

ATAC ADVOCATING FOR PRACTICAL AND SUSTAINABLE NEW PILOT FLIGHT & DUTY TIME REGULATIONS

LES AALDERS,
EXECUTIVE VICE PRESIDENT

ATAC continues to advocate for pragmatic changes to the worst regulatory reform initiative that Transport Canada Civil Aviation (TCCA) has come up with in many years. The adverse impact, to both the travelling public and the industry, of these seriously flawed regulatory proposals, combined with the apparent lack of willingness by Transport Canada and the Minister to seriously listen to industry's concerns and suggestions, has forced us to go "political", not our preferred "consultation" method. During ATAC's most successful Spring Reception to date, for the first time literally "On the Hill", in the Centre Block of Parliament Hill, thirty-six Members of Parliament and Senators were briefed one-on-one by ATAC on this hot subject. We continue to strongly encourage the Minister to meet with industry to develop sector specific practical solutions prior to sending any proposed regulations to Canada Gazette Part 2.

THE CANADIAN BORDER GOES DIGITAL

WAYNE GOUVEIA,
SENIOR VICE PRESIDENT

The Canadian Border Services Agency has been working with the support of air operators and airports to modernize the border processing of international travellers.

Primary Inspection Kiosks have been deployed at the following airports:

- Quebec City Jean Lesage International Airport (YQB)

- Montréal-Trudeau International Airport (YUL)
- Halifax Stanfield International Airport (YHZ)
- Edmonton International Airport (YEG)
- Terminal 3 Toronto Pearson International Airport (YYZ)
- Vancouver International Airport (YVR)
- Ottawa International Airport (YOW)
- Toronto City Airport - Downtown (YTZ)

For the international traveller this means that the customs declaration form E311 will no longer be necessary when landing at the above airports. Travellers will also be able to prepare their declaration in advance using the eDeclaration mobile application and scan their Quick Response Code at a kiosk for faster processing or use the Primary Inspection Kiosks.

Passengers arriving on international flights at Canadian airports without Primary Inspection Kiosks will have to continue to fill out the E311 provided by air carriers prior to landing. Additional information can be obtained on the Canadian Border Services Agency's website at cbsa.gc.ca.

Air crews are encouraged to use the Primary Inspection Kiosks upon arrival at major Canadian international airports where they have been deployed. Airline crews can use the eDeclaration app to prepare their declaration in advance and scan their Quick Response Code at a kiosk for faster processing. The App is a free download at the app store.

For crew who are not Canadian citizens or permanent residents they must declare at the Primary Inspection Kiosks whether they are:

- Operating crew - then declare "Work" as the purpose of the trip.
- Non-Operating crew must declare "Personal" as their purpose of the trip.

Air crews are cross-referenced by the Canadian Border Services Agency with the crew and passenger manifest data to identify operating and non-operating crew to streamline processing.

FUNDING THE FUTURE OF AVIATION

DARREN BUSS,
VICE PRESIDENT

The high cost of flight training and lack of access to funding is driving many potential pilots away from aviation. ATAC, together with partners in industry and the financial sector, is working on a range of solutions that would fund all or part of a student pilot's training up to an employable level.

A total funding solution is important not only to increase the number of professional pilots entering the workforce, but also to ensure that everyone who has the passion and ability to become a pilot, not only the most fortunate among us, has the opportunity to do so. Europe and the USA already offer total funding solutions for student pilots, and it's time that Canada did too.

Due to the high dollar values involved, total funding solutions must be loans, at least in part. Grants should also play a role, especially when our labour market needs align with government priorities of inclusiveness and innovation, as they do right now.

The Student Work-Integrated Learning Program (SWILP) is a federal program that helps post-secondary students in science, technology, engineering, math (STEM) and business programs get the work experience they need. SWILP does not currently support flight training; however, ATAC has advanced a proposal that would make funding up to \$7,000 available to students wishing to complete an instructor or float rating.

Ontario residents can take advantage of the Canada-Ontario Job Grant, in which employers can get up to \$10,000 per person for training costs. This grant has been used to train flight instructors at a reduced cost. The catch is that the training must be done by a third-party, so the student must go to another flight school for the instructor rating, then come back. It's an imperfect solution, but every little bit helps.