



**ATAC's 75th Annual General Meeting & Tradeshow  
November 15-17, 2009  
Hilton Hotel and Quebec City Convention Centre**

Register today at <http://www.atac.ca/en/eventsagm/index.html> and take advantage of the early-bird rate.

**Book your accommodation now at the Hilton Quebec – 1-800-447-2411 and refer to the ATAC Block – by staying at the host Hotel you directly support the AGM/Tradeshow by helping the Association meet its financial commitment.**

Committee Meeting topics are currently being developed and will be posted in the coming weeks. Please visit our website for our preliminary program and other pertinent information.

For sponsorships and/or the Tradeshow please email Debbie Simpson at [atac@atac.ca](mailto:atac@atac.ca).

**Join us in celebrating ATAC's 75th Anniversary!**

**Thanks to our 2009 Sponsors to date**

Aveos Fleet Performance, Boeing Commercial Airplanes, Bombardier Commercial Aircraft, Canadian Air Transport Security Authority, CQFA–CEGEP de Chicoutimi, Emond Harnden, ExelTech Aerospace, Gowling Lafleur Henderson LLP, L-3 Electronic Systems, Matrix Group, Moncton Flight College, NAV CANADA, Plein Vol, Quebec City Jean Lesage International Airport, Saab Aircraft Leasing, Seneca College, Sennheiser (Canada), Sky Wings Aviation Academy

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**Congratulations 2009 Webster Winner!**

The 2009 Webster Memorial Trophy was awarded Saturday August 22<sup>nd</sup> at the Brampton Marriot Hotel, to Canada's Top Amateur pilot Cory-Daniel Raby (Algonquin College). ATAC was on hand to present Mr. Raby with a congratulatory certificate of accomplishment as Canada's top amateur pilot.

ATAC also presented Certificates of Appreciation to retiring judges Don Fisher, Jack Scott and Eugene Cowie for their 29 years of service to the Webster. The Certificate of Appreciation is ATAC's highest award honouring individuals for their valuable contribution to the Canadian air transport industry.

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**Human Resource Sector Study of Commercial Pilots focus Group Meetings**

Focus group meetings were held on August 25th in Toronto at the Skyservice FBO and on August 26<sup>th</sup> at the Manitoba Aviation Council office at Winnipeg Airport. The final focus group meeting is scheduled for September 21<sup>st</sup> at the BCIT Campus in Vancouver. Industry stakeholders are encouraged to participate in this important work. Please contact Wayne Gouveia at [wgouveia@atac.ca](mailto:wgouveia@atac.ca) to sign up. Surveys and one and one interviews are also underway please be generous with your inputs.

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**Opportunities India Project**

ATAC has submitted a proposal for funding under the Global Opportunities for Associations to subsidize an outgoing mission to Delhi India of ATAC Flight Training schools to meet with representative from Indian Airlines. Interest in this project continues to grow with 14 flight schools now signed up as members of the sub-committee supporting research of the Indian Market. Once the funding has been approved the committee will meet to establish time frames for the mission.

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**EU Emissions Trading Scheme (ETS)**

The EU Emissions Trading Scheme (ETS) continues to get entrenched. Airlines currently operating or planning to operate in the future to and from Europe need to be aware of the emissions data gathering and submission requirements. If you are now involved in European operations or plan them in the future please let me know so I can keep you abreast of the issues related to the EU ETS and the Canadian government activities on this file. If you are interested in a copy of a recent TC PowerPoint presentation on this subject please let me know.

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**Industry Makes Counter Offer to FAA on their Proposed Overflight Fees**

Earlier this Spring, the U.S. Federal Aviation Administration announced their intention to increase their overflight fees. The fees are levied upon aircraft either overflying U.S. airspace and not landing in the U.S. (Enroute) or utilizing U.S. controlled oceanic airspace (Oceanic). The FAA proposed an increase from \$33 to \$56 Enroute fee and \$15 to \$21 Oceanic fee. ATAC and other stakeholders are members of the Aviation Rulemaking Committee (ARC) (a joint FAA and industry consultation group) indicated that such large increases were not possible at a time when the industry is in the depths of a recession.

The industry members of ARC prepared a counter proposal suggesting the increases could occur over a five-year period with the first increase beginning in October 2011 and the last in October 2014. The counter proposal was made in Washington on August 19. The FAA will pass it on to congressional offices for review and hopefully acceptance.