

TITLE	STATUS	SUMMARY	CBAA PRELIMINARY IMPACT
Airport Zoning initiatives			
Regulations Amending the Vancouver International Airport Zoning Regulations	Planned for Canada Gazette, Part I Late 2023 60-day comment period	These proposed regulatory changes would update current zoning protection by restricting the heights of buildings and certain land uses near the airport for the protection of safe aircraft operations and provide protection for development and operations. It is aligned with the Vancouver Airport Authority's 20-year Master Plan for a potential future runway.	Zoning regulations will protect surrounding airspace and can allow for an increase in air traffic which will result in an increase in the activities and services required. The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation airport access is not negatively affected and can benefit from increased capacity.
Aviation security initiatives			
Regulations Amending the Canadian Aviation Security Regulations, 2012 (Security Management System (SeMS) and SeMS+ for Air Carriers)	Planned for Canada Gazette, Part I Early-2024 30-day public comment period.	The proposed regulatory changes aim to provide a consistent baseline approach for SeMS to all aviation security regulated stakeholders. The objective is to expand the current SeMS requirements to modernize them through a universal baseline approach, provide stakeholders with a structured approach to managing security as an integral part of their overall operations, support a more practical, flexible and outcome-based approach to security measures, and ultimately result in consistent application of security management practices that better manage and support aviation security.	CBAA members already comply with SMS requirements contained in the CARs and with any applicable SeMS requirements that may apply. The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected and that SMS & SeMS requirements are complementary and do not conflict.
Regulations Amending the Canadian Aviation Security Regulations, 2012 (Air Cargo)	Planned for Canada Gazette, Part II Early 2024	This regulatory initiative is part of the Digitalization and Technology-Neutral Regulatory Review Roadmap . The proposed regulatory changes would create requirements for all air carriers, transporting cargo on flights to Canada, to submit Pre-Loading Advance Cargo Information to Transport Canada. It would allow Transport Canada to risk assess the cargo before it is loaded on an aircraft. Risk assessment will incorporate the use of artificial intelligence to target potential threats to aviation security.	These proposed regulations are not expected to impact CAR 604 operators but could be applicable to CBAA members who operate charter operations under CAR 703 & 704. The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected.
Civil Aviation initiatives - Regulations Amending the Canadian Aviation Regulations			

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Parts I and IV – Approved Training Organizations	Planned for Canada Gazette, Part I Late 2024 30-day comment period.	<p>The proposed regulatory changes would introduce the elements needed to certify Canadian-approved training organizations. The organizations will be responsible for conducting training to issue pilot licences, permits or ratings.</p> <p>The goal of the proposed changes would be to make sure that Canadian regulations for training organizations follow the International Civil Aviation Organization standards.</p>	<p>These proposed regulations are expected to positively impact the aviation industry. Currently several organizations have received an ATO rating under a MoU with TC using conditions that will be part of the regulations. These will assist TC in future drafting. One of these organizations is a CBAA member and is actively participating in regulatory development activities.</p> <p>The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected.</p>
Parts I, III and VI to VIII – Water Airports	Planned for Canada Gazette, Part I Publication: TBD	<p>The proposed regulatory changes would establish aerodrome safety components that are needed for a water aerodrome to be certified as an airport.</p> <p>The goal of this change to the regulations would be to create the criteria under which a water aerodrome can become certified as an airport.</p> <p>Transport Canada consulted stakeholders in the summer of 2019.</p> <p>Transport Canada is currently reviewing the regulations and will establish a calendar for the changes once the review and analysis are completed, including additional consultation prior to publication in the <i>Canada Gazette</i>, Part I.</p>	<p>This proposed regulation will not have any impact on CBAA member organizations</p>
Parts I, IV, VI and VII – Night Visual Flight Rules Operations	Planned for Canada Gazette, Part I Late 2024 30-day comment period.	<p>The proposed regulatory changes would address the safety risks associated with the night visual flight rules operations. Over the years, the Transportation Safety Board has made many recommendations about the night visual flight rules operations, because they have been a factor in many incidents and accidents.</p> <p>The goal of the proposed changes is to introduce the use of night vision imaging systems into the Canadian civil aviation regulatory framework. This will significantly increase the safety of night flights and operations.</p> <p>By introducing night vision imaging systems technology into the regulations, the department will address Transportation Safety Board recommendations. Transport Canada will also provide a safer system for</p>	<p>These proposed regulations were not expected to impact most CAR 604 operations as they would normally operate under IFR. However, the Association is following the file closely in context of planned changes to day and night definitions introduced in the revised NPA</p> <p>Further, other changes that will be made concurrently to the CARs have been reviewed and comments submitted to TC as was done by other Associations. The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected.</p>

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		<p>the night visual flight rules operations.</p> <p>Transport Canada consulted stakeholders in 2021 through the Canadian Aviation Regulation Advisory Council. Transport Canada plans to conduct further consultations with stakeholders in early 2023.</p>	
<p>Parts I, III, IV and VI to VIII - Air Navigation Services</p>	<p>Planned for Canada Gazette, Part I Late 2023 30-day comment period</p>	<p>Transport Canada published a Notice of Proposed Amendment in August 2021 – comments are currently being reviewed</p> <p>The proposed regulatory changes are designed to ensure Transport Canada remains a world-class regulator and continues to drive the Canadian economy. In developing this proposal, Transport Canada carefully considered its transformation strategy, which was launched to modernize the way programs and services are delivered to better serve Canadians. As part of this transformation strategy, Transport Canada launched the Aviation Safety Regulatory Review Initiative to modernize the <i>Canadian Aviation Regulations</i>.</p> <p>Transport Canada is proposing these changes to:</p> <ul style="list-style-type: none"> - facilitate adoption of new/ innovative technologies for providing certain air navigation services; - address Standing Joint Committee for the Scrutiny of Regulations concerns with subpart 4 (aviation weather services) of the Regulations; - clarify the type of services provided by air traffic controllers, in different classes of airspace; - clarify the applicable standards for providing air navigation services in domestic Canadian airspace as well as in the airspace for which Canada, by way of an international agreement, has accepted to provide such services; and - respond to the revision of the Canadian Domestic Air Traffic Control Separation Standards as well as create new provisions to clearly identify the relevant sections of the revised standard for different types of separation. <p>The proposed changes will harmonize regulatory requirements with the</p>	<p>The proposed changes will apply to NAV CANADA and anyone that provides air navigation services in Canada.</p> <p>It is expected that stakeholders will benefit from the proposed changes, as they facilitate the adoption and use of emerging technologies as well as the application of related standards by clearly distinguishing air traffic control services from other air navigation services.</p> <p>The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected.</p>

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Part I and II – Aircraft ID, Registration, Operation of a Leased Aircraft by a Non-Registered Owner, and Charges	Planned for Canada Gazette, Part I Mid 2024 30-day comment period	<p>International Civil Aviation Organization and Federal Aviation Administration.</p> <p>This regulatory initiative is part of Transport Canada’s Transportation Sector Regulatory Review Roadmap, and it would make administrative updates and address irritants and shortcomings that exist in Part II of the Regulations.</p> <p>The proposed amendments would also update the charges in CAR 104 Schedule II – Aircraft Registration as part of TC’s Fee Modernization Initiative Both initiatives will leverage the same regulatory process.</p> <p>Transport Canada states that the goal of the initiative is to make the regulations more agile and coherent. Also, where appropriate, Transport Canada will use a risk-based approach to Part II of the regulations to reduce the amount of administrative work for regulated entities and the department.</p> <p>The Fee Modernization Initiative aims to review existing fees that have not been updated in over 20 years and to introduce new fees for services that have long been delivered free of charge.</p>	<p>The proposed changes will apply to entities already regulated under CARs Part II and is stated to be designed to provide flexibility and clarity about:</p> <ul style="list-style-type: none"> - Transport Canada’s shift to electronic documentation: - the process of registering an aircraft - determining the custody and control of an aircraft - harmonize with the FAA, EASA and ICAO <p>The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected, especially around fees and service standards that have been of concern.</p>
RPAS – Beyond Visual Line-of-Sight and Other Operations	Planned for Canada Gazette, Part I Mid 2023 60-day comment period	<p>The proposed regulatory changes would seek to enable routine visual line-of-sight operations with larger remotely piloted aircraft systems (RPAS) as well routine lower risk beyond visual line-of-sight operations without the requirement to obtain a Special Flight Operations Certificate.</p> <p>Examples include low-level operations in uncontrolled airspace and outside of population centres. They include new requirements related to pilot certification, airworthiness, and procedural requirements.</p>	<p>This proposed regulation is not expected to impact CBAA member operations.</p> <p>However, the CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected and to understand the integration of these operations into national civil aviation operations.</p> <p>Industry briefing provided on 5 September 2023. Briefing notes and presentation are here.</p>
Lightweight Data Recorders	Planned for Canada Gazette, Part I Publication - TBD	<p>As a result of accidents involving small aircraft that are not required to be equipped with flight data recorders or lightweight data recorders the Transportation Safety Board of Canada has issued several recommendations related to the implementation of lightweight data</p>	<p>The CBAA has suggested that prior to publishing in the Canada Gazette, that Transport Canada publish an amended NPA with a revised assessment based on industry comments.</p>

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		<p>recorders on-board small aircraft to promote aviation safety. Including recommendation A18-01 which states: “The Department of Transport require the mandatory installation of lightweight flight recording systems by commercial operators and private operators not currently required to carry these systems.”</p> <p>The proposed changes would apply to Canadian: air operators, air carriers, and manufacturers.</p> <p>Transport Canada initiated an assessment of the impacts on businesses as part of the regulatory development process in December 2021 and is currently reviewing the comments received and will establish a calendar for the changes once the review and analysis are completed.</p>	<p>The CBAA will monitor regulatory development and review the Canada Gazette when published to assess how best to minimize impact on Business Aviation.</p>
<p>Part IV and VI - Personnel Training, Qualification, and Licensing</p>	<p>Planned for Canada Gazette, Part I Late 2023 30-day comment period</p>	<p>The proposed regulatory changes are part of TC’s transformation strategy to modernize and improve the way programs and services are delivered to Canadians. Changes include comments that stakeholders told Transport Canada about from:</p> <ul style="list-style-type: none"> - Internal consultations, - Outstanding Notices of Proposed Amendments - The 2013 Fletcher report - Let’s Talk submissions, report published in November 2020 - Fall 2018 Treasury Board survey published in Canada Gazette, Part I, - Transportation Safety Board Recommendation (A16-09) which states: <i>Department of Transport establish instrument currency requirements that ensure instrument flying proficiency is maintained by instrument-rated pilots, who may operate in conditions requiring instrument proficiency</i> - NPA 2022-001 in February 2021 <p>The proposed changes would apply to all pilots and flight schools.</p> <p>Transport Canada will assess the impacts as part of the regulatory development process and is to s seek further feedback from affected stakeholders on the proposed changes.</p>	<p>The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected.</p>

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Approach Ban	Planned for Canada Gazette, Part I Early 2024 30-day comment period	<p>Transport Canada is proposing to implement a prescribed visibility minima requirement nationally will harmonize Canada with the International Civil Aviation Organization standard, which has been adopted by most civil aviation authorities worldwide, including the United States Federal Aviation Administration and the European Aviation Safety Agency.</p> <p>Transport Canada consultations including:</p> <ul style="list-style-type: none"> - a two-month consultation on 23 November 2017. Comments were received from NAV Canada (Air Transport Association of Canada, ACPA Air Canada Pilot’s Association, Northern Air Transport Association, Helicopter Association of Canada, National Airlines Association of Canada, and the United States Federal Aviation Administration). - a 2- hour, participatory discussion on this topic with industry representatives on November 16, 2020. - Notice of Proposed Amendments 2021 – 011 on 6 July 2021 to October 15th - a Q&A session with stakeholders <p>TC reported that:</p> <ul style="list-style-type: none"> - there is support of the initiative, with some concerns about the potential impact on various operations - stakeholders agree that the regulations ought to be brought in line with international partners to the degree possible, and that the regulations should be simpler to understand and apply. <p>A detailed risk analysis is underway to ensure that there are no unexpected impacts to stakeholders.</p>	<p>The CBAA will monitor regulatory development and review the Canada Gazette when published to ensure that Business Aviation is not negatively affected. Comments regarding the use of GFA to determine Approach Ban criteria is of concern and has been communicated to TC.</p> <p>The proposed changes are expected to impact:</p> <ul style="list-style-type: none"> - Air Navigation Service Providers – costs of publishing updated aerodrome/airport visibility minima - Canadian commercial air operators, private operators, and general aviation pilots – costs to revise their procedures with respect to approach in low visibility conditions - Canadian aerodrome/airport operators – costs to voluntarily provide or upgrade their facilities/systems should they wish to marginally lower their published prescribed visibility by upgrading to high intensity approach lighting - Canadian commercial air operators holding special authorizations under Subparts 703, 704 or 705 of the Canadian Aviation Regulations – will no longer be eligible for up to a 50% reduction in published visibility minima - Canadian commercial pilots – reduced pilot’s workload in determining the actual minima for an approach due to simplified approach criteria - General aviation pilots who conduct instrument approach procedures - Aviation industry – harmonized regulations with other civil aviation authorities
Part I, III, V, VI, VII, and VIII – Safety Management Systems	Planned for Canada Gazette, Part I Mid-2024	<p>The proposed regulatory changes would:</p> <ul style="list-style-type: none"> - consolidate existing safety management system regulations in Part III, V, VI, VII, and VIII under Part I - introduce requirements for aircraft design and manufacturers to have safety management systems. 	No significant impact expected to CAR 604.

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		<p>Goals of the proposed changes are to harmonize and improve compliance with Canadian safety management system requirements, and to ensure compliance of Canadian regulations with International Civil Aviation Organization Standards and Recommended Practices in Annex 19 to the Chicago Convention.</p>	
<p>Subpart 521 – Design Approval of Aeronautical Products</p>	<p>Planned for Canada Gazette, Part I TBA - 2025</p>	<p>The proposed regulatory changes would rewrite Subpart 521 to revise certain terminologies, introduce new definitions, delete incorporation by reference of an external document, clarify several administrative and technical requirements, correct inadvertent omissions, and to introduce new requirements to better align with ICAO, the Federal Aviation Administration (FAA) and/or the European Aviation Safety Agency (EASA).</p> <p>The proposed changes are expected to impact Canadians by updating requirements for the design approval of aeronautical products. Some procedural changes may be required by businesses and full impacts will be outlined in a cost-benefit analysis.</p> <p>The proposed changes would further harmonize Canada’s aircraft certification procedural requirements related to design approval requirements with those of the FAA and/or EASA to support the implementation and further development of international agreements.</p> <p>Due to the technical aspects of this file, several consultations with industry on the revised policy intent was started in 2022 with a notice of proposed amendments (NPA) expected in 2023 to seek stakeholder comments prior to proceeding to <i>Canada Gazette</i>, Part I in early 2024. This NPA will build on previous NPAs 2010-021, NPA 2010-022 and Advance NPA 2014-001, including adjustments to these earlier proposals made by Transport Canada in response to comments received on these NPAs.</p>	<p>This amendment would not impact operational rules (e.g. 604 or 704) but could impact CBAA members purchasing new aircraft that will have been subjected to the new aircraft certification processes within 521.</p> <p>To be monitored during consultations.</p>

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Part I, V, VI, and VII – General Aviation	Planned for Canada Gazette, Part I Publication - TBA	<p>This proposal is part of the Aviation Safety Regulatory Review Initiative and focuses on General Aviation. This proposal would update and introduce new regulations regarding balloon, ultra-light, parachute, and hang-glider operations.</p> <p>Transport Canada is considering creating a multidisciplinary task team with internal and external subject matter experts to validate the issues raised and proposed solutions. Transport Canada also plans to distribute a Notice of Proposed Amendments through the Canadian Aviation Regulation Advisory Council process to seek further feedback from affected stakeholders on the proposed changes once they have been developed.</p>	No impact expected to CAR 604.
Part I - 104, Aeronautical Product Approval	Planned for Canada Gazette, Part II Mid 2023	<p>The proposed regulatory changes would update or add new charges associated with the issuance, renewal, amendment or endorsement of aeronautical products by Transport Canada (section 104 and Schedule V of the Canadian Aviation Regulations).</p> <p>In 2014, Transport Canada engaged the aerospace industry by leading a working group which reviewed and discussed the fee modernization options. In 2018, the department presented the broad goals and timeframes of this initiative to stakeholders at the planning session of the Canadian Aviation Regulation Advisory Council and held five preliminary engagement sessions with industry stakeholders and trade associations representing members of the aerospace sector. Transport Canada posted the Fee Modernization Proposal on our “Let’s Talk Fee Modernization” webpage for a 45-day comment period on September 5, 2018. When the comment period closed, the department also held a one-day workshop with the largest members of the Canadian industry to discuss their concerns. Transport Canada pre-published the proposed changes in the Canada Gazette, Part I, on June 18, 2022, with a 30-day public comment period.</p>	<p>This amendment would not impact operational rules (e.g. 604 or 704) but could impact CBAA members purchasing new aircraft that will have been subjected to the new aircraft certification processes within 521.</p> <p>To be monitored during consultations</p>
Low Impact Amendments and Codification of Exemptions	Planned for Canada Gazette, Part II Mid 2024	The proposed regulatory changes will clarify regulatory texts, remove redundancies, correct inconsistencies between the French and English versions of the <i>Canadian Aviation Regulations</i> (CARs) and address issues	The proposed amendment is not expected to impact CBAA members.

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		<p>identified by the Standing Joint Committee for the Scrutiny of Regulations (SJCSR). The proposed amendments will also codify into regulation longstanding global exemptions that have been issued over the years, including some that have been issued as temporary reliefs to support industry recovery from the COVID-19 pandemic.</p> <p>The proposed regulatory amendments will apply to Canadian air operators and carriers. This proposal would represent a house cleaning phase of the modernization of the CARs by addressing non-controversial issues with low or no impact on stakeholders. The anticipated outcome of the proposed changes include:</p> <ul style="list-style-type: none"> - Reduced number of exemptions issued, thereby reducing the time and resources invested in processing and applying for exemptions by TC Civil Aviation and regulated entities, respectively; - Enhanced consistency in the use of terminology and thus interpretation of regulatory requirements, which would improve compliance and therefore safety; and - Improved consistency between the English and the French versions of regulatory requirements, which would eliminate any language-related interpretational differences, improve compliance with the Regulations and Canada’s language laws. <p>A Notice of Proposed Amendment (NPA) was distributed in Autumn 2022. A second NPA was distributed in Spring 2023.</p>	
<p>NEW Amendments to Standard 507 - Flight Authority and Certification of Noise Compliance</p>	<p>No gazetting required – this is an amendment to the Standards</p>	<p>NPA 2023-011 –The purpose of this NPA is to update the list of Aircraft Eligible for a Special Certificate of Airworthiness - Owner-maintenance, listed in Appendix H of Standard 507, to remove an Information Note that gives incorrect information and to move an Information Note for greater clarity.</p>	<p>This does not impact CBAA operators as its only applies to Recreational aircraft but was shared for information should a CBAA member own a recreational aircraft.</p>

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<p>New AC 700-065 - Issue 01 - Potential for High Energy Fires due to Lithium-Ion Batteries.</p>	<p>No gazetting required – this is draft AC being consulted with stakeholders</p>	<p>The purpose of this document is to advise operators of the potential for high energy fires on board aircraft caused by the failure of lithium-ion batteries contained in portable electronic devices.</p>	<p>Draft AC sent to members for comment and suggestions. Comments to be consolidated and sent back to TC. No technical input provided. Requested AC be clearer in addressing passenger related actions - Email here</p>
<p>New Proposed Amendment to Flight Attendant Training Standard NPA 2023-012</p>	<p>No gazetting required – this is draft amendment to the <i>Flight Attendant Training Standard and to Standard 725 - Airline Operations - Aeroplanes</i></p>	<p>The purpose of this NPA is to update the Flight Attendant Training Standard to modify content that has been mandated by other regulatory requirements, incorporate changes that have previously been consulted with the industry, and incorporate changes identified as irritants by industry and Transport Canada since the last revision in 2008. The proposed revisions will clarify text, remove redundancies, correct inconsistencies between the French and English versions, and allow for the cancellation of some exemptions that have been issued over the years by providing guidance to operators in determining aircraft exit compatibility.</p>	<p>Draft AC sent to members for comment and suggestions to TC</p>
<p>New Proposed amendment to <i>Airworthiness Manual Chapter 537</i> NPA 2023-013</p>	<p>No gazetting required – this is draft amendment to the <i>Airworthiness Manual Chapter 537</i></p>	<p>The purpose of this NPA is to update the Airworthiness Manual Chapter 537, Section 537.103, Appendix A - Canadian Technical Standard Orders – Dynamic incorporation of TSOs and ETSOs revisions in order to:</p> <ul style="list-style-type: none"> • incorporate the recently published FAA Technical Standard Orders (TSOs), between April 1, 2022, and July 11, 2023; • incorporate those European Technical Standard Orders (ETSOs), as published by the European Union Aviation Safety Agency (EASA), that form part of Index 2 to Subpart B of Certification Specification (CS), CS-ETSO – Amendment 17; and • automatically incorporate by an ambulatory reference subsequent revisions of the TSOs and ETSOs already listed in Subchapter B, Appendix A 	<p>This does not impact directly impact CBAA operators as its only applies to organizations that design/install aircraft related equipment.</p>

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Transportation of Dangerous Goods Initiatives			
Introduction of competency-based training Part 6, Training	Planned for Canada Gazette, Part II late 2023	These regulations will primarily impact operators that transport dangerous goods as part of their company business.	<p>The impact on affected operators would be the introduction of competency-based training.</p> <p>The association is closely monitoring the TDG file as a result of likely changes following the ICAO Audit of TC. As well, ongoing discussion with TC on complying with various training criteria.</p>
Introduction of Part 17, Registration Database	Planned for Canada Gazette, Part II late 2023	<p>This regulatory proposal would introduce the following requirements to the Transportation of Dangerous Goods Regulations (TDGR):</p> <ul style="list-style-type: none"> - Require that persons who import, offer for transport, handle or transport dangerous goods be registered in a new registration database when applicable; and - Require that all registered persons provide administrative information and information concerning the dangerous goods and operations being conducted at their respective TDG Site. 	The impact on affected operators would be the introduction and use of the registration system
Harmonizing the TDG Regulations with the International dangerous goods regulations Part 12, Air	Planned for Canada Gazette, Part I Spring 2024	The proposal will harmonize Canadian TDG regulations with the International dangerous goods regulations Part 12, Air	Impacts to CBAA to be assessed upon review of the Canada Gazette
Canada Labour Code			
Regulations Amending Certain Regulations Made Under the Canada Labour Code Canada Gazette, Part I, Volume 157, Number 43	Open 30-day consultation period ending 27 November 2023.	<p>The amendment is making proposed changes to:</p> <ul style="list-style-type: none"> • Part X of the Canada Occupational Health and Safety Regulations (COHSR) – • Part 5 of the Aviation Occupational Health and Safety Regulations (AOHSR). 	<ul style="list-style-type: none"> • Where applicable, the COHSR Canada Gazette proposal addresses changes in the areas of Radon, Record Keeping and updated reference standards. • The AOHSR changes seem to be limited to Record Keeping and reference to the updated NIOSH Manual of Analytical Methods. <p>Members wishing to provide comments or questions to the proposed regulatory changes, may do so directly in the document Canada Gazette link.</p>

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