

TITLE	STATUS	SUMMARY	CBAA PRELIMINARY IMPACT
Airport Zoning initiatives			
Regulations Amending the Vancouver International Airport Zoning Regulations	Published in the Canada Gazette, Part I on 20 April 2024 for a 60-day comment period ending June 19 th , 2024	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)	The proposed changes were published in the <i>Canada Gazette</i> , Part I, on March 18, 2023 with a 75-day public comment period. The proposed changes are expected to be published in the <i>Canada Gazette</i> , Part II, in late 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.
Regulations Amending the Canadian Aviation	Planned for Part I of the <i>Canada Gazette</i> , in late 2024 with a 30-day	This regulatory initiative aims to enhance alignment of aviation security regulatory requirements with international standards,	This proposed regulation should not impact CBAA member organizations.

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Security Regulations, 2012 (Aviation Security Enhancement in Alignment with International Civil Aviation Organization Standards)	public comment period.	notably International Civil Aviation Organization (ICAO) Annex 17 - Aviation Security, 12th Edition. Projects covered by this regulatory package will include: Security Screeners Certification; Vehicle Identification System; and Sensitive Security Information.	
Regulations Amending the Canadian Aviation Security Regulations, 2012 (Interference with a Screening Authority and Non-Passenger Screening)	Plan for publication in the <i>Canada Gazette</i> , Part I, in late 2024 with a 30-day public comment period.	<p>Non-Passenger Screening at Class 3 Airports The proposed amendments seek to ensure continued alignment with international standards and best practices by regulating Class 3 airports to ensure that non-passenger screening facilities (re: space for screening checkpoints to screen airport workers) are available at Class 3 airports with international operations and that non-passengers (airport workers air carrier personnel) only access the restricted area of an airport through an access point where screening is carried out. Note: these requirements are already in the <i>Canadian Aviation Security Regulations, 2012</i>, for Class 1 and Class 2 airports.</p> <p>Unruly Persons at Screening Checkpoints These proposed amendments seek to prohibit interference with the screening authority (re: unruly behaviour) at screening checkpoints. A similar prohibition exists for unruly or dangerous passenger behaviour at boarding in the <i>Canadian Aviation Regulations, 2012</i>.</p>	This proposed regulation should not impact CBAA member organizations.
Regulations Amending the Canadian Aviation Security Regulations, 2012 (Security Program for Air Carriers and additional provisions for Air Carriers)	<p>This proposal was first discussed with stakeholders in March 2021, at the Advisory Group on Aviation Security (AGAS) meeting, explaining the transition toward an outcome-based approach to regulation. Since then, discussions with partners and stakeholders are ongoing.</p> <p>Specifically, external consultations were held with pre-selected air carriers (domestic and foreign) and Canadian associations via the creation of the Air</p>	<p>The International Civil Aviation Organization (ICAO) Chicago Convention, Annex 17 Standards 3.3.1 and 3.3.2 require that all member states ensure that commercial air carriers (domestic and foreign, operating to and from that state) have a written security program that meets the requirements of Canada's National Civil Aviation Security Program. To better align with international civil aviation standards, Transport Canada is proposing to create the Security Programs for Air Carriers (SPAC), a new regulated security program for certain commercial air carriers. The proposal would include requirements for domestic air carriers to have an Air Operator Security Program, or supplementary station procedures for foreign air carriers. Pursuant to the Minister's requirements as per section 4.72 of the <i>Aeronautics Act</i>, this proposal will also make</p>	The proposal will be further reviewed to assess impact on members and specifically CAR 703 & 704 operators

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	<p>Carrier Security Program Working Group (WG) between September 1 to September 20, 2022, for a total of four organized sessions, and engagement continues at AGAS and other related technical committees and working groups.</p> <p>The proposed changes are expected to be published in the <i>Canada Gazette</i>, Part I, in late 2024 with a 30-day public comment period.</p>	<p>public some disclosable air carrier requirements in the <i>Canadian Aviation Security Regulations, 2012</i>. This proposal follows a review of these air carrier requirements and the determination that some are now considered suitable for public disclosure.</p> <p>Where possible, this proposal would move away from prescriptive requirements and towards more outcome-based requirements, allowing industry and Transport Canada to adapt to emerging security risks quickly and efficiently.</p>	
Civil Aviation initiatives - Regulations Amending the Canadian Aviation Regulations			
Parts I and IV – Approved Training Organizations	<p>Planned for Canada Gazette, Part I Late 2025 with a 30-day comment period.</p>	<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	<p>Planned for Canada Gazette, Part I</p> <p>TC has advised that these regulations will not be published before Spring 2026 and have been temporarily removed from the Forward Regulatory Plan (FRP).</p>	<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>This proposed regulation will not have any impact on CBAA member organizations.</p> <p>Update: Although TC has removed this item from the plan, it will be maintained dormant in this paper</p>

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Parts I, IV, VI and VII – Night Visual Flight Rules Operations	<p>Planned for Canada Gazette, Part I Late 2024</p> <p>TC has advised that these regulations will not be published before Spring 2026 and have been temporarily removed from the Forward Regulatory Plan (FRP).</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>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 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>Update: Although TC has removed this item from the plan, it will be maintained dormant in this paper.</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>
Parts I, III, IV and VI to VIII - Air Navigation Services	<p>Published in the Canada Gazette, Part I on 9 December 2023 here with a 30-day comment period ending 8 January 2024.</p> <p>Transport Canada plans to publish the proposed changes in the <i>Canada Gazette</i>, Part II, in early 2025.</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>The proposed changes will primarily 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 review the Canada Gazette when published to ensure that Business Aviation is not negatively affected.</p>

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		<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 International Civil Aviation Organization and Federal Aviation Administration.</p>	
<p>Part I and II – Aircraft ID, Registration, Operation of a Leased Aircraft by a Non-Registered Owner, and Charges</p> <p>NPA 2024-001 published for consultation</p>	<p>Planned for Canada Gazette Part 1 in mid 2025 with a 30-day consultation period.</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>These amendments are being proposed to improve clarity of the regulations, enhance enforceability and support modernization of aircraft registration services delivered under Part II of the CARs. Proposed changes include:</p> <ul style="list-style-type: none"> - revising ambiguous or outdated definitions, clarifying some common terminology and requirements, resolving discrepancies between current practices and certain obsolete regulatory provisions and updating some monetary penalties prescribed by the Regulations. 	<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 Association has reviewed the amendment. Other than some increased fees, the changes do not negatively impact CAR 604 operators.</p> <p>The NPA would introduce a change by repealing CAR 203.03(2) to clarify that private operators (regulated under subpart 604)</p>

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		<ul style="list-style-type: none"> - Other changes include the implementation of an updated fee regime that shares the cost of aircraft registration services more effectively between aircraft owners and taxpayers. - Certain charges will be removed, and others added or increased to better reflect the cost of providing the service. 	<p>are permitted to enter into a lease agreement pursuant to Subpart 203 to align with other changes introduced in December 2020.</p>
<p>RPAS – Beyond Visual Line-of-Sight and Other Operations</p>	<p>Transport Canada published the proposed changes in the <i>Canada Gazette</i>, Part I, on June 24, 2023, with a 90-day public comment period.</p> <p>Transport Canada plans to publish the proposed changes in the <i>Canada Gazette</i>, Part II, in late 2024.</p>	<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>
<p>Lightweight Data Recorders</p>	<p>Planned for Canada Gazette, Part I Publication - TBD</p>	<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 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</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> <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>

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<p>Part IV and VI - Personnel Training, Qualification, and Licensing</p> <p>Canada Gazette 1 published 30 March 2024</p>	<p>Planned for Canada Gazette, Part I Early 2024</p> <p>30-day comment period</p>	<p>analysis are completed.</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>
<p>Approach Ban</p>	<p>Planned for Canada Gazette, Part I Mid 2025</p> <p>30-day comment period</p>	<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, 	<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

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		<p>National Airlines Association of Canada, and the United States Federal Aviation Administration).</p> <ul style="list-style-type: none"> - 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>with respect to approach in low visibility conditions.</p> <ul style="list-style-type: none"> - 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
<p>Regulations Amending the Canadian Aviation Regulations (International Civil Aviation Organization Universal Safety Oversight Audit Programme - Miscellaneous Amendments)</p>	<p>Transport Canada plans to distribute a Notice of Proposed Amendment in mid-2024 through the Canadian Aviation Regulation Advisory Council process to seek feedback from industry.</p> <p>NPA 2024-007 – Low Impact Amendments to Address ICAO Findings published on 9 May 2024 for 30-day consultation.</p> <p>Planned for <i>Canada Gazette</i>, Part II, in early 2025.</p>	<p>The proposed regulatory changes would serve as corrective actions to address minor administrative and low impact issues identified through the recent International Civil Aviation Organization (ICAO) audit. This includes the codification of various common industry practices, alignment between sections of the regulations, and implementation of ICAO terminology and standards.</p>	<p>The Association will review and assess the impact of the proposal on members</p>

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<p>Part I, III, V, VI, VII, and VIII – Safety Management Systems</p> <p>NPA 2024-002 – Safety Management Systems</p>	<p>Planned for Canada Gazette, Part I late-2025</p>	<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. <p>The proposed amendments seek to address long-term issues concerning the framework’s organization, international alignment, application to key segments of the aviation industry, and internal consistency. The proposed amendments seek to align the CARs with ICAO Annex 19.</p>	<p>Following review by the Association, the impact for CAR 604 operators will see the removal of most SMS text from the 604 regulations and recodified under CAR 107. While it does not appear that TC is adding any new requirements that would negatively impact CAR 604 owners and operators, they would be required to amend their respective manuals to align with the new regulatory structures and ensure compliance with ICAO Annex 19 definitions being introduced. Current processes and procedures should not be affected.</p> <p>As such, the only comment that the Association has submitted to TC is the expected compliance timelines for operators to amend their manuals once the regulations are in force. It would be recommended that it be the first of the following:</p> <ul style="list-style-type: none"> - fixed date (say 12 to 18 months) after the coming into force, or - when manual is submitted for other related changes
<p>Subpart 521 – Design Approval of Aeronautical Products</p>	<p>Planned for Canada Gazette, Part I</p> <p>TC has advised that these regulations will not be published before Spring 2026 and have been temporarily removed from the Forward Regulatory Plan (FRP).</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</p>	<p>Update: Although TC has removed this item from the plan, it will be maintained dormant in this paper.</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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		<p>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>Part I, V, VI, and VII – General Aviation</p>	<p>Transport Canada is currently reviewing the regulations and will establish a calendar once the review and analysis are completed.</p>	<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>	<p>No impact expected to CAR 604.</p>
<p>Part I - 104, Aeronautical Product Approval</p>	<p>Planned for Canada Gazette, Part II Mid 2023</p>	<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</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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		<p>stakeholders and trade associations representing members of the aerospace sector.</p> <p>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>new title Regulations Amending the Canadian Aviation Regulations (Various Amendments, 2023)</p>	<p>Planned for Canada Gazette, Part II late 2024</p>	<p>The proposed regulatory changes will clarify regulatory texts, remove redundancies, correct inconsistencies between the French and English versions of the <i>Canadian Aviation Regulations (CARs)</i> and address issues 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>The proposed amendment is not expected to impact CBAA members.</p>

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		A Notice of Proposed Amendment (NPA) was distributed in Autumn 2022. A second NPA was distributed in Spring 2023.	
<p>NEW Amendments to Standard 507 - Flight Authority and Certification of Noise Compliance</p>	No gazettement required – this is an amendment to the Standards	<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>	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>New AC 700-065 - Issue 01 - Potential for High Energy Fires due to Lithium-Ion Batteries.</p>	No gazettement required – this is draft AC being consulted with stakeholders	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.	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>New Proposed Amendment to Flight Attendant Training Standard NPA 2023-012</p>	No gazettement required – this is draft amendment to the <i>Flight Attendant Training Standard and to Standard 725 - Airline Operations - Aeroplanes</i>	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.	Draft AC sent to members for comment and suggestions to TC
<p>New Proposed amendment to <i>Airworthiness Manual Chapter 537</i> NPA 2023-013</p>	No gazettement required – this is draft amendment to the <i>Airworthiness Manual Chapter 537</i>	<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 	This does not impact directly impact CBAA operators as its only applies to organizations that design/install aircraft related equipment.

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<p>Published AC 500-029 – Issue 02 - Certification of Automatic Dependent Surveillance – Broadcast (ADS-B)</p>	<p>AC is published and effective on 2024-01-04</p>	<p>Subchapter B, Appendix A</p> <p>AC 500-029 – Issue 02 - Certification of Automatic Dependent Surveillance – Broadcast (ADS-B) effective on 2024-01-04.</p> <p>The purpose of this AC is to provide guidance for the initial installation and airworthiness approval of Automatic Dependent Surveillance - Broadcast (ADS-B) OUT equipment in aircraft. Issue 2 is a major considering the ADS-B Out mandate introduced with Change 551-7 of Chapter 551 of the AWM. It includes the following:</p> <p>(1) new section describing necessary documentation; (2) new section describing ADS-B Out system installation guidance; and (3) means of compliance section revised to include ground, antenna, and end-to-end tests.</p>	<p>Although the CBAA continues important discussions with TC in this matter in partnership with other industry manufacturer and operator associations, TC has proceeded with the AC's publication.</p>
<p>Transportation of Dangerous Goods Initiatives</p>			
<p>Introduction of competency-based training Part 6, Training</p>	<p>Planned for Canada Gazette, Part II late 2023</p>	<p>These regulations will primarily impact operators that transport dangerous goods as part of their company business.</p>	<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>
<p>Introduction of Part 17, Registration Database</p>	<p>Planned for Canada Gazette, Part II late 2023</p>	<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. 	<p>The impact on affected operators would be the introduction and use of the registration system</p>
<p>Harmonizing the TDG Regulations with the International dangerous</p>	<p>Planned for Canada Gazette, Part I Spring 2024</p>	<p>The proposal will harmonize Canadian TDG regulations with the International dangerous goods regulations Part 12, Air</p>	<p>Impacts to CBAA to be assesses upon review of the Canada Gazette</p>

TITLE	STATUS	SUMMARY	CBAA PRELIMINARY IMPACT
goods regulations Part 12, Air			
Canada Gazette, Part I, Volume 157, Number 49 : Regulations Amending the Transportation of Dangerous Goods Regulations	Published in Canada Gazette Part 1 – 9 December 2023 Comment period- 75 Dys ending 22 Feb 2024	The <i>Transportation of Dangerous Goods Regulations</i> (TDGR) under the authority of the <i>Transportation of Dangerous Goods Act, 1992</i> (TDG Act) need to be updated to strengthen existing rules, clarify provisions, fix inconsistencies, and introduce new rules in response to concerns raised by stakeholders, inspectors, and local authorities.	No expected impact on CBAA members
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.	The amendment is making proposed changes to: <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. Members wishing to provide comments or questions to the proposed regulatory changes, may do so directly in the document Canada Gazette link.