



Maximum Velocity



Unleashing the Power of Aviation; The Aviation Stakeholders Consensus May 2013 Winnipeg, Manitoba

Canada's future participation in the global market will be determined by its ability to connect with established and emerging markets. The Canadian economy and by extension its people require greater connectivity to realize our economic potential as a trading nation. The aviation industry is of critical importance, enabling the economic and social development of all regions of Canada. A safe, secure and competitive aviation industry which underpins a range of business, trade and tourism activities is essential.

On May 2 and 3, delegates from across Canada gathered in Winnipeg to consider Canada's aviation policies and the impact on various sectors of the aviation industry. Those attending the forum identified priorities for meaningful participation of aviation employees, travelers and shippers in the changing environment of the 21st Century and developed a consensus to ensure Canadian Aviation achieves its potential as a facilitator of economic growth.

These priorities are reflected in the *Winnipeg Aviation Consensus*.

Fundamentals of Canada's National Aviation Policy

There is consensus among industry, scholars, and government officials on the requirements for a new, proactive policy framework which:

- Promotes competitiveness and viability of the aviation industry,
- Prioritizes policy based on the needs of consumers and economic development,
- Focuses access on the greater benefits of liberalization in the aviation sector, and
- Reduces foreign ownership restrictions.

1. Air Service Policy

- a. The Government of Canada should take steps to enhance and make transparent the implementation of the Blue Sky Policy by:
 - i. Negotiating open skies agreements with more countries;
 - ii. Making public all commercial text concluded at the negotiations;
 - iii. Where it is determined that an agreement is not in the public interest the reasons should be made public;
 - iv. Including representatives of Canadian airports in negotiations;
 - v. Pursuing Open Skies-type agreements for all cargo services; and
 - vi. Requiring Transport Canada to provide market data critical to the understanding of market viability or attraction of new services,
- b. The Blue Skies Policy should be revised to provide that where carriers have exclusive route authorities, they be required to exercise those rights or the routes should be open to other carriers.

2. Improving the Competitive Position of Canada's Aviation Industry

- a. Eliminate the transport security charges as currently applied solely to air travelers.
- b. Eliminate Airport Rent
 - i. Start by excluding Airport Improvement Fees from the ground lease rent calculation,
- c. Reduce foreign ownership restrictions to ensure that Canada's airline industry is adequately capitalized.

3. Improving the Viability of Canada's Airports

- a. The Government should update the current leasehold policy to:
 - i. Include "end of lease" provisions to ensure airports have a minimum 40 years remaining for the establishment of long term subleases.
 - ii. Provide a payment for capital assets at end of lease to allow airport authorities to extinguish debt, and
 - iii. Reflect the needs of different sizes and classes of airports.
- b. The ACAP (small airports capital assistance program) should be modified by expanding criteria and increasing funding levels.

4. Seamless and Efficient Borders

- a. The Beyond Borders initiative should be expanded to include common standards for screening of both passenger and freight, using technology to eliminate border wait times.
- b. Expand and promote multi-year visas for frequent business travelers.
- c. Expand the "transit without visa" program to include South America to Asia transit.
- d. Establish a working group to review best practices in border facilitation.
 - i. A cross-border private sector advisory council should be established for Nexus.

