

NATA 44th Annual General Meeting- Friday Nov 27, 2020- Yellowknife

1000- Welcome Remarks- Glenn Priestley, Executive Director

Welcome everybody to NATA 44- we're hosting this year's AGM independently of our usual conference and tradeshow as a result of restrictions on travel and gatherings. It is times like this organizations like NATA are vital- and I would like to start with a shout out to the NATA Board for their leadership and action on behalf of northern and remote aviation.

However, For 43 years, NATA has championed the important issues while maintaining low membership dues with revenue generated through our conference. We depend on our sponsors and exhibitors and 2021 is no different.

I'd like to thank the sponsors that honoured their 2020 commitments even after our conference was cancelled in March –

Avialta Helicopter Maintenance Ltd. – Rod Wood and family

ATS Services Ltd – David Macphail

Blackhawk Modifications – Bobby Patton

Emond Harnden LLP – Steven Williams

Government of the NWT

Prairie Aircraft Sales – Kathy Wrobbel

And I'd especially like to thank two of our most supportive annual sponsors – Marsh Canada – thank you Todd Kempthorne and Rosalind Hansen, and Winnipeg Airport Services Corporation – Thank you very much Mr. Mike O'Gorman. We sincerely appreciate your contributions, this year more than ever.

NATA is an incredibly efficient and adaptive organization, which allowed us to react quickly as the COVID crisis spread with increased support to position NATA member issues front and centre with various decision makers.. NATA was a virtual organization before the term became common. Due to great management by Colin, a review of NATA's financial statement identify total costs less than what other organizations pay in rent. Colin & I work from home, we provide our own equipment, and we charge reasonable and minimal rates for the value we add. This is not a corona adaptation – this is NATA SOP.

NATA is and has always been a family – a family of operators and supporting industries facing the same issues and demanding the same results – “the safest and most efficient operating environment possible in Northern and remote regions of Canada”. We will not compromise,

we will not ebb or soften in our efforts, they're needed now more than ever. That's where we call on you – our operators and members – to look critically at the cost/benefit of NATA, the value we provide against the cost of membership.

This is why we are introducing our Annual Sponsorship Program. Any member or non-member who would like to recognize the work NATA has done and continues to do for the industry can contribute at one of three sponsorship levels. NATA doesn't ask for or accept handouts – we will provide value to meet or exceed your contributions. Please see our sponsor information package or, better yet, just give Colin a call to talk about how we can maximize the value of your brand with our members.

There have been many issues this year, some related to coronavirus, of course, but many, surprisingly have not. We've faced regulatory creep on every front and that is why we need to be more vigilant than ever as the buttress for and sometimes vanguard against over-regulation. We will talk more about that later, now

With that, I'd like to introduce our President – Ms. Wendy Tayler, Owner of Alkan Air and Alkan Flight Training Unit – to provide our annual President's report.