

# Canadian Aviation Regulations (CARs) Review



## CBAA to be part of review to modernize aviation regulations

*Read our submission  
“FULL THROTTLE:  
Harnessing the Power of  
Business Aviation”*

CARs have not been modernized since 1996. Transport Canada itself noted that this has resulted in regulations that are outdated, inflexible and are not risk-based or harmonized with international standards. As part of a government-wide initiative, the CBAA developed a detailed submission that emphasized the need to replace one-size-fits all regulations and prescriptive regulations and to address specific issues relating from poorly drawn regulations. We are pleased that many elements of the CBAA submission have been incorporated into the government’s Transportation Sector Regulatory Review Roadmap. As a result, the CBAA will be participating in the review process, with an aim to ensure greater flexibility and clarity in CARs and eliminate “one-size-fits-all” and prescriptive regulations.

## The government response to CBAA’s submission

*Review Transport Canada’s  
response*

Transport Canada has provided a detailed response addressing the two main topics in our submission on Aviation Regulations Modernization: first, the need to make CARs more flexible and responsive to business aviation operations of all sizes and second, to deal with specific regulatory issues. Transport’s responses have identified our most critical areas of concern as we work with them on the review process to simplify business aviation operations.

## Our action plan

*Learn more on CBAA’s  
Member Forums*

As well as participating in the Transportation Regulatory Review, the CBAA is also taking action on these active issues:

**Safety Management Systems (SMS).** The CBAA will be applying for an exemption to relieve small operators from some of the SMS pro-active requirements that cannot be met due to a lack of statistically significant data. This application will help inform TC on the development of SMS regulations for Canadian commuter and air taxi operators.

**Transport Canada views delegation of CARs 604 operator certification and approvals to industry to be outside its legal authority.** Disagreeing with this interpretation, the CBAA has submitted an application for a delegation for PORD issue and MSA approvals to address service levels and inspector knowledge of business aviation related regulations and operations. At the same time, the CBAA is collecting data from members that demonstrate their issues to help improve both TC service issues and inspector knowledge.

**Flight Data Recorder Regulations.** Transport Canada has held three focus group meetings to address Transportation Safety Board’s (TSB) recommendation A18-01 on the issue of Lightweight Data Recorders (LDRs). The CBAA remains an active participant in this regulatory development process with the next working group meeting scheduled for February 2020.