



Annual Report 2024



Air Transport Association of Canada
Association du transport aérien du Canada



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**** All information in this report is as of June 30, 2024 ****
(Unless otherwise noted)



Exploit Valley Air Services



Mission

TO SUPPORT OUR MEMBERS IN THEIR COMMITMENT TO A SAFE, WORLD LEADING AND SUSTAINABLE CANADIAN AIR TRANSPORT INDUSTRY.

Objectives

- Promote safe, reliable, efficient and affordable air transportation of people and goods to the benefit of the Canadian travelling public.
- Engage with relevant Government and regulatory authorities to advance Canadian commercial aviation and facilitate a sustainable air transport industry.
- Advocate for government recognition of commercial aviation as a vital Canadian socio-economic enabler.
- Promote the availability of world class flight training in Canada, domestically and internationally.
- Promote and support sound environmentally responsible operations and policies.
- Promote and support a regulatory framework that recognizes enterprise and imagination in providing safe and competitive air transport services.
- Provide excellent and cost-effective services to our members.
- Promote professional operational standards and business practices by the membership.
- Inform and engage the public and other stakeholders about the industry and its views.
- Communicate matters of interest to our members in a timely manner.





Executive Committee

Chair of the Board

Gregg Evjen, Chief Operating Officer, KF Aerospace - Kelowna, BC

President and CEO

John McKenna, President & CEO, ATAC - Ottawa, ON

1st Vice-Chair

Joseph Sparling, President, Air North - Whitehorse, YK

2nd Vice-Chair

Calvin Ash, President, PAL Airlines - St. John's, NL

Chair of the Audit Committee

Dan Glass, President, Mitchinson Flight Centre - Saskatoon, SK

Past Chair

Eric Edmondson, Chief Executive Officer, Pivot Airlines - Mississauga, ON

Directors

Christian Busch, President and CEO, Air Inuit - Montreal, QC

Patrick Coulter, Director Business Development Commercial Training, FlightSafety International - Toronto, ON

Len Corrado, President, Sunwing Airlines - Toronto, ON

Clark Duimel, Executive Director, Pacific Flying Club - Delta, BC

Joey Petrisor, President and CEO, Perimeter Aviation LP - Winnipeg, MB

Steven Williams, Partner, Emond Harnden LLP - Ottawa, ON

Bob Connors, General Manager, Waterloo Wellington Flight Centre - Breslau, ON

Chair's Message

(Presented at ATAC Annual Meeting - November 6, 2024)



It's truly remarkable that we're celebrating the 90th anniversary of this outstanding organization - 90 years of supporting Canadian aviation through all its ups and downs is no small feat.

Our organization has endured some significant historical events.

From the challenges of World War II, when the Canadian aviation industry grew from fewer than 4,000 people to over 120,000 people, Airline deregulation of the 1980s, 9/11, and of course COVID, all of these occurrences posed considerable challenges and reshaped our entire industry.

But ATAC has consistently been a steady hand, helping our sector navigate through turbulent times. And today, its role remains just as essential as it was back then.

So, thank you all for continuing to support this historic organization and for helping propel Canadian aviation excellence forward.

State of the Industry

As we gather here today, I'm sure many of you will agree that our industry is once again navigating turbulent skies. As we look ahead, we see even more potential storms on the horizon—whether it's global instability, labour shortages, or supply chain disruptions.

We know the challenges are there, but we also know that aviation plays a critical role in connecting this vast country of ours, moving people and goods across a geography like no other. Canada's size and scope present unique challenges that our industry needs to be well-equipped to meet.

And despite all the hurdles, we will continue to serve Canadians and lead the world in aviation excellence.

Staffing and Supply Chain Challenges

When it comes to the staffing and supply chain challenges, we know there's no silver bullet—if there was, we would've used it by now.

We're facing significant pressure to keep pace with rising wages and costs, which often outstrip what many of our business models can bear. As a result, we've had to get creative, especially when it comes to attracting and retaining employees in an environment where costs keep moving up.

At times it feels like when we make one step forward, such as the utilization of foreign workers to bridge the AME experience gap, we are quickly forced to take a step back with the unintended consequences of our governments immigration policy changes abruptly turning this solution off and likely forcing our newfound employees and friends back home.

While these setbacks are discouraging, we must continue to work together and find solutions to overcome our issues. A recent victory for our industry is the formal Transport Canada approval for the CCAA online Structures Training Program which will allow Structures Technicians to complete their educational requirements remotely. This is a key option to help employees get licensed while working and gaining their required experience. This program will be extended to mechanics in 2025. At KF Aerospace, we've introduced several innovative approaches to help address labour shortages like our partnership with Mohawk College at our Hamilton facility. The success of this has driven us to mirror this approach at our Kelowna facility by working with the Okanagan college to build a larger Campus onsite which will further expand their AME program to include Structures, Mechanics, and Avionics. This will result in another source of AME development that will not just benefit KF but will help feed the entire industry.

Supply chain issues seem to be coming at us from all directions lately. From shipping delays due to climate events such as flooding and hurricanes, dockworker strikes, war in the Ukraine and US free trade issues. I feel it is important to bring solutions to our problems closer to home where we can gain better control and oversight. For instance, we recently signed a North American dealership agreement with a foreign OEM. Partnerships like these not only brings new business to Canada but can also help alleviate some of the supply chain bottlenecks we've been experiencing in recent years.

We also know that innovation can't just stop at internal initiatives. Developing stronger long-term relationships with our fellow Canadian partners will help ensure the support our industry needs remains in country. We've begun working on some very creative relationship management strategies with some of our customers, where we actually evaluate each other. This two-way feedback process fosters a deeper level of transparency and collaboration. It's something I haven't seen before in our industry, and it's proving incredibly effective.

Rather than focusing solely on competition, I believe that many of the people in this room will find increasing value in exploring new ways to collaborate. By working together, we can share resources, ideas, and solutions, and ultimately strengthen the entire aviation sector in Canada.

The Role of Government

Of course, to make all of this work, we need meaningful collaboration and support with our government. While we've seen positive developments, especially in our relationship with the people at Transport Canada, many of whom are in the room here today and who we thank for their strong collaboration, there's still a lot of room for improvement in the industry-government relationship, particularly with our elected governments.

(Continue on page 6)

Chair's Message (Con't)

(Presented at ATAC Annual Meeting - November 6, 2024)



Recent measures, such as the changes to the Passenger Bill of Rights, while well-intentioned, have placed additional burdens on our industry. These policies, without sufficient industry input, often result in higher costs being passed on to consumers.

What we need is a real partnership - one where the government listens to us early in the process, takes our expertise into account, and crafts policies that support, rather than hinder, our ability to grow. If we can establish that level of cooperation, I believe we can tackle the challenges ahead with confidence. In many cases I believe we may need to develop a stronger voice in order to be heard by our government. Perhaps this can be done by further collaboration with our other like-minded Canadian aviation associations.

Looking Ahead

As we look to the future, new challenges will undoubtedly arise. While I would normally not take an opportunity such as this to discuss political views, I believe we are all acutely aware that the results of the U.S. election could have a significant impact on our industry. The last time Trump was president, it was a very difficult time for us in Canadian aviation. His protectionist policies drove costs up for us, affected the supply chain, and disrupted our relationships with global suppliers, especially in the U.S. Honestly, nobody knows what is going to happen, but by tomorrow, we could wake up with a very different outlook for our industry and the world in general.

This is even more reason to make sure we are taking seriously the need to do everything possible to strengthen our domestic industry and partnerships here and to find common solutions with governments at all levels now. Collaboration is a key to not leaving ourselves over-exposed to external events and actors, and I truly believe that it is the path to prosperity for all our organizations and our industry. My challenge to all of you listening today is to go away from this event thinking about those potential solutions and those collaborations of the future.

Closing Thoughts

I want to take a moment to once again acknowledge the incredible work that ATAC continues to do for our industry. For 90 years, this organization has supported Canadian aviation, and I'm confident that it will continue to do so for many more to come.

I also want to extend my sincere thanks to the organizers of this event who made it all possible and who no doubt will put on another stellar show this year. This is all put together by a very small but talented and dedicated group of people and your efforts are deeply appreciated and recognized.

Thank you all for your time, and I look forward to seeing what the future holds for our industry and this great organization.

Thank you.

Gregg Evjen
Chief Operating Officer, KF Aerospace



AEROSPACE



Rise Air



EnviroTech Aviation



PAL Airlines



Harbour Air Seaplanes



Keewatin Air



Summit Air



Airco Aircraft Charter

President's Message

(Presented at ATAC Annual Meeting - November 6, 2024)



Hello everyone. My name is John McKenna, and I am happy to present the President's Annual Report for the financial year ended June 30, 2024.

This past year has been challenging on many fronts as we strive to keep ahead of the government's regulatory & legislative agenda and to work towards making those

changes more in line with the realities of our industry. We are making a difference but for every hurdle that we clear, new ones appear.

ATAC has had a very busy year as you can assess from the busy workshop agendas throughout this conference. Your participation in our committee work, be it in person during the conference or throughout the year online is key to developing our formal positions on issues and building the arguments and the consensus needed to influence regulatory and legislative initiatives.

ATAC is active on all fronts in Ottawa. We maintain a solid network of high-level contacts, both in key departments and on the Hill. We constantly expand that network to be better able to quickly involve the right people needed to find the required solutions.

ATAC's Strategic Plan for the Next Five Years

The ATAC Strategic Planning Committee has presented its Draft Plan to the Board for review. Although the plan should be formally adopted at the February meeting, we are already implementing many of its key elements in the areas of Membership, Governance, ATAC Events, and Revenue Diversification.

One of the strategic mandates was to make the ATAC Conference an even better event. Our conference is growing at a steady pace, and we are looking at all options for future conferences, including format, cities, venues, and aligning our efforts with some of our sister associations. These require long-term planning as venues are booked many years out.

We have formed an Exhibitor Committee to help us create and implement changes to make the conference an even better investment for exhibitors, and to make it more appealing to a greater cross section of our industry in order to attract sectors that have traditionally not participated.

We invite any and all suggestions you may have to help improve the conference.

Membership

The ATAC Membership ranks remain strong. Every day, Members tell us how much they count on ATAC's support, and I get great feedback for the work done by the ATAC team. This feedback is key to our continued success.

Our membership on June 30 stood at 185, 23 up from a year earlier, and 2 up from the pre-pandemic 2018-19 year. ATAC ranks included 80 Members, 79 Industry Partners, and 16 Affiliates.

Membership presents two challenges, one of them, of course, is to attract new members. The other is to retain members. The best way to do that is to ensure that our members get the most out of their membership as that is the best way to retain them over the long term. I am happy to report that new members are joining every week.

Communications

Good, sustained and efficient communications is key for any member-oriented organization. Informing you of the work we do on your behalf, ensuring that ATAC's positions are known, understood, and clearly supportive of your objectives is a constant challenge. Done well, it will benefit our members by sharing valuable information. It will also help attract more attention to what we do for industry, which can only result in re-enforcing our ranks and ATAC's influence.

Stay Connected

Please stay connected. I invite you to follow us on LinkedIn and X.

ATAC Finances

As you just heard from the Treasurer, our financial situation on June 30 yielded very good results, allowing us some shelter from an unpredictable future and implement our many initiatives.

We continue to strictly control our expenses. We protect our current sources of revenue while seeking out new revenue streams.

New Personnel

In July, David Rankin joined the ATAC ranks as our new Vice President. David's responsibilities so far include flight training, cargo, and dangerous goods. Additional responsibilities could be added on when the staff changes are completed over the next 12 to 24 months.

Issues at the Forefront

ATAC is working on a wide range of key issues on your behalf. These key issues are being discussed in the many committees being held throughout this conference.

I invite you to participate fully in these committee meetings as they are a key element of the conference, and your input is most valuable.

(Continue on page 9)

President's Message (Con't)

(Presented at ATAC Annual Meeting - November 6, 2024)



Conference Agenda App

Please consult your "EventMobi" app throughout the conference. This allows you to see the latest changes in the agenda, learn more about and be able to communicate among yourselves, with our exhibitors, sponsors and speakers.

I want to thank our many exhibitors and sponsors, and I encourage you all to visit the more than 70 booths in the tradeshow.

ATAC Mandate

The ATAC mandate is clear.

It is *"To support our members in their commitment to a safe, world-leading and sustainable Canadian air transport industry."*

ATAC endeavours every day to promote safe, reliable, efficient and affordable air transportation of people and goods to the benefit of the Canadian society. We do it your behalf, and we do it proudly.

Before I conclude my report, I must inform you all that the brightest star in our ranks, Debbie Simpson, will be leaving ATAC at the end of December, after 46 years of amazing service.

No words can properly describe Debbie's huge influence on everything at ATAC. She holds the corporate memory, she is incredibly dedicated, highly ethical, and most organized.

Not only is she the Corporate Secretary, she is also the Events Director, and the keeper of wisdom. The success of our conference and all that we do depends largely on her many talents and willpower. She keeps all of us in check and has zero tolerance for anything less than our best effort.

This organization would never have achieved its current status and enjoyed its many successes without Debbie's determination and drive. I have enjoyed working with her, learning from her, and counting on her strong leadership, and friendship.

There are never any days off for Debbie as she is constantly doing what needs to be done to make things great or to smooth out bumps on the road.

Not only will my ATAC colleagues and I miss her terribly, but we will also be at a complete loss for quite some time as we know that our work and the united ATAC Team will never be the same again.

Debbie, thank you for putting up with me for 16 years, and thank you so very much for your lifelong dedication to ATAC.

This concludes my report.

John McKenna
President & CEO



Financial Report

(Presented at ATAC Annual Meeting - November 6, 2024)



For the year ended June 30, 2024, the revenues for your Association totalled \$2,612,005 up \$336,586 from \$2,275,419 for the previous year.

Membership Fees Revenue were \$795,467, up slightly from the previous year.

ATAC Events, including the 2023 annual conference, generated \$399,380 as compared to \$291,506 in 2022.

ATAC's Investments generated revenues of \$205,647, \$69,951 or 51.5% better than the \$135,696 produced the previous year.

Our other revenues, including those generated by our role as Administrator of the AIF Agreement, reached \$1,211,511, up \$156,481 from the \$1,055,030 raised in 2022-23.

Expenses incurred by the Association in 2023-24 totalled \$1,562,775, up \$174,484 from the previous year.

This increase in expenses is explained by a larger conference, a larger presence at the MRO America's, higher occupancy costs because we have not received a credit on the variable cost of our lease as we did the previous year, a \$56,856 expense covering two special projects, one of which was reimbursed by a third party, and non-recurring costs of \$20,969 in Succession and Recruitment.

Revenue over Expenditure for the 2023-24 financial year was \$1,049,230, up \$162,102 from the previous year.

Members' Equity, also called "Net Assets", ended the year at \$3,695,615, up \$292,943 from the prior year's total of \$3,402,672.

Given the significant Revenue over Expenditures incurred this year, the Board of Directors has mandated the Audit Committee to purchase some financial instruments in order to maximize interest revenue. Consequently, on February 24, the Audit Committee instructed me to purchase a one-year non-redeemable Guaranteed Investment Certificate of \$200,000 yielding 5% per annum.

I also want to report that two other GICs were purchased on July 17, therefore after the end of our 2023-24 financial year. These were a non-redeemable one-year GIC of \$200,000 yielding 4.6% and a 271-day Prime-linked cashable GIC of \$500,000.

In total we now hold \$900,000 in GICs at RBC. These investment tools are translating into significant revenue streams for the association.

The audited Financial Statements for the year ending June 30, 2024, were approved by the Board of Directors on September 9, 2024.

Copies of the Financial Statements are available upon request.

Appointment of Public Accountant

It is considered good corporate governance to appoint an external Public Accountant. We have been relying on the audit firm of Welch LLP - Chartered Accountants as Public Accountant for the past seven years. On September 9, 2024, the Board recommended that Welch LLP be re-appointed as External Auditor for the 2024-2025 financial year. I therefore call for such a motion.

I declare Welch LLP as the Public Accountant for the 2024-2025 financial year. Thank you.

Dan Glass, President
Mitchinson Flight Centre

	2024	2023
Revenues	\$2,612,005	\$2,275,419
Expenses	\$1,562,775	\$1,388,291
Revenue over Expenditures	\$1,049,230	\$ 887,128
Net Assets	\$4,683,175	\$3,516,645





Committees

Air Cargo
Cabin Operations
Dangerous Goods
Environmental Affairs
Flight Operations
Flight Training
Industry Monetary Affairs
Legal
Maintenance, Repair & Overhaul (MRO)
Passenger Accessibility
Regional Operations
Safety
Security & Facilitation
Tax
Technical Operations (Engineering & Maintenance)

Vice Presidents Responsible

David Rankin
Les Aalders
David Rankin
Les Aalders
Les Aalders
David Rankin
Wayne Gouveia
Wayne Gouveia
Les Aalders
Wayne Gouveia
Les Aalders
Les Aalders
Wayne Gouveia
John McKenna
Les Aalders



Perimeter Aviation

Membership List



Members

Adventure Aviation
Air Andrew
Air Creebec Inc.
Air Inuit
Air North Ltd.
Airco Aircraft Charters Ltd.
Alberta College of Aeronautics
Algonquin College
Alkan Air
Altitude centre de l'aviation
Brampton Flight Centre
Brandon Flight Centre
British Columbia Institute of Technology
Calgary Flying Club
Calm Air
Canada Jetlines Operations
Canadian North
Cargair Ltée.
Carson Air
Central Mountain Air Ltd.
Centre québécois de formation aéronautique-
CEGEP de Chicoutimi
Chinook Helicopters (1982)
Coastal Pacific Aviation Academy
Collège Air Richelieu
Confederation College
Cornwall Aviation (1979)
Cygnet Aviation Academy
Diamond Flight Centre London Ltd.
EnviroTech Aviation
Executive Compass Flight Institute
Exploit Valley Air Services
First Nations Technical Institute
Glacier Air
Glencore Canada
Harbour Air Seaplanes LLP
Harv's Air Service
Héli-Mistral
Journey Air
Keewatin Air
KF Aerospace
Lachute Aviation
MFC Training
Mitchinson Flight Centre
Montair Aviation
Morningstar Air Express
Mount Royal University (Aviation Program)
National Helicopters Inc.
Near North
Nolinor Aviation
North Cariboo Air
Norton Wolf School of Aviation Technology
Ornge
Ottawa Flying Club
Pacific Coastal Airlines Ltd.
Pacific Flying Club
Pacific Sky Aviation Inc.
PAL Airlines
Perimeter Aviation
Pivot Airlines
Porter Airlines
Prairie Rose Public Schools (DR South Alberta Flight Academy)
Red River College—Stevenson Campus
Regina Flying Club
Rise Air
Rockcliffe Flying Club (1961)
Saskatchewan Polytechnic
Sault College of Applied Arts & Technology
Select Aviation College
Seneca College
Sky Wings Aviation Academy Ltd.
Slate Falls Air
Spectrum Airways
Summit Air
Sunwing Airlines
Super T Aviation Academy
Superior Airways
The University of Western Ontario
Thunder Airlines Ltd.
University of Waterloo
Victoria Flying Club
Voyageur Aviation Corp.
Waterloo Wellington Flight Centre

Industry Partners

AAR Aircraft Services - Trois-Rivières
Aero Course
Aeromotion Canada
Aerosolutions
Air Canada Maintenance
Airble Aviation
Airbly
AirStart
Akila SGS
Alexander, Holburn, Beaudin & Lang
Allianz Global Risks US Insurance Company
APS Aerospace Corp.
ASQS Safety & Quality Solutions
ATR
Avia Marketing Consultants Inc.
Avjet Holding
Avmax



Industry Partners (cont'd)

Avro Insurance
Axis Insurance Managers
Boeing Canada Operations
CAE
Canadian Aviation Insurance Managers Ltd.
CanRep
Cirro by AirSuite
Conlin Bedard LLP
De Havilland Aircraft of Canada
Department of National Defence
Deutsche Aircraft GmbH
Diamond Aircraft Industries Inc.
DLA Piper (Canada) LLP
Drone Delivery Canada
Dulude, Taylor Inc
Emond Harnden
Evans Dangerous Goods Consulting
Executive Flight Centre
FELLFAB
FL Technics Canada
Flightline Training Services
FlightLogger
FlightSafety Canada
FTAI Aviation
Global Aerospace Underwriting Managers (Canada) Ltd.
Gowling WLG (Canada) LLP
Halldale Publishing & Media Ltd
Hitit—Turkiye
JB Aviation Services
Jetstream Aviation Capital
Kapel and Associates
KGB Aviation Solutions LLC
L3Harris Technologies
Labelmaster Canada
Leki Aviation
M1 Composites Technology
Marsh Canada Limited
McMillan LLP
Muskoka Aircraft Refinishing
NAV CANADA
NFP—Toronto
Nomadis
Norton Rose Fullbright
Octant Aviation Inc.
Paterson, MacDougall
Pilot Medicals
Plattsburg International Airport
Pole Air Aviation
Pratt & Whitney Canada
Premier Aviation Quebec
Principal Aviation Solutions

Pulsar Informatics
Purolator Courier Ltd.
RCMBT
Sec & Co
Skymark Technologies
Skyservice FBO
SkyTrack Systems
SkyWorld Aviation (AerSide Inc)
Smart AMS
SMB Consulting
SND Aviation
Southport Aerospace Centre
Starr Insurance and Reinsurance - Canada
The Benefits Trust
The Van Horne Institute
Universal Hydrogen Canada
VIP Pilot Centre
Vmo Solutions
Web Manuals
Willis Canada, a Willis Towers Watson Company
WINGS Magazine
YYZlaw

Affiliates

Alberta Aviation Council
Association québécoise du transport aérien
Aviateurs.Québec
Aviation Accreditation Board International
British Columbia Aviation Council
Canadian Business Aviation Association
Canadian Owners and Pilots Association
Elevate Aviation
Federation of Canadian Municipalities
Flight Safety Foundation
Helicopter Association International
Hope Air
Manitoba Aviation Council
National Air Transportation Association
Northern Air Transport Association
Saskatchewan Aviation Council



Air Creebec



Ornge



Pivot Airlines



Slate Falls Airways

ATAC Lifetime Honorees



2024 Gregg Evjen

Chief Operating Officer, KF Aerospace

2024 John McKenna

President & CEO, Air Transport Association of Canada

2023 Bob Connors

General Manager, Waterloo Wellington Flight Centre

2022 Eric Edmondson

Chief Executive Officer, Pivot Airlines

2021 No Nominations

2020 No Award Nominations were solicited

2019 Mark Williams

President, Sunwing Airlines

2018 Joe Sparling

President, Air North

2017 Ken Lett (Deceased)

President, Executive Flight Centre

2016 Jim Rogers

President, Flair Airlines

2016 Debbie Simpson

Corporate Secretary, Air Transport Association of Canada

2015 Joan Williams (Deceased)

Chair of the Board, Ottawa Aviation Services

2014 D. Bruce MacDougall

Partner, Paterson, MacDougall LLP

2013 Robert Deluce

President and CEO, Porter Airlines

2012 Patricia Kennedy

Chief Executive Officer, Pacific Flying Club

2011 Harvey J. Friesen (Deceased)

President, Bearskin Airlines

2010 Bob Davis

Board of Director, NAV CANADA

2010 Tracy Medve

President, Canadian North

2009 Jim Glass (Deceased)

Managing Partner, Transwest Air

2008 No Nominations

2007 Peter Wallis

President & CEO, The Van Horne Institute

2007 Len Routledge (Deceased)

Former President & CEO, Toronto Helicopters Ltd

2006 No Nominations

2005 Russell Payson

Chairman & CEO, Skyservice

2005 Sandy Morrison

Retired Former Chairman, NAV CANADA Board of Directors

2004 Rick Wynott (Deceased)

Director of Flight Operations, Brampton Flying Club

2004 John Scholefield (Deceased)

President, Laurentide Aviation Limited

2003 Douglas Port

Retired Senior Vice President, Customer Service, Air Canada

2002 No Nominations

2001 Darrel G. Smith

Retired Vice President, Airline Operations, Air BC

2001 John W. Crichton

President & Chief Executive Officer, NAV CANADA

2001 Dennis Cooper

Chief Executive Officer, Sky Wings Aviation Academy

2000 Barry Lapointe

President, Kelowna Flightcraft Ltd.

1999 Harry Steele (Deceased)

Chairman and Chief Executive Officer, Newfoundland Capital Corporation Limited

1999 C.A.L. Morberg (Deceased)

President, Calm Air International

1998 No Nominations

1997 Jean-Jacques Bourgeault

Senior Executive Vice-President, Air Canada

1996 No Nominations

1995 T.A. (Al) Kapy (Deceased)

General Manager, Trans North Helicopters

1994 Alf Stringer (Deceased)

Retired President, Vancouver Island Helicopters Ltd.

1994 Charles H. Simpson

Retired Executive Vice President, Operations, Air Canada

1993 Floyd R. Glass (Deceased)

President, Athabaska Airways Ltd.

1993 Richard H. Barton (Deceased)

Retired Executive Vice President, Canadian Regional Airlines

1992 George D. Curley (Deceased)

Retired Chairman of the Board, Wardair Inc.

1991 Robert A. Pincott (Deceased)

Reed Stenhouse Limited

1991 E. Patrick Callison (Deceased)

Founder, Klondike Helicopters

1990 No Nominations

1989 Donald S. McClure (Deceased)

Moncton Flight Centre

ATAC Lifetime Honoree is the Association's highest award. It is awarded to individuals who, during their lifetime, contributed significantly to the improvement of the Association and the Canadian air transport industry as a whole.



1988 Stanley M. Deluce (Deceased)

Chairman of the Board, Air Ontario

1988 Pierre J. Jeannot

President & Chief Executive Officer, Air Canada

1987 Rhys Eyton

Chairman & Chief Executive Officer, Canadian Airlines International Ltd.

1987 Len Sambell (Deceased)

Retired Vice President, Pacific Western Airline

1986 W.R. (Stubb) Ross (Deceased)

Honorary Chairman, Time Air (1982) Ltd.

1985 A.C. (Angus) Morrison (Deceased)

President & CEO, Air Transport Association of Canada

1984 T.L. (Tom) Spalding (Deceased)

Executive Vice President, Wardair International Ltd.

1983 Ian Gray (Deceased)

Retired President, CP Air

1983 Robert Wong (Deceased)

Consultant, Central Airways Corp.

1982 Dave Jacox (Deceased)

Vice President, Pacific Western Airlines

1981 Claude Taylor (Deceased)

President & Chief Executive Officer, Air Canada

1980 Harry Pickard (Deceased)

Retired Executive Vice President & Secretary, ATAC

1980 Jack Scholefield (Deceased)

President, Laurentide Aviation Limited

1979 H.D. (Don) Cameron (Deceased)

Senior Vice President, Administration & Public Affairs, CP Air

1979 J.H. (Red) Lymburner (Deceased)

Retired

1978 Max Ward

President, Wardair Canada (1975) Limited

1978 Jack Fleming (Deceased)

President, Dominion Pegasus Helicopters

1977 R.G. (Rollie) Lefrançois (Deceased)

Chairman of the Board, Nordair Limited

1977 Al Smith (Deceased)

President, Smith Airways Limited

1976 D.N. (Don) Watson (Deceased)

Retired President, Pacific Western Airlines

1975 No Nominations

1974 No Nominations

1973 Glenn McPherson (Deceased)

President, Okanagan Helicopters

1973 Al Michaud (Deceased)

President, West Coast Air Services

1972 No Nominations

1971 Jimmy Wells (Deceased)

Retired ATAC Council

1970 No Nominations

1969 R.W. (Dick) Ryan (Deceased)

Vice President, Canadian Pacific Airlines

1968 Tommy Fox (Deceased)

President, Associated Airways Limited

1968 Capt. Carl Burke (Deceased)

President, Maritime Central Airways

1967 Jack Austin (Deceased)

President, Austin Airways

1967 Tom Wheeler (Deceased)

President, Wheeler Airlines



Pacific Coastal Airlines



Chinook Helicopters



National Helicopters



Héli-Mistral Service



North Cariboo Air



Air North



Sunwing Airlines



Executives

John McKenna
President & CEO
Extension 313
Cell: 613-415-7207
Email: jmckenna@atac.ca

Les Alders
Executive Vice President
Extension 314
Cell: 613-794-1403
Email: laalders@atac.ca

Wayne Gouveia
Senior Vice President
Extension 309
Cell: 613-296-9466
Email: wgouveia@atac.ca

David Rankin
Vice President
Extension 316
Cell: 902-880-6875
Email: drankin@atac.ca

Administrative

Timothy Stephens
Event Director and Corporate Assistant
Extension 312
Cell: 613-295-4566
Email: tsephens@atac.ca

Danielle Lavoie
Executive Assistant and Office Manager
Extension 304
Cell: 613-314-8435
Email: dlavoie@atac.ca

For accounting inquires contact:
Email: accounting@atac.ca

For more information on ATAC, or to speak with ATAC staff, please contact:

Air Transport Association of Canada

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Ottawa, Ontario K1P 5V9
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E-mail: atac@atac.ca
Web: www.atac.ca
X: [atac canada](#)
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Air Inuit



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