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**New Manager
at Niagara Airport**

**Developers Backing
City on Aerotropolis**

**27th Annual
Convention**
15th Annual Trade Show





The Airport Environment and You

From The President's Desk

Over the past few months AMCO has experienced change, and growth, with the arrival of new staff, new members, and new supporters of our e-zine, which we are all grateful for. On top of all this, we have been extremely busy working to organize another great annual conference and tradeshow in Sault Ste. Marie from September 30 to October 2, 2012, and the Aeronautical Zoning Course following until October 5.

First, I would like to again welcome Julie Wright as the newest addition to our team, as Administrative Assistant. Many of you may have received the news release by email; many others may have received it by visiting our website; however we are so excited about everything she brings to the association, that I wanted to make sure everyone heard the great news. I know how excited she is to meet everyone at our convention and tradeshow this year, and to work with you to support and promote the association and the airport industry of Ontario. On that note, we have planned sessions to include federal supremacy, customs, crisis communication, and life cycle accounting, to name only a few. The entire convention format, including timings for the event, can be downloaded from our website, or you can give Bryan and Julie a call at 1.877.636.AMCO (2626) and they can send you one directly.

In addition to everything we have been working towards, we are pleased to see a number of new developments at airports throughout the province. New Airport Managers and staff, newly paved aprons and other facilities, new FBO operators, as well as new partnerships for business development, and so much more, it's great to see such good news and stories of growth. Congratulations on all your hard work that has led to these developments over the summer.

Lastly, we would like to thank the Ministry of Transportation Ontario for releasing the Municipal Airport Study, which updates the study completed in 2006. If you have not received a copy of the report, please let Bryan know. The information in the report is a great tool for all of us to use, whether it be to help our communities understand the roles of our airports, or help our supporters understand the importance of funding, grants, and overall co-operation for the growth of not only our airports individually, but also as an essential infrastructure network.

I am extremely excited to see you all in Sault Ste. Marie later this year.

Highest Regards,

Terry Bos, BBA, CM
President, Airport Management Council of Ontario
CEO, Sault Ste. Marie Airport Development Corporation

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New Manager at Niagara Central Airport



As the culmination to a public RFP (request for proposal) that began almost a year ago, the Niagara Central Airport Commission has selected David Devine as the new manager of the Niagara Central Airport, CNQ3. In addition to overseeing the operation of the airport, Mr. Devine's goals are to grow and develop the airport as an important part of the regional transportation infrastructure, and increase its presence within the four supporting communities (Pelham, Welland, Port Colborne, Wainfleet). With an intimate understanding of the airport and its issues, Mr. Devine will establish a new office dedicated solely to the concerns of the airport, while providing an increased level of service to current and future airport patrons.

To this end, in addition to the historic use of the airport as a flight school and maintenance facility, Mr. Devine would like to hear from private individuals and businesses who may be interested in space for new hangars, or other opportunities available at the airport, including flight schools and FBO's. A new website is under development, www.centralairport.ca, and will highlight some of the possibilities, as well as acting as a portal to "what's happening" at the airport. Facebook and Twitter fans will have the opportunity to join in and follow.

Mr. Devine's passion for aviation began with his father, Frank Devine DFC, a WWII heavy bomber pilot with the RCAF, who fostered the love of flying as a reservist. A multi-engine rated pilot, Mr. Devine, has been involved with aviation and the

airport for more than a decade, as a participant in Commission and Region sponsored studies, founder and president of the Canadian Owners and Pilots Association Flt 149, co-organizer of the 2008 Aviation Day featuring the Canadian Forces Snowbirds, past Safety Officer with Civil Air Search and Rescue, annual fly-ins, COPA For Kids event organizer, and lifetime member of the Canadian Warplane Heritage Museum. Through his business, he has provided aerial photography to numerous businesses and governments from the municipal to federal levels. David and his family are residents of Pelham, and only minutes away from the airport.

As a new member of AMCO, Mr. Devine would love to hear from, and connect with, all other airport managers who are members of AMCO, an organization he feels is one of the greatest assets to the establishment and maintenance of airports large and small. Any insights would always be welcomed. Recognizing the challenges ahead, and they aren't few, Mr. Devine is looking forward to growing the airport into a viable community resource that will be recognized as an important part of the community, educational, and transportation infrastructures. Only through cooperative efforts, such as with AMCO, will Canada's airport network remain strong.

Contact the manager's office at 905-714-1000, or through email at manager@centralairport.ca.



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Sheila McGuigan Elected to IAAE Board of Directors

Original Article By: MMM Group

Sheila McGuigan, a senior project manager with MMM's Airports Group, was recently elected to the Board of Directors of the International Association of Airport Executives (IAAE) Canada. Effective June 2012, Sheila will serve a three-year term for the organization, which exists to promote the profession of airport management, and the professional development of airport managers in Canada. An Accredited Airport Executive (A.A.E.), Sheila has more than 15 years of experience on projects involving airport facilities design and construction management.

Since joining MMM's Airports Group in 2009, she has provided project management for the new international airport terminal building and related infrastructure at the Daniel Oduber Q. International Airport in Costa Rica, and has conducted a peer review of design and contract documents for four facilities on the Edmonton International Airport redevelopment project. The election of Sheila to the IAAE Board of Directors is recognition of her contributions to the aviation industry in Canada, and an indication of the esteem in which she is held by her peers.

To read the press release, visit
http://www.mmm.ca/News/News_Details.aspx?nid=101

Canadian Solar/SkyPower Project Named Intersolar 2012 Solar Project Award Finalist

A solar project by Canadian Solar Inc. and SkyPower Global has been chosen by Intersolar North America as a 2012 Solar Project Award Finalist.

The Thunder Bay Airport Solar Park - owned and developed by SkyPower and EPC-contracted to Canadian Solar - was selected by an expert panel as one of the top entries under the "Solar Projects North America" category for 2012. The Thunder Bay Airport Solar Park in Thunder Bay, Ontario is one of the first utility-scale solar installations on airport authority land. The plant went live in October 2011 and is expected to generate enough renewable energy to power 15,000 homes over the next 20 years. As a clean energy source, the Thunder Bay Airport Solar Park will effectively offset approximately 7,500 metric tons of carbon per year. The installation further secures Ontario's status as the greenest province in Canada.

View the complete press release at
<http://news.amco.on.ca/SolarProjectAward>.

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Developers Backing City On Aerotropolis

Original Article By: Don McLean

Lawyers for both Tradeport International and airport-area land developers are promising to help the city fight against two citizen groups in the next phase of the Ontario Municipal Board (OMB) hearings on the aerotropolis. A pre-hearing last week added four more participants, and set dates for phase two of the hearings - which will decide if boundary expansion can be justified, and whether it conform to provincial anti-sprawl policies.

At issue is a 4500-acre expansion onto rural lands - approved by council just before the 2010 elections - which the city says is needed exclusively for future industrial development. Environment Hamilton and Hamiltonians for Progressive Development have appealed the council decision. Nearly a dozen landowners in or near the aerotropolis (also known as the Airport Employment Growth District) are also appellants - primarily because they want permission to develop their lands for residential and/or retail commercial uses. Their lawyers say they will attend and make submissions to the phase two hearing, but will likely rely on the city's witnesses rather than calling their own.

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

Race Track, Executive Airstrip Proposed North of Airdrie

Original Article by: Jason Markusoff,
Edmonton Journal

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

A \$30-million car racing park proposed northeast of Airdrie is the first step in a massive development that would include a new executive airstrip for the Calgary region's high-flyers. While promoters have a tentative agreement to secure the 200 hectares for Rockyview Motorsports Park and the longest car track in Western Canada, the greater ambition spans more than 1,200 hectares of rural land and about \$200 million in development, including a fuller racing complex and a private airport.

Dominic Young, who heads both the airstrip and motorsports company, refused to disclose the location or dollar amounts raised so far, but did confirm that it's near Highway 567. "I think there will be a time to reveal the exact location, but it's not today," said Young, a former executive with accounting giant Deloitte. He did say that his group has begun consulting with neighbours, and reaction is mixed.



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and overarching policies, regulations and directives affecting airports, to produce programs of improvements that minimize operational impacts, and maximize revenue and efficiencies for our clients.



www.mmm.ca

New and Increased Air Carrier Services in Ontario

Cargo North

Cargo North an investment group spearheaded by Frank Kelner, is pleased to announce the acquisition of a Basler Turbo 67 aircraft, to service Northwestern Ontario. Cargo North has formed strategic alliances with Nakina Air Services Ltd. (Nakina, Ontario) and North Star Air Ltd. (Pickle Lake, Ontario). The Nakina Air Services Ltd. and North Star Air Ltd. bases provide Cargo North with an 'Air Gateway' to Ontario's First Nation Communities and mining / exploration companies operating in Ontario.

United Airlines

In July, United Airlines announced they will offer daily, non-stop United Express jet service between Thunder Bay and United's hub at Chicago's O'Hare International Airport beginning February 14, 2013. View the press release here: <http://www.tbairport.on.ca/cmsAdmin/uploads/United-Airlines-to-Service-Thunder-Bay.pdf>

New United Airlines route halts Bearskin's plans Bearskin spokesperson Ron Hell said his company's proposed route to Minneapolis is now on standby. Read more: <http://news.amco.on.ca/BearskinUpdate>

West Jet

WestJet received designations to operate scheduled routes between Canada and several destinations in the Caribbean and Central and South America, including Costa Rica and Curaçao.

Porter Airlines

Porter Airlines announced it will be adding a fourth weekday flight roundtrip between Sault Ste. Marie and Billy Bishop Toronto City Airport. "Sault Ste. Marie is an example of a city that needed competition," said Robert Deluce, president and CEO of Porter Airlines. "We've been able to encourage more people to fly based on offering choice, lower fares and direct access to downtown Toronto. Our new schedule matches this interest." Porter began serving Sault Ste. Marie in 2011, with two daily flights. Porter Airlines is also adding a third Saturday roundtrip flight between Billy Bishop Toronto City Airport and Thunder Bay, beginning on June 30. The new weekend flight is in addition to four existing Sunday roundtrips and five options every weekday. "Northern Ontario is a great summer destination for leisure travellers, and we continue to see increasing demand for these markets every year," said Robert Deluce, president and CEO of Porter Airlines. "This new flight makes it easier than ever to explore one of Canada's great outdoor regions."



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Nav Canada wins Award of Excellence

NAV CANADA, the private-sector company responsible for the Canadian civil air navigation service, has received an Award of Excellence from the DISASTER RECOVERY INSTITUTE CANADA (DRI CANADA). The Awards are granted by DRI CANADA in recognition of excellence in continuity planning by business and government organizations in Canada. The 6th Annual Awards of Excellence were handed out at the World Conference on Disaster Management, held recently in Toronto. NAV CANADA won the award for its business continuity management program, in the Large Organization category.



"NAV CANADA is honoured to achieve this national recognition for its efforts in such a critical area of our business," said John Crichton, President and CEO. "The Award of Excellence pays tribute to the dedication and hard work of our employees, who have put in place the blueprint for safeguarding our people and our operations should they be threatened by any form of man-made incident or natural disaster." DRI CANADA's awards program recognizes organizations that attain a high level of excellence in the field of business continuity management. To qualify for the award, each organization had to demonstrate significant accomplishment in three professional areas: continuity management; technology recovery; and crisis management.

The award entries underwent a rigorous assessment by an evaluation team made up of experienced professionals from various industries and governments across the country. Marking 15 years as Canada's private sector civil air navigation service provider (ANSP), with operations from coast to coast to coast, NAV CANADA provides air traffic control, flight information, weather briefings, aeronautical information services, airport advisory services and electronic aids to navigation.

Deal would put airport in 'Major Leagues'

Original Article By: Marlene Bergsma, The Standard
<http://news.amco.on.ca/CYSNFBO>

The Niagara District Airport has negotiated a contract to sell its aircraft fuelling service and possibly its hangar in a deal that will put the airport in "the major leagues."

St. Catharines Coun. Greg Washuta said the deal with a company known as a "fixed-base operator" will generate revenue for the airport and will allow it to attract more customers and more businesses. "This puts us in the major leagues," said Washuta, who is the city's representative on the airport commission. St. Catharines councillors were asked to approve the deal with the un-named operator at Monday night's city council meeting because the airport is partially funded by an annual contribution from the city and it needs the city's permission to dispose of assets. Niagara Falls and Niagara-on-the-Lake, the other funding municipalities, will be asked to give their permission as well.



The airport only took over the fuelling service in response to a crisis in 2008, airport commission chairman Ruedi Suter said at Monday night's city council meeting. And it similarly came to own the hangar after four parties were involved in a legal dispute over leases, taxes and mortgage arrears, Suter said. The airport commission ended up owning the building for less than half of its real value. But owning and operating those assets don't fit with the airport commission's vision, Suter said, and the deal with the outside operator will deliver added services and a level of professionalism that will allow the airport to attract more corporate and personal jets, Suter said.

Airport apron gets fresh coat of asphalt

Original Article By: Hugo Rodrigues, Brantford Expositor

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

The Brantford Airport now features a smooth, dark rectangle of fresh asphalt on its apron. Though this project was originally delayed from its anticipated start several years ago, the contract to get the work done awarded earlier this year finished early and under budget and opened Thursday. Airport manager Mark Culshaw said he's pleased the project is complete and that it went so well. Other than laying fresh asphalt, the project included significant work below—drainage other underground infrastructure hadn't been repaired since the current airport was built in the early 1940s.

"The repair captured the areas that were in the worst condition, where the pavement had broken down. That can leave gravel that can be picked up and hit propellers or get into jet engines," Culshaw explained. "This repair helps decrease that risk."



The poor state of that section of the apron led to concerns from visiting aircraft owners and most infamously, the decision by the Royal Canadian Air Force's Snowbirds demonstration team to pull Brantford off its schedule. The Brantford Rotary Charity Air Show was cancelled for two seasons as a result. Having come in under budget, Culshaw said the airport hopes council would roll those extra dollars over and add to them to support further regeneration of the apron in the years ahead. It was the pressure from the airport board of management, along with the air show's cancellations, that pressured city council into funding the repair in the 2012 year.



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FAA Issues General Aviation Airports Study

Original Article By: Federal Aviation Administration (FAA)

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

The Federal Aviation Administration (FAA) released a study called General Aviation Airports: A National Asset. The FAA conducted the 18-month study to capture the many diverse functions of general aviation (GA) airports. As a result, the general public will have a better understanding of GA airports in the community and within the national air transportation system.

Over the last century, GA airports have evolved from unpaved landing strips to aviation hubs. This in-depth analysis highlights the pivotal role GA airports play in our society, economy, and the entire aviation system. The FAA has conducted previous commercial service airport studies, and now has analyzed both aviation segments with the completion of this GA study. This strategic tool will help the FAA, state aeronautical agencies, and airport sponsors make planning decisions. The FAA worked with aviation-industry stakeholders including state aeronautical agencies, aviation associations, aviation user groups, airport directors, airport authorities, airport planners, academia, other federal agencies, and local councils of government.

GA airports can serve many different functions and advance the public interest, ensuring that Americans nationwide have access to medical flights, search and rescue, disaster relief, aerial firefighting, law enforcement, community access, commercial and industrial activity, flight instruction, and air cargo. The study also aligns the 2,455 GA airports based on their existing activity levels — national, regional, local, and basic.

To learn more visit <http://news.amco.on.ca/FAAGASstudy>

Alternate Approach: Changing the Airport Model

Original Article by: David Carr, WINGS

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

Canadian National Railway (CN), NAV CANADA and major airports are among the few bright spots in an otherwise bleak national transport picture that includes rusted out and collapsing bridges, clogged highways, and creaking urban transit systems. The three have something else in common. Each is a former federal asset that was spun off through privatization (CN), commercialization (airports) or a hybrid (NAV CANADA).

Besides letting the federal government off the hook for losses going forward, the sale of CN and NAV CANADA poured more than \$3 billion into the national treasury, while "rent" from commercialized airports continues to be the gift that keeps giving. Canada's airport authorities paid out approximately \$280 million to the federal government last year, including \$133 million from Toronto's Pearson International Airport alone. It is a practice almost unheard of in the rest of the world, according to Daniel-Robert Gooch, president of the Canadian Airports Council (CAC), a trade organization representing 46 large and small airports.

Ottawa is the poster boy of the absent landlord. It has vacuumed more than \$3 billion from the system since the first airports were commercialized in 1992, while putting very little back. (Last year, Transport Canada opened the change purse with just over \$20 million for upgrades at 23 smaller airports) Indeed, the more an airport authority invests to expand the enterprise the more the government skims off the top. Recently Canada's Senate has said "enough."

The Senate's Committee on Transport and Communications is calling for an overhaul of the National Airports System and the creation of a National Air Travel Strategy to increase air travel in Canada and stop the bleeding of Canadians travelling to American airports to fly. The Future of Canadian Air Travel: Toll Booth or Spark Plug? argues that higher air fares, and taxes and charges that add 60 to 75 per cent to the cost of a ticket (versus 10 to 18 per cent in the U.S.), mean Canadians are often paying twice as much as Americans for a comparable flight between major cities.



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Cadets From Across Canada Invade Trenton

Sunday July 7th marked the arrival of over 730 youth from across Canada for what is bound to be another successful training season for members of the Canadian Cadet program at Trenton Air Cadet Summer Training Centre (TACSTC) at Canadian Forces Base Trenton. One week prior, approximately 75 senior cadets in training arrived to begin their training as staff cadets who will guide our new arrivals through their time here at TACSTC.

Cadets will undergo training in various specialty areas including drill and ceremonial instruction, basic and advanced aviation, aerospace technology and music. As well, TACSTC is host to an elite group of Army Cadets from across Canada who will participate in the Canadian Forces Basic Parachutist Course. In addition to these areas, cadets will have the opportunity to learn more about secondary activities including physical fitness, community living, leadership and citizenship.



The summer training program provides cadets the opportunity to "get hands on experience in areas where they may not be able to at their home units" says Lieutenant Colonel David Wright, Commanding Officer of TACSTC.

Read the press release here: http://www.cadets.ca/cstc/trenton/CADETS_FROM_ACROSS_CANADA_INVADE_TRENTON/

Funding Announcements

Sudbury Airport

This year, the Greater Sudbury Airport is receiving \$757,150 through the Airports Capital Assistance Program (ACAP) for the purchase of a firefighting vehicle to replace the previous vehicle, which has reached the end of its useful life. "The Greater Sudbury Airport is a vital gateway for local residents, businesses, trade and tourism," said Minister Baird. "A new state-of-the-art fire truck will greatly enhance emergency response capability at the airport."

Sault Ste. Marie Airport

The Sault Ste. Marie Airport will be receiving \$29,848 for the installation of aircraft radio control of airfield lighting system, says Bryan Hayes, Member of Parliament for Sault Ste. Marie, on behalf of the Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities. This is in addition to \$592,472 announced earlier this year to rehabilitate airside electrical equipment.

R. Elmer Ruddick Nakina Airport

The R. Elmer Ruddick Nakina Airport is receiving \$54,144 to purchase runway friction testing equipment and electronic runway condition reporting equipment. "Greenstone is very pleased to receive funding for the R. Elmer Ruddick Nakina Airport," stated Mr. Renald Beaulieu, Mayor of Greenstone. "This funding will assist in ensuring that the Airport has the safest, most efficient and effective operations possible."

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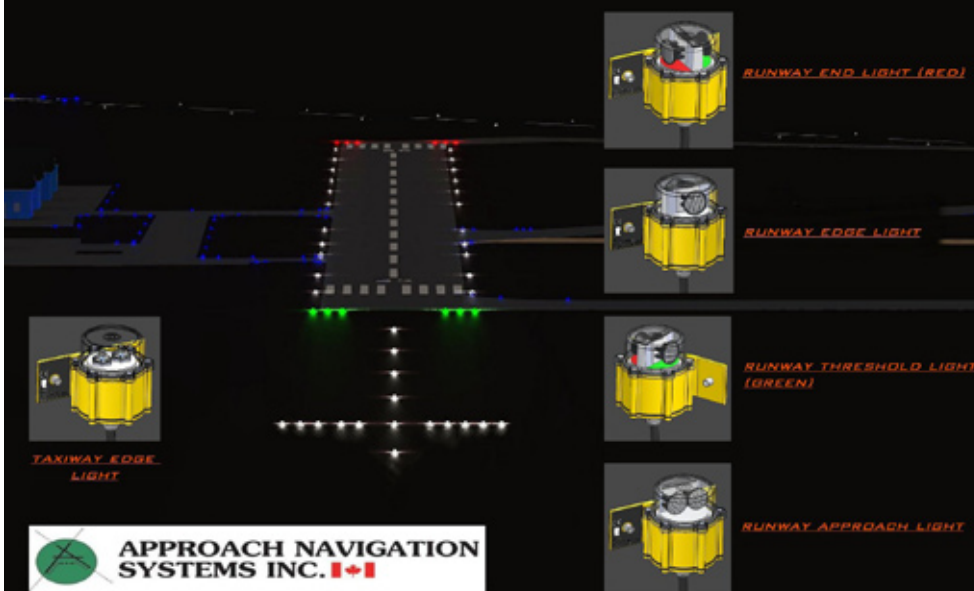
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City Departments Voice Concerns Over Plans

Original Article By: Lasia Kretzel, National Post
<http://news.amco.on.ca/YTZConcerns>

Several city departments voiced concerns over the authority's proposal to fill in part of Lake Ontario near the Billy Bishop island airport. The proposal includes filling in 8,000 square meters of surface area one meter underwater in a restricted water space on the island's east side.

The shallower water would deter boats from getting too close to the lakeshore runway, Toronto Port Authority said in their environmental screening report released July 10.

Stephen Harper, Jim Flaherty and Rob Ford announced funding for \$60M Billy Bishop Airport pedestrian tunnel in Toronto, but Toronto Water is concerned the lakefill will impact a water main located 22 meters below the surface in bedrock. The water main supplies drinkable water to the John Street Pumping Station.

"It's 22 meters below the surface and well into the rock so it is very unlikely to cause any issue," Port Authority Director of Infrastructure, Planning and Environment, Ken Lundy, said.

Parks, Forestry and Recreation voiced "strong objections" to the proposal because they fear the loss of water will impact the ability of boats to navigate the harbour in the event of emergencies. Boats cannot enter restricted areas without Port Authority permission. However, Mr. Lundy said emergency plans should never take a boat into restricted space due to the dangers posed by aircraft.



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Canada's Toronto International Airport Takes Delivery of Two Pierce Rigs

Original Article by: Pierce Manufacturing

Pierce Manufacturing, an Oshkosh Corporation company, and part of the Oshkosh Fire & Emergency segment, has delivered a 75-foot Pierce Ultimate Configuration (PUC) aerial ladder and a PUC pumper to Toronto Pearson International Airport (Toronto Pearson) in Toronto, Ontario, Canada. A Pierce heavy-duty rescue vehicle will follow and be placed into service in August. Toronto Pearson already has a fleet of Oshkosh Striker aircraft rescue and fire fighting vehicles and H-Series™ snow removal vehicles on duty.

Read the full article at: <http://www.piercemfg.com/pierce/news/Toronto-Pumper-and-Aerial.aspx>.

ADS-B: The FAA Rule Affects Canadians, Too

Original Article By: Daryl MacIntosh, Canadian Skies
<http://news.amco.on.ca/adsbcanada>


In May of 2010, the FAA published the final rulemaking to adopt ADS-B (automatic dependent surveillance-broadcast) technology as its primary aircraft tracking/locating system. Effective Jan. 1, 2020, aircraft operating in the majority of United States airspace must be equipped with ADS-B Out compliant equipment. Use of ADS-B Out will move air traffic control from a primarily ground-based radar system to a satellite-derived aircraft location system. Benefits to ATC include improved accuracy, wider coverage, better reliability, reduced latency, increased capacity and controller access to more comprehensive aircraft data. The current radar surveillance system that ATC has relied on for more than 50 years has now reached its capacity limits, leading to congestion and delays in some of the busiest U.S. airspace.

ADS-B in Canada

Limited ADS-B service was implemented in Canada on Jan. 15, 2009, bringing surveillance coverage for the first time to 850,000 square kilometres of high level airspace (FL290 to FL410) over Hudson Bay. About 35,000 flights a year use this airspace on routes between North America and Europe or Asia.

One of the most significant benefits ADS-B offers for this airspace is reduced aircraft separation. With appropriately -equipped aircraft, controllers can use five-nautical-mile separation instead of the 80-nautical-mile procedural separation required in non-radar airspace. ATC can handle more aircraft in the same airspace at once and controllers can offer route flexibility and approve altitude-change requests more readily.


Nav Canada expanded its ADS-B coverage over northeastern Canada by an additional 1.9 million square kilometres in 2010, and recently added another 1.3 million square kilometres over the North Atlantic. However, the upcoming United States ADS-B requirements will affect many more Canadian aircraft operators than will Nav Canada's ADS-B requirements. Most of us don't need to fly over Hudson Bay, but many of us do regularly fly within U.S. airspace




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