



Report from the 16th CARAC (Canadian Aviation Regulation Advisory Council)
Plenary meeting Dec 13, 2016 in Ottawa

Dec 22, 2016

I attended this meeting on behalf of the CFAMEA and it was the 16th gathering of the various interest groups from the Canadian Aviation industry and the Top Civil servants of Transport Canada, Civil Aviation.

Transport Canada representatives were as follows:

Aaron McCrorie - Director General, Aviation Safety Regulatory Framework, Civil Aviation

Denis Guindon - Director General, Aviation Safety Oversight and Transformation, Civil Aviation

Marie-Anne Dromaguet - Chief Regulatory Affairs, Civil Aviation

Michel Beland – Director, Policy and Regulatory Services, Civil Aviation

Robert Sincennes - Director, Standards, Civil Aviation

In attendance in Ottawa was the entire alphabet group of the Canadian Aviation Industry and I can only recall some of them; ATAC, NATA, COPA, HAC, CBAA, ALPA, various unions of airline employees, Air Canada Pilots Association, Flight Attendance union, CUPE, etc.

Various Places were linked via Video conference, Dartmouth, Moncton, Quebec, Dorval, Toronto, Winnipeg, Edmonton, Calgary, and Vancouver. It is my guess that about a total of 100 people were present either live or via video link.

Aaron McCrorie introduced the panel, welcomed everybody to the meeting with opening remarks and outlined the format of the meeting.

Marie-Anne Dromaguet tabled the decision record of the October 25, 2013 CARAC meeting and they were reviewed and accepted. That meeting was about the modernization of the CARAC process and establishing procedures for PICA (Preliminary Issue and Consultation Assessment), revised template for the NPA (Notice of Proposed Amendment) and the establishing of new CARAC Management Charter and a CARAC Procedures Manual.

Michel Beland reviewed the activities since the last CARAC meeting in 2013 and the new CARAC Management Charter and Procedures Manual. It became clear that TC is committed to involve the industry in the rulemaking process. Focus groups of Stakeholders will be the way forward and TC will organize these meetings.



CARs Part III review of activities was presented and TP312 Aerodromes Standards and Recommended Practises is published. An amended regulation for the Aerodrome Work Consultation is published and should be in effect some time in 2017.

CAR 521 – Airworthiness The purpose of the new CAR521 is to streamline and simplify the regulatory environment, clarify the responsibilities and accountabilities between the Minister and the holder of Canadian aviation documents, as well as to harmonize Canadian regulations to the greatest extent possible with our major trading partners. Good progress has been made on this, but it is still ongoing.

CARs Part VI – General operating and Flight Rules; The maintenance standards for 406 MHz ELT's have been drafted and ready for an NPA in February 2017. It is the plan that the regulation for the new 406 MHz ELT installation could be in effect by out for public comments with Gazette I in May 2017.

CARs Part VII – Commercial Air Services has a few items that are being worked on such as, CRM (Crew Resource Management), MMEL (Master Minimum Equipment List), Seaplanes Operations with Gazette II in April 2017, Flight Attendants and Emergency Evacuation, Flight Crew Fatigue Management with Gazette I in June 2017. The last two items generated a lot of comments and noise from the Union Representatives in Attendance. Aaron McCrorie handled the discussions very well and invited the various union representatives to a future meeting to hear their concerns and find a common ground.

CARs – NEW PART dealing with the UAV (Unmanned Air Vehicles) or UAS (Unmanned Aircraft Systems) or commonly known as DRONES are of great interest as of late and a new CAR dealing with the regulation and standards will be drafted. This is fairly high in the pile of 'Things to DO'.

Denis Guindon guided us through a presentation on Transport Canada Civil Aviation's Transformation Project (here is another acronym TCCAT) that was established in April 2015. The Drivers for this transformation is the large and Diverse Air Transport System with over 15 million sqkm of airspace, over 35,000 registered aircraft, over 68,000 licensed pilots, 15,839 AME's (by the way, that is slightly over 2 aircraft per AME!, and we have 2 pilots for each aircraft, interesting?)

Canada has also 567 certified aerodromes made up of 306 airports and 261 Heliports and 1,820 non-certified aerodromes. Other reasons for this transformation are major technological advances, and it is estimated that 90% of the world's aircraft fleet will be new generation aircraft by 2036. Canada has advanced into the 3rd place for the production of civil aircraft and is expected to grow 22% by 2021. Major restructuring has already taken place with a national Organization Review, Design and implementation of SMS since 2005 for 705 operators,



Aerodromes and Air Navigation Service providers. A system-based surveillance has been in effect since 2008 for all operators.

The transformation also addresses the TCCA internal challenges with 1263 (NOV2016) employees spread out from coast to coast and oversight and service delivery have to be consistent in all regions. The management structure from HQ to Regions and TCCA offices is complex and creates challenges for the executive leadership.

Michel Beland presented TCCA's overview of the Prioritization of Aviation Safety Risks. Issues are captured in PICA (Preliminary Issue and Consultation Assessment) and these are raised based on Safety Data, Risk Profile/Exposure and Strategic Risk Assessment. The internal Civil Aviation Management review team handles this process and if the issue warrants further action, the CARAC process is initiated.

The Priority system is triggered by TSB findings, and CADORS (Civil Aviation Daily Occurrence Reporting System) and this provided a 4 level Safety Risk Action Plan. 1. Top priority – Approach and Landing; 2. Unmanned Vehicles; 3. Loss of Control in-Flight; 4 Human Performance Factors.

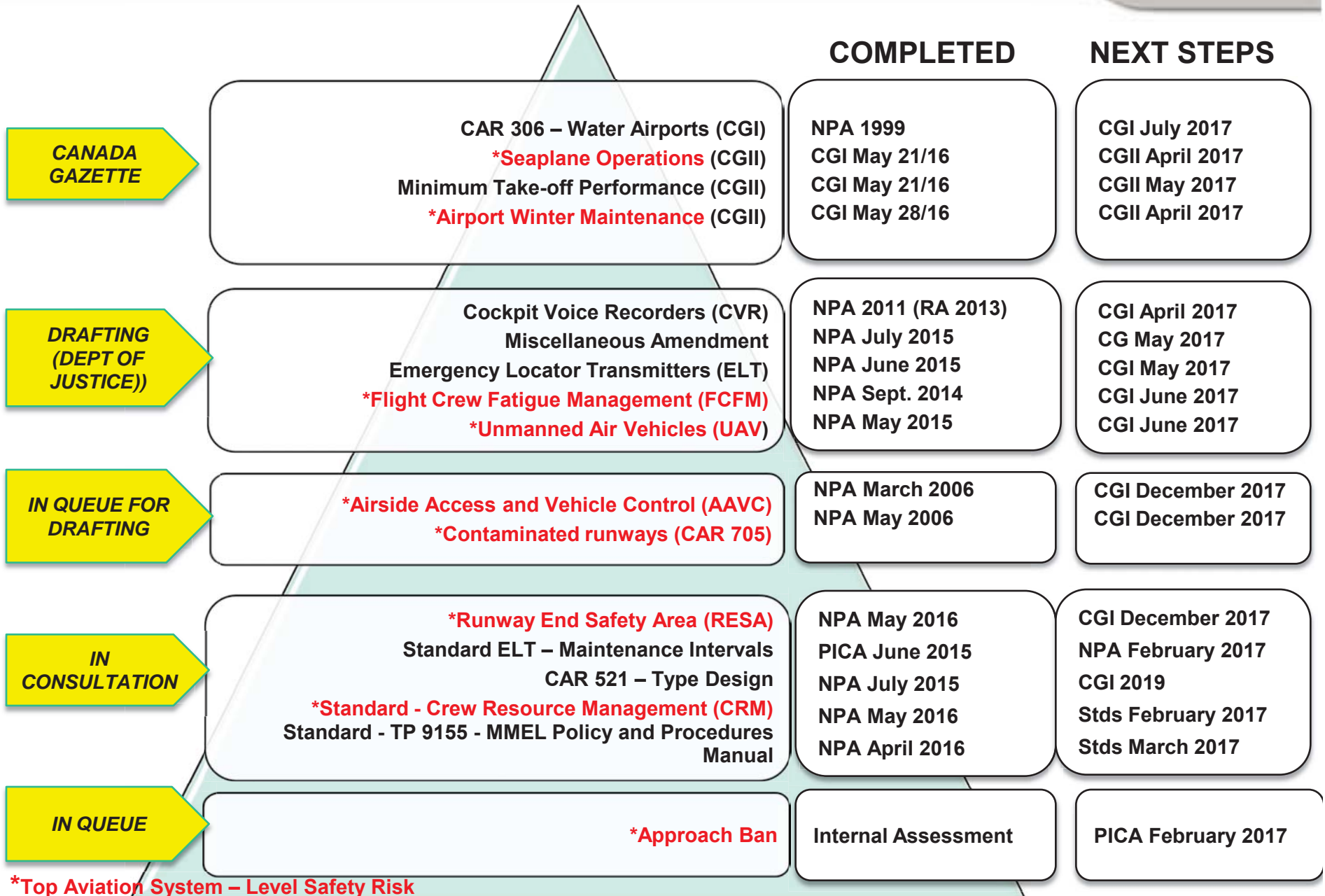
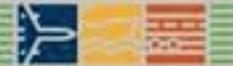
Robert Sincennes gave us an update on the regulatory priorities and the best way to show this is with the page from his power point presentation. You will notice the Pyramid in soft green in the background. This will make the priority visible and considering that the bureaucratic system handles about 2 CARAC items per year with a CAR Amendment or change, you can estimate the actual regulation change to become effective.

These power point presentations and associated documents are available on the websites of CFAME <http://www.cfamea.com/> and AME Associations <http://www.atlanticame.ca/>

I also want to take the opportunity to wish everybody a Merry Christmas and a happy and safe New Year 2017. Keep up the good maintenance practises for many years to come; Santa is watching

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CIVIL AVIATION REGULATORY PRIORITIES



*Top Aviation System – Level Safety Risk