



The Airport Environment and You

Representing Ontario's Airports

Cancer Society Pulls in \$32,000

Security Options for Non-Passenger Service Airports

Vintage Airplanes Thrill Hundreds

FedEx Anchors Airport Cargo Hub





The Airport Environment and You

From the President's Desk

First off I would like to thank all the members, both those that attended and those that were vendors, who came together for the 28th Annual Convention and 16th Annual Trade Show in Peterborough. As I noted at the Convention, this was a record year for attendance at the convention and trade show. This makes two straight years of record attendance and hopefully the start of a string of records for AMCO leading up to the 30th annual convention in 2015. We cannot understate how important that each and everyone of our members are in making the event a success each and every year, and for that matter making the organization a success. The Peterborough airport should be commended for attempting something new and taking us back to where it all began, obviously some challenges with the event at an airport, but a great time was had by all. Following the convention this years course offered by AMCO was in Emergency Exercise planning, the course was very informative and participating in a live event was a great experience, the turnout that the airport was able to get for it's training exercise was impressive to say the least.

2014 will see the return of the Airfield workshop in the spring being held this year in London. This year there will not only be the one day workshop that we have all become accustomed to, but also a one day workshop with Transport Canada on SMS and Quality Assurance. Wednesday May 7th will be the Transport Canada workshop, and Thursday May 8th will be the 3rd annual airfield workshop, we hope to see you all there. Later in 2014 will be the 29th Annual Convention and 17th Annual Tradeshow October 5th to 7th in beautiful Thunder Bay. Hopefully the snow will hold off long enough for us to get in a great round of golf to kick off the convention.

As noted at the convention we do have a number of new members this year and I wanted to again take the opportunity to once again welcome the new members to the organization, it is through larger membership that our voice will become louder when working on issues of common interest. We look forward to voicing the needs of one and all from the largest to the smallest to ensure that the aviation in industry is strong and safe.

With our newly expanded e-zine I would like to remind all members to please feel free to provide articles to the AMCO office that can be included in the quarterly e-zine, it is nice to hear different perspectives and events happening at airfields of all sizes. Also, please take advantage of the opportunity to use the services of An Airport is Asking and An Airport is sharing.

Thank-you again to all members for your support throughout 2013, and we look forward to your continuing support in the years to come as we continue to grow as an organization.

Highest Regards,

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

New Screening Technology Will Ease Restrictions at Canadian Airports	3
Ottawa is Canada's First Major Airport With Grooves	3
Cornwall Councillors Balk at Backing Airport Plans	4
Cancer Society Event Pulls In \$32,000	4
Toronto Port Authority Decries Critics' 'Doomsday' Concerns	4
Vintage Airplanes Thrill Hundreds at Guelph Airpark Open House	5
Ring of Fire Project: For First Nations, Disruption is Certain, Profits Less So	5
Airport Wants Rail Now	6
North Bay Mining Supplier Finds New Home at Airport	6
Higher Learning: Saudi Arabian Students Take Flight at Nav Centre	7
Aircraft Spruce set to Expand at Branford Airport	7
FedEx Anchors Airport Cargo Hub	7
Airport Has Potential For Slow Steady Growth	8
Snowbirds Wow the Crowds In Tillsonburg	8
Toronto Pearson Welcomes Renowned Local Chefs with Opening of Four New Restaurants	8
Kingston Airport Passenger Fees to Increase	9
AMCO In Support of Fort Frances Municipal Airport Against Proposed Couchiching Landfill	9
Security Options for Non-passenger Service Airports	10
5km on the Runway Raises Big Mone	11

New Screening Technology Will Ease Restrictions at Canadian Airports

Original Article By: Allan Woods, Toronto Star
<http://news.amco.on.ca/ScreeningTech>

Canadian air travellers will soon get some relief from more than a decade of escalating security restrictions in response to terrorist plots to blow up commercial airplanes. Starting in January 2014, air-safety authorities in Canada — along with those in the U.S., Europe and Australia — will begin using special screening machines capable of telling a baby's bottle of milk apart from a liquid that could be transformed into an explosive device.

Officials are banking on the new technology so that they can roll back the restrictions on passengers carrying liquids, aerosols and gels in their carry-on luggage that have been a source of much frustration since they were introduced in 2006. The changes would eventually ease the experience of the more than 50 million people who travel through Canadian airports each year.

Ottawa is Canada's First Major Airport With Grooves

Original Article By: CBC
<http://news.amco.on.ca/OttawaGrooves>



The Ottawa Macdonald-Cartier International Airport has become the first major airport in the country to groove a runway. Construction wrapped up on one of the three airport runways on Thursday. The 2,400-metre runway was grooved as part of a full reconstruction of the east-west landing strip.

The grooves are six-millimetre-wide and 6-millimetre-deep cuts that run along the asphalt 38 mm apart over the entire length of the runway. The grooving is supposed to improve drainage and provide increased friction to improve safety. The grooves are not required in Canada, although many American airports add grooving to their runways, according to Krista Kealey, spokeswoman for the Ottawa International Airport Authority.

"For us it made sense because the runways required reconstruction," said Kealey. "They were getting towards the end of their life cycle and you know you go through these kinds of construction projects from time to time."

The airport's longer runway, which is 3,000 metres, will be upgraded and grooved next summer. Kealey said she believes other major airports in the country will start putting grooves into their runways. "I'm sure we will see more happening, it's just a matter of when," she said. "Chances are that at some point it will become a regulation."

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Cornwall Councillors Balk at Backing Airport Plans

Original Article By: Cheryl Brink, Cornwall Standard Freeholder
<http://news.amco.on.ca/CornwallPlans>

Despite fresh momentum behind the Cornwall Regional Airport Commission's expansion plans, city councillors opted to give themselves more time before supporting the latest ideas. Though a 2008 proposal to extend the Summerstown airstrip and build a permanent terminal earned council members' approval in the past, a resolution to reaffirm that support failed to pass during a meeting this week.

Instead, the politicians postponed a vote until they take another look at their agreement for sharing airport operations with the neighbouring township. South Glengarry reviewed a similar motion at a council meeting on Tuesday, and passed it unanimously. The \$5.2 million project would include a new terminal, parking and apron expansions, jet fueling stations, an aviation business park, upgrades to the weather station and other improvements.

Cancer Society Event Pulls In \$32,000

Original Article By: Shannon O'Connor
<http://news.amco.on.ca/SudburyFundraiser>

It was experience over youth as the MNR's Ontario Fire Rangers beat out Cambrian College justice students by a fraction of a second at the Canadian Cancer Society's first Pulling for Wheels of Hope event at Sudbury Airport Sept. 21. Roughly \$32,000 was raised.

In total, 11 teams competed in what volunteer event chair Bob Unger referred to as an "entertaining and challenging fundraiser." He added that despite the enormous size and weight of the 40,000 pound, 65-foot-long, CL415 water bomber plane, the challenge was just as much psychological as physical.

With the exception of the MNR, none of the other teams had access to a CL415 to practice with. Members of the MNR's Ontario Fire Rangers team weren't shy to shout, "Whose plane? Our plane!" every chance they could in the spirit of friendly competition.



Toronto Port Authority Decries Critics' 'Doomsday' Concern

Original Article By: Natalie Alcoba, National Post
<http://news.amco.on.ca/TorontoPortAuthorityDecriesCritics>

The chairman of the Toronto Port Authority took aim at the "fairy-tale" scenarios painted by opponents of Porter Airlines' request to extend a runway at Billy Bishop Toronto City Airport and allow commercial jets to fly in and out.

Mark McQueen sought to separate "reality from the myths" with a lunchtime speech at the Toronto Region Board of Trade, in which he reiterated the port authority will not take a position on the contentious proposal until, and if, it is approved by city council

"There may well be many valid arguments against the Porter proposal, but this issue shouldn't turn on fairy-tale suggestions that home prices will collapse, that the TPA wants to ruin Lake Ontario, that the harbour will be closed to sailboats or commercial shipping, or that better utilization of Billy Bishop's existing 202 commercial slots is going to ruin the way of life of the people who knowingly bought a condo near the airport," Mr. McQueen said. "You heard that 10 years ago, and doomsday never came."

Vintage Airplanes Thrill Hundreds at Guelph Airpark Open House

Original Article By: Scott Tracey, Guelph Mercury
<http://news.amco.on.ca/GuelphOpenHouse>

Hundreds stopped by the Guelph Airpark to look at, photograph and maybe even ride in one of the decades-old planes this past weekend. "It was fantastic," said Kitchener resident Bill Heim, shortly after touring the skies over Guelph in a vintage biplane. "It was well worth every penny. I'd do it again in a heartbeat."

Heim was one of many residents who paid \$70 for a ride in one of the vintage training aircraft owned and operated by the Tiger Boys Aircraft Museum and Workshop, which held its annual open house Sunday.

"How many airports can you go to where the airplane is right there and you can walk right up and touch them and look at them?" asked Kitchener aviation enthusiast Bill Smith, as he photographed biplanes coming in for a landing. "And you don't usually see so many planes of this vintage actually flying."

That's what it's all about, said Tom Dietrich, who co-founded the Tiger Boys with Bob Revell in 1970.

"This is all just for the love of airplanes," Dietrich said. "I've loved airplanes ever since I was a little boy. I can't remember when I didn't love them."

The Tiger Boys own approximately 40 vintage airplanes, dating from 1918 through the mid-1950s. Of those, 11 are currently flying, six are undergoing restoration "and the rest are waiting their turn," Dietrich said.



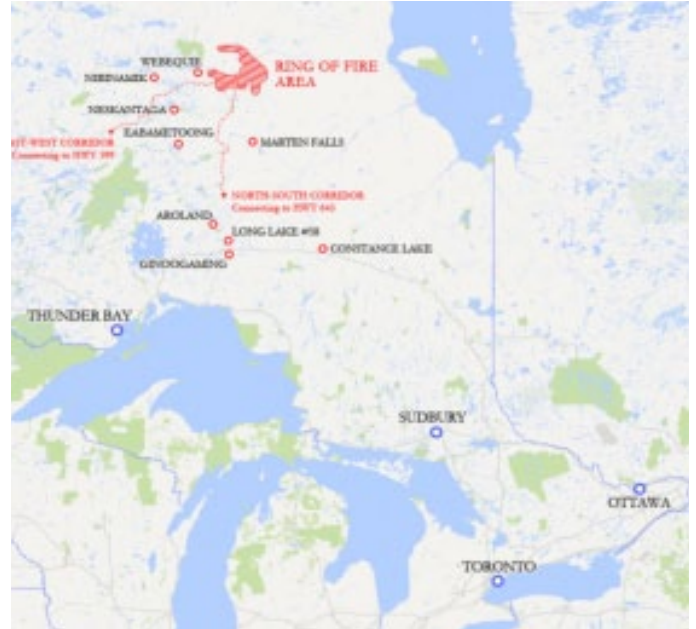
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Ring of Fire Project: For First Nations, Disruption is Certain, Profits Less So

Original Article By: Sunny Freeman, Huffington Post
<http://news.amco.on.ca/FirstNationsRingOfFire>



Webequie First Nation, situated just west of the Ring of Fire, is posed for change. But before mining companies can consider breaking ground, the crucial question of how to transport the valuable cargo out of the remote region must be answered. A highway connecting the Ring of Fire to the Trans-Canada hundreds of kilometres to the south could be the first permanent connection to Webequie and other isolated native communities in Ontario's far north. It could be one of the most transformational stretches of highway in Canada's history. For resource companies, the route could determine whether projects get off the ground. For the people of Webequie, the stakes are even higher; it could change their entire way of life

Today, there are few signs of resource development on the 343-square kilometre reserve — an empty shed once rented by a mining company and stacks of abandoned barrels of oil near the small airport. With unemployment hovering about 70 per cent, many on this reserve of 840 believe the Ring of Fire represents the first opportunity to stimulate the local economy they have ever seen. They want jobs, and companies say they want to hire locally. But Elsie MacDonald and her fellow band councillors want more than jobs. They are contemplating plans to open the airport to commercial use, warehouses for core samples, a camp for miners, a restaurant, as well as to expand the six-room motel. Joint ventures to supply resource companies in the Ring of Fire are also top-of-mind potential business opportunities.

Airport Wants Rail Now

Original Article By: David Reevely, Ottawa Citizen
<http://news.amco.on.ca/OttawaRail>

The Ottawa airport authority is not happy to be bypassed by the O-Train in the city's transit plans, saying in a position paper released Friday afternoon that the city's transportation planners are lowballing the cost of a line that goes around the airport to get to Riverside South. And, the paper says, if the city wants to carry out its plans, it's going to need to use the federally regulated airport's land. It's an unmistakable reminder of the problems the city's had with the National Capital Commission in planning to run a light-rail line along the Ottawa River.

"We believe the City needs the Authority at the table if it wants to use parts of our land in its proposed plan — whatever form that may take," the paper says.



North Bay Mining Supplier Finds New Home at Airport

Original Article By: Ian Ross, Northern Ontario Business
<http://news.amco.on.ca/YBNewTenant>

When the City of North Bay announced plans to open up a 600-acre industrial business park at Jack Garland Airport, the opportunity to relocate was too good to pass up for John Daniels of Drillers Edge. Recently grown to 22 employees and with a new amalgamated plant under construction, Daniels' company is set to move into new digs in early November. The company signed a 10-year lease at the airport with a local realtor. The city also provided plenty of perks with a graduated municipal tax rate for the first three years and breaks on development charges, landfill tipping and permitting fees.

Besides Daniel's company, two other local firms have also moved to the airport. Airport manager Jack Santerre expects to see three more tenants arriving this fall, including an aviation related firm. The airport has become a major local economic driver in hosting more than 30 businesses and government operations with a total permanent and seasonal workforce of as many as 500.

It's also become a magnet for attracting federal and provincial government dollars for infrastructure upgrades. An upcoming \$2-million terminal expansion will provide more counter space, a larger passenger holding and screening area, and another gate to lure either Porter or WestJet to North Bay. Mr. McQueen said the port authority supports the current noise restrictions, will not change an overnight ban on flights, and dismissed "rumoured desires" of WestJet to bring their planes to Billy Bishop as "wishful thinking," at best.

"We've done the market research and it shows the potential is there," said Santerre. Also in the future capital plans are the resurfacing of a 4,500-foot cross-wind runway and a widening of Four Mile Lake Road on the airport's northern edge to better connect airport-located businesses with Highway 11.

Over at the Aerospace Centre, Santerre said a deal is being finalized for a tenant to occupy the last of the former Canadian Forces base hangars next to Bombardier and Voyageur Airways. "The aerospace industry is definitely a growth market for us," said Santerre, "and there's some target areas for us."

Higher Learning: Saudi Arabian Students Take Flight at Nav Centre

Original Article By: Adam Brazeau, Seaway News
<http://news.amco.on.ca/NavCanStudents>

"It's a great opportunity for other countries that train in our facility, to see what we have," said Nav Canada vice-president, customer and commercial services Andy Campbell. "They receive some of the best training available."

The students will be training to qualify for positions as controllers at air traffic control (ATC) facilities in their home country, over the next two academic years. Classes will involve everything from air traffic management, non-radar and radar approach control, aerodrome control, to

a comprehensive study of Air Navigation System (ANS) communications, navigation and surveillance. The students will also receive two, five-day familiarization tours of Nav Canada facilities, showcasing the ins and outs of their day-to-day operations. "We very much appreciate the opportunity to work with the Saudi Arabia civil aviation authority on this exciting educational opportunity, and we are determined to give this enthusiastic group of students an exceptional learning experience," said Campbell.

Aircraft Spruce set to Expand at Brantford Airport

Original Article By: Michael-Allan Marion, Brantford Expositor
<http://news.amco.on.ca/TenantCYFB>

A Brantford airport business bursting at the seams wants to build a 25,000-square-foot warehouse right on site to continue its growth. Airport manager Mark Culshaw confirmed that his staff and the company are in discussions on a spot for the warehouse, but wouldn't confirm any particular location. "Their business has increased five or six times. They're good at bringing business and visiting pilots to the airport. They are a cornerstone tenant and we would like to keep them here."

Dave Puskas, general manager for Canada of Aircraft Spruce and Specialty Co., and colleague Rob Clarke, the company's warehouse manager, were spotted evaluating a section of land at the airport. When asked why they were there, Puskas obliged by saying Aircraft Spruce, a division of Irwin International Inc., has been leasing a 10,000-square-foot hangar for five years, but needs something far larger now.

FedEx Anchors Airport Cargo Hub

Original Article By: Doug Schmidt

Shipping giant FedEx will become the start-up anchor tenant of a new cargo hub at Windsor International Airport that will also see the University of Windsor become the leading partner of a new Institute for Border Logistics and Security.

"We hope that this area becomes an established hub for companies involved in creating new technologies that will advance the border logistics and security arenas, and a renowned cluster the world over for border logistics and security," said Gary Goodyear, minister of state for the Federal Economic Development Agency for Southern Ontario.

In a news conference at the airport Wednesday, Goodyear formally announced \$19.9 million in federal funding to get the initiative started. FedDev will provide \$12.6 million to the airport for a new 35,000-square-foot building to be leased to FedEx for its cargo handling business, as well as for a 27,000-square-foot building for expected future tenants.

The funds going to YQG Inc., the city-owned corporation that operates the airport, will also pay for construction of a 10,000-square-foot facility to house researchers tasked with working with businesses to provide "real-world" testing of new technologies in the logistics sector.

The other \$7.3 million will go to the university to establish an institute meant to "foster the development of new ideas in logistics and border security," said Goodyear, adding it will create an "advanced economic cluster" focused on tapping into some of the \$400 million in daily surface trade that flows across the Windsor-Detroit border.

Airport Has Potential For Slow Steady Growth

Original Article By: Elaine Della-Mattia, Sault Star
<http://news.amco.on.ca/CYAMGrowth>

Sault Ste. Marie's Airport has the potential to experience slow and steady growth over the next 20 years, a consultant report says. In 2012, just under 188,000 passengers used the Sault Airport and its 103 flights per week. The goal of the corporation is to reach the 200,000 mark.

The Sault Ste. Marie Airport Development Corp. has embarked upon developing a new master plan for the city's airport that will guide their development and planning for the next 15 to 20 years. Growth areas that are expected to be noted in the final consultant report include flights to Las Vegas and Florida, destinations where travellers have gone elsewhere for service. It's expected that the recommendations could also include land use planning for the vast acreage – 1,600 acres – of airport land.

Toronto Pearson Welcomes Renowned Local Chefs with Opening of Four New Restaurants

Original Article By: Greater Toronto Airports Authority
<http://news.amco.on.ca/CYYZ4NewRestaurants>

Toronto Pearson announced the openings of four new restaurant concepts by leading Toronto chefs for passengers to enjoy. As part of the innovative dining program created by restaurateur OTG, these restaurants bring new flavours and diverse cultures to the airport. Vinifera is now open in Terminal 1. Nobel Burger Bar opens today in Terminal 3. Two more openings will follow later this month in Terminal 3 with the openings of Corso and a second Heirloom Bakery & Café location.

"The dining transformation is well underway at Toronto Pearson. We are so pleased to share our expanded culinary offering with our passengers in both terminals," said Mike Ross, Director of Commercial Development for the Greater Toronto Airports Authority (GTAA). "A few years ago, we made a promise to deliver experiences that delight Toronto Pearson travellers. Each of these new restaurants offers something new to our passengers."

The new dining options also offer travellers free access to Apple iPads at every seat with menus available in 20 languages. Food orders can be made on the iPads and dishes are then prepared fresh and delivered to the customer's seat in 15 minutes or less. The iPads are available to all passengers to also browse the web and stay updated with real-time flight information via a custom suite of applications.

Snowbirds Wow the Crowds In Tillsonburg

Original Article By: Kristine Jean, Tillsonburg News
<http://news.amco.on.ca/SnowbirdsTillsonburg>

The Canadian Forces Snowbirds wowed the crowds at Tillsonburg Regional Airport on Wednesday August 28. Sunshine and blue skies provided the perfect setting. Airport administrator Annette Murray estimated nearly 3,000 people – filled with anticipation, excitement and wonder – were at the airport to watch Canada's elite military flying team in action. "I was impressed by their show today" said 78-year-old Len Fallowfield of the Canadian Harvard Aircraft Association. "With the beautiful weather, it was absolutely amazing. I was really impressed by the new maneuvers."



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Kingston Airport Passenger Fees to Increase

Original Article By: Bill Hutchins, Kingston Heritagr
<http://news.amco.on.ca/PassangerFeesCYGK>

Kingston's Norman Rogers Airport has never run a break-even budget, and has always required an annual tax subsidy to stay aloft. But that could start to change in 2014 after a draft of user fee increases approved by city council Oct. 1 that will generate additional airport revenues of more than \$167,000 every year. "With this additional revenue we are anticipating next year would be a \$60,000 to \$70,000 net deficit for the airport," said airport manager Dave Snow.

The bulk of the new revenue, \$122,000, will come from an increase in passenger ticket fees. They are rising from \$11.10 per ticket to \$15 per ticket starting next year. The nearly \$4 increase will be charged to the estimated 35,000 passengers who fly out of Kingston's airport every year. Snow says the passenger fee increase is in line with what similar-sized airports are already charging, such as Sudbury, North Bay, Waterloo and Sault Ste. Marie

However, Snow points out that another passenger user fee will not be increasing in 2014. The cost to park your car at the airport will remain the same for hourly, weekly and monthly use. Airport vehicle parking generated about \$108,000 in revenues in 2012. The airport is also going to adjust terminal fees charged to carriers based on aircraft seating capacity which should bring in an extra \$20,000 a year.

Snow is optimistic the city-owned airport could become a break-even operation over the next few years through increased passenger traffic. The airport is currently planning a major multi-million dollar expansion of its terminal and main runway, and is awaiting council approval for the funding and construction timeline.

AMCO In Support of Fort Frances Municipal Airport Against Proposed Couchiching Landfill

Original Article By: Tom Batiuk, Fort Frances Municipal Airport

AMCO's Letter dated April 23rd, 2013 in support of the Fort Frances Airport's issue regarding the proposed Couchiching landfill has had a direct and positive impact. The letter which was read at a Town Council meeting dated May 7th, 2013 shows clear support against a landfill being built within 1 mile of the airport. The letter shows each community a common voice that all airports share regarding the issue of birds within the vicinity of the airport. Thank you to the Airport Management Council of Ontario for your support regarding this safety issue.

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Security Options for Non-passenger Service Airport

Original Article By: Sean Cale, Commissionaires

Regional, non-passenger airports provide valuable services to communities across Ontario. Also of value to these airports are the assets on the ground, namely transient and stationed aircraft, ground operations vehicles and equipment, communications gear, and construction materials.

Since maintaining low landing fees and operational costs are a priority for airports, physical security can often be considered a luxury. There are options however outside just 24/7 physical security. These can include video monitoring, fencing and gates, alarms and access control. One option, available from the Commissionaires, is an afterhours, mobile patrol. Patrollers in marked cars will patrol the perimeter and tarmac at set frequencies, but varied times, to ensure no damage or theft has occurred. Patrollers can check the integrity of locked doors and provide an alarm response. Patrols would be built into regular patrol schedules performed by the Commissionaires in the community so costs would be minimized.

The benefits to the airport include potentially lowered insurance rates, protection of assets and infrastructure and provide a great selling feature for clients. The Corps of Commissionaires currently provides air side and facility security across 8 Ontario airports and 32 airports nationwide. Located in municipal centers across Ontario, service can be provided to all airports regardless of size.

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5km on the Runway Raises Big Money

Original Article By: Gord Mahaffy, COPA Flight
<http://news.amco.on.ca/ORNGEban>

On Sunday, September 22, starting at 5am, volunteers joined with the staff of the Oshawa Municipal Airport to support two fundraising events for Heath Place, a cancer support centre operating in downtown Oshawa. The event is held annually with the blessing of Mayor John Henry, Airport Manager Steve Wilcox, Fire Rescue Specialist Andy Armstrong, Operations Manager Chris Pearce and too many volunteers to name. The airport was shut down from 8am until 1pm to accommodate.

Hundreds of residents ran/walked either a 5km route along runway 30 or a shorter 1km route along runway 05. But this year with the strong support from Mazda of Canada an attempt was made to enter the Guinness Book of World Records. The goal was 800 cars from the same manufacture traveling 3km course with no more than one car length of spacing between them, while traveling two abreast.

For everyone involved in this effort it was a demanding and hectic day that proved to be a whole lot of fun. In the end there were not enough cars in the parade to qualify for the Guinness World Records. The Maza owners went home disappointed that they did not set a new record. But, they were wrong. Last year this same event raised \$63,000 for Heath Place. This year the event raised \$69,000 for Heath Place. And this is a new record.

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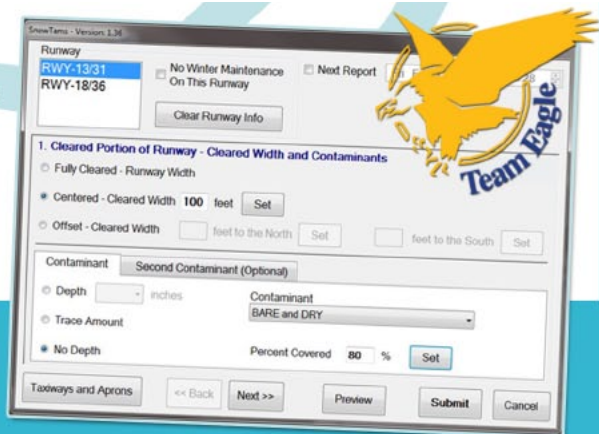
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Goodlife Fitness Club at Toronto Pearson Now Open
<http://news.amco.on.ca/CYYZFitnessClub>

Fake Grenade Force B.C. Airport Evacuation
<http://news.amco.on.ca/FakeGrenades>

Government of Canada Invests In Safety at St. Andrews Airport
<http://news.amco.on.ca/CYAVfunding>

Autopsy: Kowalski Fell Into Propeller In Canada Float Plane Accident
<http://news.amco.on.ca/FloatPlaneDeath>

China Starts Flights At World's Highest Airport
<http://news.amco.on.ca/WorldsHighestAirport>

Air Canada Dropped London Flight Over Spat With Edmonton Airport
<http://news.amco.on.ca/AirCanadaEdmonton>

The Airport Management Council of Ontario was formed to represent the interests of airport owners and operators. The AMCO Newsletter, The Airport Environment and You, is distributed quarterly to members and the airport industry as one method of disseminating information.

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