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What's New in Peterborough's Growing Aerospace Sector?

Region of Waterloo Airport Expansion Plan Would Cost \$474 Million

Nav Canada to Invest \$170m to Develop Air Traffic Management Infrastructure

Oshawa Approves \$6-million Airport Runway Reconstruction

LETTER: Airport Marks Quarter-Century

Thunder Bay Airport will use Social Media to Attract U.S. Travellers in 2017

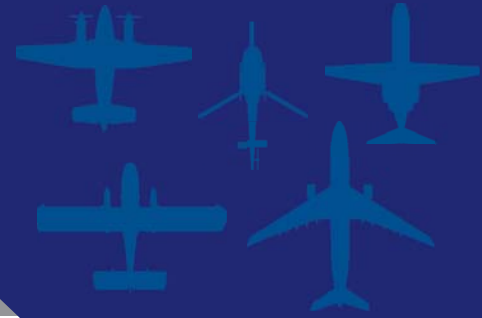
Bearskin Partnership Brings Back Northern Service

Mock Air Disaster Helps Island Emergency Professionals Practice

Aerospace Cluster Takes Off at Toronto's Downsview Park

Jack Garland Airport has Planned Nearly \$8 Million in Airport Upgrades





What's New in Peterborough's Growing Aerospace Sector?

Original Article By: Alex Karn, Peterborough This Week, Dec. 25, 2016
<http://news.amco.on.ca/whatsnewinpeterboroughaerospace>

Exciting things have been happening in Peterborough's aerospace sector and aviation industry. Over the last five years the industry has exploded with the expansion of the city's runway to accommodate aircraft as large as a Boeing 737 and the introduction of Seneca College's aviation campus. The Peterborough Airport acts as a conduit for all of this activity, and continues to promote the growth and diversification of the local aerospace community. The existing aerospace supply chain features institutional and industry leaders in aircraft manufacturing, maintenance, repair, modification, parts production/ supply, education, infrastructure, and technical service.

Airport Manager, Trent Gervais, explains that Peterborough's aviation sector boom got its start in 2008, after the city commissioned a business plan for the airport. "Before 2008, the airport really only had light aviation-related industrial business, some hangars, a 5,000 foot runway and basic water and sewer," he says. However the business plan research found that if the runway, taxi-ways and aprons were extended, more businesses could be attracted to the airport.

The work to renovate the property began shortly after and now the airport lays claim to the longest civil paved runway between Ottawa and Toronto, at 7,000 feet long and 100 feet wide. Since the expansion was completed in 2011, 20 additional private hangars have been installed and rented, Flying Colours Corporation has been able to increase their services and revenue, and in January of 2014, Seneca College's aviation campus opened its doors to students.



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Region of Waterloo Airport Expansion Plan Would Cost \$474 Million

Original Article By: Paige Desmond, Waterloo Region Record, Nov. 4, 2016

<http://news.amco.on.ca/waterlooexpansionplantocost474m>

A long-term plan to expand the Region of Waterloo International Airport has a price tag of more than \$474 million.

Staff laid out the first details the public has seen on the plan in a report earlier this week. It would tie expansion to the achievement of milestones in passenger volume increases.

"This is the first time we've gone out with that recommendation so we're interested in what the community has to say," said Chris Wood, airport general manager.

Five milestones for expansion have been set — approval of the airport master plan, expected in early 2017; 250,000 passengers using the airport in a year; 500,000 passengers; one million passengers and 1.5 million passengers.

Each milestone would trigger improvements and planning for future milestones.

The first milestone includes zoning and other work for two runway extensions and a new runway, design of the first terminal expansion to accommodate 500,000 passengers, starting a master land use and servicing plan for the airport, and assessing the need for future land purchases.



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Nav Canada to Invest \$170m to Develop Air Traffic Management Infrastructure

Original Article By: airport-technology.com, Nov. 3, 2016

<http://news.amco.on.ca/navcanadatoinvest170m>

Canada's civil air navigation system owner and operator Nav Canada is set to invest \$170m to develop infrastructure in the country's air traffic management throughout fiscal 2017.

The investment is \$40m more than the company's usual annual average investment, and will run through 2019.


Area control centres (ACC), air traffic control towers and flight service stations (FSS) across Canada will be expanded, revamped and replaced with new facilities under the investment.

"We want to build on our success through this commitment to a significant expansion of our capital programme."

Nav Canada will also continue to improve power systems and invest in air traffic management technology, and invest in air traffic management technology.

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Oshawa Approves \$6-million Airport Runway Reconstruction

Original Article By: Reka Szekely, Oshawa This Week, Dec. 7, 2016
<http://news.amco.on.ca/oshawaapproves6mrunwayimprovement>

The Oshawa airport will be closed for four weeks at the end of next summer for a \$6-million runway reconstruction project.

Oshawa Executive Airport manager Stephen Wilcox said the reconstruction of the airport's main runway involves the full closure of the airfield.

"During that time the business of that airport will be out of business," explained Wilcox, adding that means roughly 165 people won't be working during that period.

Wilcox said this is the first full reconstruction of the runway in the airport's history. There has been some work: in 1980 asphalt was placed over existing asphalt on the runway; the runway was narrowed in 1994 though the original sub-drains and lighting cables were left; and in 2006 the first two inches of asphalt were removed and resurfaced and frost heaves were repaired.

The runway has seen 14 frost heaves since 2006 and they can be a hazard to airplanes landing or taking off at speeds in excess of 200 kilometres an hour. As a result, consultants hired to analyze the runway have recommended fully reconstructing it, including rebuilding the base.

"We've got asphalt that was put down in 1941 sitting on top soil in some places," explained Wilcox to Oshawa councillors on Monday, Nov. 28.

The filled pulled up during the reconstruction will be used for a new buffer berm that's expected to reduce the impact of the airport on nearby Jane Avenue.

The length of the asphalt runway is being slightly extended, by 76 metres for safety areas at both ends. The extra space is for planes that overshoot or undershoot the runway.



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LETTER: Airport Marks Quarter-Century

Original Letter By: Rob Warman, Published: Orilliapacket.com, Jan. 17, 2017

<http://news.amco.on.ca/lracelebrates25years>

Congratulations to the Lake Simcoe Regional Airport (LSRA) on the 25th anniversary of its opening on Nov. 1, 1991.

To all the members of Barrie, Oro and Orillia councils and the many citizens appointed to the airport committee and then the commission which, working with the Ontario Ministry of Transportation (MTO) and Transport Canada to bring this project to fruition, all deserve a great big thank-you.

As the retired airport commission chairman, I like to think that the airport was conceived in the Barrie Curling Club, born in Oro and Barrie, designed on many Sunday nights in my living room and raised in Oro. I would be glad to explain this statement to anyone who might wish to give me a call.

The total cost of construction, up to the opening of a 1,500-foot runway, was \$10.5 million. Oro paid \$223,000, Barrie \$1.183 million, Orillia \$393,000, MTO \$5.4 million and Transport Canada almost \$3.3 million. If we were to build it today, I'm sure it would cost a lot more.

It has been nice to see it grow from 1,500 to 5,000 to the 6,000-foot runway that exists today, which is a highway to the world.

With this length of runway LSRA can accommodate the largest corporate aircraft, cargo planes and the largest aircraft available to the Canadian Forces to include the Snowbirds every couple of years. Also, having a Canada Customs Port of Entry allows people and goods coming from foreign countries to be processed at the airport.

The new terminal building opening in May 1993 was a big step up from the original trailer that the staff worked out of, and since then the terminal building has doubled in size to accommodate the flying community using the airport.

External support to build the airport came from Jamie Massie and Dr. Sandy Macdonald, who built the first hangars on site and also the late Lloyd Fletcher,



who, with his Oro residents association, supported the building of the airport. Reeve Bob Drury and I met with former MP Doug Lewis in his office in Orillia and we left 15 minutes later with his full support for this project.

The project management and administration of the construction was carried out by Barrie staff, especially Wendell McArthur and David James. Architect Ted

Handy, engineer Brad Pryde, Ron Robinson of RGR & Associates and Jim Scott of MTO.

The first land that was purchased for the site were through a numbered company and the cost was \$3,000 per acre but, once the word was out, we made two millionaires in Oro, one on the 6th Line and one on the 7th to purchase their properties.

A laugh was had when we were discussing the name for the airport to include the three municipalities and we started with BOO - Barrie, Oro, Orillia. Not good on the airways, so we settled for OBO for Oro, Barrie, Orillia.

Shortly after that a competition was held to name the airport and as we all know the name selected is Lake Simcoe Regional Airport.

A note on membership is that Orillia is no longer associated with the airport, but just recently the County of Simcoe has come on board.

Thanks to the board members and the airport staff under Mike Drumm for keeping LSRA working and becoming one of the top 10 municipal airports in Canada.

For those who don't know or have not visited the airport on the 7th Line of Oro-Medonte Township, you should drive out and have a look.

A snack bar exists where you can have a very nice lunch.

Tell Mike I sent you, OK?

Rob Warman
Barrie

Thunder Bay Airport will use Social Media to Attract U.S. Travellers in 2017

Original Article By: Gord Ellis, CBC News, Dec. 30, 2016

<http://news.amco.on.ca/thunderbaywillusesocialmediain2017>

The CEO of the Thunder Bay International Airport says they will use social media and targeted marketing to attract even more American travellers in 2017.

The increase in Minnesota-based licence plates in the airport's parking lot was quite noticeable this year, said Ed Schmidtke.

Schmidtke said the increase in U.S. travellers using the airport likely played a role in making 2016 a record year for passenger volume at the facility.

However, Schmidtke said the airport wants an even bigger piece of the American traveller pie in 2017 — to accomplish that, he said the organization has hired a marketing firm to help increase and expand its social media and digital presence in northern Wisconsin and northern Minnesota.

"We've seen that uptick, [and] because of that success we are hiring professional support ... in an effort to try and drive the numbers higher."



Bearskin Partnership Brings Back Northern Service

Original Article By: TbNewsWatch.com Staff, TbNewsWatch, Nov. 1, 2016

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

Bearskin Airlines announced Monday a strategic partnership with Winnipeg based Perimeter Aviation to re-introduce service between Thunder Bay and several First Nations communities north of Sioux Lookout.

Winnipeg based Perimeter Aviation has been linking Sandy Lake, Pikangikum and Sachigo Lake to Winnipeg for more than 10 years. Perimeter recently expanded their service to include links to Sioux Lookout at which time a partnership was struck with Bearskin Airlines to offer joint fares and connections to/from Thunder Bay.

Using a single ticket, and a shared airport counter in Sioux Lookout, Bearskin and Perimeter facilitate connections between their respective flights in Sioux Lookout making the journey seamless to the passenger and more affordable.

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Mock Air Disaster Helps Island Emergency Professionals Practice

Original Article By: Tom Sasvari, The Manitoulin Expositor, Nov. 18, 2016
<http://news.amco.on.ca/mockairdisasteringorebay>

It was a scene that no one normally wants to see; there were firefighters with fire trucks, ambulance, paramedics, police, doctors, medical students, search and rescue workers and amateur radio emergency service coordinators and others who had been called out to an incident at the Gore Bay-Manitoulin Airport on the evening of November 9. There were even 11 students from Manitoulin Secondary School on hand, the latter group victims of an airplane crash near one of the airport runways.

But no, it was not a real incident, thankfully it was a mock air disaster exercise. *"The Gore Bay Mock Air 2016-1" exercise started with a radio call to the Gore Bay-Manitoulin Airport that a Beech 1900 airplane was coming in for fuel. They are good but running low (fuel). They have 14 people on board and will be in Gore Bay in 10 minutes."*

The mock disaster included the plane having undergone a crash landing at the beginning of the runway and the tail broken off the aircraft. *"There is some smoke and trapped victims. There is fire in the field around the fuselage, but the aircraft is not on fire at this time. There is debris scattered behind the crash site."*

"On arrival of the (mock exercise) scene, the responding crews will see random fire and smoke, around a 19 passenger plan, which is somewhat intact, missing a portion of the tail section. There are people throughout the crash site in various places. At this time there are trace amounts of smoke in the fuselage with several trapped patients, including a 28-year-old woman who is pregnant. The plane is not in any danger of exploding or catching fire. There is chaos with those involved."

In the exercise, emergency service providers were faced with darkness as the exercised was held in the evening, and at the end of the runway where the incident place took place, there are gates, with cattle looking on. In one area there was a car that had taken on the role of the airplane involved in the accident with many of the hurt passengers inside, close by or in another part of the area. As well, there were five fires burning during the exercise to be put out.

Aerospace Cluster Takes Off at Toronto's Downsview Park

Original Article By: DAIR, Wings Magazine, Nov. 22, 2016
<http://news.amco.on.ca/Aerospaceclustertakesoffatdownsview>



An aerospace cluster at Toronto's Downsview Park broke ground on Monday, as several key members of the aerospace community and select government officials backing the project took part.

The federal and provincial governments combined contribution of nearly \$44 million to relocate and expand Centennial College's aerospace program at Downsview is the first step towards the creation of the Downsview aerospace hub, says the executive director of an academia-industry aerospace consortium.

"These significant federal and provincial government investments to re-locate Centennial College's aerospace program to Downsview are the essential first steps toward the development of the Downsview Aerospace Innovation and Research (DAIR) hub or cluster. KPMG estimates this initiative will create some 14,400 jobs and contribute \$2.3 billion indirect and indirect benefits to the economy over the next 20 years," said Andrew Petrou, executive director of DAIR.

An advertisement for United Rotary Brush Corporation. The top part has the text "We Make Brushes. It's What We Do." Below this is a collection of various brushes, including round brushes with blue and white bristles, and a larger brush with a wooden handle and blue bristles. At the bottom, there is the United Rotary Brush Corporation logo, which consists of a stylized sunburst or fan shape next to the word "UNITED" in a bold, sans-serif font, with "ROTARY BRUSH CORPORATION" in smaller text below it. At the very bottom, there are three lines of contact information: "800.851.5108 U.S.A.", "www.united-rotary.com", and "800.469.6292 Canada".

Jack Garland Airport has Planned Nearly \$8 Million in Airport Upgrades

Original Article By: Gord Young, The Nugget, Jan. 4, 2017

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

Nearly \$8 million in upgrades at Jack Garland Airport are planned to take place over the next two years.

A total of about \$3 million has been earmarked for this year, primarily for the rehabilitation of the airport's main power and airfield power systems.

Airport manager Jack Santerre said the power systems are between 35 and 60 years old and are in desperate need of upgrading.

The city has set aside nearly \$1.3 million in its 2017 capital budget for the work, with the balance expected to come from contributions from the North Bay Jack Garland Airport Corporation and Transport Canada's Airport Capital Assistance Program (ACAP). Santerre



said the work is dependant on the approval of government funding applications.

The electrical power upgrades are expected to cost about \$2.4 million, while the remaining funds will go toward smaller items, including heating system repairs and airside loader replacement.

In 2018, the airport is planning to spend about \$4.7 million to rehabilitate runway 18-36 and its ancillary equipment, including approach lights, as well as some smaller capital projects.

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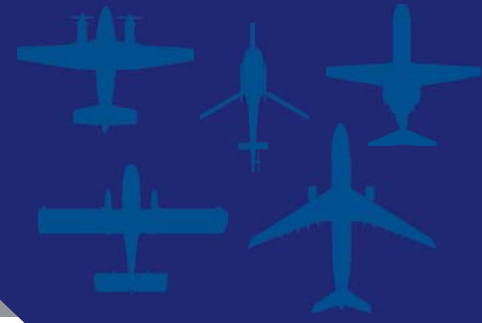
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From the Desk of the Executive Director

Up Next at AMCO

As we move into the New Year AMCO has many exciting events and programs planned for our members. We are grateful for all our partners and hosts working to make this year a special one and we are always welcome to feedback and suggestions from all of our members.

Our 32nd Annual Convention and Tradeshow is shaping up to be our most exciting trade show event ever with a unique location and some new events never before seen at an AMCO convention. If you would like to know more or are interested in participating in the tradeshow contact Association Coordinator Laura McNeice for more information.

Immediately following this long winter season AMCO will be hosting its 6th Annual Spring Airfield Workshop in Dryden, Ontario. Many of our speakers will be focused on safety and emergency planning and this year's event will include a half day emergency planning exercise. We hope to see everyone there.

For our smaller airport and aerodrome members AMCO will be planning a spring roundtable and discussion day in Southern Ontario. More information will be coming shortly but if you are interested in this event contact the AMCO offices for more information.

We are hosting a number of in-person training courses to supplement your online training needs found at training.amco.on.ca. Our first course this month is a Winter Airport Movement Surface Condition Reporting course hosted by the Greater Sudbury Airport. We will also be hosting TP312 5th edition training and wildlife management training around the province. If you are interested in any of these courses or are in need of other training please contact the AMCO offices and we would be happy to register or work with you to provide the training you need.

Finally if you are interested in the AMCO Aviation General Liability program you can contact AMCO or the Magnes Group for information on how the program can benefit you. By supporting the Aviation General Liability Program you are Supporting AMCO and its members while receiving quality AGL coverage.

Warm Regards,

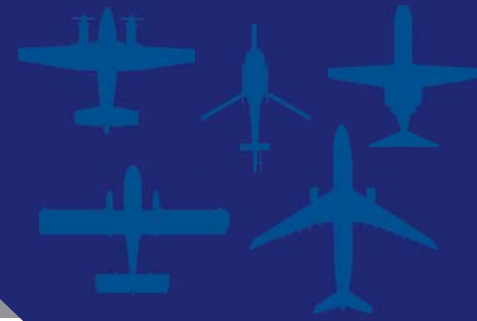
Aaron Lougheed
Executive Director, AMCO



Airport Management Council of Ontario

FEBRUARY 2017

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The Airport Environment and You

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AMCO Quick-Strip Links

Major Upgrade to Fuel System at Cornwall Regional Airport

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

Hybrid Aircraft the New Northern Ontario Bush Plane?

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

Clearview Green Lights Aviation Business Park

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

Saugeen Municipal Airport Looking To Upgrade Facilities

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

New Control Tower for Airport

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

Former RCAF field home to First Nations, Inuit, and Metis pilots

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

Loomex Group's New Jet Simulator Used in Emergency Training Exercise

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

Newleaf Cancels "Sun" Service from Hamilton, Refunds 3000 Tickets

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

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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Writer and Editor: Laura McNeice

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