



Resolution Number 2

Northern Air Carrier Economic Issues

Whereas Northern Air Carriers are an integral component in the northern economy, accounting for a substantial proportion of territorial gross domestic product and of private sector territorial employment, and;

Whereas Northern Air Carriers provide essential services to remote northern communities, and;

Whereas Northern Air Carriers provide important investment and career opportunities for Aboriginal people, and;

Whereas all of the aforementioned attributes of Northern Air Carriers are consistent with the established mandates of public sector northern stakeholders including the Territorial Departments of Economic Development and Tourism, the Federal Department of Aboriginal Affairs and Northern Development (AANDC), the Canadian Northern Economic Development Agency (CanNor), and Transport Canada, and;

Whereas, the Northern Air Services Study, completed on behalf of Transport Canada by Inter Vistas Consulting, recognized many of the aforementioned considerations but did not recommend any policy initiatives to recognize and support the role of Northern Air Carriers in the northern economy or in Canada's air transportation system, and;

Whereas Federal and Territorial travel represents a significant proportion of northern route network traffic and thus could be used effectively to support the established mandates of the aforementioned public sector northern stakeholders by providing Northern Air Carriers with valuable core revenues.

Therefore be it resolved that:

Transport Canada be encouraged to develop policy that recognizes and supports the role of Northern Air Carriers in the northern economy and in Canada's air transportation network, and;

Other Federal and Territorial Northern stakeholders, including Territorial Departments of Tourism and Economic Development, AANDC and CanNor be encouraged to develop travel and other policies that recognize and support the role of Northern Air Carriers in the northern economy.

Passed at the 38th Annual General Meeting in Whitehorse, April 30, 2013

This is an update and re-affirmation of Resolution 2 from 2013