

The Airport Environment and You

# Representing Ontario's Airports

**Ontario Grows  
Aerospace Sector  
Training at  
Downsview Park**

**Burlington Executive  
Airport Launches Appeal  
of Landfill Ruling**

**AMCO Feature  
Interview with  
Collingwood Regional  
Airport Manager  
Pierre Lajoie**

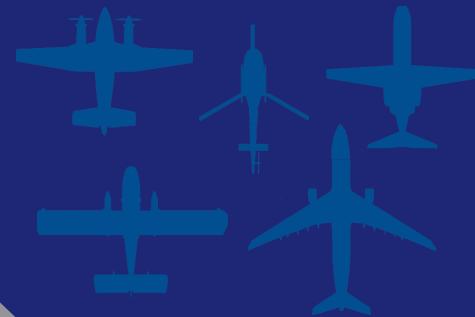




# Airport Management Council of Ontario

February 2014

Volume 3, Issue 1



The Airport Environment and You

## From the President's Desk

It is my privilege to welcome everyone back to AMCO following a busy autumn and the holiday season. I hope that everyone enjoyed a well-deserved break, in the company of good friends and loving family. It was nice hearing that there was such a large representation of Ontario airports in Ottawa last January 14th for Transport Canada's presentation on TP312 5th Edition. This valuable session has helped us get the year started on the right foot. Now that the New Year is in full swing, it is time to look ahead to the events that lay before us.

We are currently working with Transport Canada as well as various consultants to host an information session to provide a gap analysis, in response to the feedback that our office received with regards to TP312 5th Edition. In May, we will host our 3rd Annual Airfield Workshop at the Delta Armouries Hotel in London, as well as a Transport Canada seminar on Quality Assurance. Our host airport, London International Airport, will also be hosting an evening reception for our pleasure. Overall, this two day event is shaping up to be most memorable, and once again, there will be free admission for all Ontario airports.

After an exciting summer of airshows, fly-ins, and festivals, we will hold the 29th Annual Convention and 17th Annual Trade Show this October at the Valhalla Inn in Thunder Bay. Our convention host, Thunder Bay International Airport, is working alongside other airports in the northwest region to develop a great slate of presentations, exercises, and networking opportunities. With representation from each northwestern airport, other local industries, and local First Nations, we are confident that this convention will surpass all expectations.

In the meantime, please enjoy Volume 3 Issue 1 of "The Airport Environment and You." The distribution of our quarterly E-Zine has continued to grow to entail a national readership. And we now include more original content and feature interviews. Furthermore, this edition of the E-Zine includes a contest. Scattered throughout the magazine are five trivia questions. Send an email to the AMCO office (amco@amco.on.ca) with the five correct answers to be included in a draw for free online training. Contest is only open to AMCO members and closes on April 14, 2014.

I wish to thank all members for renewing their AMCO membership. Your dedication to our association is greatly appreciated. Lastly, I am pleased to welcome our newest business members Beacon Environmental, JetPro Consultants Inc., and SNC-Lavalin Inc. And Kawartha Lakes Municipal Airport joins our Southeastern region. I look forward to seeing you all in London on May 7-8th.

Highest Regards,

Terry Bos, BBA, CM

President, Airport Management Council of Ontario  
CEO, Sault Ste. Marie Airport Development Corporation

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## Ontario Grows Aerospace Sector Training at Downsview Park

Original Article By: Matthew Lavoie, Urban Toronto  
<http://news.amco.on.ca/DownsviewGrowth>

The Ontario Government has announced today that it has plans to invest in a new Centennial College facility at the former de Havilland manufacturing plant at Downsview Airport. This investment will help support the partnership of Centennial College and Canadian aerospace company Bombardier, which seeks to train people to work in this ever-growing industry.



Located adjacent to the Downsview Airport, an area currently under intense renewal, this new facility will house Centennial College's renowned aviation programs as well as create a hub for other aerospace training and research work including an innovation and research working group that will join industry leaders and academic partners under one roof, allowing greater collaboration and integration. Premier Kathleen Wynne is a proponent of this collaborative approach, stating: "For Ontario's important industries to grow, we need to make sure employers have the support and workforce they need. This project is a great example of how we can help support continued growth in our aerospace sector while connecting more people with great careers."

## Tax Exemption For Kenora Airport

Original Article By: Brenden Harris, Kenora Online  
<http://news.amco.on.ca/KenoraAirportTaxExemption>

Kenora city council has agreed to a ten year tax exemption for the Kenora Airport Authority. Although council passed the resolution this week, councillor Louis Roussin said the decision wasn't made without some concern. "I understand that there's a development plan in the future for doing things with the airport, but the question that I have is why can't it be self-sufficient," he said.

He suggested one possible solution would be to consider changing the rates and fees being charged by the airport, in order to ensure they were able to sustain themselves. His biggest concern was the loss of tax dollars being paid to the city. However, mayor Dave Canfield said while the decision will mean less tax dollars for the city, it will help avoid large costs in the future.

"The airport authority is ran by volunteers, and it's ran marginally. In a lot of cases, municipalities own and run the airports, and that's what would happen if the airport authority wasn't able to do it anymore. That would be a huge cost," he said. Canfield describes the situation as a balancing act, and says it's all about keeping the airport viable without additional costs for the tax payers.



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## Burlington Executive Airpark Launches Appeal of Landfill Ruling

Original Article By: The Burlington Post  
<http://news.amco.on.ca/BurlingtonAppeal>

The Burlington Executive Airpark has launched an appeal of a recent court ruling that determined the City of Burlington has jurisdiction in its battle with the local airport over the use of landfill. "Today, Burlington Airpark Inc. launched an appeal to the Ontario Court of Appeal of the Nov. 13 decision of the Honourable Justice Murray concerning the applicability of the City of Burlington's Site Alteration by-law to the construction activities at the airport," Tim Crawford, an advisor to airpark owner Vince Rossi, wrote in a late Friday afternoon email to the Post.

Two days earlier (Nov. 13), Justice John Murray ruled in Milton Superior Court that the city has authority over the fill operation that had been going on since 2008. Airpark officials say the fill is an essential part of its expansion plans.

## Ottawa Airport Increasing Improvement Fee

Original Article By: Natalie Piosara, The Loop  
<http://news.amco.on.ca/OttawaAIF>

The cost to fly out of the Ottawa Airport is going up on March 1, 2014. The airport improvement fee is increasing from 20 to 23 dollars.

"We have additional costs and our passenger base went down in 2012," says Krista Kealey, a spokesperson for the Ottawa Airport. "We have a beautiful new terminal, and as we continue to expand, as we reconstruct runways, those kinds of projects are paid for by the AIF."

This increased fee comes as the Ogdensburg Airport, just across the border in the U.S., is planning a 10-million dollar expansion, hoping to lure Ottawa passengers with cheaper flights. The Canadian Airport Council says almost 5-million Canadians a year cross the US border on land in order to fly from US airports.



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A large advertisement for McAsphalt. At the top, the text "Customer Driven" is written in a large, white, italicized font. Below it, the slogan "Drive your future... with a true partner!" is written in a smaller, white font. In the top right corner, the McAsphalt logo is displayed, which consists of a red square with a white 'M' and 'A' and the text "McAsphalt" below it. The central focus is a tablet computer showing a grid of nine service icons: Transportation Services, Risk Management, Technical Support, Research &amp; Development, Customer Service, ISO 14001, Asphalt Cements, Asphalt Emulsions, and Speciality Asphalt. The background of the advertisement is a blurred image of a road winding through a green landscape. At the bottom, the contact information for McAsphalt Industries Limited is provided: 8800 Sheppard Ave. East, Toronto, ON, Canada M1B 5R4. The phone number is 416-281-8181, the fax is 416-281-8842, and the toll-free number is 1-800-268-4238. The website is www.mcasphalt.com. The Intertek logo is also present in the bottom right corner.

## Nashville Plane Crash Remains a Mystery

Original Article By: Walter F. Roche Jr., The Tennessean  
<http://news.amco.on.ca/WindsorPilotMystery>

Investigators are still trying to understand how a small plane veered hundreds of miles off its flight plan, crashed at the Nashville airport and wasn't found by airport authorities for hours. Authorities aren't sure how Michael Callan of Windsor, Ontario, flew undetected over an international border, why he turned the plane's transponder off and what caused him to circle Nashville International Airport for as long as 2 1/2 hours early in the morning on Oct. 29 before attempting to land — also apparently without coming to the attention of airport authorities.

Air safety investigator for the National Transportation Safety Board Jay Neylon said the agency is focused on aviation issues, such as whether Callan ever landed at Pelee Island in Lake Erie before heading to Nashville or whether he stopped somewhere else and refueled. His flight plan named the island, about 60 miles from where he took off, as his ultimate destination. It's also unclear why Callan didn't try to reach anyone at the Nashville tower.

Neylon said investigators were reviewing radar records to try to determine just how long the plane circled over the Nashville airport. The plane, a single-engine Cessna 172R, can fly for up to six hours on a single tank of fuel. The transponder on the plane could have malfunctioned or been turned off, a possible indication the pilot was trying to avoid detection. Officials at the Nashville airport and the FAA haven't said how many air traffic controllers were on duty, whether they should have noticed the plane or its wreckage, or whether any employees have been disciplined after the incident.

## County Could Help Secure Goderich Airport Funding

Original Article By: Bob Montgomery, Blackburn News  
<http://news.amco.on.ca/GoderichAirportFunding>

The CAO for Goderich says it might be time for Huron County to get involved in funding for the Goderich Airport. The airport is owned by Goderich and loses a considerable amount of money every year.

Larry McCabe points out that the Goderich Airport is like many municipal airports in that it's located in an adjacent municipality, so the municipality that owns it does not receive property tax for it. But McCabe also points out that the value to the town as an economic development tool far exceeds the property tax.

McCabe says at one time Huron County covered the cost of both the Goderich and Wingham airports but that practice was discontinued several years ago. He suggests it might be time to re-visit that idea.

## Sudbury Airport Gets \$1M From Province For Expansion

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

The 30,000 square foot building will allow Discovery Air — a company that provides aviation and training services to various sectors, including air ambulance and fire services — to expand operations. The new hangar will also house an environmental research lab for the Northern Ontario School of Medicine.

Greater Sudbury Airport CEO Bob Johnston said the airport "will derive revenue in the form of lease revenue ... But the larger, more significant, contribution is really to the economy. It's going to create new jobs. It's going to allow us to pursue and diversify our business interests at the Greater Sudbury airport." The Northern Ontario Heritage Fund is contributing \$1 million to the project. The province says the new facility will create five jobs.

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## County Buys Into Barrie's Airport Shares

Original Article By: Laurie Watt, Simcoe.com  
<http://news.amco.on.ca/LakeSimcoeShareholders>

Simcoe County is purchasing a 20-per-cent share in the airport on Oro-Medonte Line 7 North. The facility, with a 6,000-foot runway, also has Canada Customs in its full-service terminal building that also features a café, pilot lounge and executive passenger lounge. For CanPass holders, the airport is a port-of-entry 24/7.

Opening in 1991 with three partners – Barrie, Oro-Medonte and Orillia – it had a 3,500-foot runway. Despite Orillia pulling out five years ago, the airport has been expanded and upgraded several times. In the past three years, Barrie, Oro-Medonte and the federal government invested \$15.8 million to maintain and upgrade what they consider is a gateway to local and international markets.

Simcoe County's growth plan also labelled the airport as a regional economic zone and having Simcoe County onboard will take the airport to greater heights, according to LSRA president and Barrie Coun. Michael Prowse. "The county has the ability to market and partner with Barrie and put us in a very unique position to attract and grow potential employers who want to be near or in an airport," he said. "I see greater and greater things. We can take this to the next level."

Barrie calculates its share, at 60 per cent of investment since 2009, to be worth \$3.95 million, as the county would purchase a 20-per-cent share worth \$1.3 million. The airport is an asset that attracts investment in the entire region, Barrie transportation and economic development committee chairperson Coun. John Brassard said. "Other people are looking to get into (the airport business) as opposed to run from it. Why? They're starting to realize this is the greatest economic development asset in this region," he said.

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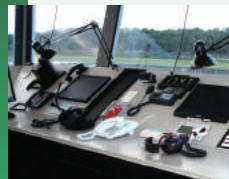


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## ORNGE Chopper Loses Cockpit Window Mid-Flight

Original Article By: Bruce Champion-Smith, The Toronto Star  
<http://news.amco.on.ca/ORNGEchopper>

An ORNGE helicopter responding to a pick up a patient in cottage country was forced to make a frosty emergency diversion after a cockpit window fell out in mid-flight. The incident happened Thursday afternoon as the Toronto-based AgustaWestland AW139 was en route to the Haliburton area. While preparing for landing, the right side cockpit window popped out over a frozen lake, according to ORNGE spokesperson James MacDonald.

The pilots aborted their landing and diverted to Muskoka Airport, which was about 15 minutes away, where they made a safe arrival with no injuries to any of the four crew members onboard.

It's not the first time that ORNGE has suffered an incident like this. In 2012, an AW139 was over Toronto when a cabin door

opened and a window blew out, forcing the pilots to make an emergency landing in a lakeshore park. One helicopter industry veteran called this latest incident "very serious" and said the outcome could have been much worse. For example, if the window had fallen out over a built-up area, someone could have seriously injured on the ground if they had been hit, he said.

The incident comes just over a week after another ORNGE helicopter was damaged during a landing in northern Ontario. The Sikorsky S-76 was landing at a residence west of Thunder Bay when the rotor blades struck nearby trees. The pilots were able to safely land but the helicopter was stuck on the ground as ORNGE staff assessed the damage to the rotor blades.

## Several Groups Not Asking Town For More Money In 2014

Original Article By: Derek Dunn, Arnprior Chronicle-Guide  
<http://news.amco.on.ca/Arnprior2014>

The Arnprior Airport Commission is asking the town for \$56,131, the same amount as 2013, said Coun. Dan Lynch. By day, Lynch is airport manager. He doesn't vote on council decisions related to the airport.

His presentation began with this year's good news: switching to a yearly fee for ramp/landing means the airport no longer requires monitoring after hours; two mapping companies used the airport as headquarters, with one returning next summer; a five-year lease with Ontario Power Generation for float plane use; four hangar owners extended property lines.

"At the present time we have 40 completed hangars with five hangars scheduled to be built by the end of 2014," Lynch said. "It should be noted that the 2013 assessed value of the current hangar owners is \$3,989,167."

## WestJet's Bid To Fly Jets From Toronto Island Airport Rekindles Expansion Debate

Original Article By: Greg Keenan and Ann Hui, The Globe and Mail  
<http://news.amco.on.ca/WestJetTorontoland>

WestJet Airlines Inc. has reiterated its request that it be allowed to join Porter Airlines Inc. in flying jets into and out of Billy Bishop International Airport, sparking another demand by Councillor Adam Vaughan that any expansion of the airport be stopped. Gregg Saretsky, chief executive officer of WestJet, said new Boeing 737 planes the airline is ordering are capable of operating out of Billy Bishop, but there are no slots available. Porter has 172 of the 202 slots at Billy Bishop, while Air Canada has the other 30. WestJet has none.

Air Canada chief executive officer Calin Rovinescu has said earlier this fall that Billy Bishop "is not somebody's private playground and it cannot be structured as somebody's private playground because we're dealing with a public asset that is meant to have proper competition."

## Answer These Questions For A Chance to Win!

- 1) Name all airports within Ontario that have runways which span 10,000' or longer.
- 2) How many airports (both Certified and Registered) are located within the city limits of Ottawa?
- 3) How many airports within Ontario have scheduled service with Bearskin Airlines?
- 4) Which three airports operated by the Remote Northern Transportation Office (MTO) begin with the word "Fort"?
- 5) Which AMCO member celebrated their 80th Anniversary last summer?

Send an email to the AMCO office ([amco@amco.on.ca](mailto:amco@amco.on.ca)) with the five correct answers to be included in a draw for free online training. Contest is only open to AMCO members and closes on April 14, 2014.

## Air Canada Plans to Beef Up Pearson Airport's Role As International Hub

Original Article By: Gene Keenan, The Globe and Mail  
<http://news.amco.on.ca/PearsonHub>

With the allure of hassle-free flights, Air Canada plans to woo U.S. business travellers to fly through Toronto en route to Europe and Asia. It won't take many – just a few more U.S. travellers a day originating from cities on the U.S. Eastern Seaboard and heading to Asia should be enough to turn Toronto's Pearson International Airport into a major international hub and boost the airline's revenue by about \$400-million annually, the company says.

Turning Toronto into an international hub would allow the airline to capture its fair share of U.S. travellers heading to Europe or Asia on non-U.S. airlines. That share is about 1.5 per cent or 1.1 million passengers a year, compared with the airline's current share of 0.3 per cent. The strategy to capture more U.S. passengers travelling internationally is one component of the plan to turn the airline into one that generates sustainable profit. It's also part of a growing international focus as the airline adds new routes to Europe and Asia and higher-capacity planes on some of those routes.

U.S. Customs has initiated pre-clearance procedures that allow fliers to travel through major Canadian airports without having to recheck their luggage or go through security. One of the airline's most popular U.S.-Canada routes is Boston to Toronto. There are no non-stop flights from Boston to Shanghai, so Air Canada is targeting business customers who might normally travel to the Chinese city through Chicago or New York. By offering connections through Toronto, the airline says it

can provide customers the luxury of avoiding terminal changes or going through security.

The focus is on business travellers for whom convenience usually trumps price. The airline has bulked up its marketing efforts by appointing a senior director of U.S. sales and market development based in New York and focused on corporate accounts. Air Canada is not re-inventing the wheel. It is modelling its plans on carriers that have established global hubs such as Singapore Airlines, Emirates Airlines and KLM Royal Dutch Airlines of the Netherlands.





## More, Bigger, Better – Sault Airport Growth Continues

Original Article By: SooToday.com  
<http://news.amco.on.ca/YAMgrowth>

The Sault Ste. Marie Airport is growing and the Northern Ontario Heritage Fund is helping it along the way with a \$450,000 investment, says Sault Ste. Marie Member of Provincial Parliament David Oraziatti.

In 2010 about 120,000 passengers passed through the Sault airport on domestic and international flights, said Oraziatti in an announcement today. In 2012 185,000 passengers used the Sault airport for domestic and international flights.

The passenger holding room and the Canadian Border Services Agency (CBSA) arrivals area will be expanded said Oraziatti, and the baggage belt will be removed and replaced. The expansion

will see 18.5 positions retained at the airport and the facilities to serve more passengers as the airport continues to grow, he added.

Sault Ste. Marie Airport Chief Executive Officer Terry Bos says the NOHFC funding announced today will assist in the third phase of the terminal development which he says should be completed by the end of March 2014. "This matching funding will facilitate the expansion of the arrival area for improved service and clearance of travelers entering into Canada from international flights," said Bos. "It will also result in the addition of a new baggage handling conveyor facility which will improve customer service and processing of passenger baggage generated from all of our scheduled flights and charter carriers."

In addition the airport received another \$1 million to construct a new 22,320 square foot hangar with a 39,600 square foot apron which allowed for JD Aero Technical to expand its operations for aircraft maintenance, repairs and overhaul for commercial airline companies, such as Porter Airlines and Air Canada Jazz.

## AMCO Feature Interview with Collingwood Regional Airport Manager Pierre Lajoie

**Collingwood Regional Airport is poised to grow in 2014. What variables are at play for this favourable forecast?**

The location of the airport helps. We are near Blue Mountain, Wasaga Beach, and attract large general aviation traffic. We get busier with each passing year. Currently, we are finalizing a \$10 million deal with a new corporate investor. The name of the corporate investor is being kept secret right now, but let's just say that they see the potential for corporate aircraft at our airport. The town recently sold the investor 8 acres of airport land. These new developments have everyone on the town council and at the airport very excited.

**Your airfield is a registered airport. Did this model of operations impact the growth and new developments at Collingwood Regional?**

Absolutely not. Approximately eight years ago, we gave up certification at our facility because of pressure from Transport Canada. They were pressuring many small certified airports to drop certification. Nevertheless, we still keep the airport at the same standards demanded of certified airports.

**Would you ever want to pursue certification?**

Yes, we are looking at the possibility of becoming certified again. The reason for this move is mostly for zoning protection against tall structures and other obstructions. Right now we are focused on corporate traffic. In my experience, corporate traffic does not distinguish between certified and registered airports. Furthermore, there will be no scheduled service at Collingwood Regional Airport for the foreseeable future.

**How may the proposed new Wind Turbine Farm near your airport impact operations?**

There are four wind turbines that are too close for comfort. They are not on the approach path, but they could affect large aircraft. It will raise the minimums. Safety is our number one concern. We are worried that smaller private aircrafts, without the instruments and resources of corporate aircrafts, may one day make contact with one of these four wind turbines. Overwhelmingly, our community is not a willing host of wind turbines. I think there needs to be more consultations between the wind turbine companies and the municipalities. It is not that we here at Collingwood Regional Airport are necessarily against wind turbines, rather, our position is simply that they need to be erected at safe distances away from the airport, and the municipality should be consulted.

**You and the Airport Services Board are going to develop a new Business Plan. Why create a new plan, and what will this new plan entail?**

Our last Business Plan was created 15 years ago. We have since completed everything that was outlined in the plan, including a runway rebuild, improved aprons and taxiway, and an upgrade for the fuel ramp. Now it is time to create a new Business Plan. I think it will show that we here at Collingwood Regional Airport are serious. We are looking to build a parallel taxiway and a new general aviation site. This will improve our attractiveness to corporate traffic, and will also accommodate the growing general aviation demand within our region.

## 737 Charter Flight to Big Apple a Milestone for Peterborough Airport

Original Article By: Galen Eagle, Peterborough Examiner  
<http://news.amco.on.ca/737charterYPO>

Some 136 people are set to make Peterborough history this fall when the Peterborough Airport welcomes its largest commuter plane to date – a Boeing 737 – that will fly directly from Peterborough to Newark Airport. Celebrating its 40th year in business, Carlson Wagonlit Stewart Travel in Peterborough has chartered the 136-passenger Canadian North plane as part of a special anniversary package for a New York City weekend getaway Oct. 2 to 5.

Airport manager Trent Gervais said the flight will be a milestone for the airport, city and county. "Back when we did our expansion in 2010 we designed the airport for a 737 or an Airbus 320 to land. This will be the first one that has come in in that size," he said. "For our staff and myself it's going to be pretty exciting. The residents of the city and county have spent a lot of money on this airport. We're seeing this payoff as an economic driver."

The local travel firm is committed to offering a similar anniversary flight out of Peterborough every year, but if the first flight proves fruitful, there is optimism that the airport could see multiple charter flights leaving the city each month for different destinations around the world. "We can go anywhere. Who says we can't have a plane leaving every Saturday in the month of February down to the Caribbean? Or go to Disney in November and Chicago in the spring? The sky is the limit," says Stewart.

## Thunder Bay Airport Breaks Passenger Volume Record

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

Thunder Bay Airport has broken its all-time record for passenger volume. A total of 780,000 people travelled through the terminal last year — up about 2.5 per cent from 2012.

Airport CEO Scott McFadden said the new high was reached in spite of what he calls moderating economic conditions. "We have to thank our customers for choosing to fly from Thunder Bay," he said.

Figures supplied by the airport show its impact on the Thunder Bay economy is significant. It values economic activity related to the airport at more than \$500 million. A study funded by the airport found that it is responsible for almost 5,000 direct and indirect jobs in the Thunder Bay area.

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## New Development in the Works for Sarnia Airport

Original Article By: City Hall Notebook, theobserver.ca  
<http://news.amco.on.ca/SarniaDevelopment>

A pair of separate proposals to build a six-acre solar farm and a new private hangar at the Sarnia airport received the green light Monday night. City council first approved a ground sublease agreement allowing EEDI Solar Project LP (Endura) to build a solar farm along the west limits of Sarnia Chris Hadfield Airport. However, the solar energy developer is still awaiting approval on a feed-in tariff contract with the Ontario Power Authority.

Council also approved a 40-year ground sublease agreement with James Christen Abbott and Richard Cameron Abbott to

allow them to construct a new private hangar at the airport. Construction value of the new building is pegged at \$75,000, according to a staff report. The hangar itself will contribute about \$950 in tax revenue to the city.

Coun. Terry Burrell, who has previously expressed his reservations about 40-year subleases, voted in favour of both projects, noting they fit with the intended purposes of the site.

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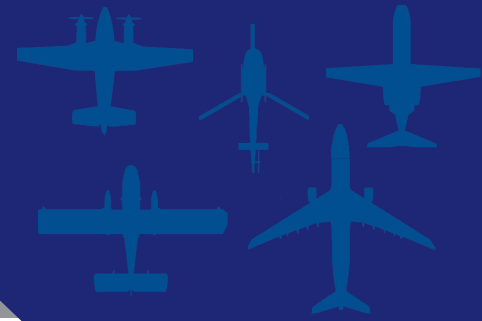




# Airport Management Council of Ontario

February 2014

Volume 3, Issue 1



The Airport Environment and You

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New Noise Issue For Waterloo Regional Airport  
<http://news.amco.on.ca/WaterlooNoise>

First Nations Form Company to Expand Power Grid to Remote Communities in Northwestern Ontario  
<http://news.amco.on.ca/NorthwesternOntarioPower>

The Best Airport Innovation of 2014  
May Already Be in Montreal  
<http://news.amco.on.ca/AirportInnovation2014>

Airport's Smart Move: Storing Winter Coats For Southbound Passengers  
<http://news.amco.on.ca/AirportWinterCoatCheck>

Airport Security Officers Tried To Give Teenager His Pipe Bomb Back  
<http://news.amco.on.ca/EdmontonAirportPipeBomb>

Air Traffic Volume Jump Increases Revenue At NAV Canada In Q1  
<http://news.amco.on.ca/NavCanadaRevenueIncrease>

Sea King At Wawa Airport  
<http://news.amco.on.ca/WawaSeaKing>

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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