

Message from Our Chair

Bram Tilroe



As is reported in more detail in this newsletter, we had a successful virtual AGM and added new faces to our board of directors.

I welcome their contributions and look forward to working with them. We have established portfolios for all the board to help share the volunteer workload, and with the support of the board I will continue to take on the Chairman portfolio. I also interact with our other Aviation Councils in BC, Saskatchewan and Manitoba, and represent the council with Canadian Business Aviation Association (CBAA), Air Transport Association of Canada (ATAC) and Canadian Owners and Pilots Association (COPA).

The 2020 AAC Alberta Air Facilities chart and directory has been very successful and has attracted more General Aviation (GA) members to use this valuable document. If you know of anyone else interested please have them apply for membership. We supply a wall mounted laminated map

and would like to see it in all flying training facilities and airport terminal buildings. This is provided to airports and training facilities as part of their membership. This map should be in all those facilities to not only raise awareness of the AAC but provide excellent flight planning information. If you notice outdated maps or a lack of one please approach these facilities and apprise them of this to have them apply for membership.

AAC presented a brief to the Golden Airport viability study along with many other proponents for this vital airport. As is usually the case, the community had doubts as to the needs or benefit for maintaining and enhancing their airport. This study has been completed and the Town Council accepted the AAC's recommendations and will retain the airport.

I also presented documentation and jurisprudence to the County of Rocky View who wants to put a road through an existing aerodrome on a ranch west of Calgary which has been in existence since 1970. I pointed out that only Transport Canada under the Aeronau-

tics Act has jurisdiction in this matter, superceding any provincial legislation or municipal by-laws. The Supreme Court has ruled on a number of occasions that Aeronautics is a federal matter and the exclusive right of the federal government and is therefore primary. The AAC has also provided this information to a number of municipalities in the past in dealing with power lines and wind farms.

Our directory is therefore very valuable in listing where airstrips, airports, and aerodromes exist, even though they do not require registration or certification by Transport Canada. (i.e. farm strips), however they may not show on a Federal registry in the Canada Flight Supplement, however they are still aerodromes under the Aeronautics Act.

We have reworked our Web page and it has a new fresh face and is more user friendly; please check it out!

I really appreciate the renewed interest in members willing to serve on the AAC board. I would like to thank the AAC board and membership who have supported me in the past through our AAC rebuilding process.

I wish you all a Merry Christmas in your own bubble. Stay safe and look forward to a better 2021!

[SEE OUR UPDATED WEBSITE](#)

AAC Updates Website

New - Board Director's Page

Look for a new page on our website directed towards the AAC Board of Directors with a brief background about each of them along with their company hyperlinks. The company logos link you directly to their place of business.

AAC Updated Website

The Council has updated our website with a few new features; details about our Directors and backgrounds, scholarship information and a page about Strategic Aviation Advisory Council (SAAC). Over time we will add additional features to compliment our work while keeping our membership informed.

Memberships

We would like to thank all of our members and your continued support during these unique times. Membership renewal notices are forthcoming. Please support our Council by renewing your membership today.

The AAC is a registered charity and provides charitable receipts. If you are considering your 2020 charitable donation please consider the AAC before year end.

We would like to thank our members for their continued support.



IN THIS ISSUE

AAC Directors Elected

At the recent AAC AGM, the Board of Directors were elected for another term. More information on page 2.

Our Future Casinos

Changes again because of COVID 19. What are the future plans of AGLC? More information on page 2.

TIMELY ARTICLE

Canadian Aerospace at the Crossroads

An article written by Kim Van Vliet around the status of our aviation and aerospace industry in Canada. More information on page 4.

SAAC Update

Nominations Open Online

The Government of Alberta has opened a webpage to accept nominations for Strategic Aviation Advisory Council (SAAC) online. SAAC will be looking at filling 14 categories with council members.

The government has extended the deadline for applications online until January 17, 2021.

Further instructions and information found on the attached link below. Please use the email below for submitting your documentation.

The following documentation is required:

- Cover letter
- Resume
- A biography,
(use the online government document)
- Nomination/Application Form
- Conflict of Interest Form

Link:

<https://www.alberta.ca/public-agency-opportunity.cfm?appt=714>

If you require additional information or have trouble connecting to the documents, please contact:

Email:

psc.executivesearchservices@gov.ab.ca

SAAC will provide recommendations to the Government for aviation strategies in Alberta. This committee does not develop or dictate policy for the Government. It is an independent industry driven council representing segments of the aerospace and aviation industries to provide direction for Alberta's aviation future.

Casinos Update - COVID-19

With casinos opening and closing due to COVID restrictions, the next AAC casino will be pushed out into late 2021 or early 2022. Cancelled casinos will be rescheduled which will cause a ripple effect to all previously scheduled casinos. AGLC will advise us when we are scheduled to work.

Good link for Resources

The British Columbia Aviation Council (BCAC) has collected a number of useful resource links related to COVID-19 and the aviation industry.

[LINK](#)

AAC Announces the First Scholarship

The AAC is moving forward with establishing yearly scholarships in support of future aviation training for residents of Alberta. The first \$1,000 scholarship goes to a Mount Royal University (MRU) student in commercial pilot training program. Congratulations goes to

Surpreet Johal. AAC has established a scholarship review panel consisting of three directors. Kent Milley coordinates this endeavour. Please refer to our website for further details.



AGM - COMPLETED AND DIRECTORS ELECTED

AAC AGM

The Alberta Aviation Council had its Annual General Meeting on November 7, 2020. Due to COVID-19, our AGM was scheduled as a virtual meeting.

Many pertinent items were discussed as well as the approval of the 2019 AAC Financial Statements. A proposed slate of AAC Directors was proposed and approved by the membership. As well the AAC executive was elected from the new Board of Directors.

AGM Minutes for Members

The minutes of our AGM are available to our members only. Members wishing a copy of the minutes can retrieve them through our website by logging into Members - Sign-In, login using your password, then proceed to the left column DOCUMENTS, password is 'acc'.

AAC Directors and Executive

Bram Tilroe - Chair
 Bruce Sinclair - Vice Chair
 Ryan Albizzati - Treasurer
 Brian Andrus - Secretary
 Rick Achtmichuk - Marketing
 Scott Clements - Gov't Liaison
 Kendra Kincade - Conference/Scholarships
 Steve Michoulas - Conference
 Kent Milley - Scholarships
 Cole Rosentreter - RPAS
 Michael Stimac - CBAA
 Kimberly Van Vliet
 - Aerospace & Defense
 Sophia Wells - Scholarships/Flight Trng
 Kevin Wong - Legal Counsel

AAC CONTACT INFORMATION

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- 1-780-890-0006
- <https://www.albertaaviationcouncil.com>

WELCOME TO THE AAC COLE & SOPHIA!

Welcome to Our New AAC Board Members



Cole Rosentreter

Founder and CEO, Pegasus Imagery
Cole as a member of this Board brings a wealth of experience in the rapidly evolving Remotely Piloted Aircraft Systems (RPAS) industry and is a leader in the province with this technology. Alberta-based Pegasus Imagery placed 1st out of 80 international companies at Draper University (Fall 2018), a leading Silicon Valley pre-accelerator program. Pegasus is recognized as a Top 40 Under 40 by Edify Magazine (2020). He has successfully established and led growth of a high-performance team to develop and commercialize transformational aerospace technology. Cole has represented and engaged with senior officials as a 2020 NASA technology semi-finalist as well liaised directly with senior executives at Boeing through the Boeing Launchpad Canada Program.

During his military career with the Canadian Armed Forces, he has held leadership positions at various levels, from an eight-man mentoring team embedded with Afghanistan National Army forces on combat operations to being the second-in-command of a 35 man infantry platoon and responsible for over \$2M in equipment. Cole received a Brigade Commander Commendation for leadership in leading the development of airborne and heliborne aerial insertion and resupply capabilities. He has advanced qualifications in explosives, urban combat and military parachuting and is recognized for his ability to lead at several levels above qualification with foreign militaries through joint training, exercises and combat operations.



Sophia Wells

Chief Flying Instructor, Edmonton Flying Club
Sophia is the chief flight instructor at the Edmonton Flying Club. She holds an airline transport pilot's license and serves as a Transport Canada pilot examiner. She also flies the Citation 560 for Morgan Construction, adding to her experience within the charter aircraft business.

She gets to share her life-long passion for aviation through Elevate Aviation by inspiring and mentoring women new to the industry. Sophia was recognized in 2018 as a Top 20 under 40 recipient for Wings Magazine and in 2019 with the Outstanding Alumni Award from Mount Royal University. When she is not in the sky she enjoys spending her time with her husband Mark and their fur baby Elroy.

NAV CANADA

Report by Bram Tilroe

I have attended all the NCAC (Nav Canada Advisory Committee) meetings and in the last 6 months which have been virtual. The AAC is a member as a representative of the Aviation councils. This 20 member committee represents the stakeholders of Nav Canada and is a very valuable committee which allows our voices to be heard and provides input to the Nav Canada Board of Directors. The AAC position is up for renewal in January 2021 at their AGM. The AAC board has convinced me to apply for another 3 year term and I have submitted my application.

Due to COVID-19 and the downturn in Air Traffic, Nav Canada is facing financial concern as their main revenue comes from the volume of aircraft using the airspace. Domestically, traffic is severely impacted and transborder travel is minimum. Overflight through our airspace, (i.e. Polar, USA to Europe, USA to Asia), Europe to Asia, has somewhat picked up, although a lot of it is freighter traffic which has increased. Nav Canada provides weekly COVID19 impact summaries to our Board; therefore, we are kept up to date on the domestic and global situation in Air Traffic.

Due to the reduced traffic, Nav Canada has had to make some serious financial decisions. All Controller and FSS training has been shut down. There are also staff layoffs even in some ATC facilities to where staffing cannot justify the present traffic demand. Unfortunately, all predictions are that it may take up to two years to be anywhere near normal.

The various aviation organizations are working hard to lobby the federal government to provide financial support to the aviation industry. We will continue to support Nav Canada to the best of our ability and hope for a better times in the future.

NEW PHOTOS FROM OUR WEBSITE



*Photographs
courtesy of
Robert Jaff*

OPINION

Canadian Aerospace at the Crossroads

The road to post-COVID-19 recovery

By KIMBERLEY VAN VLIET



What would help accelerate growth in both the aerospace and space sectors is a national

strategy. We need to come together to implement the necessary programs and policies, and this will include putting aside regional, sectarian self-interests and continue the strong levels of collaboration and cooperation, not only across the country, but also across industries. All sectors have technologies that can help the aerospace industry implement a strong COVID-19 recovery plan.

Canada's space and aerospace industries will need special attention in a post-COVID world as they do their part to help jumpstart the Canadian economy. The benefit is that by doing so, Canada can also accelerate its green energy agenda.

COVID-19 has hit the aerospace industry especially hard.

The airline sector has lost about 85 to 90 per cent of its revenue due to the pandemic with so few passengers flying. As it stands right now, there is no expectation that the number of kilometers travelled by paying passengers (RPK—Revenue Passenger Kilometers) will recover before 2025. This has ripple effects in revenue for airports and even NAV CANADA, Canada's national air traffic controller.

There has never been such a long period of negative growth. According to the federal government's 2019 State of the Canadian Aerospace Industry, the Canadian aerospace industry contributed over \$25 billion in GDP and invested \$1.4 billion in research and development into the Canadian economy. This is second only to the energy sector at \$219 billion in GDP and \$1.5 billion in research and development.

Aerospace is also a sector that employs a large number of very skilled people, making it critically important for the future of our country.

The sector also has a pan-Canadian presence. While most aerospace manufacturing takes place in central Canada, the Western and Atlantic regions have captured over 50 per cent of maintenance repair and overhaul activities.



What then can be done to save Canada's aerospace industry from this historic free-fall?

A recent report on the aerospace industry by international management consultants Roland Berger looked at the impact of COVID-19 on the aerospace sector and possible ways forward. They recommend three areas which could help improve the sector post-COVID.

The first is to streamline and advance the processing of export permits, helping to solve the problem of a lack of transparency and long backlogs. The second recommendation is to increase spending in defence, which Canada is already working on, such as the Canadian Surface Combatant and the Arctic Offshore Patrol Vessels. Finally, they recommended the adoption of carbon neutral planes, such as green turboprops, to help consolidate supply chains.

Green and clean-tech is a key area for future growth in the aerospace sector. While many countries are now focused on greener technologies with respect to air transportation, this demand will only continue to grow.

Even before the pandemic hit, the aerospace sector was working to decrease greenhouse gas emissions. There is increasing pressure to make real progress on climate change, focusing not only on traditional trans-

port sector areas (cars, trucks, ships, rail) but also on the aviation sector.

Canada can take advantage of this generational opportunity to bolster its climate change efforts and position itself as an international leader.

What of Canada's space sector?

There is good news here, as it will continue to build on the successes of the past 20 years. This sector is well-placed for growth, especially with Canada's involvement with projects like the Lunar Gateway that continues to highlight Canada's expertise in robotics and other related areas.

Space is also an excellent venue for research and development that can have real-world impacts back on Earth. The space industry helps develop GPS, GIS, weather satellites, communication satellites, and Earth observation satellites; infrastructure that can serve alternate purposes on Earth. Canada's future economy depends on a strong space industry.

What would help accelerate growth in both the aerospace and space sectors is a national strategy.

We need to come together to implement the necessary programs and policies, and this will include putting aside regional, sectarian self-interests and continue the strong levels of collaboration and cooperation, not only across the country, but also across industries. All sectors have technologies that can help the aerospace industry implement a strong COVID-19 recovery plan.

By doing so, not only can we support all regions in Canada, but also protect our supply chain and businesses, be they small, medium or large.

Kimberley Van Vliet is the founder and president of WāVv Inc. and was named one of the Top 20 Women in Defence by Esprit de Corps magazine. She is a member of the NATO Industrial Advisory Group and the founder of ConvergeX®, an annual cross-sector business congress. Also a Director with the Alberta Aviation Council.

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