



# 2025

**ANNUAL IMPACT REPORT**



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# Mission

We enrich the lives of people living, working and investing in our communities by providing the safe and reliable connections they need.

# Vision

Rise Air will be the first choice in aviation services in Saskatchewan and beyond.

# Values



**Safety** | Safety is core. Above all, we are safe.



**Service** | We care for each other and we care for our customers.



**Integrity** | We are ethical. We are professional. We do what we know to be right. We are loyal to each other, to our communities and to our customers.



**Sustainability** | We strive for long-term success. We grow by respecting the environment, generating returns for our shareholders, reinvesting in our fleet, and developing people.



**Passion** | We are passionate about our work. We do what we love, and we enjoy what we do.

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### Treaty Land Acknowledgment

We respectfully acknowledge that we are situated on the territories of Indigenous peoples who have occupied these lands for thousands of years, including the First Nations of Treaties 6, 8, and 10, as well as other non-Treaty First Nations and Métis. We recognize that we benefit from the lands. We are dedicated to ensuring that the spirit of reconciliation is honoured and respected.

# CEO'S Message

**Making connections.**  
Here at Rise Air, that's what we do. Whether it's moving people or goods, our aircraft criss-cross Saskatchewan, providing an essential link between north and south.

As the province's largest regional airline, Rise Air employs nearly 300 people and is proudly 100% Indigenous owned. We deliver scheduled passenger and cargo services, as well as medevacs, workforce transportation and on-demand charters.

2025 was an exciting and eventful year at Rise Air, marked by several important milestones. We celebrated the 70th anniversary of our roots, stretching back to 1955 when Athabaska Airways linked isolated northern communities with a brand new, four-seat Cessna 180—registration CF-HZE. Over the intervening years we've grown steadily, eventually replacing those early aircraft with today's 68-seat airliners.

Every aircraft we've added has helped us to make better, faster connections. It's in our nature to constantly strive to be more responsive, enhance safety and improve our service. If we do it well, we will continue to be a sustainable operation that grows alongside Saskatchewan communities and businesses.

Speaking of our aircraft, we made a giant leap forward in 2025 with the addition of a Pilatus PC-12 to our medevac fleet. This is an incredible milestone for patient care in Saskatchewan. For the first time, an air medical mission can operate non-stop between Camsell Portage, Saskatchewan's most northerly community, and lifesaving care in Saskatoon. The PC-12 can access short landing strips across the province, and patients will travel more comfortably in its pressurized cabin. For the first time, we can offer northern residents the same standard of service enjoyed by their southern peers.

Prior to the PC-12's first medevac flight in early September, we embarked on an introductory tour with the aircraft, flying to communities that will benefit from its service. This tour was a highlight of the year! It forged deeper connections between Rise Air and medical personnel, as well as government officials responsible for provincial health care.

The PC-12 is yet one more tool in our robust air medical network—an operation that faced a big challenge in early June, when raging wildfires forced the evacuation of our La Ronge medevac headquarters.

Nearly 100 Rise Air staff members and their families, plus our medevac aircraft, were safely relocated in a matter of hours. Despite this upheaval, I'm immensely proud that essential medevac services were resumed after just a 12-hour pause. Throughout this disruption, we stayed connected to each other and to all of our medevac stakeholders, providing updates and ensuring safety.

The PC-12 is so well suited to Rise Air operations that we acquired a second one in September. It proudly bears the registration CF-HZS—the closest we could come to the registration of that original 1955 Cessna 180!

On the scheduled side of our operation, the month of May saw the resumption of Sunday flights between Prince Albert and the northern communities of Fond du Lac, Stony Rapids/Black Lake and Wollaston Lake/Hatchet Lake. After an absence of four years, this improved connection was welcome news for all of these communities.



Rise Air is also proud that a relationship dating back to 1993 was further strengthened this year, with a new 15-year workforce transportation agreement signed with Cameco Corporation and Orano Canada Inc. The announcement has raised awareness in the resource sector and has facilitated new connections between Rise Air and related government departments.

This long-term partnership represents an historic milestone for our company, allowing us to plan for the future with confidence. To facilitate this agreement, Rise Air is focused on workforce training and career development, the integration of new technologies, and facility and fleet upgrades.

Along those lines, December was a very exciting month as we welcomed the first of three brand new ATR 72-600 turboprop aircraft to Rise Air. We sent a delegation to ATR headquarters in Toulouse, France, to accept the aircraft—which is the first of its kind to fly in Canada.

The ATR 72-600 comes with a significant investment in our people, with plans to send pilots and maintenance teams to Toulouse and Florida for specialized training. Here at home, we're investing in training for our ground services and office teams, along with strengthened safety systems across our entire operation.

We have also upgraded our deicing capabilities at some northern airports, adding new equipment and training. Our first new deicing truck arrived in October, with plans to locate similar vehicles at all our northern bases.

Rise Air is also investing in the future through the Dziret'ái Pilot Training Program, designed to help Indigenous youth from northern Saskatchewan to become professional pilots. Other program sponsors include Cameco Corporation, Orano Canada, Prince Albert Grand Council, SSR Mining Inc., Ya'thi Néné Lands and Resources, Northlands College, the Government of Saskatchewan and the Government of Canada.

To date, the students in the first cohort have achieved their Private Pilot Licences, with some completing the academic portion of their Commercial Pilot Licences. Following graduation, students are guaranteed a First Officer position at Rise Air. This program ensures an uninterrupted flow to our talent pipeline, while making a positive impact on northern Saskatchewan communities.

We are all stronger as a result of these many investments.

Finally, I would be remiss if I did not mention that 2025 concluded with the most successful Santa in the North program in Rise Air history, thanks to generous funding from keynote sponsor Cameco Corporation. This initiative enables a very special connection to Indigenous children in the Athabasca Basin, as Santa and his helpers deliver holiday gifts and lasting memories to northern communities.

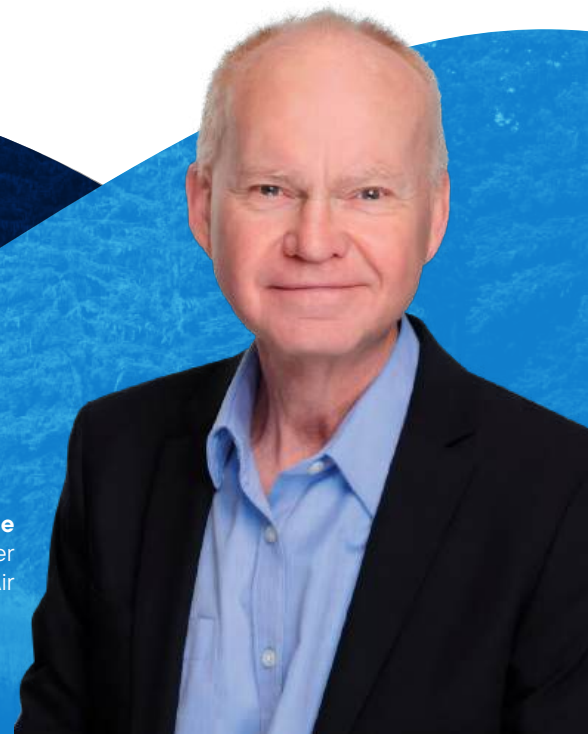
As we look ahead to 2026, we eagerly anticipate the entry into service of the ATR 72-600, the continued success of our PC-12 medevac aircraft, and further investments in our people and processes. While winter is always challenging, we are already benefitting from additional training and equipment purchased in the summer. When wildfires inevitably flare up again, we'll be ready—armed with lessons learned during the successful evacuation of our medevac headquarters in 2025.

Rise Air has deep roots here in Saskatchewan. We are invested in this province and the people that live and work here, helping them make important connections each and every day. Thank you for flying along with us. 🌟



It's in our nature to constantly strive to be more responsive, enhance safety and improve our service."

**Derek Nice**  
Chief Executive Officer  
Rise Air



# OUR Owners

Rise Air's mission is to enrich the lives of people living, working and investing in northern Saskatchewan communities by providing the safe and reliable connections they need.

2025 was a very busy year at Rise Air, as it expanded services, signed a landmark contract and announced new aircraft acquisitions. These achievements are aligned with Rise Air's guiding principle of delivering services "by the community, for the community."

Simply put, this means that Rise Air's development goes hand in hand with the development of Saskatchewan's northern communities—many of them remote and without road or rail access. To these stakeholders, Rise Air represents a lifeline that connects residents to the necessities of life, including food, vital supplies and expert medical care.

Rise Air is the largest 100% Indigenous-owned airline in Western Canada, supporting the long-term economic development of the 16 northern Saskatchewan Dene and Cree communities that have ownership in Athabasca Basin Development and Prince Albert Development Corporation.

With 75% ownership of Rise Air, Athabasca Basin Development invests in businesses to build wealth for its ownership communities, which include the Dene First Nations of Black Lake, Fond du Lac and Hatchet Lake, and the communities of Camsell Portage, Stony Rapids, Uranium City and Wollaston Lake.

Commenting on 2025, Geoff Gay, CEO of Athabasca Basin Development, said: "We are happy to see the significant investment Rise Air has made in training, fleet expansion and modernization. This year saw new medevac aircraft and lease agreements for new ATR 72-600s, all of which improves service to customers. 2025 also saw a significant milestone in a 15-year agreement with Cameco and Orano to provide workforce transportation. This type of long-term agreement gives the company certainty to allow for better planning. 2025 was a big year for Rise Air, and we look forward to seeing what's coming in 2026."

Anne Robillard, Board Chair of Athabasca Basin Development and CEO of Hatchet Lake Development LP, agreed that service and fleet improvements are very positive developments.

"Our communities have ownership in the airline that provides our

people with essential services that impact both people and our economy," she said. "It's great to see the company investing in its fleet this year, because an improved fleet leads to better service for our community members. Restoring Sunday flights this May, new aircraft, introducing text messaging updates, and leading the Dziret'ai Pilot Training Program to train Indigenous people as pilots are all ways the airline is demonstrating a commitment to the north."

The remaining 25% ownership stake in Rise Air belongs to Prince Albert Development Corporation (PADC), the economic development arm of the Prince Albert Grand Council (PAGC).

There are 12 Prince Albert Grand Council member communities, including Black Lake Dene First Nation, Cumberland House First Nation, Fond du Lac Dene First Nation, Hatchet Lake Dene First Nation, James Smith Cree Nation, Lac La Ronge Indian Band, Montreal Lake Cree Nation, Peter Ballantyne Cree Nation, Red Earth Cree Nation, Shoal Lake Cree Nation, Sturgeon Lake Cree Nation, and Wahpeton Dakota Nation.

"From the perspective of Prince Albert Development Corporation and Prince Albert Grand Council, 2025 was a year of steady operational improvement and meaningful investment for Rise Air," said Grand Chief Brian Hardlotte of PAGC, who is also Chairman of PADC. "The airline has demonstrated that a northern, community-owned carrier can deliver safe, reliable service while continuing to invest in both people and infrastructure."

Shane Shircliff, CEO of PADC, added: "Initiatives such as the Dziret'ai Pilot Training Program, alongside fleet investments, highlight a disciplined growth strategy that strengthens service reliability, workforce development, and long-term connectivity essential to northern Saskatchewan's communities and economy."

These organizations work to deliver long-term economic value for their shareholders. An important component of that value is a strong transportation network, which is essential for progressive development.

Whether northern residents are travelling for work, education, medical or personal reasons, Rise Air provides reliable, safe and secure air services to get them where they need to go.

In addition, the airline generates and sustains quality employment opportunities for community members, whether in ground support at its northern bases, in flight operations or aircraft maintenance, and even as pilots in training.

Ultimately, Rise Air's vision is to partner with communities to realize a future that sees Indigenous pilots flying aircraft maintained by Indigenous engineers into airports staffed by Indigenous ground crew. 🌍

Rise Air is the largest 100% Indigenous-owned airline in Western Canada.



# RISE AIR Board Advisory Committee

Rise Air connects remote northern Saskatchewan communities to the rest of the province, so that residents have the same opportunities and enjoy the same quality of life as their southern peers.

A key component of that connection is communication. That's why the Rise Air Advisory Committee was formed in 2021—to facilitate the flow of feedback and ideas between Rise Air and the people it serves.

The committee meets four times a year (twice in person) and is composed of eight members representing all the Athabasca Basin communities, Prince Albert Grand Council, and Athabasca Basin Development. Together, they are a powerful voice that speaks for passengers and other community stakeholders—a pipeline that transmits important requests, suggestions, and feedback between communities and the Rise Air management team.

"It's an honour to work with the people on this committee and exciting to see the direct impacts this committee's work has had on Rise Air's service," said Committee Chair Kristy Jackson of Athabasca Basin Development. "I think when you have both community voices and management team members at the same table on a regular basis, this level of communication has resulted in some real, measurable changes that all customers can see as they fly to and from their home communities."

Since its inception, the Rise Air Advisory Committee has addressed many important topics, including on-time performance, the safe transportation of perishables, care for Elders and airport operations.

As Committee Chair, Jackson said all the voices at the table are strong advocates for their communities.

"They never shy away from what they want to say, and the management team members have done a great job listening, even when it's not easy to hear," she concluded. "We aren't 'there' yet, but the commitment to talking, listening and continuous improvement is great to see." 🗣️



"This level of communication has resulted in some real, measurable changes that all customers can see as they fly to and from their home communities."

**Kristy Jackson** • Chair, Board Advisory Committee



"The value of Rise Air is that it is owned by the First Nations communities in the north and it is our airline. We have a stake and we have direct input into the management of the airline. Because we own Rise Air, we are now training pilots. We have community members working for our stations, and a dedicated team that always strives to be better. The Advisory Committee gives communities a voice and a seat at the table to make recommendations to our airline."

**Vice Chief Joseph Tsannie** • Prince Albert Grand Council



"When we put this Advisory Committee together, it really kicked things off and made things happen. One of the biggest things we looked at is pilot training in the north. We are training student pilots in the north now, and I am really proud of that. We are also looking at providing access to food and drink for passengers experiencing flight delays—we're still working on that. Everyone has an idea, and we try to think of the best possible way to get a project going."

**Mayor Daniel Powder** • Stony Rapids



"Previously, we had long waits at the terminal with no communication from the terminal staff. A positive that I have seen is staff now coming out of the back office and verbally announcing delays, and at times even the reason behind the delay. This is much better communication."

**Terri-Lynn Beavereye** • Black Lake Denesuline First Nation



"In days gone by, there might be no staff at the counter in Saskatoon when we arrived. We would have to phone reservations, only to find out the plane had been delayed for hours. Now, I get a text on my phone just like the big carriers, telling me the problem. Communication is the key in every business."

**Dean Classen** • Uranium City



"I was appointed to be on the committee and have attended three meetings so far. There is a lot happening. It is helpful to relay messages back to Rise Air about concerns members have in Wollaston and Hatchet Lake. It's a good way to clear up any misconceptions."

**Cecilia Kkaikka** • Hatchet Lake First Nation



"Communication is always the key to a better relationship between the community and the organization. I've been on the committee since it was founded, and it's definitely a positive development. Today, we have five Rise Air employees in my community, with the chance to work their way up in the company. It's better to fill these positions with community members."

**Tiffany Toutsaint**  
Fond du Lac First Nations Member



WHERE

# We Landed

IN 2025

Rise Air covers Saskatchewan from top to bottom, and many destinations in Manitoba and Alberta, too.

## ALBERTA

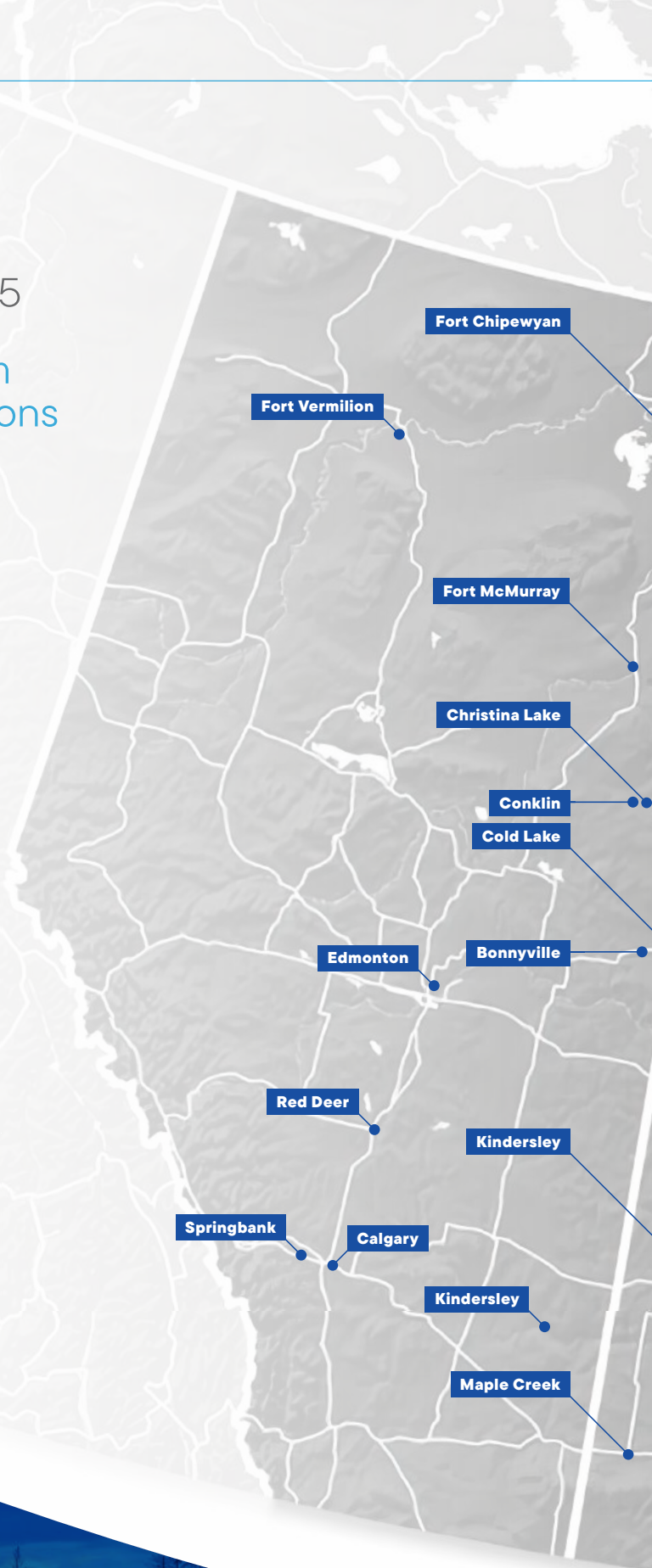
- Bonnyville
- Calgary
- Christina Lake
- Cold Lake
- Conklin
- Edmonton
- Fort Chipewyan
- Fort McMurray
- Fort Vermillion
- Red Deer
- Springbank

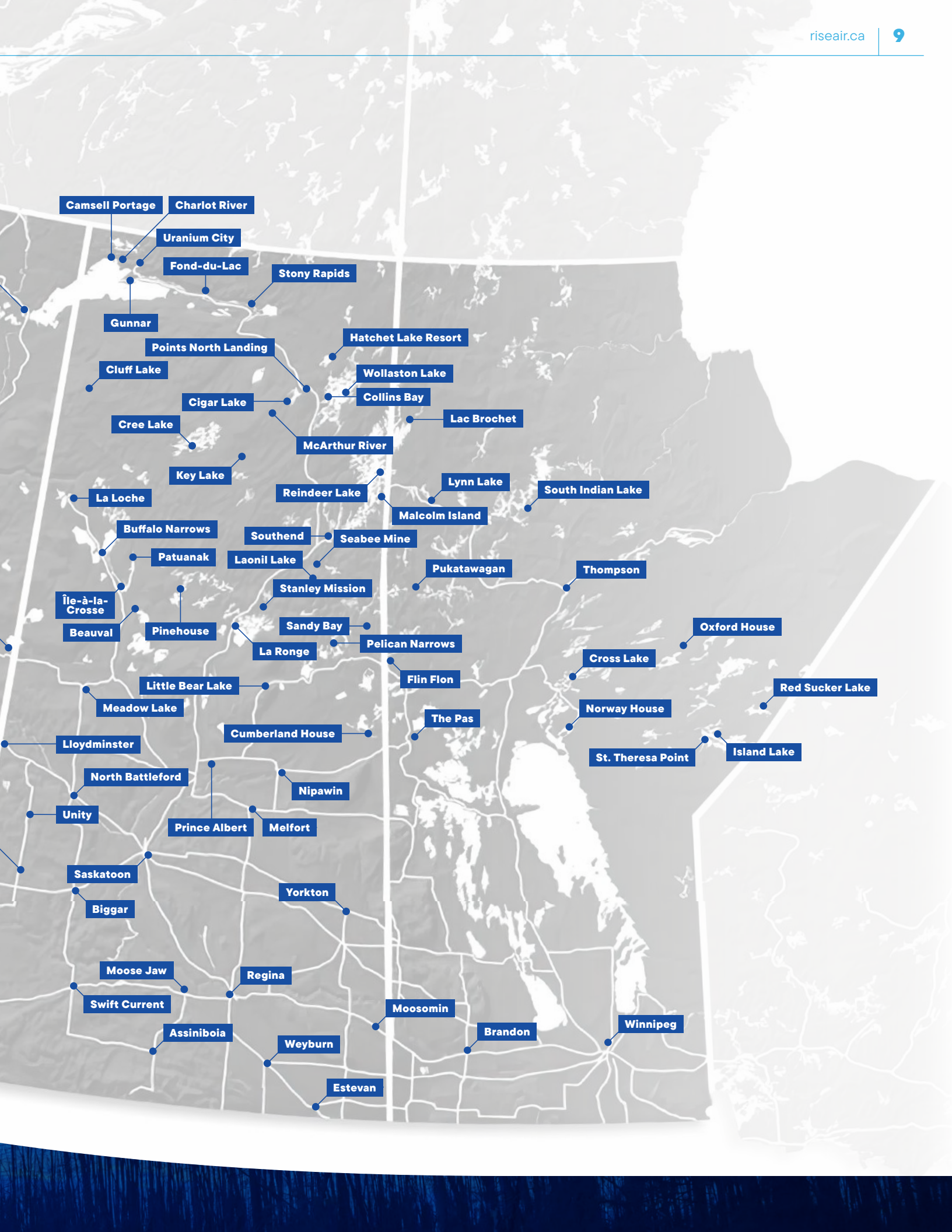
## SASKATCHEWAN

- Assiniboia
- Beauval
- Biggar
- Buffalo Narrows
- Camsell Portage
- Charlot River
- Cigar Lake
- Cluff Lake
- Collins Bay
- Cree Lake
- Cumberland House
- Estevan
- Fond Du Lac
- Gunnar Mine
- Hatchet Lake Lodge
- Île-à-la-Crosse
- Key Lake
- Kindersley
- La Loche
- La Ronge
- Laonil Lake
- Little Bear Lake
- Lloydminster
- Malcolm Island
- Maple Creek
- McArthur River
- Meadow Lake
- Melfort
- Moose Jaw
- Moosomin
- Nipawin
- North Battleford
- Patunak
- Pelican Narrows
- Pinehouse Lake
- Points North
- Prince Albert
- Regina
- Reindeer Lake
- Sandy Bay
- Saskatoon
- Seabee Mine
- Southend
- Stanley Mission
- Stony Rapids
- Swift Current
- Unity
- Uranium City
- Weyburn
- Wollaston Lake
- Yorkton

## MANITOBA

- Brandon
- Cross Lake
- Flin Flon
- Island Lake
- Lac Brochet
- Lynn Lake
- Norway House
- Oxford House
- Pukatawagan
- Red Sucker Lake
- South Indian Lake
- St. Theresa Point
- The Pas
- Thompson
- Winnipeg







# 2025 Year in Review

It's been a busy year! Here, we recap some important milestones and take a visual tour of 2025's highlights.

## Sunday Flights Resumed in Prince Albert

In May, following the re-opening of the Prince Albert Airport for weekend flights, Rise Air resumed Sunday service between Prince Albert and the northern communities of Fond du Lac, Stony Rapids/Black Lake and Wollaston Lake/Hatchet Lake.

## La Ronge Medevac Operation Evacuated

Wildfires raged across Saskatchewan in early June, forcing the evacuation of nearly 100 Rise Air staff members and their families, plus aircraft, from the La Ronge medevac headquarters. Services were resumed after just a 12-hour pause.





### 15-Year Agreement Inked with Cameco and Orano

Cameco Corporation and Orano Canada Inc. signed a landmark \$500 million, 15-year workforce transportation agreement with Rise Air in August. This significant commitment allows Rise Air to plan for the future with confidence.

### PC-12 Medevac Aircraft Launched

In September, Rise Air elevated provincial medevac service standards with the introduction of a Pilatus PC-12 aircraft. Patients can now fly non-stop—and in greater comfort—from isolated communities such as Southend and Camsell Portage to access care in Saskatoon.





### Seven Decades Celebrated

Rise Air has proud roots in Saskatchewan, stretching back 70 years to the founding of Athabaska Airways in 1955. On September 27, a public anniversary celebration was held at the Saskatchewan Aviation Museum for former and current employees.

### New Deicing Truck Introduced

In October, Rise Air rolled out a new deicing truck in Saskatoon— with more to follow at all company bases. At the same time, new deicing training programs, more effective deicing fluid, and upgraded ground equipment were introduced across our network.





### C-GWWN King Air Retired

At the end of the year, Rise Air marked the final flight of C-GWWN, our 1974 Beechcraft King Air 200 aircraft—which was the oldest King Air 200 flying in commercial service anywhere in the world! It served us faithfully for 30 years.

### New ATR 72-600 Rolled Off Production Line

In December, Rise Air celebrated the completion of its first new ATR 72-600 aircraft, which will be the first of its kind to operate in Canada! Two more of these 68-passenger turboprop aircraft will be added to our fleet in 2026, enhancing safe, reliable service to northern Saskatchewan communities and work sites. This photo shows our aircraft coming together on the ATR assembly line.



### Santa in the North was Extra Jolly

Rise Air coordinated its most successful Santa in the North program ever, thanks to a generous donation from Cameco Corporation. Their support ensured that Indigenous children in northern Saskatchewan felt extra special during the holiday season.



# CONNECTED TO **Our Stakeholders**

The northern two-thirds of Saskatchewan is a vast expanse of water and woods, dotted here and there with remote communities – some of which are only accessible by air.

Rise Air provides a critical service, keeping those northern communities supplied with vital goods and services while supporting the region's thriving mining and mineral activities.

As a 100% Indigenous-owned company, Rise Air knows the north and is connected to its many stakeholders. Every day, its aircraft serve those communities and businesses, delivering food and other necessities, while transporting southern-based workers to isolated mining sites.

On August 28, 2025, Rise Air stakeholders came together to celebrate a landmark moment: the signing of an historic 15-year, \$500 million agreement between Rise Air and mining companies Cameco Corporation and Orano Canada Inc. Building on a relationship with roots going back to 1993, the new contract to provide workforce transportation services underscores Cameco's and Orano's continued confidence in Rise Air.

"Securing a 15-year agreement is truly transformative for Rise Air," said Derek Nice, CEO of Rise Air, at the event. "It means we can plan for the future with confidence—investing in modern equipment, upgrading our facilities, and expanding hiring and training. Most importantly, it allows us to focus on building long-term careers for residents of northern Saskatchewan."

## Cameco Corporation

At the signing celebration in August, Rachelle Girard, Chief Corporate Officer at Cameco, told attendees that regular air transportation is critical to the company's mining operations, located in Saskatchewan's Athabasca Basin.

"Cameco's success wouldn't be possible without the valuable relationships we have with the seven Basin communities and the business relationship we have with Rise Air and its predecessors," she commented. "Since Cameco was founded, we have known that our success must be mutually beneficial for the Indigenous and northern people near our operations. This led to establishing agreements with local communities, including the seven Basin communities who are owners of Rise Air."

Those agreements, added Girard, are based on five pillars: workforce development, business development, community investment, environmental stewardship and community engagement. About 1,150 Cameco workers fly on Rise Air every week; and without that service, she said, the company could not operate.

"The signing of this 15-year tripartite contract with Rise Air and Orano allows us to provide safe, reliable and comfortable air transportation for our workers flying to and from our mining operations. This contract provides financial certainty for Rise Air to invest in its staff, facilities and equipment. This includes acquiring three new aircraft (ATR 72-600s) for its fleet, which will be used primarily for workforce transportation."

Girard said Cameco is also proud to be a partner in the innovative Dziret'ai Pilot Training Program, which trains northern students to be pilots for Rise Air.

"Cameco is proud to continue our longstanding mutually beneficial relationships with Rise Air and our valued partnership with the Athabasca Basin communities," she concluded.







## RISE AIR ELEVATES MEDEVAC SERVICES ACROSS SASKATCHEWAN

In September, Rise Air embarked on a province-wide tour to showcase its new dedicated medevac aircraft, a Pilatus PC-12 turboprop. The company hosted a series of open houses from Camsell Portage to Regina, and from Southend to La Ronge.

The new plane will replace a legacy Twin Otter aircraft, a reliable but rugged transport that offered very few passenger comforts.

The PC-12 heralds a significant upgrade in Rise Air's capabilities and in patient care across the province. Its outstanding landing and takeoff performance allows the plane to access isolated communities with short gravel runways.

For the first time, quick non-stop flights to hospitals in major centres, including Saskatoon and Prince Albert, are possible. The aircraft's pressurized cabin translates into a smoother journey for patients and medical staff.

The PC-12 features a large rear access door and an electric lift system rated for up to 1,000 lbs, making the loading of patients safer, easier and more comfortable, regardless of their size or medical condition. In fact, it is the first aircraft in Saskatchewan that is capable

Saskatchewan that is capable

of transporting those needing special accommodations.

"The PC-12's bariatric capabilities, comfort and versatility mark a significant advance for both the medical teams and the patients they serve," noted Rise Air President and CEO, Derek Nice. "Since our first medevac flight over 30 years ago, we've been committed to providing the high level of service that healthcare professionals and patients require."

On September 18, the Honourable Lori Carr, Saskatchewan's Minister of Mental Health and Addictions, Seniors and Rural and Remote Health, toured the new aircraft.

"Rise Air is a valued partner in Saskatchewan's emergency medical services system, and we appreciate the significant role they play in providing medical transport for residents of northern Saskatchewan," said Carr. "It takes many different partners to keep our healthcare system operating, and it's wonderful to see a successful Indigenous-owned company as a part of this team."

The Canadian Red Cross also views the new PC-12 as a strong addition to province-wide emergency response.

According to Luc Mullinder, VP of the Canadian Red Cross in Saskatchewan, Manitoba and

Nunavut, the agency is focused on helping communities self-determine their own emergency response plans.

Emergency medevac services are a critical component of those plans, he said.

"The people we support in Saskatchewan and Manitoba are folks in very far-reaching, remote areas," he explained. "Some are without proper roads, or roads at all. There is a lack of access in certain areas and communities know it's about closing time windows, and getting them help when they need it. The medevac piece is hugely important."

Mullinder made the remarks during the provincial tour of Rise Air's new Pilatus PC-12 aircraft.

"I think this is a great resource for communities, with the ability to navigate the geographies that communities are in," he said. "It's a lot different from in Regina, where there are nice, smooth, long runways. You need a certain type of expertise and capacity, and that's what Rise Air brings."

Ultimately, the Canadian Red Cross wants to be part of the solution that creates capacity in communities.

"For us, that requires that connecting point to resources like this, and companies that are Indigenous-owned and care about those remote, isolated communities, like Rise Air," said Mullinder.

"Communities know what they need. It's simply a matter of finding the right resources."

## Orano Canada Inc.

In August, then-President and CEO of Orano Canada Inc., Jim Corman, joined the contract celebration, calling the agreement a "recommitment of the long-term support and partnership that we've had with Rise Air."

He explained that since the early 1980s, remote mines in Saskatchewan have been operating on a fly in-fly out basis, allowing employees to continue to live in their home communities with their families.

"That only works when you have a reliable, safe way of moving people to and from the site," said Corman. "[At Orano,] we call our people our most precious resource and we entrust Rise Air to handle our most precious resource every day, as we load our people onto your planes."

Corman said Orano looks forward to the coming of the ATR 72-600 aircraft, which will be "bigger, better, faster, and more comfortable and fuel efficient."

The "monumental contract" gives all the companies visibility 15 years into the future, he added.

"We have great resources, great people and a long bright future ahead of us in northern Saskatchewan, operating our uranium mines. Rise Air is a key partner of ours to support that bright future."

## Northern Indigenous Communities

Rosalie Tsannie-Burseth is a member of the Hatchet Lake Denesuline First Nation. She served as Chief of the Hatchet Lake Band from 2007-2009, then as Associate Director of Education at Prince Albert Grand Council Education until 2020. A teacher for many



years, she currently works with Treaty 10 and serves as a Rise Air board member.

At the signing celebration, Tsannie-Burseth said the agreement shows a strong and lasting commitment by the mining industry for Indigenous businesses and communities.

“This is not just a contract; it is a commitment that will support our regional airline and boost our northern economy into the future,” she commented. “There is a long history of collaboration between Cameco, Orano, Rise Air and northern communities. This is based on shared investment for northern Saskatchewan.”

Appointed to the Rise Air board in 2022, Tsannie-Burseth said she’s seen incredible progress since then.

“Today’s announcement shows that Rise Air is flying in the right direction. As a northerner born and raised in Wollaston Lake, I am proud to see one of our community-owned businesses achieve this milestone, where international companies have entrusted us with a long-term agreement to care for our vital resources, our people.”

She continued: “Ultimately, this agreement is about the individuals who live and work in our communities and businesses in the north. We truly appreciate our longstanding partnership with Cameco and Orano and look forward to this journey together, for the next 15 years and beyond. Thank you for your investment in the north.”


#### Government of Saskatchewan

Also attending the contract celebration was the Honourable Eric Schmalz, MLA for Saskatchewan Rivers and Minister Responsible for First Nations, Métis and Northern Affairs.

“The importance of agreements and collaborations like this cannot be overstated,” he said at the event.

“Agreements like this help ensure a strong and thriving economy here in Saskatchewan. It helps create jobs, not only for people in Saskatoon, or Prince Albert, or Regina, but for people in the north as well—a place that is home to such splendour and incredible natural resources, that we all benefit from as a province.”

On behalf of the Government of Saskatchewan, Schmalz thanked all of the individuals and companies who crafted the historic 15-year workforce transportation agreement.

“We appreciate having you here in our province,” he concluded. 



Securing a 15-year agreement is truly transformative for Rise Air. It means we can plan for the future with confidence — investing in modern equipment, upgrading our facilities, and expanding hiring and training. Most importantly, it allows us to focus on building long-term careers for residents of northern Saskatchewan.”

**Derek Nice, CEO**



## CONNECTED TO

# Innovative Solutions

**W**eather. Wildfires. Staff shortages. Supply chain delays.

When you're running a northern aviation operation, the challenges are significant—and they are constantly evolving.

In recent years, Rise Air has confronted extended wildfire seasons that have demanded quick decisions, including schedule adjustments and even base evacuations. Meanwhile, winters are becoming warmer, with icy rain—always a challenge in aviation—replacing some of the traditional snowfall.

When it comes to staff, Rise Air is focused on building its cadre of talent for the future. Its management team is exploring innovative ways to attract both experienced pilots and aviation maintenance professionals. Likewise, Rise Air is taking steps to mitigate supply chain delays, which have been an operational reality since the Covid-19 pandemic.

Add it all together, and you've got a dynamic operational landscape with many moving parts.

Kristi Knight, Director, Commercial at Rise Air, is used to dealing with those moving parts. She's been with Rise Air and its predecessor companies

for 17 years in total, starting in a dispatch role and progressing through a series of positions, including fuelling and deicing planes. Today, Knight is responsible for Rise Air's Customer Care team and reservations department. The former is the main point of contact for aircraft charters and workforce transportation.

"Workforce transportation is about 80 per cent of what we do," said Knight, referring to Rise Air's flights on behalf of Cameco, Orano, SSR Mining and other resource companies and agencies. "On the charter side, we take care of the float operation out of La Ronge in the summer. We fly people for exploration and drilling, and court services and doctors out of La Ronge. We manage all of those, making sure we have the aircraft and crews to do it."

She explained that scheduled air services are handled by Rise Air's reservations department, which facilitates ticketing and flights south for medical and specialist services.

Knight said the biggest challenge facing her team is scheduling, the job of lining up flight crews and aircraft so all flights can be completed safely and on time.

The solution to scheduling challenges? Advance planning, and lots of it.

"The biggest thing for us is how closely our departments work together," said Knight. "Crew scheduling and operations always look forward,



as far into the future as possible. Pilot schedules go out in four-week blocks. We are looking ahead to see how we can utilize our aircraft as much as we possibly can.”

Knight said Rise Air’s charter customers have been understanding in the face of scheduling challenges, and she credits this to effective two-way communication. Each customer has a main point of contact at Rise Air, someone they can call at short notice for answers to any questions.

“During the last few years, we’ve strengthened our relationships with the court services groups, the doctors, and the mines, so they understand. We always try to enhance communication with them and give them as much notice as possible if we need to make schedule changes. We want our customers to know that we are working with them.”

Knight’s team schedules monthly or even bi-weekly meetings to check in with customers. They proactively discuss topics like the upcoming winter season or how hot summer weather affects aircraft performance, and how these things can in turn impact operations.

In 2026, Rise Air will introduce a second ATR 42-500 passenger/cargo combi aircraft to its fleet for scheduled service. The plan is to have

both ATR 42-500s flying passengers northward on parallel tracks: one heading from Saskatoon up to Stony Rapids and Fond du Lac, while the other flies up to Wollaston Lake—and all points in between.

As the team prepares for the additional aircraft, Knight said they are working to get the most utilization out of both machines.

“We’ll work with communities to see if morning or afternoon flights are better for them,” she concluded. “We’re also looking at how we can utilize them for scheduled service, but where else? Could we move people to fly-in camps, or use one as a backup for our workforce transportation contracts?”



### Communication is Critical

Communication is a priority in the Rise Air flight operations department, where Carla Wayman, VP Flight Operations, liaises regularly with Knight's team to map out the operational requirements for aircraft and crew.

In early June 2025, Wayman's communication skills were put to the test when wildfires forced the evacuation of Rise Air's round-the-clock medevac base in La Ronge. As the operation shut down and the staff headed south to safety, the management and human resources teams stayed in constant contact with employees and their families, as well as all stakeholders, including Indigenous chiefs and band councils, and representatives of impacted communities.

"Every morning, the Rise Air management team met with community stakeholders for updates on what was happening in each community," explained Wayman. "That was so beneficial to everybody."

The evacuation was the perfect illustration of why successful aviation operations must be nimble, ready to react to any circumstance that might arise.

Looking ahead, Wayman has a plan to further refine Rise Air's response to extreme events.

"A group of us met in December; I've asked for more input into the emergency response manual," she said. "We are going to look at how we can do things better. Our manual deals with flight incidents, but we don't touch on fires, floods or pandemics. We are going to build an addendum to deal with those situations."

She noted that Rise Air has also reached out to other air operators who have been forced to evacuate bases due to encroaching wildfire, looking to collaborate and share best practices.

### Filling the Talent Pipeline

If Rise Air needs staff of any kind, the responsibility to find them falls on Chelsea Jukes, the company's VP and Chief Human Resources Officer, and her team.

"On the pilot side, we have decent access to first officers wanting to get into the industry, those who need flight hours to upgrade to

captain," said Jukes. "We tend to be on the lookout for experienced captains, as well as for many other positions."

So, how do you get experience? The company has become creative in its approach to recruiting, she explained.

"An important aspect of being an employer of choice, regardless of industry, but especially with aviation so heavily regulated, is the necessity to provide a path for employees wanting to find a career in aviation."

Jukes said Snowbird Aviation Services, the company's ground services affiliate, can hire people with no aviation experience and train them to deice aircraft, drive forklifts and provide all manner of on-ground services. It's the same for dispatchers and aircraft maintenance engineer (AME) apprentices, who can come into the hangar and learn the skills they need to advance into well-paying careers. In fact, Rise Air partners with the Saskatchewan Indian Institute of Technologies (SIIT) and its aviation maintenance program to source suitable apprentices.

For select employees who have always wanted to become pilots, Rise Air's Take Flight program subsidizes their pilot training—they continue to work their jobs while training on their own time. The program is designed to promote "home grown" talent into the cockpits of company aircraft.

Rise Air also supports the two-year Indigenous-focused Dzire't'ai Pilot Training Program, designed to attract and train aspiring pilots from the Athabasca Basin. If successful, they will go on to serve northern Saskatchewan while flying for Rise Air.

"This came together with our stakeholders, government partners, and many others," said Jukes. "Our service delivery partner is Mitchinson Flight Centre, which provides the training. It's a huge lift from a lot of different sponsors and stakeholders, also including Prince Albert Grand Council, Ya'thi Néné Lands and Resources, Cameco, Orano, and SSR Mining."

Jukes said the key to attracting top talent is making aviation look accessible by improving awareness and being visible to potential employees.

"It's about being seen in the communities we serve," she said. "We need to ensure people in the north know that we employ northern residents. We have an advisory committee at Rise Air, made up of representatives from our ownership communities. We try to leverage that committee to find the right people for these jobs. People who want to remain in the north and have good employment with benefits—they are the right fit for this type of work."





Aside from recruitment and retention, Jukes' team is also focused on a massive overhaul of Rise Air's payroll and HR system. The new software will combine three formerly independent processes into one, she explained.

"We are building a one-stop solution that will launch in January. It will have a lot of self-serve elements, with an employee mobile app, meaning no forms to fill out. They can get their pay stub, T4, request time off, etc.—all through the app. It brings technology into every aspect of an employee's experience."

The next step will come from new artificial intelligence applications which could safely streamline work flows for employees.

### Maintaining Infrastructure and Systems

A busy aviation operation like Rise Air depends on reliable structures, systems and processes. As Director of Systems and Information Technology, Keevin Berg heads up a small but mighty team charged with maintaining and developing Rise Air's overall IT infrastructure and systems.

"The infrastructure side includes things like our computer systems, hardware, network, switches, routers and internet connections," explained Berg. "On the systems side, my department has overall responsibility for managing and maintaining things like the passenger reservation system and commercial systems used for financial reporting, invoicing, crew scheduling and safety management."

Berg's team was busy in 2025. When summer wildfires destroyed hundreds of kilometres of provincial fibre internet cables, they quickly launched emergency Starlink connectivity, complete with virtual private network, to keep Rise Air connected and functioning with very little disruption.

"We were already getting ready to implement a backup Starlink system and had some equipment

on hand," explained Berg. "So, we were able to roll that out in very short order. When the La Ronge medevac base opened after the fires, we were ready with Starlink, even though terrestrial service had not been restored."

The IT team also deployed additional equipment that has improved communications between ground crews and aircraft on the ramp, elevating safety and efficiency. Also on the ramp, Rise Air expanded its use of Meraki internet-accessible cameras, increasing operations visibility for management and dispatch teams.

Other infrastructure projects completed in 2025 included the introduction of new video boards and conferencing equipment, a company migration to Windows 11, and the implementation of a new Teams-based medevac phone system.

On the systems side, Berg said a significant project was the successful launch of a new crew scheduling system.

"Previously, we used a manual Excel-based system," he explained. "Our new system is integrated with our Skyline movement control system, so we have more efficient use of crew members, with better forward planning and utilization."

In addition, said Berg, Rise Air has enhanced some of its online tools. Cargo may now be tracked via waybill number, and a flight status system relays current updates. Plus, passengers may now request flight notifications via email or text.

A new company website is in the works that will include these features and more, all designed to improve the customer experience.

Of course, there are IT considerations associated with being the Canadian launch customer for the ATR 72-600 aircraft, too—and Rise Air's IT team is focused on rolling out associated software for flight planning, training and usage. 🌐

**An important aspect of being an employer of choice . . . is the necessity to provide a path for employees wanting to find a career in aviation."**

**Chelsea Jukes**  
VP & CHRO



CONNECTED TO

# Our Collective Future

Rise Air's operations are critical to the social and economic survival of northern Saskatchewan.

One hundred per cent Indigenous-owned, Rise Air is committed to ensuring a sustainable future for its shareholder communities and other stakeholders, including northern residents, government services, local businesses, and the mining industry. That's why it is making the necessary investments in equipment and people today to enable the continuity of safe, reliable air services tomorrow.

"We are making upgrades where required to realize continuous improvements in safety, customer service, and on-time performance," explained Derek Nice, Rise Air President & CEO. Many of those upgrades are made possible by

the signing of the historic agreement between Rise Air and mining companies Cameco Corporation and Orano Canada in August 2025. The landmark contract—worth approximately \$500 million—will see Rise Air deliver workforce transportation services for 15 years. That kind of long-term certainty allows Rise Air to face the future with confidence, said Nice.

"It locks in the ability to offer sustainable careers for our employees in Saskatoon, Prince Albert and across the north," he commented. "It allows us to focus on providing upgraded training, more competitive job opportunities and increased investment."

In 2026, for example, Rise Air will be introducing a second ATR 42-500 “combi” aircraft equipped for combined passenger and cargo operations. Expected to be online by the middle of the year, this aircraft will significantly increase service levels into Wollaston Lake Airport and will provide backup on other Rise Air routes.

“The new aircraft will increase seat capacity to that market,” said Nice. “It will deliver better performance in hot weather and in winter conditions. It is a faster aircraft with increased cargo capacity, so that means we’ll be able to bring more passenger baggage.”

That landmark agreement with Cameco and Orano has also catapulted Rise Air into a very exciting position as the Canadian launch customer for the new ATR 72-600, the most advanced regional aircraft available today. The company will be acquiring three of the 68-seat turboprops, with the first one expected to be in operation in early 2026. They will be used predominantly for workforce transportation, while filling in as needed on other routes.

Other new additions to the Rise Air fleet include the previously-mentioned Pilatus PC-12 turboprop—introduced in the fall of 2025—that is exclusively dedicated to medevac service. For the first time, an air medical mission can operate non-stop between any two airports in Saskatchewan, quickly bringing patients to lifesaving care. There is no doubt that the addition of this aircraft represents an important milestone in patient care in Saskatchewan!

The PC-12 has proved so well suited to Rise Air’s diverse operating environments that the company is introducing a second one, which will come online in February 2026. This aircraft will be used to upgrade northern charter services, replacing a retiring Beechcraft King Air 200.

Along with new aircraft, Rise Air is upgrading airport infrastructure, including a new million-dollar passenger terminal at Wollaston Lake Airport, which will open in Spring 2026.

“This terminal will be a significant improvement compared to what is there now, a small 1980s-era building with inefficient heating, limited seating, little space for cargo, and no modern amenities like WiFi,” said Nice. “Passenger demand has grown, so we are upgrading in response.”



## SCHEDULING

with Rise Air’s Kristi Knight,  
Director, Commercial

As Kristi Knight looks ahead to 2026, she’s focused on integrating Rise Air’s new ATR 72-600 aircraft into the operational landscape.

As the customer care team lead for charters and scheduled service, Knight and her crew arrange aircraft and crew members, plan fuel stops, and handle all reservations and associated transportation arrangements. Her team is also the main point of contact for Rise Air’s workforce transportation services for Cameco Corporation, Orano Canada, SSR Mining and other customers.

“The biggest thing ahead is going to be the transition to the new aircraft,” she said. “They won’t all be on our doorstep at the same time, so it will be about figuring out the scheduling and enabling that gradual transition.”

When all three ATR 72-600s are flying, and a second ATR 42-500 is operating on northern scheduled flights, Knight said the increase in capacity will be substantial.

“We’ll be moving from a plane that seats 40 people to one that seats 68 on workforce transportation flights, and from 25 seats to 34 on the northern schedules. After these aircraft are in place, will there be any additional capacity to increase our business? We are working with other customers to see what their needs are and what aircraft would make the most sense for them.

“It’s all about getting to the point of optimal scheduling.”

## MAINTENANCE

with Rise Air’s Derek Delf, VP of Technical Services

Derek Delf has worked in aircraft maintenance for three decades. As Rise Air’s VP of Technical Services and the airline’s Transport Canada-approved “Person Responsible for Maintenance” (PRM), he ensures the company’s fleet is compliant with Transport Canada regulations.

His purview includes all aspects of maintenance—from aircraft maintenance engineers and apprentices to technical records, planning and forecasting, the maintenance control team, aircraft parts warehousing and purchasing, and even the company’s safety management system (SMS), with operations spread across seven hangars at four maintenance bases.

He, too, is constantly on the lookout for aircraft maintenance professionals who are right for Rise Air.

“A lot of experience has retired,” said Delf. “There are lots of apprentices out there, so it’s a matter of flagging the right one with the right skill set and ensuring they are a great fit.”

Recently, Rise Air hosted a mini maintenance career fair. Applicants came from across Canada to spend a day at the company’s Saskatoon base, where the human resources team administered aptitude tests and scheduled meetings with department heads.

“My team decided to do this one-day event and I was fully behind them,” said Delf. “We also go to schools and career fairs.”

Recruiting aside, Delf said technology is streamlining Rise Air’s maintenance department. From an accessible online repository of

aircraft technical manuals, to the evaluation of new artificial intelligence applications for purchasing consumables like nuts and bolts, technology has made its way into the hangar. Even the SMS system has been upgraded, with different modules to handle bigger projects.

“All our training is online,” noted Delf. “We are introducing the new ATR 72-600, so in December we had our senior staff in France to visit the aircraft on the production line at the ATR facility in Toulouse. They did classroom and simulator training and practised engine run-ups and emergency procedures there.”

Operationally, he said the biggest challenges are a diverse fleet of 26 aircraft and the vast scope of the Rise Air network—aircraft fly between Saskatoon and Stony Rapids and everywhere in between, with varied maintenance capabilities at remote airports.

Supply chain delays and parts logistics also pose a challenge, as they do for nearly every aviation operator. Delf said Rise Air is investigating different suppliers and shipping methods to mitigate procurement delays. Tariffs on goods from the U.S. remain an issue, but Delf said they have managed to source aircraft parts from ATR in France, although shipping takes longer.

Looking ahead, Delf is most excited about introducing the ATR 72-600 to Canada.

“It’s a big milestone for not just Rise Air as the national launch customer, but also for Transport Canada and all involved,” he said. “It’s very exciting as we prepare to welcome this new aircraft.”

## FLIGHT OPS

with Rise Air's Carla Wayman, VP of Flight Operations

One of the biggest challenges facing Rise Air today is ensuring a full talent pipeline. That's why Carla Wayman and her team work closely with the company's human resources professionals to review Rise Air's need for pilots and to update recruiting and training plans.

Wayman is responsible for ensuring safe operations across Rise Air, with her oversight extending to pilots, flight attendants, dispatch, scheduling, rostering and quality assurance. She meets regularly with Kristi Knight, Director, Commercial to determine the aircraft and crews required to meet business needs.

"We build mock schedules to forecast our requirements," she said. "We are very diverse; we need a lot of pilots for the

types of aircraft we fly. It's not only new first officers that we need—it's experienced captains that are most in demand."

Wayman said the strengthened collaboration with HR started a couple of years ago, and it is essential to ensure Rise Air is recruiting the pilots it needs. As a regional carrier, Rise Air knows that not every pilot will stay with them for a long time. But, for those who do, there is a big reward.

"It's the lifestyle, where they are in a city they love and they are home every night to see their kids in sports," said Wayman. "We have pilots who have been here over 20 years and that's why they stay. Others have come to us because we have a lot to offer: floats, skis, off-strip work. Some just want to do medevac. We have it all."



Aside from pilot recruitment, Wayman said Rise Air is positioning for the future with the adoption of specialized software for crew scheduling and safety management system (SMS) administration, which includes quality assurance, pilot training tracking, work flows and more. The company's manuals have also been standardized and digitized for easier reference.

Looking ahead, Wayman is facing the future with confidence.

"We have a really good team here and we're united under one vision—knowing where the company is going and what the future looks like brings us together," she said. "We're here to serve the people and organizations of northern Saskatchewan."

## GROUND OPERATIONS

with Theresa Dufresne, Assistant General Manager at Snowbird Aviation Services

In 2017, Snowbird Aviation Services was established as the ground support and FBO services provider for Rise Air. The operation has bases in Saskatoon, Prince Albert, La Ronge and Stony Rapids, plus additional stations in Fond-du-Lac, Wollaston Lake and Buffalo Narrows.

Building on several years of previous experience as an airline ramp and check-in agent, then lead hand, Theresa Dufresne worked her way up to the position of Snowbird's La Ronge base manager and then Assistant General Manager, responsible for all northern operations, in 2025.

"We are the ground operation for Rise Air, so we take care of deicing, fuelling, customer check-ins, anything on the ground," explained Dufresne. "That includes loading and marshalling."

Safety and training are top priorities at Snowbird. For example, to ensure staff are thoroughly and consistently trained, the company works with a specialist company called Sure Consult to design its deicing training, including a specialized "Train the Trainer" program.

"This empowers our managers to confidently train their teams

at each base, ensuring a consistent and high standard of safety across the board," said Dufresne. "Our goal is to maintain professionalism and uphold safety standards while deicing aircraft, aiming for zero risk to both the aircraft and our staff."

Dufresne's position was established earlier this year to streamline Snowbird's northern services.

"Typically, this role is based with upper management in Saskatoon; but when I applied, leadership recognized the value of having me continue working out of La Ronge to supervise our northern bases directly," she said.

Dufresne is proud of the role she plays and looks forward to several planned improvements, including the roll-out of new deicing trucks that will elevate the customer experience by reducing deicing wait times.

She also implemented a 2-and-2 rotation schedule for some bases in the north that have traditionally been short-staffed. Basically, this sees three ground services staff members fly in to work for a two-week period—then, they are replaced by a fresh crew and the two-week cycle starts again.

"Staffing can be a challenge in the north," said Dufresne, who explained that any time there is an opening, the job description is sent to local Indigenous bands for posting. "Although, I am happy to say we are now fully staffed at each of our locations, and they are all local employees! I worked really hard with my ground staff and base managers in Wollaston Lake and Fond du Lac, to get the word out if they knew anyone who might be a good fit."

Additionally, she said Snowbird staff are very excited about the new terminal building planned for Wollaston Lake, set to open in 2026. The project has generated considerable excitement among the team and will greatly enhance operational capacity.

Dufresne, who takes pride in her own Indigenous heritage, said her door is always open to Snowbird staff.

"Communication is important," she said. "All my base managers and all the employees in the northern bases are so very hard-working, genuine and super nice. I know I can call on any of them and we can rectify a situation right then and there, and move forward."

## MEDEVACS & CHARTERS

with Rise Air's Kris Norris, Chief Pilot 703/704 Operations

Rise Air's medevac and northern charter operations are managed by Chief Pilot Kris Norris, who has over 70 pilots reporting to him. Norris is excited about some of the forward-looking training and technology initiatives that have been implemented in his department.

"For one thing, we've upgraded our flight training for the pilots beyond Transport Canada requirements, so they are going to the simulator for all types of aircraft under my supervision. That includes the Beech 1900, King Air, PC-12 and Twin Otter," he said. "Prior to our simulator sessions, we're also now sitting in the aircraft doing CPT—Cockpit Procedures Training."

In addition, Norris highlighted Rise Air's acquisition of its first Pilatus PC-12 aircraft, calling it "one of the most versatile planes in the fleet."

This first PC-12 is dedicated to air ambulance services. It enables Rise Air medevac crews to access every airstrip in Saskatchewan, delivering more comfortable transportation for all patients, including larger patients that cannot be carried in other medevac aircraft.

"We can approach slow, and get in and out of unpaved gravel strips, just like the Twin Otter it's replacing," Norris explained. "But the PC-12 also flies as fast as our King Air medevac planes and it is pressurized, so we can get over and around weather. It is a more comfortable ride, and we can get anywhere within a 7.5-hour range, including from Saskatoon nonstop into the challenging air strip at Southend in only an hour."

He added that EMTs and patients like the PC-12, which offers more cabin space than the King Air. The Pilatus will also take pressure off the Twin Otters, which are in demand for other off-strip work on floats and skis.

In fact, the PC-12 is so versatile that Rise Air acquired a second aircraft, which will initially be used for charters.



The airline's PC-12s and eight-passenger King Airs are all equipped with Garmin 'glass cockpits,' a technology that increases reliability, reduces pilot workloads and raises safety margins. The same upgrades are also planned for the 14-seat Twin Otters and 19-seat Beech 1900s in "short order," said Norris.

Norris' growing operation demands his continuous focus on pilot recruiting and training. It can be a challenge when Rise Air adds new aircraft or pilots retire, change careers, or relocate to larger airlines, because it can take up to two months to bring new ones online.

"We mostly promote from within, but we do have to recruit externally too, which makes the training process even longer," he commented.

Supply chain challenges pose another hurdle, so Norris said Rise Air is stocking extra aircraft parts to see them through in a pinch. While medevac aircraft tend to qualify for expedited parts, it can still take up to six months for a needed component to arrive.

Despite the challenges, Norris said every day is a new adventure.

"The people here at Rise Air are great," he concluded. "I always wanted to be a pilot and I've been in it for 20+ years. Rise Air is a good employer that accommodates my needs and my family's needs—and that's worth more to me than any paycheck."

(continued from page 23)

Rise Air has also begun a \$2 million investment to upgrade de-icing equipment and fluids that are critical to aviation safety across northern Saskatchewan. The first of three new de-icing trucks arrived in Saskatoon in November 2025, with plans to locate similar vehicles at Rise Air's northern bases.

The company is bulking up its safety team as well, integrating flight operations and maintenance quality assurance, safety investigations, environmental protection, dangerous goods management, and occupational health and safety.

"We are investing in people and expanding our safety department—adding more people to the department and also integrating all aspects of safety, so we have a more holistic approach to managing risks," explained Nice.

Rise Air is facing the future with excitement, with new aircraft and equipment that will facilitate increased reliability and on-time performance—translating into higher customer satisfaction. Passengers will enjoy a more comfortable travel experience in larger, quieter aircraft that offer bigger seats and more carry-on space. Plus, the airline is making enhancements to its online booking system and rolling out a text alerting system for passenger flight notifications.

"Overall, we have committed \$130 million in fleet and facility upgrades; those are investments in the future of air service in northern Saskatchewan. We will be around for the long term," concluded Nice. ➔



We are investing in people and expanding our safety department, so we have a more holistic approach to managing risk."

**Derek Nice, CEO**



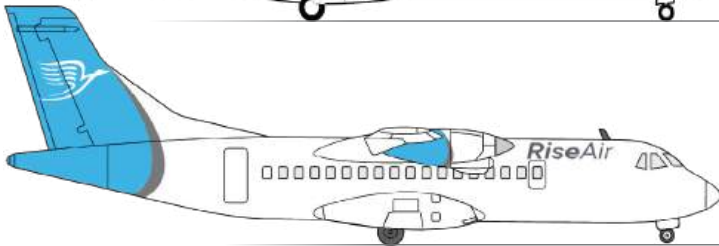


# Our Fleet



## ATR 72-600

- Passengers:** up to 68
- Type:** Turboprop
- Range:** up to 851 mi (1,370 km)
- Speed:** 310 mph (500 km/h)



## ATR 42-300/500

- Passengers:** up to 44
- Type:** Turboprop
- Range:** up to 519/808 mi (835/1,300 km)
- Speed:** 298/336 mph (480/540 km/h)



## Beechcraft 1900D

- Passengers:** up to 19
- Type:** Turboprop
- Range:** up to 1,500 mi (2,414 km)
- Speed:** 316 mph (509 km/h)



## De Havilland Twin Otter

- Passengers:** up to 14
- Type:** Turboprop
- Range:** up to 885 mi (1,424 km)
- Speed:** 185 mph (275 km/h)



## Pilatus PC-12

- Passengers:** up to 9
- Type:** Turboprop
- Range:** up to 2,070 mi (3,400 km)
- Speed:** 310 mph (500 km/h)



## Beechcraft King Air

- Passengers:** up to 8
- Type:** Turboprop
- Range:** up to 2,075 mi (3,340 km)
- Speed:** 310 mph (500 km/h)

# INTRODUCING THE NEW ATR 72-600

In November 2024, Rise Air announced exciting plans to be the Canadian launch customer for the latest generation ATR 72-600 aircraft. The first of three new turboprops arrived in Saskatoon in early January 2026, with plans for all three to be soaring over Saskatchewan by the end of the year.

As the backbone of Rise Air's large aircraft fleet renewal plan, the ATR 72-600 is uniquely suited for flying in northern Saskatchewan. Discover some of its market-leading features:

## For Passengers

- Largest cabin in the turboprop segment with stand-up aisle
- 68 ergonomic seats offer comfort equivalent to widebody aircraft
- Spacious overhead bins hold the widest carry-on luggage
- Advanced structure and soundproofing with LED lighting
- Fresh, clean air circulates every 5 minutes through the smoothly pressurized cabin
- Wide aisle and foldable armrests accommodate passengers boarded in wheelchairs
- High-wing aircraft design delivers unobstructed views

## For Pilots

- Full glass cockpit with state-of-the-art avionics
- 5 large LCD displays summarize critical information to reduce pilot workload
- Integrated electronic checklists and electronic flight bag for easy access to essential information
- Digital environment enhances situational awareness and improves safety and efficiency

## For The Environment

- New Pratt & Whitney Canada PW127XT turboprop engines showcase made-in-Canada technology
- 45% less fuel burn and 45% less CO<sub>2</sub> than similar-sized regional jets, per trip
- Increased efficiency and reduced operating costs
- Certified to fly with 50% sustainable aviation fuel, with the commitment to achieve 100% by 2030. 🌱



## ATR Quick Facts



ATR turboprops fly in 100 countries for 200 operators



The global ATR fleet numbers 1600+ aircraft



Supreme reliability in extreme cold, hot or windy conditions



ATR 72-600 is billed as the world's most fuel-efficient regional aircraft



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