



Resolution Number 1

GPS Approvals

Whereas Global Positioning System (GPS) space based navigation is now a mature technology, and;

Whereas construction of new ground based navigation aids is rare and virtually all new navigational routes and instrument approaches are based on GPS navigation, and;

Whereas an IFR qualified pilot should be able to fly any publicly available approach when properly trained and flying a suitably equipped aircraft, and;

Whereas no other other navigational aid or aircraft system requires an ops specification (ops-spec) specific to the make and model number of the device, in some cases requiring a new ops-spec one even though the actual new unit is identical to the previous in function and interface design, and;

Whereas these unnecessary approvals are causing costly delays to industry and tying up valuable Transport Canada resources with no gain to safety, and;

Whereas Transport Canada still has the ability to properly oversee an operator's use of GPS by means of reviewing training and installation records;

Therefore, be it resolved:

That Transport Canada eliminate the requirement for an operator to hold a separate operations specification tied to specific GPS equipment for IFR navigation except for approaches classed as "authorization required".

Passed at the 38th Annual General Meeting in Whitehorse, April 30, 2014

This is an update and reaffirmation of Resolution 1 from 2013. Although there is satisfactory intent in this area, it is still not resolved.