

Contact Type

Contact Type: **Airline/Industry**

Organization Name: **North Bay Jack Garland Airport Corporation**

Contact Information

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Comments

Feedback: It is our assessment that these fees, applied to regulations and processes developed and imposed by the CTA itself, will have further negative effects on regional air transportations at the very least. The APPR itself was identified as a significant contributing factor for the reduction of regional air transportation when a national seasonal air charter airline ceased operations throughout all of Northeastern Ontario (any many locations across Canada). The APPR has also created risk adverse airlines to limit frequency and growth outlooks which cumulative has meant less service and interconnectivity by air for many communities outside of those served by international hub airports. This new fee only increases this burden further. It will be regional services that will be most immediately and most significantly effected by such fees. Additionally it is concerning that the fee will be applied to previous complaints, meaning that because the airline airfares at that time did not consider the risk or costs for such fees it will be charged to future system users. The CTA should assess methods to invest in industry to generate system improvements rather than penalize and withdraw from the aviation sector.

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