

CBAAAACAA

The official publication of the
Canadian Business Aviation Association

NEWS BRIEF

What the CBAA Does for You

With the business aviation community gathering in Vancouver to attend the 62nd CBAA Convention, it's a good time to take stock of what CBAA does, how it does it, and why it is more important than ever.

In a nutshell, CBAA works to make sure that the rules and regulations are fair, and that governments in Canada and around the world understand the importance – and needs – of business aviation. To do this, we cover a lot of ground.

We have open access to more than 15 federal departments and agencies that affect business aviation, and regularly meet with dozens of political staff and senior bureaucrats whose actions and policies affect our members. The CBAA also sits on every international and domestic working group or committee that provides aviation industry advice to government.

Once we transformed into an advocacy and membership association, we became the government's "go to" sounding board for any issues related to business aviation. For example, the CBAA is often asked to provide input to potential policies or actions



before they become public. Many policies that could have harmed business aviation have never seen the light of day simply because we were able to shut them down at the earliest stages.

General advocacy is only part of the job. Another big part is our direct work with individual members, when we intervene with government to deal with their specific issues. It is a custom service that gives every member the opportunity to solve their problems without committing their own resources.

We don't win them all – but in a world of competing voices and changing government priorities, no one

does. The CBAA has made as much, if not more, progress on its most critical files, such as the new business aviation regulations, than many other associations have made, regardless of size.

CBAA succeeds because we have the fundamentals right. We know how to talk to government – which has a language all its own. We know when --- and where --- to push. But, most importantly, we never lose sight of who we are working for, or why. You are the ones who set the priorities and give us direction. The Ottawa staff provides the voice, but our members are the backbone of the CBAA. 🍁

Don't miss
CBAA 2013
June 25-27,
Vancouver, BC!



cbaaconvention.com

Twitter:

@CBAAconvention

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Some of the aircraft on exhibit at CBAA 2013 Static Display



Cessna Citation Mustang



Gulfstream G280



Bombardier CRJ-1000



Cessna Citation CJ4



Cessna 441 Conquest II



Gulfstream G450



Bombardier CRJ-900



Cessna 441

Merlin Preuss at BASS 2013: What it takes to be safe and efficient in today's world.

CBAA's Vice President of Government and Regulatory Affairs, Merlin Preuss, addressed over 280 delegates at the April 2013 Business Aviation Safety Seminar held in Montreal.

His presentation was a frank examination of the international and domestic rules and regulations that affect business aviation operations – and what makes sense and what does not. A portion of his speech is reproduced below. A copy of the Power Point presentation is available at www.cbaa-aca.ca, through the members' portal only. For more information on the CBAA's position and advocacy on Safety Management Systems and safety regulations, please contact Merlin at mpreuss@cbaa.ca.

Globally and especially in North America (Canada's) safety record is second to none. It is our job to keep the safety record at this high level to avoid any call for new regulations. To do this we need to focus on risk awareness and risk avoidance.

Given the global pressures to add more safety regulations, we should be ready to show that the status quo, in most situations, is adequate. However, just "saying no" to any change in regulations may not be enough to stop the change initiative so we should be ready to provide alternatives that make sense.

Basic Requirements

- A flexible, simple, and clear set of regulations,
- As few regulations as possible to meet safety risk and reduce service level and oversight requirements
- Provisions for issue of authorities to meet both domestic and international requirements that are accepted by other states
- Service levels that are high to provide

for immediate issue of required authorities and government inspection requirements are minimal.

What is appropriate for business aviation

In situations where we are asked for advice or we wish to offer advice we should promote the adoption of ICAO Annex 6 Part II regulations. It is easy for governments to agree with us when we promote these regulations simply because virtually all countries with business aviation sectors are signatories.

It is equally easy for us to comply with these relatively simple regulations. If all countries adopt them then it makes it easy for business aviation to comply, creates an economic level playing field, and allows countries to mutually recognize certificates issued by states to business aviation operators.

Unfortunately, states often believe they need to go beyond ICAO requirements, sometime for valid reasons, and in these situations, it's our job to make sure any additional requirements are

fully justified from a risk perspective including a sound cost/safety benefit analysis. This should be the starting point for making any additions to ICAO Regulations.

What should we be doing to keep the regulatory wolves away from our door?

In other words, how do we sustain the status quo to guard against crippling over regulation?

The answer is simple: documented safety risk management. But, implementing it can be very difficult and selling risk management to a regulatory authority as non-regulatory way to address safety concerns can be even more difficult. That being said, I do not know of a practical alternative that doesn't result in additional regulatory requirements and associated overhead. Regulations cannot address every contingency – but risk management can. 🍁

*Merlin Preuss
April 10, 2013*

CBAA uses multiple tracks to lobby emissions trading schemes

The EU's now-delayed Emissions Trading Scheme sent shockwaves throughout the international aviation community – with business aviation being especially targeted with an unfair and costly process. To counteract this, the CBAA lobbies through two avenues. The first is as part of the International Business Aviation Council (IBAC) and the

second is as a contributor to the government of Canada's official position as a member state of ICAO. While both of these feed into to ICAO and its work to develop a framework for market based measures, the CBAA's approach allows us to use the dual strengths of using a member state as well as an internationally-recognized industry body to have our views tabled at the highest levels

of decision making at ICAO.

As an IBAC board member, the CBAA helped develop and supports this global position:

"The business aviation industry is resolved to address the environmental impact attributed to aircraft operations by mitigating carbon generation through performance-based operator programs and reducing the emissions of business aircraft operations through new technologies, infrastructure improvements and operational procedures." 🍁



May 23, 2013
Quebec Chapter Meeting
Montreal, QC
Sponsored and
Hosted by: Excaire
Info: www.cbba-acaa.ca

May 30, 2013
Vancouver, BC
Pacific Chapter Meeting
Sponsored by:
Hosted by: Landmark Aviation
Info: www.cbba-acaa.ca

June 25-27, 2013
Vancouver, BC
CBAA 2013
Info: www.cbaaconvention.com

CBAA 2013 – Vancouver



Find out what **CBAA2013** can do for you and register today at

www.cbaaconvention.com

Expanded CBAA 2013 takes aim at key audiences

Under the direction of the newly formed Convention Planning Committee, CBAA 2013, June 25 – 27, Vancouver BC, has been expanded to include more educational sessions and workshops, extended exhibit hours, greater value for OEMs and sponsors, and more networking opportunities.

Our aim is to make CBAA2013 the must-attend event of the year. Thanks to the direct input of members and the guidance of the planning committee, we have found ways to enhance the value of the convention to everyone in the business aviation community.

CBAA 2013's **expanded education program targets pilots, flight managers, schedulers and**

dispatchers, and maintenance with detailed workshops geared to day-to-day operations as well as C-Level executive briefings. Planned topics include iPads on the flight Deck, Flight Department Fundamentals, a “mini” M&O session and Trip Planning & International Trip Planning Service Providers. Delegates also have the option of selecting the full day session, Fundamentals of IS-BAO, now included as part of convention registration.

Convention registration includes access to educational seminar streams, general plenary sessions, Welcoming Reception and full access to the exhibit and static display. CBAA operators members in good standing qualify for one free full convention registration.



Exhibitors will get more traffic with the Welcome Reception held in the exhibit hall at the London Aviation Centre (LAC), plenary sessions held at LAC and dedicated exhibition time. **OEMs** will reach a larger audience with a new VIP breakfast that will attract high-end potential corporate clients. **Sponsors** have been able to select

expanded range of sponsorship opportunities and enjoy greater exposure. And, everyone will enjoy the spectacular **Gala Dinner Cruise** and entertainment held aboard one of Vancouver's most luxurious cruise ships.

To learn more and register please visit cbaaconvention.com



er, BC – June 25-27



CBAACAA

EXHIBITORS AND STATIC (AS OF APRIL 19TH)

1st Source Bank
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BOMBARDIER
Boundary Bay Air Services
Canadian Business
Aviation Association
Canam
CASP Aerospace Inc.
Dassault Falcon Jet

Duncan Aviation
Edmonton Shell Aerocentre
EPIC
Fargo Jet Center
Innotech-Exeaire Aviation Group
& Cessna Aircraft
Maxcraft Avionics Ltd.
PNC Aviation Finance
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Corporation
World Fuel Services

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Bronze Sponsor



MEMBERSHIP BENEFITS

CBAA-ACAA.CA

CBAA defends your interests – and helps support all aspects of flight operations. Members enjoy a wide array of exclusive benefits, plus direct influence on the CBAA's advocacy agenda.

INFLUENCE GOVERNMENT

Members drive the CBAA advocacy agenda, determine the issues and propose solutions. Recently, members have provided essential input into our discussions with the Canada Border Services Agency, fatigue management regulations, and the new business aviation regulatory framework.

For more information on CBAA member benefits, visit our website, <http://www.cbaa-aca.ca/> or contact **Rachel Duchesneau**, rduchesneau@cbaa.ca.

OPERATORS RESOURCE CENTRE

The Operator Resource Centre is your one-stop destination for all information relating to operations in Canada and internationally. Here you will find information and documents from NAV CANADA, Transport Canada Internal Process Bulletins, the POC Manual (for reference), and more.

INDUSTRY PARTNERS PROGRAM

Take advantage of CBAA's exclusive agreement with industry suppliers for savings and special deals on insurance, training and a range of other products and services.

NEW JOB BOARD

CBAA members can now submit employment opportunities on CBAA's new Job Board! Reach out to industry professionals to fill your employment needs, and find new career opportunities with other CBAA member companies! Contact Rachel Duchesneau, rduchesneau@cbaa.ca for more information.

IFR AND AIRCRAFT TYPE RENEWAL FORMS

CBAA will complete and file these forms for members.

www.cbaa-aca.ca

For more information on how the CBAA works for the business aviation community, and how it can work for you, contact Rachel Duchesneau, rduchesneau@cbaa.ca

