

The official publication of the
Canadian Business Aviation Association

NEWS BRIEF

The fight for fair flight & duty time regs continues

In what might be one of the most protracted negotiations over Canadian aviation regulations, the CBAA, in conjunction with a number of other leading aviation associations, has now entered the tenth year of consultations with the federal government on appropriate flight and duty time regulations for different Canadian aviation sectors.

As it stands today, the government is marching towards a solution that would see regulations designed for long-haul commercial networked carriers applied to almost every other sector, including a key component of business aviation, and CBAA membership: ad-hoc commercial charter, which includes air evac operations.

This “one-size-fits-all” approach has not been taken elsewhere in the world nor is it reflected in ICAO standards, as well as being at odds with the latest scientific thinking on fatigue. ICAO, the FAA and EASA all recognize that different flight & duty time regulations apply for different types of operations, and have put appropriate standards and regulations in place. Not only is Canada out of step with the rest of the world respecting non-airline operations, the government is putting Canadian operators at a real disadvantage when competing

with other nation’s operators for international clients and flights.

Unfortunately, the problems do not stop at the hangar door. These regulations will have a negative effect on Canadian communities, economic development and jobs. Most ironically, the most negative impact could be felt by the people who the Canadian government is committed to help: indigenous and northern communities would be placed at the greatest risk as humanitarian relief, medevac and supply flights would not be able to be accomplished within the rules at all and in other cases, at prohibitive costs.

“We haven’t waived in our resolve to defend our members.” CBAA president and CEO Rudy Toering said. “And while we are very pleased that the government has exempted 604, our advocacy continues for our 704 members. Fatigue has never been shown as a contributing factor in business aviation accidents -- it has never been put on the TSB watch list, nor is it identified as a hazard in our own analysis of safety trends and hazards in business aviation. So, we are at loss to explain why the government would take this approach and put aviation and communities at risk for no reason that we can see.”

The CBAA and fellow coalition members, the Air Transport

Association of Canada (ATAC), the Helicopter Association of Canada (HAC) and the Northern Air Transport Association (NATA) are fighting back on numerous fronts with the aim to reboot the process and put it on a fairer footing. “Other types of aviation, even certain types of 705, are facing the same challenges as our 704 members. Their companies and livelihoods are at stake. For that reason, we came together as a coalition to bring a unified and strong voice to the table” Toering explained.

Because the process has been so protracted, and positions at Transport Canada so entrenched, the coalition has been forced to make this battle political – asking their members to contact their members of Parliament directly, and meeting with key MPs and officials as well as provincial and territorial leaders to help expand the discussion beyond the narrow view of the regulators.

The urgency increased in February as Transport Canada hinted that it would release the prescriptive portion of the regulations – the Fatigue Risk Management System – in March, three months earlier than planned. “This is clearly an attempt to throw us off” said Toering. “But, it’s had the opposite effect – we’ve redoubled our efforts.”

A meeting with Minister
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CEO’S CORNER



Over the last few months the CBAA has been hard at work to find a better solution for our members than the one-size-fits-all flight and duty time regulations being proposed by Transport Canada. Our discussions with the department, as well as other aviation associations made me realize how advanced the business aviation community is as a group in applying the principles of Safety Management. Since 2002, the CBAA focus has been on how to make SMS work for both big and small operations. With the help of our members, and the expert representation from Merlin we are there.

Today the CBAA offers a comprehensive Risk Management System that includes the SMS, review of SMS, audit tools, Ops Manuals, Training Request forms and more; all supported through a Database Dashboard that allows our members to collect data within a Canadian database that provides the strictest security protocols. I would be remiss not to thank

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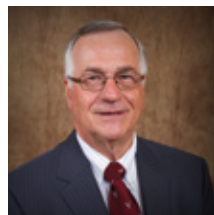
CBAA IS MOVING!

As of April 1st 2017, CBAA's new address is
 1 Rideau Street, Suite 700, Ottawa, ON K1N 8S7.
 Our phone and fax numbers will be the same.

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Charles Guerin, president at OBDS for his important contributions to this product, allowing the CBAA to surround the National Aggregate Database with a fully functional SMS reporting and data collection platform.

In mid-February, Merlin released the 2016 Trend Analysis Report, available to all members through our online forum. This is just one of the numerous benefits we can deliver as we populate the NAD with data provided by our members. This very simple report combines data from



Rudy Toering,
 President & CEO

the NAD, NAV CANADA and an ever increasing number of data sources to grow our sample sets for a better information return to you, our members. As noted by one of our small single pilot operations, the report is immediately beneficial to his operation as the data is produced in a format that he can use for his SMS.

So my sincere thank you for the subject matter experts and our members for your continued contributions to our phenomenal safety record. 🍁

Information and Documentation on CAR 604 Pilot Training Status Available to CBAA Members

As of 1 February 2017, competency certification using a Training to Proficiency Program (TTPP) may only be accomplished by meeting the conditions of the TTPP exemption (NCR-033-2016). Competency certification under the general CAR 604 exemption remains

valid after 1 Feb 2017 i.e. you don't need to redo the certification-it remains valid for two years. Furthermore, there is no requirement to do a PCC just because the general exemption expired. If you qualify for and meet the conditions of the exemption, you can certify competency under the TTPP Exemption.

CBAA members, including ATOs can access a number of documents and tools related to CAR 604 Pilot training status, including Sample Training Scenarios, the latest version of Flight Test Guide, a TTPP FAQ and more. The information and documents are available the online Members Forum. ✦

CBAA member Scott Macpherson elected Chair of IBAC

Long-time member and business aviation champion, Scott Macpherson, founder and president of TrainingPort.net, has been appointed Chairman of the International Business



Aviation Council (IBAC) Governing Board. Scott has been on the IBAC Board since 2014 as its Vice-Chairman.

A pilot and manager in corporate aviation for over 25 years, Scott was named as the CBAA's representative to IBAC in 2012 after serving on a number of CBAA committees and on the CBAA board.

"Since its establishment in 1981, with the CBAA at the charter table, IBAC has become an official observer at ICAO, influencing decisions affecting business aircraft operators and their supporting services," Scott said. "The challenges continue, with IBAC and its member associations steadily educating governments worldwide on the importance and diversity of the economic multiplier that is business aviation. In the coming years, a greater voice will be found in welcoming new national and regional associations from around the world, supporting each other regionally and through the joint efforts of IBAC's team to communicate the policy and infrastructure means by which business aviation can facilitate growth

and employment."

CBAA's president, Rudy Toering, said "I have had the pleasure to sit at many IBAC meetings with Scott, and I know that he will do us all proud. Scott's commitment to IBAC is exemplary and he has

always represented the CBAA with his very professional manner."

Scott led his flight department to be the first to adopt the IS-BAO (International Standard for Business Aircraft Operations). Through his involvement with IS-BAO since its early stages, Scott became aware that the industry lacked a comprehensive, one-stop shop for online operational business aviation safety training. To fill this gap, he created TrainingPort.net, which went online at the 2006 US NBAA convention. Today, TrainingPort.net consolidates over 75 unique business aviation-related topics for all personnel in fixed- and rotary-wing operations.

"It is an honour to represent the CBAA as Chairman of the IBAC Governing Board and to work with the IBAC Directorate and its Director General, Kurt Edwards, to help IBAC achieve the aims of the member associations, with the result that business aviation has a greater global influence and freedom to power growth," Scott stated. ✦

The fight for fair flight & duty time regs continues

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Garneau has been confirmed. "While we continue to meet and negotiate with Transport Canada in good faith, unfortunately it is clear that we will not move the bar enough with them alone. "Rudy explained. "The next step is asking the Minister to intervene personally and put this back on track. With this level of clear dissent from the majority of the stakeholders, our "ask" is simple: Put the brakes on and reconstitute a fair and expert working group."

Rudy concluded "Let me be clear: there is no safety issue that would be resolved by the imposition of these regulations. Business aviation is a gold standard for safety management, operating under SMS since 2002. We have no hesitation in going to the Minister and letting our record speak for itself." ✦

Person Assigned On Board Duties (PAOBD) Exemption

CBAA has successfully worked with TC to make further changes to CAR 604. In this case, the development and issue of an exemption that allows CAR 604 operators to assign persons on board duties on CAR 604 flights who have been trained in accordance with CAR 704 PAOBD standards in lieu of the more onerous CAR 604 flight attendant training requirements. Special thanks to CBAA members, Michele Mentink, President, ICFS-Altitude and BC Campbell (Scotia Bank) for their assistance in this matter. A copy of the exemption is available on the CBAA Members Forum. ✦

CBAA 2017 Convention Update: Sessions and Exhibit Expanded to Two Days

Exciting new opportunities are coming to CBAA 2017 (August 9 – 11, 2017, Abbotsford, BC) which will be held in conjunction with two other major aviation activities – the Abbotsford International Airshow and the Aerospace Defense and Security Expo (ADSE).

We are taking advantage of the huge Tradex venue to enhance the value of the event – by offering our exhibitors and OEMs a full two-day exhibition and delegates, two days of sessions, panels and workshops at the same Tradex venue. With everything taking place at one location, we guarantee a captive and engaged audience!



NEW EXHIBITION OPPORTUNITIES!

The exhibition hall will be open to both CBAA and ADSE delegates. That means you can expect over 1,000 leaders representing business, military and government aviation and aerospace on site at the venue. And, for the first time, we will be able to offer exhibitors and delegates B2B meeting scheduling services!

NEW SPONSORSHIP OPPORTUNITIES!

Among the many sponsorship opportunities on offer, the CBAA will host a special Chalet at the Twilight Airshow on Friday night. Featuring a reception, dinner and ring-side seats at one of North America's best airshows, this sponsorship may be one of the most high-profile and talked about business aviation event this year.

And we offer even more sponsorship opportunities at CBAA's Charity Golf Tournament for Hope Air at the beautiful Northview Golf & Country Club, an Arnold Palmer Signature Course. The already popular event will be bigger than ever as we open it to ADSE delegates and anyone else who wants to join us, hit some golf balls and support a great cause!

For more information on exhibit or sponsorship opportunities, contact Lise Hodgson, lhodgson@cbaa.ca or register directly on our website at www.cbaa-acaa.ca and click on the Events tab and CBAA 2017

NEW EDUCATIONAL OPPORTUNITIES!

The National Program Committee is developing a program aimed at supporting both your business and career goals.

Here are just a few of the highlights.

■ PROFESSIONAL DEVELOPMENT PROGRAMMING

CBAA is working with expert partners to develop a number of professional development courses that will help career growth and add value to our members operational and management skill sets. More information will be available shortly.

■ PLENARY SESSIONS AND STREAMED EDUCATIONAL SESSIONS

Designed specifically for business aviation operations, and aimed five professional streams: flight management/ops; pilots & crew; maintenance; schedulers & dispatcher and FBOs, give you the nuts & bolts information you need to operate at peak efficiency.

Here are a few of the sessions available to you:

- Government Update
- Business Aviation and Economic Outlook
- Roundtable on Operational Issues
- Tax and Financial Planning for the Purchase and Use of Business Aircraft
- Dealing with Unruly Passengers
- Workshop on CBAA's Risk Management System and SMS
- ADS-B

Sponsorship and exhibit registration is now open, and delegate registration opens on April 3rd. Remember, operator members are entitled to full-registration (a \$600.00) value at no charge! An email with full details will be sent to members shortly. 🍁

Do You Know Someone Who Qualifies for CBAA's Scheduler & Dispatcher Scholarship?

CBAA members are encouraged to identify employees or aviation program students who would qualify for a new scholarship aimed at current and prospective Canadian schedulers and dispatchers. Winners would receive a bursary that includes both the institutional and expense components required to continue their education.

The application form and more information is available on the CBAA website homepage under Latest CBAA News. The scholarship is funded by sponsors and administered by the CBAA with the support of a committee chaired by Dolores Johnson, Director of Sales, Million Air. Applicants must be Canadian citizens or residents and either be

employed by a CBAA member company or attend a CBAA-member educational institution.

CBAA gratefully acknowledges the support of the sponsoring companies: Air Service Hawaii, AirSprint, FlightSafety, Jet Aviation, Million Air, NBAA, SheltAir, Signature, Skyplan and WorldFuel. 🍁

How to get the most out of the CBAA Members Forum

CBAA's online Members Forum is an invaluable asset, providing documentation, FAQs, discussion threads and more on a host of subjects ranging from our first Annual Trend Report to Ops Manual templates, an RMS, questions on Flight Following and much more. We provide several ways for you to access the information:

- You can select "Follow All" on the Forum landing home page and be sure that you don't miss any updates or news;
- Just interested in a few topics? Select "subscribe" on that individual topic page.
- Looking for information? Use the Keyword Search box in the upper right hand corner to bring up all references to your query

More information on using the Members Forum will be provided in a new How-To Tutorial Webinar. Dates will be announced in an upcoming email Business Aviation Bulletin send to all members. Please note, you must be logged on our website as member to access the Forum. If you have any questions, please contact Lindsay Berndt, lberndt@cbaa.ca 🍁

CBAA Awards Nominations NOW OPEN

CBAA is proud to acknowledge leaders in the business aviation community who have raised the professionalism, safety and reputation of our sector. Winners will be honoured at a special breakfast ceremony at the CBAA 2017 convention, August 10th, in Abbotsford, BC.

The awards categories include:

- Honorary Lifetime Membership Award
- Award of Merit
- Safety Award
- Hope Air Philanthropist of the Year Award

For nomination forms and terms of reference, please visit our webpage at www.cbba-aca.ca under the Events Tab, and Awards.



CBAA Welcomes newest member

Honeywell Aerospace

Honeywell Aerospace is a global leader of integrated avionics, engines, surface systems and service solutions for aircraft manufacturers, airlines, business and general aviation, military, space and airport operations. We give you the power to protect and the technology to perform – even in the most challenging environments – while optimizing energy efficiency and product lifespan and increasing the productivity of critical assets in order to minimize maintenance costs.

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LBC Capital's Aviation Finance Group

provides capital for the acquisition and refinance of corporate aircrafts including Turbojets, Turboprops and Helicopters. We serve corporations, high net worth individuals and aircraft charter operators within the General Aviation market.

About LBC Capital:

The mission of LBC Capital is to support business productivity by facilitating the acquisition, sale and refinancing of equipment. To do so, we partner with manufacturers, distributors, retailers, equipment users and the various financial players in the market. Recognized for its excellent service, proximity and simplicity, LBC Capital is proud to serve local communities across Canada. Our partners are supported by teams specializing in the following sectors: transportation and construction, technology and office equipment, manufacturing, franchising and corporate aviation. LBC Capital is a subsidiary of Laurentian Bank of Canada (TSX: LB). Founded in 1846, the Bank serves one and a half million clients across the country and employs more than 3,600 people, making it a major player in several market segments. 🍁

GO WEST IN AUGUST 2017

Abbotsford,
British Columbia, Canada



SAVE THE DATE

August 9-13, 2017



August 9-11
cbaa-aaaa.ca



August 10-11
adse.ca



August 11-13
abbotsfordairshow.com