

For Release
April 27, 2009



EXPANSION OF SERVICES



Mr. Ted Lennox, President of LPS AVIA Consulting, Canada's largest independent Canadian air transport consulting firm, is pleased to announce the expansion of LPS AVIA's Aviation Planning Services in the areas of:

- ✈ Strategic Business Planning;
- ✈ Air Service Marketing and Development;
- ✈ Economic Analysis;
- ✈ Forecasting; and
- ✈ Economic Development Planning.

Rapidly changing economic conditions, airline industry dynamics and re-alignments on both the domestic and international scenes, potential new sources of funding available to airports and the progressive, ever-changing face of community engagement make it more important than ever for our clients to re-evaluate the competitive strengths of their facilities, markets and potential economic partners in growth.

To meet these needs, LPS AVIA is pleased to announce the addition to our staff of two new senior, experienced consultants - Robin Lee Monroe and Douglas Wilson, both formerly with the respective Washington DC offices of InterVISTAS-ga2 Consulting and Jacobs Edwards & Kelcey. The expertise and experience they bring to LPS AVIA will enable us to offer a new expanded breadth and depth of experience garnered in the United States, Canada and International markets.

...see over for details



LPS AVIA's Expanded Services

Ms Monroe and Mr. Wilson bring to LPS AVIA a series of sophisticated, custom-designed traffic forecasting and air service evaluation algorithms. They include scheduled optimization and network evaluation capabilities well beyond the off-the-shelf software that other consultants lease. These procedures have helped large hubs obtain new services to Africa, New Zealand, Europe and the Far East. A unique series of models can perform a complex discrete choice analysis of airport choice. These models have been applied to a runway extension project in New England, traffic leakage/air service development in Louisiana and to the analysis of traffic distribution rules in the Washington-Baltimore region. These forecasting models have promoted more rigorous and plausible predictions for aircraft activity at airports including Santiago Chile, Baltimore, Dallas/Fort Worth, Fort Mc Murray and Iqaluit. They provide a far stronger foundation for gate, apron and runway planning than older and less structured techniques.

To further serve the expanding needs of our clients in these demanding times, LPS AVIA is also pleased to announce a partnership with Ricondo & Associates a full-service aviation consulting firm headquartered in Chicago, with offices in Cincinnati, Denver, Miami, Orlando, Phoenix, San Antonio, San Francisco and Washington, D.C.

Robin Lee Monroe

For over 30 years, Ms. Monroe has provided aviation consulting and project management expertise to airports, communities, private sector clients, and governments throughout the United States, Canada and worldwide. Specific areas of expertise include airport marketing, air service development (passenger and cargo), industry analysis, community outreach, strategic business planning, forecasting, economic impact analysis, and airport master planning.

She has served as project principal/project manager for over 100 consulting assignments for airports ranging in size from the largest hubs (Chicago, Washington, Phoenix, Philadelphia), to the smallest general aviation facilities. She has led air service and cargo marketing strategies (domestic and international) for New Orleans, Austin, Providence, Cleveland, Salt Lake City, Baton Rouge, Medford, Southern Illinois, Elmira Corning and many others. Ms. Monroe joins LPS AVIA following a successful career with several national aviation consulting firms.

Doug Wilson

Doug Wilson has 30 years of experience in commercial aviation economics and market planning. He started his career in Air Canada (Cargo), performing work in fleet planning, market analysis, and financial evaluations. He has participated in projects in Canada, the United States, Caribbean, former Soviet Union and Southeast Asia. His greatest interest is in applying advanced quantitative techniques to problems of air transport management. Projects have involved passenger and cargo air service development for Toronto, Ottawa, Halifax, Moncton, Cleveland, Chicago, Washington, San Francisco, Philadelphia, Houston, Salt Lake City, Providence and over a dozen other communities.

He helped establish the rationale for changes in the U.S.- U.K agreement, and the city filings in which he participated contributed to new intercontinental flights from Chicago, Washington, and Philadelphia. For Boeing, Mr. Wilson developed an econometric model for estimating the impact on traffic, employment and GDP of bilateral agreement liberalization for any arbitrary country-pair. Forecasting projects also include general aviation at over 75 Canadian airports, and passenger/operations/fleet mix forecasts for Montreal, Ottawa, Providence, Baltimore, Barbados, Dallas/Fort Worth, Hanoi and Lithuania, and forecasts of ATC activity for Canada and the former Soviet Union.