



**Airport Management  
Council of Ontario**



July/Aug 2020

Volume 9, Issue 4

The Airport Environment and You

# Representing Ontario's Airports



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## The Airport Environment and You

### From the Desk of the Executive Director

#### Up Next at AMCO

To all Airport Environment and You readers, and to AMCO airport and aerodrome members, we hope that this edition of the E-zine finds you well.

As we moved closer to the end of summer AMCO had remained hopeful of being able to host the 35<sup>th</sup> Annual Convention and Trade Show in Sault Ste. Marie, Ontario. Unfortunately, with the pandemic still causing concern over the safety of our members and their families, and due to the strain the pandemic has put on the operations of our member airports and the businesses that serve them, we have decided to postpone the Convention until 2021. We will strive to bring our members a valuable series of speakers through webinars and other means in an effort to continue to be a conduit for the spread of information.

AMCO will be spending this time encouraging the province to provide support for our member airports and aerodromes. We will also be working in coordination with our sister organisations across Canada, including the CAC and the RCAC, who continue to push for relief from the federal government. We urge all of our members to disseminate the *Airports, Aerodromes, and COVID-19* report submitted by AMCO earlier this summer to all parties who may be interested in the information presented therein. We also encourage airports, in coordination with their community leaders, to write to the Prime Minister, Transport Minister, Premier of Ontario and any pertinent Ministers to stress the impact COVID-19 has had on the aviation sector.

We also welcome all suggestions on how to coordinate, organize, and mobilize valuable programs which could help lead to relief for Ontario's airport and aerodrome network.

Together we can create change.

Finally, thank you for your continued support of AMCO, airports and aerodromes, and the businesses that serve them during this time. Stay safe and stay healthy.

With Thanks and Regards,

Aaron Loughheed  
Executive Director, AMCO

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**AMCO would like to congratulate Mike Karsseboom on his new position as Managing Director of the North Peace Airport in Fort St. John, B.C. We are pleased for Mike as he moves forward in his career, although this move means he will be departing the Board of Directors.**

**He has served two terms as President of the Airport Management Council of Ontario and has been an active member of the board for 13 of the last 14 years. He is leaving us as the Past President. While we are unable to say “thank-you and good-bye” in person, we wish to express our heartfelt best wishes to Mike and his family. Thank you for your dedication to AMCO and to aviation as a whole. What AMCO loses North Peace Airport and aviation in British Columbia gains.**

## **Feds to Help Small Airlines Deliver Essential Services to Remote Northern Communities**

Original Article by John Van Dusen, CBC News, Aug 6, 2020

For full article click [here](#)



The federal government says it will help support small airlines that bring essential services and goods to remote communities. In a news release Thursday, the federal government announced new measures that address the "unprecedented crisis in the aviation industry" caused by the COVID-19 pandemic. The government said the pandemic had a major impact on small airlines that provide service to remote communities.

Federal Transport Minister Marc Garneau, Northern Affairs Minister Dan Vandal and Indigenous Services Minister Marc Miller announced how they would support those airlines — "to avoid the disruptions that a sudden loss in these services would cause."

The government of Canada says it will seek agreements with provinces and territories to make sure aviation services continue for at least six months. The federal government is also creating a \$75-million funding program for the first six months, and will invest up to \$174 million over 1.5 years to maintain the essential air services, if needed.

## **Mandatory Temperature Screenings at Canada's Busiest Airports Begin Today**

Original Article by Travelweek Group, Travelweek.ca, July 30, 2020

For full article click [here](#)

Starting today, July 30, mandatory temperature screening will be implemented in phases at Canada's 15 busiest airports, including Vancouver, Calgary, Toronto-Pearson and Montreal-Trudeau, says the Canadian Air Transport Security Authority (CATSA).

On or before Sept. 30, 2020, temperature screening operations will commence at the next 11 busiest airports: St. John's; Halifax; Quebec City; Ottawa; Toronto-Billy Bishop; Winnipeg; Regina; Saskatoon; Edmonton; Kelowna; and Victoria. All passengers departing from these airports will be required to undergo temperature screening prior to entering security screening as an added measure to help mitigate the spread of COVID-19. They will have their temperature taken by either a temperature scanning camera on a stand that is stationed at a distance of two metres, or at a closer distance by a contactless, hand-held thermometer.

## Can You Pandemic-proof an Airport?

Original Article by Ian Ross, BayToday, July 16, 2020

For full article click [here](#)

As regional economies gradually begin to open up, what air travellers can expect are heightened levels of health screening at airports as the questions multiply of how to safely restart air travel. Operators of small airports in Northern Ontario face a myriad of challenges as fewer flights have cut into revenue streams with likely longer-term financial pain coming in the form of new health regulations and protocols coming from the government designed to give travellers a more hygienic journey.

Sioux Lookout Airport manager Ben Hancharuk is wondering what the so-called return to normalcy will look like in reopening full domestic air travel and how his operation can stay on solid financial ground. "The problem of COVID-19 is not going away," said Hancharuk. "Doesn't matter whether you're a big airport or small airport, everybody's dying."

...

With many airports seeing a more than 90 per cent drop-off in sales and revenue, if government-mandated physical distancing becomes the new norm, *Trent Gervais, president-CEO of the Loomex Group*, said airport operators and municipalities will be hard-pressed to bear the costs of redesigning terminals. He hopes these extra costs aren't downloaded upon airports and municipalities. "This is an industry that's been decimated overnight," he said. "On top of trying to crawl out from that debt, they'll have to make changes on how they do business. It's going to cost a lot of money, so where's it coming from?"

The entire aviation industry will need an infusion of stimulus funding to institute these preventative measures. Gervais hopes Ottawa will throw airports a lifeline, not just bail out the big carriers. "My biggest worry will be that the airports will be forgotten. And I'm not talking about the Pearsons of the world – they'll be fine. The Saults, the Thunder Bays, Sudburys and North Bays... it's going to be costly to make renovations to an older building."

But for small airports without scheduled air service, government funding sources are non-existent, said Gervais, who wants changes to the chronically underfunded Airports Capital Assistance Program to address the critical needs of these facilities.

...

The challenge for airport designers is how to keep the aesthetics of the terminal building and maintain the revenue-generating services without making these places look sterile amid these disease prevention upgrades.

"Before all this happened the focus was the passenger experience, putting art in airports and going to a higher level of customer service. Everybody was focused on making an identity for their location and making it pleasant to travel through that airport," *Cecilia Einarson, airport designer at Stantec* said. "A return to travel is going to take people building their confidence back and that's going to be the issue."



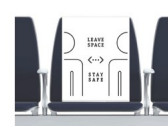
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# Airports Council Releases COVID-19 Recovery Recommendations and Priorities

Original Article by Airports Council International, Skies Magazine, June 29, 2020

For full article click [here](#)



The advisory panel has identified 42 priorities and recommendations for immediate implementation to recover the previous level of service and adapt to the public health expectations of passengers and employees. Priorities and recommendations include several legislative and regulatory initiatives and good practices that can be deployed by airports. The report's findings are consistent with the recommendations put forward by the International Civil Aviation Organization (ICAO) Council on Aviation Recovery Task Force (CART).

“Our industry’s ongoing experience with COVID-19 will lead to many important considerations as the industry enters recovery and plans for the future,” said Rick Tucker, CEO of Huntsville International Airport, and chair of ACI-NA’s U.S. Policy Council. “Airports will need to make strategic investments in technology and infrastructure to ensure health and safety. The need for ongoing collaboration and coordination with our government, airline, concessionaire, retail, and other important partners will be essential to our collective success.”

Top priorities and recommendations outlined in the report include increased financial relief for airports in the United States and Canada, maintaining appropriate staffing levels at security and customs checkpoints, making investments in contactless technology to reduce passenger touchpoints, implementing enhanced

cleaning and sanitization protocols, streamlining the passenger experience in the terminal, and ensuring consistency in health standards from airport to airport.

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“As the advisory panel continues its work into the coming months, this report will be a living document to help guide airports as they address this rapidly evolving situation,” said Kevin M. Burke, president and CEO of ACI-NA. “ACI-NA remains committed to assisting the advisory panel as they engage aviation stakeholders in discussions about passenger expectations throughout a passenger’s journey.”

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**On behalf of the AMCO Board and all of it's members, we would like to extend our sincere gratitude to Moe Fenelon for his work as Business Member Representative during his time as a guest of the Board. We would also like to welcome back Maurice Best as the returning Business Member Representative.**



Maurice is the regional leader of the multidisciplinary unit within Stantec that specializes in the delivery of Airport Engineering including Military Airfields.

He manages and delivers a variety of complex projects for public and private sector clients—ranging from large maintenance facilities to new airports. He participates in studies requiring knowledge of airport design criteria and airport operations, and is well versed with ICAO, IATA, Transport Canada, and FAA aviation standards. He has undertaken numerous projects throughout the world including military assignments.

Maurice has extensive experience and is very knowledgeable in airport operations, safety, zoning, obstruction clearance requirements, and airside and groundside construction standards and practices, as well as a thorough knowledge of Transport Canada (TP312) 4th and 5th editions, FAA, ICAO and IATA standards, recommendations and guidelines.

He is an active member of The Canadian Airfield Technical Group (CAPTG), and he holds a Level II Secret clearance with PWGSC and a Canada Wide Airport Restricted Area Identity Card (RAIC).



## Manitoulin Island Airport to Enter the Modern Age

Original Article by Lindsay Kelly, Sudbury.com, July 20, 2020

For full article click [here](#)



Other than a handful of cosmetic upgrades – new carpet, more efficient windows, a fresh coat of paint – the terminal building today at the Gore Bay-Manitoulin Airport remains largely unchanged from the day it was built in 1947.

But with so many advancements in airport infrastructure since the post-war era, airport manager Robert Colwell believes the complex is long overdue for a complete

overhaul. "We need to move on and get into a new facility that will provide opportunities for us for growth, and this old building has become the limiting factor."

More than two decades after he started his tenure at the airport, Colwell is getting his wish. A modern, new terminal building will be at the centre of a \$4.2-million redevelopment project, which will include the widening and lengthening of the secondary runway, the installation of a helipad, and the upgrading of the electrical system to allow the airport to function in the event of a wide-scale power interruption.

In July, the federal and provincial governments confirmed their combined commitment of \$3,966,497 for the project. The communities of Gore Bay, Gordon/Barrie Island, and Burpee and Mills will together contribute \$282,473.

The advertisement features a dark, moody background with a large commercial airplane flying towards the viewer. The AviaNG logo, consisting of a stylized white and blue wing above the text 'AVIA • NG', is centered at the top. Below the logo, the text 'AIRPORT CONSULTANTS' is written in a smaller, white, sans-serif font. Further down, the tagline 'The Next Generation in Airport Consulting' is displayed in a larger, white, serif font. At the bottom left, the website 'AviaNG.ca' and email 'Info@AviaNG.ca' are listed in a white, sans-serif font. At the bottom right, the phrase 'Plan • Design • Deliver' is written in a white, serif font.

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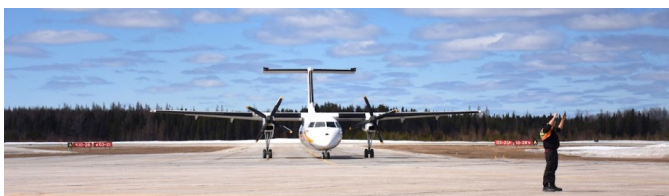
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## Timmins Making Airport Runway Improvements

Original Article by Maija Hoggett, Northern Ontario Business, July 24, 2020

For full article click [here](#)



In June, Miller Paving was awarded a \$7.5-million contract for the rehabilitation and resurfacing of two runways — 03-21 and 10-28. Increasing the thickness is adding an additional \$1.9 million to the project. When council approved the original work, airport manager Dave

Dayment told council the estimate was "well below" the historical prices for asphalt.

At this week's meeting, Dayment said the option chosen will be in place for about 25 years. He explained heavier planes already land at the airport, noting there have been about six Boeing 737s recently landing to transport forest firefighters. "We can handle some heavier aircraft but it's wear and tear on the runway," he said.

...

"The Timmins Victor M. Power Airport is an economic hub, is something of value within our city and putting an investment in it is an investment in all of our community," *Coun. Andrew Marks* said. The process to upgrade the runways has been in the works for a while. An application was made to Transport Canada's Airside Capital Assistance Program (ACAP) in 2018. Golder Associates did the engineered runway condition assessment, with the report indicating the pavement was nearing the end of life and required major rehabilitation.



## Seneca College Resumes Some Flight Training at Peterborough Airport

Original Article by Joelle Kovach,  
Peterborough Examiner, August 10, 2020  
For full article click [here](#)

Flight training has resumed for a limited number of students at the Seneca College aviation school at Peterborough Airport as schools begin to reopen in the COVID-19 pandemic.

Toronto-based Seneca has a campus for flight training and simulator training at Peterborough Airport. Seneca College has welcomed back to Peterborough "a small group" of students to do the training needed to finish honours bachelor of aviation technology degree, writes college spokesperson Caroline Grech in a statement to The Examiner.

"Course components that include in-person learning activities have been scheduled with appropriate physical distancing measures, cleaning and sanitization protocols and personal protective equipment," Grech stated. "All course work that can be offered online will remain online. Seneca is fully committed to the safety and well-being of our students and employees as we respond to the rapidly changing circumstances of the COVID-19 pandemic."

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## Manitouwadge Airport Runway Funding a 'Lifesaver'

Original Article by Staff, Northern Ontario Business,  
July 15, 2020  
For full article click [here](#)



The Manitouwadge Airport is receiving more than \$3 million in federal and provincial government funding to make safety and service improvements to its runway and other basic infrastructure. A portion of the 3,600-foot-long airport runway, apron, and taxiway will be resurfaced with new asphalt, with other upgrades coming in the form of traffic symbols and safety markings. Ottawa is contributing more than \$2 million for the project while Queen's Park is contributing \$1.1 million. The Township of Manitouwadge is chipping in \$222,883.

The airport is being called an "essential link" in providing community access for emergency medical flights, hydro repair and forest fire crews. For local health-care providers, the airport provides the ability to transfer patients and clients out of town to receive a higher level of care.

Debbie Hardy, CEO of Santé Manitouwadge Health, said in a webcast that the upgrades to the airport will allow planes to land during inclement weather, that otherwise would be delayed, is "huge news and can only help save lives." "For the last four or five years we've realized our airport area was deteriorating very much, and it's quite a lifesaver actually," said Manitouwadge Mayor John MacEachern, in expressing his gratitude for the funding.

The airport upgrades were the headliner in a larger funding announcement made by Thunder Bay-Superior North MP Patty Hajdu and Dave Smith, the parliamentary assistant to the Minister of Energy, Northern Development and Mines and Indigenous Affairs, on July 15.

## Airport Wants to Land Government Help

Original Article by Brian Kelly, The Sault Star, August 8, 2020

For full article click [here](#)



Regular passenger levels aren't expected to return to Sault Ste. Marie Airport until 2023 or 2024 as travelers slowly return to air travel during the COVID-19 pandemic. The prolonged downturn will strain Sault Ste. Marie Airport Development Corp.'s finances, prompting its president and chief executive officer to call for help from the provincial and federal governments. "It'll be tough," Terry Bos told The Sault Star. "We'll have to use a lot of what we had set aside to do capital projects, but we really do need the government to step up and really help out our industry here because I'm not sure there's very many airports at all that can last that long."

SSMADC is a private, not-for-profit corporation that covers operational and capital costs through user fees, leases and parking. Bos met with Sault Ste. Marie MP Terry Sheehan earlier this summer. The pair expect to meet again this month. Groups such as Canadian Airports Council and Airport Management Council of Ontario are also lobbying for government assistance.

The airport is delaying a \$5.3-million water and sewage expansion project, originally planned for this year, until 2021. Pushing back the work won't affect airport operations, said Bos, because many tenants, including Ministry of Natural Resources, Sault College and JD Aero, "aren't anywhere near full capacity. We're operating so much below capacity right now that it's not going to impact our operation," said Bos. Eliminating the virus and getting people comfortable being close to others in a plane will help drive traveler volume return to the normal range of 16,000 to 20,000. "Life has to return to normal" said Bos.



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### **‘No Doubt’ Airport Will Have Another Carrier — Manager**

Original Article by Michael Lee, North Bay Nugget, July 29, 2020

For full article click [here](#)



Despite taking a revenue hit from COVID-19 and the suspension of service by Air Canada, the manager of North Bay Jack Garland Airport says the airfield remains a strong economic tool in the community. Jack Santerre, in an interview with The Nugget, also says he has no doubt the city will see another carrier pick up the market. “We are all working positively for a positive outcome at the end and that’s what we have to keep in mind,” he said.

Along with supporting about 400 full-time positions, Santerre said the airport has continued to operate during the COVID-19 pandemic, providing essential services and transportation to the community, including freight and charter flights, as well as air ambulance.

“The lion’s share of revenue streams for airports is primarily based on scheduled passenger service and until scheduled passenger service returns in Canada — not only in North Bay but in Canada — airports and airlines will be struggling.”

Last week, a majority of North Bay council accepted a recommendation from city staff to find \$1.5 million in next year’s budget to support the airport’s continued operation through 2021, in part by citing its value to the local economy. The decision follows council’s approval in April of a request from the North Bay Jack Garland Airport Corp. to provide up to \$1.2 million to the end of the year.



## Greater Toronto Airport Authority Cutting 500 Jobs at Pearson Due to Reduced Air Travel

Original Article by Staff, The Canadian Press, July 14, 2020

For full article click [here](#)



The operator of Canada's largest airport is cutting the size of its workforce by 27 per cent, including some of its management, due to a reduction of air traffic due to the COVID-19 pandemic. The Greater Toronto Airports Authority announced Tuesday that 500 positions to be eliminated, including 300 that will involve layoffs and voluntary departures. The rest of the positions are currently vacant.

The GTAA said passenger levels at Toronto's Pearson International Airport have fallen to 1996 operating levels since the pandemic slowed the amount of air travel. Some of the cuts were effective Tuesday while others will take effect through the fall. Among the high-ranking departures are two of the GTAA's vice-presidents, whose work will be redistributed under a revamped management structure headed by Craig Bradbrook.

Bradbrook had been the GTAA's vice-president for aviation services and is now in the newly created position of chief operating officer. "This reduction in force is a difficult but necessary step, and one that we take with great sadness," GTAA president and CEO Deborah Flint said in a statement. "We are committed to maintaining our operations and the health and safety of the airport as we evolve our organization to drive our recovery. I am confident that we have a capable and resilient team and the right approach to come through these challenging times with strength."

## New 40,000-square-foot Hangar Now Open at Oshawa Executive Airport

Original Article by Reka Szekely, Durham Region, July 21, 2020

For full article click [here](#)



A new 40,000-square-foot hangar at the Oshawa Executive Airport is now open and its owners are confident potential clients will see the benefits of being based in Oshawa. "It is big enough to house anything from jets to helicopters," said Sharon Vinderine, director of marketing for Ryan Terminals. "Ornge, the air ambulance seems, to be looking for a new home, so I hope they're going to consider us."

She explains that owner Sol Prizant made the decision to build the hangar in Oshawa in response to the announced closure of the Buttonville Airport in Markham. Although the Buttonville closure has been delayed over the years, the current plan is still to close it, said Vinderine.

She said Prizant, a former pilot, strongly felt there would be a market for additional long-term space. "This was his baby and he spent years building it." The heated hangar has direct runway access and Vinderine said it can house anything from small planes and helicopters to a regional-type jet.

Vinderine said there has been uncertainty in the industry due to COVID-19 but she's hoping as the economy recovers, her company can get a seat at the table to entice clients like Ornge and beyond. "We have the space, we're able to accommodate them, we have long-term availability, access to the runway and I think that's important for some of these larger organizations to consider us."

## European Airline and Airport Executives Press Canada for Safe 'Restoration of Travel'

Original Article by Allison Lampert, The Globe and Mail, July 29, 2020

For full article click [here](#)



European airline and airport executives this week urged the Canadian government to allow a safe “restoration of travel” between Canada and Europe, increasing industry pressure on Ottawa to remove coronavirus-related restrictions that have discouraged international air travel.

In a letter dated July 27, top executives of nearly a dozen European airlines and airports, warned that “since many EU (European Union) countries and Switzerland require reciprocity to re-establish access, Canada’s continued entry restriction and quarantine requirements are becoming problematic.” The content of the letter, which was sent to Prime Minister Justin Trudeau and other government ministers, was reviewed by Reuters.

The EU has taken steps in recent weeks to relax travel requirements both internally and toward citizens of select other countries, including Canada, although Britain reintroduced a 14-day quarantine this week for arrivals from Spain.

Canada has largely kept its borders closed for non-essential travel with the United States, its key trading partner, amid a rise in U.S. coronavirus cases. The restrictions also have been maintained for citizens from other countries with lower infection rates.

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**AMCO would like to congratulate Jamie Smith on his new role as Manager of the Earlton-Timiskaming Regional Airport!**

## **Warton-Keppel Airport Sees Increased Air Traffic in July**

Original Article by Rob Gowan, Owen Sound Sun Times, August 6, 2020  
For full article click [here](#)



The Warton-Keppel International Airport is getting busier after some quiet months during the COVID-19 pandemic.

Airport manager Zachery Premate gave a report to Georgian Bluffs council during its committee of the whole meeting on Wednesday, where he said the airport saw 785 aircraft movements in July, which was up from 736 in July 2019, that year's busiest month at the facility.

"We were actually really happy with July's numbers," Premate told council. "We actually saw an increase in traffic for the month of July from a year over, which is great to see. For being in a pandemic, a lot of airports I have chatted with are still seeming to struggle to get those numbers up."

The increase in traffic at the airport comes after some slower months at the facility during the pandemic this spring. While May saw traffic up about 11 per cent when compared to 2019, June was a particularly slow month with traffic down close to 33 per cent. Aircraft movements were off 6.4 per cent and 15.5 per cent respectively for March and April, when compared to the same month in 2019.

Premate attributed fuel sales held at the airport during the month of July for bringing aircraft into the airport. The facility was advertising Av Gas and Jet Fuel as being available at some of the best prices in the province.

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## **Airshow London to Feature Canada's First Drive-in Airshow**

Original Article by Robert Williamson, Skies Magazine, July 13, 2020  
For full article click [here](#)

Airshow London announced on July 13 that it will be hosting Canada's first socially distant, drive-in airshow to take place on Sept. 12 and 13 at London International Airport. The new format will feature a traditional air display, although static displays, food vendors and other walk-around features have been removed from the ticket.

The airshow said a number of U.S. demo teams will be featured, including the U.S. Air Force Thunderbirds, who will be flying as part of the Airshow London roster for the first time in 25 years. According to Jim Graham, chair of the airshow's organizing body, the American teams kept an open line of communication on their operations with the airshow throughout the pandemic, with many assuring him that if the airshow was happening, they would be flying.





# Airport Management Council of Ontario



July/Aug 2020

Volume 9, Issue 4

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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 to members and the airport industry at large.

Contributions can be sent to:  
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