

# ATAC NOVEMBER UPDATE

## SUSTAINABLE AVIATION FUELS

In 2005 the Air Transport Association of Canada signed with Transport Canada the very first voluntary aviation emissions reduction Memorandum of Understanding in the world between a government and an industry. We have always been a strong supporter of more environmentally efficient and sustainable aviation in Canada. With the current state of research and available technology it is very evident that for the foreseeable future the only viable solution for mid-size and large airline type aircraft involves the use of Sustainable Aviation Fuels (SAF). The aircraft manufacturers have certified its use for our operators' aircraft types and operators are using SAF whenever and wherever it is available. However, in Canada this is where the solution has run into a potential huge roadblock. There is an important lack of infrastructure in this country to support the goals accepted by Canada at the recent ICAO Assembly in October.

The current goals are 10% of aviation fuel used in Canada by 2030 to be SAF with the ultimate goal of net zero emissions by 2050. ATAC supports these lofty goals, but they can only be successfully reached if the Government of Canada steps up quickly with providing the necessary infrastructure and financial support. A mechanism must be put in place providing for the availability of SAF throughout the country and not just at the major hubs.

ATAC is prepared to work with the Government of Canada and our operators to find viable solutions to this serious problem, we just need all parties to show the serious willingness to do so.

## ATAC'S CANADIAN AVIATION CONFERENCE AND TRADESHOW 2022

ATAC is happy to welcome members and guests at its annual Conference in Vancouver on November 15 to 17 in Vancouver. This conference marks the first in ATAC's renewed effort to broaden its commercial appeal and attract new exhibitors and participants from some of the branches of the aviation sector that have not had strong participation in the past. The objective is to widen the scope of industry partners and welcome them in ATAC activities and membership.

## ATAC RESTRUCTURES ITS BOARD OF DIRECTORS

In 2021, the ATAC Board of Directors (BOD) created a Strategic Planning Committee with numerous mandates to review, including ATAC Events, Membership, and Governance. Subcommittees were created to oversee the work done by ATAC

personnel in each of these areas. The Subcommittee on Governance (GSC) mandated to review the workings of the BOD and propose changes in its size and structure.

This revision was prompted by many objectives which are meant to:

1. Make the BOD more efficient.
2. Concentrate the mandate of the BOD on the governance of the association, strategic planning, government and public relations, communications, budget, finances, and the oversight of the President's management of the association.
3. Formalize the link between Member Committees and the BOD.
4. Make the Member Committees responsible for managing key issues, proposing ATAC's official positions, and communicating them to the BOD.
5. Increase member participation in ATAC's Member Committees.
6. Demonstrate that the organization is nimble on all fronts.
7. Improve director's experience.

The GSC proposed that ATAC be governed by a Board made up of fourteen (14) duly elected Directors.

The 14 Directors would be elected as follows:

- Nine (9) Directors from Carriers
- Three (3) Directors from the Training Organizations
- Two (2) Directors from Industry Partners.

Directors will be nominated for election by Members of their respective member categories and by the Industry Partners. To offer Members and Industry Partners greater opportunity to run for the BOD, Directors would be limited to two consecutive terms. Directors would be eligible to run again in the following calendar year.

All ATAC Members will be invited to participate in the Member Committees of their choice but can only run for a BOD position in their respective category.

To elect a new BOD as recommended by the GSC, clean slate elections must be held this fall. Consequently, all current directors officially resigned their positions effective November 16, 2022.

On June 27, 2022, the ATAC BOD approved these changes in order for ATAC to proceed to the election of the BOD as proposed. The law allows these changes to be enacted by the BOD and they will be formalized when approved by Members at the next annual meeting to be held on November 16, 2022.



**John McKenna**  
President and CEO  
Air Transport Association of Canada