CBAA 2012: The Bizav World Comes to Canada

With over 500 delegates and a record-breaking number of exhibits and static displays, CBAA 2012, held in Toronto June 12 and 13, was the place to be for business aviation operators and suppliers.

Expanded to a full two-day format, CBAA 2012 saw a lot of “firsts” aimed at maximizing the amount of time delegates had to visit the trade show, attend key information sessions and enjoy networking and social events.

The event also included the popular charity Golf Tournament, WINGS Magazine’s 2nd annual industry roundtable and a new Afterhours Club.

Day one was dedicated to information sessions that provided key and valuable information. Speakers’ presentations and the Transport Canada report can be found on CBAA’s website. Highlights included:

Toby Lennox, Vice President, Communications, Greater Toronto Airports Authority, on the importance of business aviation to their operations, how it fits into their future plans and the importance of CBAA’s support on night flights;

Kathy Lee, President and CEO of GE Capital Canada, on how GE uses its extensive expertise and knowledge of business aviation to deliver a complete spectrum of financing and business services;

Richard Aboulafia on the Long Road Back to Recovery, suggesting that, barring any new shocks to the global economy, business aviation is poised for a recovery;

Fabio Gambia, President and CEO of the European Business Aviation Association, on the impact of the European Union’s Emission Trading Scheme;

Martin Eley, Director General, Civil Aviation, Transport Canada, on their consultation process on the new regulation, and openness to considering CBAA recommendations;

Pat Butcher, Director, Trusted Traveller Division, Canada Border Services Agency, on Trusted Traveller programs for business aviation passengers and crew.

Day two was dedicated to the trade show and static display at Skyservice Aviation, featuring dozens of exhibitors and aircraft on display, with delegates learning about the latest technologies, services and aircraft options geared especially to them.

"The CBAA convention and trade show is known as the place where business gets done,” said Barone. “We are indebted to our sponsors and exhibitors for their ongoing support – they are a major part of our success. We’ve already begun planning for 2013, and will develop even more enhancement to be sure that all of our participants – sponsors, exhibitors and delegates – get full value for their time and money.”

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CBAA spared no effort to convince Transport Canada that this approach was not only unwarranted, but that there was a better approach. After months of discussions and thanks to the efforts and strong working relationship between Martin Eley, Director General, Civil Aviation at Transport Canada, and Merlin Preuss, our Vice President, Government and Regulatory Affairs, a real dialogue finally emerged. Over time, we discovered common ground and mutually acceptable directions that gave the regulator the level of comfort and due diligence it required, while accommodating the reasonable needs of operators.

Our efforts led directly to a special focus group meeting with Transport Canada, CBAA and operators. The result is a report outlining the industry’s recommendations that will be taken into consideration when Transport develops its new regulations.

CBAA’s New Chairman and Executive Committee

Martin Eley recently addressed operators at CBAA 2012, and his comments were both positive and realistic. While making no promises, and mindful of the fact that the decisions are made at a ministerial level, he was supportive of the CBAA position.

As a result of our ongoing discussions with Transport, CBAA’s dealings with government officials are the best that they have been in years. They value our input, listen to our concerns and respect our point of view. This is a sea change from where we were 18 months ago, and bodes well for our future work with Transport Canada and other departments on a range of important files beyond the regulations.

CBAA is entering the last months of 2012 on a strong note, not only advocating well, but producing positive and meaningful results – and this is only the beginning.
CBAA's continual and close monitoring of Transport Canada Civil Aviation’s (TCCA) development of a new regulatory framework for business aviation and our meetings with and briefings from TCCA officials clearly showed that TCCA was proposing a final Subpart 604 framework that was far more demanding than warranted by the business aviation safety record. In response, CBAA provided TCCA with alternative options and recommendations. After a review of these CBAA submissions, TCCA decided to delay further regulatory development and consult with the aviation community via a focus group.

The focus group was asked to:
- recommend the types of operations/operators that should be subject to Subpart 604,
- review several options for the regulatory framework, and
- address methods for providing special authorizations (ops specs).

TCCA would then take into consideration the information provided by the focus group in its report when making decisions on further development of the new Subpart 604 regulations.

The CBAA’s main recommendations were that:
- Subpart 604 apply to the same operations to which the pre-Interim Order regulation applied with minor changes,
- the regulatory framework be based on International Standard for Business Aircraft Operations registration,
- there be no requirement for a private operator certificate,
- crew competency continue to be assured by training to proficiency programs, and
- the issuing of special authorities be delegated to the Industry.

The report and subsequent communications from TCCA, the most recent being the presentation by Martin Eley (DGCA) to the CBAA convention on 13 June 2012, while not committing the government to any particular regulatory framework, have left the door wide open to the creation of a regulatory framework in line with the CBAA recommendations.

To permit this work to continue, the current Interim Order will be renewed for another year. CBAA will continue to work closely with TCCA to create a regulatory framework that will both assure safe business aviation operations and also facilitate the growth of the business aviation sector. At the same time, the CBAA will be doing everything possible to encourage TCCA to reduce the current, excessive regulatory burden created by the Interim Order.

Innotech Aviation Delivers 26th Bombardier Global XRS Completion

Innotech Aviation has delivered a Global XRS (S/N 9426) 11-place interior completion to Bombardier Aerospace. This marks Innotech’s 26th interior completion of a Global series aircraft. Innotech is a Bombardier Preferred Completion Facility.

Innotech vice-president and general manager, Rob Brooks, said, “We are very proud of our Montreal team and the relationship we have built with Bombardier Aerospace. We continue to exercise our quality processes to deliver a first class product to Bombardier clients around the world. These processes also support our capabilities and expertise as an Authorized Service Facility (ASF) when working on major refurbishing and heavy maintenance contracts.” Brooks added, “We look forward to delivering our first Global 6000 completion in the next few months.”

The completion includes a custom paint application from Innotech’s 41,000-square-foot paint preparation and application facility at Trudeau International Airport in Montreal. The paint shop is equipped with environmentally friendly technology that provides a cleaner application, better adhesion and substantially less paint waste than conventional spray methods. It has been running at full capacity since it opened in 2008.

Innotech is located in the unique ‘Montreal aviation cluster’: a concentration of companies that design and produce many significant aircraft components. The company is only a short distance from Bombardier’s own manufacturing plant, Bombardier Training Center CAE, and Flight Safety training centers, a Rolls-Royce engine maintenance and overhaul center, and Messier Dowty, which makes the landing gear assemblies for the Global family of aircraft.

Innotech Aviation (www.innotechaviation.com), part of Innotech-Execaire Aviation Group, is an established leader in business aviation with more than 50 years of experience. A division of IMP Group Ltd., a privately held company recently recognized again as one of the 50 best managed companies in Canada, Innotech Aviation is based in Montreal, and provides interior completions on ‘green’ aircraft, interior refurbishment, exterior paint, maintenance, repair and overhaul, avionics installations / modifications, mechanical / avionics design and engineering to the world’s business aviation community.

IMP Group International Inc. is a diversified multinational Canadian corporation with 3,500 employees in four countries. The company has extensive interests in aerospace, manufacturing, airlines and general aviation services, real estate and hotels.
The GTAA, operator of Toronto Pearson, is proud to partner with the CBAA. We understand the value of business aviation and the role that it plays in the aviation sector.

In terms of operating Toronto Pearson, we have a mandate to operate the airport safely and efficiently for the general benefit of the public. We need to do so on a financially viable basis and in a manner that allows us to participate in growing Ontario’s transportation facilities to generate economic activity.

Our mandate guides how we develop and evaluate business strategies and we determine our value in terms of overall economic benefit to the community, our support for business development in the region, customer experience and satisfaction and our determination to run the airport in a financially responsible manner.

Our overall goal is to grow traffic at Toronto Pearson and to become the Premier Gateway to North America. Increased hub development at Toronto Pearson means increased economic growth, trade and business benefits for Toronto, Ontario and Canada.

To that end, we have recently announced several exciting initiatives. Late in 2012 and throughout 2013, a total of 13 new restaurants will be opened in our passenger terminals. Local celebrity chefs will add a new element of dining excellence in the gate areas, offering guests the opportunity to sample some of Toronto’s greatest food.

A new partnership with American Express has just been announced. Under the sponsorship agreement, American Express will provide free Wi-Fi for all airport guests, and select cardmembers will be eligible for front-of-the-line security screening. Under the agreement, future entertainment programming will be developed and new benefits for cardmembers will be introduced over the course of the year.

Business aviation at Toronto Pearson consists of established businesses who, in their own right, contribute valuable jobs and economic development. Toronto Pearson serves demand for business aviation which cannot be accommodated elsewhere and we also recognize that business aviation clientele tend to be business leaders who bring a great deal more to business and economy of Toronto than the average passenger.

Forecasts for passenger traffic at Toronto Pearson show an increasing trend in the foreseeable future. At the same time, forecasts for overall aircraft operations show increases as well. These increases will put additional pressure on the airfield, as demands for operations continue to grow. Over time, Toronto Pearson will see constraints for all operators at peak times. The GTAA is committed to working with all operators to maximize the effective use of all airport facilities.

As the demand for airport infrastructure requires future development, it will be undertaken in a responsible and cost effective manner, in line with our overall strategy.

The GTAA is committed to continued dialogue with all operators, and we will speak to our airport community regarding future development, demand and effective operations.
The CBAA wishes to thank our 2012 convention sponsors:

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