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Entitled "Passenger Rights – A Shared Responsibility," the May 29th ATAC Symposium Dipped into the Murky Waters of Responsibility Towards Passengers

ATAC Director Bruce MacDougall reviewed recent regulation brought by the European Union and the U.S. Department of Transportation with regards to the development of rules on passenger rights and regulation of airline operations. Greg Sheahan, General Counsel for Porter Airlines and ATAC's Legal Committee Chair, focused on recent decisions by the Canadian Transportation Agency regarding the reasonability of airline tariffs. He fears that these decisions could potentially move airlines to a "strict liability" regime with respect to liability and passenger rights regardless of whether or not the irregular events were within the airlines control.

Gord Kenny, Acting Director, Commercial Operations, Sunwing Airlines, reviewed experiences with passenger rights practices and questions which need to be clarified by regulatory agencies. He also pointed out that flights are a shared responsibility among a range of service providers, not just the airlines, and that any of them could be the root cause for any delay or flight cancellation.

A consensus on the general principles supporting passenger rights needs to be reached in our industry which could be drafted into a formal position paper. The air transport industry's position should be clear as the political attractiveness of this popular issue could unfortunately result in costly and unrealistic legislation.

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CTA Announces New Interline Baggage Rules

The Canadian Transportation Agency (CTA) issued a decision and an interpretation note on April 15, 2014, regarding a new Interline Baggage Rule. This rule would apply to flights originating or terminating in Canada. The intent is to standardize and make transparent the rules that apply in interline flights.

CTA had a choice between two options, that of an existing rule promulgated by the U.S. Department of Transportation and a proposed method advocated by the International Air Transport Association. The U.S. rule is relatively easier to understand by passengers and, more importantly, the costs of CRS and ATPCO coding has already been borne chiefly by U.S. carriers. At a consultation held by the CTA in the spring of 2013 virtually all carriers present preferred the U.S. rule.

ATAC is pleased with the CTA's ultimate selection of a rule very similar to the U.S. rule.

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ATAC Welcomes Minister Raitt's Initiative to Expand Onboard Use of PEDs and Implement Improved Manual Approval Process

The global exemption issued by TC on May 26th, to allow use of non-transmitting Portable Electronic Devices (PEDs) during all phases of flight, is a great move forward. Previously PEDs were only allowed to be used inflight during the cruise portion of the flight. The simplified manual approval process, included within the exemption, adopts in principal what ATAC has been advocating for many years. ATAC is very pleased to see this excellent example of an efficiency improvement of documentation approvals come to fruition and looks forward to it being used more broadly as soon as possible.

MRO International Marketing

ATAC continues its focus to develop great new international business opportunities for its MRO industry partners! Building on previous successes at MRO Americas and MRO Europe, ATAC continues to work with our MRO committee members and our government colleagues to grow the Canadian MRO industry through successful relationship building in Europe and Latin America. ATAC is providing support, including on-site facilitation and limited financial support for MRO Europe 2014 in Madrid, Spain, October 7-9, and MRO Latin America 2015 in Buenos Aires, Argentina, January 2015. For those interested in participating in a booth, B2B sessions and/or taking part in a Canadian networking event or information on any of the above please contact Les.

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Global Opportunities for Associations (GOA) Funding Now Approved for ATAC Missions to China

ATAC companies have successfully participated in GOA sponsored international missions to promote Canadian flight training to foreign operators. The most recent mission occurred in February 2014 to Singapore and China, which opportunities are still available.

Flight training companies providing professional pilot training and interested in reaching out to the China aviation market are encouraged to contact ATAC to find out how to join the 2014-2015 missions.

Two missions for 2014-2015: China Aviation Training and Education Summits.

- The China Academy of Civil Aviation Science and Technology (CAST) will hold its Civil Aviation Administration of China (CAAC) Ab-initio Training Summit October 20th, 2014, in Sanya Hainan Province, China.
- The 5th China Aviation Training & Education Summit March 2015 will be held in Shanghai Hongqiao, China.

Participation at these events provides an opportunity to exhibit, and be part of B2B meetings with local companies, and to meet with the regulator supported commissioners.

For more information contact
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NEW ATAC SMS WORKSHOPS ANNOUNCED FOR 2014

New this November, we will hold an ATAC Senior Managers Workshop in Vancouver. The goal will be to provide a complete overview of the ATAC SMS program to senior executives and accountable executives of aviation companies. The one-day workshop will be facilitated by Mike Doiron, ATAC SMS Expert, and will involve the opportunity to be interactive with your peers who manage the resources allocated to the SMS program in aviation companies.