

# Market Watch

<b>S&amp;P/TSX</b> 31,923.52 -1,092.61	<b>S&amp;P 500</b> 6,939.03 -29.98	<b>DOW</b> 48,892.47 -179.09	<b>NASDAQ</b> 23,461.82 -223.30	<b>DOLLAR</b> 73.74¢US -0.25¢	<b>OIL per barrel</b> US\$65.21 -\$0.21	<b>GOLD</b> US\$4,745.10 -\$609.70
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## Experts question U.S. president’s threat to decertify new Canadian planes



CP PHOTO CHRISTINNE MUSCHI

Canadian jet maker Bombardier’s Challenger jet manufacturing facility is seen in Dorval, Que., on Thursday.

**CHRISTOPHER REYNOLDS**  
*The Canadian Press*

Experts are casting doubt on U.S. President Donald Trump’s ability to ban new Canadian-made aircraft from American skies in a proposed move that would deal a blow to plane makers, airlines and travellers on both sides of the border.

Regulatory authority for plane certification in the U.S. rests with the Federal Aviation Administration, former Canadian Transportation Agency member Jean-Denis Pelletier said.

“The FAA is controlling the certification,” he said. “Mr. Trump has no authority to do that.”

Added John Gradek, who teaches aviation management at McGill University: “The president doesn’t decertify; the FAA decertifies.”

On Thursday, Trump singled out Bombardier Inc. in a threat to decertify and tariff Canadian-made aircraft, marking the latest escalation of trade tensions between the two countries.

The president inaccurately alleged in a Truth Social post that Canada has refused to certify four types of business jets made by Bombardier-rival Gulfstream, based in Savannah, Ga., framing the decision to hold off as illegal. Canada has certified two — the G500 and the G600, but not the G700 or G800.

“We are hereby decertifying their Bombardier Global Expresses, and all Aircraft made in Canada, until such time as Gulfstream, a Great American Company, is fully certified, as it should have been many years ago,” Trump said.

The U.S. administration later tempered that statement, indicating the ban would apply only to new aircraft rather than the more than 5,400 Canadian-built planes and helicopters registered in the United States.

“Subsequent clarifications by administration officials suggest that Canadian-made aircraft in operation already would not be grounded due to a move to decertify,” said National Bank analyst Cameron Doerksen in a report. A White House official confirmed to The Canadian Press that only aircraft that have yet to roll off the assembly line would be affected.

Aircraft constructed in Canada include Bombardier luxury jets and regional planes, A220 single-aisle jets made by French aerospace giant Airbus

and helicopters from Texas-based Bell Textron. De Havilland Aircraft of Canada also produces the Dash 8-400 turboprop along with a number of other aircraft.

Historically, plane groundings by regulators have related strictly to safety, such as the Boeing 737 Max 8 being banned from the skies for 20 months during the first Trump administration.

“Threatening action by a safety regulator for political purposes would set a dangerous precedent in the aerospace industry — the FAA may not even have legal authority to ground a plane at the whim of the president,” Doerksen said. The prospect of decertifying new planes even as identical aircraft already in service retain their airworthiness posed another head-scratcher.

“This is really strange, because certification of aircraft is a very, very long process. It takes years,” said Ross Aimer, CEO of California-based Aero Consulting Experts.

Gradek speculated that Trump’s threat to Canadian aircraft could stem from business interests at Virginia-based General Dynamics, which owns Gulfstream.

“Is there a safety concern with these airplanes? Is there a structural problem with these airplanes? No, you’re doing it for commercial reasons.”

In the lofty world of ultra-long-range business jets, Bombardier and Gulfstream are head-to-head rivals, with the Global series battling for market share against Gulfstream’s latest models.

The G700 and G800, which have not been green-lit in Canada, have been flagged because of possible de-icing concerns.

Canadian regulators typically follow their counterparts in the U.S. and Europe, where the planes have been approved.

But the U.S. certificate is conditional. Gulfstream has until the end of this year to prove that the two plane models function “properly under the probable operating conditions where ice may form in the fuel system,” according to a temporary exemption granted by the FAA in January 2024.

Any blow to Bombardier would be a blow to American companies, too.

Bombardier said it employs 3,000 people across nine sites south of the border and has 2,800 U.S. suppliers. The com-

pany’s jets typically boast at least 40 per cent U.S. content.

Meanwhile, the U.S. enjoys a large trade surplus with Canada in aerospace, meaning the general trade imbalance Trump has cited to justify other levies does not apply.

The International Association of Machinists and Aerospace Workers highlighted the tight-woven integration of the sector’s supply chains across the neighbouring countries, and the consequences of a potential tariff.

“It makes you less competitive to the U.S. market. By being less competitive, you sell less aircraft,” said David Chartrand, who heads the union’s Canadian contingent, in a phone interview from Toronto.

“It means job reductions. It means loss of contracts ... There would immediately be casualties on that side of the border also.”

Chartrand, whose union represents some 15,000 aerospace and aviation workers in Canada, stressed that politics should have no influence over safety matters.

“You can’t weaponize the certification process and use it as a threat like that,” he said. “There’s no winner in this.”

Bombardier’s share price dropped about six per cent to close at \$232.61 on the Toronto Stock Exchange.

Transport Minister Steven MacKinnon said in a social media post that departmental officials were in touch with their U.S. counterparts. He also said he spoke with Bombardier CEO Éric Martel on Thursday night as well as executives at General Dynamics.

“We are going to continue to support the aerospace industry and to ensure that we are there for Bombardier,” added Foreign Affairs Minister Anita Anand in an address at the Montreal Council on Foreign Relations — a speech that Bombardier executives skipped as they went into crisis mode.

A few kilometres north in the Montreal suburb of Laval, Jean-Denis Pelletier called for calm while warning about the economic risks should the groundings and tariff go ahead.

“I don’t think we have to panic,” said the former transportation agency official. “But this would affect very dangerously our economy in Quebec.”

-- with files from Kelly Geraldine Malone and Dylan Robertson

## PUBLIC NOTICES



### 8AM - 4PM SPECIAL SERVICES

Electric Outages.....	403.529.8260
Gas Emergency.....	403.529.8191
Water & Sewer Emergency .....	403.502.8042
After Hours Special Services.....	403.526.2828

### DEVELOPMENT PERMITS APPROVED JANUARY 22 TO JANUARY 28, 2026

#### RESIDENTIAL

- 5366 SOUTHLANDS DRIVE SE - Secondary Suite
- 5368 SOUTHLANDS DRIVE SE - Secondary Suite
- 367 STERLING CRESCENT SE - Single Detached House.
- 308 SOMERSIDE CRESCENT SE - Secondary Suite.
- 310 SOMERSIDE CRESCENT SE - Secondary Suite.
- 69 SOMERSET BAY SE - Garage.

#### COMMERCIAL/INDUSTRIAL/ INSTITUTIONAL

- 503 A ALLOWANCE AVENUE SE - Community Food Service
- 628 2 STREET SE - Change Of Use To Retail & Consumer Services.
- B 102 6 AVENUE SE - Installation Of One Fascia Signs.
- 3215 DUNMORE ROAD SE - Portable Sign.
- 1001 KINGSWAY AVENUE SE - Change Of Use To Community Social Services.

#### HOME BUSINESS

- 1135 5 STREET SE - Home Business Minor - Speech-Language Pathologist.
- 957 5 STREET SE - Home Business Minor - Health Studio/Fitness Centre.
- 921 ROSS GLEN DRIVE SE - Home Business Minor. Home Repair.



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A person claiming to be affected by a decision of the Development Authority may appeal to the Medicine Hat Subdivision and Development Appeal Board by completing and submitting to the City Clerk Department, the required Notice of Appeal form within twenty one (21) days of this publication. Forms available from: City Clerk Dept., 3rd Floor, City Hall or City website: [www.medicinehat.ca](http://www.medicinehat.ca).

All Development Permits listed are subject to conditions. For more information, contact Planning and Development Services, 2nd Floor, City Hall. Ph. (403) 529-8374.

### PROTECT WATER LINES FROM FREEZING

The following actions should be considered to protect your water lines from freezing during the cold weather months:

- Repair broken windows and ensure windows/vents are closed during the winter.
- Insulate water pipes in unheated areas, including crawl spaces.
- For sinks located against a non-insulated outside wall:
  - Open the vanity door to allow warm air to reach the water pipes.
  - A light bulb placed near the water pipe may generate enough heat to keep the water flowing.
  - Heat tape wrapped around the pipe may keep the pipe from freezing.
- Residents of mobile homes should check the condition of the heat tape on their water service and water meter.
- Protect an unheated indoor water meter with an insulated box and water pipes should be wrapped in insulation using heat tape.
- Outside water faucets and underground sprinkler systems should have the water supply shut off inside the house at the isolation valve for the faucet/hose bib.
- Sprinkler lines and faucets should be drained/blown out.
- Run a stream of cold-water, with a flow of approximately 250ml per 10 seconds, continuously from one faucet.
- If you plan to be away from home over the winter period, close the main water isolation valve located next to the water meter in your home.
  - You should leave the heat on in your home and have someone check inside your home daily while you're away.

A frozen water service or a burst water pipe is an inconvenience and expense that most people would like to avoid. Please take all possible precautions to prevent this happening in your home or business.

For more information, refer to [www.medicinehat.ca/frozenwaterlines](http://www.medicinehat.ca/frozenwaterlines) or contact Environmental Utilities at 403-529-8176.

### AIRPORT MASTER PLAN SURVEY



**MEDICINE HAT  
REGIONAL  
AIRPORT**

✈ Help shape the future of Medicine Hat Regional Airport.

YXH is creating a 20-year Master Plan, and your voice matters. Share what the airport means to you, your priorities, and your vision for its future by completing the online survey. Participants also have the opportunity to enter for a chance to win a \$75 prepaid credit card. Survey expires on February 8th.

Learn about the project and complete the survey at [medicinehat.ca/YXHplan](http://medicinehat.ca/YXHplan)

[www.medicinehat.ca](http://www.medicinehat.ca)

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# LOTUS WIGHT

## FEBRUARY 5 • 7 PM

### Medicine Hat Public Library Theatre

medicine hat public library

SPCA

TICKETS:

\$10 in advance at the library, the SPCA and at the door

50% of sales to the Medicine Hat SPCA

## Economy stalled in November, may have contracted in Q4 amid manufacturing decline

The Canadian Press

A beleaguered manufacturing sector was weighing on the economy heading into the end of 2025, Statistics Canada said Friday.

Real GDP growth was flat in November, rebounding somewhat from a decline of 0.3 per cent in October, the agency said.

StatCan said drops in activity in goods-producing industries were offset by expansion on the services side of the economy.

Manufacturing faced a 1.3 per cent decline in November. StatCan said the output of motor vehicles and parts hit a bottleneck as a global shortage of semiconductors curtailed production at a major auto plant.

TD economist Marc Ecolao said the manufacturing industry is tracking for a 2.5 per cent decline in 2025, which would mark the worst year for the sector in nearly 20 years, outside the COVID-19 pandemic and the global financial crisis.

Ecolao said U.S. tariffs on autos, lumber and various metals weighed on manufacturing activity last year.

“We look for that to partially recover into next year, but overall manufacturing is one of those sectors that is disproportionately dragging GDP down,” he said.

Activity in the wholesale trade sector fell 2.1 per cent in November thanks to the declines in automotive output. The agriculture, forestry, fishing and hunting industries also contracted in the month.

Retail trade expanded 1.3 per cent in November, StatCan said, more than offsetting two previous months of declines.

Various sectors also saw rebounds in November thanks to the end of strikes at Canada Post, Alberta schools and B.C. liquor stores.