

The official publication of the  
Canadian Business Aviation Association

## NEWS BRIEF

# CBAA expects more action, advocacy in 2016

2015 was hallmarked both by change and by challenge: change in the election of the federal Liberals and challenge as we adjusted to a below \$40 barrel of oil and yet more international upheavals.

As we begin 2016, we are pleased to report on our plans and actions that will allow our members to not only ride the wave of whatever comes their way, but to come out on top.

### **CAR 604 Implementation**

The complex regulatory regime is in place to ensure one thing: the safety of business aviation.

After a protracted process to educate TC on the reality of 604 operations, including its stellar safety record and the challenges faced by small operators, the CBAA has succeeded in:

#### Training to Proficiency (Competency Certification Program)

Transport Canada and the CBAA have jointly developed a proposal to allow pilot competency certification for CAR 604 operators to continue under a training to proficiency program once the current CAR 604 exemption expires. An exemption defining under what conditions training to proficiency may continue is planned to be provided early in 2016.

#### Securing an exemption extension

CBAA is currently in

negotiations with Transport Canada to secure an extension on the exemption to former TPOC holders beyond the current deadline of June 1st, 2016.

#### Guidance Material

CBAA has had an opportunity to review early draft Guidance Material, and continues to work with TC to produce a final version which will be published this spring. Once it is public, the CBAA will update its Template Operating Manual, including SMS, and other elements of its Partners in Safety program as required.

#### Flight and duty times

While not strictly a 604 issue, CBAA succeeded in having CAR 604 and 704 excluded from the current proposed 705-type flight and duty time regulations. However, the government may yet propose new regulations for these segments, and any steps in this direction are being closely monitored by the CBAA.

### **Connecting with the new government**

The CBAA has written to our new MPs, starting a dialogue about the value of business aviation to all Canadians. Already we are beginning to see relationships form, with several MPs responding and requesting further information. Over 2016, CBAA will expand this program

to build awareness and influence with Senators, Parliamentary committees and with prominent ministers. We will also encourage our members' relationships with their own MPs by producing a grassroots lobbying information kit to help build awareness and resolve issues at a local riding level.

### **New economic impact study will increase CBAAs influence**

Following our ground breaking 2014 study that demonstrated the economic impact of business aviation operations, CBAA, with industry sponsors and the support of Innovation, Science and Economic Development Canada, will release an expanded study that includes the direct impact of BA manufacturing as well as operations.

Sponsors confirmed to date include Bombardier Business Aircraft, CAE and Pratt & Whitney Canada. The new report is due to be released in both official languages in the spring and will be used as an advocacy awareness tool with governments, key partners such as airports and other business leaders.

### **Other advocacy areas**

CBAA will continue its activity on many other fronts, to ensure that obstacles and barriers to

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## CEO'S CORNER



### **CEO's Corner: Getting Everyone on the Same Page**

I take this opportunity to wish you all a very peaceful and successful 2016. We have much progress to look forward to this year, as so much of the ground work has already been done.

In 2015, there were two issues that I heard raised by members in every part of the country: a lack of consistency in interpreting and acting on regulations coupled with serious problems with levels of service at Transport Canada regional offices. The regions are too often out of step with headquarters' standards and expectations.

I am not raising these issues to assign blame – the problems exist for many reasons that are outside of anyone's control. I am raising them to tell you that the CBAA is committed to work with Transport to help resolve them once and for all.

Being out in the regions, and talking to the TC personnel, showed me there are serious gaps in their information and knowledge. Dealing with this on

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a daily basis is frustrating for operators, at best, and unworkable at worst.

Unfortunately, we know that simply designing a standardization program in Ottawa and expecting the regions to adopt it just doesn't work. I believe strongly that any initiative to standardize and improve service that doesn't include the industry – and the CBAA – will not succeed. You must have industry and government working together.

I am therefore pleased to tell you that the CBAA and Transport Canada are currently in discussion to create a series of information sessions that operators across Canada will be able to access. While similar to the 604 sessions held by Transport Canada in 2015, these sessions would have the added benefit of

significant input from CBAA and its members.

Everybody wins. Transport Canada wins because it is in its direct interest to have its regional offices aligned with HQ. The business aviation community wins with

improved and consistent service. And CBAA and its members win because we are able to help set the priorities, define the issues and identify the solutions.

Congratulations to all of our operators across Canada for maintaining our safety standards at the highest

level. We, the business aviation sector in Canada, have earned respect for what we do in the safest way possible. We now need our regulators to fully recognize that accomplishment and act accordingly. 🍁



Rudy Toering,  
 President & CEO

# Year in Review



**2015** was the year that redefined CBAA’s value to our sector. We broadened our scope to ensure that our 704 members receive the same level of effort as 604. We placed ourselves on the forefront of such critical issues as airport development and international and domestic safety and security regulations, while continuing to expand and enhance our members-only programs and services. 2015 was the year that CBAA built a bigger – and stronger – tent, representing the entire range of companies and organizations, big or small, who have a stake in a strong and vibrant business aviation sector.

Here are a few highlights of what we accomplished. For more, please visit our website and access our 2015 Annual Report.

## GETTING RID OF “ONE-SIZE-FITS-ALL” REGULATIONS

2015 was the year that Transport Canada finally began to put some daylight between regulations and policies aimed at 705 air service, and what was appropriate -and very different – for 604 and 704 operations. Much of this shift can be attributed to TC’s newfound willingness to listen to CBAA, and trust the data – and our safety record, with no new 705-type regulations (to date) on Flight and Duty Times, training to proficiency continuing as an option and a willingness on TC’s part to consider further exemptions and new delegations.

## ENSURING ACCESS

With small airports being de-certified, Nav Canada’s shift from using ground-based sensors to PBN and new regulations around airport construction, CBAA was front and centre to ensure that BA’s most important asset – access to all parts of Canada – remained intact. To that end, CBAA has

- Worked directly with TC on the new airport consultation requirements;
- Met with airports, airport members and officials across Canada to discuss access issues and opportunities, including the Pickering Regional Airport option and other new regional airport configurations;
- Met with Canada’s largest airports to discuss fair pricing and access to de-icing and other services;
- Used its seat on the NavCanada advisory committee to alert NavCanada to issues and find resolutions.

## INTERNATIONAL REGULATIONS AND RELATIONSHIPS

CBAA has been active through IBAC and with other organizations, to ensure that Canadian business aviation’s advanced regulatory system is recognized as the full equivalent of any international safety standard imposed by ICAO. Thanks in part to direct interventions by the CBAA, the EU will not require third-country operators to change their existing FDR equipment in order to establish compliance, will accept already-installed FDR equipment on aircraft with an individual Certificate of Airworthiness first issued before 26 November 2016.

## A REVITALIZED NATIONAL CONVENTION

The CBAA 2015 convention at AVFUEL H-18 in St. Hubert, Quebec was a milestone, featuring one of the biggest static displays and largest attendance in years. With our convention now firmly recognized as a must-attend event, you can count on Calgary 2016, July 6 – 8, (right before the Stampede) to be even bigger and better, featuring more of everything you want and need from Canada’s premier event for business aviation. 🍁

## CBAA expects more action, advocacy in 2016

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business aviation operations and access are eased or removed. To that end, we will be working with TC to help standardize levels of service and oversight across the country, monitoring the effect and application of the CBSA’s IAPI and eTA on business passengers and crew,

tracking the deliberations regarding Market Based Measures on emissions controls and standards including ETS, following internal government discussions on the possibility of imposing CATSA-like security at FBOs and private hangars, and continuing the

push with ICAO to ensure that International Business Aviation Operations are well understood and that appropriate, consulted standards are applied.

**Informing and supporting members**  
The CBAA continues to

improve the ways it keeps members engaged and informed, including the online Members Forum, regional chapter meetings, the annual convention and exhibit, and much more. Please visit us online to find out more about what the CBAA offers you. 🍁

Tentative Upcoming Chapter Meeting dates 2016  
Please visit [www.cbaa-aca.ca](http://www.cbaa-aca.ca) for confirmed meeting dates and meeting locations.

**QUEBEC CHAPTER**

March 8th 2016

**ONTARIO CHAPTER**

End of January – date to be determined  
March 9th 2016

**ATLANTIC CHAPTER**

March 10th 2016

**EDMONTON CHAPTER**

March 15th 2016

**CALGARY CHAPTER**

March 16th 2016

**VANCOUVER CHAPTER**

March 17th 2016

## NOTEWORTHY

**Get More at**

Over 700 business aviation professionals are landing in Calgary for CBAA 2016, July 5th – 7th. The event – the biggest of its kind in Canada – offers you the best in skills development, educational sessions and networking/social opportunities. Attending CBAA 2016 will contribute to your – and your staff's – professional development and help you do more business, better.

With the Calgary Stampede starting on July 8th, this is a great opportunity to combine your promotional and corporate activities, and invite your C-level executives and VIP clients to the static display. Take them on a private tour of some of the most exciting corporate and private aircraft, at the convention's Diamond Sponsor venue – the Million Air FBO at YYC. Find out more at [www.cbaa-aca.ca](http://www.cbaa-aca.ca), and see you in Calgary. 🍁

## EVENTS AND MEETINGS

## CBAA & DFATD's Canadian Pavilion at NBAA 2015 Success

The CBAA Canadian Pavilion in partnership with DFATD is proud to announce its success at the NBAA 2015 convention in Las Vegas, NV. The Canadian Pavilion was a hub of activity, with Canadian vendors and interested buyers congregating around the 600 square foot booth.

The CBAA would like to thank the following members for their active participation and sponsorship leading to such a successful outcome! 🍁

AS OF  
JAN 11

## CBAA THANKS THE FOLLOWING CBAA 2016 SPONSORS

## DIAMOND SPONSOR



## SILVER SPONSOR



**Pratt & Whitney Canada**  
A United Technologies Company



## BRONZE SPONSOR



# ATTENTION Operator Members!

## CBAA expands its safety program

**C**BAA's popular Partners in Safety program now offers more tools for members who operate domestically or internationally. These include the new Ops Manual Template, and supporting materials and a new Flight Data Analysis module which will be available later this year. We are also pleased to announce that CBAA members can sign up and access the National Aggregate Database (NAD) at no charge.

Later in 2016, CBAA will introduce new Best Practices modules to allow members to integrate these non-regulatory practices. We have already identified some of these, such as UPRT, and will provide more information to you in the year ahead. ✦

For more information on Partners in Safety programs, and to subscribe to the Member SMS or NAD, please contact Lindsay Berndt, 613 236 5611 ex. 221, lberndt@cbaa.ca



## Welcome New Members

### Abbotsford International Airport

A key economic engine for the city and its surrounding area, Abbotsford International Airport (YXX) continues to grow along with the region it serves.

Around half a million passengers are expected to pass through YXX in 2015, and the airport is also home to some of the city's largest employers and most prominent businesses.

## RENEW your CBAA membership for 2016

**C**BAA renewals are now due, and your support is more important than ever before as we continue to develop new member-only programs, advance our agenda with the new government, and educate the public and key decision-makers on the importance of business aviation to Canada.

Should you have any questions regarding your membership please contact Lindsay Berndt at lberndt@cbaa.ca or 613.236.5611 ext. 221 CBAA's Industry Partnership Program ✦

## The DIRECT Economic Impact of ONE Business Aviation Aircraft's Operation Per Annum



6.1  
person  
years



\$430,000  
wages



\$700,000  
GDP



\$1,700,000  
economic  
output



\$170,000  
taxes

# SAVE THE DATES

**CBAA 2016 is coming to  
Calgary, Alberta July 5-7.**

Join us and our Diamond Sponsor, Million Air Calgary at the Calgary International Airport as we host CBAA 2016, featuring targeted educational sessions, networking events, exhibits and Canada's largest static display of private and corporate aircraft.



*Canada's premier business  
aviation event*



## **Planning is underway and we welcome your contributions**

- Be part of our convention program committee or our local organizing committee
  - Suggest speakers or topics
  - Submit papers for presentation

**Visit [www.cbaa-aca.ca](http://www.cbaa-aca.ca) for more information, or contact Lise Hodgson  
at 613.854.4686 or [lhodgson@cbaa.ca](mailto:lhodgson@cbaa.ca)**