

ATAC looks forward to formally meeting with Transport Minister Marc Garneau. We have identified key issues that require the minister's immediate attention. Here are some of them:

Transport Canada Funding

The demand for air services in Canada has been growing at a rate of almost 5% annually while the budget allocated to Transport Canada - Aviation Safety & Security has been cut by 12.5% since 2012-13, making it increasingly difficult for Transport Canada to carry out its mandate and deliver the level of service our members are entitled to.

Flight Crew Fatigue Risk Management and Flight & Duty Times

This was the major regulatory issue addressed over the past year. ATAC wants to ensure that the serious impact of such a regulatory change is well understood by the regulator.

Flight Crew Medical Condition Reporting

The non-transmission by Transport Canada of notification to employers of loss of privileges for commercial pilots, air traffic controllers and aircraft maintenance engineers needs to be quickly resolved.

Indemnification of Third Party War Risk

ATAC is very upset that one of the very first acts by Minister Garneau in the aviation sector is to impose a new \$5 million fee on the industry by cancelling the Third Party War Risk Coverage that the Government of Canada has been supplying ever since 9/11. This coverage hasn't cost the Government a penny since no claims were ever made. To cancel it simply because the US has done so is ruining an opportunity to help Canadian carriers be more competitive against US carriers who operate in a sector largely supported by their government, in sharp contrast to the traditional Canadian approach of milking our industry for every penny it can get.

Laser Attacks on Aircraft in Canada

The reporting of laser attacks on aircraft in Canada is growing at an alarming rate. Transport Canada needs to champion the fight against this very serious threat by enlisting many other departments in overseeing the sale, training, use and legal consequences of misuse of lasers.

Seaplane Operations

The proposal made in the Seaplane Operations NPA to mandate constant wear of floatation devices during all commercial seaplane operations is considered by ATAC as detrimental to crew and passenger safety.

Unmanned Aerial Vehicles (UAVs)

We continue to promote flight schools as the preferred choice for ground school training for UAV operators as ATAC strongly advocates that proper training is key to the safety of sharing our airspace.

Aviation Industry Treated as an Economic Driver Rather Than a Cash Cow

Annually, the Canadian Government collects over \$1 billion from our industry. None of our major trading partners have such a devastating appetite for milking their air transport industry and in most cases they support rather than bleed their industry.

The Air Travellers Security Charge (ATSC) and the Canadian Air Transport Security Authority (CATSA)

This taxable charge to air passengers should be a dedicated charge based on CATSA's operational needs and Public Safety Canada should share in the cost of airport security as is done in the US and in the majority of other jurisdictions.

Aviation Infrastructure in the Northern and Remote Regions of Canada

The Canadian Government needs to invest in aviation infrastructure in the Northern and remote regions of Canada. The lack of navigation and communication aids, including weather reporting, contributes to lowering flight safety and limiting service. Similar situations exist in the Northern and remote regions of many of the provinces.

ATAC expects Canada's Transport Minister to recognize and defend aviation as a key economic driver and do everything in his power to help our industry remain competitive both domestically and internationally.

John McKenna
President & CEO
Air Transport Association of Canada