



Bill Boucher

VP Flight Operations and VP Quebec and Atlantic | Fatigue vs. Human Performance

Sleep loss studies show that extended wakefulness degrades performance. Approximately 8 hours of sleep time in every 24 hours adequately sustains human activity.

Studies indicate that fatigue is the final common pathway integrating the interacting effects of sleep/wake history (time awake, sleep loss), circadian rhythm (time of day), and workload (time on task, task intensity, and task complexity). There is an enduring trait like individual differences in response to all three factors.

To propose effective regulations for the aviation industry a Civil Aviation Regulatory Advisory Council Technical Committee Working Group was formed in June 2010. The Working Group is to base its work primarily on scientific data that is defensible and readily available.

The US and EC have all engaged in this process. For a global 24 hours diversified industry the task is formidable and no group has yet been able to reach consensus. There is no one size fits all solution.

For information visit www.atac.ca. To express your views contact bboucher@atac.ca.

Brian Whitehead

VP Technical Operations | Bilateral Aviation Safety Agreement (BASA)

In July, Canada and the European Union exchanged diplomatic notes, bringing the long awaited Bilateral Aviation Safety Agreement (BASA) between the two governments into force. The supporting Maintenance Annexe Guide (MAG) is currently being finalized and should be in effect soon, replacing the present Maintenance Implementation Procedures (MIP). The new procedures will allow Transport Canada to assess Canadian AMO's compliance with European requirements, and vice versa, which should simplify the issuance of approvals under the BASA. For further information contact bwhitehead@atac.ca.

Michael Skrobica

VP Industry Monetary Affairs and VP Ontario and British Columbia

U.S. Department of Transport Rules on Consumer Rights

Effective August 23, 2011 the U.S. Department of Transport put into place rules for the treatment of Air Passengers under the following categories:

- Contingency plan for lengthy tarmac delays
- Tarmac delay reporting
- Customer service plans
- Response to consumer problems
- Flight status change notification
- Oversales
- Post purchase price increases
- Full fare advertising
- Baggage and other fees
- Choice-of-forum-provisions

ATAC has commented on the proposed rules and was pleased to see two of its recommendations adopted by the U.S. Department of Transport. For further information contact mikes@atac.ca.

Wayne Gouveia

VP Commercial General Aviation and VP Prairies and Northern

Training of International Pilots in Canada Threatened?

Imminent changes are on the horizon for the issuance of Student Study Permits for international students interested in pilot training in Canada.

International pilots trained in Canada by flight training schools is on the rise currently representing over 38% of all commercial pilots. New proposed rules will have an adverse affect on all flight training schools working with foreign students. The work that Foreign Affairs and International Trade Canada (DFAIT) and ATAC has conducted to expand foreign markets to Canadian flight training could be in jeopardy.

How will this work?

Citizenship and Immigration Canada (CIC) issues Student Study Permits and is looking for a way to validate flight schools. DFAIT has agreed to help identify quality flight schools under their "Education Brand" process with inputs from the Council of Ministers of Education Canada (CMEC). The Imagine Education Brand is currently focused only on publicly funded aviation programs. ATAC will continue to work on raising the visibility of privately funded flight schools for recognition by DFAIT.

According to CIC proposal, Student Study Permits of the future will only be issued to FTUs that are recognized by the Federal Government's (DFAIT) Imagine Education Canada Branding exercise.

ATAC has been invited to make a presentation on behalf of its FTU members at the next Federal Provincial Consultative Committee on Education related to International Activities hosted by CMEC this fall in Ottawa. ATAC will ensure that the message is clear, that FTUs are developing quality systems and are held accountable by the regulator to maintain their operating certificates. For further information please contact wgouveia@atac.ca.

MESSAGE FROM ATAC CEO . . .

ATAC is happy to begin this valuable cooperation with WINGS as it will allow us to publish an ATAC page in every issue of Canada's leading aviation magazine. We will be reporting to industry stakeholders, ATAC members, and all other commercial aviation enthusiasts on many of the important strategic issues ATAC is tackling in order to improve the environment our industry struggles to thrive in.

As ATAC President and CEO, I will be commenting on some of the major political and economic current events impacting our industry. The ATAC Vice-Presidents, all very knowledgeable subject experts, will in turn inform you on the most critical issues they are working on. We welcome your feedback on these articles. We also invite you to visit our website at www.atac.ca or follow us on Twitter - @atac_canada.

ATAC, founded in 1934, is Canada's national trade association for commercial aviation and flight training industries as well as aviation industry suppliers.

For further information contact jmckenna@atac.ca.

John McKenna
President and CEO



700 - 255 Albert Street
Ottawa, Ontario K1P 6A9
Phone: (613) 233-7727
Fax: (613) 230-8648
Website: www.atac.ca