The Airport Operators

Official publication of the Alberta Airports Management Association

AAMA
ALBERTA AIRPORTS MANAGEMENT ASSOCIATION

2026

Why obstacle limitation surface surveys are a safety imperative for Alberta airports

Slave Lake Airport's battle against erosion

Why Alberta's small airports are betting on master plans

Publications mail agreement #40934510

Your Business, Our Runway.

- 800,000 m² of Development Ready Land
- Central Alberta Aviation Gateway
- 3 Million People within 90 Minutes
- Competitive Landing Fees & Flexible Lease Rates

Let's Soar Together

With more than $40 million invested in expanded infrastructure, we're ready for development, with lease opportunities on both airside and groundside.

Secure leasing opportunities and schedule a private tour today!

RED DEER Regional Airport

Scan to get started
flyreddeer.com/land-development

Mountain View
COUNTY

Strategically located for business and innovation, combined with friendly regulations and clear skies.

Where dreams come to fly.

Fixed-wing—check. Helicopter—check. Flight school—check. Red tape—nope! Olds-Didsbury & Sundre, our two regional airports, with vast opportunities, modern amenities and an open for business attitude, we have all the runway you need to launch your business.

IT'S DIFFERENT IN MOUNTAIN VIEW COUNTY

MVCECDEV.COM

ECDEV@MVCOUNTY.COM

IN THIS ISSUE

Published by:
DEL Communications Inc.
Suite 300, 6 Roslyn Road
Winnipeg, MB R3L 0G5
www.delcommunications.com

President & CEO:
DAVID LANGSTAFF

Managing Editor:
SHAYNA WIWIERSKI
shayna@delcommunications.com

Sales Manager:
DAYNA OULION
dayna@delcommunications.com

Advertising Account Executives:
COLIN JAMES
MIC PATERSON

Creative Director :
KATHLEEN CABLE

Layout/Design:
DANA JENSEN

Publications mail agreement #40934510
Return undeliverable
Canadian addresses to:
DEL Communications Inc.
Suite 300, 6 Roslyn Road
Winnipeg, MB R3L 0G5
Email: david@delcommunications.com

PRINTED IN CANADA 05/2026

SPIRIT RIVER MUNICIPAL AIRPORT

PROUD SUPPORTER OF AHS & STARS

Alberta Health Services

STARS

The Spirit River Airport, established in 1984 and managed by the Town of Spirit River, supports services like medivac, agricultural, and general aviation. We have a 3,000ft x 75ft asphalt runway (07/25) with an instrument approach, AWOS, a paved apron, and a parking/tiedown area. On site there is also parking lot, terminal with a restroom and hangers to welcome all visitors.

PLEASE CONTACT THE TOWN OFFICE FOR MORE INFORMATION

4712 Hwy 49, Spirit River, AB T0H 3G0 | www.townofspiritriver.ca | air@townofspiritriver.ca | 1 (780) 228-9956

MUNICIPAL DISTRICT OF OPPORTUNITY #17

MD OF OPPORTUNITY

CONTACT US TODAY!

WABASCA OFFICE
1-888-891-3778

CALLING LAKE SUB OFFICE:
780-331-3860

RED EARTH CREEK SUB OFFICE:
780-649-3427

MESSAGE FROM THE CHAIR OF THE ALBERTA AIRPORTS MANAGEMENT ASSOCIATION

LOGAN BOYD

As we close another year at the Alberta Airports Management Association (AAMA), it is clear that progress in our sector takes time and sustained effort. Two years after the release of AAMA's Community Airport Long Term Viability Study, the association remains focused on advancing its recommendations and ensuring the work translates into practical outcomes.

Over the past year, the AAMA has continued its engagement with government and key stakeholders to reinforce the study's findings. The pressures facing Alberta's community airports persist, and so does our commitment to addressing them. We have remained active with provincial ministries, advocating for clearer recognition of the role community airports play and for funding and support models that better reflect day to day operating realities across the network.

Advocacy in this space is ongoing. It relies on consistent engagement, credible data, and the practical experience of our members. The association continues to ensure that community airports are included in broader discussions related to transportation, emergency response, economic development, and regional connectivity. While there is more work ahead, the past year has produced measurable progress in awareness and understanding.

Relationship building remains a critical component of this work. A notable outcome was the successful passage of a motion at Alberta Municipalities supporting community airports, achieved through sustained collaboration and coordination. The association has also participated in multiple meetings with elected officials and senior bureaucrats to ensure decision makers have a clear picture of the challenges and opportunities facing the community airport network.

This upcoming year also marks the beginning of the AAMA's 20th year of operations. For two decades, the association has provided a consistent voice for community airports and a forum for shared problem solving. That foundation positions us well for the work ahead.

Looking forward, continued persistence collaboration will be essential. With a clear understanding of the community airports network's value, a credible plan for long-term viability, and increasing recognition among decision makers, Alberta's community airports are well placed to continue strengthening the network and addressing future challenges.

Lastly, I would like to thank our members for their continued engagement and support. The work of the association is driven by the time, experience, and practical insight contributed by our airport operators, and supporting vendors and organizations. Your willingness to share challenges, participate in advocacy efforts, and speak with a collective voice is what allows the AAMA to be effective. That commitment remains essential as we move into the year ahead.

"We are the voice for a thriving and valued provincial network of community airports."

The Alberta Airports Management Association (AAMA) was formed to present a forum and membership opportunity for airport operators to resolve common issues and problems. The Alberta Airports Management Association (AAMA) is composed of airport operators and companies/individuals associated with airport equipment, supplies and consulting.

Member airports can expect to operate with minimal delays based on timely and accurate information provided by the association through direct consultation, newsletters, annual meetings, maintenance seminars and dialogue with other member airports.

HIDDEN LINES IN THE SKY

Why obstacle limitation surface surveys are a safety imperative for Alberta airports

As Alberta's regional airports grapple with growing trees, encroaching development, and tighter regulatory scrutiny, OLS assessments are moving from the back pages of airport operations manuals to the front of mind for operators and planners alike.

By Shayna Wiwierski

At first glance, the land surrounding the Slave Lake Airport looks unremarkable: open sky, a few tree lines, modest industrial development on the outskirts of town. But somewhere beyond the runway's threshold, invisible mathematical planes slice through the air, and anything that crosses them, whether it's a stand of spruce, a fence post, or a grain elevator, becomes a potential hazard to aircraft.

"It's almost like there's imaginary lines out there, but we can't see them," says Pierre Gauthier, airport manager at Slave Lake Airport. "You can't physically see the lines, but through math and whatever process they do, they can calculate where these obstructions are."

Those invisible lines are called Obstacle Limitation Surfaces (OLS) and the requirement to survey and protect them is one of the most technically demanding obligations facing certified airport operators in Canada. As Alberta's regional airports grapple with growing trees, encroaching development, and tighter regulatory scrutiny, OLS assessments are moving from the back pages of airport operations manuals to the front of mind for operators and planners alike.

Ben Crooks, an airport planning consultant with HM Aero, frame the importance of OLS in simple terms: OLS exists to protect the airspace around airports for arriving and departing aircraft, as well as for circuit flying and missed approaches.

"It's ensuring that a protected airspace environment is provided in a way that's predictable, it's familiar with aircraft operators, and they can be sure that while they're in their standard phases of flight, that there'll be nothing on the ground that would interfere with the safety of that operation," Crooks says.

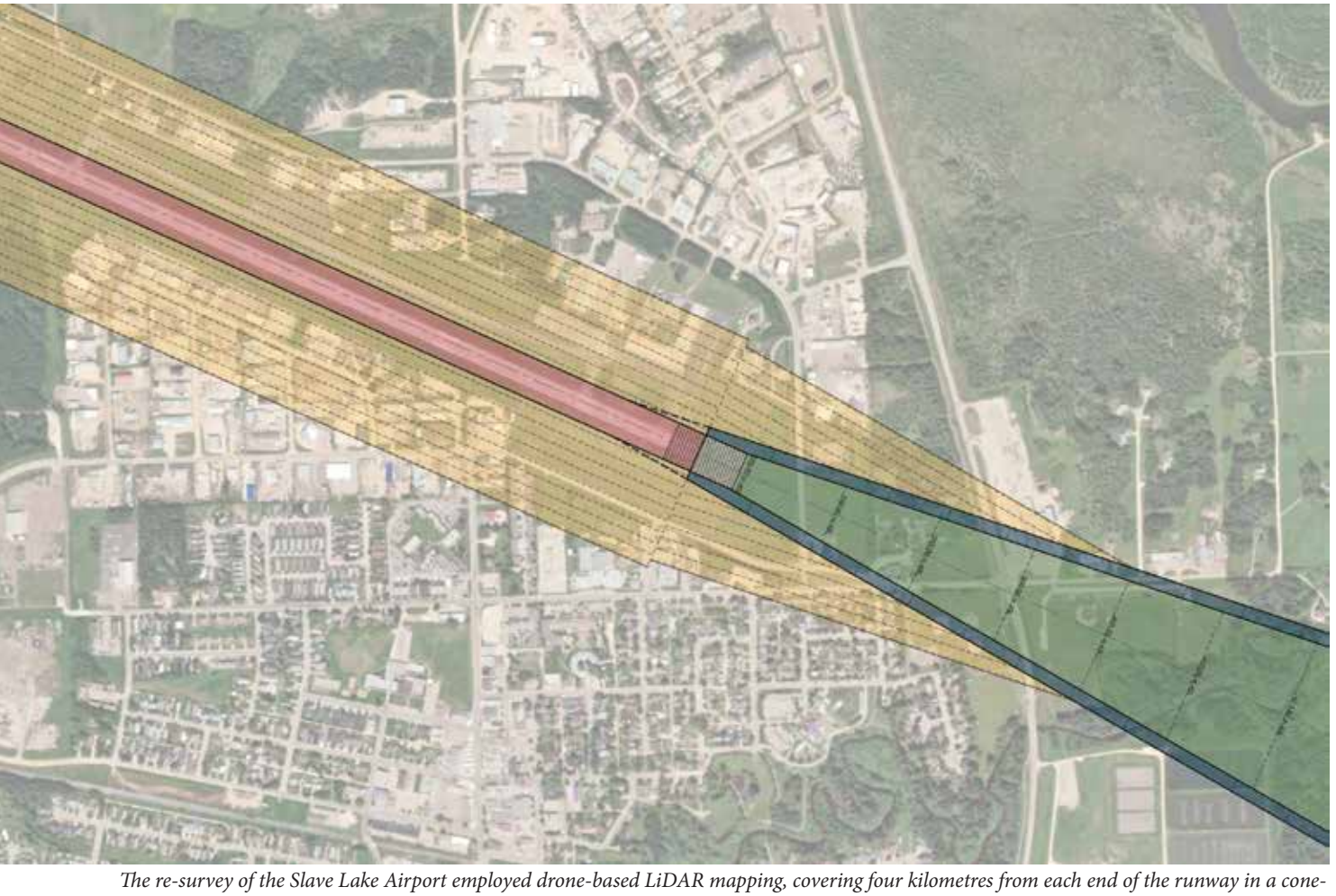
When that protection fails – even from a single non-compliant obstacle – the consequences can ripple through an airport's entire operational capability. Runway thresholds may need to be displaced,

OLS exists to protect the airspace around airports for arriving and departing aircraft, as well as for circuit flying and missed approaches.

reducing available takeoff and landing distances. Instrument approach minimums can rise, meaning aircraft can no longer get in during poor weather conditions. For airports serving medevac programs, wildfire tankers, or charter operators, those reductions are far from academic.

"Airports go through millions of dollars to extend runways and improve instrument flight procedures," Crooks says. "All it takes is one poorly placed obstacle to undo a lot of very hard-fought progress."

Slave Lake Airport's OLS story is instructive, and as Gauthier will readily admit, humbling. When the airport completed an OLS survey in 2020, both operator and surveyor



The re-survey of the Slave Lake Airport employed drone-based LiDAR mapping, covering four kilometres from each end of the runway in a cone-shaped survey corridor, generating a high-resolution three-dimensional map of every object within the approach and departure surfaces.

A single aerial survey flight can produce a digital surface model useful for engineering studies, accurate airport base maps for operations and emergency planning, and high-resolution aerial imagery suitable for marketing.

were working at the edge of their respective expertise. No issues were identified at the time and in fact, instruction was provided on where to install the perimeter fence at the end of the runway. The file seemed closed.

Then HM Aero reviewed the data.

"They reviewed it all and came back to us with their findings. We had to remove 90 metres of fence off the end of the runway, and we had to work with our neighbours to trim some trees," Gauthier recalls.

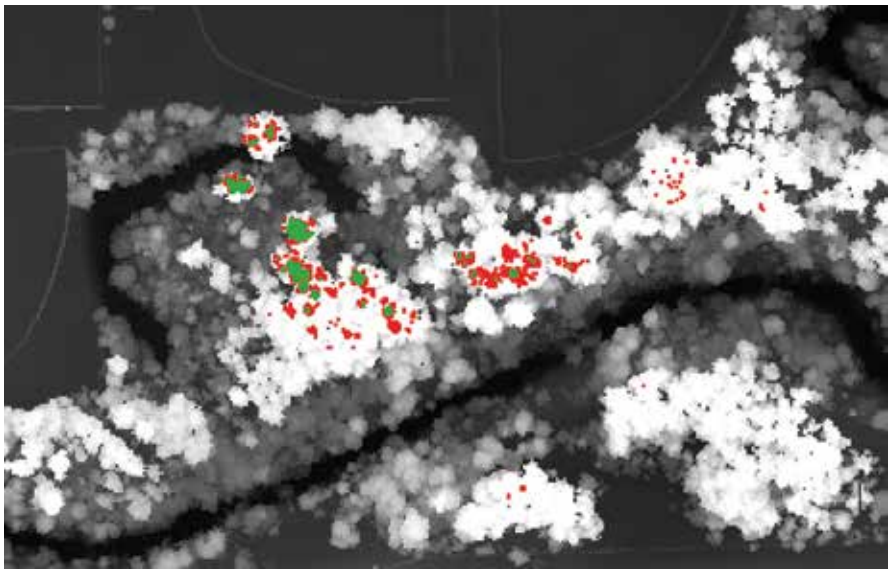
A late 2025 aerial survey conducted with greater depth and more comprehensive data not collected in 2020 revealed an entirely new set of tree penetrations. The findings put the airport at a crossroads.

"If we cannot address these trees, then we need to shorten the takeoff distance available," Gauthier explains. "Which could be a big impact to our forestry wildfire tankers."

The airport sits in a particularly constrained environment: development on three sides, a lake to the west, and a landscape that, in Crooks' words, is "extensively vegetative". The resurvey employed drone-based LiDAR mapping, covering four kilometres from each end of the runway in a cone-shaped survey corridor, generating a high-resolution three-dimensional map of every object within the approach and departure surfaces. That data was then processed through Transoft SkySAFE, a software platform that models OLS geometry and flags penetrations against Transport Canada's certified airport standards.

LiDAR-based aerial surveying has transformed what an OLS assessment can find and how precisely it can characterize the problem. Crooks describes it as the gold standard.

"What LiDAR gives you is a hyper-accurate grid of every obstacle within the area of survey," says Crooks. "For every point of assessment, you've



LiDAR-based aerial surveying has transformed what an OLS assessment can find and how precisely it can characterize the problem.

now got a geographic coordinate, a severity of penetration, so you know at an exact location exactly how much you have to cut or clear from the obstacle to come back into compliance."

Traditional ground-based methods, including laser range finders and auto-level survey techniques, are generally only effective at identifying the first obstacle in a line of sight, potentially missing obstacles obscured behind it. LiDAR leaves no such blind spots.

The technology also generates significant value beyond the OLS assessment itself. A single aerial survey flight can produce a digital surface model useful for engineering studies, accurate airport base maps for operations and emergency planning, and high-resolution aerial imagery suitable for marketing. Crooks sees decreasing costs and growing availability, particularly in Alberta, which he notes has positioned itself as a hub of drone and aerospace development, as a significant opportunity for smaller airports.

That said, not every airport needs an aerial LiDAR solution. For airports on open prairie with minimal vegetation and few surrounding structures, line-of-sight ground methods may be sufficient to demonstrate ongoing compliance.

"You fit the tool to the airport and not the other way around," Crooks says.

Beyond vegetation, Crooks identifies a second major challenge: new development occurring without airport operators being included in municipal review processes.

"There might be a building proposal that's been in the works for several years, and it's not just towers and high-rise buildings, but for rural areas, that can be grain silos, energy projects, power line replacements," he says. "The municipality takes a look, thinks it's okay, and the airport operator is not circulated, and construction's underway."

By the time an airport operator discovers a new structure penetrates their OLS, the options are often expensive and limited. Runway thresholds can be displaced.

Instrument procedures can be redesigned. But if the obstacle cannot be removed, the airport simply absorbs a permanent reduction in capability.

Crooks' advice echoes across both conversations: earlier engagement is everything. Development proposals that would take minutes to flag as problematic at the planning stage can become impossible to reverse after a building permit is issued.

Transport Canada currently requires OLS surveys at certified airports every five years. But following Slave Lake's escalating findings, the regulator suggested moving to a three-year cycle, which is a recommendation Gauthier has taken to heart.

"Trees grow," he says simply. "So we need to stay on top of it."

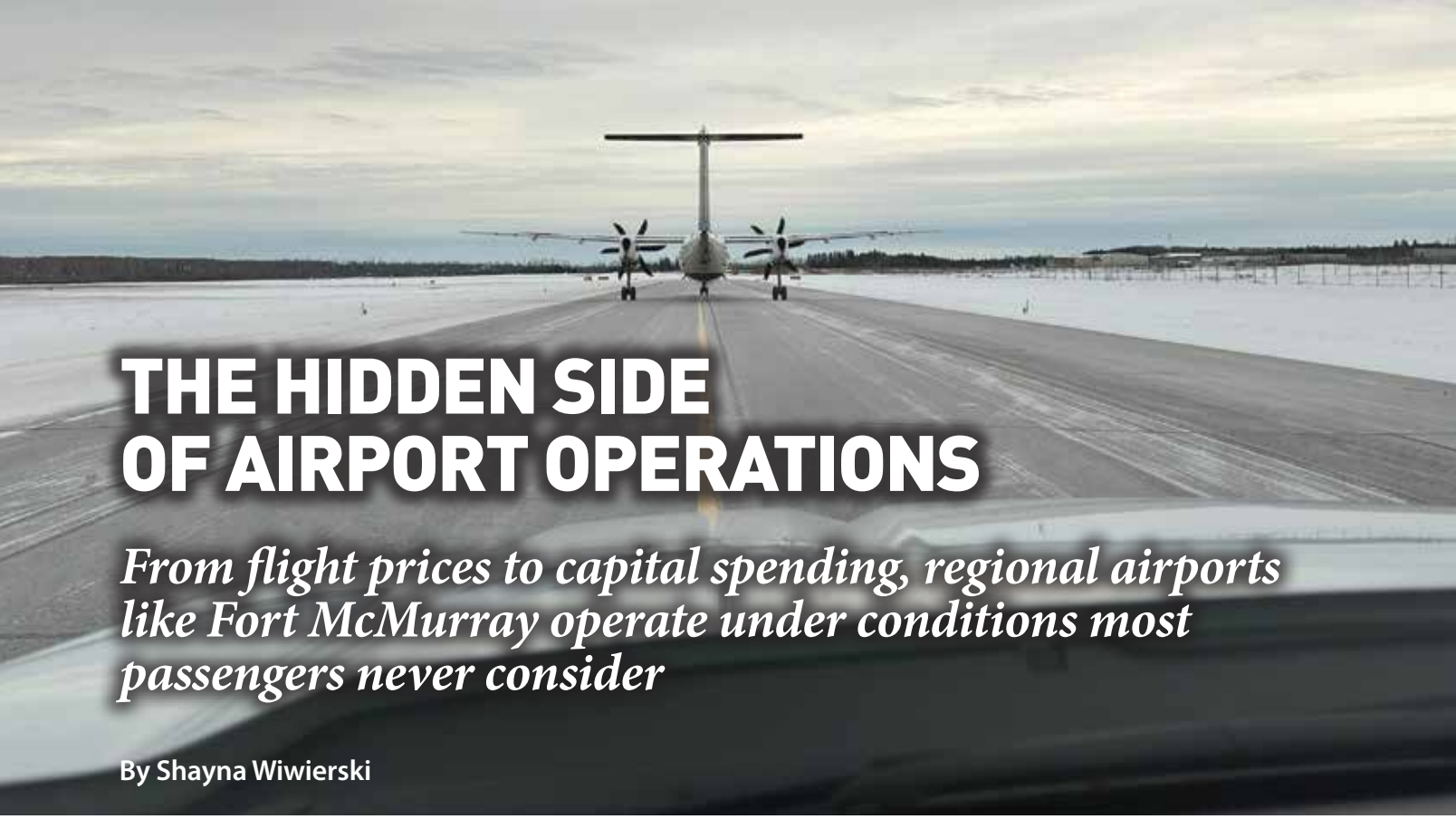
His advice to fellow small-airport managers is equally plain: assume there are obstructions you haven't found yet, commission rigorous surveys with surveyors who understand exactly what data is needed, and don't let cost be the only driver of methodology. Crooks adds that collective procurement – multiple airports contracting a single aerial survey provider together – and partnerships with local post-secondary drone programs can bring costs down substantially without sacrificing data quality.

The regulatory landscape is also tightening in other ways. A advisory circular from Transport Canada a few years ago extended OLS compliance obligations to registered aerodromes, not just certified airports, that have published instrument flight procedures. Many smaller sites now find themselves subject to the same survey requirements as larger certified airports, often at facilities that were never designed with those standards in mind.

"That's led to a lot of smaller aerodromes going through this whole OLS process, understanding their obligations, and meeting these pretty stringent standards, which is challenging at a lot of sites where they weren't developed with those requirements in mind historically," says Crooks.

In the meantime, the imaginary lines above Slave Lake's runway remain exactly where the math puts them – patient and immovable. The trees, however, keep growing, and Gauthier knows the work is never truly finished.

"Just recognize that there could be potential obstructions in their approaches," says Gauthier. "And that they need to pay attention to that."



THE HIDDEN SIDE OF AIRPORT OPERATIONS

From flight prices to capital spending, regional airports like Fort McMurray operate under conditions most passengers never consider

By Shayna Wiwierski

Airlines look at airports as infrastructure, whether it's a runway, a gate, or a terminal, and make their commercial decisions accordingly.

When passengers settle into a chair at the Fort McMurray International Airport, coffee in hand, waiting to board a flight south, they are typically thinking about either getting home or leaving to a far-off destination. What they are rarely thinking about is the layers of infrastructure, regulation, financing, and round-the-clock labour that make that journey possible. And according to Jeff Vader, manager of airport maintenance for the Fort McMurray Airport Authority, that gap between perception and reality is wider than most people realize.

The most persistent myth, Vader says, is a simple one: that the airport controls the airlines. When ticket prices spike or a route disappears, passengers often direct their frustration at the airport itself. But airports have no authority over what carrier's charge, or where they fly. Airports advocate for destinations and frequency by creating business cases to present to airlines for consideration.

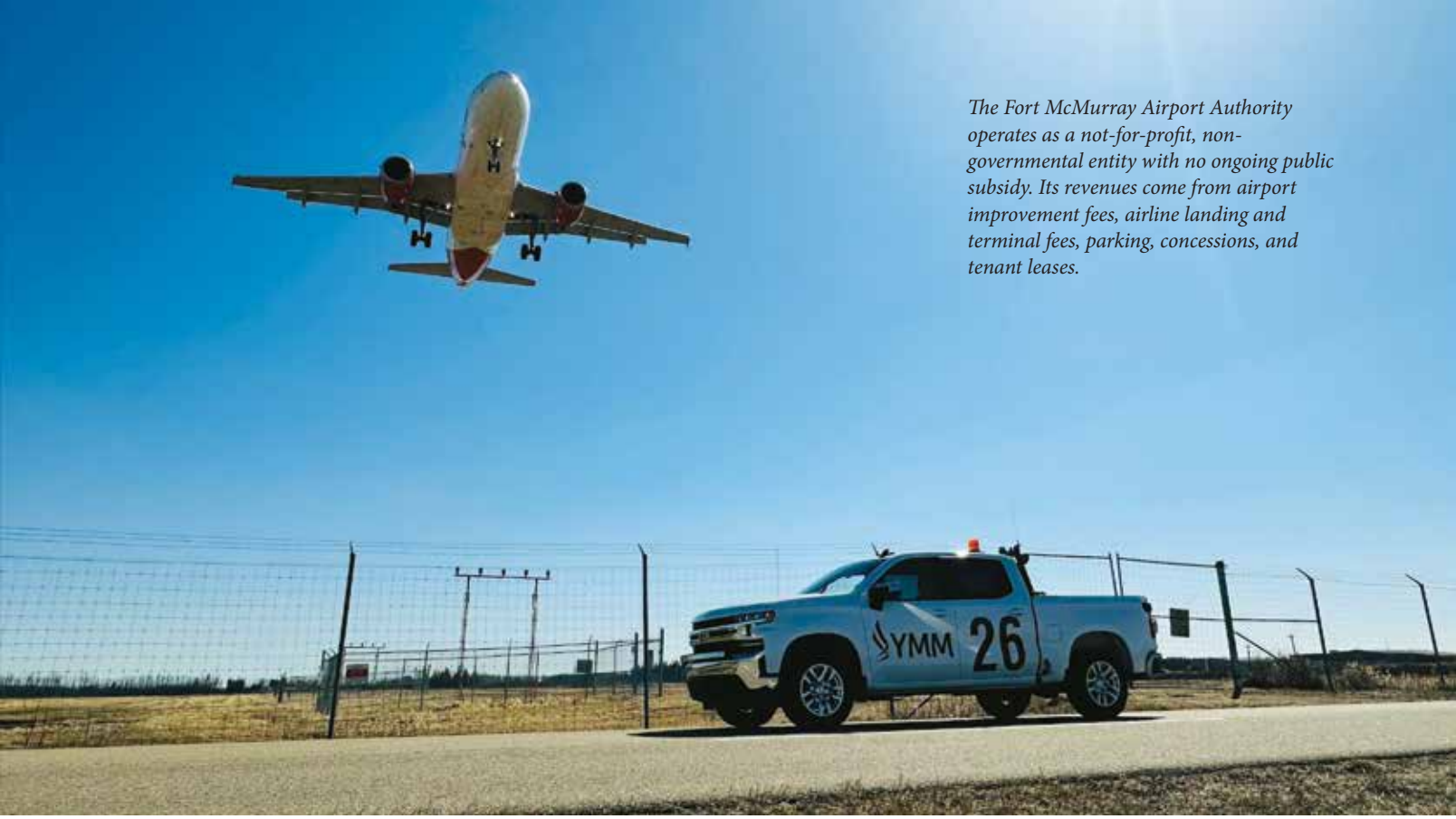
"We just provide the venue, that's it," Vader says.

Airlines look at airports as infrastructure, whether it's a runway, a gate, or a terminal, and make their commercial decisions accordingly. For Fort McMurray, those decisions are largely shaped by two carriers, Air Canada and WestJet, running frequent rotations to Calgary and Edmonton, with Air Canada servicing Toronto several times per week.

What the airport does control is everything else, and that is considerably more complicated in Northern Alberta than most travelers understand. The Fort McMurray Airport Authority operates as a not-for-profit, non-governmental entity with no ongoing public subsidy. Its revenues come from airport improvement fees, airline landing and terminal fees, parking, concessions, and tenant leases. Every dollar spent on operations, equipment, or capital upgrades flows from those sources. There is no silent government backstop.

This financial model demands discipline, particularly in a region where operational demands are extreme. Fort McMurray's climate swings from -40C in winter to +40C in summer, which is a range that subjects runways and infrastructure to relentless cycles of contraction and expansion, accelerating wear that southern airports simply do not experience at the same scale. This past winter brought snowfall at roughly double the historical average, requiring specialized cold-weather equipment whose replacement parts can be weeks away, now potentially subject to tariff complications that add both cost and delay.

Travel demand compounds the challenge. Unlike airports anchored by stable urban populations, Fort McMurray's passenger volumes are tightly coupled with oil sands



The Fort McMurray Airport Authority operates as a not-for-profit, non-governmental entity with no ongoing public subsidy. Its revenues come from airport improvement fees, airline landing and terminal fees, parking, concessions, and tenant leases.

activity. When commodity prices soften and major industrial projects pause, traffic falls. When new projects break ground, it surges. Planning for capital investments and staffing under those conditions requires a different kind of forecasting.

Much of what keeps the airport functioning safely happens entirely outside the passenger's view. Maintenance crews clear snow and maintain airfield surfaces in the winter, then shift to grass cutting, fence repairs, and line painting in the summer. The facilities team manage the airports mechanical systems and maintains the buildings. The Nav Canada tower provides air traffic control. The airport operates its own fire hall, staffed and ready to respond to aircraft emergencies at any moment, which is a regulatory requirement, not an optional amenity. IT, HR, finance, and security teams complete the picture.

"We're like a small city, we take care of everything, but there's a lot that has to happen for it all to work correctly," Vader says.

The airport also carries regional emergency responsibilities that extend well beyond its fence line. Fort McMurray hosts a medevac base serving the hospital and remote northern communities, and a forestry tanker base that can stage dozens of water bombers and helicopters during active fire seasons, a role that took on particular significance given

The Fort McMurray Airport has commercial service from both Air Canada and WestJet.

Unlike airports anchored by stable urban populations, Fort McMurray's passenger volumes are tightly coupled with oil sands activity.

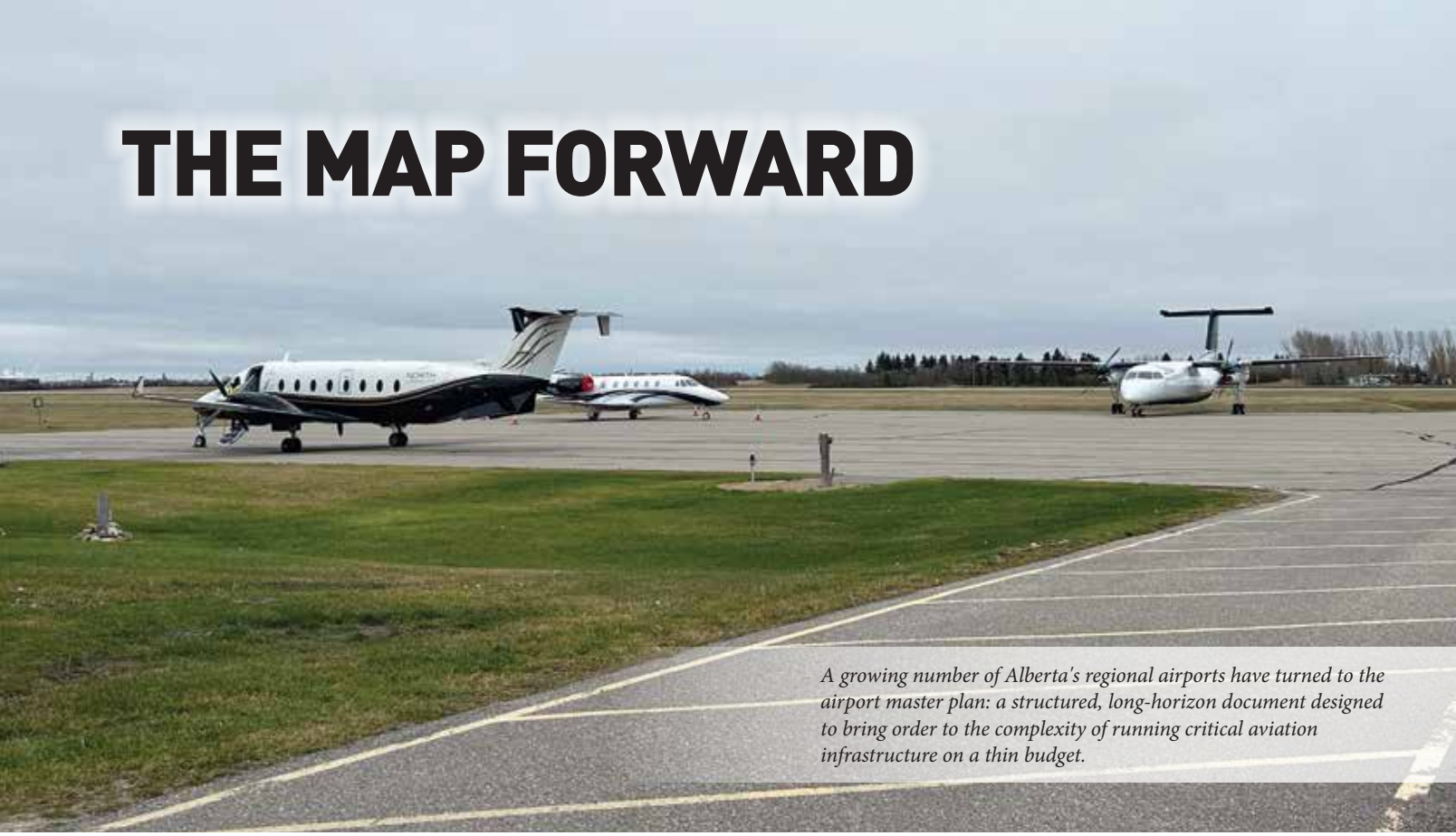
Fort McMurray hosts a medevac base serving the hospital and remote northern communities, and a forestry tanker base that can stage dozens of water bombers and helicopters during active fire seasons.

the major natural disasters the region has experienced in recent years.

On the question of modernization, Vader is direct: the behind-the-scenes investments passengers don't see, including server upgrades, cybersecurity compliance, and data infrastructure, are not luxuries. They are operational necessities for what is, in essence, an essential public service. The temptation to spend on visible amenities is real, but so is the responsibility to those who ultimately pay.

"We have to focus on what's realistic for what the community wants, and how do we best serve that," Vader says. "They're ultimately the people we have to be responsible to. This accountability, despite the challenging conditions, translates directly to our operations on the ground where we strive to execute at the highest level to always be ready for takeoff."

THE MAP FORWARD



A growing number of Alberta's regional airports have turned to the airport master plan: a structured, long-horizon document designed to bring order to the complexity of running critical aviation infrastructure on a thin budget.

Why Alberta's small airports are betting on master plans

By Shayna Wiwierski

At the Slave Lake Airport, the traffic doesn't look like what most people picture when they think of an airport. There are no departure boards, no gate agents, no lineups for overpriced coffee. What there is, reliably and critically, is the roar of air tankers heading toward a wildfire, the steady rotation of medevac flights, and the occasional corporate jet ferrying someone deeper into Alberta's resource economy.

"The main use of the airport is medevac, or air ambulance, and forestry," says Pierre Gauthier, the airport's manager. "We do support oilfield and other industries with charters, it could be as large as a smaller Dash 8, or Beech 1900s, corporate jets, all that kind of stuff."

For an airport like this one – hemmed in by the town it serves, dependent on provincial grant funding, and shouldering outsized importance for a small community – flying blind into the next two decades simply isn't an option. That's why Slave Lake, like a growing number of Alberta's regional airports, has turned to the airport master plan: a structured, long-horizon document designed to bring order to the complexity of running critical aviation infrastructure on a thin budget.

Gauthier says the impetus came from a presentation at an Alberta Airports Management Association (AAMA) seminar.

"They discussed the importance of long-term planning of the airport and getting a big picture and an outside view of the potential of the airport," says Gauthier, adding that the Slave Lake Airport hired HM Aero Aviation Consulting to develop the plan. "It's a 20-year plan looking at all potential future developments. Can we expand into this area? Can we expand the runway? Could we make more hangar space? It provides an outside view of the airport and its potentials."

Ben Crooks, an airport planning consultant with HM Aero Aviation Consulting who worked on the Slave Lake plan, describes the starting point for any master plan as a deliberate act of looking outward before looking inward.

"If you think of airport planning as an inverse pyramid, the first rung really is going beyond the airport itself and looking at what's

The impetus for airport master plans came from a presentation at an Alberta Airports Management Association (AAMA) seminar.

A well-designed plan for a small community airport may function more like an asset management tool than a vision document, cataloguing what exists, scheduling when it needs to be renewed, and helping operators make the case for grant funding by demonstrating strategic coherence.

happening in the regional context," says Crooks. "Aviation services are derived demand; an airport doesn't create aviation demand. The regional economy does and the regional population does. Growth in major industry, downturn to major industry, a massive influx of population… those are what drive demand for aviation activity."

That contextual sensitivity matters enormously in Alberta, where economic landscapes vary considerably across the province. The context of the air travel industry and decisions by major operators can also reshape an airport's traffic patterns almost overnight. Crooks points to airports like Lethbridge, Lloydminster, and Medicine Hat, which saw passenger activity surge to record levels in 2018 and 2019 as air carriers expanded operations, only to watch forecasts become irrelevant when the pandemic hit global air travel demand.

"Some airports rebounded to their pre-pandemic levels," says Crooks. "A lot didn't, including airports that have lost scheduled service altogether."

That volatility has prompted a shift in how master plans are designed, particularly at regional airports. Rather than projecting a single growth scenario and building around it, Crooks advocates for what he calls scenario-based forecasting, a more nimble approach that asks: if traffic is up 20 per cent in five years, here are the projects needed to support that; if it's down 10 per cent, here are the ones we defer.

"It gives airport operators and managers a living, nimble tool that doesn't have to be rewritten in three or five years when conditions inevitably change," he says.

At Slave Lake, the planning process surfaced issues that might otherwise have festered quietly. A deep dive into surveys, audits, and infrastructure assessments revealed compliance gaps and safety concerns that demanded immediate attention.

"They found some definite imperfections and things that we have to address quite quickly," Gauthier says. "Things that could have resulted in severe safety issues at the airport, but they've been rectified now."

The plan also brought a new discipline to infrastructure stewardship. By reviewing documentation on every paved surface and calculating life expectancy timelines, the consultants gave the airport something rare: the ability to plan proactively rather than react to crises.

"Now we can start pre-planning," Gauthier says. "Instead of being reactive, we can try to be proactive. We can plan ahead and try to get grants to support the project. We can essentially see into the future."

Funding, however, remains the constraint that bends every ambition. Gauthier is candid about it.

"The biggest challenge is financial," he says. "We have all these great ideas, but it's coming up with the resources to do it."

The airport currently relies on programs like the Strategic Transportation Infrastructure Program (STIP), which covers runway overlays and lighting, but major capital projects, such as a runway extension to serve larger forestry aircraft and expanded hangar capacity, would require support from the Town of Slave Lake, the Municipal District, and the province.

Crooks notes that this is hardly unique to Slave Lake.

"Candidly, for small airports and even up to regional airports, financial resources are probably the single biggest pressure in master planning," Crooks says. "A lot of airport master plan recommendations are not provincially funded. They're rarely federally funded. It often comes to a question of what the owner municipality can realistically afford on a year-to-year basis."

There is, he adds, a persistent misconception that master plans are for big airports with big terminals and grand ambitions. In reality, a well-designed plan for a small community airport may function more like an asset management tool than a vision document, cataloguing what exists, scheduling when it needs to be renewed, and helping operators make the case for grant funding by demonstrating strategic coherence.

"An airport master plan can almost function as an airport management plan," Crooks says. "What's out there today? What are the requirements for the next five, 10, 15 years?"

For Gauthier, the value is less abstract. He manages an airport that serves as a linchpin for emergency response, wildfire operations, and the economic life of an entire region. Hotels, restaurants, campgrounds, industries, all of it runs, at least in part, through the airport. The master plan, he says, gives not just him but the board and any future managers a coherent path forward.

"So, we can try to stay on a straight path and keep the airport in the right direction," says Gauthier. "Now we can open it up and actually implement it; it's not going to sit on a shelf."

Crooks closes with advice to operators still on the fence.

“Talk to your peer airports," he says. "Understand how they used a master plan project to benefit their operation as a whole, beyond just expansion, beyond the grand vision. Learn from their experience and apply that to planning for your airport, because we're definitely seeing an uptick in those master plans. A lot more peer airports will be able to weigh in on what works for them and why they did it."

The erosion came dangerously close to the airport's designated safety area, a measured buffer that must remain 60 metres beyond the runway's end.

SAFEGUARDING THE SHORELINE

Slave Lake Airport's battle against erosion

By Shayna Wiwierski

On the south shore of Lesser Slave Lake sits one of Alberta's most distinctive airports, a small but vital piece of infrastructure where land meets water. It's here, at the Slave Lake Airport, that staff have spent the past several years managing a slow-moving crisis, one that began with a rising lake and now depends on government grants, environmental approvals, and a race against time.

In 2020, Pierre Gauthier, airport manager, first saw the first signs of trouble.

"We had a really high water table and a lot of wave action that eroded an estimated 40 feet of shoreline in a very short time period, a couple weeks or so," says Gauthier.

The erosion came dangerously close to the airport's designated safety area, a measured buffer that must remain 60 metres beyond the runway's end. Losing that ground would mean shortening the runway itself, displacing lights, repainting markings, and disrupting critical operations.

For the airport, which supports air ambulance missions and Alberta wildfire tankers, such disruption was not an option.

"If that were to happen, then we would need to displace the runways," Gauthier says. "That would entail moving lights and redoing all the markings; a huge task and lose operational function of the runway itself."

The erosion's immediacy forced the airport to act. As the water receded in subsequent years, it bought time, but not a solution. In 2022, the airport commissioned a study to analyze wave action and water levels, and to model future risks. What the study confirmed was sobering: the shoreline needed protection and the sooner the better.

Funding, however, remained a hurdle.

"We would love to do this, but we don't have the money to do it," Gauthier says.

Then came a lifeline — a provincial drought and flood grant offered by the Alberta Government. The airport applied twice, failing once before being approved on the second round.

"We were awarded the grant, so then we were working with engineers to develop a design for it," he says.

The team initially proposed a rock revetment — a wall of protective rock designed to absorb and deflect the

lake's force. But technical and legal realities intervened. To install the rocks, the beach would need leveling, which in turn triggered a cascade of additional permissions.

"What we discovered was we were actually in a historical area," Gauthier explains.

Because of that, the project now required clearances from multiple government departments, including the Alberta Water Act, the Department of Fisheries and Oceans, and Public Lands, as well as the provincial Department of Arts, Culture and Status of Women under the Historical Resources Act. Approvals from nine local First Nations were also essential.

"It was a real challenge for myself," Gauthier says. "We're usually dealing with Transport Canada and your regular permits for doing runway extension or paving or lighting and real basic projects."

To reduce environmental disturbance, the project design had to change. Instead of heavy beach work, the team opted for sheet piles — long steel sheets driven straight into the ground to stabilize the shoreline with minimal disruption.

"Everyone was good with that," Gauthier says. "We got approval to do that round. Now we're just waiting for a final design of the drawing and how we're going proceed with it."

The plan had originally been to complete construction during the 2025/26 winter season when the shoreline's frozen conditions would ease equipment access and minimize environmental impact. But timelines slipped.

"The plan was to do it this winter," Gauthier says. "However, the design didn't come in time. So now we have to push it until next fall."

The delay means construction will likely begin in November 2026, running for about four to six weeks, a condensed window before the next freeze sets in. Between April and November regulatory and environmental restrictions prevent work from proceeding.

"It actually started back in late 2020, early '21," Gauthier notes.

An initial engineering analysis then sat idle while the airport searched for funding. Only after the grant came through in 2024 could work on the current design resume.

"Things changed. We went from this type of revetment to a different type of revetment. So, we had to redo the drawings. It's been a back-and-forth process."

Maintaining the full length of the runway is not simply a technical concern, it's a community necessity.

"The airport is a big part of the community," Gauthier says. "We're actually situated in town, and it's a very active airport due to the fact it is an air ambulance base."

The facility also serves as an Alberta wildfire tanker base. The larger aircraft stationed there depend on every available metre of runway for safe takeoff during high-risk fire seasons.

"We need to preserve every foot of runway that we have," Gauthier says. "The wildfires have become a big, big deal in the last few years. And we're a main hub for one of their forestry bases. So, it's really important that we keep it operational."

DRUMHELLER AIRPORT – AVIATION GATEWAY TO THE DINOSAUR CAPITAL OF THE WORLD!

The Town of Drumheller is pleased to announce the completion of our new 24/7 self-serve Aviation Fuel Facility.

Located in the Canadian Badlands, with spectacular approaches, the Town of Drumheller is pleased to announce the completion of our new 24/7 self-serve Aviation Fuel Facility. Customers can now purchase AVGAS 100LL and Jet A-1 with the option of either private or commercial accounts. We will of course continue to be one of the most competitively priced locations in western Canada.

The airport offers a courtesy car and is located less than 10 minutes from the heart of downtown. Drumheller hosts over a million visitors per year, so we recommend booking well in advance. However, you can relax in our comfortable terminal, enjoy the free ice cream, and use our complementary Internet whether you are waiting for the courtesy car, filing for departure, or waiting for better conditions as you check the weather.

Our Airport Revitalization Project has seen over a third of the runway replaced and all surfaces repaved and marked. All lighting has been updated to LED, including the ARCAL System. The certified weather system has been modernized and is available on 122.175 or airportweather@drumheller.ca.

Whether you want to drop in for an hour or a week, we have multiple tie downs and no charge for parking. There is also limited power available on the ramp for winter heating and the airport manager is available 24/7 with no charge for call outs. Please contact us any time if you have any questions or require assistance.

For more information:
Drumheller Municipal Airport
203015 Twp Rd 29-4, Starland County
Ph: 403 823-1303 or Text 403 321-3124
Email: airport@drumheller.ca
www.drumheller.ca

Drumheller offers a comfortable terminal where guests can enjoy free ice cream and complementary Internet.

DRUMHELLER AIRPORT

Your Aviation Gateway to the Dinosaur Capital of the WORLD!

Drumheller Municipal Airport
203015 Twp Road 29-4, Starland County
Call: 403 823-1303 Text: 403 321-3124
airport@drumheller.ca
www.drumheller.ca

24/7 SELF-SERVE FUEL FACILITY

Refuel any time with our brand-new around-the-clock fuel station featuring:

- AVGAS 100LL
- Jet A-1

With options for both private and commercial accounts—while continuing to offer some of the most competitive fuel pricing in Western Canada.

PILOT-FRIENDLY AMENITIES

- Courtesy car with the airport minutes from downtown
- Comfortable terminal facilities
- Complimentary high-speed internet
- Quiet, clean space for flight planning or weather briefings

DRUMHELLER FLYING Club Est. 1962

DRUMHELLER VALLEY
DINOSAUR CAPITAL OF THE WORLD

NAVIGATING THE REGULATORY ENVIRONMENT FOR REGISTERED AERODROMES

For airports located outside the built-up areas of cities and towns, or those that do not offer scheduled passenger air services, the most common operating model is that of a registered aerodrome rather than a certified airport.

On any given day, the managers of Alberta's community airports balance the needs of aircraft operators, respond to changing weather conditions, meet community expectations, manage tight budgets, and ensure safety above all. Underpinning all of this is a regulatory framework that, while less visible to the public, plays a critical role in how small airports function.

For airports located outside the built-up areas of cities and towns, or those that do not offer scheduled passenger air services, the most common operating model is that of a registered aerodrome rather than a certified airport. Research by HM Aero in 2024 found that nearly 90 per cent of Alberta's community airports operate as registered aerodromes. In recent years, several facilities, such as Peace River, have de-certified and transitioned to this status, recognizing the potential of greater operational flexibility.

While operators of registered aerodromes are subject to a less extensive regulatory environment compared to certified airports, careful consideration is still required to ensure compliance and, most importantly, create a safe environment for aircraft operators and the public.

This commentary is intended for general information and is not exhaustive in its scope. Readers should consult applicable regulations directly and ensure they are referencing the most current standards.

THE STARTING POINT – THE CANADIAN AVIATION REGULATIONS

Part III, Subpart 1 of the Canadian Aviation Regulations (CARs) establishes baseline requirements for aerodrome operators. While they represent only a fraction of the standards imposed on certified airports, several provisions are particularly important for aerodrome operators to understand.

Cost-effective GPS-based Instrument Flight Procedures are becoming more common at smaller aerodromes, opening access in poor weather for key users such as air ambulances and private aircraft.

- Transport Canada is entitled to inspect your aerodrome, with operators required to facilitate such visits including with the necessary equipment;
- Changes to the infrastructure and services, use, or operation of your aerodrome require you to notify the Minister and for the affected publications (Canada Flight Supplement and/or Canada Air Pilot) to be updated;
- Requirements are established for the design and maintenance of infrastructure, including wind

direction indicators, airfield lighting systems, the marking of closed maneuvering areas, and warning notices for pedestrians and vehicles; and

- A range of prohibited forms of conduct are established, addressing matters such as authorizing access to runways and taxiways, interference with navigation aids, the use of firearms, unrestrained birds and animals, displaying an open flame, and smoking.

OBLIGATIONS WITH INSTRUMENT FLIGHT PROCEDURES

Cost-effective GPS-based Instrument Flight Procedures are becoming more common at smaller aerodromes, opening access in poor weather for key users such as air ambulances and private aircraft. Aerodrome operators with such procedures should be cognizant of the requirements for protecting the runway strip, runway holding positions, and the surrounding airspace through Obstacle Limitation Surfaces. Importantly, operators are required to formally attest to compliance when procedures are established and to reconfirm this through periodic reviews, making ongoing monitoring and documentation essential parts of aerodrome management.

INFRASTRUCTURE IMPROVEMENT PROJECTS

Regulatory considerations also come into play when airports plan to grow or change. Operators proposing the construction of a new aerodrome, or significant projects such as the construction or extension of a runway, must look to Part III, Subpart 7 of the CARs. These provisions outline when and how operators are required to consult with local communities and other interested parties.

For prescribed projects, the regulations establish a structured consultation process: identifying stakeholders, sharing information about the proposed work, gathering feedback, and reporting outcomes to Transport Canada. Understanding these requirements early in the planning process is critical, as consultation and reporting timelines can affect overall project schedules.

EMBRACING CONTINUOUS IMPROVEMENT

Beyond meeting minimum regulatory requirements, many aerodrome operators choose to adopt practices commonly associated with certified airports, scaled appropriately to the size and role of their facility. Developing clear operational plans, maintaining strong documentation, and designing infrastructure and airspace protections to higher standards enhances safety for users.

In practice, this continuous-improvement mindset helps registered aerodromes not only remain compliant but also strengthen their role as critical community and regional transportation assets.

LIGHTING THE WAY

Building Canada's AGL skills for safer, more resilient airfields

Onsite Hands-On Course at Brussels Airport, Belgium.

Airfield ground lighting (AGL) is one of the most safety critical systems on any aerodrome, yet it is often maintained under pressure: limited staff, tight seasonal windows, evolving compliance requirements, and aging infrastructure that demands expert troubleshooting. For Canadian airport operators, keeping AGL systems reliable is not just about preventing outages. It is about protecting operations, supporting regulatory alignment, and giving maintenance teams the confidence to work safely and efficiently.

A CANADIAN TRAINING OPTION BUILT FOR CANADIAN AIRFIELDS

ADB SAFEGATE Canada is addressing that need with a practical, standards aligned training program developed for the realities of Canadian operations. With courses offered at ADB SAFEGATE's Canadian Training Centre in Brantford, Ontario, airports have a local option to develop and refresh AGL competency without sending staff out of country or relying solely on informal on-the-job learning.

WHAT THE PROGRAM IS DESIGNED TO DELIVER

At the core of the offering is an intensive three-day Airfield Ground Lighting course tailored for Canada, built to strengthen hands-on capability while connecting technical work to operational and regulatory expectations. The training draws from guidance and requirements tied to:

- Transport Canada
- Department of National Defense
- ICAO (International Civil Aviation Organization)
- FAA (Federal Aviation Administration)

The course is designed primarily for airfield electricians but is also of value for operations and management personnel to provide an understanding of airfield maintenance requirements and the steps necessary in establishing a relevant maintenance program at their airport.

TRAINING TOPICS THAT MATCH REAL MAINTENANCE WORK

What makes the training especially relevant is its focus on the work airside electrical teams perform every day. Course content aligns with CSA Z463:24 and reinforces both safety and technical performance through topics such as:

- Airfield electrical safety, regulatory requirements, and planned maintenance programs
- Series circuit theory and troubleshooting
- CCR theory and troubleshooting

Airfield Design Training Course.

Airfield Maintenance Seminar in Columbus, Ohio, USA.

- Cable splicing and primary connector kits, plus primary splice certification
- Airfield guidance signs and circuit selector switches
- PAPI setup, aiming, and troubleshooting
- Sequenced flashing lights
- L 821, ALSC, and ARCAL controls
- Elevated fixture installation and aiming
- L 867 and L 868 basecans
- Inset light torquing and maintenance

These are the areas where small issues, such as improper torquing, incorrect aiming, missed degradation in series circuits, or weak splices can cascade into repeat failures, added closures, or increased operational risk. Training that targets these details helps teams standardize practices and shorten time to repair.

OTHER FLEXIBLE DELIVERY OPTIONS TO FIT AIRPORT REALITIES

ADB SAFEGATE's training options are built around the constraints airports face. We also offer additional course content, with delivery available through:

- Online courses
- Online live training
- Classroom training
- Custom training at your airport

CONFIDENCE THAT SHOWS UP ON THE JOB

Just as important as the curriculum is the impact on confidence. Recent attendee feedback underscores the value of the hands-on approach.

"The course has been of great value and gives me a lot more confidence to do the work efficiently and safely," says one attendee.

"Troubleshooting series CCTS was excellent hands-on for everyone, especially electricians new to airfield circuitry," adds another attendee.

For Canadian airports looking to strengthen AGL reliability and standardize maintenance practices, ADB SAFEGATE Canada's Brantford-based training program offers a practical path forward.

Please contact ADB SAFEGATE for additional course details and the upcoming schedule. Those interested can reach out to Russell Mueller, national sales manager, at (416) 562-6480 or by email at russell.mueller@adbsafegate.com.

ADB SAFEGATE Canada Inc.
245 Braneida Lane
Brantford, ON
N3S 7W8

ADB SAFEGATE TRAINING ACADEMY

Visit us online at www.adbsafegate.com.

ADB SAFEGATE

TRAINING ACADEMY

Enhance the performance of your airside maintenance staff

Our training is designed to provide participants with an introduction to the requirements of airfield ground lighting, as well as a general overview of airfield ground lighting products and their applications, including their characteristics, features, and functionality.

AIRFIELDTRAININGACADEMY.COM

ADB SAFEGATE

SMARTER. BETTER. NOW.

WCS

WEST-CAN
Seal Coating Inc.

Western Canada's #1 Pavement Preservation Contractor

EXPERIENCED AND ACCREDITED

Since 1986 and CERTIFIED FOR AIRPORT PAVEMENT OPERATIONS

INTERNATIONAL AIRPORTS
MUNICIPAL AIRPORTS
MILITARY AIRPORTS
PRIVATE AERODOME

OUR EXPERTISE

MICRO SURFACING
CHIP/SAND SEAL
CEMENT STABILIZATION
MILLING
SPRAY PATCH
FOG SEAL

CONTACT US

403-335-9137
8:00 am - 5:00 pm

2317 16th Street
Didsbury, AB

west-cansealcoating.com

@westcansealcoating

TESTING SERVICES

Western Asphalt Products laboratory specializes in developing custom mix designs engineered to address specific pavement challenges.

Our AASHTO accredited testing program ensures consistent quality and performance across all products.

DO-IT-YOURSELF SOLUTIONS

Western Asphalt Products researches, develops, and manufactures a full range of premium pavement maintenance solutions.

Our advanced formulations deliver durable repairs designed to perform in demanding North American climates.

- ✓ Crack Sealant
- ✓ High Performance Cold Mix

780-796-3437

8 AM - 5 PM

55501 RANGE ROAD 203, BRUDERHEIM, ALBERTA

WESTERNASPHALT.CA

WARNING - COMPETITION MAY SWEAT!

PAVEMENT PRESERVATION ON RUNWAYS AND TAXIWAYS

Western Asphalt and West-Can Seal Coating are family owned and operated businesses with roots going back to 1946.

Western Asphalt has invested in the latest technology to manufacture the highest quality asphalt emulsions available in today's market.

With Emulsion Terminals strategically located in Brandon, Man.; Bruderheim, Alta.; and Winnipeg, Man., our team is able to supply all of Western Canada's asphalt emulsion needs.

Our core belief is using asphalt emulsions for early preventative airport maintenance as the key to the longevity of your infrastructure. Asphalt emulsions can reduce lifecycle costs, carbon emissions, and minimize natural resource consumption with the latest recycling technology.

West-Can will work with airports to provide technical assistance to efficiently and economically design, build, and maintain your infrastructure needs. We can help you choose the right emulsion, material, and construction method at the right time for the most economical solution.

Custom-tailored educational seminars are offered. We will come to your airport and assess the current state of your runway/taxiways and develop an individualized maintenance schedule and corrective actions.

West-Can has worked on military, municipal, private, and international airports. We have the team in place to execute any size of job from removing entire runways and returning them to greenfield to full-width preservation of the runway and taxiways.

If you are currently experiencing any of the following:

- Loss of skid resistance
- Hydroplaning issues
- Wheel rutting
- Oxidized asphalt
- Cracking of asphalt
- Alligator cracking

We can restore and reconstruct the above issues with a wide variety of our services.

Western Asphalt has invested in the latest technology to manufacture the highest quality asphalt emulsions available in today's market.

Our core belief is using asphalt emulsions for early preventative airport maintenance as the key to the longevity of your infrastructure.

West-Can has worked on military, municipal, private and international airports.

MICRO SURFACING AND CHIP SEAL

- Restores texture and improves skid resistance; higher than 50 per cent improvements have been recorded
- Can be used as a leveling course to restore cross fall and proper runway drainage
- Construction costs are less than 50 per cent of the typical two-inch mill and inlay
- Lifecycle costs are 30 per cent less than mill and inlay
- Minimal operational disruption, and generally speaking, entire runways can be resurfaced in one or two days
- Every dollar spent on pavement preservation has been proven to eliminate or delay $6 to $10 on rehabilitation. This is on average an 800 per cent return on investment in your airport infrastructure.

DO-IT-YOURSELF PAVEMENT PRESERVATION PRODUCTS

Not all jobs require an outsourced contractor. Western Asphalt supplies pavement preservation products directly to airport agencies such as:

Cold pour crack sealant: We can provide the material along with application tools necessary for self-application. Cold pour crack sealant can fill cracks up to half an inch in width. It is not a heated product and very easy to apply. It is sold in either pails (20 litres) or totes (1,000 litres). We will provide volume estimates with an order.

Western pothole repair: We sell both bagged and bulk high-performance cold mix. A pallet comes with 56 bags at 50 pounds each with handles on the bags for ease of application. The bulk can be delivered to site by the truckload. Potholes can be filled without the need for tack coat and provides an instant long-term repair.

Please call or write anytime to discuss your airport needs. We provide free estimates and work across western Canada.

West-Can Seal Coating: 403-335-9137
Western Asphalt Products: 780-796-3437
Email: info@westernasphalt.ca

WESTERN ASPHALT products

WCS WEST-CAN Seal Coating Inc.

RED DEER REGIONAL AIRPORT: EXPANDING OPPORTUNITY, BUILDING THE FUTURE

The Red Deer Regional Airport plays a significant role in the regional economy.

The Red Deer Regional Airport (YQF) is entering a new chapter, one defined not just by expansion, but by transformation. Following several years of major infrastructure investment, the airport is now shifting from construction milestones to long-term economic development, positioning itself as a central hub for aviation, logistics, and industry in Central Alberta.

The multi-phase expansion project, near completion, has laid the groundwork for this evolution. With runway widening, taxiway improvements, and terminal enhancements, YQF is equipped to handle larger aircraft and increased traffic volumes. These upgrades have already improved operational efficiency.

However, the most significant impact of the expansion lies beyond the runway.

With critical infrastructure now in place, Red Deer Regional Airport is unlocking substantial land development opportunities. More than 200 acres of airside access development-ready space is available for aviation businesses. This includes opportunities in cargo logistics, aircraft maintenance, manufacturing, flight training, defence, and emerging sectors such as drone manufacturers to expand their operations.

This shift reflects a broader strategy: transforming YQF into a fully integrated economic hub.

Already, the airport plays a significant role in the regional economy. Red Deer Regional Airport supports approximately $55 million in direct economic impact and $120 million in indirect benefits annually, while sustaining around 300 jobs and $20 million in salaries. These figures highlight not only the airport's current value, but also the scale of opportunity tied to its continued growth and development.

Strategically located between Calgary and Edmonton along the QEII Highway and CANAMEX trade corridor, the airport offers direct access to major transportation networks and supply chains. Businesses located at YQF benefit from proximity to over three million people within a 90-minute drive,

as well as efficient connections to provincial, national, and international markets.

Equally important is the region's workforce and business environment. Central Alberta's labour force, nearly 88,000 strong, brings expertise in trades, transportation, and service industries, aligning well with the needs of aviation and industrial tenants. Combined with a competitive tax structure and lower cost of living, the airport presents a compelling case for investment and long-term growth.

The development of Airport Drive and expanded airside access is a key enabler of this next phase. By improving accessibility to both the terminal and surrounding lands, this infrastructure opens the door for new business development while strengthening connections to the Springbrook community and broader region. It also ensures that future tenants can seamlessly integrate into airport operations and logistics networks.

Looking ahead, the focus for the Red Deer Regional Airport is clear: attract investment, support job creation, and maintain a sustainable operating model. By continuing to build on its strong economic foundation, the airport is well positioned to significantly increase its impact in the years ahead.

At its core, YQF's growth is about more than infrastructure, it's about opportunity. By combining modern aviation capabilities with strategic land development, the airport is creating a platform for businesses to thrive while enhancing connectivity for Central Alberta.

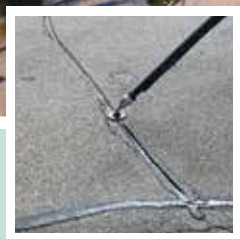
As the Red Deer Regional Airport continues to evolve, it is no longer simply preparing for takeoff, it is actively shaping the region's economic trajectory for decades to come.

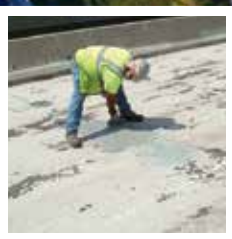
With runway widening, taxiway improvements, and terminal enhancements, YQF is equipped to handle larger aircraft and increased traffic volumes.

With critical infrastructure now in place, Red Deer Regional Airport is unlocking substantial land development opportunities.

For more information on available land, leasing opportunities, and future expansion, visit flyreddeer.com/land-development/.

Protect Concrete Expansion & Seal Cracks with W. R. MEADOWS' Pavement Preservation Systems





Put our extensive line up of time-tested products and 100 years of on-the-job experience to work on your jobsite. As a family-owned company since 1926, W. R. MEADOWS has invested in developing solutions to bring projects in on time, on budget and with quality products manufactured locally in Canada.

Experience Counts!

Tack Oil
Cold-Pour Crack Filler
Hot-Pour Crack Sealant
High Performance Cold-Patch
Hot-Applied Mastics
Asphalt Maintenance Equipment
Asphalt Tools & Applicator

W. R. MEADOWS, INC.
1926-2026
100
YEARS
W. R. MEADOWS

Authorized Distributors for:
Deery American
Marathon/Titan

W. R. MEADOWS OF WESTERN CANADA
21 Streambank Avenue
Sherwood Park, Alberta T8H 1N1
Phone: (780) 400-1772
wrmeadows.ca

follow us:

@wrmeadows
wrmeadowsinc
facebook.com/wrmeadows
YouTube wrmeadowsinc
w-r-meadows-inc
#wrmeadows

REPAIR • PROTECT • PREVENT
WITH W. R. MEADOWS' CONCRETE RESTORATION PRODUCTS

W. R. MEADOWS OF CANADA - The trusted partner of contractors since 1926.

W. R. MEADOWS' line of concrete restoration products offer a variety of options to suit every concrete repair need.

Choose 1215-WHITE and 1220-WHITE pigmented compounds for your curing needs. 1170, 1175, and 1178 are ideal for high-performance cold patch road repairs. Count on FIBRE EXPANSION JOINT with over 90 years of proven application experience or try flexible, lightweight X-FOAM for your concrete expansion joint needs. Our MEADOW-PATCH line offers concrete patching options featuring high strength and quick turnaround times. Look no further than W. R. MEADOWS' REZI-WELD line for your epoxy needs.

For a solution just for you, visit wrmeadows.ca or call (780) 400-1772.

Authorized Distributors for:
Deery American
Marathon/Titan

#wrmeadows

W.R. MEADOWS, INC. CELEBRATES 100 YEARS OF BUILDING SOLUTIONS, TRUST, AND INNOVATION

W.R. Meadows, Inc. proudly marked its 100th anniversary on January 26, 2026, celebrating a century of growth, innovation, and leadership in the construction materials industry. Founded in January 1926, the company began with a single product – Asphalt Expansion Joint, sold under the Sealtight name. The company evolved into a global manufacturer, offering more than 350 products that serve nearly every segment of the concrete construction industry through an extensive network of authorized distributors.

Over the past century, W.R. Meadows has continually expanded its product offerings to include solutions across multiple product lines, including expansion joints, construction liquids, joint sealants, and complete building envelope systems, which encompass vapour barriers, below-grade waterproofing, above-grade air barriers, and roofing materials. Its portfolio also encompasses a range of specialty technologies designed to protect, enhance, and extend the life of concrete structures.

In addition to building envelope and concrete protection systems, W.R. Meadows offers a comprehensive pavement maintenance and preservation line designed to extend the life of concrete and asphalt surfaces. The portfolio includes hot-applied joint sealants, crack fillers, mastics, and accessories engineered to seal expansion joints, repair cracks, and protect pavements from moisture infiltration and environmental damage. Backed by decades of DOT experience and field-proven performance, these solutions help contractors and agencies prevent deterioration, reduce maintenance costs, and keep highways, runways, parking areas, and roadways performing longer.

From its humble roots, W.R. Meadows has grown into an international operation with nine U.S. manufacturing locations, three in Canada, supported by a strong global network of distribution partners that enables the company to serve customers efficiently throughout North America and worldwide.

Growth has also come through a strong portfolio of respected brands, including Huebert Fiberboard, Blue Ridge Fiberboard, Alcot Plastics, Gemite, and Deck-O-Seal. Together, these brands bring specialized expertise that strengthens W.R. Meadows' position as a leading provider of comprehensive construction solutions.

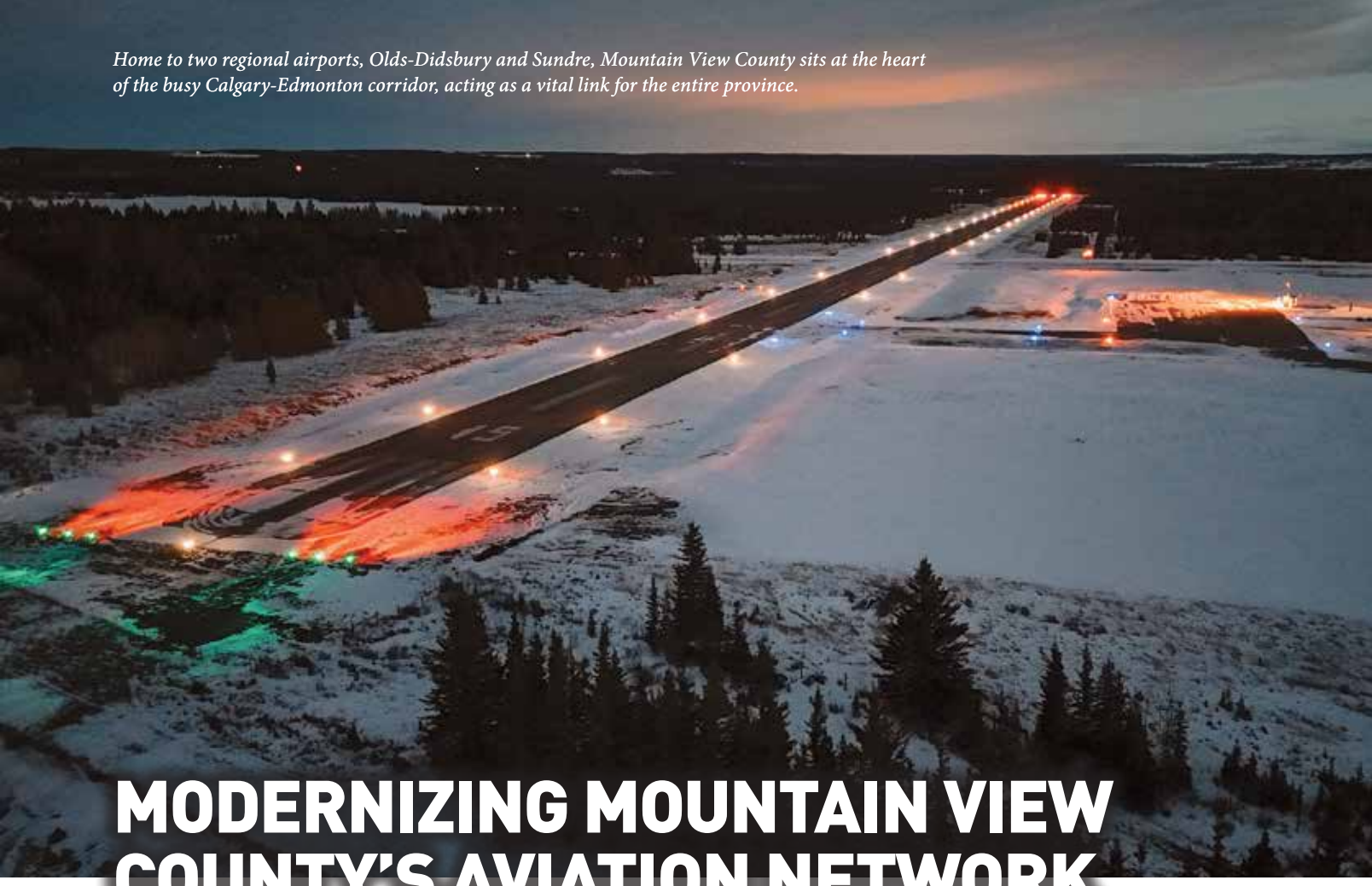
A key driver of W.R. Meadows' success has been its enduring commitment to innovation and education. The company's state-of-the-art Innovation Center, located at its headquarters in Hampshire, features advanced laboratory capabilities and a dedicated training facility that supports research, product development, quality assurance, and professional education for industry partners.

"As we celebrate this milestone, we honour the people, partnerships, and principles that have guided us for 100 years," said Matthew Price, president of W.R. Meadows, Inc. "While we are proud of our history, we remain focused on the future and continuing to innovate, expand, and deliver trusted solutions that help build stronger, longer-lasting structures worldwide."

As a fourth-generation, family-owned company, W.R. Meadows remains deeply committed to the core values that have defined its success—quality, service, and integrity. These values are shared by the distributors and partners who help deliver its trusted solutions to builders worldwide.

W.R. Meadows: Building Solutions. Building Trust. Building Futures.

For more information, visit www.wrmeadows.com.



Home to two regional airports, Olds-Didsbury and Sundre, Mountain View County sits at the heart of the busy Calgary-Edmonton corridor, acting as a vital link for the entire province.

MODERNIZING MOUNTAIN VIEW COUNTY'S AVIATION NETWORK

Mountain View County proudly offers a unique setting where high-tier aviation infrastructure meets an unmatched quality of life. Home to two regional airports, Olds-Didsbury and Sundre, the county sits at the heart of the busy Calgary-Edmonton corridor, acting as a vital link for the entire province. Here, a streamlined business environment and a scenic jumping-off point for adventurers come together to ensure that whatever your destination, we have the runway to get you there.

We believe that reliable infrastructure is a cornerstone of rural Alberta. The Sundre Airport is a perfect example of how targeted upgrades can transform a local asset into a provincial lifeline. While the airport has maintained operations and served as a key piece of our regional identity, its full potential was previously hindered by an aging lighting system. Following a dedicated modernization project that broke ground in 2025 and reached completion in 2026, the facility has been transformed with state-of-the-art LED technology.

This transition was made possible by an investment of approximately $205,000 from the Government of Alberta's Community Airport Program, a component of the Strategic Transportation Infrastructure Program. The shift to LED technology represents more than just energy efficiency; it is about enhancing the reliability of the airport's capabilities for a region that depends on them. This project has immediate, positive impacts on community safety and growth by providing a much-needed safety net for pilots navigating the foothills and reinforcing a dependable hub for critical services like medevac and wildfire management. Furthermore, these high-visibility upgrades ensure Sundre remains a competitive and connected destination for regional business and leisure.

These improvements at Sundre complement the county's broader aviation strategy, which includes the Olds-Didsbury Airport. Located strategically along the Queen Elizabeth II Highway corridor, Olds-Didsbury Airport serves as a hub for commercial growth and regional connectivity. Together, these two airports offer a multifaceted transportation network that enhances quality of life for all Albertans.

For further information about our airports, please visit www.mvcecdev.com.

Index to advertisers

Please support the advertisers who help make this publication possible.

MUNICIPAL DISTRICT
of BONNYVILLE

FLY FOR BUSINESS
STAY FOR LEISURE

The sky's the limit at the M.D. of Bonnyville Regional Airport.

Supporting the Oil & Gas, Tourism, and Agricultural Sectors

QUICK FACTS:

ICAO Airport Code: CYBF
Number of Runways: 1
Runway Length: 1,351 m (4,432 ft)
Fuel station (100 & jet) run by Bonnyville Flying Club

REPORTING:

Automated Weather Operating System (AWOS):
CALL: 780-826-5293
Runway Conditions:
VISIT: ***bit.ly/BonnyvilleAirport***
CALL: 780-812-5000

Call 780-826-3171 ext. 2041 for information on development opportunities.

Welcome to

Cardston County

A great place to live, work and play!

CARDSTON COUNTY AIRPORT

CARDSTON COUNTY AIRPORT
CEA6
N49°9.75′ / W113°14.47′
Runway 3500 X 75 feet

Looking for a hangar? Cardston County has you covered!

Build your hangar with no land purchase required and plenty of space available. We've recently upgraded our pilot lounge to make it more inviting.

Low lease rates on airport commercial lots – ***fly in and grow with us!***

Contact Cardston County airport for details.

403-653-4977

https://www.cardstoncounty.com/p/airport

1050 Main Street, P.O. Box 580, Cardston, Alberta T0K 0K0