

The Electronic Newsletter of the Air Transport Association of Canada
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**ATAC's 75th Annual General Meeting & Tradeshow
November 15-17, 2009
Hilton Hotel and Quebec City Convention Centre**

"Aviation In a Recovering Economy"

Please visit our website at <http://www.atac.ca/en/events/agm/index.html> for ATAC's preliminary program, accommodation details and other pertinent information. **Book your accommodation early - a limited block of rooms are on hold.** For information on Sponsorships and/or the Tradeshow please email Debbie Simpson at atac@atac.ca.

Join us in celebrating ATAC's 75th Anniversary.

Thanks to our 2009 Sponsors to date

Aveos Fleet Performance, Boeing Commercial Airplanes, Canadian Air Transport Security Authority, CQFA-CEGEP de Chicoutimi, Emond Harnden, ExelTech Aerospace, Gowling Lafleur Henderson LLP, Matrix Group, Moncton Flight College, NAV CANADA, Seneca College, Sky Wings Aviation Academy

Exemptions to New TC Regulations Relating to Interference with a Crew Member

The new TC regulations relating to Interference with a Crew Member also known as Unruly Pax were published in the Canada Gazette Part II on March 12, 2009. ATAC applied for an exemption due to the inadequate amount of time available for operators to comply with all of the new requirements. ATAC has been successful in obtaining such an exemption and have forwarded a copy to members.

Europe/US International Aviation Safety Conference

ATAC, Transport Canada and Canadian OEMs participated in the 2009 version of the annual Europe/US International Aviation Safety Conference during the first week of June in Athens, Greece. Although many of the subjects covered continue to have a much needed harmonization aspect to them, there were also updates and lively discussions on new or proposed initiatives from both sides of the Atlantic. Some of these "engaging" topics included SMS, Crew Licensing, Aircraft Leasing, the EASA proposed Operational Suitability Certificate, Fuel Tank Safety, EASA CAMO, FAA Foreign Repair Station requirement changes as well as various rulemaking activities. Copies of the PowerPoint presentations on these and other topics are mainly grouped as workshops or information sessions and are now available at the following link: <http://www.easa.europa.eu/conf2009/presentations.html>.

If you have questions on these or require further elaboration please let me know.

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Civil Aviation Administration of China (CAAC) Limits Approved Flight Training Schools Worldwide:

There are 33 approved CAAC schools worldwide, of which five are Canadian flight training schools certified to provide ab initio flight training to Chinese pilots, 10+ are US schools and the others were from Spain, France and Australia.

Gander Flight Training Establishes Continuation Flying Scholarship

Gander Flight Training is in the process of establishing a \$2000.00 Continuation Flying Scholarship. The scholarship will be awarded to an outstanding Newfoundland Air Cadet that has achieved a private pilot license with distinction and is continuing flight training with the goal of achieving a Commercial Pilot License at GFT.

Wayne Gouveia, VP, Commercial General Aviation
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2010 Olympics will be Canada's Biggest Security Mission Ever

Security for the 2010 Olympic Games will be the most extensive for any event ever staged in Canada. The security budget is expected to easily exceed \$1 Billion. Aviation Security is an important component. Two 13 mile circles based upon the Athletes Villages in both Vancouver and Whistler and a corridor running along the Sea to Sky Highway will have restricted flight operation. Flights departing from airports without CATSA security screening heading to Vancouver will have to stop at one of four gateway airports outside the Vancouver area for screening. Aircraft without locking cockpit doors will have to undergo additional clearance procedures. ATAC has participated in the security planning exercise.

Bill C-310 Stalled by Summer Recess

The private members Bill C-310 which purports to be Passenger Bill of Rights is stalled awaiting the end of the House of Commons summer recess. The Bill passed Second reading in June and is now poised to be reviewed by the House of Commons Standing Committee on Transport, Infrastructure and Communities (SCOTIC) sometime in September. Furthermore the strong possibility of a Fall election would mean the end of Bill C-310.

The highly punitive Bill has many flaws as even the Bill's architect admits. The Air Transport Association of Canada will propose alternate language to SCOTIC. A joint meeting of ATAC's Legal Committee and Industry Monetary Affairs Committee will consider the proposed amendments in August.

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