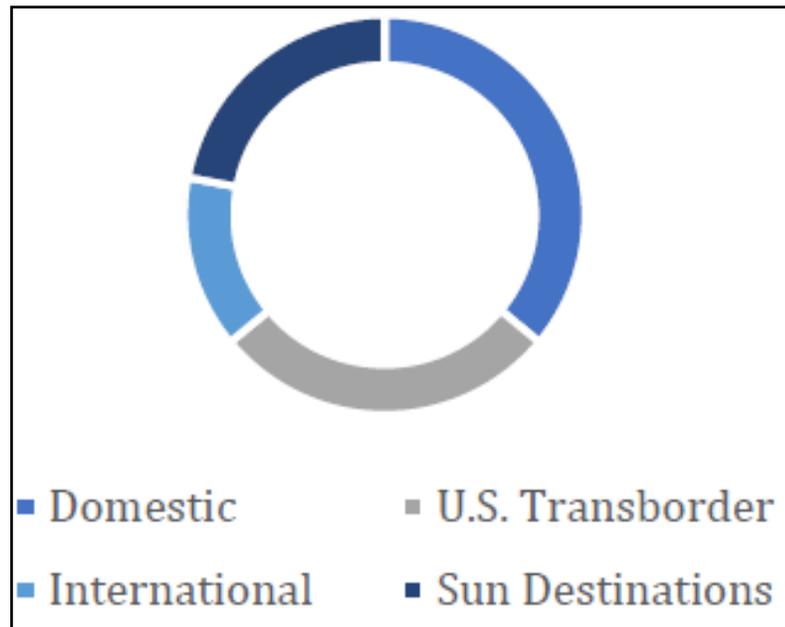
Hands up – Who Has Driven to Toronto Lately?

While a drive from Niagara to Pearson could take ~1.5 hour with no traffic, it often takes 2.5-3 hours when taking into account QEW traffic and other delays coming from or heading to Toronto.



Air Service Passenger Activity Forecasts

NDA's future role reflects a growing opportunity to strengthen regional connectivity by capturing passenger demand now served by surrounding airports.



- Niagara's passengers traveled to 600+ destinations in 2019
- Niagara's catchment generated ~2.1M pax in 2019
 - **Domestic:** 36% (Toronto, Montreal, Ottawa)
 - **International:** 14% (London, Frankfurt, Paris)
 - **United States Transborder:** 28% (NY, Chicago, Florida)
 - **Sun:** 22% (Cancun, Punta Cana, Varadero, Montego Bay)

Environmental Sustainability



NDA recognizes the need to protect the environment while continuing to meet the demands of the aviation community it serves.

- Environmental impact considerations
- Technological innovations
- Sustainable development practices
- Climate resilience



Airport Safeguarding



We must preserve lands for future airport expansion to preserve the airspace surrounding the airport from conflicting land uses for the safe and efficient movement of aircraft in present and future operations.

- NDA is surrounded by lands zoned as Agricultural, specifically “specialty crop areas” for viticulture and tender fruit agriculture; located on lands designated under the Province of Ontario’s greenbelt Plan (2017)
- Key items include noise contours and Airport Zoning Regulations

Airport Safeguarding

Noise Mitigation

- Further noise studies before putting forward recommended planning contours
- Noise contours to be incorporated into municipal plans and by-laws
- Implement noise abatement procedures to reduce noise



Figure 7-2 2045 NEP Scenario 2 - Commercial

Airport Safeguarding

Airport Zoning Regulations (AZRs)

- NDA is protected by the restrictions of St. Catharines AZRs (SOR/84-901), which were enacted in 1984 by the Minister of Transport
- An AZR Gap Analysis was completed to identify gaps/under-protected areas in the current AZR for the existing and future potential runway configurations
- Study concluded that multiple areas in Niagara exist outside the extent of the existing AZR



Needs Assessment



NDA's growth was reviewed based on three separate scenarios.

- Continue to operate as a general aviation facility
- Status Quo with 5,000 ft. runway + commercial growth
- Expand airside/groundside assets to support commercial growth

Staged Approach to Commercial Flights

Stage 1: Direct Flights from Eastern North America



Stage 2: Direct Flights from All Across North America



Niagara District Airport Tomorrow



NDA is envisioned as a regionally significant transportation hub that builds on its existing diverse aviation operations while accommodating scheduled commercial air service.

- Strengthening of existing pavements
- Expansion of ATB
- Housing of CATSA & CBSA
- New CSB with Fire Hall
- Relocation of some tenant facilities
- Additional parking
- Extension of Runway 06-24
- New AGN IIIB taxiways and apron expansion
- Upgrade of Runway 06-24 to Instrument Precision with Category 1 ILS
- Development of new greenfield terminal
- Repurpose of ATB to an FBO



Three Stages of Infrastructure & Land Development

Enabling Program Stage

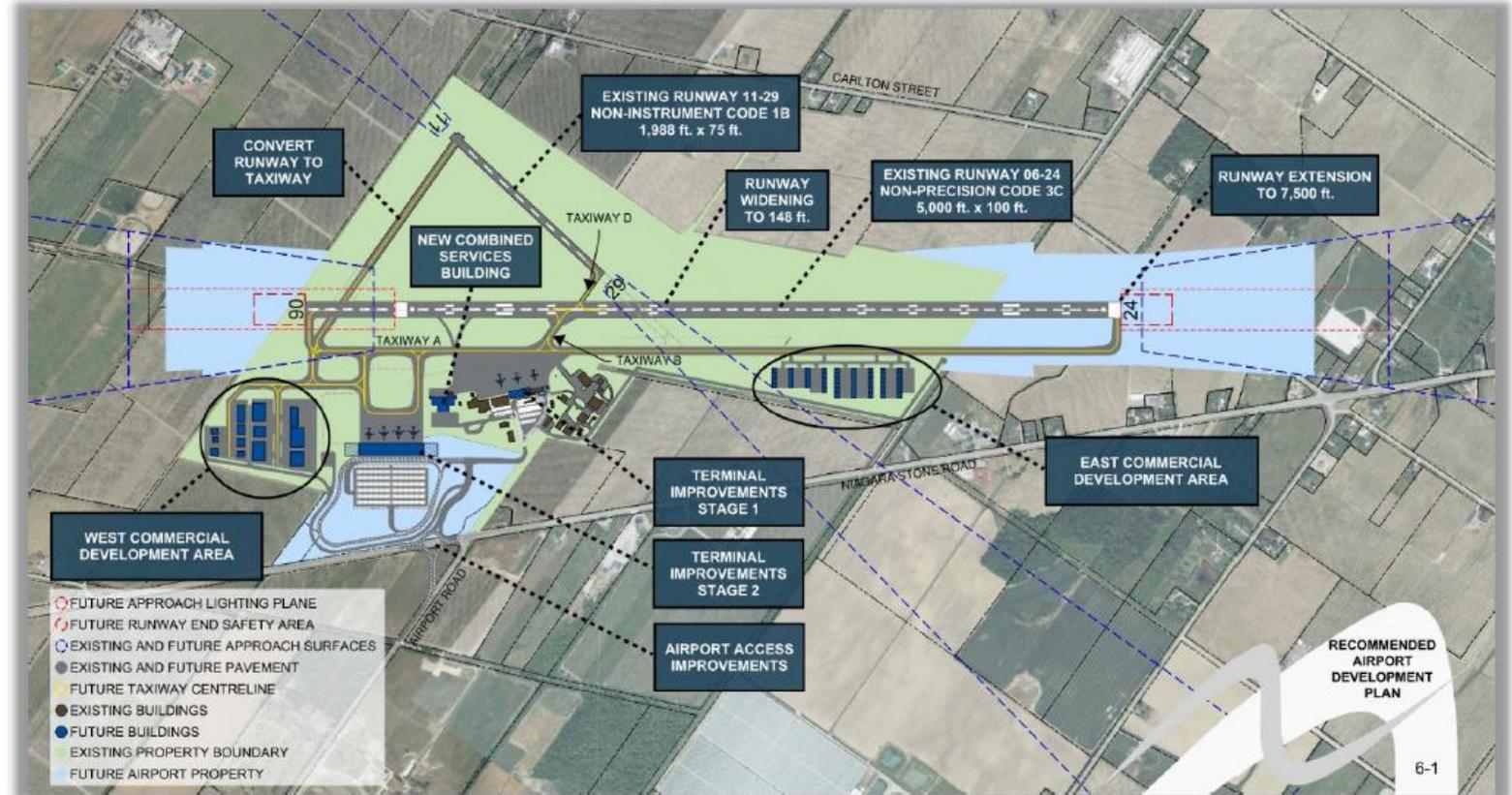
- **Status:** Underway
- **Scope:** Funding Strategy, Air Service Development Strategy and Carrier Commitment, Finalize Concept of Operations, Design and Procurement Strategy

Stage 1

- **Status:** Post funding commitment
- **Scope:** Procure and complete design and construction of new terminal building and airside improvements, preparation of design concepts for future Greenfield terminal and infrastructure, completion of remaining studies, land acquisition

Stage 2

- **Status:** Once 200k pax achieved
- **Scope:** Initiate detailed design and secure grant funding for new greenfield terminal and supporting infrastructure



Economic Impact



NDA's economic contribution in 2045, including operations & capital investments to 2045, includes \$547.9M in economic output, \$245.3M in GDP and \$149.3M in labour income.

Niagara District Airport's Economic Contribution in 2024	Niagara District Airport's Economic Contribution in 2045
Connecting Niagara to Ontario, Canada, and the World	574,000 Annual Passengers & 51,400 Take-Offs and Landings
2024 Snapshot	Operations & Capital Investments to 2045
 119 Jobs Supported  \$32.7M Economic Output	 1,623 Jobs Supported  \$547.9M Economic Output
 \$15.2M GDP  \$9.6M Labour Income	 \$245.3M GDP  \$149.3M Labour Income

The construction phase alone will create 1,100 jobs and nearly \$400 million in economic output, with 90% of those benefits staying in Ontario.



Connect with the Airport



Connect with us to stay up-to-date on information and updates related to our Master Plan.



Niagara District Airport



@niagaradistrictairport



Niagara District Airport



@NiagaraAirport



www.niagaradistrictairport.com



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Edition**



In Closing



- Redefine Niagara District Airport – Transformational Redevelopment
- Master Plan – 20-year plan to guide our daily operations and growth and to help us achieve our vision
- Vision: To become an indispensable aviation gateway

Thank you

Daniel Pilon, CEO

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