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Top 20 Under 40

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Specialized maintenance

New horizons
Flying Tecnam's P-Mentor

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BY JON ROBINSON

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A stylized white graphic element consisting of two parallel horizontal lines with a small upward-pointing arrow in the center, located below the text "NAV CANADA".



By Jon Robinson |

Building the talent pipeline

Around 1.5 million new civil aviation professionals needed in next 10 years

CAE Inc. at the Paris Air Show released its biennial *Aviation Talent Forecast* which estimates 1.5 million civil aviation professionals will be needed worldwide by 2034. The 2025 edition of the forecast analyzes the need for pilots, aircraft maintenance technicians, cabin crew, and, for the first time, air traffic controllers, predicting that 71,000 controllers will be needed globally over the next 10 years.

In April 2024, NAV Canada and CAE signed a deal to increase training capacity for air traffic services professionals. Under this first-of-its-kind partnership in Canada, CAE instructors deliver initial training for Flight Service Specialists and Air Traffic Controllers using NAV Canada's training curriculum at CAE's Montreal campus. North America has already seen the impact of ATC shortages, mostly notably at Newark International but also for a brief time at Vancouver International in May.

The 2025 CAE Aviation Talent Forecast reports that 1,292,000 commercial aviation professionals will be needed in 10 years, including 267,000 pilots, 347,000 aviation maintenance technicians, and 678,000 cabin crew, with the largest percentage required to meet rapidly rising demand in the Asia Pacific region. In addition, 102,000 business aviation professionals are expected to be needed worldwide over the next 10 years, including 33,000 pilots and 69,000 aircraft maintenance technicians.

"The need for 1.5 million new aviation professionals by 2034 is being driven by record demand for air travel and a significant wave of retirements that is expected across all categories," said Marie-Christine of CAE. "With commercial and business aviation fleets expected to see double digit



At the Careers in Aviation Expo this May, Max Schramm, CEO of Lufthansa Technik Canada, outlined the multi-billion-dollar plan to build an ENGINE REPAIR FACILITY IN CALGARY.

increases over the next 10 years, the industry must take action to attract, train, and retain personnel."

The team at *Wings* has seen the growing demand for talent at our annual Careers in Aviation Expos, which recently set an internal record with more than 700 people attending the first leg of the program held May 31 at Porter Airlines' maintenance hangar at Pearson International. Sponsors of the event included Porter, Lufthansa Technik, NAV Canada, Diamond Aircraft and Perimeter Aviation. More than 50 industry leading exhibitors were on the floor, ranging from major airlines like Porter, Air Canada and Air Transat to regionals

like Perimeter, Voyageur, Air Inuit, Rise Air and Wasaya. Beyond fixed-wing operators, the event featured leaders from the AME sector and flight training, emergency air services, helicopter operators, technology innovators and the Canadian Armed Forces.

The second leg of the Careers in Aviation Expo is set for October 4 at the BMO Centre in Calgary, Alta., as part of our parent company's Career Expo West event (held in conjunction with our firefighting, policing and security media brands). Million Air on October 25 will host the third leg of the 2025 Careers in Aviation Expo program at its Vancouver International facility.

What stood out most about the most recent Careers in Aviation Expo was a shift in attendee demographics. We have noticed the program is attracting more young professionals for the past three years, as opposed to strictly students, but this year 28.1 per cent of all attendees at YYZ were between the ages of 24 and 30, representing the largest group amongst 490 attendees who responded to this question. The survey also showed the group was comprised of 20.6 per cent women, based on 580 responses, suggesting the industry push to attract more women into aviation is working.

Attracting talent is one challenge, notes CAE in its talent forecast, another is ensuring qualified candidates make it through graduation and into the workforce. | **W**

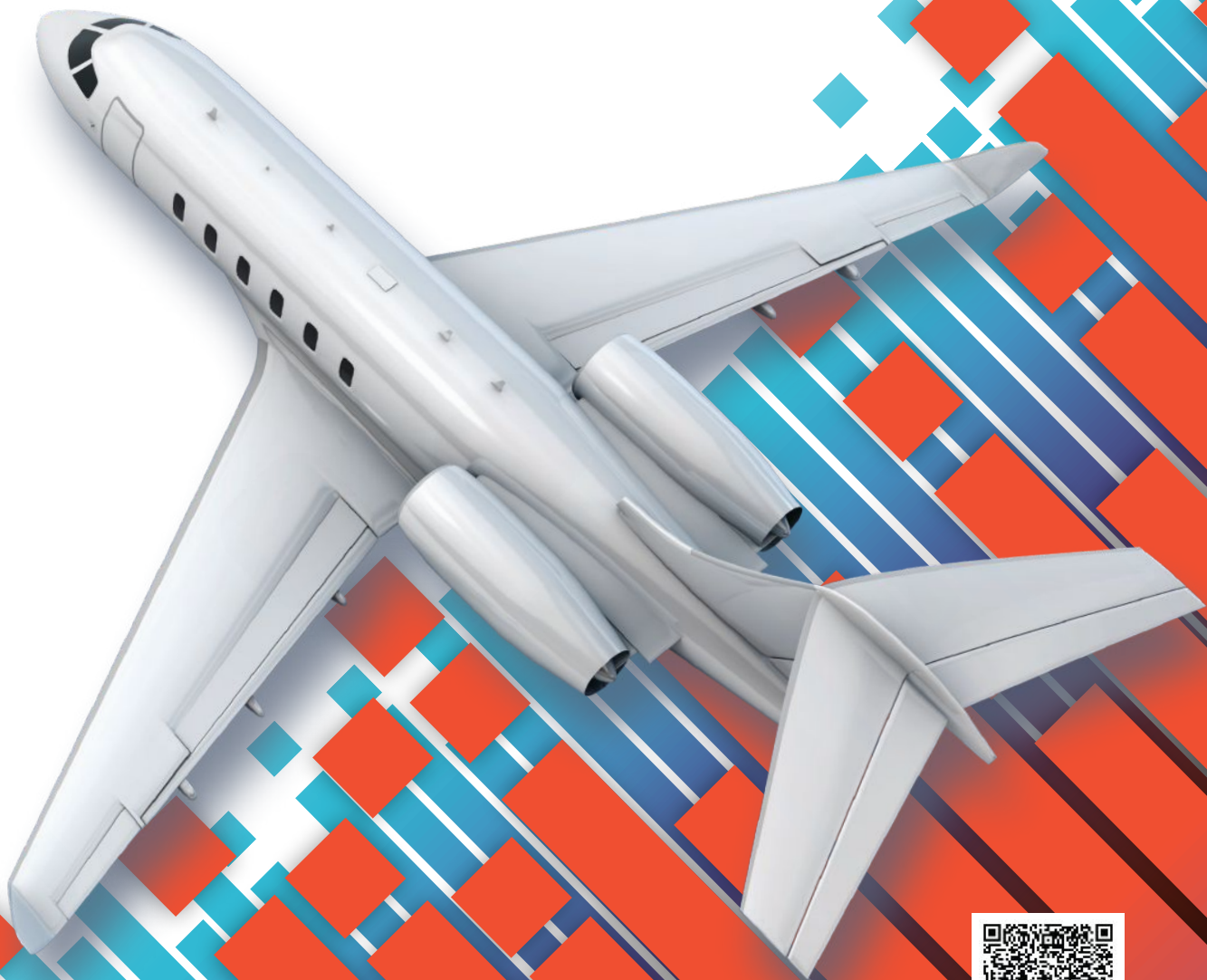


TOP DATA BURSTS... in this issue

1. In the U.S. alone, **30 per cent of ATC students** do not complete training. P 6.
2. Delta served more than **200 million customers** in 2024. P 8.
3. R&D labs in more than **50 countries** hold Tyto Robotics technology. P.14.
4. Flight Club has generated close to **\$1.5 million in value** for aircraft owners. P. 20.
5. Craig MacInnis led CYQY through its **largest capital project in 25 years**, rehabilitating Runway 06-24. P. 22.

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The 2025 NBAA Business Aviation Convention & Exhibition (NBAA-BACE) is where you can get up close with the newest business aircraft, meet legendary heroes of flight and witness epic announcements. It's where business aviation comes together – not just to do business, but to connect, belong and celebrate the shared passion that unites our industry.



ON THE FLY

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Allison Rumbolt, Base Flight Operations Manager and Captain on the Sikorsky S-92 helicopter with Cougar Helicopters, received the 2025 Flight Operations Award from the Northern Lights Aero Foundation.

THE LEAD

NLAF'S 2025 ELSIE AWARD RECIPIENTS

The Northern Lights Aero Foundation in June announced this year's recipients of the Elsie Awards, recognizing eight Canadian women who have made significant contributions to aviation or aerospace. This year's gala dinner will be held on October 4, 2025, in Brampton, Ont.

The 2025 award winners include: Samantha Golinski, Vice President, Public Affairs and Global Communications, CAE, who received the Business Award; Jackie Book, Director, Commercial Aviation Management, Western University, Education Award; Silvia Bianchi, Engineering Award; Allison Rumbolt, Base Flight Operations Manager and Captain, Cougar Helicopters, Flight Operations Award; Nathalie Sleno, Regional Aviation Medical Officer for the Prairie Northern region and Technical Lead for Space Medicine Policy at Transport Canada, Government Award; Denise Egglestone, retired from Air Canada, Trailblazer Award; and Rising Stars Heather Hills, Q400 Captain at Porter Airlines, and

Natalie Leung, Engine Accessories Design, Pratt & Whitney Canada.

COMMERCIAL

ONEX SELLING MINORITY STAKES IN WESTJET

Delta Air Lines and Korean Air will strengthen their respective partnerships with WestJet through the purchase of minority equity stakes, totalling 25 per cent for US\$550 million, in the Canadian airline from Onex Partners, a private equity platform of asset manager Onex. Delta will be investing US\$330 million and acquiring a 15 per cent stake, and Korean will invest US\$220 million in exchange for a 10 per cent stake. Upon closing, Delta has the intent to sell and transfer a 2.3 per cent stake in WestJet to its Joint Venture partner Air France-KLM, also an existing WestJet partner, in exchange for US\$50 million.

Onex will continue to own Calgary-based WestJet, which has been codeshare partners with Delta since 2011 and Korean since 2012. Delta has made equity investments with several partners, including Air France-KLM, LATAM, Aeromexico, Virgin Atlantic, China Eastern and Korean Air's parent company, Hanjin KAL.

PORTER AIRLINES COAST TO COAST

Porter Airlines in June celebrated what it described as new coast-to-coast air service, with inaugural flights connecting Hamilton to Halifax and Vancouver. Both routes operate with daily nonstop service on Porter's 132-seat Embraer E195-E2 aircraft. The start of Hamilton service aligns with terminal enhancements at Hamilton International Airport.

In May, Porter also landed in Kelowna with nonstop service from Toronto Pearson Airport. The schedule began with five weekly roundtrip flights, which was scheduled to increase to daily roundtrip flights on June 23. Porter explains service to Kelowna International Airport complements its growing presence in British Columbia with existing flights to Vancouver and Victoria. Connecting flights with Ottawa, Montréal, Halifax and St. John's are also available via Toronto.

AIR INUIT TAKES OVER KUUJJUAQ ROUTE

Air Inuit is to take over Canadian North's route between Kuujuuaq and Montreal starting August 6, according to parent company Makivik. The transfer of the route was announced in February when it was revealed that Makivik and Inuvialuit Regional Corp. had tentatively sold Canadian North, which operated the route, to Exchange Income Corp. of Winnipeg for \$205 million.

As part of the deal, Makivik retained the Kuujuuaq-Montreal route, with the transfer first scheduled for October 1. Air Inuit will operate the route with Boeing 737-300 aircraft for a transition period until it introduces its 737-800 Next Generation as originally planned in the autumn.

EMERGENCY SERVICES

MANITOBA TO PURCHASE DHC 515 WATERBOMBERS

De Havilland Aircraft of Canada announced the province of Manitoba has confirmed its intent to purchase three Canadair 515 (DHC 515) aircraft. De Havilland noted this commitment marks another milestone in the DHC 515 program, adding domestic support for Canadian aerospace innovation and the urgent need for modern tools in the fight against increasingly severe wildfires across North America.

De Havilland Canada explains the DHC 515 builds upon the proven legacy of the CL-215 and CL-415 aircraft, featuring modern avionics, enhanced performance, and increased efficiency.

BUSINESS AVIATION

BOMBARDIER GLOBAL 8000 MILESTONE

The first production Bombardier Global 8000 completed its inaugural flight on May 16 from Bombardier's Aircraft Assembly Centre in Mississauga, Ont. The jet was under the command of pilot Sandro Novelli, assisted by co-pilot Charlie Honey and flight engineer Bhargav Bhavsar.

The aircraft would eventually travel to Bombardier's Laurent Beaudoin



The first Global 8000 production aircraft in mid-May completed its maiden flight in Mississauga, Ont.

Completion Centre in Montreal for interior completions ahead of its planned entry-into-service in the second half of 2025. The new Global 8000 evolved from the Global 7500, which has amassed more than 250,000 flying hours and 200-plus deliveries since entering into service in 2018.

HELICOPTERS

AIRBUS UNVEILS CREWED-UNCREWED HTEAMING

Airbus Helicopters unveiled HTeaming as a new modular crewed-uncrewed teaming solution. HTeaming is based on a range of systems that allow helicopter crews to take full control of Uncrewed Aerial Systems (UAS) in flight.

Airbus explains the first version of HTeaming can be used as a standalone solution or integrated into a helicopter mission system. Showcased at the Paris Air Show, the standalone solution features a tablet for Human-Machine Interface and software to manage the UAS, a modem and four antennas to be installed on the helicopter. Airbus explains the system has been designed to be operated by a standard helicopter crew. It has been tested in flight, including in May 2025 with a Spanish Navy H135 helicopter and an Airbus Flexrotor UAS.

TRAINING

BROMBERG NAMED CEO OF CAE

CAE Inc. appointed Matthew Bromberg as President and Chief Executive Officer, effective August 13, 2025. CAE also announced that Calin Rovinescu, former leader of Air Canada, will become

Executive Chairman of its board and that Sophie Brochu will serve as Lead Independent Director. The move follows the previously announced departure of Marc Parent as CAE's President and CEO.

Bromberg, 55, is a seasoned executive who has served in the commercial and military aerospace markets for major global

publicly traded companies. Since 2022, he headed global operations for Northrop Grumman. From 2017 to 2022, Bromberg was President, Military Engines, for RTX, the world's largest aerospace and defence company. From 2013 to 2017, he was President, Commercial Aftermarket Operations, for Pratt & Whitney. | **W**

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By Tim Anderson |

AMOs and specialized maintenance

Not all aircraft repair is the same and might require specific sign off

We are all familiar with the requirement that all maintenance performed (on certified aircraft) must be signed off by an appropriately licensed Aircraft Maintenance Engineer (AME). What is not as commonly known are the requirements of specialized maintenance.

Specialized maintenance involves work beyond standard inspections and repairs. As outlined in CARs 573.02(1), this includes welding, non-destructive testing (NDT), engine overhauls, as well as structures and avionics work beyond a certain level. These tasks are classified as specialist because they are more complex and require specific experience and equipment to carry out.

On a small private aircraft, most maintenance tasks can be carried out and signed off by an M1 category AME under their own license. However, specialized maintenance is much more complex and must be performed by an appropriately rated Approved Maintenance Organization (AMO). AMO approvals cover engines, accessories, structures, avionics and more. CAR 571.10 states, "That the work was performed under the control of an organization approved for the applicable category pursuant to section 571.04 of the CARs."

Additionally, CAR 573 indicates: "(ix) Specialized AMO certificates and ratings are issued either to authorize the performance of specialized maintenance of the kind specified on the certificate, or to authorize the performance of non-specialized maintenance upon aircraft operated in commercial service pursuant to CARs Part IV and Part VII, or upon components intended for installation on such aircraft. However, an AMO that is approved for the performance of specialized maintenance is not limited to such work, and may also perform non-specialized maintenance of the kind described on its AMO certificate."

This means that the person signing the maintenance release must not only be an appropriately rated AME, but also approved by the specific AMO, as per CAR 573.05: "An AME licence does not automatically qualify an individual to sign a maintenance release under an AMO authority.



If someone moves to a different AMO, they need to be trained and authorized by that NEW AMO to obtain their specific ACA authority.

The authority for a person to sign a release within the AMO's jurisdiction shall be separately granted by the AMO, in accordance with section 573.07 of the CARs, following specific training in regards to AMO procedures and other regulatory training."

This authority is known as an Aircraft Certification Authority (ACA) and is responsible for approving the work being done. This authority is specific to each individual AMO. Therefore, a person cannot use their ACA authority at another facility. If someone moves to a different AMO, they need to be trained and authorized by that new AMO to obtain their specific ACA authority, as outlined in CAR 573.06. This means that at the beginning of a person's time at a new AMO, despite previously holding an ACA at another facility with the same model of aircraft, that person will be unable to sign a maintenance release. Additionally, if the individual holds a combined licence, such as an M2/S or M1/E, they must train under the new AMO and obtain the company's ACA approval for each licence category.

Another important aspect of specialized maintenance is that the AMO must have the proper facilities and equipment to perform the work in accordance with CAR 573.08. This includes items like parts, maintenance manuals, test

equipment, jigs, ground support equipment, and calibrated tools, among others. This ensures that personnel performing specialized work have the necessary facilities, materials, and equipment to carry out maintenance safely and accurately, which ultimately contributes to safety and efficiency. These requirements, along with those for an AMO to develop quality assurance programs and a maintenance policy manual (MPM), are all in place to promote a high standard of workmanship, safety and reliability in our industry overall.

Next time you need work performed on your aircraft beyond routine maintenance, ensure it's not specialized maintenance. If it is, look for one of the many qualified airframe and powerplant organizations to help ensure your aircraft is as safe and compliant as possible. | **W**

Tim Anderson is a professor at Fanshawe College's Norton Wolf School of Aviation and owner of Anderson Aviation Services based in London, Ont.



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A day with the Tecnam P-Mentor

Aviation Unlimited provides new horizons for flight training in Canada

By Phil Lightstone

Tecnam Aircraft has been designing, building and supporting aircraft for the General Aviation and Business Aviation sectors since 1948. Its first aircraft, the P48, was designed and built in Italy in 1951, while working out of a small garage. Other aircraft designs were built including the low-wing P52 Tigrotto and the P53 Aeroscooter. Tecnam's founders created a reputation for building advanced aerodynamic aircraft when their P55 Tornado won the Giro di Sicilia air race. This foundation set the stage for their first company, Partenavia, which delivered its first production aircraft, the P57 Fachiro, in 1959. Its first twin engine flew in 1970.

In the 1980s, Partenavia was acquired by the Italian government. A core team ultimately left the company to found Tecnam in 1986, building parts for Partenavia, Boeing and ATR. This led to the development and production of the P92 ultralight aircraft. To date, more than 2,600 P92 aircraft have been built, including a retractable landing version of the P92.

In Canada, Aviation Unlimited represents Tecnam Canada. Founded in 1983 by Solly Capua, with Isaac Capua now in the left seat, Aviation Unlimited represents several aerospace brands delivering new aircraft, providing maintenance services and operating a healthy aircraft brokerage. Aviation Unlimited Maintenance is a Transport Canada Approved Maintenance Organization (AMO) specializing in corporate aircraft maintenance and repair services for piston, turboprop and jet aircraft. Its maintenance site is based at Oshawa Executive Airport (CYOO), in a state-of-the-art facility built in 2015 with maintenance mov-



The P-Mentor is optionally equipped with a Landing Gear Switch (simulating a retractable aircraft) designed for student pilots to transition into complex aircraft without the dangers of executing a gear-up landing.

ing in late 2023 after the closure of Buttonville Municipal Airport. Its core group of Approved Maintenance Engineers have more than 80 years of combined experience. Aviation Unlimited is vertically integrated with M1/M2 Aircraft Maintenance Engineers as well as Transport Canada Minister's Delegate Capability.

Tecnam's latest addition to its fleet is the P-Mentor, a Rotax 100 HP powered hybrid aluminum carbon fibre aircraft equipped with state-of-the-art Garmin avionics. The P-Mentor's next-generation design delivers a cost-effective platform for both flight training units and aircraft owners. Powered by a Rotax 912iSc, the aircraft is certified to operate on both 100LL and Motor Gasoline (MOGAS). With the cost of 100LL nearing \$3.00 per litre, using less expensive MOGAS and sipping four gallons per hour, the P-Mentor

provides a cost-effective platform for flight training units (typically the cost of fuel can represent almost one half of the per hour operating costs for legacy aircraft such as Cessna 172s). The Rotax contains three litres of oil, typically using 100 mls every eight hours. From an environmental perspective, the Rotax engine reduces CO₂ emissions by 60 per cent when compared to similar IFR aircraft.

The noise profile of the Rotax and MT propeller is substantially lower than a typical flight training aircraft. Most, if not all, airport managers take noise complaints seriously, implementing operational restrictions and movement capacity maximums. The P-Mentor with its quieter noise profile and lower operational costs addresses key constraints with flying colours.

Tecnam designed the P-Mentor with many features focusing on helping to

PHOTO: TECNAM AIRCRAFT

reduce Aircraft on Ground (AOG) resulting from an accident or incident. Most of the P-Mentor is built from aluminum, using traditional manufacturing standards, but its wing leading edge section (to the front of the wing's main spar) is made from composite materials (CFRP). With the fuel tanks behind the main spar, there are no critical components in the leading-edge assembly. In the event of an incident, such as a bird strike or collision while on the ground, the entire leading edge can be removed from the wing by simply unscrewing 92 fasteners. This design approach helps to minimize the amount of time that the aircraft will be offline. The wing design features a tapered planform with laminar flow airfoil allowing the P-Mentor to pass the latest CS-23 amendment for low speed and stall characteristics without the need for a ballistic recovery system (BRS) – although there is an approved BRS available as an option. The wing's slotted flaps extend for 75 per cent of the wingspan with the ailerons built around a frise shape.

The P-Mentor is an ideal training aircraft with the following specifications: Useful load of 628 pounds; maximum baggage 66 pounds; max cruise airspeed 117 kts; full flap stall speed 44 kts (V_{So}) with clean stall speed 50 kts (V_s); best glide airspeed 70 kts; (V_g); 35 gals useable fuel; ceiling 13,000 feet; take-off distance 1,706 feet; and landing distance 1,280 feet. When the aircraft stalls, the design of the wing, creates a falling leaf effect with no abrupt break in either pitch or roll. Spin testing was conducted during the initial test flights of the aircraft. The aircraft was able to be flown out of the spin after one quarter rotation by the test pilot, while the aircraft flew itself out of the spin after three quarters rotation. Contributing to this inherent stability is the aircraft's design with the horizontal stabilizer and elevator behind the vertical stabilizer and rudder. (Please note that spins and aerobatics are prohibited in the P-Mentor.)

In late May 2025, I had the opportunity to fly the P-Mentor with Shannon Yager, Tecnam's test pilot. This two-seat aircraft not only has a decent amount of baggage room behind the seats, it is designed to be ergonomically pleasing to the average pilot. In many trainer aircraft, I require a flight cushion to be able to see above the aircraft's glare shield; not in the P-Mentor. The seats have a range of motion for ample leg room, full rudder authority, while allowing full visibility above the glare shield. For flight training units and prospective owners, this ergonomic de-

Tecnam's P-Mentor is hybrid aluminum, carbon-fibre aircraft equipped with state-of-the-art Garmin avionics and powered by a Rotax 100 HP engine.

Founded in 1983, Aviation Unlimited represents, in addition to Tecnam, several aerospace brands delivering new aircraft, providing maintenance services, and operating a healthy aircraft brokerage.



sign is a welcome tail wind from the Tecnam smart aircraft engineers. Equipped with a leather interior, the aircraft features a sliding bubble canopy and a step near the leading edge of the wing. With the aircraft low to the ground and the step, less nimble pilots can easily get in and out.

Flying the P-Mentor, especially lightly loaded, delivers great performance for such a small aircraft. The best rate of climb of 70 kts delivers 638 feet per minute in the climb (ISA day at full gross weight). At 65 to 68 percentage power, 5,000 feet in altitude, ISA temperatures, manifold pressure at 21.8 inches and RPM at 4800, the aircraft delivers 99 TAS on 3.7 US gallons per hour. With flight control sticks (versus control yokes), the aircraft's flight characteristics delivers small control inputs making it exceptionally nimble. Equipped with Garmin's G3X platform, GFC500 autopilot featuring stability protection, GTX 345r ADS-B equipped transponder, and GTN 650xi nav/com, to name just a few of the key components, the P-Mentor provides a next-generation avionics platform capable of meeting the demands of most IFR pilots. The autopilot and navigation systems are fully capable of flying the most demanding approaches, with the pilot managing engine power and airspeed.

Engine management of the Rotax engine utilizes power and propeller levers controlling manifold pressure and RPM. This provides a similar experience for commercial student pilots for the move to more complex aircraft during ATP training and transitioning into larger aircraft. The Rotax engine's Full Authority Digital Engine Control system (FADEC) utilizes an electronic engine controller (EEC) to manage various aspects of the engine's operation, including fuel delivery (mixture) and ignition. The FADEC system is designed to optimize engine performance while protecting it from damage (through over leaning) and reducing pilot workload. Combined with Garmin's G3X avionics platform, configuring the aircraft for cruise flight is simple.

Tecnam is a fine Italian aircraft manufacturer focusing on delivering technologically advanced aircraft and is one of the world's leading piston aircraft manufacturers. Combined with Aviation Unlimited's sales, service and support capabilities, the pairing provides flight training units and owner/operators with a platform designed to disrupt the aviation industry in a highly positive way. The potential to also add Tecnam's P2006T light twin to a flight training fleet provides an aircraft with twin engines, retractable landing gear and constant speed propellers, creating a complex training environment at a fraction of the cost of more traditional aircraft. With reduced operating costs, lower AOG times, environmentally friendly and with lower noise profiles, the impacts of Tecnam's aircraft are priceless.



PHOTOS: AVIATION UNLIMITED, TECNAM AIRCRAFT

Aviationunlimited.com

TOP 20 UNDER 40

DRIVING THE FUTURE OF CANADIAN AVIATION AND AEROSPACE

BY JON ROBINSON

In the annual Top 20 Under 40 program, *Wings* recognizes inspiring young leaders influencing the direction of Canadian aviation and aerospace. Presented here alphabetically, these leaders, who are all under the age of 40 as of the end of the current calendar year, were initially put forward through an online nomination process lasting for several months. *Wings* then determined this year's Top 20 honourees based on their leadership, innovation, influence, achievement and dedication to their organizations and the Canadian aviation industry.

CHARLES BLOUIN

President and Co-founder, Tyto Robotics, Gatineau, Que.

Charles Blouin, 33, developed his interest in aerospace through remote-controlled airplanes, radio-controlled helicopters and power kites, drawn to the challenges of making something fly. He co-founded Tyto Robotics in 2014 at the age of 23 focusing on the development of test equipment for Brushless Direct Current (BLDC) motors, which eventually turned toward technologies for drone – or Remotely Piloted Aircraft System – manufacturers and, more recently, developers of electric Vertical Take-off and Landing (eVTOL) aircraft. In just over 10 years of operation, his team has sold equipment to organizations like Airbus, Volocopter and NASA.

Tyto in 2024 expanded its line of test



Charles Blouin,
Tyto Robotics



Brad Byrne,
Perimeter Aviation

benches to include combustion engine testing, enabling manufacturers to achieve greater performance for fixed-wing drones and other gas-powered aircraft. In 2025, Tyto released a propeller balancer specific to drone motors and propellers, a first of its kind. The next phase of Tyto's evolution is focused on Advanced Air Mobility (AAM) as the aviation industry moves toward commercializing eVTOLs. In January, Blouin travelled to California with Canadian stakeholders like Transport Canada, NAV Canada and Air Canada to explore opportunities with key AAM players such as Joby, Archer, Wisk and the NASA Ames Research Center.

Today, more than 90 per cent of Tyto Robotics' equipment is sold to companies abroad and its technology is present in R&D labs in more than 50 countries. Blouin in 2025 was a participant in Gatineau's G10 Entrepreneur Program. Tyto was also selected as a finalist for the province-wide MercadOr prize and named winner of the Outaouais Excelor prize, both recognizing excellence in exports.

Why is your company unique?

We're at the leading edge of technology and it's moving at the speed of light right now. Our in-house developers are young and at the top of their game – they have an in-depth understanding of the tech and the ability to build software quickly and efficiently. Our differentiator is that we have

in-house pilots on the support team and we've managed to keep that critical person-to-person connection with clients.

BRAD BYRNE

Vice President, Commercial Services, Perimeter Aviation, Winnipeg, Man.

Brad Byrne, 33, has been fascinated with airplanes from a young age, particularly the engineering and design of aircraft and their capabilities. He began his career at Perimeter Aviation 13 years ago as a ramp agent and moved through roles in dispatch, cargo, medevac and operations, adding his interest in business and finance to one of Canada's most vertically integrated aviation operations.

Byrne has led several major improvements for passengers, customers and team members alike. This includes the implementation of milestone tracking across the network, which helped to significantly improve on-time performance, allowing Perimeter to achieve back-to-back days with zero delays. Byrne also overhauled Perimeter's dangerous goods program resulting in recognition from regulatory bodies; introduced multi-commodity cargo tracking to reduce costs for remote customers; and launched a 24-hour priority cargo option – something no other northern carrier offers. With the help of his team, Byrne also supported the rollout of aircraft load

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planning software to maximize payloads safely. In ground handling, he expanded Perimeter's service capabilities to generate new revenue.

Byrne supported the launch of a Cultural Sensitivity program that helps employees better understand the communities that Perimeter Aviation serves in remote and northern regions. Byrne is currently pursuing an MBA and is enrolled in the ICS Canada Aircraft Mechanics program to better understand all sides of the business.

Why is your company unique?

From northern remote communities that are fly-in only for the majority of the year to the paved runways in the southern network where we operate, everything we do matters. Whether it is charters, freight, air ambulance or scheduled flights, there is a meaning behind it all as we are a lifeline for our customers.

ANTHONY CERONE

Senior Manager, Quality Assurance and SMS Programs, Air Canada, Montréal, Que.

Anthony Cerone, 28, has been captivated by aviation from a young age, following in the



Anthony Cerone,
Air Canada

footsteps of his father, who dedicated more than 35 years to the industry. That passion led Cerone to pursue a Bachelor of Mechanical Engineering. He began his aviation career in 2017 as an intern with Air Canada's Maintenance, Regulatory Compliance, Safety and Training department.

What started as an internship quickly evolved into an eight-year journey with Canada's flag carrier. Cerone has held various roles within the maintenance side of the business, specializing in safety assurance,

risk management, regulatory compliance and airworthiness. He regularly conducts quality audits, safety risk assessments, and root cause analysis investigations as a certified auditor and investigator.

Cerone currently plays a key role in shaping the operational safety strategy for aircraft maintenance for Air Canada. He is focused on driving initiatives that enhance oversight and leveraging analytics to support the continuous evolution of the maintenance safety culture. Cerone recently led the development of a Maintenance Line Operations Safety Audit program, using a predictive hazard identification model to analyze technical and human factors that contribute to maintenance errors. He has been invited to present this initiative at industry forums and universities, including the FAA Aviation Safety InfoShare Conference, the Ontario Aircraft Maintenance Conference, and at McGill University.

Cerone recently completed a Master of Business Administration at Concordia University to complement his technical expertise with business acumen.

What drew you into aviation?

My father worked at Air Canada for over 30 years, so I grew up surrounded by the airline and I used to memorize the different

CONGRATULATIONS

Craig MacInnis, Director of Infrastructure

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for being recognized as one of Canada's Top 20 Under 40 in Canadian Aerospace

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aircraft types. Some of my earliest childhood memories are while travelling aboard on aircraft. I remember being able to visit the flight deck and having the pilots sign my little red *Air Canada Skyriders* logbook. That early exposure sparked a passion that only grew stronger over time.

BLAIR CLAYTON

Dash 8 Training Captain and Approved Check Pilot, Perimeter Aviation, Winnipeg, Man.

Blair Clayton, 38, remembers aviation always being a part of his life with his father and several family members working in the industry. He grew up going to Winnipeg's airshow, travelled on one of Air Canada's last 747 flights, and even went to see the Concorde on its final visit to Toronto. Today, Clayton will head out with his three daughters to watch aircraft at YWG. He earned his glider pilot licence at age 16 through the Royal Canadian Air Cadets.

Clayton has been with Perimeter for 18 years, joining the operation as a ramp agent and progressing through the flight line to his current role of helping pilots understand procedure and to apply sound judgement under pressure. He plays an active role in quarterly Dash 8 training meetings,



Blair Clayton,
Perimeter Aviation

contributing insight into operational trends and helping to improve how training is delivered. Clayton's flight experience provides him with a sharp eye for identifying patterns like recurring procedural errors or areas of uncertainty; and he works with the team to refine how those issues are addressed.

Clayton has been involved with the Atik Mason Indigenous Pilot Pathway Program since its inception, mentoring the program's first candidate – now its namesake – to his successful completion of the Pilot

Proficiency Check. From that initial training evolved the current fully funded program, providing Indigenous individuals with the opportunity to pursue careers as professional pilots.

Why is your company unique?

Our passengers often are not flying for leisure; they depend on us for access to medical care, essential goods and services that support their well-being. That responsibility gives real meaning to our work. What

GATEWAY AVIATION

Congratulations to Mario Santarossa of Gateway Aviation Windsor on being recognized as a Wings 20 Under 40 Award winner! His story reflects the spirit of Canadian aviation — where dedication, trust, and vision can lift you from the ground up. Well deserved, Mario!

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also sets us apart is the nature of the flying itself. On any given day, we are landing Dash 8s on runways just 75 feet wide and 3,400 feet long, often surrounded by water. It's high-skill, high-focus flying and never boring.

ROBERT COGHLAN

Program Director, Global and Learjet Fleet, Bombardier, Toronto, Ont.

Rob Coghlan, 38, grew up loving everything mechanical and a childhood tour of CFB Borden with his grandfather sparked a fascination with flight. At age 12, he joined the Royal Canadian Air Cadets where he earned his glider and private pilot licences. After high school, Coghlan took up skydiving, trained for a career in Air Traffic Control and finished a degree in aerospace engineering. He holds both a Bachelor of Engineering and a Postgraduate Diploma in Aerospace Design Management from Toronto Metropolitan University.

Coghlan began his professional career at Bombardier 15 years ago, starting at the company's Toronto location and completing assignments in Montréal and Texas. His career evolved to include leading engineering teams on the Global 7500 and then the Global 5500/6500 platforms, eventually becoming a manager for the Program Management Office. Today, as Director of Programs for the Global and Learjet Fleets, he oversees program performance, supplier collaboration and cross-functional delivery across these platforms. He chairs the Product Change Board and is as a member of the Continuing Airworthiness Review Board and Customer Advisory Boards.

Coghlan is committed to developing the next generation of Canadian aviation and aerospace leaders by mentoring newer staff at Bombardier and by serving as an RCAF



Robert Coghlan,
Bombardier



Katie Cowley,
Canadian Helicopters

Reserve Officer supporting the Cadet Flying Program out of CFB Borden.

What is a favourite aviation memory?

In 2016, I was assigned to support the first flight readiness of the first Global 7000 Flight Test Vehicle. This was a critical milestone for the program, allowing for an experimental flight permit to be issued by Transport Canada. Witnessing this aircraft take-off from Downsview with my colleagues was an amazing experience as we literally watched our hard work lift-off and return after a successful flight. This same feeling would return in 2018 when the aircraft achieved certification.

KATIE COWLEY

First Officer, Canadian Helicopters, Golden, B.C.

Katie Cowley, 32, joined Canadian Helicopters less than a year ago, achieving a lifelong dream of becoming a helicopter pilot. Her path was far from conventional: After leaving an unstable home environment at age 14, she supported herself, often with multiple minimum wage jobs, while completing her high school diploma through correspondence. These early experiences instilled in her a strong work ethic and deep perseverance.

Lacking the financial resources to begin rotary-wing training directly, Cowley started in fixed-wing aviation, a more accessible entry point that laid the foundation for her career. She gained invaluable training from a range of organizations like Glacier Air, Chinook Helicopters, Victoria Flying Club, and 49 North; and scholarships through Figure 1 Foundation, BCGA, Harbour Air and the Whirly Girls. Her professional pilot career began in 2019 with Sea to Sky Air,

followed by float plane work with Bamaji Air and she then served as a First Officer for scheduled regional operator Pacific Coast Airlines, before becoming a Captain with Xcalibur Multiphysics on international aerial survey missions. Since 2019, Cowley has accumulated more than 3,000 flight hours.

In 2024, Cowley took her first steps into the rotary-wing industry, joining Canadian Helicopters as a First Officer on the B212. This summer Canadian Helicopters trained her on the Sikorsky S-61 for aerial firefighting operations, providing Cowley with a unique opportunity within a challenging flight environment. Cowley is currently pursuing dual ATPL licenses.

What excites you most about aviation?

This summer marks my first season working in wildfire operations. Canadian Helicopters is a pioneer in NVIS firefighting operations and I'm excited to see these advancements taking place in areas of aviation that need this kind of innovation. Being directly involved in protecting lives, homes and ecosystems is both inspiring and deeply motivating.

MATHEW FERNANDEZ

Co-founder and Chief Executive Officer, Flight Club, St. Thomas, Ont.

Mathew Fernandez, 29, has been fascinated with aviation from an early age. He was hooked after his father took him for a flight in a Cessna 172. He joined the Royal Canadian Air Cadets at the age of 12 and earned his glider pilot licence, power pilot licence and glider instructor rating. He continues to serve as Glider Instructor and Tow Pilot with the Air Cadet Gliding Program.

Just over four years ago, Fernandez linked his passion for aviation with his



Mathew Fernandez,
Flight Club

entrepreneurial drive by cofounding Flight Club, which provides a marketplace for the sharing of underutilized aircraft with scheduling, payment processing, pilot checkout processes, and insurance solutions all designed specifically for this use.

Beginning with one airplane and five pilots, Flight Club has generated close to \$1.5 million in economic value for aircraft owners. Flight Club also now hosts more than 185 active aircraft listings and more than



Ashlynn Gillis,
PAL Airlines

5,500 platform users, enabling more than 32,200 hours flown. The company recently expanded its services into the United States.

Why is your company unique?

Flight Club has created a first-of-its-kind aircraft sharing marketplace that connects pilots with owners of underutilized aircraft. As a result, pilots get to fly more often and take longer trips than might be possible with other options in the market. Similarly,

aircraft owners are able to offset much of their fixed expenses and their aircraft operate more hours.

ASHLYNN GILLIS **Vice President, Commercial Operations, PAL Airlines, St. John's, Nfld.**

Ashlynn Gillis, 38, connected with the aviation industry more than 15 years ago as a

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Andrew Park and Josh Tsuchino embody the customer focus which is a hallmark of StandardAero's 7,800 employees. We are proud to see them recognized in Wings' Top 20 Under 40.

Congratulations to **Josh, Andrew** and all of this year's winners!

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chartered accountant working with the PAL Group of Companies as a client. During the sale of PAL in 2014, Gillis was contracted full-time with the PAL leadership team and then officially joined the company after the sale to lead several acquisitions on PAL's path of vertical integration. She was the lead on acquiring MFC Training and helped to form Air Borealis, an Indigenous-owned airline for which she remains a proud board member. In her current role, for the last six years, Gillis helps to oversee day-to-day activities for PAL Airlines, as well as strategic investments and partnerships.

Gillis is responsible for key areas of the business, including: Above- and below-the-wing operations in Atlantic Canada, customer service, reservations, network planning and sales. She is the executive responsible for PAL's Air Canada Express Operations out of Halifax. Gillis holds a Bachelor of Commerce degree and is an alumni of the Harvard Business School Executive Education program for Leadership.

What is a favourite aviation memory?

The pushback of our first PAL-operated AC Express flight on July 1, 2023. Both teams came together to launch this program in very short order and seeing how excited everyone was for the first day was fantastic.

All of my favourite memories are when the team pulls together to make the impossible possible.

MAHNOOR KHOKHAR Manager, Stores and Inventory Control, Porter Airlines, Toronto, Ont.

Mahnoor Khokhar, 28, began her journey in aviation in 2016 when she enrolled in the Aviation Management program at Georgian College. She completed internships at Sunwing Airlines and Air Georgian. Her placement at Air Georgian marked the start of her involvement in aviation supply chain operations, where her work ethic and initiative led to a full-time job offer during a company-wide hiring freeze.

Khokhar remained at Air Georgian until March 2020, when the aviation industry was impacted by the Covid-19 pandemic. Instead of slowing down, she pivoted by enrolling in the Bachelor of Science in Aviation Business Administration program at Embry-Riddle Aeronautical University and joining a start-up airline. There, she led the parts department and ensured audit readiness. In 2021, she joined Porter Airlines as Supervisor, Inventory and Stores, stepping into a leadership role during a time of



Mahnoor Khokhar,
Porter Airlines

post-pandemic instability and workforce shortages.

Khokhar holds a Junior Board role with the Northern Lights Aero Foundation and is an active member of Women in Aviation's Upper Canada Chapter. She also volunteers with the Royal Canadian Air Cadets as an Assistant Training Officer.

What excites you most about aviation?

I'm passionate about developing future talent through mentoring with the Northern

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KATE KLASSEN

**Training and Regulatory Specialist,
InDro Robotics, Victoria, B.C.**

Kate Klassen, 36, is a commercial pilot and flight instructor for both airplanes and Remotely Piloted Aircraft Systems, holding a commercial, multi-engine, IFR fixed-wing licence, as well as a Level 1 Complex Operations of Remotely Piloted Aircraft Systems (RPAS) certification. She is also an RPAS flight reviewer.

Klassen currently manages InDro Robotics' training initiatives under the FLYY Drones program, while contributing to advancing sector standards. She began developing and implementing RPAS pilot training programs across Canada in 2014, ensuring safe and effective integration of drone pilots into the national airspace. Klassen created one of Canada's first online drone ground schools before the 2019 introduction of Transport Canada regulations for drone pilots, positioning her as a key educator for the influx of pilots pursuing certifications.

Klassen also contributed to key Transport



Kate Klassen,
InDro Robotics

Canada initiatives, including revisions to the *Aeronautical Information Manual*, the Pilot Knowledge Requirement document, and the exam question bank, as well as managing the development of RPAS 101. As the Industry Co-chair of the Canadian Drone Advisory Committee (CanaDAC), she ensured that industry perspectives were represented in national drone policy discussions. Klassen is a long-standing board member of the Aerial Evolution Association of Canada. She holds a BBA – Aviation from the University of

New Brunswick and a Management of Technology MBA from Simon Fraser University.

What excites you most about aviation?

We're on the cusp of a major evolution in aviation. Technologies like battery-electric and hydrogen-powered aircraft, cargo and passenger-carrying drones and innovative airframe designs are creating new ways to deliver air services. These changes will help us reach more Canadians wherever they are, and whenever they need it. We're not far from a future where a cargo drone routinely brings supplies to a remote community, first responder drones arrive with life-saving supplies for motorists stuck on a highway following a landslide, or a team of drones coordinates in real-time to assess damage and deliver equipment after a wildfire.

LAURANE LESTAN

**Manager, IOSA Operations,
International Air Transport
Association, Montréal, Que.**

Laurane Lestan, 32, developed a passion for aviation early in life from her grandparents and several family members in the industry, but ultimately from her father's dream to become an airline pilot. Although life led him elsewhere, Lestan's father earned his

From on the ground, to in the sky.

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Congratulations to Blair Clayton, Dash 8 Training Captain, and Brad Byrne, Vice President Commercial Services. Your dedication, leadership, and commitment to excellence reflect the very spirit of Perimeter Aviation.

We're proud to celebrate your outstanding accomplishments and impact on the aviation industry.



Blair Clayton



Brad Byrne

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Laurane Lestan,
International Air Transport Association



Craig MacInnis,
Sydney Airport Authority



Travis Mizera,
Airborne Energy Solutions

private pilot licence and would take her flying. She began learning to fly at age 15 and, at 20, became a flight instructor at Cargair Flight Academy before joining Max Aviation and then Air Inuit as an airline pilot.

Lestan then trained as an Air Traffic Controller on her path toward becoming a key figure in the advancement of aviation safety. In her current role at the International Air Transport Association, Lestan helps to oversee and enhance global airline safety standards. She also leads internal training programs for new hires.

Lestan was recently selected as one of Elevate Aviation's Inspire 2025 recipients in recognition of her advocacy for women and underrepresented groups in aviation. As part of this work, she has volunteered at Elevate's Cross-Country Tours. She also visited primary schools to encourage young students to dream big – especially girls considering STEM careers. Lestan currently serves as Chair of the Quebec Chapter of The Ninety-Nines.

Why is your organization unique?

I oversee the operations of a globally recognized system designed to assess and improve airline operational safety. This role is both a privilege and a fascinating challenge, but what makes it truly rewarding is the opportunity to engage with airlines from all corners of the world, each bringing unique perspectives, operational approaches, and cultural influences on aviation safety. Despite their differences, they are all united by a shared commitment to ensuring safe and reliable air travel.

CRAIG MACINNIS

Director, Infrastructure, Sydney Airport Authority, Sydney, N.S.

Craig MacInnis, 37, took the opportunity to develop his career in aviation two years ago, after working in the fields of power

generation and metal fabrication through oil exploration. These roles helped prepare him for the regulations of aviation and the problem solving of airport operations.

MacInnis, who earned a Bachelor of Engineering from Memorial University, made an immediate impact on his hometown McCurdy Sydney Airport. He led the airport through critical upgrades, from modernizing aged infrastructure to launching its largest capital project in 25 years – the rehabilitation of Runway 06-24, completed in half of the standard time of a project this size. MacInnis has overseen full-site LED upgrades, HVAC and circulating pump retrofits, and introduced modernized systems like cloud-based parking infrastructure and more accessible terminal entryways.

Under MacInnis' leadership, the airport recovered from Hurricane Fiona and the 2024 snowstorm, maintaining operational continuity during these states of emergencies. He leads a multidisciplinary team of operations, maintenance and security personnel to improve operational efficiency.

Why is your company unique?

We are a small team that sets the bar high to accomplish a lot with the resources we have. Every day is unique as we wear many hats to ensure smooth operation at the Sydney Airport.

TRAVIS MIZERA

General Manager, Airborne Energy Solutions, Whitecourt, Alta.

Travis Mizera, 36, grew up immersed in the world of aviation with both his grandfather and father being pilots and Aircraft Maintenance Engineers – two roles he now fulfills at Airborne Energy Solutions (AES). Some of his earliest memories are of sitting between them both as a toddler in his grandfather's Bell 47. After high school, Mizera enrolled in the aircraft maintenance

program at SAIT. He completed his fixed-wing pilot licence and, after about a decade of wrenching aircraft, pursued his helicopter pilot licence. AES is traditionally a charter company that provides helicopter services, in addition to leveraging fixed-wing assets, for oil, gas, forestry and mining industries in Western Canada and the Arctic.

Mizera in 2024, working closely with Transport Canada, played a pivotal role in bringing in multiple CH-47 Chinook helicopters – with its partner Billings Flying Service – for wildfire suppression during one of Alberta's most severe fire seasons AES in 2023 also added a UH60A Black Hawk, one of just a handful to operate in Canada, which helped fight last year's wildfires in Jasper National Park. Such a diverse helicopter fleet, which also includes Astar, Bell, Robinson and Eurocopter aircraft, allows AES to serve a wide range of missions.

Why is your company unique?

We have the ability to bring in new pilots at the beginning of their careers and give them the experience and mentorship needed to grow. They might start in a light piston aircraft, but over time they can progress to flying medium- and heavy-lift helicopters in complex environments. We invest in our people long-term. Many of our pilots can build a full career with AES, from entry-level flying all the way to advanced multi-crew aircraft.

SHANE NICHOLSON

Director of Maintenance, Onex Corp., Mississauga, Ont.

Shane Nicholson, 36, has always been surrounded by aviation, spending his childhood in hangars and flying in small bush planes in Papua New Guinea where his father was both a pilot and an Aircraft Maintenance Engineer (AME). In high school, Nicholson developed a love for restoring old



Shane Nicholson,
Onex Corp.

cars and motorcycles; and, in his final year, he realized aircraft maintenance combined that same hands-on satisfaction with a whole new level of complexity. He graduated from Canadore College in 2010 and took on AME apprenticeships at Heli-Lynx Helicopters and the Ontario MNR.

Nicholson has been with Onex now for 13 years, starting off as a junior AME, meeting his wife at the company on the first day he was hired (they now have four children together). Since joining Onex, Nicholson has

completed the Master Technician program for both the Hawker 850XP and Gulfstream G650. Today, he manages a small maintenance team in a highly professional, private flight department that has been operating successfully for decades. Working on some of the world's most-advanced civilian aircraft, getting to know all of their systems inside and out, provides the team with a unique level of trust in terms of safety and technical excellence from senior leadership

In addition to his AME M1 and M2

licences, Nicholson also holds Airframe and Powerplant and an Inspection Authorization licences granted by the FAA.

What excites you most about aviation?

From cutting-edge engine and fly-by-wire systems to the push toward sustainable and electric propulsion, there's always something new to learn. I find the innovation of aviation incredibly motivating. In Canada, it's great to see how much advancement is happening. Companies like Bombardier, De Havilland Canada, and Pratt & Whitney are competing on a global stage, leading with world-class technologies and designs.

ANDREW PARK General Manager, Langley, StandardAero, Langley, B.C.

Andrew Park, 37, did not grow up in an aviation household but his mechanically minded curiosity gravitated toward flight after his parents, who immigrated from South Korea, planned a family trip from Toronto to Seoul via Anchorage on a sky-blue Korean Air 747. He began flight training out of CYEG after getting his first part-time job, but was unable to finish because of financial constraints. Just flying in the same airspace as 737s and A320s, however, left



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Andrew Park,
StandardAero

an indelible impression as he went on to study business and law in university.

Park began his career as a corporate lawyer with Vancouver's largest law firm, Fasken Martineau DuMoulin. In 2015, he joined Vector Aerospace as manager, then soon became Director of Commercial for the helicopter business unit in B.C. In 2017, Park moved to Gosport to support Vector's UK business, before returning to Canada in 2018, after Vector was purchased by StandardAero, as Director, Major Program

Capture, for the company's military division. In 2021, Park rejoined the helicopter business unit as Director of Airframe Sales Operations, Strategy and Contracts, and, in 2022, he was promoted to his current position as General Manager of StandardAero's helicopter airframe facility in Langley. He spearheaded a pivotal turnaround of the business with consecutive years of growth, including the introduction of innovative products, such as advanced glass cockpit solutions and an industry-first 4-axis autopilot for light helicopters, as well as new lines of business including aircraft leasing.

Park dedicates significant time to community engagement, including supporting local food banks, community health and social services providers, One Hope Community Church and the Langley Christmas Bureau program. He is a member of the Program Advisory Committee at the B.C. Institute of Technology.

Why is your company unique?

StandardAero has grown to be one of the largest independent engine MROs in the world and, as part of its growth, has brought in a range of aerospace capabilities beyond turbine engines. This includes expertise on airframes – not just repair and maintenance, but also modifications and upgrades.

The depth and breadth of expertise in the organization across such a cross-section of specializations is truly impressive.

ZIMONE PELTON

Safety Manager, Sierra Helicopters, Pitt Meadows, B.C.

Zimone Pelton, 38, entered aviation in an administrative role with a heli-tourism company. It was not until joining Sierra, however, that she developed a true passion for the industry. With Sierra now for close to eight years, Pelton has been instrumental in elevating the company's safety culture and operational excellence through the development of its Safety Management System.

Under Pelton's guidance, Sierra has not only met but exceeded industry safety standards, ensuring a proactive and resilient safety framework. Working closely with regulatory bodies, Pelton refined policies, procedures and risk-management strategies, embedding safety into every facet of Sierra's operations. Her work fosters an environment where safety is a shared responsibility for employees at all levels. This included the introduction of training programs, improved hazard reporting systems, and stronger internal auditing processes.

Pelton began her own company, Zulu

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Zimone Pelton,
Sierra Helicopters

Aviation Services, to conduct external audits, helping other organizations identify and implement safety solutions that align with their unique operational needs.

Why is your company unique?

Over the past 7 1/2 years, I've had the privilege of being part of an incredibly diverse and fast-paced environment within the helicopter utility sector. From wildfire suppression and LiDAR scanning to heavy-lift operations, there's never a dull moment – each day brings new opportunities to learn and grow.

CORY PEREIRA

Operations Manager, AAR Windsor, Windsor, Ont.

Cory Pereira, 36, captivated by the complexity of aircraft growing up, joined AAR's Windsor operation five years ago and quickly progressed from mechanic to ACA, lead, crew chief and now Operations Manager – reflecting his knowledge gained from more than 13 years of maintaining, troubleshooting and repairing a range of aircraft. After beginning his career as a ramp agent with Handlex, Airport Terminal Services and Air Canada, Pereira took on his first Aircraft Maintenance Engineer role with Wright International before rejoining Air Canada prior to the Covid-19 pandemic.

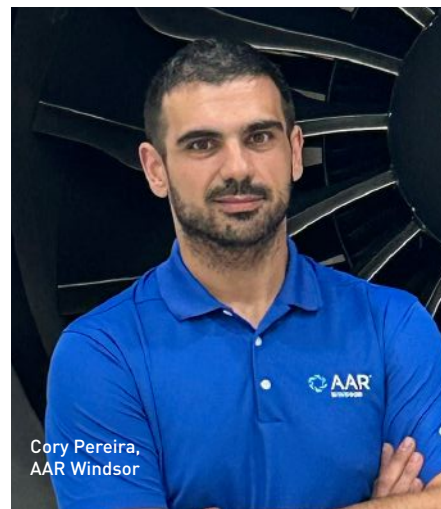
In late-2020, he joined AAR, a global aerospace and defense aftermarket solutions company with operations in over 20 countries covering four segments: Parts supply, repair and engineering, integrated solutions, and expeditionary services. In his current role, Pereira manages multiple complex maintenance projects, ensuring they are completed efficiently, safely and in full compliance with regulatory standards.

Pereira is also a passionate mentor and educator who dedicates significant time to training and guiding apprentices and junior

technicians. He has implemented additional safety systems that align with company policies, which has improved day-to-day operational awareness.

Why is your company unique?

We're more than an MRO, we're a mentorship-driven organization. Our team fosters an environment where experience meets ambition; and where apprentices are empowered early on through real responsibility and leadership development. AAR's



Cory Pereira,
AAR Windsor

unique approach to collaboration and cross-bay learning gives us an edge. It's not just about aircraft delivery; it's about growing future leaders in aviation.

MARIO SANTAROSSA

Assistant General Manager and Captain, Gateway Aviation, Windsor, Ont.

Mario Santarossa, 27, began his aviation career detailing airplanes for three years while

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Mario Santarossa,
Gateway Aviation

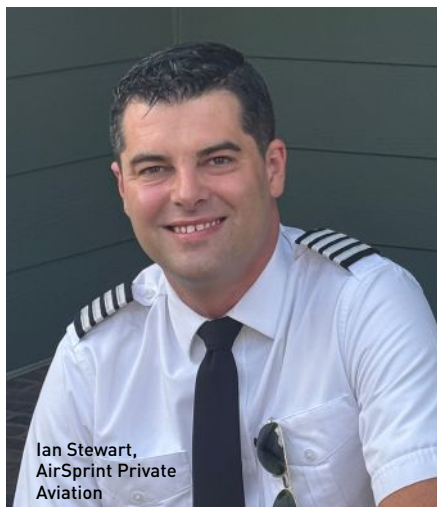
attending the University of Windsor and finding time for flight training within the bachelor's degree program. He played a pivotal role in the successful launch of Gateway Aviation's Fixed Base Operation, which is part of the Air Elite by World Fuel network and a key aviation facility for southwestern Ontario that opened in 2017.

Santarossa in 2021 was named Assistant General Manager for Gateway where he continues to help drive its development through strategic planning. After graduating flight school, Santarossa started his corporate aviation career at Gateway and had the opportunity to fly one of the company's aircraft managed by Exeaire Aviation, where he has since built enough flight time to become a Captain on a KingAir 350i. Santarossa played an integral role in the development of Gateway's corporate flight department and also assumed the responsibility of coordinating and managing aircraft scheduling to maintain operational efficiency.

Santarossa's dual role, both on the ground and in the air, gives him a unique perspective on client experience, aircraft services and industry trends, which is further supported through his involvement with the Air Elite network to be aligned with international best practices in business aviation. He now mentors younger staff rising through the company.

What is a favourite aviation memory?

One of my favourite career milestones was earning my first type rating. After years of working at Gateway Aviation Windsor, balancing FBO responsibilities, long hours, flight school, and completing my university degree, I was given the opportunity to go on course for one of our corporate aircraft. That moment represented so much more than a new qualification; it was the culmination of years of dedication, hard work and, most importantly, the trust placed in



Ian Stewart,
AirSprint Private
Aviation

me by our management and ownership team. It's an achievement that I'm truly grateful for; and a reminder that perseverance and trust in aviation go hand in hand.

IAN STEWART

Captain E550, AirSprint Private Aviation, Calgary, Alta.

Ian Stewart, 38, was fascinated by airplanes as child, recalling his first flight at age nine from Hong Kong's now defunct international airport Kai Tak. He began his flight training at age 16 at Cooking Lake Aviation and earned his private pilot licence before graduating high school. Stewart then attended the aviation program at Calgary's Mount Royal University.

After his initial flight training, Stewart's pilot experience continued in northern Canada where he operated more than 1,000 air ambulance missions over a seven-year span with two companies – on behalf of Alberta Health Services. After flying charters for Can-West as a Captain on the King Air 200 for two years, Stewart turned toward the business aviation sector in 2017. He progressed at Aurora Jet Partners from a First Officer on the Challenger 605 to a Captain on the Challenger 650.

Stewart for two years joined the Southern Interior Flight Centre as an instructor on its Level 2 simulator in Kelowna, B.C., where he redesigned the simulator training syllabus at the Flight Training Unit's partnering school Okanagan College. Three years ago, Stewart was hired as a direct-entry Captain at AirSprint Private Aviation, where he currently operates international and oceanic flights on Embraer Legacy aircraft.

What excites you most about aviation?

I'm excited about the new technology that NAV Canada is adopting and, when we switch to trajectory-based operations, it will open the door for all sorts of exciting



Joshua Tsuchino,
StandardAero

opportunities like drone delivery or reducing our carbon footprint even further.

JOSHUA TSUCHINO

Senior Director, Global Supply Chain, StandardAero, Winnipeg, Man.

Joshua Tsuchino, 35, was drawn to aviation because of the importance of the work the industry does. He joined the aerospace MRO industry in 2015 with StandardAero's Winnipeg team as a Materials Specialist. Since then he has enjoyed a series of promotions to Manager, Materials (2016 - 2019); Senior Manager, Supply Chain (2019); Director, Materials (2019 - 2021); and finally, in 2022, to his current role.

During his tenure with StandardAero, Tsuchino achieved a significant number of milestones, such as coordinating supply chain activities, with the management of shared resources and standardized processes across a global network of 50 facilities. He leveraged his strong ERP and data engineering background to consolidate, enhance and standardize data analytics across more than 12 ERP systems.

Tsuchino was selected as a core supply chain team member for M&A management, a role which has included opportunity analysis across \$4 billion in annual spending, price harmonization and spend consolidation. He is responsible for the strategic planning of materials and services, supplier performance management, HR allocation, and problem root cause analysis/corrective action for StandardAero.

Why is your company unique?

We have always been an organization driven by excellent people, all highly focused on quality, safety and customer value. Through tremendous and rapid growth during my time at StandardAero, we've maintained the culture that makes this such a great place to be. | **W**



WHAT THE NEW GOVERNMENT CAN AND SHOULD DO FOR AVIATION

Working under the assumption that the Canadian Government acknowledges the critical role played by commercial aviation in this vast country we logically conclude that it must also recognize that government support for aviation is essential in bridging regional economies, connecting communities, and erasing provincial barriers.

The reality so far has been very different. Canadian legislation and policy certainly do not convey a message of support to commercial aviation. Imposing a mix of regulations, fees and charges on carriers seems to have been the mantra of the government for the past twenty-five years, imposing norms and service standards that the government itself could never meet. The government's objective in our opinion has never been to do all it can to help aviation thrive in this country and serve our communities even better.

The Prime Minister's Mandate Letters to Transport Ministers over the past ten years have never once included helping aviation service grow as a government priority. This is unacceptable given aviation is such a vital economic enabler. Prime Minister Carney's Mandate Letter to all ministers is wide-ranging in scope and not specific in detail. However, out of the seven priorities identified by the Prime Minister, the second and third ones certainly appeal to the aviation industry.

2. Building one Canadian economy by removing barriers to interprovincial trade and identifying and expediting nation-building projects that will connect and transform our country.
3. Bringing down costs for Canadians and helping them to get ahead.

Aviation should be a natural partner in the priority of "building one Canadian economy". Removing barriers is part of the mandate of commercial aviation, especially in a country the size of Canada with such a diverse regional diversity. A starting point could be easing the regulatory burden, auditing all fees and charges to measure their profound impact on our competitiveness, revisiting the one-size-fits-all approach so prevalent in government policy, and investing the hundreds of millions collected through fees and charges back into aviation infrastructure and services.

Prime Minister Carney's third priority "bringing down costs..." really hits the mark as far as aviation goes. Air carriers and travelers have been burdened with huge government fees and charges for decades. Our industry faces a plethora of levies unlike any other transport industry in Canada, seriously damaging our international competitiveness. Reducing that financial burden would significantly

lower the cost of air travel in Canada. Why not lower or cancel airport rent for the National Airport System airports, assume part of the airport security fee as is done by our major trading partners, cancel the aviation fuel excise tax, and backstop NAV CANADA should another pandemic or recession occur leaving air carriers burdened with that additional cost again?

ATAC has been asking the government to reduce these fees and charges for over twenty-five years to no avail. The appetite of the Minister of Finance obviously trumps all other government considerations.

The trade dispute with the Trump Administration has forced Canadians to look both inward and internationally for viable and durable solutions. This presents the perfect opportunity to rethink our national strategy and redirect our commercial activity by putting greater emphasis on domestic trade, transforming the threat created by US tariffs into an opportunity to exploit new options, within Canada and internationally. This strategy is supported by all Canadians.

To assign both internal trade and transport to a single minister certainly suggests that Prime Minister Carney appreciates the role played by commercial aviation in developing Canada's economy and sees transport as a key element in abolishing provincial domestic trade barriers. Let us hope that the Prime Minister's list of priorities stimulates decisive actions that will generate tangible results in the short to medium term.

The Prime Minister's priorities will only yield the intended results once the government mindset of the last twenty-five years towards aviation changes. When the government apparatus accepts the new direction set by the Prime Minister, then perhaps commercial aviation has a chance to be considered as a true economic partner, an enabler in the development of the Canadian economy rather than simply a very profitable revenue stream for the government.

There is so much to be done to enhance the air transport experience in terms of fluidity through technology and operational efficiency that warrants government and industry working together. Doing this while eliminating regulatory hurdles, investing in infrastructure and reducing costs in aviation would generate a huge return on investment for the government.

ATAC and its members would be happy to participate in that much needed effort to help grow aviation services and reduce costs for Canadians, and in doing so continue to maintain a safe, efficient, and sustainable air transport system in Canada while setting on a course to increase our competitiveness and efficiency.

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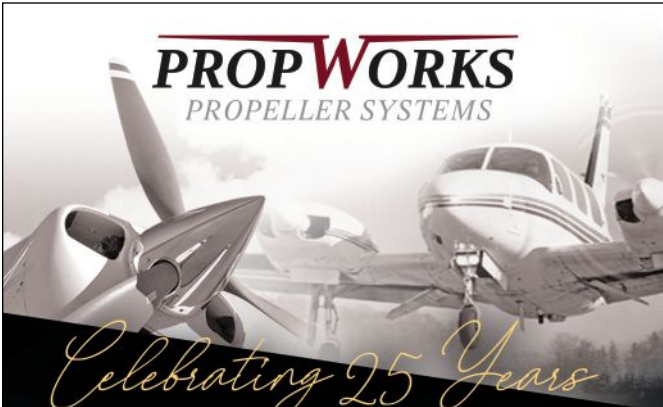
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Ashleigh Cordery | guest columnist

BushCat build in Portage La Prairie

First Nations program in Manitoba completes fifth year of operation

Eagle's Wings Flight School's BushCat Build team is winding up the school year after eight months of weekly after-school workshop sessions with local high school students. Seven students from Westpark School and Portage Collegiate Institute have been building an ultralight airplane together while gaining valuable experience using tools, reading manuals and instructions, working as part of a team, and troubleshooting problems as they arise.

The group of students ranging from 14 to 17 years of age are from local First Nations and their build mentors have assembled thousands of parts and pieces much like a large Lego project. The team began the school year at Section #50 and finished with Section #84, the horizontal stabilizer installation, and now the airplane is really starting to take shape.

The project began in February 2024 when the kit plane arrived in crates. It has provided a unique opportunity for local Indigenous youth to work with Eagle's Wings Flight School (EWFS) build mentors, who share a passion to pass along mechanical skills and their love of aviation to young people. As they have assembled wings, ailerons and cockpit controls, students have become familiar with basic tools, power tools, riveting, cable tensioning, soldering, and had practice with lacing patterns as the body of the airplane is high performance fabric.

Their yearlong commitment to the build will culminate with each student taking an introductory flight lesson with one of EWFS' flight instructors, flying up and over the City of Portage la Prairie, Keeshkeemaquah, Delta Beach, and also following the Assiniboine River out to Long Plain and Dakota Plains First Nations. One Westpark student, who is particularly interested in learning to fly, will continue her flight lessons through the spring and summer, making her way through a ground school package and flight syllabus.

The build class will break for the summer, and resume with the school year when the team will work on control rigging and prepare to install an engine.

Now in its fifth year of operation and 100



The Eagle's Wings Flight School class of 2024/2025 (left to right, back row): Ashdyn Roulette, Keyodie Myran, Mackenzie Smoke, Nya Hartie, Darius Spence and Leland Prince with two of the program's founding board members and BushCat build mentors Ken Baker (left front) and Josh Cordery.

Students have become familiar with tools, riveting, cable tensioning, soldering and lacing patterns as the body of the aircraft is HIGH PERFORMANCE FABRIC.



The BushCat build program, breaking for summer, will restart next school year with work on control rigging and preparations to install an engine.



Pilot in training, 16-year-old Mackenzie Smoke flies over her former school at Dakota Plains First Nation.

per cent volunteer run, EWFS is a local registered Canadian charity whose mission is to inspire youth to explore their innate gifts, build self-confidence, and develop practical life-skills through aviation training. This meaningful work is made possible through local partnerships and the generosity of corporate sponsors and personal donors. For

more information, visit eagleswingsflight-school.ca and, to keep up with the progress of the BushCat build, follow Eagle's Wings Flight School on Facebook. | **W**

Ashleigh Cordery is the Program Coordinator for Eagle's Wings Flight School in Portage La Prairie, Manitoba.

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