



May 30/16

Resolution Number 1

GPS Approvals

Whereas Global Positioning System (GPS) satellite-based navigation including its augmentation by the Wide Area Augmentation System (WAAS) is now a mature technology, and;

Whereas construction of new ground-based navigation aids are rare and virtually all new navigational routes and instrument procedures are based on GPS and WAAS/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 special authorization specific to the make and model number of the device, in some cases requiring a new special authorization, 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;

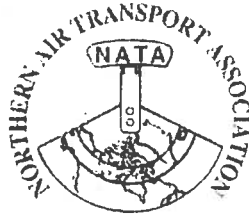
Whereas Transport Canada still has the ability to properly oversee an operator's use of GPS by means of reviewing training and installation records;

Therefore, be it resolved:

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

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

This is an update and reaffirmation of Resolution 1 from 2013, 2014 and 2015.
Although there is satisfactory intent in this area, it is still not resolved.



Resolution Number 2016-2

Northern Air Carrier Economic Issues

Whereas Northern Air Carriers are an integral component in the northern economy, accounting for a substantial proportion of territorial gross domestic product and of private sector territorial employment, and;

Whereas Northern Air Carriers provide important investment and career opportunities for Aboriginal people, and;

Whereas all of the aforementioned attributes of Northern Air Carriers are consistent with the established mandates of public sector northern stakeholders including the Territorial Departments of Economic Development and Tourism, the Federal Department of Aboriginal Affairs and Northern Development (AANDC), the Canadian Northern Economic Development Agency (CanNor), and Transport Canada, and;

Whereas Federal and Territorial travel represents a significant proportion of northern route network traffic and thus could be used effectively to support the established mandates of the aforementioned public sector northern stakeholders by providing Northern Air Carriers with valuable core revenues.

Therefore be it resolved that:

Transport Canada work with NATA to review the Emerson report on the Canadian Transportation System and CTA Review to develop policy that recognizes and supports the role of Northern Air Carriers in the northern economy and in Canada's air transportation network, and;

Other Federal and Territorial Northern stakeholders, including Territorial Departments of Tourism and Economic Development, AANDC and CanNor also reference the Canadian Transportation Agency Report and develop travel and other policies that recognize and support the role of Northern Air Carriers in the northern economy.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

This is an update and re-affirmation of Resolution 2 from 2013, 2014 and 2015. This issue has not been resolved and in consideration of the Emerson review of the CTA and recommendations, it is now timely to be addressed.



Resolution Number 2016-3

Funding for Northern Airports

Whereas, the **2015 Emerson Report on the Canadian Transportation System** states: “Government should establish a new fund dedicated to addressing the specific needs of northern and remote airports, namely extreme climate and the limited number of asphalt runways.” *Federation of Canadian Municipalities, Submission to the CTA Review, December 2014*

Whereas the Territorial governments operating airports in the Northern regions of Canada have a distinct lack of revenue base compared to the Provinces, and;

Whereas many of the airports in the North have shorter gravel runways designed for older generation aircraft and are not suitable for modern fuel efficient aircraft, and;

Whereas many Northern airports face a significant potential of runway degradation due to climate change, and;

Whereas regulation changes and new regulations imposed post devolution of the airports from the Federal Government are resulting in financial hardship for the airport operators to comply with, and;

Whereas many of the terminal facilities at the airports no longer properly serve the need of the communities, and;

Whereas many of these requirements fall outside the eligibility requirements of the existing Federal Airport Capital Assistance Program (ACAP), and;

Whereas many of these Northern airports serve remote communities with no other year-round means of transportation and are the lifeline to the community and are key elements to both Northern Sovereignty and the search and rescue infrastructure;

Therefore, be it resolved:

That the Federal Government create a Northern Airport Capital Assistance Program (NACAP) with a broader eligibility criteria and additional funding to the existing ACAP to ensure the updating and long term viability of this essential Northern infrastructure.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

This is an update and re-affirmation of Resolution 4 from 2010, re-affirmed in 2011, through 2015. Although there have been recent improvements, such as the expansion of the Building Canada Fund, it is still not fully resolved and this Resolution includes excerpts from the Emerson Report on the Canadian Transportation System that support this Resolution.

Additional Comments from Emerson Report supporting this Resolution

Other Arctic countries have more mature transportation infrastructure to support development and security needs. Canada's Northern transportation system is underdeveloped due to a number of factors. Notable aspects of developments from other Arctic countries are shown below.

GREENLAND

For its size and remoteness, Greenland has relatively well-developed marine and aviation transportation infrastructure. It has no road network but of its 18 airstrips, 14 have paved runways.

UNITED STATES

With 61 paved airports, Alaska has more than six times as many paved runways as the three Canadian territories combined.

“The primary impediments to northern and remote aviation in Canada are currently infrastructure-related.

There are issues with runway lengths and surfaces. Too many short runways and too many gravel runways limit aircraft choices for operators. A lack of 24-hour weather information in many locations creates delays and cancellations. Older instrument approach procedures and lack of approach lighting keep limits high and cause missed approaches and cancellations. Inadequate fuel supply in some locations limits loads and drives up cost. Virtually all of these issues are beyond the financial capability of the smaller communities to deal with . . . What is needed is a program to foster the improvement of these northern and remote locations, not limit them to an outdated status quo.”

Northern Air Transport Association Submission to the CTA Review
December 30, 2014 -Page 60 Emerson Report

The Northern Air Transport Association highlighted to the CTA Review that there are significant physical and service-related infrastructure challenges faced by northern air operators, northern communities, and customers. Of particular concern, fleets capable of serving short-gravel runways are aging and increasingly costly to operate, and the “gravel kits” for the commonly used jet aircraft have not been manufactured for close to thirty years. The Review has heard that newer and more efficient jet aircraft will require paved runways and aprons.

The heightened risk that attends the use of unpaved, short runways in northern and remote aviation could mean that services are lost, or that there are a higher number of accidents.-Page 61 Emerson Report

“The reality of 10 years of airline deregulation in Canada’s North are the foremost challenges currently facing Canada’s major northern air carriers. The larger southern based airlines are competing aggressively on major trunk routes to southern gateway airports with no obligation to provide regional or local service beyond northern gateways.”

— RP Erickson & Associates

Comparison of Approaches for Supporting, Protecting & Encouraging Remote Air Services

June 2015

The Review recommends that the Government of Canada develop and implement an infrastructure strategy for all modes of transportation in the North by:

a. increasing the base level of funding in the federal government’s infrastructure fund for the territories, and adapting funding initiatives and programs to take account of such northern realities as higher costs and longer time frames for planning and constructing infrastructure.

Providing targeted financial support for runway extensions and surfacing (e.g. paving), as well as for 24-hour automated weather systems and modern landing and approach systems in applicable communities in the territories. To facilitate these improvements, an investment of \$50 million per year over ten years is recommended to address the most significant infrastructure gaps, either by augmenting the Airports Capital Assistance Program, or by creating a new “Northern Airports Capital Assistance Program.” Page 67



Resolution Number 2016-4

Runway Certification versus Registration

Whereas the situation exists that many registered airports receive large amounts of charter passenger traffic with large aircraft, while some certified airports only receive very low amounts of passenger traffic with small aircraft, and;

Whereas having to have an airport certified to be able to have scheduled passenger service in many cases only adds cost and overhead with no safety gain, and;

Whereas the ability to receive Airport Capital Assistance Program (ACAP) funding is limited to certified airports, and;

Whereas the requirement to certify an airport for scheduled passenger service adversely affects small communities, seasonal markets, and tourist destinations, and;

Whereas the **Emerson Report on the Canadian Transportation System** identified that::

“The federal government should ensure that its regulations are reasonable for northern circumstances and should compensate the territories for mandated safety and security measures. “ and What is needed is a program to foster the improvement of these northern and remote locations, not limit them to an outdated status quo.”

Therefore, be it resolved:

That Transport Canada look towards a risk based process that allows low volume scheduled passenger traffic into registered airports and that in conjunction with this initiative look at expanding ACAP eligibility to include such low volume airports.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

This is an update and reaffirmation of Resolution 5 from 2013,2014 and 2015. Although this is now in the CARAC process re the certification aspect, it is still not completely resolved. This Resolution includes excerpts from the 2015 Emerson Report on the Canadian Transportation System that support this Resolution.



Resolution Number 2016-5

Chip Seal Runways

Whereas the cost of conventionally paving runways in many northern and remote locations is extremely high, and;

Whereas many of the newer generation aircraft either cannot operate at all from a gravel surface runway, or sustain unacceptable amounts of damage when operating from gravel runways, and;

Whereas aircraft are subject to performance limitations when operating from gravel runways, and;

Whereas the chip seal process offers the potential to address these issues at a much lower cost, both initial and ongoing, than conventional pavement, and;

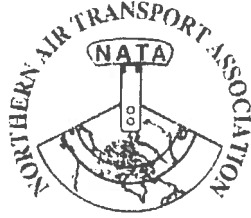
Whereas there is currently no runway pavement surface recognized between gravel and asphaltic concrete, and;

Whereas the 2015 Emerson report on the Canadian Transportation System states:
“The primary impediments to northern and remote aviation in Canada are currently infrastructure-related. There are issues with runway lengths and surfaces. Too many short runways and too many gravel runways limit aircraft choices for operators
Therefore, be it resolved:

That Transport Canada work with operators and aircraft manufactures to develop and establish a separate designation for “sealed granular pavement”, formally recognizing its characteristics and effect on rolling resistance and foreign object damage potential so that operators and aircraft manufacturers are able to determine runway suitability and appropriate (if any) performance penalties for specific aircraft use on it.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

This is an update and reaffirmation of Resolution 6 from 2014 and 2015. Although discussions are taking place on equivalency requirements, it is still not resolved. This Resolution includes excerpts from the 2015 Emerson Report on the Canadian Transportation System that support this Resolution.



Resolution Number 2016-6

Manual Amendments Approval Process Issues and Solutions

Whereas having up to date manuals and procedures is critical to the safe and efficient operation of an air carrier, and;

Whereas due to staffing and other priorities at Transport Canada operators are experiencing significant delays in having manual amendments processed, and;

Whereas these delays are creating a dysfunctional system where in some cases safety and process improvements are delayed in their implementation, and;

Whereas operators with a fully functional Safety Management System (SMS) have mechanisms in place to evaluate the impact of changes against both regulation and their operation, and;

Whereas Transport Canada reviews the effectiveness of an operator's program including its manuals and processes on a periodic basis by means of a Program Validation Inspections (PVI);

Therefore, be it resolved:

That Transport Canada move to a process whereby operators with a fully functional SMS system can qualify to amend their manuals without the need for Transport Canada approval prior to the implementation of the change, but rather any changes made are reviewed and approved during routine Program Validation Inspections.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

This is an update and reaffirmation of Resolution 7 from 2014 and now 2015 because even though Transport Canada has announced a pilot program, it is moving very slowly.



Resolution Number 2016-7

Non SMS Manual Amendments Approval Process Improvements

Whereas having up to date manuals and procedures is critical to the safe and efficient operation of an air carrier, and;

Whereas due to staffing and other priorities at Transport Canada operators are experiencing significant delays in having manual amendments processed, and;

Whereas these delays are creating a dysfunctional system where in some cases safety and process improvements are delayed in their implementation, and;

Whereas operators without a fully functional Safety Management System (SMS) are smaller and less complex and typically have simpler manuals and procedures, and;

Whereas Transport Canada reviews the effectiveness of an operator's program including its manuals and processes on a periodic basis by means of routine inspections.

Therefore, be it resolved:

That Transport Canada move to a process whereby non-SMS carriers not on any enhanced monitoring system can qualify to amend all or part of their manuals without the need for Transport Canada approval prior to the implementation of the change, but rather any changes made are reviewed and approved during the next routine inspection.

Passed at the 40th Annual General Meeting in Whitehorse April 28, 2016

This is an update and reaffirmation of Resolution 8 from 2014 and 2015 and updated because even though Transport Canada announced a pilot project it is moving very slowly.



Resolution Number 8-2016

Clarification of CAR 705.226- Access to Emergency Access on Combi Aircraft

Whereas CAR 705.226 was added on August 1, 2015 and states: “Despite section 605.09, no person shall conduct a take-off in a single-aisle aeroplane that is carrying passengers unless all emergency exits and escape slides are operative,” and;

Whereas due to Transport Canada's regulatory standard that allows combi aircraft to have certain emergency exits to be inaccessible per the appropriate STC and therefore not required to be serviceable, and;

Whereas Transport Canada Passenger Safety Inspectors may interpret CAR 705.226 in a manner that is not the intent of the regulation objective, and;

Whereas this interpretation would create a dysfunctional system where in some cases long standing combi aircraft operations could not be conducted.

Therefore, be it resolved:

That Transport Canada clarify CAR 705.226 regarding the serviceability of emergency exits on single aisle aircraft to ensure inspectors only apply it to the exits required under the particular approved aircraft configuration it is in.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016



Resolution Number 2016-9

Transport Canada Approval of Existing Minimum Equipment Lists

Whereas the Transport Canada timeframe for responding to industry requests for approval of Minimum Equipment Lists are excessive and adversely affecting industry, and;

Whereas if an aircraft operating in Canada has an approved MEL that MEL should still be valid upon the aircraft transfer to another Canadian operator, and;

Whereas the vast majority of MEL revisions are to align the operator's document with the Transport Canada approved and issued Master Minimum Equipment List (MMEL) for an aircraft, and;

Whereas this poor response time and quality of service creates a dysfunctional system that results in unacceptable delay for normal administrative processing of industry requests

Therefore, be it resolved:

That Transport Canada take steps to implement:

- a) an expedited process whereby an approved MEL can be transferred to an operator purchasing an aircraft from another Canadian operator, and
- b) a program be implemented to allow an operator to amend their MEL internally provided such revisions are in accordance with the Transport Canada MMEL for the aircraft.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016



Resolution Number 10- 2016

Transport Canada Level of Service

Whereas Transport Canada's timeframe for responding to industry has been a constant concern to this Association and its members, and;

Whereas there are concerns that the maximum times stated in TP14984-Transport Canada Civil Aviation Service Standards Activities all too often seem to the minimum, and;

Whereas this poor response time and quality of service creates a dysfunctional system that results in unacceptable delay for normal administrative processing of industry requests.

Therefore be it resolved that Transport Canada conduct and publish a review of their performance against the standards in TP 14984- Transport Canada Civil Aviation Service Standards Activities and following that review engage with industry to ensure that both the published standards and actual performance are indeed meeting industry requirements.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

Comments from the 2015 Emerson Report on the Canadian Transportation System supporting this Resolution “the Review has heard that wait-times for users and industry seeking certification and licensing are lengthening. Stakeholders said the resources for certification and licensing functions at Transport Canada may be waning, especially

in the regional offices. There is concern that expertise is being lost in areas where there has not been steady replacement of senior staff who have been reaching retirement”.

We have also heard that there is a poor understanding on the part of the regulators, both domestically and internationally, of the true nature of business aviation and small northern and remote operators: their operations, constraints, existing level and type of safety measures. The Canadian Business Aviation Association and the **Northern Air Transport Association** have both said that these deficits have led to the creation of Regulatory Impact Analysis and international regulations that do not properly consider the impacts on their sectors, and instead appear to be part of a growing trend to move all aviation regulation to the standard required of commercial, scheduled service. These standards are not necessarily higher than those that could be in place for business aviation and small operators. -Page 170, Appendix K, Canadian Transportation Agency Report



Resolution Number 2016-11

Transport Canada Consultative Process Regarding Flight and Duty Time

Whereas Transport Canada intends on modernizing the regulations governing fatigue for flight crew flying commercially in Canada, and;

Whereas Transport Canada has during consultations on this to date has consistently stated their objective is one set of rules governing the entire industry, and;

Whereas such a one size fits all approach would impose restrictions on flight and duty times for CAR 702/703/704/705 operators that would severely impede industry's ability to conduct safe operations in many circumstances, and;

Whereas all other regulatory agencies have acknowledged there area differences in operations by not including smaller aircraft in their regulations governing large international carriers, and;

Whereas the last consultation with Transport Canada in 2015 ended with a understanding that there was not "One Size Fits All" and that Transport Canada would initiate a phased in approach starting with 705 operators and further consultation with all other types of operations, and;

Whereas the 2015 Emerson report on Canadian Transportation Systems recommends the Government of Canada "adequately and consistently consider the unique needs and challenges of the North in respect of all regulatory changes. The federal government should ensure that its regulations are reasonable for northern circumstances and should compensate the territories for mandated safety and security measures."

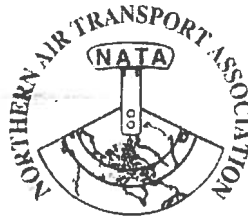
Therefore, be it resolved:

That Transport Canada not proceed with any further flight and duty time regulation affecting CAR 702/703/704/705 operators until the unique circumstances that these operators face are properly discussed with industry and appropriately reflected in proposed regulations taking into account their differences.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

Comments from 2015 Emerson Report on the Canadian Transportation System that support this Resolution

We have also heard that there is a poor understanding on the part of the regulators, both domestically and internationally, of the true nature of business aviation and small northern and remote operators: their operations, constraints, existing level and type of safety measures. The Canadian Business Aviation Association and the **Northern Air Transport Association** have both said that these deficits have led to the creation of Regulatory Impact Analysis and international regulations that do not properly consider the impacts on their sectors, and instead appear to be part of a growing trend to move all aviation regulation to the standard required of commercial, scheduled service. These standards are not necessary higher than those that could be in place for business aviation and small operators. -**Page 170, Appendix K, Canadian Transportation Agency Report**



Resolution Number 2016-12

Transport Canada Participation in NATA AGM and Conference

Whereas Transport Canada participation in NATA AGM and Conference is critical for effective consultation and understanding of industry needs;

Whereas the consultation and benefit to all parties extends throughout the conference and not just in the participation in a particular panel, and;

Whereas due to staff experience Transport Canada staff need to attend NATA AGM and Conference for their professional development, and ;

Whereas this attendance would air understanding of industry needs and would lead to better communication and service response time and quality of service.

Therefore, be it resolved:

That Transport Canada take steps to establish a process that would allow national and regional personnel to fully participate in person the NATA AGM and Conference in order to better communicate Transport Canada's goals and objectives, to fully understand industry needs and to enhance their professional development.

Passed at the 40th Annual General Meeting in Whitehorse, April 28, 2016

Comments from the 2015 Emerson Report on the Canadian Transportation System that support this Resolution

“We have also heard that there is a poor understanding on the part of the regulators, both domestically and internationally, of the true nature of business aviation and small northern and remote operators: their operations, constraints, existing level and type of safety measures. The Canadian Business Aviation Association and the **Northern Air Transport Association** have both said that these deficits have led to the creation of Regulatory Impact Analysis and international regulations that do not properly consider the impacts on their sectors, and instead appear to be part of a growing trend to move all aviation regulation to the standard required of commercial, scheduled service. These standards are not necessarily higher than those that could be in place for business aviation and small operators. -**Page 170, Appendix K, Canadian Transportation Agency Report**

