



Northern Air Transport Association 42nd Annual Conference, AGM and Trade Show

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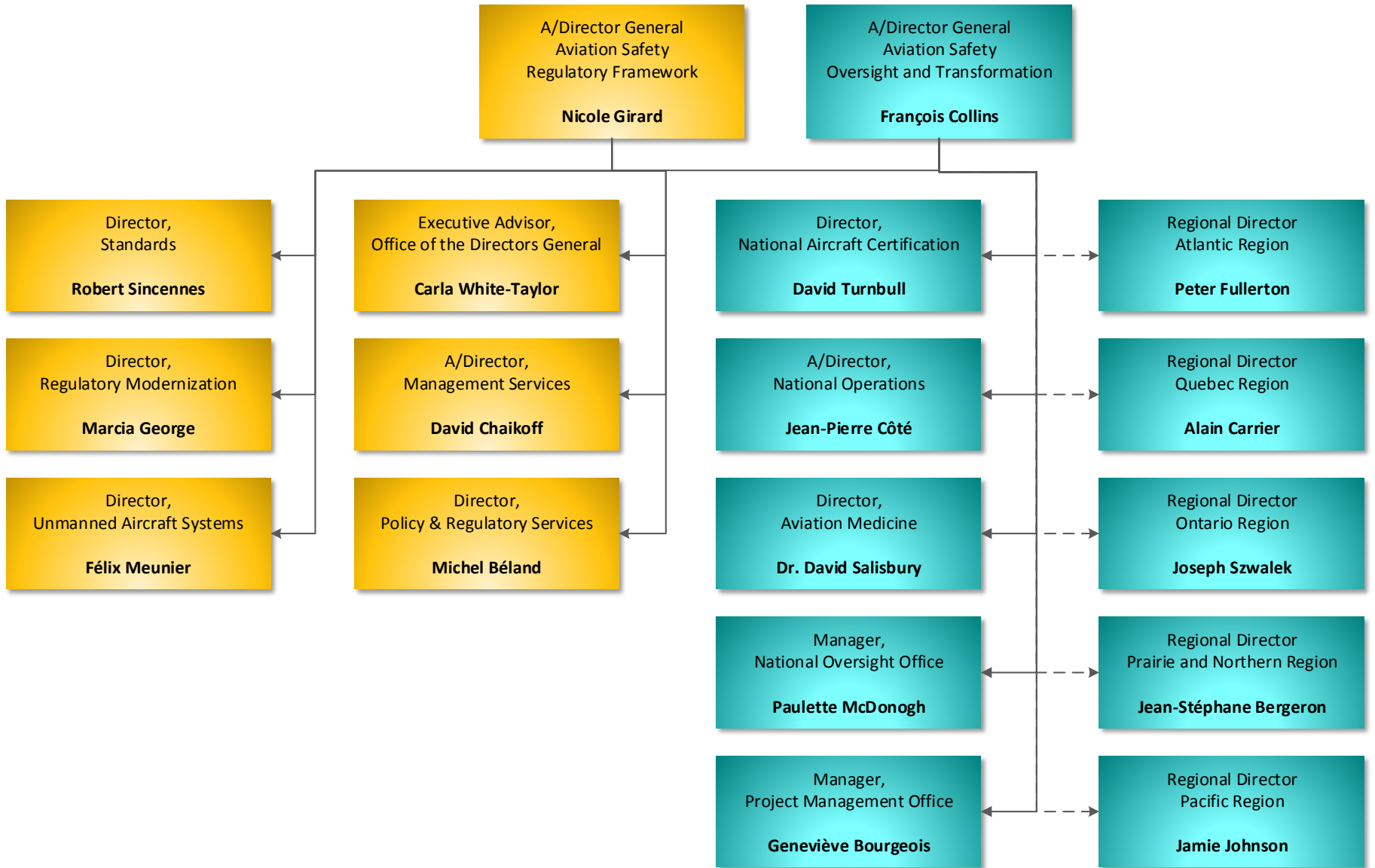


PURPOSE

- To provide an overview of the Department's ambitious transformation plan and
- To provide an update on the following projects and initiatives at Transport Canada;
 - ✓ Transport Canada Civil Aviation Transformation Initiative
 - ✓ Transport Canada Civil Aviation Regulatory Update
 - ✓ Flight Crew Member Hours of Work and Rest Periods
 - ✓ Status of TSB Recommendations



CIVIL AVIATION ORGANIZATION





TRANSFORMATION PILLARS

✓ 37 projects emerged, categorized under one of the following themes:

Governance

Improvements to the administration of the TCCA Program.

Oversight

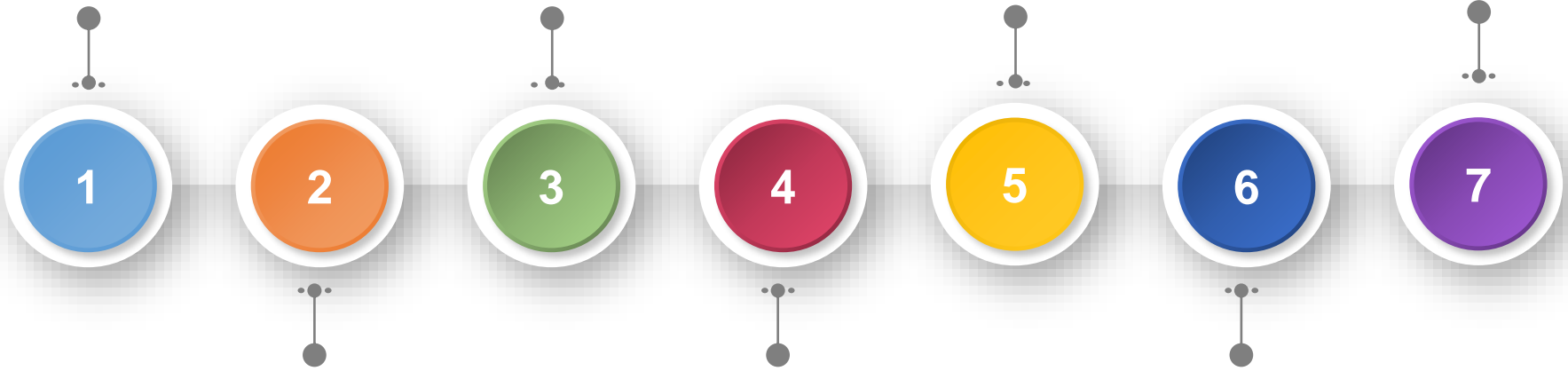
National consistency and delivery of oversight by well qualified/trained workforce.

Support to our people

Program improvements focused on better supporting our staff in their day-to-day work (training and communication).

Technological Improvements

Updated hardware and software to better support our staff in their work.



Leadership & Management

Provision of strong focused change leadership.

Regulatory Program Modernization

Modernization and streamlining of regulatory framework development/maintenance.

Organizational Structure

Make refinements to the TCCA organizational structure with a view to improved effectiveness and agility.



ONGOING TRANSFORMATION PROJECTS

- 26 strategic projects on-going, with an ever-increasing project portfolio.

- Notable projects underway:
 - ✓ Update of the Surveillance Program (Surveillance 2.0);
 - ✓ Resource balancing between Regulatory and Oversight subprograms and development of tools to ensure continued strategic alignment of TCCA resources and activities;
 - ✓ Streamlined compliance method for manual amendments approval;
 - ✓ Increased delegation for the exam development/invigilation for all types of licences, and for Approved Check Pilots;
 - ✓ Modernization of the Canadian Aviation Regulations (CARs);



ONGOING TRANSFORMATION PROJECTS (CONT')

- ✓ Modernizing service and certification activities;
- ✓ Modernizing of our fee structure and service standards; and
- ✓ Expanding the online service offering.



ONGOING TRANSFORMATION PROJECTS (CONT')

MODERNIZATION OF THE CARS

- Project Outcomes:
 - ✓ Address outstanding irritants and backlogs related to aviation safety;
 - ✓ Update language in the CARs that is out-of-date/unnecessarily burdensome or requires strengthening/re-alignment;
 - ✓ Identify areas requiring updated guidance material (i.e. training, tools etc.); and
 - ✓ Address regulatory priority files.

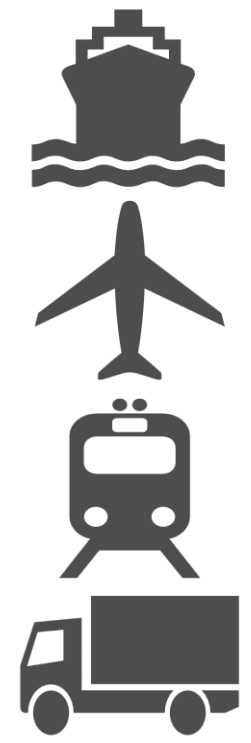


ONGOING TRANSFORMATION PROJECTS (CONT')

- Interrelated TC Initiatives, include:
 - ✓ Legislative modernization (i.e., effort to bring coherence, agility and consistency to ten transportation safety and security acts).
 - ✓ Modernization of the Cost Recovery Framework (i.e., enhance fee structures and service standards).
 - ✓ Budget 2018 and Treasury Board Secretariat commitment to modernize transportation sector regulations.

TC TRANSFORMATION

- Many initiatives underway to modernize the way we do business, supporting greater flexibility and innovation, and delivering our programs and services in ways that better serve Canadians.
- Key transformation initiatives include:
 - ✓ Updating Legislation
 - ✓ Modernizing Oversight Regime
 - ✓ Improving Regulatory Framework
 - ✓ Introducing/Updating Fees
 - ✓ Going digital!





TC TRANSFORMATION (CON'T)

INTRODUCING / UPDATING FEES

5-Year Plan

12
Introduce
new fees for
12 business lines


New
cost recovery
mechanisms

12
Increase
existing fees for
12 business lines

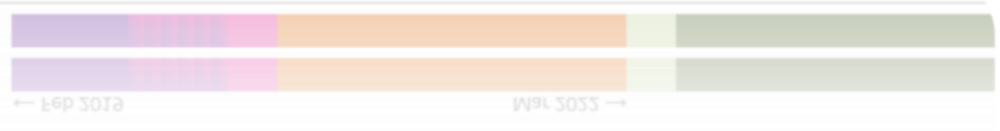
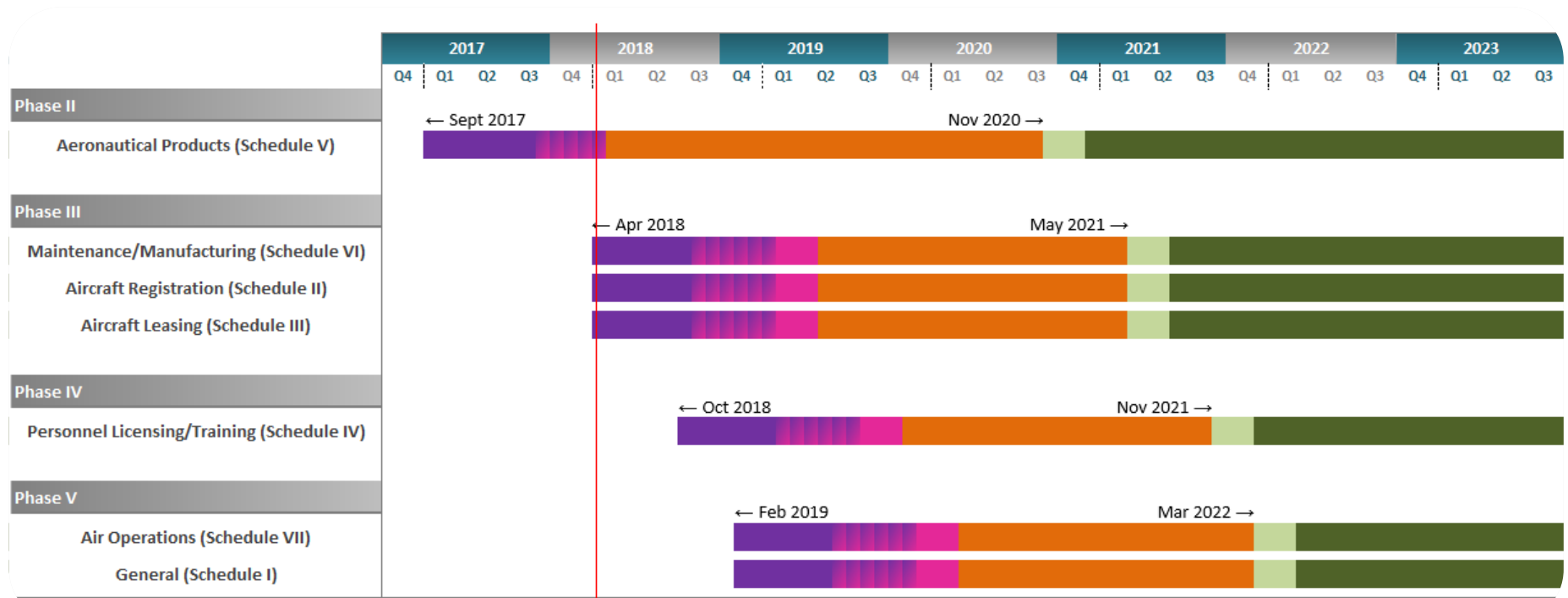
Benefits to stakeholders:

- ✓ Better service delivery
- ✓ Simplified fee structure
- ✓ Improved performance standards
- ✓ Increased accountability and transparency
- ✓ Modernized tools and systems



TC TRANSFORMATION (CON'T)

INTRODUCING / UPDATING FEES





REGULATORY FRAMEWORK – UPDATES

- **2017-2018 Accomplishments:**

- Notice of Intent – Flight Crew Fatigue Management – *Canada Gazette*, Part I, March 2017
- Interim Order No. 8 Respecting the Use of Model Aircraft – *Canada Gazette*, Part I, March, 2017
- Unmanned Aircraft Systems (UAS) – *Canada Gazette*, Part I, July 15, 2017
- Approach Ban – Preliminary Issue and Consultation Assessment (PICA) for consultation – November 23, 2017
- Crew Resource Management (CRM) – Publication of amended standards – Released July 28, 2017, Effective January 31, 2019
- Flight Crew Member Hours of Work and Rest Periods – *Canada Gazette*, Part I, July 1, 2017
- Cockpit Voice Recorders (CVR) – *Canada Gazette*, Part I, December 23, 2017



REGULATORY FRAMEWORK UPDATES (CONT'D)

• 2018-2019 Upcoming Products:

- Designation of Laser Offences – *Canada Gazette*, Part II, Summer 2018
- Flight Crew Member Hours of Work and Rest Periods – *Canada Gazette*, Part II, Summer 2018
- Emergency Locator Transmitters (ELT) – *Canada Gazette*, Part I, Fall 2018
- Seaplane Operations – *Canada Gazette*, Part II, Fall 2018
- Winter Maintenance – *Canada Gazette*, Part II, Fall 2018
- Unmanned Aircraft Systems (UAS) – *Canada Gazette*, Part II, Fall 2018
- Minimum Take-Off Performance – *Canada Gazette*, Part II, Fall 2018
- Runway End Safety Area (RESA) – for anticipated publication in *Canada Gazette*, Part I, Fall 2018
- Minimum Equipment List – Publication of amended standards – Fall 2018
- Airside Access and Vehicle Control (AAVC) – for anticipated publication in *Canada Gazette*, Part I, Spring 2019



REGULATORY FRAMEWORK UPDATES (CONT'D)

- **Products Coming Later in 2019:**
 - CAR 705 Operations to and from Dry/Wet Contaminated Runways– for anticipated publication in *Canada Gazette*, Part I
 - Approved Training Organizations (ATO) – for anticipated publication in *Canada Gazette*, Part I
 - Water Airports – for anticipated publication in *Canada Gazette*, Part I, 2019
 - Cockpit Voice Recorders (CVR) – for anticipated publication in *Canada Gazette*, Part II



FLIGHT CREW MEMBER HOURS OF WORK AND REST PERIODS

- ✓ Human performance factors, including fatigue, are one of TC's top 4 safety risk priorities.

- Transport Canada is making changes to further strengthen aviation safety by applying fatigue-related scientific principles to the management of flight crew fatigue.

- These changes will more closely align Canadian requirements with the United States and Europe.

- Fatigue management is a shared responsibility between;
 - Enterprise
 - Employee
 - Bargaining agents



CONSULTATIONS

Transport Canada engaged with the aviation industry through the following activities;

- Industry/TC working group
 - Full participation by industry and pilot associations
 - Working group convened 14 times between August 2010 and December 2011.
- Regulatory consultation process via a Notice of Proposed Amendment (NPA)
 - Industry associations identified concerns with the NPA.
 - Dissents lacked scientific substance.
- Five-day Special Focus Group facilitated by TC
 - 3 days with operators and their associations only; pilot associations joined days 4 and 5.
 - Opportunity to provide comment, share ideas and propose viable alternative options.
- Consultation period following *Canada Gazette*, Part I



CONSULTATIONS

- The proposed amendment for Flight Crew Member Hours of Work and Rest periods was published in *Canada Gazette* Part I on July 1st, 2017, followed by a 90-day comment period that closed on September 28th, 2017.
- TCCA received feedback from 69 commenters including 23 from pilots (or associations/coalitions) and 44 from air operators (or associations/coalitions).
- 172 comments on prescriptive limits and 51 comments on Fatigue Risk Management Systems:
 - from several paragraphs to close to 200 pages
 - from editorial changes to systemic overhaul



WHAT WE HEARD AND WHAT WE PROPOSED

Major CG1 Comments:

- Implementation period too short for Sub.705
- Exempt Cargo & Medevac
- Request zeroing provision after 5 days' rest to reset "clock"
- Max flight duty period (table)



TCCA Recommendations:

- Extend from 12 to 24 months for 705; keep 48 months for 704 & 703
- Cargo will be subject to the new regulations.
- Medevac will not be subject to the new regulations
- "Zeroing" provision will not be reinstated. New guidance material will clarify division between Subpart 702 and 703 operations when transporting workers to work sites
- No change.



FEEDBACK FROM NATA

NATA Comments on CG1	Transport Canada Response
Definition of <i>local night's rest</i> .	Transport Canada acknowledges the concerns and has revised the definition of local night's rest.
Lack of 'responsibility' of the flight crew member, to use their mandatory crew rest periods for appropriate crew rest, so as to be 'fit for duty' when starting a FDP.	Transport Canada is of the view that existing requirement (CAR 602.02 - Fitness of Flight Crew Members) conveys this concept.
Definitions of <i>Home Base</i> , <i>Deployed Standby</i> and <i>On Call</i> need to be addressed so as to allow emergency services such as Medevacs to be conducted on a 24/7 basis.	Transport Canada agrees with this concern and has revised the definitions accordingly.
Degradation of currency and increased crewing implications for emergency service providers.	Medevac operations will be excluded from the new requirements and will have to comply to the existing requirements.
Withdrawal of zeroing provisions.	Zeroing provision will not be reinstated. New guidance material will clarify division between Subpart 702 and 703 operations when transporting workers to work sites.
Start Time/Duty Day/Sector Limit matrix.	No change to the Maximum Flight Duty Period tables.



FATIGUE RISK MANAGEMENT SYSTEMS (FRMS)

- TC is working with four air operators that volunteered to implement an FRMS as a pilot project:
 - Air Canada, Air Inuit, CargoJet, Conair
- A three-day FRMS course was held March 20-22, 2018
 - A representative of each of the four operators attended along with TC staff assigned to the FRMS pilot projects.
- Upcoming meetings will be held with the four pilot project operators and associated unions for implementation



TC RESPONSE TO TSB RECOMMENDATIONS

- **Runway End Safety Area (RESA) – TSB Recommendation A07-06**
 - TC intends to regulate the provision of a RESA at runways serving commercial passenger services located at airports reaching the threshold of 325,000 commercial passengers.
 - TC anticipates pre-publication in *Canada Gazette*, Part I in Fall 2018.
- **Flight Data Recorders – TSB Recommendation A13-01**
 - In February 2018, TC hosted a two-day focus group meeting in Ottawa, comprised of representatives from the aviation industry and Government.
 - A focus group report has been drafted and will be shared with the focus group participants for feedback, as well as to all CARAC members for input. TC will use the document as a base for further exploration of the options recommended by the Focus Group.
- **Seaplane Operations – TSB Recommendations A94-07, A11-05, A11-06, A13-02**
 - TC anticipates publication in *Canada Gazette*, Part II in Summer 2018.



QUESTIONS?