

NEW TRANSPORT MINISTER IN OTTAWA

The fall months at ATAC are very busy and this year is no exception.

Contrary to the tradition of coming to a near halt in the period leading up to the election campaign, this government has accelerated the pace. This heightened level of government activity could be appreciated, but unfortunately, the electoral timetable seems to have justified a rush of projects that were not ready and often resulted in more pain than gain.

This is the case of the regulation on the protection of air passengers. In its haste to boast of having acted firmly to protect air travelers, the government has precipitated the coming into force of certain elements of the new regulations, causing confusion

for both passengers and carriers. Added to this is the decision to impose stiff fines, only days after the new regulation came into force, for lack of information in a small number of airports, rather than serving as a proper warning. This sadly demonstrates bad faith towards a key partner in the success of the stated objective of improving the passenger experience.

The airline industry is very hopeful that the person assigned to transport by the Prime Minister will be a true champion of transportation rather than a politician who is captive of the department's agenda.

It would also be reassuring that the Transport Minister's Mandate Letter from

the Prime Minister contain at least a reference to Government's stated objectives in support of a safe, sustainable and world-class Canadian airline industry. There was no mention whatsoever of air transport in the Mandate Letter received by Marc Garneau on November 12, 2015. The minister's mandate was to "work closely with your colleagues ... a constructive dialogue with Canadians, civil society and partners, including representatives of the business community ..." Unfortunately, the tendency to confuse the words "collaboration" and "information" undermines a real dialogue that the department desperately needs to ensure a seamless implementation of the Transport Canada priorities.

ATAC HONORING PIERRE JEANNIOT

ATAC is pleased to honour a member of our industry for his most distinguished career in aviation. A very successful manager but also an innovator, contributing to the development of the first complete flight data recorder, later known as the Black Box, Pierre Jeannot also set up the first reading device to read and analyze the output of the analog band.

Under his leadership as Executive Vice President and Chief of the airline, Air Canada launched a new product called "Business Class", which would become a major success and widely emulated by other airlines.

Mr. Jeannot, against the advice of his commercial team, introduced non-smoking flights at Air Canada. This new policy quickly gained government support in Canada and has been gradually copied and implemented by most other countries.

As President and Chief Executive Officer of Air Canada, Pierre Jeannot convinced

the government that the airline should be privatized and allowed access to private capital. This vast undertaking was a "first" in Canada and served as a model for the privatization of other Crown corporations such as CNR and NAV CANADA.

Pierre Jeannot, an ATAC Honorary Life Member since 1988, has received an impressive number of awards and honors including three honorary doctorates and the Airline Commercial Strategy Award for his leadership role in managing the crisis following the terrorist attacks of 9/11. Inducted into the Canadian Aviation Hall of Fame and the Quebec Hall of Fame and Space and appointed Officer of the Order of Canada and the National Order of Quebec, he was also appointed by the French Legion of Honor.

Pierre Jeannot will receive the ATAC Outstanding Achievement Award at the ATAC Annual Canadian Aviation Conference and Trade Show Gala Dinner on Tuesday, November 19th.

ATAC IS PROUD TO WELCOME THE FOLLOWING NEW MEMBERS

