



May 6, 2019

Mr. Jagmeet Singh, P.C., M.P.
Leader of the New Democratic Party
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Mr. Singh,

Canadians have been moving people and goods over great distances in harsh conditions since before Confederation. It's what helped forge our country. From the days of voyageurs' canoes to Confederation and the Last Spike, Canada has depended on transportation to bind the country together, join distant markets, and connect people, families and opportunities.

And we were always trying to make transportation easier, more efficient and safer. That's why, when aviation arrived, it quickly found a home in Canada. Where once we relied on railroads to connect the nation from sea to sea, aviation extended those connections, linking east and west, north and south, and making worldwide passenger travel possible. In a country this vast and sparsely populated, we rely heavily on transportation to bind the country together. Today, much of that transportation is by air, and it supports our unprecedented economic freedom and opportunity.

Yet for all of its success, Canada's aviation industry is facing strong headwinds. From the drag of taxes and third-party fees, to new regulatory requirements, to a growing labour shortage, our industry is confronted with challenges that will only be addressed in partnership with governments.

Of those challenges, the most immediate for the largest segment of the industry is an unprecedented labour shortage.

The international consensus is that air travel will continue to grow, bringing increases in the required number of flight crews and maintenance personnel worldwide. In Canada, across all employment categories, such as pilots, maintenance engineers and technicians, flight attendants, air traffic controllers, ramp attendants and others, the shortage of qualified candidates is expected to reach close to 18,000 by 2025. The demand for experienced pilots is already outpacing the available national supply, with projections showing a shortage of close to 6,000 pilots by 2025. The industry also has a growing need for

experienced aircraft maintenance engineers, with a projected need for a minimum of 5,300 new aircraft maintenance personnel by 2025 to keep up with growth and attrition.

Canada must immediately increase its capacity to train skilled aviation workers in order to meet domestic demand and compete in the global market. A national aviation labour policy to address this shortage for a sustainable future is long overdue. This is why we are calling on Canada's political leaders to recognize the urgency of this issue and commit to developing concrete actions, including funding mechanisms, to address it. An important first step would be to implement the recommendations of the Report entitled "Supporting Canada's Flight Schools" tabled in April in the House of Commons by the Standing Committee on Transport, Infrastructure and Communities.

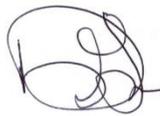
Someone once mused that elections were not a good time to discuss difficult issues. We strongly disagree with that statement. This monumental challenge our industry faces is also Canada's challenge. As this Parliament winds down its work, and political leaders prepare for the coming election, Canada's aviation industry wants to hear from you.

We look forward to sharing your response with our members and their employees.

Sincerely yours,



John McKenna
President & CEO
ATAC



Daniel-Robert Gooch
President
CAC



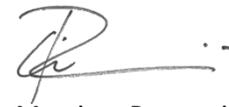
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