

October 21, 2020

Ms. Stephanie Kusie
Vice Chair
TRAN Standing Committee on Transport, Infrastructure and Communities
stephanie.kusie@parl.gc.ca

Dear Ms. Kusie,

It was a great pleasure speaking with you about Canada's business aviation sector on October 2. We are reaching out to you now in your role as vice chair of the Standing Committee on Transport, Infrastructure, and Communities.

Enclosed you will find a copy of a letter we have sent to chair, Vance Badawey and vice chair, Xavier Barsalou-Duval. We discussed these issues with you earlier but wish to bring them to the attention of the committee executive as well. We hope to work with you to begin to build a relationship with the members of TRAN, educate them on the value of business aviation, and together to find ways we can move forward to the benefit of all Canadians.

As the national voice of this dynamic sector, the CBAA works to educate Canadians on the many contributions business aviation makes to our economy and quality of life. We also engage with political leaders to create policies and programs that would allow business aviation to fulfill its potential.

We are pleased to take this opportunity to provide you with an overview of the value of business aviation to the economy and the role it could play in Canada's economic recovery.

One of the many lessons of the past months was to demonstrate the clear advantage of business aviation as a tool of safe air travel, corporate growth and community access, even as we deal with the severe travel limitations imposed by the pandemic. From this experience, the CBAA has developed *#cbaaflightplan*, that outlines how government, businesses and communities could work with business aviation operators to fulfill their own objectives – while strengthening Canada's business aviation operations and aircraft manufacturing sectors at the same time. We shared many of these ideas, including those that would provide shorter term solutions, in our 2021 pre-budget submission sent to the House of Commons Standing Committee on Finance. We are pleased to include a summary of its recommendations at the end of this letter.

We would like to draw your attention to two urgent matters that must be resolved as a priority.

The first is the critical need for government leadership to implement nationally consistent rapid testing and contact tracing procedures to help ease travel restrictions. This is a complex matter, with public health agencies, air operators and airports involved in finding solutions. We believe that the business aviation community can help by working with public health authorities to pilot safety and health processing related to rapid testing and contact tracing. Business aviation can assist the government design and pilot testing as business flights deploy from carefully managed and controlled Fixed Base Operator (FBO) facilities where every passenger is known to flight operations and could be instantly and easily traced and contacted.

We would be pleased to provide more details on how a pilot program could work operating out of FBOs and business flights.

Another urgent concern is the need for an official interpretation of the determination of quarantine and exemptions related to crew. The issue is that individual border agents are not recognizing "essential air transport workers" as exempt from quarantine. We have already reached out to officials at Transport Canada, CBSA and PHAC for rulings, but as of yet have had no response. We understand that this is not a direct responsibility for you, but we would appreciate any support we can get from our Parliamentarians to help resolve this question quickly.

As a final thought, we want to share the fact that **business aviation can help enable Canada's Green Economy and recovery plan**. Not only can business aircraft give Canada's entrepreneurs and corporations a much-needed competitive edge, providing safe, reliable and rapid transportation of key personnel and goods, business aircraft are some of the most technologically advanced and sustainable aircraft flying today. Moreover, supporting the use of these technologies also supports Canadian aviation research, development and manufacturing. We invite you to read more about business aviation's commitment to the environment on our dynamic new microsite, [Business Aviation's Environmental and Economic Footprint in Canada](#).

Ms. Kusie, thank you again for your attention. We hope to have the opportunity to discuss these ideas in more detail in an appearance before the Transport, Infrastructure and Communities committee later this fall.

Yours sincerely,



Anthony Norejko
President and CEO

2021 Pre-budget Submission Summary

Recommendations: How business aviation can spark economic growth

Short-term remedial and relief recommendations

- Work with the business aviation community to pilot rapid testing and contact tracing processes for air passengers, using the small scale and highly controllable business aviation aircraft/FBO environments.
- Expedite the use of technologies and processes (e.g. contact tracing, rapid testing) that would accelerate the safe opening of our interprovincial and international borders and responsibly remove the 14-day blanket quarantine requirement.
- Suspend all federal and carbon taxes on jet fuel and avgas until air travel reaches pre-COVID levels.
- Accelerated capital cost allowance, expense tax deduction, credit and/or a rebate program applied to the purchase, modification and upgrade of health and safety equipment related to COVID-19.

Longer-term (2021) recommendations for recovery and growth

- Recommendation # 1:** Create federal financial stimulus programs that would encourage the purchase and environmental modernization of business aircraft, materials and services.
- Recommendation #2:** That the Government of Canada excludes all aircraft that are used for business purposes from any new “luxury” tax schemes.
- Recommendation #3:** Work with industry to create a modernized set of Canadian Aviation Regulations (CARs) for business aviation that is more flexible and responsive to business aviation operations, particularly for small operators, including the increased use of appropriate delegations and exemptions.
- Recommendations #4:** Ensure that we support our climate change goals as we ramp up the economy by promoting sustainable aviation fuel (SAF) in any Government of Canada programs that reduce the applicable fuel tax rate and provides other incentives to companies that manufacture renewable fuels.