



## **Resolution Number 3**

### **Definition and Consideration of the North**

Whereas there is general recognition that the harsh climate, long distances, lack of infrastructure, and low population density provide additional challenges to the provision of commercial air service in Northern Canada, and;

Whereas many of the communities served by Northern Carriers have no other year-round means of transportation and are completely reliant on air service for food, basic logistics, and healthcare, and;

Whereas the traditional "North of 60" designation does not reflect the fact that there are other significant areas of Canada where this is the case, and;

Whereas the cost and/or impact of implementing new or revised regulations in these areas may be considerably greater and/or disproportionate to the remainder of Canada;

**Therefore, be it resolved that:**

**Transport Canada work with NATA to come up with a definition as to what constitutes "Northern and Remote Aviation" and that once it is defined procedures be put in place to ensure that an appropriate cost benefit analysis is done on every proposed regulatory changes that properly and consistently considers the uniqueness of Northern and Remote Aviation's situation and not just the industry as an average.**

Passed at the 38<sup>th</sup> Annual General Meeting in Whitehorse, April 30, 2014

This is an update and re-affirmation of Resolution 3 from 2011, re-affirmed in 2012 and 2013. Although there is satisfactory intent shown in this area, it is still not resolved.