

## ATAC LOBBYING PARLIAMENT HILL

ATAC has been actively lobbying Parliament Hill over the past two months. In addition to its annual Aviation Day-on-the Hill Networking Reception with some 40 Members of Parliament (MP) and Senators attending, private meetings were held with members of the House Standing Committee on Transport, Infrastructure, and Communities and members of the Senate Standing Committee on Transport and Communications.

Key aviation issues that were discussed with MPs and with Senators include the following:

### AIR PASSENGER PROTECTION REGULATIONS (APPR)

APPR amendments are needed to enhance accountability to ensure all stakeholders share in the responsibility, not simply the carriers. Airports, CATSA, CBSA, US CBP, NAV CANADA, ground service providers, in addition to airlines are all involved in the travel continuum, and all impact the travel experience. The concept of shared responsibility needs to be a key element of air passenger service protection. All should share in the responsibility when passengers are aggrieved.

### FATIGUE MANAGEMENT REGULATIONS

Fatigue Management is a key element of an airline's responsibilities towards its personnel and passengers. However, the more stringent regulations implemented last December for the smaller air operators are significantly impacting all segments of the industry, especially those serving remote and northern communities in Canada.

Introducing a new regulation at this juncture, which mandates an immediate 30% increase in the number of pilots required to maintain the same level of service, indicates a disconnect with reality or a total disregard for sustaining air services to Canada's remote regions. There could not be any worse timing for imposing regulations that exacerbate the biggest threat that our industry has faced outside the pandemic.

ATAC is asking the government to immediately suspend all Flight Crew Fatigue Management Regulations for a period of no less than 18 months. This would allow industry and the department the time required to develop a useful FRMS and to increase pilot staffing to levels needed to continue to offer Canadians the high quality of service they have grown accustomed to.

### SUSTAINABLE AVIATION FUEL

The government has determined that Sustainable Aviation Fuel (SAF) should account for 10% of fuel usage by 2030. ATAC has raised concerns with the lack of commitment by the government regarding the required infrastructure and financial support for an adequate SAF supply throughout Canada. In addition, there seems to be little concern on behalf of the government that the use of SAF could increase fuel costs for carriers by 600%. This can only trickle down to the customer and increase the cost of flying significantly in this country. Environmental policies must be supported financially by their promoters, something that the Canadian Government hasn't done in decades insofar as aviation goes in this country.

### AERONAUTICS ACT AMENDMENT

For the past twenty years, ATAC has been advocating for the necessary and long overdue amendments to the Aeronautics Act in order to catch up with the safety data put in place by the US FAA in the late 1990s. Amendments providing adequate levels of data protection are required in order to improve commercial aviation safety through a protected regime of data analysis and sharing. An amendment to the Aeronautics Act that enshrines safety data protection must absolutely be implemented as soon as possible.

### TRANSPORT CANADA LEVEL OF SERVICE

Transport Canada Level of Service is another major concern of the aviation industry that was discussed with MPs and Senators. The drastic drop in Transport Canada's level of service is resulting in significantly increased service delays. Responses to service requests have slowed to a crawl, taking much longer than aviation service standards set by the department itself.

The government must own up and improve this crippling level of service by providing more resources to the sector, instead of consistently cutting Transport Canada's budget.

The MPs and Senators who participated in this networking campaign displayed a deep understanding of aviation matters and were keenly interested in hearing industry's proposed solutions to the many issues raised. ATAC looks forward to a continued mutual commitment with the legislators to ensure a safe, world-leading and sustainable Canadian air transport industry.