



April 7, 2025

To: Individual Leaders of Canada's Major Political Parties

Dear Sir/Madame,

As national associations representing Canada's airlines and aviation sector, the National Airlines Council of Canada (NACC), the Air Transport Association of Canada (ATAC), and the Canadian Council for Sustainable Aviation Fuels (C-SAF) are committed to a sustainable, affordable, and competitive air travel system for all Canadians. In a country as vast as Canada, air travel is not a luxury, it is a necessary mode of transport to connect Canadians to each other and the world, it is an economic enabler, and it is a vital link in the national supply chain. However, it is also a system that is in need of reform and modernization.

As such, in light of the current election campaign, we are writing to the major political parties with four key questions on what your party would do if it formed government to strengthen the Canadian air travel system. We would appreciate your responses to the following questions by April 23 so that we can share them publicly and directly with our members in order to assist them in better understanding your party's views. Responses can be sent directly to Jeff Morrison, President of NACC, at [jmorrison@airlinecouncil.ca](mailto:jmorrison@airlinecouncil.ca).

Thank you in advance for your consideration, and we look forward to hearing from you.

A handwritten signature in blue ink, appearing to read 'Jeff Morrison'.

Jeff Morrison  
President and CEO  
National Airlines Council of Canada

A handwritten signature in blue ink, appearing to read 'John McKenna'.

John McKenna  
Acting President and CEO  
Air Transport Association of Canada

A handwritten signature in black ink, appearing to read 'Geoff Tauvette'.

Geoff Tauvette  
Executive Director  
Canadian Council for Sustainable Aviation Fuels

Attachment



## **QUESTIONS FOR PARTIES**

**Sustainable Aviation Fuels (SAF):** Sustainable Aviation Fuels (SAF) are the most impactful means for global aviation to decarbonize. Canada has abundant resources and labour expertise to produce SAF, meaning its production could be a significant economic opportunity - but as a nascent green technology, it is more expensive to produce than conventional jet fuel, and so its current production capacity in Canada today is near-zero. Canada's aviation industry wants to stay competitive by using made-in-Canada SAF.

**Q: How would your government support the development and production of Sustainable Aviation Fuels in Canada?**

**Aviation Infrastructure:** Modern, reliable infrastructure is vital to a safe, efficient, and functional air travel system. However, Canada lacks modernized infrastructure, due in part to the fact that airports pay over \$480 million more to the federal government in Crown rent than is reinvested back into airport infrastructure. This situation is particularly acute in northern and rural and remote regions in Canada.

**Q: What would your government do to invest in airport and other required aviation infrastructure?**

**Labour Shortages:** Like other industries, Canada's aviation sector is concerned about the short and long term availability of skilled labour, particularly pilots and aircraft maintenance personnel. With high training costs for student pilots and no access to Canada Student Loans support, it will be a challenge to address current and future labour requirements.

**Q: What would your government do to assure necessary labour supply for Canada's aviation sector, and to support students looking to enter the sector?**

**Competitiveness of Canada's Air Travel System:** Excessive high federal fees, taxes and charges put the Canadian air travel system at a competitive disadvantage versus global competitors. These fees, taxes and charges artificially increase cost of air travel for consumers, and negatively impacts regional connectivity.

**Q: What would your government do to address the high taxes, charges and fees in Canada's aviation sector in order to make air travel more affordable and accessible for all Canadians?**