

# CBAA works with members on response to the new regulations

The proposed new business aviation regulations were pre-published in Canada Gazette Part I for consultation on 7 December 2013. The comment period ended on 6 January 2014 giving CBAA members little time to identify issues with and suggest changes to the regulations, particularly with the holiday period. We informed Transport Canada of our concerns, and they responded with an extension.



Although we still had to submit our position by 6 January, we were able to provide an additional submission by 17 Jan 2014. This did not release us from the pressure of responding to the regulations but did allow us the time for a more coordinated additional response from our members through our Chapters.

The CBAA's preliminary impact analysis of the proposed business aviation regulations was distributed to members and uploaded to the **CBAA Matters!** forum to ensure national input and

consultation directly and through our Chapters. The preliminary analysis included suggested changes to and comments on the proposed regulations, including

1. The addition of a competency check (PPC-like check) to replace the current train to proficiency approach to competency certification;
2. The removal of the POC requirement (replaced by a registration requirement);
3. The removal of the ability for non-604 private operators to have ops specs (special authorities);
4. The removal of the requirement for management companies to have an exemption to provide 604-based service to owners.

Despite the short time frame, and the complexity of some of the regulations, within hours, members responded to our call for consultation by the dozens. Some of our initial thoughts were modified based on this input, while many others were reinforced.

"Our initial analysis was on the right track,"

said Merlin Preuss, CBAA's Government and Regulatory Affairs VP, who is leading the consultation. "It was a preliminary document, and our members helped identify additional issues that could potentially adversely affect their operations. Taking their comments into account, we modified the initial draft to ensure that it reflected all of our members' concerns in an appropriate way."

The government will have several months to review our recommendations and decide whether to incorporate them into the final regulations, which are likely to be released in June 2014.

"The process has been extremely challenging," said President & CEO Rudy Toering. "The time frame was not only short; it took place during the holiday season. Also, Transport Canada has yet to issue guidance material, and there were a number of complex issues we had to work through. Despite these roadblocks, we succeeded in developing a final draft that reflects our shared concerns and a unified way forward. We are indebted to our members who provided their input and support."

## CEO'S CORNER



### UNITED WE STAND

As I write this, the CBAA staff is working closely with its members across the country to develop our final submission on the new business aviation regulations. I thank everyone who has taken the time to share their concerns on our forum, **CBAA Matters!** or who have contacted me or Merlin Preuss directly.

It is no surprise that we are hearing many views on what the CBAA final position should be. Our membership covers a wide array of sizes of operation, aircraft and locations. It is unrealistic to expect that everyone would see the same challenges or call for the same solutions.

However, one thing is certain: your views shape our final submission. At the end of the day, it is our members' needs that carry the day. The staff contribution, including

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## RUDY TOERING CONTINUED

Merlin's understanding of Transport Canada, as its former Director General, Civil Aviation, and my own background in competency-based training and SMS, combines your input and needs with our internal expertise. It is a winning combination that speaks to the true value of the CBAA.

CBAA is the force that unites business aviation operators under one banner. Together, we are finding the right way forward, one that serves our members while taking into account the realities of government. We are listening to every member who has commented on our draft position, and are striving to find the common denominators and greatest goods among the diverse opinions.

Bringing everyone into the same tent is not always an easy task, but it is the CBAA's single most important job. This association – your association – is where we do the heavy lifting together. No operator has to fight his or her own battle. No one is facing the bureaucracy alone. Together, we hammer out joint positions and build a strong and united

front. Without it, business operators would vanish off government's radar, and if noticed at all, would simply be swept into 704-type regulations. The only reason this hasn't already happened is that the CBAA has been at every government committee (and there are dozens of them) to explain how business and commercially scheduled operations differ and how our existing safety standards are second to none. While the government's proposed regulations may seem onerous, they pale in comparison to what they would have looked like without CBAA's consistent interventions over the last 18 months.

By the time this column is published, it is likely that the CBAA official submission to Transport Canada will have been made public. Whatever its final form, I trust you will see that it is truly reflective of your needs, realistic in its approach and addresses our new regulatory environment in a way that supports your operations. Again I thank you for working with and through the CBAA to solidify our collective opinion.

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## Nation-wide effort launched to ensure fair de-icing prices

**C**BAA has developed a nation-wide position and action agenda on airport de-icing fees. “Working with Chapters and with airports, with initial meetings with Calgary, Edmonton, Ottawa and Toronto, we have developed a national advocacy program to help ensure we get fair access and pricing,” said

Rudy Toering. “We were instrumental in helping stop the consortium at Toronto Pearson and further meetings will take place jointly with GTAA and the service provider.”

Rudy has also met with WestJet. “In our discussions, we discovered that the consortiums may be reaching out to stakeholders, including

business aviation operators, but getting a low response. To unify our membership, I’ve suggested that the CBAA be considered one larger user, on behalf of our members and that we are included in the meetings with airport authorities. We will consider a range of models that could potentially meet the needs of business aviation operators.”

## Rudy Toering and Merlin Preuss meet with minister’s senior staff

**R**udy Toering and Merlin Preuss met with Minister Lisa Raitt’s senior staff in December to provide a full briefing on the new regulations and other matters affecting business aviation. Attending for the minister was her Chief of Staff, Doug Smith, and Policy and Stakeholder Advisor, Veronica Gerson. “The meeting was a great step forward,” said Rudy. “We laid out our issues and had a substantive conversation on everything from our concerns on the new regulations to the value of an industry-driven SMS system to the importance of business aviation to the Canadian economy. They not only listened, but we were able to give them a new perspective that they hadn’t heard before.”

## CBAA increases its presence in the aviation community

**C**BAA is increasing its visibility by attending and speaking at key industry events across Canada. “There is no substitute for getting out there among our colleagues and personally communicating the importance of business aviation and CBAA’s work,” said Rudy Toering, CBAA’s President and CEO, who recently attended the ATAC Presidents meeting and spoke at an ICAO Symposium. “I’ve been at dozens of events over last few months and plan to ensure that the CBAA’s presence and visibility continues to increase on Parliament Hill and within the aviation community.”

### CBAA’s Top Five Regulatory Targets for 2014

1. Ensuring fair treatment under the new Business Aviation Regulations
2. Excluding 604 from the new Fatigue Management Regulations
3. Monitoring and mitigating potential changes to FBO security requirements
4. Reinstating Ops Specs to foreign business operators
5. Monitoring and mitigating potential changes to international entry requirements (e.g., IAPIS, eTA)

For more information on these and other advocacy issues, please log in to [cbaamatters.com](http://cbaamatters.com)

**CBAA Matters!**  
Building An Even Stronger CBAA  
Visit [cbaamatters.com](http://cbaamatters.com) to learn more

**CBAA-ACAA**  
Canada’s Voice For Business Aviation



## Don't miss your regional CBAA chapter meeting!

All CBAA members are encouraged to attend their local chapter meetings. Held quarterly, the meetings are one of your best ways of finding out what's happening at CBAA and getting your local issues on the table.

"The Chapters are an invaluable resource for members and for the CBAA staff," said Rudy Toering. "Just as an example, it was the Chapters which first brought the de-icing issue to our attention and we've worked with them to put together a national approach to deal with it."

Chapters meet quarterly in Vancouver, Calgary, Edmonton, Toronto, Montreal and New Brunswick. "We are working to broaden our representation across Canada," said Rudy. "The more business aviation operators and suppliers we can reach in each province, the stronger CBAA is."

For more information on the Chapter in your area, please contact Rachel Duchesneau, [rduchesneau@cbaa.ca](mailto:rduchesneau@cbaa.ca) or visit <http://www.cbaa-acaa.ca/en/members-portal/chapters>

### EVENTS CALENDAR

**CBAA 2014**  
June 17-19, 2014  
Edmonton, AB  
Information:  
[www.cbaaconvention.com](http://www.cbaaconvention.com)

**NBAA Schedulers and Dispatchers Conference**  
January 14-17, 2014  
New Orleans, LA  
Information:  
[www.nbaa.org/events/sdc/2014/](http://www.nbaa.org/events/sdc/2014/)

## CBAA 2014 update

**P**lans are well underway for CBAA 2014, June 17-19 in Edmonton, and thanks to the efforts of the national and local organizing committees, it's shaping up to be a great event. Look for a continuation of our popular

educational sessions on Wednesday at the hotel, with information geared to pilots, flight managers, schedulers/dispatchers and maintenance engineers. Thursday's events at the hangar include general plenary sessions on topics

ranging from the impact of the new regulations to cross border issues and more. We expect a sold-out exhibit hall and static display, offering delegates a unique look at some of the best and newest products, services and aircraft available to business aviation.

Golfers, you will be happy to know that this year's Hope

Air Golf Tournament reinstates popular activities like Magic Strings, Mulligans, Closest-to-the-Pin and adds "Challenge CEO Rudy Toering" and more. On-line registration opens March 1st, but you can check out the latest information on sessions, speakers, sponsors and exhibitors at [cbaaconvention.com](http://cbaaconvention.com)

## SAVE THE DATES for CBAA 2014 June 17 - 19 in Edmonton



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For more information and for sponsorship opportunities, contact  
Lise Hodgson, 613.854.4686  
[lhodgson@cbaa.ca](mailto:lhodgson@cbaa.ca)



[www.cbaaconvention.com](http://www.cbaaconvention.com)

**CBAA-ACAA**  
Canada's Voice For Business Aviation

## CBAA to quantify economic impact of Canadian business aviation

**T**he most persuasive tool in advocacy is hard numbers that demonstrate the true size and economic impact of a sector. The CBAA plans to launch a new initiative in the first quarter of 2014 to scope out the size and value of business aviation to Canada. "This was one of my key objectives when I joined CBAA," said President Rudy Toering.

"Similar work in other jurisdictions such as Europe and the United States clearly shows that business aviation punches well above its weight in terms of its impact on the national and local economies. It's important that Canadian business aviation operators will have their own set of metrics that demonstrate our value in every region of this country."

## Renewal reminder

**C**BAA membership renewal reminders have been sent out. Please take a few minutes to be sure that your 2014 membership is paid, so that you can continue to be part of our national effort to represent Canadian business aviation. You must pay your 2014 dues by March 31st in order to take advantage of our many benefits, including one complimentary CBAA 2014 registration and continued IFR and Aircraft Type Rating renewals for operator members, as well as access to **CBAA Matters!** and other special savings and discounts available to both operator and associate members. You can renew online at [cbaa-acaa.ca](http://cbaa-acaa.ca), or for more information, please contact Rachel Duchesneau, [rduchesneau@cbaa.ca](mailto:rduchesneau@cbaa.ca).



## Why Your Membership Matters

**CBAA through its national office and regional chapters, is your advocate, fighting for:**

- Fair and reasonable regulations in Canada and abroad;
- Equitable treatment and access to border and airport services;
- A greater understanding of the importance and value of business aviation

**CBAA Matters! is Canada's only national on-line forum dedicated to business aviation:**

- Get information and answers on operational issues;
- Provide input on critical issues, including the new regulations;
- Communicate and exchange views with your fellow members.

**CBAA saves you time and money:**

- CBAA will handle your Instrument Rating Renewals or Type Ratings at no charge;
- One free CBAA 2014 convention registration (value of \$469.00) for operator members;
- Special discounts on CBAA 2014 convention, training, industry services and more

For more information on the value of membership,  
please contact Rachel Duchesneau, [rduchesneau@cbaa.ca](mailto:rduchesneau@cbaa.ca)

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