

ATAC'S 2020 VISION

ATAC has submitted a briefing document to the Transport Minister which highlights important next steps in critical aviation issues requiring his attention. We have asked to meet with him at his earliest convenience to review these issues and explain industry's concerns. Here are some of the key ones.

SEVERE LABOUR SHORTAGE IN AVIATION

Canada's aviation industry is facing an unprecedented labour shortage that threatens to disrupt essential passenger and cargo service across Canada, particularly in remote and northern regions.

Canada must immediately work with industry to increase its capacity to train aviation professionals in order to meet domestic demand and compete in the global market. This requires instructors, as well as facilities and equipment.

The cost of training and the absence of financing are the greatest deterrents to attracting people to a career in aviation. Making financing available would bring more people into aviation and give policymakers a tool to incentivize people into jobs where they are most needed, such as flight instruction and medevac operations.

ATAC is proposing to create a government backed student loan program for pilots. A relatively small investment by government would result in a nationwide student loan program. ATAC estimates that less than \$5 million per year, over a 10-year program, would be sufficient to train 600 new pilots a year.

We also hope to involve the government in a collaborative effort to find and implement viable solutions to the critical shortage in maintenance personnel which is just as important a threat to our industry.

CAPITAL INVESTMENT INCENTIVES

Another critical need is for capital investment, or tax incentives, for flight schools to buy new training aircraft and simulators. Newer aircraft are often quieter and more fuel-efficient than older aircraft. They are also similar to the modern transport aircraft that student pilots will be expected to operate when they join the workforce.

A government program of matching spending on eligible purchases including aircraft and simulators would almost immediately increase capacity to train new pilots by enabling flight schools to make these critical investments.

NORTHERN AIR OPERATIONS

Canada lags behind most countries in terms of affordability of travel to remote destinations, particularly in the north, where climate change is already happening and has a significant impact on our ability to maintain runway services and the type of aircraft that service these communities. Resources must be invested by the Federal Government to ensure that air service, often the only lifeline available, can continue to be delivered consistently and safely as the user pay model is not suited for a small population in such a large geographic area.

The aviation industry has been and is being challenged by several pieces of new legislation which, in combination, will have a cascading impact on Canadian airlines and will limit efforts to control costs of air travel in the north.

PILOT FLIGHT AND DUTY TIME AND FATIGUE RISK MANAGEMENT

Immediately following the publication of new Flight Crew Fatigue Management regulations, ATAC initiated steps to assist our members with understanding and implementing the new regulatory requirements. In support of this, ATAC supplied Transport Canada with a list

of many questions and comments identifying errors and lack of clarity in the new regulations.

Unfortunately, the guidance material is not yet correct nor complete. The promised Fatigue Risk Management System needed for adequate operational flexibility is not ready nor does it look like it will be in place in time to meet the current unrealistic deadline of December 2020.

Industry continues to strongly advocate for Transport Canada to grant an additional two years for the development by the Department of the required guidance material and for implementation by CAR 705 operators including the option of using a Fatigue Risk Management System.

AVIATION SAFETY ENHANCEMENT

Canada has gained an excellent reputation on the aviation world stage by innovating in aviation safety through the development and implementation of Safety Management Systems (SMS).

With much useful and enlightening experience now acquired by operators and their employees within the SMS environment, ATAC strongly suggests that Transport Canada move ahead now with the necessary regulations and staffing to implement SMS within Commuter and Air Taxi operations under CAR 704 and 703 respectively.

CATSA PRIVATIZATION

The objective of the Canadian Government is to privatize the current CATSA through the creation of a new Designated Screening Authority (DSA). The goal shared by industry and government is to improve the level of service. However, delivery of world class service standards requires significant investment. The government expects to receive what it considers a fair and equitable purchase price for the new DSA. Keep in mind that the travelling public has been subjected to significant air transportation security charges over the years which, by all calculations, have paid for the asset value of CATSA several times over.

Should the government be determined to maintain the decision to privatize CATSA, then anything more than a \$1.00 purchase price is unacceptable as it would further increase the cost of travel in Canada.