

# CONTACT!

BRITISH COLUMBIA AVIATION COUNCIL

April 2008

## **FROM THE COCKPIT - Rollie Back President & CEO**

This month I thought I would share with you an article I received from our member Richard Casavant the BCAC Chair of our Training and Education Committee which he took out of the *Globe and Mail*.

When I read the article it left me with a few thoughts in mind:

1. I support the need for Aviation and Airline Security.
2. Are the Security Agencies in both Canada and particular the U.S. going over-board?
3. To me there seems to be a growing danger that these Security Agencies may very-well kill the goose that laid the golden egg for air travel and air cargo.
4. If the traveling public and freight forwarders continue to experience these security delays when traveling via airlines and delays in the delivery of air freight, then the inconvenience created will force people and industry to find other less inconvenient means of travel and freight services.
5. Certainly Security is very important for the safety of all, but not the type of inconvenience as illustrated below in the US.

If some of you have read this article I apologize for the duplication, however, I feel we all in aviation must be aware of these situations and let the authorities know of our concerns.

## **U.S. rescreening of bags from Canada called overkill**

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From the Globe and Mail: 2-18-08

"February 18, 2008 at 4:56 AM EST

A U.S. policy requiring luggage arriving from Canada to be rescreened is so tangled in red tape that it's causing people to miss connections and is responsible for the loss or delay of as many as 100,000 bags annually, experts warn.

All, they say, without making the flights any safer.

The policy, developed after 9/11 and in place since 2003, requires all bags from flights coming from Canada to be screened at U.S. airports by the federally regulated Transportation Security Administration before they can be loaded onto connecting planes. This, despite having already been screened and precleared by U.S. Customs and Border Protection officers stationed at Canada's eight major airports. The airport in Shannon, Ireland, is the only other in the world with preclearance to the United States.

"In essence, that bag that's already been deemed safe ... gets to the United States, is taken off the airplane, goes back inside the air terminal building, gets rescreened and resecured, and is then sent back out to the second airplane and loaded," said Jim Facette, president and CEO of the Canadian Airports Council, which represents airports across the country.

"So two things are happening: The passenger is waiting a longer period of time than they need to because screening can take between 75 and 90 minutes, and the TSA is incurring a whole lot of costs. It's unnecessary."

Unnecessary, airports and airlines in both Canada and the United States maintain, because the screening technology and security procedures in place in both countries are virtually identical, and precleared passengers can't access their checked bags between flights.

Fred Gaspar, vice-president of policy for the Air Transport Association of Canada, which represents Canadian airlines, said no carrier would call for something that compromises passenger safety.

"Our concern with the rescreening of baggage primarily rests upon the fact that we've been given no substantive analysis to demonstrate any marginal value to security."

According to a recent report by the Canadian Airports Council and Airports Council International, rescreening Canadian bags means each year U.S. staff are clocking an additional 300,000 screening hours. It is costing the industry an extra \$10-million.

"Each day this practice continues," the report says, "the rescreening process diverts limited resources from being efficiently focused on security threats."

The Minneapolis-St. Paul International Airport is even planning to spend \$50-million for an explosives detection building and "we're going to have to build a separate system to handle Canadian bags, which have already been screened," according to airport director Steve Wareham.

Further, because the rescreening requirements are "extremely labour-intensive," the report says, as many as 100,000 bags belonging to Canadian travellers are getting lost or misdirected because they are missing connections while they are rescreened.

Travellers are also spending more time in airports. Before 2003, precleared passengers from Canada were able to meet 20- to 30-minute connect times, according to the report. Since the rescreening requirements went into effect, this has more than doubled to 70 minutes.

The issue hasn't flown under the radar.

Last month, the Secure Borders and Open Doors Advisory Committee - made up of 21 experts and business leaders appointed by Secretary of State Condoleezza Rice and Homeland Security Secretary Michael Chertoff - tabled a report on ways to increase travel to the United States.

It found that rescreening is "often redundant, particularly in the case of baggage arriving from Canadian and other preclearance points. ... The bags already have been screened. This duplication impedes the efficient use of limited TSA and CBP resources and degrades the visitor's arrival experience."

Prime Minister Stephen Harper and President George W. Bush even touched on the topic in their Security and Prosperity Partnership at the North American Leaders' Summit in Montebello, Que.

The U.S. Transportation Security Administration is aware of the calls for the elimination of rescreening and is in talks with its Canadian counterpart, Transport Canada. But for now, spokesman Christopher White said, the U.S. airports must continue to rescreen luggage from Canada because it's the law.

"We're trying to determine what the differences are [between the screening technology and procedures] and what we can do jointly to continue to forward the issue," he said.

Northwest Airlines, which flies to more cities in Canada from the United States than any other U.S. airline, suggests the Transportation Security Administration change its interpretation of the law and come to a "mutual agreement with Transport Canada that screening in both countries is virtually the same," eliminating rescreening while maintaining the spirit of the law, Joe Taney, vice-president of airline operations, said.

Patrick Charette, a spokesman for Transport Canada, said Canada is eager to find a "mutually acceptable resolution," but wants "to make sure that we can demonstrate that our own screening system is as good as the U.S."

Good luck, one national security expert says.

"It's a political issue. Nobody wants to be seen to be going lax on security, even if the security is unnecessary," said Reg Whitaker, a professor of political science and author of a number of books and articles on security issues.

Prof. Whitaker, who also reported to the Air India commission on the aviation security aspects of the 1985 bombing, said the Canadian standards for screening checked baggage are on par with U.S. ones.

"No system is foolproof, but the Canadian system is just as good as the American one. And it's recognized internationally ... for meeting and exceeding international standards. And yet they insist on this silliness because it's in the bureaucratic rules."

Ultimately, he said, the policy will continue to exist, "generating more and more red tape."

This may very well be an issue that BCAC should voice our opinion on. If you would like BCAC to do so please let me know.

### **FROM THE BOARD CHAIR - Ken McNicol**

While the following Editorial, from John Casker, is a US perspective it is a clear overview of the very same concerns we have here in Canada. The article underscores the importance of BCAC's Training and Education Committee and the responsibility BCAC has been given by the Industry Training Authority to work with the principals of the Aerospace and Aviation Industry to make an ultimate and binding determination on the viability of an Industry Training Authority. On a final note, 2008 celebrates BCAC's 70th Anniversary. I can think of no better occasion to introduce or re-introduce our Industry to the younger generations.

Developing the Aviation Maintenance Professional By John Casker, President Professional Aviation Maintenance Association Industry focus on the state of aviation maintenance today has never been sharper, the spotlight never brighter. Government, education and industry groups and organizations have elevated their interest in what now is an undisputed recognition that there is a deep and growing shortage of aviation maintenance professionals. For now, that shortage manifests itself in the industries; struggle to meet today's awesome demand for aviation services. Most notable is an inability to grow to meet increasing demand. Aircraft sales figures are reaching the stratosphere, and flight ramps around the world are glistening with new corporate and air carrier promise. Service operations, scrambling to meet the demand for mechanics and facilities, look woefully at a shrinking workforce.

If the pressure of schedule becomes too dominant, safety will be at risk. Theories abound on how to address the problem, and all seem to have their own theories and strategies about what is best for their companies. As the supply and demand curves continue to diverge, the only agreement among aviations numerous participants is that something has to be done.

There are three basic reasons for the shortage of certificated and experienced mechanics: fleet growth, retirements and attrition. Coupled with a bare trickle of new mechanics entering the workforce, the industry is on the path to severe delays, or worse. In the United States, there are approximately 140,000 certificated Airframe and Powerplant mechanics working in the four major segments of U.S Aviation: major airlines, regional airlines, corporate aviation, and general aviation. The growth of the national aircraft fleet is anticipated to require about 3,500 additional mechanics each year for at least the next 10

years. On the surface, that doesn't seem like too many. This is because today's new aircraft, with their sophisticated integrated systems and advanced avionics, are so much more reliable than their predecessors. In time, as those aging systems require more maintenance, it is likely they will simply be replaced with even more advanced and reliable technology.

But fleet growth only begins to tell the story of the looming aircraft mechanic shortage. Our aviation maintenance workforce is aging and is an additional drain on the number of aviation mechanics. Add to that the appeal aviation technicians have to other advanced industries and you have a recipe for a major reduction in our essential workforce. During the mid-1970s, following the Vietnam War, many military mechanics joined the civilian workforce. Those professionals are well into their 50s and 60s by now and are nearing retirement age. Their departure from the workforce is expected to create a need for another 4,500 mechanics per year. Their retirement may not be as gradual and planned as the industry might like, either.

Many US carriers have implemented changes (decreases) not only hourly wages, but also retirement benefits. Many retirement eligible mechanics left before these changes could take effect. Compounding the problem, skilled and experienced aviation mechanics are also of tremendous value to other technical industries. The automotive, computer and construction industries are among many that utilize sophisticated, complex equipment in the conduct of their business. Airframe and Powerplant mechanics are a desirable segment of the workforce that is in short supply. Demand for them is very high. Their highly competitive salaries, desirable working conditions, and stable futures are successfully luring our mechanics away from our hangars and flight lines. With that reality, aviation maintenance is looking at another 4,500 leaving our business each year, bringing the overall expected annual shortfall to about 12,500 mechanics.

For the aviation maintenance professional, this presents tremendous opportunity. At all skill levels, from the recently certificated A&P looking for his or her first job in the industry to the seasoned professional looking for advancement, the potential is unlimited. Even within the air carrier and regional airline ranks, opportunities exist for all skill levels. Never has there been a better time to explore a career in aviation maintenance.

However, it is not just about how an individual can make his or her way as an aircraft mechanic. The operators of all these aircraft are seriously concerned about how to attract so many talented and energetic professionals to our industry. The A&P certification is mandatory and relevant experience is still the all-important prize in a potential employee. Then, after all is said and done, employers are not just looking for the best-qualified mechanic - they are looking for the best - qualified mechanic they like. Finding the right personality fit is as important as finding the right skill set. Bringing together the right mix of education, attitude, skill and professionalism is what the Professional Aviation Maintenance Association (PAMA) is all about. Beginning with an on-the-job training program, lasting at least 30-months, or entry into a two-year program at an approved FAR Part 147 Aviation Maintenance Technician school, an A&P mechanics path to excellence is necessarily deliberate. Once rated, there is simply no shortcut to gathering three to six years of aviation maintenance

experience. So, in order to address a projected critical shortage of maintenance professionals, we're looking at five to seven years if we start right now.

According to the FAA, it has been issuing approximately 5,000 new A&P certificates per year for the last five years. Of those who do enter into aviation maintenance, as many as 75 percent leave for other occupations within five years. Our daunting challenge is to attract, educate and retain for the long haul the next generation of aviation maintenance professional. There is no denying that, in the right environment, there are few satisfactions to compare with troubleshooting, repairing and sending an aircraft on its airworthy way to fulfill its mission. That special sense of accomplishment and the knowledge that one is an integral part of a cohesive team is what we call the "romance of aviation."

Further, maintenance professionals are rapidly gaining the recognition they deserve. Many are finding positions of increasing responsibility as directors of aviation and operations managers at their respective companies. More companies are beginning to realize that, once the fuel bill is paid, the remainder of the expense of running a flight department is primarily in the cost of parts and labor, with labor being only a small percentage of the total. It is a natural progression that those who have historically watched and scheduled the maintenance costs might actually be the best choice to oversee the entire flight department. The transition from the shop floor to the top floor is achievable by the qualified and motivated A&P mechanic.

Meanwhile, for the qualified and experienced individual mechanic already in position and poised to take advantage of the shortfall, this news is good. So why are we having problems attracting professional mechanics to aviation? For one, we have not invested in children and helped them find an aviation maintenance interest while young. As they grow older, we must help develop their interests into an avocation, encouraging them to spend their time learning and growing. By the time of high school graduation, many students have identified their interests, recognized their skills, and are looking for ways to turn their avocation into a vocation, earning their living doing what they love and do best. It is the ideal situation and is the foundation for a lifelong and stable career. There are many and varied efforts to accomplish that very goal. But because they are so different, it has been difficult to focus the resources necessary for an effective national or even regional program.

We are now at a critical juncture, in our Industry where we need to evaluate how far we have progressed since that first wind blown flight in Kitty Hawk and how far we have to go to achieve the ambitious goals of our future.

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**Maintenance Repair and Overhaul – products, services, software  
For - US Air Force  
Sixth Annual Requirements Symposium November 4-6, 2008  
Warner Robbins Air Force Base, Georgia**

The Canadian Consulate General in Atlanta is organizing a trade mission to the United States Air Force Logistics Center (Warner Robbins Air Force Base, Georgia) Sixth Annual Requirements Symposium on November 4-6, 2008. The

Trade Commissioner responsible for the aerospace and defense industry attended this event last year and found it to be an outstanding source of information on ongoing and upcoming programs for this Air Force center which has procurement budget of over \$6 billion . The theme of the event last year was “partnering for creative solutions.”

The emphasis is on maintenance repair and overhaul for the following aircraft; C-5, C-130, F-15, F-22 and a variety of military helicopters. Additionally, there is an increased emphasis on both airborne and ground electronic systems as well as software used in the maintenance process and software used in avionics and electronic warfare.

Warner Robbins Air Force Base is located approximately a 2 ½ hour drive south of Atlanta, Georgia.

There are approximately 110 members of an organization known as the Aerospace Industry Committee, which consists of prime and subcontractors serving in the Air Force. These firms are very interested in partnering with qualified Canadian companies and the Consulate will sit assist in the facilitation and introduction to these companies.

Additional information can be found on the following website:

<http://www.wrcoc-aic.org/>

There is a nominal event organizer participation fee of approximately 300 US dollars to attend the event, which includes a luncheon and networking reception. There are no other additional costs other than your travel, hotel and meal expenses.

Provinces and aerospace associations are encouraged to organize group participation in this trade mission.

Companies/ associations interested in participating please contact the below individual:

Mr. Steve Adger Flamm  
Trade Commissioner  
Consulate General of Canada  
1175 Peachtree St. NE, Suite 1700  
Atlanta, Georgia U.S.A. 30361  
tel: 404-532-2018, fax: 404-532-2050  
email:steve.flamm@international.gc.ca

## WALKAROUND - Jack Schofield

The policy of double screening Canadian baggage entering the United States, as revealed in a recent article in the *Globe & Mail* might well be referring to a leftover policy from the early official U.S. reaction to 9/11. It was thought, at that time, that the terrorists who caused the tragedy had come into the U.S from Canada. While it was quickly determined that this was untrue, the word was out and nobody was thinking too clearly, so maybe the rules applicable to Canadian baggage were never changed to reflect our benign national character.

Indeed, the United States Department of Homeland Security seem to be chary of Canada's multi-national population: They have a type-cast image of terrorists which makes them suspicious of anyone who didn't come over on the *Mayflower*.

Double dipping on Canadian baggage may be small potatoes compared to some of the other anomalies that cropped up following the terrorist attack:

- (1) Grounding of all flights in U.S. airspace except for 5 airplanes loaded with Saudi nationals returning home from an Oil conference with George Bush Sr.
- (2) The fact that Osaman Bin Laden's brother was aboard one of those flights—would he, by chance, have a mailing address for big bro?
- (3) The revelation that 9 of the 11 terrorists were from Saudi Arabia—not Iraq might have suggested that those flights not be given special dispensation, and held for some Q and A.

Such facts beg the question: is baggage from the middle-east being double screened, and if so, does that include the oil barrels?

Terrorist revel in creating confusion and they certainly have achieved that: double-checking Canadian bags is just one of the smaller spin-offs. I think the other one is the Iraq war. Speaking of which, if John McCain gets in he says he will continue that conflict for another 100 years. Perhaps a word of encouragement to Hillary and Obama to get on with it; join forces and get the new USA underway, and Senators, if you get a chance, rescind the dual baggage checks on us Canucks eh?

**NOTE:** The opinions expressed in Walkaround are those of the writer Jack Schofield and may not necessarily represent those of the British Columbia Aviation Council

## The BCAC Training and Education Department is now ready for business

BCAC has a very active Training and Education Committee Chaired by Richard Casavant guiding the way for offering Training and Education Courses designed for the Aviation and Aerospace Industry. Watch for e-mail notices regarding course dates, times, and cost.

***Organizational success within the aviation industry is influenced by many factors: market conditions, operational flexibility, a visionary spirit.... However, it is invariably the outcome of a well-trained, highly motivated workforce that will bring success to any business.***

In response to organizational and individual requests BCAC will begin offering courses through its Training and Education department to help meet the demands of the aviation industry where continuous learning is the critical element to growth for your employees, within your business and throughout the province.

BCAC is significantly expanding the availability of training opportunities by offering two industry-essential courses...**Human Factors Training** and **Safety Management Systems**. These professional development classes will be offered at the BCAC corporate offices during the day or within an evening structure if enough demand warrants.

In an ever-changing workplace, today's organizations understand the value of learning as a means of enhancing core competencies. They understand the value of developing a learning culture for continuous growth and improvement. They understand that continuous learning is simply good business...**and so do we.**

For more information about how you or your organization can benefit from our courses, please contact BCAC Director of Training and Education.



Richard Casavant

Tel.: (604) 739-9313, E-mail: [richard@casavantconsulting.com](mailto:richard@casavantconsulting.com)

*Richard Casavant* has been developing and delivering corporate education and training services for over 25 years. Throughout his career he has worked with Jack Welch of GE Aerospace, developed the Frontier Airlines customer service program Spirit of Service, helped implement Bombardier's Customer Experience Program (CEM) program into JFK's AirTrain operation and is now on contract with Bombardier for Toronto's GO Transit system designing their CEM culture. Richard's participation in Boeings' Human Factors training is one of many certifications that contribute in designing and developing service delivery systems based on the principle..."**design systems to fit people, don't design people to fit systems**".

**BRITISH COLUMBIA AVIATION COUNCIL**  
4380 – Agar Drive, Richmond, BC. Canada V7B 1A3  
Tel (604) 278-9330, Fax (604) 278-8210



### **NOTICE OF MEETING**

Over the past years BCAC has made presentations and supported others with their presentations to the Provincial Minister of Finance through our BCAC Aviation Fuel Tax Task Force to reduce the aviation fuel tax or eliminate the fuel tax. BCAC is concerned, that if Vancouver International Airport is going to be a true gateway airport to Asia we must improve our competitive position regarding the aviation fuel tax.

Under the Federal Ministers Open Sky initiative called the “Blue Sky Policy”, if British Columbia is going to attract more foreign Airlines we must be competitive with other airports to the south and east.

Therefore, the British Columbia Aviation Council is holding an expanded Aviation Fuel Tax Task Force meeting to explore the next steps in developing a unified presentation to the BC Minister of Finance.

The meeting will be held at the BC Aviation Council Boardroom on April 15<sup>th</sup> 2008. BCAC will provide a meeting facilitator to assist in conducting the meeting in order to get all the input from the attendees recorded for the development of a unified strategy and in preparation of a proposal to the Minister of Finance.

At the meeting we will distribute a meeting agenda and informational material.

**April 15<sup>th</sup> 2008**

**0930 to 1230**

(A Light Lunch will be provided)

**BC Aviation Council**

**4380 Agar Drive**

**Richmond, (YVR Southside)**

**Please RSVP your attendance to Michelle at BCAC 604 278 9330 or by email at [michelle.bcac@telus.net](mailto:michelle.bcac@telus.net)**

The BC Aviation Council Fuel Tax Task Force is chaired by Tony Gugliotta BCAC Director and Senior Vice President, Marketing & Commercial Development Vancouver International Airport Authority.

All members with interest in the Aviation Fuel Tax issue welcome to attend.

R.W. (Rollie) Back  
President & CEO



**Re: BCAC YVR Southside Business Meeting**

**Notice of Meeting**

**Date: April 18th Time: 0730 Hrs**

**Place: BCAC Offices at 4380 Agar Drive (YVR)**

All BCAC Members and businesses operating on the YVR Southside are invited to attend the meeting.

The meeting will be a breakfast meeting hosted by YVR:

- A presentation to the Southside Business Community by Tony Gugliotta, Senior Vice President, Marketing & Commercial Development
- Joining Tony Gugliotta at the meeting will be Ray Segat, Director, Business & Land Development and John Buckle, Superintendent, Airport South

This will be an informational presentation with Q&A. Tony has agreed to answer all questions and concerns brought forward by those attending.

Please RSVP to [michelle.bcac@telus.net](mailto:michelle.bcac@telus.net) or 604 278 9330 by no later than April 16<sup>th</sup> for catering arrangements.

Rollie Back

**Rollie Back BCAC attended the 2010 Aviation Committee held on March 13<sup>th</sup>.**

At this meeting a number of plans were put forward, which are detailed below, for Industry comment and feedback prior to finalization. The feedback deadline is April 15<sup>th</sup> so your comments should be forwarded to me by no later than April 10<sup>th</sup> so that I have time to compile them and prepare a consolidated response.

It is IMPORTANT to note that for security reasons, this information is for INTERNAL distribution and discussion only. All external communication inquiries and requests should be referred to the Olympic Aviation Steering Committee. The Olympic special use airspace has not changed significantly from the initial design:

- Two Olympic Rings, each with a 30 mile radius from the surface to 18,000 ft, with one centred on Vancouver and the other on Whistler.
- Two Olympic Control Areas, from here on referred to as OCAs, each with a 12 mile radius from the surface to 18,000 ft., centred the same as the rings and joined by a corridor whose lateral dimensions have not been finalized at this point. The OCAs will have extensions to cover Boundary Bay and Pemberton.
- A number of restricted airspace zones overlying Olympic venues and the athletes' village. The final dimensions of these restrictions have not been finalized but are expected to be such that they will not have significant impact on Commercial Aviation. Collaboration continues to ensure that this is the case.

The following rules will apply to obtain Authorization for operations inside the OCAs:

All air crews on board aircraft, including cabin crews and flight engineers, will require to be pre registered with the V2010 ISU (Integrated Security Unit) through an on line database application to obtain authorization. The specific requirements of the database have not been finalized but will be published in an AIC published in September of 08. RAIC accreditation will be considered during this process. No individual applications will be considered. (All applications must be put forward by the respective Company.)

In addition, the following specifics apply by operation type to operate in the OCAs:

Float Operations:

- Flight Schedules will have to be published.
- Authorization obtained from the ISU.
- All aircraft must be inspected by their companies prior to departure.
- Random inspections of aircraft will take place

All persons and goods must be screened by CATSA prior to operating in OCAs.

### Cargo Flights:

- Flight operation authorization must be obtained from V2010 ISU
- Companies must inspect each aircraft prior to operating in OCAs. (This does not include inspecting the internal contents of individual cargo containers)
- No passengers allowed unless individually approved by V2010 ISU.
- Combi-flights are considered to be passenger flights for authorization purposes.

### Non Scheduled Charter Operations:

- Individual flight authorization will be required from the V2010 ISU.
- Non screened aircraft will not be allowed to operate in the OCAs.
- Aircraft must be screened at their departure point at a level which is acceptable to TC Security or at an "Identified Security Portal" (gateway airport) prior to entering the OCAs. (The locations of these portals have not been finalized yet.)

### Training Flights:

- Each individual Company must obtain authorization to operate in the OCAs from V2010ISU.
- No student solo flights will be allowed.
- A security plan must be submitted by each company to the V2010ISU.
- Corridors will be developed and published for authorized flight training operations to facilitate entry and exit to and from the OCAs.
- All operations must have a licensed instructor on board the aircraft.
- No passengers will be permitted.
- Each aircraft must be inspected by the company prior to departure.
- Each flight must file a flight plan.
- All pilots and students operating in the OCAs must be registered with the V2010 ISU.

No sightseeing flights will be allowed.

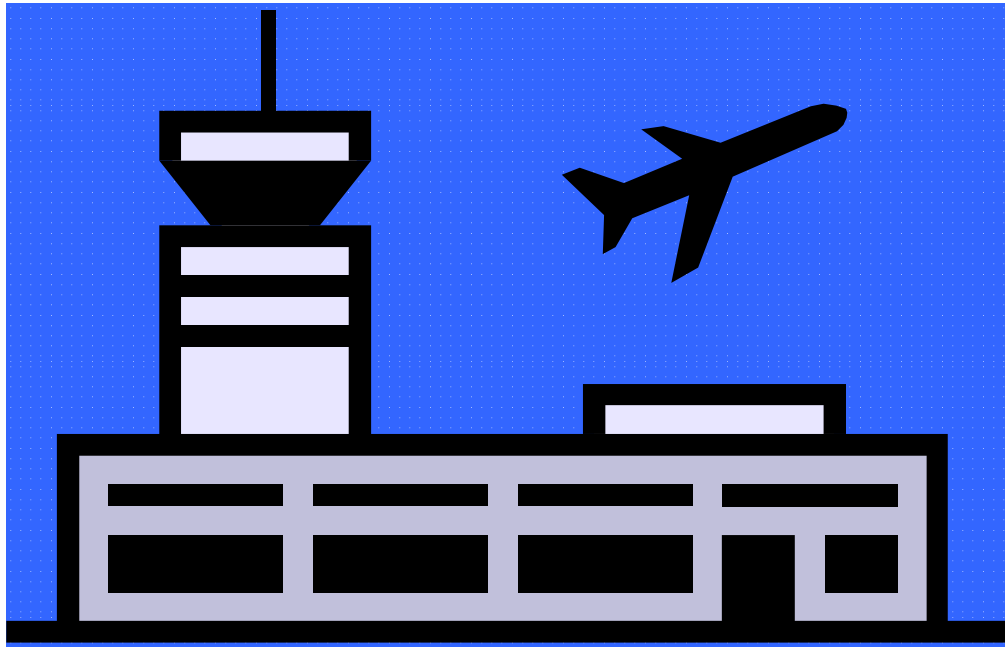
Thank you to Andy Vasarins of ATAC for this written information.



## BRITISH COLUMBIA AVIATION COUNCIL

### “2008 Airports Standing Committee Conference Workshop”

Wednesday - Thursday May 21st & 22nd 2008  
At the new BCAC Offices, Lounge and Meeting Rooms  
4380 Agar Drive, Richmond, (YVR South), British Columbia



- See Conference Workshop Agenda Attached
  - See Registration Form Attached

#### Hotel Accommodation

BCAC has made arrangements for a block of rooms at the “Executive Airport Plaza Hotel” 7311 Westminster HWY, Richmond. The special BCAC member room rate is \$129.00 + taxes per night. Rooms have been blocked for May 20<sup>th</sup> and May 21<sup>st</sup> with a May 22<sup>nd</sup> check out. This special room rate will be available 3 days prior to and 3 days after the event date for those wishing to stay longer. There is an Executive Airport Plaza Hotel shuttle bus available from YVR Main and South Terminals to and from the hotel. This special rate includes bus transportation to the BCAC offices for the meetings and back to the hotel. The transportation will be 1 trip each way, per day.

Guests will be responsible for calling the hotel and making their own reservations, please quote “BC Aviation Council” guaranteeing their reservation with a valid credit card.

## Airport Standing Committee“2008 Conference Workshop” Agenda

DAY ONE - MAY 21	DAY TWO - MAY 22
08:00 Continental Breakfast – Sponsor, Kamloops Airport Trade Show – Come Meet Exhibitors	07:30 Breakfast – Sponsor, Kelowna Airport Trade Show – Come Meet Exhibitors
09:00 Chris Cox / Rob Ogden Transport Canada –Regulatory Update -RESA - CARS 322 - SMS Update - Zoning - RNAV/RIP's Safety of Operations - Runway Incursions	08:30 Panel – Airport Technologies – Mike Matthews (Moderator)  NavCan – New Technologies - Rudy Keller  Passenger Processing Technologies- Solomon Wong, InterVistas Consulting Inc
11:00 Airfield Lighting New Technologies – Carmanah Technologies Corp.	
12:00 Lunch and Speaker  BC Council of Tourism Associations (COTO) - Peter Larose	10:00 Coffee Break - Trade Show
13:00 Legal – Assignment of Agreements – Sergio Custodio YVRAA Legal Counsel	10:15 BC Ministry of Transportation - Reg Faubert
14:00 BCIT Airport Ops Update – Internship, Lynn Foster	11:00 Apron Markings – Dave Larrigan
14:30 Coffee Break - Trade Show	12:00 Lunch and Speaker Mike Trethaway - InterVistas Consulting State of the Air Industry
15:00 Greening Of Airports – (Moderator TBA)  Building Environment – Kerr Lammie, Senior Associate Stantec  Geo-Thermal systems for Airports – EBA Engineering Consultants Inc. Scott Schillereff  Fuel Alternatives for Airport Vehicles – Chris Lythgo SeaJay Consulting Ltd	13:00 Airport Security Update – Mark Duncan President AeroEdge Consulting Inc (Moderator) Transport Canada – Jean Barrette CATSA – Rob Durward Cargo – Purolator (Speaker TBA) SeMS Update, New Technologies, Regulatory Update, Security Classification Review
17:00 BC Airport Manager Association Annual Meeting	1430 2010 Olympics Update / Planning – Deb Martin for Dave Nowzek Transport Canada Rollie Back BCAC / 2010 Aviation Committee
18:00 Evening Program Hospitality and a BBQ Dinner – Sponsored by EBA Engineering Consultants Inc Kevin Falcon BC Minister of Transportation – (Invited)	15:30 Closing remarks – Rollie Back & Dave Fuller



**BRITISH COLUMBIA AVIATION COUNCIL**

Delegate Registration

**“2008 Airports Standing Committee Conference Workshop”**

Name		Company	
Address		City	
Postal Code		Phone	
Fax		E-mail	
BCAC Member (Circle One)	Yes	No	
If you <b><u>DO NOT</u></b> want your information printed in the delegate package please check [ ] Registration (Check All That Apply)			

BCAC Airports Conference – Workshop May 21<sup>st</sup> & 22<sup>nd</sup> 2008  
Price includes all Continental Breakfasts, Lunches, Dinner and Refreshment Breaks

**Before April 21<sup>st</sup> 2008:**

BCAC Member \$275.00 X\_\_\_\_\_ = \$\_\_\_\_\_

BCAC Non-Member \$325.00 X\_\_\_\_\_ = \$\_\_\_\_\_

**After April 21<sup>st</sup> 2008:**

BCAC Member \$350.00 X\_\_\_\_\_ = \$\_\_\_\_\_

BCAC Non Member \$400.00 X\_\_\_\_\_ = \$\_\_\_\_\_

Luncheon May 21<sup>st</sup> (price included in registration) Will Attend \_\_\_\_\_  
Additional Guest (luncheon only) \$25.00 X\_\_\_\_\_ = \$\_\_\_\_\_

Luncheon May 22<sup>nd</sup> (price included in registration) Will Attend \_\_\_\_\_  
Additional Guest (luncheon only) \$25.00 X\_\_\_\_\_ = \$\_\_\_\_\_

Dinner May 21<sup>st</sup> (price included in registration) Will Attend \_\_\_\_\_  
Additional Guest (dinner only) \$40.00 X\_\_\_\_\_ = \$\_\_\_\_\_

**Total Owing \$** \_\_\_\_\_

NOTE: Registration cancellations refund less \$50.00 processing fee. Cancellations not accepted after May 12<sup>th</sup>, 2008

**Method of Payment Canadian Funds**

Cheque Enclosed \$\_\_\_\_\_ - VISA\_\_\_\_\_ - MasterCard\_\_\_\_\_ - AMEX\_\_\_\_\_

Name on Card \_\_\_\_\_, Card # \_\_\_\_\_

Expiry Date \_\_\_\_\_, - Please Invoice Me \_\_\_\_\_

**Please return your Registration Form to:**  
British Columbia Aviation Council  
4380 Agar Drive, Richmond, BC. V7B 1A3  
Phone 604 278 9330, Fax 604 278 8210, E-mail [bcac@telus.net](mailto:bcac@telus.net)

**We have a limited number of exhibit booths available**



**BRITISH COLUMBIA AVIATION COUNCIL**

**Exhibitor Registration**

**“2008 Airports Standing Committee Conference Workshop”**

Company		Name of Exhibitor	
Address		Phone	
City, Prov		Fax	
Postal Code		E-Mail	
Product or Service to be Displayed	<b><u>Booths will be allotted on first come basis</u></b>		
List any special electrical requirements	Exhibit areas are 8'x 10', Included are 1 chairs and a 6' table		
If you <b><i>DO NOT</i></b> want your information printed in the delegate package please check [ <input type="checkbox"/> ] <b>Registration (Check All That Apply)</b>			
<b>Exhibit Space</b> Price includes one Registration and all Continental Breakfasts, Lunches, Dinner, and Refreshment Breaks		<b>Total Space Cost \$500</b> I will attend Luncheon [ <input type="checkbox"/> ] I will attend Dinner [ <input type="checkbox"/> ]	\$ _____
<b>BCAC Luncheon May 21<sup>st</sup></b> <b>BCAC Luncheon May 22<sup>nd</sup></b>		Additional Guests (Luncheon Only) \$25 X _____	\$ _____
		Additional Guests (Luncheon Only) \$25 X _____	\$ _____
<b>BCAC Dinner April 21<sup>st</sup></b>		Additional Guests (Dinner Only) \$40 X _____	\$ _____
<b>Total Owing</b>			<b>\$ _____</b>
<b>PAYMENT MUST BE MADE IN CANADIAN FUNDS!</b>			
*Note: Cancellations refunded less \$50 Processing Fee. Cancellations not accepted after May 12th 2008.			
Cheque Enclosed	[ <input type="checkbox"/> ]	Note: We accept <b>VISA [ <input type="checkbox"/> ]</b> <b>MASTERCARD [ <input type="checkbox"/> ]</b> <b>AMEX [ <input type="checkbox"/> ]</b>	
Please Invoice	[ <input type="checkbox"/> ]	Expiry	
Cheque to Follow	[ <input type="checkbox"/> ]	Name on Card	

**British Columbia Aviation Council**  
4380 Agar Dr., Richmond, BC V7B 1A3  
(604) 278-9330, fax (604) 278-8210 e-mail: [bcac@telus.net](mailto:bcac@telus.net)

## **YVR Named Official Airport for 2010 Winter Games**

The Flight 2010 has been cleared for landing at YVR.

Airport Authority was recently named an Official Supplier of the 2010 Winter Games, marking the first time in Olympic Games history that an airport has been named an Official Supplier.

The sponsorship announcement was made at an event held in YVR's new Link building, where Airport Authority employees, representatives from The Vancouver Organizing Committee for the Games (VANOC) and guests signed a large-scale welcome banner that will be displayed in the terminal.

As an Official Supplier, the Airport Authority has sponsorship rights in the airport category for the 2010 Winter Games and will provide world-class operations and services prior to, during and after the Games. In addition, the Airport Authority receives the sponsorship rights to the Canadian Olympic team attending the Beijing 2008 Olympic Games, the Vancouver 2010 Winter Games and the London 2012 Olympic Games.

The sponsorship commitment includes:

- dedicated airport amenities and services for VANOC and 2010 Winter Games activities
- accreditation processing and departure screening facilities
- expedited passenger arrivals and baggage services
- specialized training for airport staff, to begin in spring 2008
- parking and ground transportation services
- office space

YVR will provide athletes, officials, media and visitors with the first and last impression of the Vancouver 2010 Winter Games. To prepare to welcome the world in 2010 and beyond, the Airport Authority is enhancing airport facilities, passenger services and our customer care program to ensure we provide a smooth, seamless and exceptional travel experience to every passenger that visits the airport for the Games or any other reason.

For those travelling through YVR during Games time, the energy and activity in the airport will be palpable, like arriving in the middle of a Games venue. The Airport Authority's partnership with VANOC also includes separate, but complementary agreements covering terminal advertising opportunities and six dedicated Olympic Stores in the International and Domestic terminals featuring Vancouver 2010 Winter Games merchandise. Look for these retail stores beginning later this spring.

*Pictured: Larry Berg, president and CEO of YVR, John Furlong, VANOC CEO, Paralympian Todd Nicholson and Olympian Mira Leung signed a welcome banner marking the Airport Authority's Official Supplier sponsorship of the 2010 Winter Games.*

Questions? Comments? Email [airmail@yvr.ca](mailto:airmail@yvr.ca).

## **Annual Public Meeting Set for Thursday, May 1**

All YVR stakeholders, from airline representatives and business partners to government representatives and the general public are invited to attend the 2008 Annual Public Meeting on Thursday, May 1.

Guests are encouraged to ask questions, interact with Airport Authority management and Board members, and learn more about our activities in 2007 and plans for the year ahead. The Airport Authority's 2007 Annual Report will be available online from April 18, and in printed format at the meeting.

**Date & Time:** Thursday, May 1, 2008, 3:30 p.m.

### **Location:**

East Concourse (past U.S. Departures, near Fairmont Hotel entrance)

International Terminal Building

Vancouver International Airport

3880 Grant McConachie Way

Richmond, B.C.

YVR is serviced by a number of TransLink routes, and we encourage guests to use public transit. If you choose to drive, please park on level P2 or P3 of the parking garage; an Airport Authority staff member will provide you with a complimentary parking pass at the meeting. For additional information on parking and transportation, please visit the [Parking](#) section of our web site.

Questions? Comments? Email [airmail@yvr.ca](mailto:airmail@yvr.ca).

### **BCAC long time member Curtis Grad makes a career move**

Curtis Grad has tendered his resignation as the General Manager of Larnaka Airport. He has accepted an offer to become the Chief Executive Officer for the consortium awarded the concession for operation/development of the Queen Alia Int'l Airport in Amman, Jordan.

The precise timing of his departure has not been settled yet, however it is expected that the transition will take effect within the next 60-90 days. We know that in the meantime, Curtis will continue working closely with all involved to facilitate a smooth and effective transition.

On behalf of the company I would like to thank Curtis for his crucial and professional contribution to our achievements in the first two years of operations of Hermes Airports, but at the same time I would like to congratulate him with his appointment and wish him and his wife Sally, all the best in their new adventure.

Fred van der Meer

**Wednesday April 23, 2008**  
**6th Annual 911 Awards**

The Richmond Chamber of Commerce and Richmond Centre are proud to co-host the 6th Annual 911 Awards Dinner & Ceremony will be held on Wednesday, April 23rd, 2008 to honour the nominees from the RCMP, Fire Rescue, Coast Guard, Ambulance and Community Safety Sectors.



**Our 2008 Sponsors to-date:**

Event Title Sponsor  
Richmond Centre

Diamond Sponsors:  
National Bank, Tourism Richmond, Western Protection Alliance Inc.

Gold Sponsors:  
E-Comm 911

Silver Sponsors:  
Kwantlen University College  
Progressive Construction Ltd.

Bronze Sponsors:  
Fox Insurance Brokers Ltd.  
Concord Security Corp.

Media Sponsor:  
The Richmond Review

The 911 Awards will be held at the River Rock Theatre, 8811 River Road  
with Guest MC  
Randene Neill, Global BC.

No Host Reception: 5:30 pm  
Dinner & Awards 6:30 pm

Tickets \$68.00.  
To reserve tickets please contact the Chamber office at (604) 278-2822.

## **BCIT Aerospace Technology Campus Receives Trades Funding**

RICHMOND - The British Columbia Institute of Technology is receiving \$379,832 for new equipment at its Aerospace Technology Campus in Richmond, MLAs Linda Reid and John Yap announced today.

"Our province's surging economy and shifting demographic have led to an unparalleled demand for skills and trades training," said Reid, MLA for Richmond East. "This funding will help update and enhance important trades training programs for the school's aerospace and avionics programs."

"I'm pleased to see that our post-secondary institutions can continue to provide first-rate training using modern equipment," said Yap, MLA for Richmond-Steveston. "It's important we continue to put resources into skills and trades training to help give our students the best opportunities possible to keep up with today's rapid technological changes."

"We received tremendous support from Government of British Columbia for our Aerospace Technology Campus, which officially opened its doors last fall," said Lane Trotter, Dean of BCIT's School of Transportation. "At BCIT, we know that technology changes everything, and this latest support further ensures that our students will be able to access new learning tools that are directly relevant to the aerospace sector."

Public post-secondary institutions are receiving \$8.75 million for new equipment which will update and enhance trades training programs around British Columbia. Fifteen of B.C.'s public post-secondary institutions offer trades training. This year they provided more than 25,000 trades training spaces, up from about 16,500 in 2001. Government funding of trades training spaces at private institutions has also increased, from just over 1,300 spaces to almost 4,500 spaces during the same period.

## **2008 Budget report by KPMG**

### **Budget 2008 - Impact on Canada's Aerospace and Defence Industry**

On February 26, 2008, Finance Minister Jim Flaherty delivered the Conservative government's third budget, projecting a surplus of \$10.2 billion for 2007-08, which will be applied to pay down the national debt. This budget contained a number of funding announcements and tax changes affecting the Aerospace and Defence (A&D) industry.

Highlights, which are discussed in more detail below, include:

- New Arctic Icebreaker
- Canada First Defence Strategy
- Communications Security Spending
- Venture Capital for Innovative Companies
- Canadian Air Transport Security Authority Funding
- Canada's Border Security

- Afghanistan Reconstruction and Development
- Improved Tax Incentives for Research and Development
- Temporary Capital Cost Allowance Rate Increase for Manufacturing and Processing assets.

## **A&D Funding**

### **New Arctic Icebreaker**

The budget noted that the Canadian Coast Guard's "most capable" Arctic icebreaker, the CCGS Louis S. St-Laurent, is scheduled to be decommissioned in 2017. As such, the Government will replace this vessel with a new polar class icebreaker that has greater icebreaking capabilities. The budget provides \$720 million for the procurement of this vessel.

### **Canada First Defence Strategy**

The 5 year, Canada First defence plan was first announced in the 2006 budget. The Government is currently developing a long-term, Canada First Defence Strategy. The budget indicates that this strategy will set long-term objectives and make a long-term commitment of support for the Canadian Forces, including predictable long-term funding to support its modernization and growth.

The Canada First Defence Strategy is intended to strengthen Canada's industrial and technological advantages by setting the foundations for a new relationship with industry. A stable, predictable, and long-term investment program will create new, significant, and long-term opportunities. Canadian industry will have the opportunity to position itself as high-tech leaders, invest proactively in research, and develop technologies that can be used at home and exported to foreign markets.

The budget increases the automatic annual increase on defence spending to 2 percent (from the current 1.5 percent) beginning in 2011-12. Over the next 20 years, this is expected to provide the Canadian Forces with an additional \$12 billion.

### **Communications Security spending**

\$43 million will be provided over the next 2 years to the Communications Security Establishment (CSE) to make the necessary investments to keep pace with rapid advancements in information and communications technologies.

### **Venture Capital for Innovative Companies**

The budget sets aside \$75 million for the Business Development Bank of Canada to support the creation of a new, privately run, venture capital fund.

### **Canadian Air Transport Security Authority Funding**

continuing risk in aviation as a target for terrorist attacks underlies the importance of a secure air transportation system. A federal Crown corporation, the Canadian Air Transport Security Authority (CATSA), is responsible for the security screening of air passengers and their baggage at Canada's airports. Significant operational pressures, including continuous growth in air traffic, will challenge CATSA's ability to deliver on its screening responsibilities over future years. The budget provides funding of \$147 million to CATSA.

## **Canada's Border Security**

Some selected budget measures which impact on border security include:

- \$75 million over 2 years to the Canada Border Services Agency
- \$14 million over 2 years to expand the joint Canada-United States NEXUS program for low-risk frequent travellers across the border
- \$26 million over 2 years to introduce the use of biometric data into visas issued to foreign nationals entering Canada
- \$15 million over 2 years to establish a permanent facility to enhance the security of the Great Lakes/St. Lawrence Seaway region
- \$29 million over 2 years to meet priorities under the Security and Prosperity Partnership of North America.

## **Afghanistan Reconstruction and Development**

The budget provides an additional \$100 million for reconstruction and development, bringing Canada's 2008-09 assistance budget for Afghanistan to a projected \$280 million.

## **Tax Changes**

Tax changes announced in the budget that are important to A&D companies include.

### **Improved Tax Incentives for Research and Development**

While the majority of the proposed changes are targeted towards medium-sized, Canadian Controlled Private Corporations (CCPCs), the budget will impact all A&D companies.

#### ***SR&ED Activities Outside Canada***

Of interest to all companies, the eligibility for Scientific Research and Experimental Development (SR&ED) Investment Tax Credits (ITCs) will now be extended to eligible salaries and wages in respect of Canadian-resident employees carrying on SR&ED activities outside Canada, provided those activities are directly undertaken by the taxpayer and done solely in support of SR&ED carried on by the taxpayer in Canada. For this purpose, eligible salary and wages are limited to 10 percent of the taxpayer's total SR&ED salary and wages carried on in Canada in the year. This measure applies to salary and wages incurred on or after February 26, 2008 (prorated for tax years straddling that date).

Other SR&ED-related measures that are more specific to medium-sized A&D-related CCPCs are:

#### ***Changes to Thresholds and Limits for Enhanced ITC Rate***

The budget proposes to:

- Increase the maximum qualified expenditures on which ITCs can be earned at the enhanced rate of 35 percent to \$3 million (from \$2 million)
- Increase the upper phase-out limit for prior-year taxable income for accessing the enhanced ITC rate to \$700,000 (from \$600,000)
- Increase the upper phase-out limit for prior-year taxable capital to \$50 million (from \$15 million)

These changes will have effect for tax years ending on or after February 26, 2008, prorated based on the number of days in that tax year that are after February 25, 2008.

### ***SR&ED Administration Improvements***

In addition, and in response to submissions by KPMG and others during the government's consultations on how to improve the SR&ED program and its administration, the budget says the Canada Revenue Agency (CRA) will introduce a new claim form, guide, and eligibility assessment tool. The CRA will also review its policies and procedures to ensure they are aligned with current business practices and consistently applied across Canada.

The government plans to invest \$10 million annually to help the CRA improve program administration by, among other things, increasing the number of technical reviewers who determine scientific eligibility, and enhancing the quality assurance methodology at the national and local levels, including real-time review of claim decisions.

### **Temporary CCA Rate Increase for M&P Assets**

The budget proposes to extend the temporary increase in the capital cost allowance (CCA) rate for manufacturing and processing (M&P) machinery and equipment currently included in Class 29 to a 50 percent straight-line rate (from 30%) as follows:

- The 50 percent straight-line rate will now apply to eligible assets acquired on or after March 19, 2007, and before 2010 (instead of before 2009).
- M&P equipment acquired in 2010 will be eligible for a 50 percent declining balance rate in the first year ending after the assets were acquired, for a 40 percent rate in the 2nd year, and a 30 percent rate in the 3rd year.
- M&P equipment acquired in 2011 will be eligible for a 40 percent declining balance rate in the 1st year ending after the assets were acquired, and for a 30 percent declining balance rate in the second and later years.

### **We Can Help**

A KPMG A&D professional can help you assess the effect of the funding announcements and tax changes in this year's budget on your business affairs.

### **Grant McDonald**

Chair, Aerospace and Defence Industry Group  
(613) 212-3613  
E-mail: [gmcDonald@kpmg.ca](mailto:gmcDonald@kpmg.ca)

### **We Understand What's on Your Radar.**

## **Tourism Vancouver Travel & Trade Presentation - April 9th**

### **Travel Trade**

Join our Travel Trade Sales and Market Development team to learn the latest trends and intelligence direct from the marketplace. This presentation is open to

all members, but may be more pertinent to members who have export ready product and are interested in exploring opportunities in the international travel trade marketplace.

Join:

Dayna Miller, Director of Sales, Travel Trade & Cruise  
Ryan Robutka, Manager, Travel Trade, North America  
Yas Yamamoto, Manager, Travel Trade, Asia Pacific  
Kathy Mak, Manager, Travel Trade, Europe & Latin America

To discuss:

1. Core market updates and trends and niche market developments
2. What's Hot and What's Not
3. How to work with Tourism Vancouver to build business in each market

In addition:

This is also a great opportunity for those members attending Rendezvous Canada May 24-28, 2008 in Vancouver as this session will provide valuable insights into the current travel trade sales environment.

### **Date & Times**

Wednesday, April 9, 2008

8:30 am - 9:00 am Registration & Networking

9:00 am - 12:00 pm Information Session Presentations

### **Location**

Fairmont Hotel Vancouver  
900 West Georgia Street  
Vancouver, British Columbia

### **Cost**

No Charge (NOTE: BCAC is a member of Tourism Vancouver)

## **BCAC FEATURE MEMBER of the MONTH**

### **Kelowna Flightcraft: MRO and Airline**

The Kelowna Flightcraft Group of Companies was founded in 1970 by Barry Lapointe and Jim Rogers.

Kelowna Flightcraft has been operating in the Okanagan Valley since 1970 and across Canada since 1978, now boasting 13 locations from Vancouver, BC to St. John's, NL. Kelowna Flightcraft has 1,000 skilled staff, including more than 550 in Kelowna, BC; 250 in Hamilton, ON; 100 in Southport, MB; and the rest stationed throughout Canada at the 11 satellite bases.

Kelowna Flightcraft's success can be attributed to a dedication to our core values, and the fact that also being an operating airline, we are different than most MROs. Our core values include:

- on-time and on-budget projects and services

- professional staff providing quality work
- innovative solutions
- customer dedication and commitment
- a full range of services

### **Maintenance and Modification Services**

Kelowna Flightcraft is a one-stop shop servicing the aviation industry, continually striving to expand operations to meet every aviation-service need. We are approved by Transport Canada, ISO 9001, EASA, and FAA (via bilateral agreement).

Our MRO services include:

- **Heavy Maintenance Checks**  
Kelowna Flightcraft is an industry leader in mechanical, structural, avionic, and paint services for C and D checks. We have nine lines available for narrow- or wide-body aircraft.
- **Line Maintenance**  
Kelowna Flightcraft offers complete line-maintenance services, including transit and layover checks, turn-arounds, A and B checks, and field service teams for AOG repairs.
- **Aircraft Component Maintenance**  
Kelowna Flightcraft is pleased to offer complete engine overhaul services for JT8D and Allison engines. Starting in July, a world-class, landing-gear overhaul shop for narrow-body aircraft will be operational.
- **Aircraft Modifications**  
Kelowna Flightcraft specializes in avionic, winglet, cargo door, and interior modifications.
- **Engineering**  
Kelowna Flightcraft's engineering department is proud to be a Transport Canada Design Approval Organization (DAO) and the Convair Original Equipment Manufacture (OEM). We are capable of structural, avionic, and LOPA design, repairs, and modifications. Some notable achievements include creating STCs for cargo doors, fire tankers, and Stretch CV580s; teaming with Kazan Helicopters JSC and Mil Design Bureau; and working with Dugan Air Technologies to create the Quiet Wing System Stage 3 STC for Boeing 727 aircraft.
- **Maintenance Planning**  
Kelowna Flightcraft has an experienced maintenance planning department available to customers, ensuring all encompassing work planning and record keeping designed to minimize downtime.
- **Training (ATO/AMO)**  
Kelowna Flightcraft, and its subsidiary, Paul Fussell Aviation, are Approved Training Organizations (ATOs) that offer a variety of Type Certificate courses, FAM and Safety Training that support Boeing 727/737/757/767, Airbus 319/20/21, DH-8, DC-10, Herc, and Convair 580/5800 aircraft.
- **Aircraft Import/Export/Leasing**  
Kelowna Flightcraft can assist in aircraft imports and exports, as well as with leasing arrangements and lease returns.

## Commercial Flight Operations

Kelowna Flightcraft is Canada's third largest airline, primarily delivering freight across Canada. Kelowna Flightcraft Air Charter Ltd. is the exclusive carrier for Canada's largest courier company, Purolator Courier. We carry up to 600,000 lbs. of freight nightly in our fleet of B727s and CV580s. Kelowna Flightcraft Air Charter Ltd. "owns" Canada's night skies.

Kelowna Flightcraft Air Charter Ltd. provides the following services:

- Cargo Operations (Convair 580, Boeing 727, and DC-10 Summer 2008)
- Simulator Training (Convair 580 & Boeing 727)
- Pilot Training (Convair 580, 5800 & Boeing 727)

## Military Training

In addition to our maintenance and flight operation services, Kelowna Flightcraft operates the Canadian Forces Contracted Flying Training and Support program (CFTS) at Southport near Portage la Prairie, Manitoba, on behalf of the Government of Canada. Kelowna Flightcraft leads a team of Canadian companies to provide fixed- and rotary-wing flying training and support services for the Canadian Air Force for the next 22 years. More information can be found at <http://www.canadawings.ca>.

For more details, please visit our web site:

[www.flightcraft.ca](http://www.flightcraft.ca)

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