

October 6, 2020

Mr. Iain Stewart
President
Public Health Agency of Canada

Dear Mr. Stewart,

On behalf of the 23,000 members of the business aviation community we welcome you to your critical new role and suggest ways we can advance rapid testing and contact tracing through the highly controlled business aviation flight environment.

Business aviation is made up of two main components: corporate and charter services. Canada's charter services, providing non-scheduled commercial on-demand flights, have been on the frontlines of the fight against COVID-19, helping keep our economy moving safely, repatriating Canadians, and delivering emergency services, medical personnel, and supplies.

We believe we can do more to aid in our sector's recovery. We have already met with your officials on ways the business aviation community can work with PHAC to develop safe traveller protocols quickly with virtually no risk. We hope to expand the discussion to develop testing and tracing pilot programs that can provide the science-based data needed to make good decisions and move forward.

Business flights operate in a far more controlled environment than scheduled air service. For example, contact tracing would be virtually automatic on BA flights: all passengers are known. They are employees, shareholders or guests on corporate aircraft, or are direct clients of flight management companies. As a result, should it be necessary, these people can be identified and contacted within hours.

As well, the processes to enplane and deplane passengers are inherently safer than their commercial counterparts, with fewer touchpoints and far less crowding. Unlike airline passengers, those using business aircraft through Fixed Base Operators (FBOs) do not have to deal with physical distancing issues at a CATSA-like security line, crush areas around baggage carousels, boarding gates or international arrival halls. Yet, even in their safer environment, business aviation flights adhere fully to the new stringent PHAC requirements.

Finally, because FBO facilities are privately owned and operate on a much smaller scale than airports, it is relatively simple and quick to put into place and test new technologies and processes.

We hope to have the opportunity to bring our subject matter experts to the table to identify and implement pilot projects that quickly can be tested and then applied to the commercial airline environment.

We look forward to a positive and fruitful discussion.

Yours sincerely,



Anthony Norejko
President and CEO