

## ■ ALPA Responds to Changes to Temporary Foreign Worker Program

“ALPA has long advocated for reforming the Temporary Foreign Worker Program to ensure that Canadian airline pilots benefit from available aviation job opportunities. Of the announced changes, the requirement that employers who rely on temporary foreign workers must have a firm plan in place to transition to a Canadian workforce over time through the Labour Market Opinion (LMO) process is welcomed,” commented the Association regarding the recent announcement by Human Resources and Skills Development Canada (HRSDC) and Citizenship, Immigration, and Multiculturalism Departments about changes to the Temporary Foreign Worker Program.

“This specific policy

change is in line with information recently obtained by ALPA that one of the airlines that relies heavily on the program will, in the future, be expected to make investments in training for Canadian pilots commensurate with 25 percent of its annual requirement for foreign pilots via the LMO process, thereby gradually eliminating the need for foreign crews.

“While we have made progress, ALPA remains concerned that aviation jobs continue to be outsourced to foreign workers at a time when a number of highly qualified Canadian pilots are unemployed.

Through our ongoing work with regulators and legislators, ALPA continues to advocate for further reforms to this and other programs under which foreign pilots are hired. We will not let up in our efforts to protect our members’ jobs and bring furloughed

Canadian pilots back to work,” commented ALPA.

## ■ Canadian Senate Committee Calls for Aviation Improvements

The Standing Senate Committee on Transport and Communications recently issued a report recommending that the Canadian government create a single, cohesive national air travel strategy to train new pilots rather than hire temporary foreign ones and improve the competitiveness of Canadian airports.

The report calls for training new pilots, as shortages exist in the northern and remote regions. “A lack of qualified individuals could seriously impede the air transport industry’s future capacity to expand, thus further reducing competition in this sector,” the report states.

The committee stresses the need for infrastructure

improvements to regional and northern airports, highlighting the state and availability of runways at these facilities. According to the Northern Air Transport Association, only 10 paved runways currently exist in the three northernmost territories. In comparison, Alaska has 61.

“The lack of paved runways is forcing air carriers to use older aircraft, thereby increasing operating costs in northern and remote areas,” the committee report notes.

The Senate committee also endorses broader participation on airport authority boards from the country’s airlines and other aviation stakeholders. The report emphasizes that “it is essential that airport authorities be accountable for their management. Airports are public infrastructure that must be administered with a view to the collective well-being of all Canadians.” ●