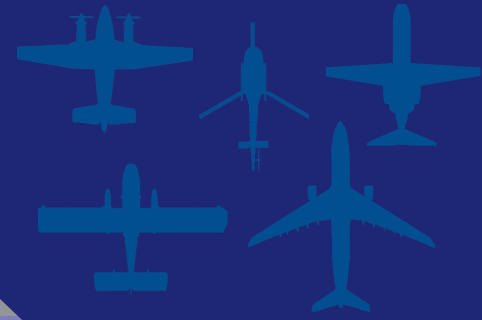




Airport Management Council of Ontario

MAY 2012

Volume 1, Issue 3



The Airport Environment and You

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Ontario Goods
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Windsor Airport in the Spotlight

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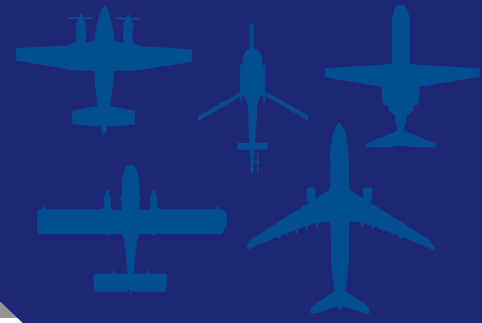
Ottawa to Host
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CATSA

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Explosives Trace
Detection Systems



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The Airport Environment and You

From The President's Desk

I would like to open this edition of our e-zine with a thank-you to everyone who attended the Airfield Workshop on May 8, 2012, in Waterloo Ontario. With 50 individuals from businesses, airports, and aerodromes across Ontario, you all made it a great success. If you were unfortunately unable to make it to Waterloo for the Airfield Workshop, the presentations are all posted online, and the following is a brief overview of the event.

ADB Airfield Solutions led the day's sessions with a very interesting and in depth presentation on Airfield Lighting, including how to trouble shoot basic series circuits, and an overview of new technologies. ADB even outlined the projected return on investment for each of these new lighting fixtures and systems, allowing airport operators to efficiently budget for the upgrades, and the operational savings. The second presentation of the day was Clariant Canada, who went over a variety of chemicals and their applications. Solving questions like which chemical should be used, when they should be used, and the application rates that should be applied provided everyone with a great understanding of what we need to do as airport operators, and how we need to do it.

Following a great lunch, MMM Group started the second part of the day discussing pavement construction, and project management. It was amazing to see the work that goes into infrastructure projects, especially those which MMM Group is currently doing at the Region of Waterloo International Airport. Interested in dealing with the four legged friends at your airport? Falcon Environmental Services gave us all great tips on why it is important to control wildlife, and not simply to constantly work to remove it, as well as some tips on how we can do this. This session led into some interesting conversations from other airport operators, including how we can get coyote cubs to stop eating electrical wires by providing them with something else to sooth on, such as a rubber tie-down block. Who would've thought?

Finishing up the day, GENIVAR provided another great presentation on dealing with Aeronautical Zoning, and issues that your airport may face every day. This presentation also covered a number of creative yet practical tips on how to accurately calculate slopes, and to accurately identify obstacles that will need to be dealt with.

Once again, thank-you to those who were able to attend. We appreciate the support of the sponsors and supporters of the workshop, because without your help we couldn't have done this. Each of you made the day a great success, and great fun.

Highest Regards,

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



AMCO Airfield Workshop Sponsors and Supporters



Windsor Airport in the Spotlight 3

Airlines

New and Increased Air Carrier Services in Ontario 4

Air Transat Celebrates 25 Years of Service 5

WestJet Selects Bombardier Q400 6

Ontario Airports Safe Return to Carp Airport 6

Eagle has landed in the Parry Sound Area 6

Airport Security CATSA Deploys New Desktop Explosive Trace Detection 7

Ontario Airports 450 Tactical Helicopter Squadron Is Reborn 7

Decision on Pickering Airport 7

Ottawa Airport Runway Closures 8

Canada Aviation Airport's Wind Turbine Concerns 8

Last Flight for Boeing 720 8

Ottawa to Host Webster Competition 9

Ontario Close to Completing Draft of Goods Movement 9

Georgian's Aviation Program Still Flying High 9

Quick-Strip Links 10

Business Members 10

Aeronautical Zoning Course 10



Windsor Airport in the Spotlight

Written by: Chris Vander Doelen, Windsor Star
Image From: metronews.ca



Airport CEO Federica Nazzani [was] at an international convention in Dallas [in early April 2012], flogging Windsor's new aircraft hangar for wide-body jets. Between the city, the federal and provincial governments, Canadian taxpayers have sunk between \$30 million and \$40 million into Windsor's publicly owned airport over the last three years. The plan is to leverage one of the city's best assets for economic diversification and new jobs.

There's the new \$10-million taxiway, finished last year, which will allow more traffic to use the airport; a \$22-million maintenance hangar on a new apron that's weeks away from seeing its first customers land, plus several thousand acres of newly serviced, vacant land. An international "cargo village" is in the works to take advantage of that new taxiway, along with a few other projects. And there's lots of room around that new apron for other MRO companies (Maintenance, Repair and Overhaul, in airline jargon.)

Word about Windsor has been getting around, especially since March 24 when Aveos Fleet Performance Inc. went belly up in Montreal, putting 2,600 employees out of work across the country. With a spanking new MRO hangar already booked for its first customers to land for makeovers next month, suddenly Windsor's name is on the lips of many in the business. "Everybody is talking about Windsor down there - we're in the spotlight," Mayor Eddie Francis said Wednesday of the Dallas conference. "People are saying they wished they had known about Windsor sooner." Francis, who is chairman of the airport board of directors, was supposed to have been at the conference himself. His plan was to help Nazzani sell the city as a place the MRO industry can do business more cheaply than wherever it is they're doing it now. But other duties got in the way, and Francis says he had to cancel. Nazzani has been keeping him posted on what's being said about Windsor, and it's good.

The fact that Premier Aviation, also of Quebec, has leased Windsor's new MRO hangar has piqued the interest of its competitors around the world, Francis says. "Premier is a leader in the industry so it looks good on Windsor. If they're coming here, people want to know why." Windsor International Airport is aware that other MRO companies are "looking around North America" for low-cost locations to avoid outsourcing the work overseas. "Premier is well-positioned with us now," Francis says. German MRO giant Lufthansa Technik spokesman Bernd Habel confirmed that this week when he told the Montreal Gazette that the company was actively "looking for places and facilities (in North America) with feasible costs of labour."

As you read this, I'm sure somebody from Windsor will already have called Herr Habel.

The mayor's dream is that Premier is joined by several other MRO players; the city is willing to add new facilities if they mean new jobs, Francis says. "We knew Premier would be our anchor to attract other companies. That's how clusters get built. We're building a new industry."

To read more about Windsor International Airport's developments, view the original article at <http://news.amco.on.ca/WindsorSpotlight>.

Interested in learning more about Premier Aviation at CYQG? You can read an article about it here: <http://news.amco.on.ca/PremierAtYQG>.

New GTAA Chief Sees Traffic Flying High At Toronto's Pearson

Original Article By: Brent Jang,
The Globe and Mail

The new head of Toronto's Pearson International Airport sees the stars aligning for Canada's airline industry – at least when it comes to gaining more passengers.

As Air Canada and WestJet Airlines Ltd. expand, Pearson stands to benefit as a major geographic hub for passengers connecting to other destinations, said Howard Eng, chief executive officer of the Greater Toronto Airports Authority, which oversees Pearson.

Connecting passengers account for 27 per cent of traffic at Canada's largest airport. It's realistic to raise that to one-third, the new CEO believes. It will take several years, but Pearson is capable of sharply raising its North American profile, said Mr. Eng, a Canadian who worked at Hong Kong International Airport from 1995 until this spring.

Noting the Hong Kong air terminal's importance as a jumping off point in Asia, he said Pearson is positioned to improve its stature in North America. Part of Mr. Eng's optimism stems from Air Canada's plans to start taking delivery of Boeing 787 Dreamliners in 2014, allowing the airline to add new foreign destinations to its route network.

To read more about this article go to: <http://news.amco.on.ca/Engsvision>

New and Increased Air Carrier Services in Ontario

WestJet

WestJet and Korean Air enter into a code-share agreement which will allow Korean Air to market and distribute WestJet-operated flights by placing its "KE" flight indicator on WestJet-operated flights in North America. This will enhance the travel possibilities for Korean Air guests by allowing seamless access to over 70 flights within WestJet's North American network. In addition to Korean Air, WestJet now has code-share agreements with American Airlines, Cathay Pacific, Delta Air Lines, Japan Airlines, and KLM. WestJet also has interline agreements with another 17 airlines around the world.

WestJet also announced the launch of new, non-stop seasonal service between Toronto and Aruba, once weekly until October 21, 2012. Hamilton International Airport was also very happy to announce the return of WestJet's domestic service to the Airport this summer. Daily non-stop service to Calgary, Edmonton, Halifax, Moncton and Winnipeg began April 28, 2012 and runs through until the end of October 2012.

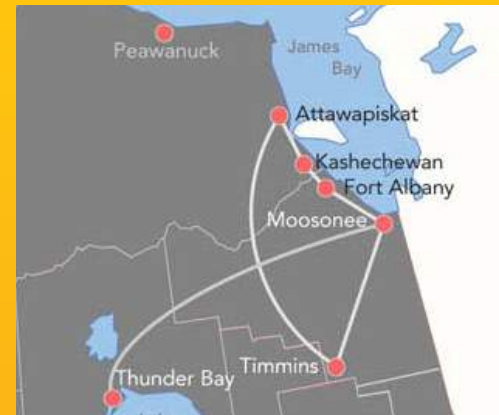
Air Canada

Air Canada expanded its services to New York City, making the airline the only Canadian carrier to service all three major airports in the region from Canada. With the new route, existing service to Newark Liberty International Airport and an additional daily flight between Toronto and LaGuardia Airport that began May 1 to bring that service to hourly, Air Canada will operate up to 38 non-stop return flights a day between Canada and New York City this summer.

Thunder Airlines

Thunder Airlines has started a new service from Thunder Bay reaching into Northern Ontario. Brody Emery the VP of Sales and Development for Thunder Airlines shares, "We are introducing our new Thunder Bay to Moosenee direct flights, there will be service started on Mondays and Fridays effective on April 23rd".

This new service will allow people flying from Thunder Bay to Attawapiskat, Kashechewan, Fort Albany all along the James Bay coast to not only save time, but also to save money too. A flight from Thunder Bay to Attawapiskat which leaves Thunder Bay at 9AM would arrive in Attawapiskat at 1PM and cost about \$1,200.



Porter Airlines

Porter Airlines recently announced its fall and winter schedule between Myrtle Beach, S.C., and Billy Bishop Toronto City Airport – the only non-stop service to Myrtle Beach from Canada. A second year of fall service begins Sept. 13, with twice-weekly flights operating on Thursdays and Sundays until Nov. 25. Porter also added flights from Billy Bishop Toronto City Airport to Washington Dulles International Airport in April and May, making a total of four flights daily.



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Air Transat Celebrates 25 Years of Service

Original Article by: Transat A.T. Inc.

<http://news.amco.on.ca/AirTransat25>

In May, Transat A.T. Inc. and Air Transat celebrated their 25th anniversary by unveiling an all-new, entirely redesigned cabin interior.

Cabin interior refurbishments for the Airbus A330 fleet will be completed gradually over a two-year period at a cost of \$4 million per aircraft. Three A330s with the new interiors will be in service by this summer, flying Air Transat's Europe routes.



"The Transat adventure began 25 years ago, and is continuing in style in this anniversary year with a renewed range of unique, high-quality products," said Jean-Marc Eustache, President and CEO, Transat A.T. Inc. "We are intensifying our efforts to differentiate, and the related investments are being made according to an overall strategy and following a coherent vision geared toward achieving a key goal: to deliver the best customer experience on the market." The first refurbished aircraft to enter service was unveiled at special events attended by close to 500 travel industry experts, held May 15 in Toronto and May 17 in Montreal.

An added green bonus is that all of the A330s in the fleet will also be lighter once the cabin redesigns are complete, which will mean substantial fuel and cost savings. In the case of the first aircraft, the weight difference is two tonnes.

This key feature complies with Air Transat's environmental stewardship philosophy and serves its long-term objectives for reducing greenhouse gas emissions. Note that Air Transat was rated the world's greenest airline in the long-haul category by the Atmosfair Airline Index for 2011.

Interested to see what exactly the new cabin interiors will look like? Visit the website: <http://www.transat.com/en/new-cabin/> to learn more.

Team Eagle Awarded Business Excellence

Walking away with three of fourteen awards, Team Eagle Ltd. of Campbellford was honoured in a number of different categories at the 2012 Celebration of Business Excellence.

Organized by the Trent Hills and District Chamber of Commerce, President Schelle Holmes said, "It is very clear how committed our businesses are to customers and clients, community organizations and charities."

"Tonight we can celebrate the achievements, learn from their experiences and above all take home a little inspiration and motivation that continues to feed our entrepreneurial spirit," she added.

Edna Barnum, assistant general manager, accepted the awards which include the entrepreneurial spirit award, the training and skills development award, and the manufacturing award.



For more information on Team Eagle and their recent achievements, visit <http://news.amco.on.ca/TeamEagleExcellence>

The Eagle Has Landed in the Parry Sound Area

Original Article By: Sarah Bissonette, CottageCountryNow.ca



An aircraft mechanic shop is moving to the Parry Sound Area Municipal Airport. Family-owned Eagle Aircraft Inc. is expanding its Toronto Island business by building an 8,700 square foot building at the airport before the end of the year.

This will open up new job opportunities and is the most recent of many businesses locating around the airport in recent years. The company chose the airport, owned by Seguin Township and Parry Sound, in part for its strategic location as a stopping point for pilots heading north and seasonal residents who fly to the cottage, said Chief Financial Officer Sharlene McDevitt, who works alongside her father, brother and husband in the business.

"Parry Sound - it's more viable for growth in the future than any of the other airports that we looked at," she said. "We do have a lot of private clients who do have cottages in and around the Parry Sound area and we do have a couple of commercial fleets that we manage as well, so this will be a convenient stop for them as well when they are doing their charters."

Read the full article at:
<http://news.amco.on.ca/EagleinParrySound>

Safe Return to Carp Airport

Original Article By: Theresa Fritz, West Carleton EMC

There were a few tense moments for a pilot who took off from the Carp Airport Sunday evening, only to find himself forced to return there a short time later. Ottawa Fire Services (OFS) reported fire crews were dispatched to the airport, located off Carp and March roads, around 9:30 p.m. after Ottawa NAVCAN tower head air controller relayed information indicating a Cessna 172 was proceeding to the airport and that its engine may have been on fire.

Apparently the pilot, who was the only person on board the plane, believed an object had hit the Cessna. He was concerned there was engine damage so he turned around and landed safely on the tarmac with no injuries.

WestJet Selects Bombardier Q400

Original Article by: Scott Deveau, Financial Post
<http://news.amco.on.ca/WestJetSelects>

WestJet Airlines Ltd. said Tuesday it had decided to use a fleet of Bombardier's Q400 turboprop for its new regional carrier, which it hopes to have off the ground in the second half of 2013.

The news comes as the Calgary-based carrier delivered a record first-quarter result that also blew past analysts' expectations.

WestJet had been deliberating between a fleet of Q400s and another European-built turboprop, the ATR-72, for the hotly contested regional contract. But the Q400 was widely considered the favorite with both Air Canada's regional affiliate, Chorus Aviation, and Porter Airlines using the fuel-efficient aircraft in their own fleets.

"We are very impressed with the Q400," said Gregg Saretsky, WestJet chief executive, in a statement. "Both ATR and Bombardier put forward excellent proposals and ultimately we believe the Bombardier Q400's combination of range, speed and seat density is the best choice to meet the needs of the market and how we plan to operate the regional airline."

The initial order will be for 20 Q400s with the option to purchase another 25 aircraft. WestJet said it expects to announce its initial regional schedule later in 2012.

The news will provide a boost for Bombardier as well as its regional jet and turboprop orders have been tepid in recent years.

The order is valued at \$600-million based on list price, but could grow to \$1.35-billion if all options are exercised.



CATSA Deploys New Desktop Explosives Trace Detection Systems

Original Article By: Homeland Security Newswire
<http://news.amco.on.ca/CATSAETD>

Morpho Detection, Inc. (MDI), the explosives and narcotics detection business of Morpho, Safran group's security unit, said it has received an order from the Canadian Air Transport Security Authority (CATSA) for sixty three Itemizer DX desktop explosives trace detection (ETD) systems.

The contract, valued at more than \$2 million, calls for these systems to be deployed to airports in Canada to support passenger and baggage screening efforts.

450 Tactical Helicopter Squadron Is Reborn

Original Article By: The Canadian Air Force

The reactivation of 450 Tactical Helicopter Squadron, which is to be the home of the Canadian Forces' Chinook Medium-to-Heavy Lift Helicopter, was formalized on May 2, 2012, by an official Canadian Forces order.

As confirmed on May 2, 450 Tactical Helicopter Squadron, under the command of 1 Wing and based in Petawawa, Ontario, will be home to 15 F-Model Chinooks - more modern and capable versions of the D-Model Chinooks recently flown in Afghanistan. 450 Squadron was also the designation of the original RCAF unit which operated Chinook helicopters until the early 1990s, at which time these aircraft were phased out.

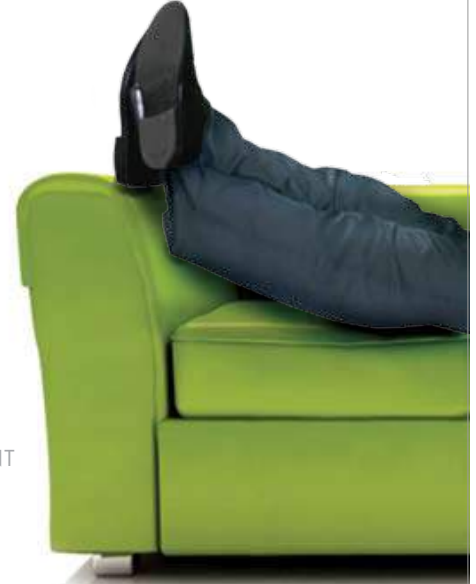


Read the full Department of National Defence Press release at: <http://news.amco.on.ca/450Sqn>



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Authority Wants Decision On Pickering Airport

Original Article by: [durhamregion.com](http://news.amco.on.ca/PickeringAirport)
<http://news.amco.on.ca/PickeringAirport>

The Greater Toronto Airports Authority wants Transport Canada to make a decision on a Pickering airport.

Toby Lennox, vice-president of corporate affairs and communications for the GTAA, told Durham Region's planning committee the GTAA is looking for some sort of resolution to the issue. "No matter what we do, we have to invest in Pearson. We've been urging Transport Canada to make a decision on Pickering. A lot of people are waiting," Mr. Lennox said. Whitby Councillor Joe Drumm said, "At some point of time, we need Pickering."

Having Pickering would alleviate the need to spend billions to renovate Pearson, Coun. Drumm added. "You'll have to talk to Transport Canada. It's not a decision of ours to make," Mr. Lennox said. Mr. Lennox was presenting the GTAA's annual update about the organization's work, which includes operating Pearson International Airport.

Want to read more about the committee meeting, visit <http://news.amco.on.ca/PickeringAirport>.

Ottawa Airport Runway Closures

Original Article By: Don Butler, Ottawa Citizen
<http://news.amco.on.ca/YOWRunways>

One of the two main runways at Ottawa International Airport will close for at least three months this summer for a \$12-million overhaul that will significantly expand the emergency stopping area for aircraft that overshoot the runway. Part of the project involves building a 300-metre "runway end safety area" (RESA) at both ends of the airport's 2,440-metre east-west runway, known as 07/25 even though its current 150-metre RESA exceeds Transport Canada standards.

At present, Transport Canada only requires Canadian airports to have a 60-metre emergency stopping zone at either end of major runways. But last fall, the department informed airports it was preparing a draft regulation expanding that to 150 metres. However, the regulation has yet to be brought into force. By adding a 300-metre graded overrun area, runway 07/25 will conform to standards set by the International Civil Aviation Organization and the United States Federal Aviation Authority. As well, Canada's Transportation Safety Board has been calling for 300-metre RESAs for years. "Safety is absolutely paramount in everything we do," Paul Benoit, president and CEO of the Ottawa International Airport authority, said Friday. "If you're meeting the highest possible standard, then you're covering everything."

Airport's Wind Turbine Concerns

Original Article By: The Enterprise Bulletin
<http://news.amco.on.ca/WindTurbineConcerns>

Simcoe-Grey's Member of Provincial Parliament took the local airport board's fight against wind turbines to the floor of the Ontario legislature, Monday, calling on the Liberal government to heed the warnings of aviation experts. "Why is the government even entertaining a project that would compromise safety at the Collingwood Regional Airport?" Jim Wilson asked of the government during Question Period.

The municipal services board that oversees the facility has been asking that same question for nearly a year, after it discovered that one of the wind turbine sites proposed by WPD Canada as part of its Fairview Wind Farm project fell within what the board considers the 'surface' area of the airport's takeoff and landing approaches.



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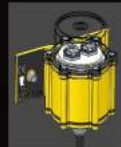
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Last Flight for Boeing 720

The very last flyable Boeing 720 landed for the final time on May 9 at CFB Trenton, a Canadian Forces base in Ontario, after a flight from Saint-Hubert in Quebec. The aircraft is inducted in the National Air Force Museum of Canada on indefinite loan from Pratt & Whitney Canada which has used it as a flying engine test bed since the 1980s.



The airplane spent two decades as a test bed for Pratt & Whitney Canada, which mounted turboprops on the elongated nose, making it the only five-engine four engine aircraft flying. Pratt & Whitney moved to more modern Boeing 747SPs as test aircraft last year. They're engaged in testing the company's new PurePower ultra-efficient turbofan engines. The flight marks the final chapter in the history of the 720 which began with the type's first flight on November 23, 1959 at Renton, Washington. The majority of the 720s have long since gone, this last survivor is one of a handful of the slightly younger Pratt & Whitney JT3D turbofan-powered 720B variants that soldiered on into the 1990s and 2000s as flying testbeds for a variety of engine, sensor and avionics companies.



Ottawa to Host Webster Competition

Original Article by: Lindsay Hughes , Canadian Skies
<http://news.amco.on.ca/Webster2012>

The title of Canada's Top Amateur Pilot will be up for grabs in Ottawa this summer, as the Webster Memorial Trophy Competition celebrates its 80th anniversary. Sponsored by Air Canada – Flight Operations, and hosted by the Rockcliffe Flying Club (RFC), nine regional finalists will compete for the title over the course of four days at the RFC and the Canada Aviation and Space Museum in the nation's capital.

Organized by Wayne and Amy Foy since 2006, the competition is open to all Canadian amateur pilots, and provides an opportunity to meet other amateur pilots and industry leaders, and gain attention from potential employers. All nine finalists in the Webster Memorial Trophy Competition will take part in "Webster Week." They will be flown to Ottawa courtesy of Air Canada on Monday August 13, and will attend events including a tour of the Ottawa International Airport air traffic control centre, a night sponsored by Transport Canada using King Air and Citation flight simulators, and written and practical flight tests. On the last night, the Webster Memorial Trophy Competition awards banquet will be held, where the winner will be announced. "Webster Week has really blown up; it's so much more than a competition," said Wayne Foy. "It has really grown into a very prestigious national event." Dr. J.C. Webster created the annual competition in 1932 in Shediac, N.B., to honour the memory of his son, John Webster, who died in 1931 while practising for the Trans-Canada Air Pageant, an aerobic flying competition where he was set to represent Canada. The competition has seen two breaks in its history; the first during World War II, and the other in 1954 due to financial difficulties. Since then it's been growing with the help of Air Canada and an increasing number of industry sponsors.

Ontario Close to Completing Draft of Goods Movement Strategy

Original Article by: Lou Smyrlis, Canadian Transportation
<http://news.amco.on.ca/OntarioGoodsStrategy>

Ontario expects to have a draft of its Ontario Goods Movement Strategy ready in June and hopes to release its final strategy and action plan by the fall, a high ranking official within the Ministry of Transportation told logistics professionals attending the Supply Chain Canada conference. Meetings with stakeholders to discuss the draft strategy are expected to take place over the summer, confirmed James Perttula, manager of the Goods Movement Office within the Transportation Policy Branch at the Ministry of Transportation.

The proposed strategy for how Canada's most heavily populated and congested province can best move goods through its transportation infrastructure will take a "system approach that recognizes that shippers need an efficient, agile and flexible multimodal transportation system," Perttula said. "Regardless of how fast the economy is going to grow, we know it will grow and that Ontario's population will grow and that is going to have an impact. If congestion is an issue now, it will be even more of an issue in 20 years," Perttula said in making the case for the need of a concrete goods movement plan.

Editor's Note: The Airport Management Council of Ontario, AMCO, has been working with the Ministry of Transportation Ontario during the review of the drafted strategy. We continue to raise the importance of airports and aerodromes throughout the province, and through our work the government has included these critical infrastructure links in their strategy. Moving forward, we plan to increase their awareness, and bring their attention to all airports and aerodromes, and not a select few.

Georgian's Aviation Management Program Still Flying High

The Aviation Management program has been offered at the Barrie Campus of Georgian College for the past 25 years. Broad learning outcomes, co-op placements and articulation agreements have been a large part of its long standing success. The unique three-year advanced diploma program incorporates a full year of co-op placement opportunities for students, providing practical learning experience while they are still in school and preparing them for future careers. Articulation agreements with Embry-Riddle Aeronautical University, Griffith University and Loughborough University also provide students with the opportunity to transfer their diploma toward a bachelor or master's degree.

The advisory committee is comprised of a network of industry professionals, whose support and expertise help shape the curriculum and ensure industry needs and standards are met. "The wonderful partnership we have with the committee allows us to showcase our Aviation Management program to prospective students and work collaboratively to attract young people to the field," says Barb Watts, Associate Dean, Canadian Aviation Institute. "The program is giving students the industry knowledge and skills needed to succeed and help address coming labour shortages, which will occur as a result of the impending retirement of boomers."

To pursue a career in aviation, a post-secondary education specific to this discipline is becoming an expectation to get ahead. Job opportunities upon graduation include such areas as; airline management, airport management, airport planning, flight dispatch, aircraft maintenance, business aviation, air cargo and logistics, ground handling and aviation related services through government agencies. Taking off from Georgian, graduates will be able to soar high and land safely in whatever field they choose to land in!

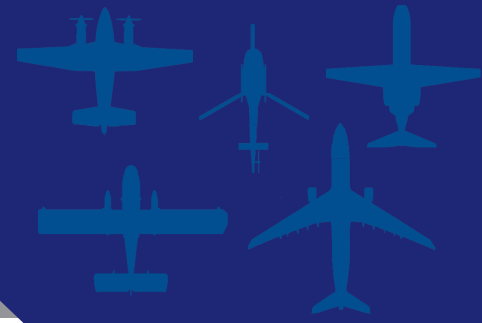
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Airport Management Council of Ontario

MAY 2012

Volume 1, Issue 3



The Airport Environment and You

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Volairus Management Systems Inc.
Warner McAfee Inc.
Wilson Aircraft
World Green Aviation Council

AMCO Quick-Strip Links

Aircraft Movements in Canada Continue to Decline
<http://news.amco.on.ca/MovementDecline>

Aircraft Spruce Canada 2012 Fly-In
<http://news.amco.on.ca/SpruceFly-in>

Airport Is Preferred Location For
Seneca College Flight School
<http://news.amco.on.ca/YPOSeneca>

Bombardier Launches New Learjet
<http://news.amco.on.ca/NewLearjet>

Canada's Final CC-130J Delivery Ahead of Schedule
<http://news.amco.on.ca/C130JDelivery>

City's Eagerness Landed Air Canada Deal
<http://news.amco.on.ca/ACOpsCenter>

Flying Colours Corp. Begins Work On Most
Ambitious CRJ 200 Conversion Yet
<http://news.amco.on.ca/FlyingColoursCRJ>

Hamilton Airport Welcomes
Golden Horseshoe Aviation
<http://news.amco.on.ca/YHMGoldenHorseshoe>

Niagara College Urged To Spread Wings
<http://news.amco.on.ca/NiagaraFlightTraining>

N.S. Looks Into Moving Waterville Airport
<http://news.amco.on.ca/WatervilleAirport>

Record Year For Hamilton Airport
<http://news.amco.on.ca/YHM2011>

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- Obstacle Limitation Surfaces
- Electronic Zoning
- Bird Hazard Protection Area
- Instrument Approach Procedure (IAP) Protection Surfaces
- In-Field Training Session

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