

# Envision Momentum

Keeping the Edmonton City Centre  
Airport Open for all Albertans!

January, 2012

## Envision Edmonton Launches Telephone Campaign to Garner Support for Edmonton City Centre Airport.



Envision Edmonton launched a telephone campaign to garner up support for the preservation of the Edmonton City Centre Airport (ECCA). Over the winter months, residents will receive a recorded message about the ECCA and can choose to be connected to an Envision volunteer to find out what they can do to help. Callers will be asked what is the most important reason to them for keeping the ECCA open and if they are willing to volunteer some of their time to the group. Callers are also encouraged to sign up to receive Envision Momentum and regularly visit Envision's website for up to date information.

If the callers receive the message at an inconvenient time, they have an option to be called back at a later date simply by pushing a key on their phone. If they are not an airport supporter, they can

choose to be removed from the call list. All the calls are being made between 6:30 - 8:30 pm Mondays through Thursdays. Envision Edmonton plans to secure a large base of supporters over the next few months to ensure that the message to keep the Edmonton City Centre Airport open is heard all across the province. These calls will continue over the next few months.

## 2012 Memberships Now Available

Envision Edmonton memberships for 2012 are now available for sale. For as little as \$25, Albertans can purchase an Associate Membership to show their support for the efforts to keep the Edmonton City Centre Airport (ECCA) open.



Memberships may be purchased online through Envision Edmonton's website at [www.envisionedmonton.ca](http://www.envisionedmonton.ca) or by calling Envision's office at 780-454-1634. Envision Edmonton accepts Visa, MasterCard and American Express. You may also mail a cheque to Envision

Edmonton's office for your purchase or make a donation.

This year, businesses that support the ECCA are offering incentives to Envision Edmonton members by way of discounts or special offers throughout the year. Members are encouraged to keep visiting Envision's website to keep up on the most recent offers. Envision Edmonton also encourages members to support businesses that endorse keeping the Edmonton City Centre Airport open for all Albertans.

## *Coming Up In Future Issues of Momentum*

[ECCA Restricts Downtown  
Development a Myth](#)

[Megan Perras Gets Up Close  
With Another Politician](#)

[Dr. Kerry Pawluski Talks About  
How A Medevac Experience Can  
Affect Your Life & Family](#)

[Call Centre Results and How  
Albertans Feel About the ECCA](#)

[Profile of a Pilot Working at the ECCA](#)

[Envision Edmonton's Latest  
Efforts on Keeping the ECCA Open](#)

# Message from our Chairman

**Charles R. Allard**



The proposed closure of the Edmonton City Centre Airport (ECCA) is a travesty that needs every Albertan's attention. Not only is the ECCA important to our province's economy, but it is also a key factor in Alberta's ability to provide medical services to their residents.

Closure of the ECCA will have a great effect on not only rural Albertans, but Edmontonians as well. Edmonton is the premier health centre in western Canada, bringing patients in from rural Alberta, surrounding provinces and northern territories. Air transportation of patients play an integral role in our health care system. Without this ability to bring patients to these facilities in an efficient and timely manner, the facilities in Edmonton will lose their effectiveness. The Health Quality Council of Alberta chair, Dr. John Cowell stated that Edmonton medevac ground transfer will go from the *best to worst* in Canada after a move to the Edmonton International Airport. Over time, the number of patients will be reduced as they will often be sent to other facilities. Procedures will start to be performed in other centers and specialists will leave Edmonton for larger, higher volume locations. It is an unfortunate realism in today's world, but if we do not maintain the patient volume, we will not be able to continue to have the specialized physicians that enable Edmonton to maintain its medical stature as a leader in Canada.

The Province of Alberta has invested billions of dollars constructing state of the art medical facilities in Edmonton. This has created thousands of health related jobs in our capital and now Alberta is a health care leader in Canada. For whatever reason other than pleasing a few individuals, our province is willing to reduce our health care efficiency, incur hundreds of millions of additional costs to our system, all in order to avoid controversy with a city council that has a large number of electoral seats within its municipal borders. Although an election is expected in the spring of 2012, the time for the province to sit on their hands and do nothing is over. Our premier needs to show Albertans that she has the ability to lead our province and act in the best interest of all Albertans. The time is now to tell the City of Edmonton that the ECCA will be kept open as it is a vital transportation link that impacts our province on so many levels.

To suggest ideas or submit material to Envision Momentum contact:

**Envision Edmonton Opportunities Society**

12009 - 121 Street  
Edmonton, AB T5L 4H7  
Phone: 780-454-1634  
Toll Free: 877-924-3222  
email: momentum@envisionedmonton.ca  
website: www.envisionedmonton.ca

# Envision Edmonton Curling Funspiel & Silent Auction



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# Envision Edmonton

How We Got To Where We Are At Today

**From the time that the idea of Envision Edmonton was conceived, a lot has taken place. For those people that have not been involved from the beginning or need a history, here is how our organization got to where we are today.**

**June 16, 2010:** Envision Edmonton formed.

**June 27, 2010:** Petition drive first signature was collected.

**July 30, 2010:** Danielle Smith announces Wildrose Party's support for airport petition. Mayor Mandel lashes out at the Wildrose leader.



**August 3, 2010:** Edmonton Regional Airports Authority closes Edmonton City Centre Airport (ECCA) runway 16-34.

**August 26, 2010:** Envision Edmonton presented a petition with 92,500 signatures to the City of Edmonton.

**September 7, 2010:** Envision Edmonton meets with Premier Stelmach. Premier Stelmach declares nothing is to move until the Health Quality Council of Alberta (HQCA) provides a report on the closure of the ECCA. Premier Stelmach tells the public that he is ordering the HCQA report, but later instructs the HCQA not to consider the closure of the ECCA, but only to mitigate the risk of medevacs being moved to EIA.

**September 15, 2010:** City of Edmonton declares petition invalid on two points. Petition was not presented to the City of Edmonton within 60 days of passing the resolution and lack of valid signatures. City of Edmonton then refuses to release petition exception report to Envision Edmonton on the validation process as promised.

**September 16, 2010:** Edmonton Regional Airports Authority launches \$300,000 advertising campaign to promote closure of the ECCA in support of city council's resolution. This campaign coincided with municipal election campaigns currently under way at that time.

**October 18, 2010:** City of Edmonton holds municipal election. Mayor Mandel then claims that the results of the municipal election was the same as a plebiscite on the ECCA issue.

**November 8, 2010:** Envision Edmonton launches legal action to force the petition declared valid.

**January 19, 2011:** City of Edmonton is successful in petitioning

the courts to have the two main issues of Envision Edmonton's legal action severed. Only after the decision of the 60 day rule, shall the facts of the petition signatures be heard.

**March 2, 2011:** Chief Justice Neill Wittmann rules that Envision Edmonton did not meet the requirements of the Municipal Act and did not meet the 60 day rule. Therefore, the City of Edmonton will not have to release the exception report on the validation process of the petition. Appeal to this decision is then filed by Envision Edmonton.

**April 5, 2011:** Envision Edmonton hosts dinner in honour of Aviation Hall of Fame inductee, Don Hamilton.

**May 2, 2011:** HQCA report is released to the public. Report makes 18 recommendations to mitigate effects on patients when moving Medevac flights to EIA. Dr. Cowell of HQCA, says that Edmonton's Medevac ground transfer times will go from best to worst in Canada. Eighteen recommendations will come at a substantial cost to the Province of Alberta and service levels will still decrease.

**June 23, 2011:** Envision Edmonton visits Lac La Biche to make a presentation to Chamber of Commerce. Lac La Biche Hospital Chief of Staff expresses his concern about additional transport time to get patients medical care they cannot receive in Lac La Biche.



**July 26, 2011:** Danielle Smith of Wildrose Party releases video where she states that if a Wildrose government is elected that they would revisit the ECCA issue.

**July 29, 2011:** Envision Edmonton launches "Let Albertans Decide" campaign at Lac La Biche Pow Wow Days.

**August 10, 2011:** Envision Edmonton hosts first golf tournament for ECCA supporters.

**August 11, 2011:** PC leadership candidates Gary Mar and Ted Morton admit never reading the HQCA report on Medevac in Alberta at PC Leadership Forum in Fort McMurray.

*See Timeline on page 6*



## Upcoming Events

**January 18 - February 22, 2012**  
**Every Wednesday @ 6:15 pm**  
**Prince Rupert Community League**  
**Family Learn to Skate**  
Prince Rupert Outdoor Rink  
11245 - 113 Street, Edmonton  
\$5.00 / person - Call 311 to Register

**January 19, 2012 - 5:00 pm**  
**Aviation Edmonton Association**  
**Mixer & Poker Tournament**  
Brig. James Curry Jefferson Armoury  
11630 - 109 Street, Edmonton  
Mixer 5:00 pm, Poker Tournament to follow.

**January 21, 2012 - 5:00 pm**  
**Mr. Magoo's Crew**  
**Breakdown & Dance**  
Ramada Inn & Conference Centre  
11834 Kingsway, Edmonton

**January 24, 2012 - 8:00 am**  
**Roger Brooks Branding Workshop**  
Chateau Louis Conference Centre  
11727 Kingsway, Edmonton

**January 27, 2012 - 5:00 pm**  
**St. John's Cultural Centre**  
**Pyrohy Supper**  
10611 - 110 Avenue, Edmonton

**February 1, 2012 - 7:30 pm**  
**Canadian Owners & Pilots**  
**Association Monthly Meeting**  
Hangar 39, Edmonton City Centre Airport  
12009 - 121 Street, Edmonton

**February 11, 2012 - 11:30 am**  
**Envision Edmonton**  
**Curling Funspiel**  
Avonair Curling Club  
10607 Princess Elizabeth Ave, Edmonton  
\$75 per player includes banquet.  
Call 780-454-1634 for entries.

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# A Prayer for 2012

*Submitted by Rob Bernshaw*

**As 2012 rises like a Dragon out of the fading mists of 2011, let us in our own ways breathe a prayer of thanks for all that was accomplished in 2011 and past years; as well as voice a prayer of blessing for 2012.**

As individuals we all have a vision of how we wish our world to be like. Give us the strength and courage this coming year to accept that all Albertans mean well and want what's best for our great Province.

Guide us to a greater understanding of the bigger picture so that all will benefit by the collective vision of us all.

Bless all levels of government both Municipal and Provincial to become more transparent and accountable to all Albertans.

Bless our seniors for their personal sacrifices towards our future, so that our Province and Country remain a better place to live and grow.

Bless us all with a continued effort in becoming more active in community affairs; to hold local elected officials accountable for their stewardship; as it ultimately affects our quality of life.

Bless us to be more understanding of the total effect that closing valuable economic resources such as the Edmonton City Centre Airport will have on all our lives, both economically and in timely health care access for all.

Help us be thankful for Edmonton's health care facilities that have sprung up due to the personal sacrifice of Wop May and Vic Horner (83 years ago, and still our local heroes) with the first mercy flight out of the first municipal airport in Canada and gateway to the north, our local Edmonton City Centre Airport.

Please bless the thousands of medevac survivors that have had their lives enriched with the convenient and timely access to

Edmonton's state of the art health care facilities. Help to pay it forward and publicly speak up to keep medevac flying into and out of the Edmonton City Centre Airport; so that thousands more will continue to share in the blessings of this valuable historic resource.

Bless all elected officials that support and use the convenience of Edmonton City Centre Airport with flying to the Capital City for timely meetings at the Legislature Buildings.

Bless all Hockey players that fly into Edmonton City Centre Airport on Air Canada's Jazz (Dash 8) aircraft for convenient and timely access to Edmonton's Arena, in turn enhancing greatly, Edmonton's local economy.

Bless our elected officials for seeking to improve Light Rail Transit to all parts of Edmonton by seeking from their staff in 2012, a way to raise \$800 million dollars to develop the line further.

Bless leaders of the Alberta opposition parties like Danielle Smith; leader of the Wildrose Party of Alberta publicly stating to the CBC editorial board recently that a Wildrose Government would purchase Edmonton City Centre Airport (a figure of \$800 million was mentioned. Sounds like a Win-Win Scenario for everyone).

In closing, let us pray that 2012 will be a year to remember, as a time for change and great events to occur in the possible changing of the guard. Let us be thankful for what we have and where we are; as well as pray for a better future for everyone in this wonderful world we live on.

*Rob Bernshaw is one of hundreds of volunteers whom have dedicated their time to keep the Edmonton City Centre Airport open for all Albertans.*

# Up Close with Doug Elniski

by Megan Perras

## Airport Nostalgia and a Fear of Vanilla Boxes: A Chat With Doug Elniski, MLA



Meet Doug Elniski: the MLA of Edmonton-Calder, a self described “retail politician,” and an ardent City Centre Airport supporter. He considers himself a “force to be reckoned with,” and Envision Edmonton hopes that he can bring this force to the forefront of the airport debate.

Elniski plans to run in the next provincial election, but says that he does not consider himself a career politician. He intends to run for two terms at the most

“I got into politics to learn how politics work. My value long term is not in sitting in the chamber, my value long term will be to take some quiet little NGO (non-government organization) that exists out there and elevate its platform and make it an effective agency because it will know how to deal with government, because I know how to deal with government”

Elniski has lived in Edmonton-Calder his whole life and believes that he is the best voice of his community because of his personal history in this neighbourhood. He was once an employee at City Centre Airport, working for El Dorado Aviation, so his personal experience with the airport plays a role in his decision to relay the opportunities that the airport holds to the Provincial Government

Elniski is holding out hope that the airport battle is still going strong by admonishing; “I think that the conversation about the closure of the

ECCA is so vastly premature, that it’s kind of a theoretical thing.”

While Elniski feels not only a nostalgic attachment to the airport, but also a practical one (he still flies out of it on government business), he does admit that his constituency has a different point of view regarding its closure. His constituents are not especially fearful of the City of Edmonton’s plan to develop the airport lands into an eco-friendly self-sustaining community isn’t new to the Edmonton-Calder area. According to Elniski, there is already a self-sustaining

community within his constituency.

“You can walk anywhere within this community, you can go to school, you can go to the doctor, you can go to the pharmacy, you can go to the grocery store, you can get your hair done, anything, all within about a six block radius.”

Although this doesn’t mirror the plans that the city has for the airport land, it works for the Calder community according to Elniski. He stresses that the people in his constituency aren’t the target market that the city is looking for to live in this redeveloped area.

“If you look around, you will realize that the vast majority of people in this city do not ride bicycles to work in the wintertime. They do not drive Prius’, they drive F150’s, they own boats. To think that 30,000 of them are suddenly going to want to live in a vanilla cube, attached to how many other vanilla cubes, with limited, if any parking, so that they can ride the LRT to do whatever they need to do is all very great, but my constituents have concerns because the representation of what’s being proposed



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See Doug Elniski page 7



## Doug Elniski

Continued from Page 5

by the proponents of the vanilla boxes is not the same thing that is in the hearts and minds of the people who live in the single family homes.”

Elniski believes that not only do his constituents not want to have that kind of life-style; they don't feel as if they have to live that way. Edmonton has room to grow horizontally, and he feels as if this negates the city's proposed development

“These are people that are not sold on the notion of it being eco-friendly condominiums powered by the laughter of children. They don't buy that. People say to me routinely the same kinds of things: do you want to own a condominium on that property that overlooks Northgate Industries and Yellowhead Trail?”

Elniski believes that it is not necessarily the government, but the Regional Airport Authority that should hold the blame for the closure of the City Centre Airport. The Regional Airport Authority has not extended or renewed any airport leases since 1995.

“They're deliberately and strategically trying to knock leases off,” says Elniski.

While agreeing that there are issues affecting quality of healthcare surrounding the potential airport closure, Elniski believes that Alberta Health Services has to work with the circumstances it is given.

“We can't be critical of those people if their plans include dealing with a necessary reality, because everyone is saying that this airport is going to close.”

He states that their preference would be to continue to use the ECCA, but they are forced to make contingency plans based on the decisions of the Municipal Government. Unfortunately, those that suffer from this decision the most, are not Edmontonians, but the Albertans that depend on Medevac services.

“The people that are most upset about this are the people in Grande Prairie and Fort MacMurray, and places like that. Those are the people that understand the impact. And those are the people that sadly, in this whole issue, are the easiest ones to ignore, because the reality is that they don't vote in Edmonton.”

Elniski believes that people will simply adapt to the circumstances that they are given. The question then posed is this: How much adapting should Edmontonians or Albertans have to do to circumvent this airport closure, and do these adaptations affect quality of life in our province? If so, who is to be held responsible?

Elniski says that his stance on the issue has never changed, and he will continue to support and speak out for ECCA in the future, but that his reach is limited.

“I do have to recognize that while my position on this has never changed, we don't have the big hammer here. If a junior level of government makes a decision, that people don't like, it's not necessarily the responsibility of the senior level of government to change that decision. You can't debate a lot of these issues in the public. But, as an elected official I stand firm on this file.”



## Timeline

Continued from Page 3

**September 6, 2011:** Envision Edmonton holds first of 11 town hall meetings throughout Northern Alberta.

**September 15, 2011:** Envision Edmonton hosts “Blue Shirt Reunion BBQ” for petition volunteers and then volunteers attended the PC Leadership forum to show their support for the ECCA.

**September 20, 2011:** Peace River Record Gazette publishes story quoting Solicitor General, Frank Oberle. Full article on page 8.

**October 26, 2011:** Envision Edmonton launches telephone campaign to inform Edmontonians that the ECCA airport closure is not a dead issue.

### ***This Month Coming Up:***

**January 13, 2012:** Envision Edmonton appeal hearing on the Municipal Act and 60 day rule. Decision is expected to be released early February, 2012.

***Envision Edmonton continues working to keep the ECCA for all Albertans.***



***Envision Edmonton  
Member Special  
January, 2012***

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# Medevac Perspective

By Dr. Kerry Pawluski

**Dr. Kerry Pawluski has a medical practice in Edmonton and is also the founding director of Angel Flight Alberta. Angel Flight provides air transportation for Albertans that do not qualify for emergency medevac transport.**

Over the course of the next series of medical columns I hope to document to our readers why our Edmonton City Centre Airport is a vital part of Alberta's medical system. Starting with an overview of our current medical scene, I hope to then flesh out some of the details of who, what, where, why, and how this could be changing vis-a-vis the ECCA.

I hope that neither you nor your relatives have had occasion to use any of Alberta's medical resources over the holidays. If you did however, and were fortunate to be amongst the 80% of Albertans living in an urban community, the chances are pretty good that you would have had almost immediate access to healthcare that rates second to none. Truth be told, though, Canada already has a two tiered medical system and the difference in the quality of care you get between those two systems has been diverging since August 3, 2010 (date of the closure of the precision runway at the City Center Airport). We have "urban

medical standards" and we have "rural medical standards." So if you are living in a more remote area of the province your access to our world class system is slightly less than "immediate."

Physicians have diligently been trying to reduce the burden of disease by intervening in disease processes. While family doctors work to optimize risk factors and be proactive, specialists with all of their technological wizardry, have been able to revolutionize many previously life threatening conditions, but often in an emergent setting. This requires infrastructure with extensive support systems. And that is how we come to arrive at our two tiered healthcare system. Alberta is an expansive province with few large urban centers north of Edmonton. To service our northern population we rely heavily on an efficient transportation system. Contrary to what Gary Mar might have told you at one of the candidate forums during the leadership race, we

simply do not have the luxury of being able to justify tertiary or quaternary care facilities in every community. We have neither the monetary resources nor the patient volume to justify such centers of excellence. We have to rely on an efficient transportation system to bring our patients to such centers.

Using some conservative numbers there are over 3,000 Albertans and 1,000 residents from BC, Saskatchewan or the territories that come via fixed wing medevacs to the Edmonton City Center Airport annually. Over 10 patients a day, 365 days a year, rain or shine, blizzard or downpour. These are patients in distress, with their lives literally hanging in the balance. They are not coming for routine tests that they could have done in their own communities – instead these are patients whose physicians in those rural communities who have cried "HELP!" They have reached the point where they no longer feel safe in managing the patient with the resources that they have at hand and are seeking immediate support to safeguard that patient's very existence. These are the heart attacks who need to access an angioplasty suite to get their blocked coronary artery opened and minimize the degree of damage that is increasing by the second. These are the stroke victims who are losing millions of neurons with each minute of delay, and these are sometimes the neonates who don't have a hope without the miracle workers of the NICU.

Much has been written about what constitutes an emergent medical transfer, and which condition is truly impacted by delays. There are those who focus on the need to improve prehospital care, communications, ground to air, and air to ground transfers stressing that it's not only about the time spent in the air. Accepted. But why not work on all of these issues

*See Medevac Perspective on Page 8*

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# Closure of Edmonton City Centre Airport Affects North

Reprinted with permission from the Peace River Record Gazette



Hon. Frank Oberle  
MLA Peace River

The 'gateway to the north' is on the brink of metaphorical tear-down, and those who are affected have had little say as the decision has been centralized in Edmonton. The Edmonton City Centre Airport (ECCA) (primarily used for Medevac services, charter planes and flight training) is slated for full closure. Members of Envision Edmonton (a group mobilized to protest the closure) visited Peace River last week to urge residents to press the issue as a provincial one, though Peace River MLA Frank Oberle says the Province's

powers are limited those of persuasion.

About 25 people attended Envision Edmonton's presentation at the Legion Thursday night where attendees watched a video created by Envision outlining what the organization sees as issues surrounding the airport. Edmonton's mayor and council made the decision to close the airport in 2009, and one of the two runways was shut down in Aug. 2010. Much of the presentation was focused around the emergency medical aspect of the airport. The ECCA is located 1.5 kilometres from the hospital, whereas the Edmonton International Airport is 25 kilometres away. Envision representatives stressed that most northern patients who use the Medivac system are in critical-condition, which puts them in a situation where the time it takes to get to the hospital is of the utmost importance.

The provincial government – under the wing of which Medevac services fall – commissioned a study on implications on the Medevac services becoming based out of the Edmonton International Airport. Recommendations springing from the study found "the current partial closure of the Edmonton City Centre Airport is already having an effect on the Medevac system." It states that taking Medevac patients to the Edmonton International Airport rather than the ECCA results in a longer journey, which brings increased risk. The main patient safety concern is that an increase in journey time for critically-ill Medevac patients could have a negative effect on their well-being, it stated.

Though Peace River MLA Frank Oberle says he has not yet seen the study, he did not mince his words on the topic in a phone interview with the Record-Gazette. "I just find this an incredibly stupid decision on the part of Edmonton. Why would we sink another nickel into that hospital if we can't get patients to it anymore?" he said. "Edmonton is on the verge of being an international medical centre. The opportunities that await them are just phenomenal. And now they want to cut off the only access to their city centre's medical facilities. I can't believe it," he said. Though despite his distaste, he says that the decision regarding the airport closure is out of provincial hands as it is on land owned by the City, operating under the authority of the City.

Not sure what powers that (the commissioned study) will give us other than persuasive powers. In the meantime I have talked to the provincial government, the City of Edmonton," he said. "It's a frustrating argument, but it falls on deaf ears with the City," Oberle said. Local hospitals simply cannot provide the same level of services as Edmonton for two main reasons: firstly, in rural areas there is simply not the patient base for highly specialized physicians to work; secondly the city is equipped with resources, including a

cancer clinic, heart clinic, and children's hospital that lower population rural areas of the province do not warrant. A reason for closure of the airport is for the City to use the centrally located land to redevelop, but even this proposition is met with skepticism from both Envision and MLA Oberle. "They seem to think there's some giant development potential for this land and I'm sure there is. But they haven't yet mentioned to their citizens exactly what the environmental liabilities are which Edmonton will be liable for before they can sell the land," Oberle said. "That has been an airport since before the war so they've been dumping fuel and oil and the ground for 100 years and you can bet there's a very large environmental liability there."

Mayor Lorne Mann, who attended Envision Edmonton's presentation, emphatically agreed with the closure being a poor decision for the north. "For us it's a matter of life and death. We're attempting to build medical centres of excellence, but as they pointed out, high-end medicine stays in major urban areas," he said.

Envision urges people to write their MLA's to make it a provincial issue; Oberle encourages people to write the City of Edmonton.

(Visit [www.envisionedmonton.ca](http://www.envisionedmonton.ca) to view the presentation video.)

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## Medevac Perspective

*continued from page 7*

and improve our efficiencies on all fronts? Again, we have a long way to go to eliminating the great divide between urban and rural medical care and we should not allow ANY force to reverse gains made to improve the situation.

In the next issue, let's look at what constitutes a typical day sitting at the ECCA watching medevacs. I have one provider brave enough to give me some documentation. Why the others hold back is anybody's guess... maybe it would be different if all of their contracts had been freshly signed and fear of reprisals was not an issue...

I'll also give you some quotes from specialists supporting the ECCA. You may be surprised by the unanimity of the medical profession. And while the medical profession uses science and research to guide our care of patients, you might be alarmed that Alberta Health Services has made no effort to study the potential ramifications of delayed transfer times. They have committed Albertans and other Canadians to the worst transfer times in Canada according to the recent Health Quality Council of Alberta report on Medevacs and they continue to remain silent on the issue. Is it that physicians don't care? Have they been muzzled? Is there overt intimidation to back off on this subject or is it a little more subtle but with the same effect?

Until then have a good month and please feel free to provide feedback on this column. I look forward to your input.