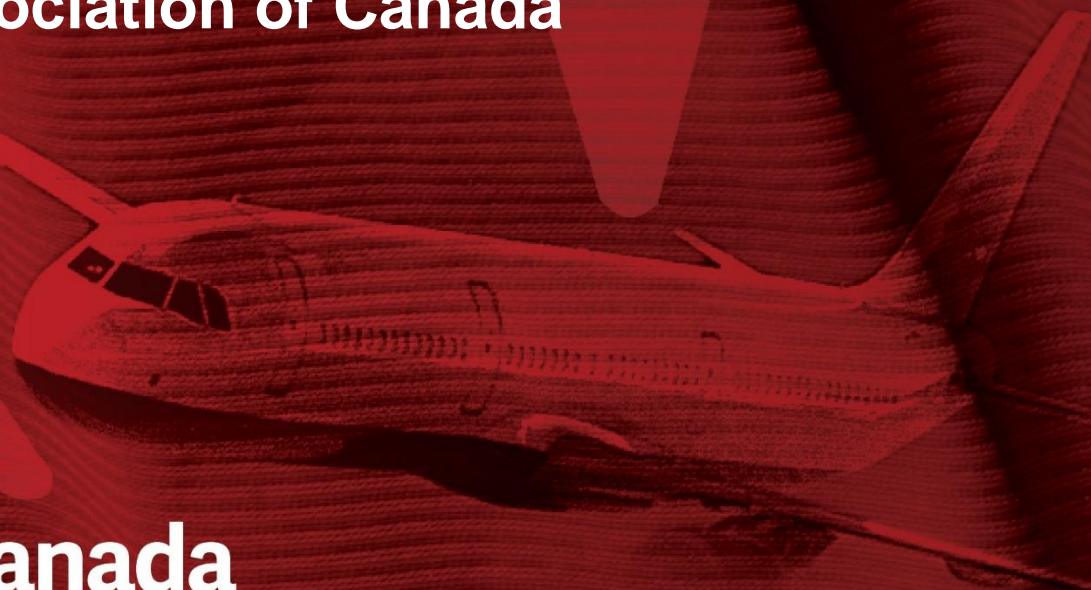


CTA Review at First Glance

John McKenna
Air Transport Association of Canada



**Air Transport in Canada
Symposium** *TIME FOR REAL CHANGE
POWERED BY PILOTS*



<http://canadaairtransport.alpa.org>

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Ottawa Marriott Hotel
Ottawa, ON, Canada

The ATAC Approach

- David Emerson's mandate:
« *Look forward 20 to 30 years to identify priorities and potential*



Are the Recommendations Realistic?

Many of the recommendations were suggested by the authors as a result of the analysis of the examination

- Political likelihood not a factor
- Not based on acceptability by industry

No prioritization of the recommendations

Report leaves that responsibility to the Minister of Transport



ATAC Process

- ATAC Committees are studying the report
- Formal response to be presented to ATAC BOD late spring
- In addition to Air Transport, formal comments will cover chapters on governance, the North, and the Canadian Transportation Agency



What ATAC Supports

- Drawing on general government revenues to support a secure and accessible system that serves northern and remote regions
- Phasing out airport rent
- A review of in-lieu taxes for airports
- A share-capital structure for airports, with conditions
- Requiring airports to grant access to airlines



What ATAC Supports

- Tying AIF to specific projects with sunset provisions
- Airline expertise on airport boards of directors
- Streamlining immigration and customs processes
- Transit without visas
- Improved passenger connectivity
- Expanding trusted-traveller programs
- Reducing the ATSC – A dedicated tax/fee



What ATAC Supports

- Requiring complainants to have been a customer of the operator against whom the complaint is lodged
- Harmonization of ICAO standards by Canada to reflect the differences between aviation segments



What ATAC Opposes

- Foreign ownership greater than 49%
- 100% foreign ownership for cargo and specialty
- Passenger-rights legislation which doesn't recognize shared responsibility



What ATAC Questions

- Shouldering CATSA with both regulatory oversight and operations
- Providing the CTA with the power to conduct investigations on its own motion without limitations

