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**Meet the Guy Who Works as a  
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**'No Drone Zone' Signs Revealed  
for Airports, More Rules Coming**

**Bombardier To Sell Its 'Waterbomber'  
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**Bob Nault Announces Northern  
Airport Improvements**

**Business Soaring At Chris Hadfield Airport**

**Rehab Project Kicks Off at  
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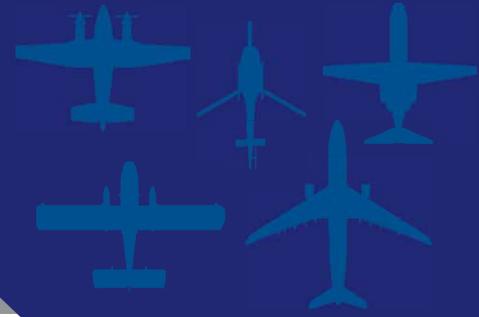
**Federal Government Overcharging  
Canadian Airports**

**Airports Preparing For High Demand**

**It All Starts With a Flight**

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## Airport Remains a Hub of Activity

Original Article By: Thomas Perry, The Daily Press, June 13, 2016  
<http://news.amco.on.ca/airportremainshubofactivity>



To say the runways at Timmins' municipally owned airport are busy might be a bit of an understatement.

*"As far as scheduled passengers through the terminal, we have a little over 200,000 passengers a year inbound and outbound,"* said Dave Dayment, manager of Timmins Victor M. Power Airport.

*"That has been pretty steady, within a couple of thousand each year, for the past four or five years. When you are landing 70-seat airplane and assume they are full in and out, if you miss a flight here or there for weather over a winter you can miss a couple of thousand people pretty easily, but it is not a large percentage out of 200,000."*

*"We did have the addition of a fourth flight for Porter Airlines last year. They tried it for the spring and summer. They do a lot of booking ahead. They are very detailed that way. So is Air Canada for that matter."*

The airport is a 24-hour-a-day, seven-day-a-week operation, 365 days a year.

*"Our tenant base includes the Canadian Space Agency (Timmins Stratospheric Balloon Base), the Ministry of Natural Resources (and Forestry) and Ornge (air ambulance service),"* Dayment said.

*"AirCrebec also has a large maintenance presence here, and down in the general aviation area, we have different land owners who purchased their own property and have their own operations, some are private hangers and they store their own airplanes and some of them are corporate/private-use airplanes, and then there is Thunder Airlines at the end. They do maintenance in their hanger, do some charters from their facility and they have their passenger service they run up the coast."*

There were a lot of improvements made at the airport in 2015, some of which are continuing into 2016.

*"We spent in the vicinity of \$1 million here last year in capital,"* Dayment said.



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## Meet the Guy Who Works as a Falconer at Canada's Biggest Airport

Original Article By: Daniel Otis, Vice, June 8, 2016  
<http://news.amco.on.ca/meettheguywhoworksasafalconer>

Darren Smith has Gothic tastes. Dungeons, dragons, swords, and sorcery—that's his kind of thing. The one-time server even trained for a part-time gig as a falconer at Toronto's Medieval Times for the fun of it. Then, nine years ago, he met Rob Shevalier.

*"Do you want to be flying budgies around in a cage for the rest of your life?"* Smith remembers him asking. Ever since, he's been flying hawks and falcons for Shevalier's wildlife control outfit at Canada's busiest airport.

*"What we do here matters,"* says Shevalier, whose raddounding title is Falcon Environmental Services' VP of wildlife control.

Smith interjects. *"And the cool factor is through the roof."*

The company works out of several Canadian airports to scare wild birds away from planes in order to avoid potentially catastrophic collisions, like 2009's *"Miracle on the Hudson"* when an Airbus A320 made a miraculous emergency landing on water after striking a flock of geese.

Located in a cluster of prefab buildings at the edge of Pearson International Airport, the company's Toronto operation patrols a sprawling 4,800 acre swathe of land complete with five runways, two creeks, retention ponds, and protected greenspace—a perfect habitat for wild birds. Ducks, starlings, turkeys, and even coyotes can get into the airport. To scare them off, Shevalier's staff works with 30 hawks and falcons as well as traps and a pack of dogs from an hour before sunrise until an hour after sunset. They even have a massive, mean-eyed 12-year-old bald eagle named Ivan who chases the biggest nuisance animals: great blue herons and Canadian geese.


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## 'No Drone Zone' Signs Revealed for Airports, More Rules Coming, Minister Says

Original Article By: Kristy Nease, CBC News, June 13, 2016

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

As close calls between drones and planes become more and more common, the federal government has created "no drone zone" signs for airports and says draft legislation to strengthen drone rules is expected next year.

Transport Minister Marc Garneau made the announcement at the Ottawa airport Monday morning.

It came nearly a month after NORAD scrambled two CF-18 fighter jets to intercept a drone seen flying at the Ottawa airport on May 25 by pilots on two descending passenger planes. The drone was never found.

And on Saturday in Winnipeg, a passenger plane came within 25 metres of a drone during its descent into the airport.

Currently, drones are not allowed to fly within nine kilometres of airports, and anyone found to be endangering aircraft could be subject to fines ranging from \$3,000 to \$25,000 and/or jail time.

"No drone zone" signs are being made available for large and small airports, but other organizations and companies are invited to contact the government if they want signs as well, Garneau said.




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## Bombardier To Sell Its 'Waterbomber' Aircraft Business

Original Article By: Jerry Siebenmark, AviationPros, June 21, 2016

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

Bombardier will sell its amphibious aircraft business -- which includes manufacture of the Bombardier 415 "waterbomber" firefighting aircraft -- after pausing that work more than six months ago.

The parent of Wichita's Learjet said Monday that it has reached an agreement to sell the business to Viking Air Ltd., a British Columbia aircraft manufacturer. Bombardier said it paused work on producing amphibious aircraft in December.

Neither Bombardier nor Viking disclosed the value of the deal, which Bombardier expects to close in a few months.



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## Bob Nault Announces Northern Airport Improvements

Original Article By: NetNewsLedger, July 20, 2016  
<http://news.amco.on.ca/northernairportsreceivefunding>

Robert Nault, Member of Parliament (Kenora Riding), on behalf of the Hon. Marc Garneau, Minister of Transport, announced funding for four First Nations airports in the Kenora riding:

*"I am proud to announce that the federal government will invest in airports in Sachigo Lake, Lansdowne House, Deer Lake, and Bearskin Lake, to help increase safety and efficiency of the air transportation infrastructure that is vital to the economic and social wellbeing of residents living in these rural and remote communities."*

*"As communities that are accessible only by air or winter road, these airports are the lifeline to their respective communities. Planes bring supplies, fuel deliveries, and provide charters for passengers, hydro crews, and other essential services."*

*"This investment, totaling over \$2.7M between the four airports, will go towards the rehabilitation of the airfield lighting systems, which includes replacing the runway, taxiway, apron edge lights, and other essential upgrades."*

## Business Soaring At Chris Hadfield Airport

Original Article By: Stephanie Chaves, Blackburnnews.com, June 8, 2016  
<http://news.amco.on.ca/businesssoarsinsarnia>

There's been a steady increase in business at the Sarnia Chris Hadfield Airport.

Manager Clare Webb says Air Canada made some changes just over a month ago to its schedule.

*"Until the first of May, we generally worked with four flights during the week and two or three flights on the weekend per-day,"* says Webb.

*"Now they've increased it about 20%, we have five flights daily return flights to Toronto out of Sarnia during the week and on the weekends we've gone from three to four flights."*

Webb says they've also noticed more American passengers taking advantage of the exchange rate and flying out of Sarnia.

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## Rehab Project Kicks Off at Billy Bishop Airport

Original Article By: DCN News Service,  
July 20, 2016

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

Construction is underway at Billy Bishop Toronto City Airport on Toronto Island as a three-year modernization and rehabilitation project kicks off.

Owner PortsToronto says the program is necessary to replace the existing aging civil and electrical infrastructure — pavements and lighting — for the airport's runways, taxiways and apron. The project scope also includes decommissioning of Runway 15-33 and its conversion to a taxiway as well as construction of a Ground Run-up Enclosure (GRE) facility which contributes to reduction in noise during aircraft engine ground maintenance run-ups.

Current and upcoming activities in 2016 include awarding the construction contract to



Pave-It Limited, which occurred in May, followed by contractor mobilization, the start of major construction activities, which began the week of June 13, nightly runway closures which started June 15, continuing construction of a perimeter road, the start of barging operations on July 8 and completion of work on two runways on September 30.

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The City of North Bay is comprised of a diverse local economy, supported by outstanding businesses in many industrial sectors. With a strong balanced mix of commercial, industrial and institutional operations, North Bay continues to grow by encouraging local expansions and by attracting new compatible companies that strive in local, national and international areas of expertise. With such a diverse industry the City of North Bay is home to an equally diverse population which maintains numerous recreational activities, events, and places of interest. Whether theatrical plays, concerts, scenic tours through extensive multi-use trail systems, Farmer's Market, sports, or leisure days at one of many parks is your interest, the City of North Bay provides many opportunities for you to enjoy what you want to do.

In 1928 the need for an airport in North Bay was first publically proposed as part of the National Airway Route. It wouldn't be until 1937 that construction of the current airport began, following the community's selection by the Royal Canadian Air Force as the Ontario Regional Office for the construction of emergency landing fields. Within a year of beginning construction on the three runway airport, including administration, meteorological and radio buildings, the City of North Bay would see its first Trans Canada Air Lines flight which landed on what was then an unfinished airfield.

In 1942 all three runways were surfaced with Asphalt at a cost of \$500,000, and the Royal Air Force Ferry Command established an auxiliary training base known as RCAF Station North Bay, adjacent to the airport. Shortly after the end of World War II, in 1951 the North Bay Airport would again serve as a military base, resulting in major improvements, including extending and strengthening runways and taxiways to accommodate high performance jet aircraft, while also adding additional aprons, a control tower, hangars, and living quarters for RCAF personnel.

The North Bay Airport would continue to be critical infrastructure throughout the Cold War, being home of operational units of CF-100's, as well as having the adjacent RCAF Station being selected as the location for the Semi-Automatic Ground Environment installation (SAGE) as part of NORAD, which was completed in 1962.

From 1962 to 1998 the airport saw numerous projects completed, including:

- **1963** – A new terminal was constructed to replace the original air terminal building. (First federally constructed air terminal building in Canada)
- **1966** – Name of the North Bay Airport was officially changed to North Bay Jack Garland Airport in memory of MP Jack Garland, who had taken special interest in airport activities and was a strong supporter of its development.
- **1967** – A new maintenance garage was built.
- **1996** – A new control tower was built.

In 1998 the City of North Bay assumed ownership of the airport from Transport Canada. Shortly after, in 2002 a new terminal was officially opened to support the future of the airport as being a key attraction for both people and industry. With the introduction of a new terminal, and a new focus on business and service development, the North Bay Jack Garland Airport Corporation was formed in 2003. Since then, the Corporation and the City of North Bay have worked diligently to advance the airport, including:

- **2007** - West end development project was completed for future Rotary wing business development.
- **2009** - The 10,000 feet runway was resurfaced at a cost of \$6.5 million.
- **2011** – The first winter Charter flights were launched by Air Transat and Sunwing Airlines.
- **2011** – The Airport and City developed a new Airside & Groundside industrial commercial park.
- **2014** – The Airport began an expansion of its Terminal Building, enlarging it for additional air carriers, and to better serve its users. The project was completed in early 2015.
- **2015** – Porter airlines launched its inaugural flight on October 7th to Timmins Victor M. Power Airport and Billy Bishop Toronto City Airport.

With passenger throughput and aircraft movement numbers increasing 35% over the past decade, the North Bay Airport remains a critical component of the City of North Bay's development, and the national aviation infrastructure.

## Federal Government Overcharging Canadian Airports

Original Article By: Daniel McKenzie

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

Canadian airports are being overcharged by their government landlords and travellers are paying for it, a new report says.

*"It's not one single issue. It's a wide variety of taxes and charges imposed on Canadian airports and at the end it increases prices,"* said Alexandre Moreau, public policy analyst at the Montreal Economic Institute (MEI) and author of the report.

The report finds that in 2015, Canada ranked 130th out of 138 countries for charges imposed on airports and ticket taxes imposed on customers, undermining its competitive position around the world. Only Ghana, Mali, Guinea, Peru, Dominican Republic, Senegal, United Kingdom, and Chad charged higher ticket taxes and airport fees than Canada last year.

*"Increase in prices results in less international routes developed by the airports because it's more expensive ... or simply that Canadians are travelling less so it's a reduced income for the government and for the airports,"* Moreau said.

The National Airport System (NAS) is a group of the largest 26 airports in Canada. Most are owned by the federal government and leased out to private, non-profit companies. The government stopped running the airports themselves in 1992. These companies are charged rent of up to 12% of their gross revenue.

*"For the 2014-15 fiscal year, Transport Canada thus collected \$313 million from NAS airports,"* the report says.

## Airports Preparing For High Demand

Original Article By: Patrick Bales, Orillia Packet & Times, May 4, 2016

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

By 2043, some 90 million travellers every year will be looking to enter southern Ontario via the air.

That poses a bit of a problem for Toronto's Pearson International Airport, the largest airport in Canada. Even with plans for expansion in the next 25 years, the capacity for southern Ontario's airports, including Pearson, is at least 20 million fewer travellers annually than the predicted demand.

It's a problem the Greater Toronto Airport Authority (GTAA) is already working to solve. Recently, a working group was formed, featuring 10 airports from across Ontario, spread out from Windsor to Kingston.

*"We felt it was important to start to talk to other airports about how do we collectively look at serving that demand,"* said Lorrie McKee, director of public affairs and stakeholder relations with the GTAA. *"We know there are other regions in the world that (have) had this problem as well, and they've worked together to make sure they can accommodate demand."*

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# It All Starts With a Flight

In 1986, a little girl from New Brunswick needed a flight to get to life-saving cancer treatment in Toronto, and Hope Air was there to help. Hope Air is the only national charity that arranges free flights for low-income Canadians who need to travel to vital healthcare appointments but can't afford an airplane ticket. This year marks its 30th anniversary; since its first flight in 1986, Hope Air has arranged more than 100,000 flights for Canadians, bridging the gap between home and hospital.

In 2015, the charity arranged 11,212 flights, including 1,633 for residents of Ontario travelling to necessary healthcare appointments and surgeries. One of those Ontarians was Rob, who was diagnosed with prostate cancer and required treatment with technology not available in his hometown of Timmins. Hope Air arranged free flights to and from his weekly appointments in Toronto. *"They were definitely there to accommodate me,"* Rob says. Now, with continued radiation therapy, Rob is well on his way to being cancer-free. *"Hope Air put me in a position where I could focus on my treatments, and focus on getting better, so it was really huge for me."*



A free flight takes away the stress, worry, and financial burden of travelling to an assessment, surgery, or follow-up appointment. Many of Hope Air's Clients say that if it weren't for the charity's help, they would have to drive over 12 hours each way, while others say they would miss or postpone their appointment without a flight.

Before Edeana found out about Hope Air, travelling from Manitoulin Island to her daughter Hope's epilepsy specialists in Ottawa was a grueling and expensive journey. They often left at 8:00 a.m. and didn't arrive in Ottawa until later that evening. Though normally the drive would have taken eight hours, Hope was on an apnea monitor to check her breathing, which made

the trip longer. *"Instead of having to drive for 12 hours, we have a one-hour flight,"* Edeana says. The flights arranged by Hope Air have made a world of difference to Hope and Edeana; now, Hope can be monitored closely by specialists, and she's a very happy, energetic 11-year-old girl. *"It makes a huge difference in Hope's life and in our family's life because we are both able to be home more."*

Thanks to the flights Hope Air arranges for Clients like Rob and Hope, low-income Canadians in rural and small communities can easily access the same medical attention that Canadians in large urban centres do. By helping Canadians get to a specialist appointment or to a hospital for surgery, Hope Air gives them peace of mind that allows them to focus on their health. The financial cost of travelling to healthcare adds to an already stressful situation for many Canadian families. Hope Air relieves the costs – and the stress – of travelling to vital healthcare appointments so Canadians can focus on getting better.

To learn more about Hope Air, visit [www.hopeair.ca](http://www.hopeair.ca), or connect with us on Twitter @Hope\_Air and Facebook @hopeair. To donate, visit [www.hopeair.ca/donate](http://www.hopeair.ca/donate).

## Chartright Open For Business

Original Article By: Matt Nicholls, Wings Magazine, June 17, 2016

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

There's a new FBO at the Waterloo International Airport as the Chartright Air Group celebrated the opening of its new facility in grand style June 16. It was also the perfect backdrop for CBAA president/CEO Rudy Toering to share some important business aviation news.

Several members of the Chartright team, the Waterloo International Airport and members of the Canadian business community turned up for the event, which gave attendees a chance to tour select business aircraft and ride on a Leonardo Helicopters' AW139.

The Chartright hangar/FBO is the latest location for the firm, which specializes in aircraft charters, aircraft management, helicopter services and more. Founded in 1987, Chartright manages more than 30 private business jets and operates in several locations across the country, including Toronto, Vancouver, Calgary, Regina and Timmins. The Waterloo location will offer business owners and travellers a host of services including fuel, hangarage, maintenance, and pilot facilities. Chartright is also relocating its helicopter maintenance business from the Toronto site to the new facility, offering clients a wider variety of services.



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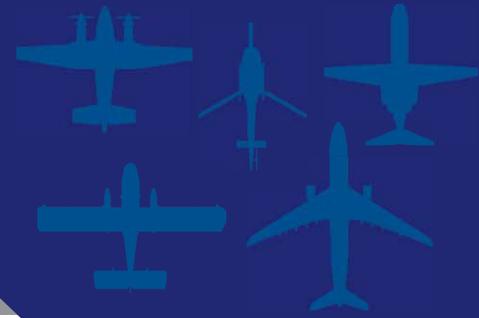
Bill Burke

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## From the Desk of the Executive Director

### Up Next at AMCO

Over the summer months AMCO has been working hard to benefit all our member airports with advancements in our Small Airport and Aerodrome Working Group, maintaining a seat on the Nav Canada Advisory Committee, working with the Nav Canada TALPA Working Group, and lobbying the federal government for action based on the Canada Transportation Act Review tabled earlier this year.

We have been working hard to bring our members the training they need including fuel safety training, and aeronautical zoning training as well as professional development training through our project management course this year following convention.

AMCO has continued to monitor industry developments and was pleased to see RNTO members Deer Lake, Bearskin Lake, Fort Albany, Lansdowne House, and Sachigo Lake included in the ACAP 2016-2017 projects along with sustaining airport member Sault Ste. Marie and airport member Moosonee.

We continue to monitor the roll-out of the Nav Canada Level of Service Policy and encourage all members who have received information packages from Nav Canada to contact myself or AMCO President Stephen Wilcox for information on how AMCO can work with you to mitigate the impacts on your airport.

As always, we are working hard to bring our members, large and small, business and aerodrome, a strong professional development based agenda with the speakers you've asked for at this year's 31st Annual Convention and Trade Show. Nav Canada and Transport Canada will be in attendance to discuss developments within the industry and there will be valuable sessions on growing your airport while partnering with community, industry leaders, and businesses to flourish and succeed. This event is supported by our host the North Bay Jack Garland Airport, our presenting sponsor WSP, and all of our generous sponsors.

We have most recently launched our Group AGL Program with business member, the Magnes Group, to provide a competitive alternative to current Aviation General Liability on the market today. Together we can secure strong coverage at a more competitive rate and I encourage all of Ontario's airports and aerodromes to contact the office to learn more about this exciting offering.

I am extremely excited to see everyone in North Bay this October and wish you an amazing end to your summer season.

Warm Regards,

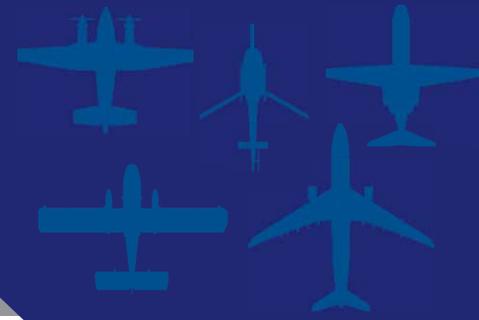
Aaron Loughheed  
Executive Director, AMCO



# Airport Management Council of Ontario

AUGUST 2016

Volume 5, Issue 3



The Airport Environment and You

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

**Airlines to see \$100 million drop in navigation fees**  
<http://news.amco.on.ca/airlinestoseedropinnavigationfees>

**Air Canada veteran Vijay Bathija taking over as boss of Hamilton's airport**  
<http://news.amco.on.ca/newbossathamiltonairport>

**Billy Bishop Airport has its busiest month ever, thanks to Porter and Air Canada**  
<http://news.amco.on.ca/bbctcasesbusiestmonthever>

**Busy June for Thunder Bay International Airport**  
<http://news.amco.on.ca/thunderbaybusythisyear>

**Ottawa eyes airport sell-off to raise infrastructure cash**  
<http://news.amco.on.ca/federalgovteyesairportselloff>

**First NewLeaf plane lands in Winnipeg from Hamilton**  
<http://news.amco.on.ca/firstnewleafplanelands>

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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