

CBAAA ACAA

The official publication of the
Canadian Business Aviation Association

NEWS BRIEF

CBAA rallies industry on 604 regulations

The CBAA's nation-wide consultation process on the new regulations drew hundreds of responses from business aviation operators.

"With Merlin Preuss's excellent leadership and intimate knowledge of TC, plus industry participation

through the CBAA Matters! forum, Chapters, emails and meetings we have provided Transport Canada a document that must be considered," said President & CEO, Rudy Toering.

The process was opened to non-members as well. "This approach had two important

benefits," Rudy continued. "We were able to create an outstanding and detailed submission that reflects the majority of operators' concerns. Second, we demonstrated the value of the CBAA as a dynamic and one-of-a-kind resource for expertise, industry consultation and advocacy."

CEO'S CORNER



OUR FUTURE IS SMS

Over the last few months, I have had a crash course in how Ottawa thinks about business aviation and in particular how the terms SAFETY and SAFETY MANAGEMENT have become buzzwords for our officials.

Reviewing the history of the POC and how we got to this point, three things became very clear to me. First, at least at the political level, there is a belief that business aviation has already implemented SMS. Second, the government does not have a clear understanding of what that SMS terminology actually means. And third, SMS is our best, and I believe, only way forward.

To be very clear, SMS is simply an organized effort to identify hazards and manage risks in day to day operations. The underlying enabling factor is a cultural move away

What people are saying

Here is a sampling of some of the comments CBAA received during the 604 consultation:

"Recently through Merlin's work with the CAIPD and this recent defense of 604 operators against ill-conceived and outrageous proposed regulations, CBAA is now proving to be a valuable and worthwhile entity. So much so that I am rejoining the organization voluntarily.

Thank you for the work you, Merlin and your entire staff are doing on behalf of business aviation in Canada."

Ed McDonald, JetPro Consultants

"(W)e should all be proud of the work that Rudy, Merlin, and (the staff) are doing, as well as the guidance being provided by the board. We need to work together, providing our input ... to ensure that the community view is being expressed...coordinated by the CBAA."

Scott Macpherson, trainingport.net

"This draft submission is detailed, complete and pertinent in all its points. It covers all our issues and more and we are very appreciative of the professional analysis.

Furthermore, the quality of CBAA support in this matter alone amply justifies the annual membership fees. CBAA gets it; from the stand-alone one pilot operations to the large multi aircraft fleet flight department. Bravo!"

Jean Langevin, Aviation CMP

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RUDY TOERING CONTINUED

from human factors blame (who did it) to organizational factors (why it happened) and root cause solutions. A properly designed SMS may identify latent conditions that have lain dormant in the system long before an incident.

There's no doubt in my mind that if our sector is to grow and our operators succeed, a compliant and functional SMS is a necessity. In fact, it is the single most important action we could take.

I would like to share what CBAA intends to do to ensure that every operator can become compliant and get maximum value from SMS.

First, under Merlin Preuss' expert guidance, we are currently developing an **SMS Gap Analysis Tool** that operators can use to do a quick evaluation of where their SMS stands in comparison to a recognized standard. Second, we will strongly encourage members to take advantage of CBAA's existing internal expertise and links with industry partners to help them with their SMS.

Third, we will educate Ottawa officials on what SMS is and how – and why – it



works. The value of SMS as the gold standard of safety management has been tested and measured in fields ranging from aviation to healthcare to rail, and has been proven to be vastly superior to traditional approaches. Government's misunderstanding of SMS has led them to ill-informed decisions and hasty judgments. We cannot and will not allow that to happen again.

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CBAA Pushes Forward on 604 Changes

Although the official consultation period has ended, CBAA continues to press government to adopt the changes detailed in our 604 submission.

“I’ve discussed our next steps with Martin Eley, Director General at Transport.” said President & CEO Rudy Toering. “Although there are limits on what a government department is permitted to do during a regulatory review process, Martin has promised

to engage in an ongoing dialogue with us. This is a very positive development, but our job doesn’t end there. We are fully prepared to engage at whatever level it takes to register our concerns, and get appropriate government action.”

The CBAA has prepared a contingency plan that will be triggered if TC has not responded to its requested changes. “We will escalate our advocacy as high in the

government as necessary, including to MPs and other officials, to ensure that business aviation’s concerns are heard and understood,” Rudy said.

“It is not only our operators who would bear the brunt of the regulations,” he said. “The negative impacts will ripple down to Canadian business aircraft manufacturers, corporations, communities, emergency air services and more. It is a serious matter

for the entire country. With one of the best safety records in the world, Canadian business aviation doesn’t need unnecessary regulation. It needs a government which understands its importance, and regulates it in the right way.”

CBAA has already briefed the Minister of Transport’s senior staff. “We met with the Minister Raitt’s Chief of Staff, Doug Smith, and Veronica Gerson, Policy and Stakeholder Advisor, to ensure that they heard the industry concerns directly from us,” Rudy said. “It’s a completely different perspective from what they would hear from Transport Canada officials. As a result of this meeting, the Minister’s staff have asked to be kept in the loop as the regulations move forward.”

At Issue: the problem with the proposed regulations

As the new regulations are in the final stages of completion, the process and the proposed regulations confirm that a major problem for business aviation has been, and continues to be, a complete lack of understanding on the part of regulators and officials on the nature of business aviation.

This is reflected in the flawed Regulatory Assessment Impact Statement (RIAS) in the proposed regulations.

The RIAS is incomplete, misleading and severely underestimates the impact of the new regulations on operators, likely as a result of a flawed triage process. Evidently, the impact of these regulations was assessed as low rather than medium/high, perhaps on the faulty assumption that the regulatory impact was the difference between the requirements in the Interim Order (IO) and those in the proposed regulations.

Nothing could be further from the truth. The IO was a stop-gap measure that met no regulatory development criteria or Treasury Board or TC policy requirements. The triage should have been done against the BAOSS requirements which assuredly would have resulted in a medium/high assessment. Specifically, there is no discussion of regulatory and non-regulatory options and most importantly no Benefit and Cost Analysis.

The RIAS demonstrates that the government does not have a handle on how business aviation works, and most especially, what the impact of the proposed regulations would be on small operators, who make up 50% of all operations.

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Northern Alberta and Territories Chapter Meeting

Edmonton, AB
April 15, 2014
Location TBD
Info: www.cbaa-acaa.ca

Southern Alberta Chapter Meeting

Calgary, AB
April 16, 2014
Location TBD
Info: www.cbaa-acaa.ca

Pacific Chapter Meeting

Vancouver, BC
April 17, 2014
Location TBD
Info: www.cbaa-acaa.ca

EBACE 2014

Geneva, Switzerland
May 20-22, 2014
Info: <http://ebace.aero/2014/>

CBAA 2014

Edmonton, AB
June 17-19, 2014
Info: cbaaconvention.com

NBAA 2014

Orlando, FL
October 21-23, 2014
Info: www.nbaa.org/events/bace/2014/

■ EVENTS AND MEETINGS

Look Who's Coming to CBAA 2014!

The CBAA convention preparations are well under way. We are pleased to announce that our sponsors and exhibitors are booking early to ensure their presence at what is shaping up to be another great convention.



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Sessions and Speakers Sneak Preview

The convention will feature both general plenary sessions and specialized educational streams for Pilot and Crew; Schedulers and Dispatchers; Maintenance; Operations and Management. A sample of topics:

- Economic Update & State of the Business Aviation Industry
- 604 Regulations Update
- International Border Issues
- Human Factors
- EMAS and runway safety

We look forward to seeing you there. There's lots more to come. Don't forget to visit www.cbaaconvention.com for updates.

CBAA membership shows significant gains in 2014



Less than one month into 2014, CBAA is already on track for a strong membership year. Renewals are coming in quickly, and a number of operators have either joined as new members or have come back into membership.

"We are seeing strong growth in both the operator and associate membership categories. I take that as an extremely positive sign that CBAA's on the right track."

"CBAA is building momentum in its most critical area; membership," said President & CEO Rudy Toering. "We are seeing strong growth in both the operator and associate membership categories. I take that as an extremely positive sign that CBAA's on the right track."

Rudy continued: "Since I joined the CBAA last June, my priority has been to increase the association's value proposition. In recent months, with the launch of a number of new initiatives, including our members' forum, CBAA Matters, and most especially with our extensive consultations and work on the new 604 regulations, we have demonstrated the critical role that CBAA plays in business aviation and the value of membership. This is something we will continue to build and grow in the months ahead."

Renew your membership by March 31st to keep your services active

The deadline for 2014 renewals is fast approaching. Please renew your membership before March 31st to avoid cancellation. Cancelled members will be fully deactivated in our system and no longer have access to:

- CBAA Matters Forum and members' web logon
- Members-only discounts and special programs
- Processing of IRR and Aircraft Type Rating (operator members only)
- Complimentary full registration to CBAA 2014 (operator members only)
- and other benefits

You can renew online at cbaa-aca.ca, or for more information, please contact Rachel Duchesneau, rduchesneau@cbaa.ca.

Discounts available to both operator and associate members.

CBAA to launch SMS Gap Analysis Tool

CBAA is committed to ensuring that its members are all SMS active and compliant and is providing them with a helpful tool to do just that.

We are developing an **SMS Gap Analysis Tool**

that operators can use to do a quick evaluation of where their SMS stands in comparison to a recognized standard. It will be a simple to use, yet highly effective tool aimed at smaller operators across Canada.

GREATER THAN THE SUM OF ITS PARTS

2014 JOINT CBAA BUYERS & SHOW GUIDE

The CBAA, together with its media partner Wings magazine, brings you a one-stop marketing option to reach the key decision makers in Canada's business aviation sector. This combined "flip" style publication contains two industry resources into one print and digital product, including outstanding combined rates, wide-scale distribution, new hi-visibility opportunities, and more.

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