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November 13 2014

To: The House Standing Committee on Finance, and the Standing Committee on Transport, Infrastructure and Communities

VIA EMAIL

The Helicopter Association of Canada (HAC) represents the interests of Canadian helicopter operators, and their industry suppliers. Over 80% of the civil helicopters in Canada today are operated by HAC Operator-Members.

This Association has recently become aware that Bill C-43, Part 4, Division 2 has received second reading, and is currently before the House Standing Committee on Finance. The proposed amendment to the Act confers sweeping new discretionary powers on the Minister of Transport, and furthermore the amendment imposes prohibitions and consultation requirements on most of the aerodromes in Canada that are not also imposed on individuals and companies engaged in incompatible operations or construction affecting flight in the vicinity of aerodromes – but particularly those without Airport Zoning Regulations.

The definition of Aerodrome set out in the Act, captures thousands of facilities in Canada, including thousands of new and pre-existing aerodromes, including Certified airports, and prepared and unprepared landing areas for helicopters. Potentially this amendment could affect any aerodrome, including every airport, helipad or heliport in Canada.

Bringing the Industry Together

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This association would like to request to appear before the House Standing Committee on Finance however, previous commitments will not allow us to appear before November 24. In any case, we are prepared to endorse the position and views of the *Canadian Owners and Pilots Association* before the Committee and contained in their written Brief to the Standing Committee on Finance.

The Act amendment is too broad, and provides the Minister extensive discretionary powers to circumvent the process for consultation with no policy guidance to determine the public interest in ensuring that a robust network of aerodromes in Canada continues to exist. The Helicopter Association of Canada believes that the amendment to the Act should be send back to Transport Canada for consultation and further work.

Regards



Fred L. Jones BA LLB
President & CEO

Cc Kevin Psutka, Canadian Owners & Pilots Association