



TRANSPORT CANADA CIVIL AVIATION UPDATE

Aaron M^cCrorie, Director, Standards – Civil Aviation





AGENDA

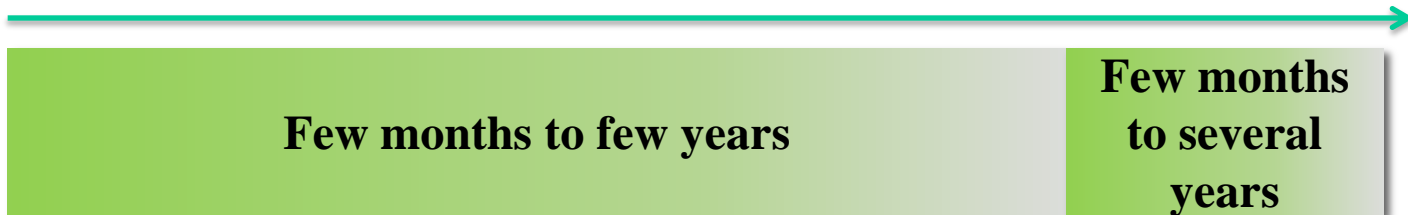
- Context:
 - Canadian Aviation Regulation Advisory Council (CARAC) modernization
 - NPA Backlog
- Airport Infrastructure: Safety
 - Runway End Safety Area (RESA)
 - Safety Management Systems
 - Surveillance
 - Other Initiatives

CARAC MODERNIZATION



Current Timing

CARAC



**RULEMAKING
PRIORITIES**



New Timing

CARAC

**STRATEGIC
PRIORITIES**



Proposed timing to be tested through pilot projects



CARAC - NEXT STEPS

Transition to a modernized CARAC process

Now until September 2013

- In cooperation with the Project Advisory Committee, finalize tools (new NPA template, assessment tools, criteria for the consultation streams)
- Develop new Terms of Reference for the Plenary
- Amend the CARAC Management Charter and Procedures with new procedures
- Launch Pilot Projects using the new assessment tools
- Reconvene Plenary in September 2013



NOTICE OF PROPOSED AMENDMENT (NPA) BACKLOG

1. Progress update on the review of backlog
2. Management review of internal triage and approval of workplan (Spring / Summer 2013)
3. Stakeholder feedback (Summer 2013)
4. Report to Plenary (September 2013)



RUNWAY END SAFETY AREAS

- Runway End Safety Area (RESA): an area adjacent to the end of the runway strip. It is primarily intended to reduce the severity of damage to an aeroplane undershooting (landing short) or overrunning (landing long) the runway. It can be a natural and fairly level compacted ground area at the end of the runway and free from obstacles. It is not required to meet the same construction standards as runways.
- TCCA has undertaken a number of steps to reduce the risk of excursions, for example:
 - Proposed Winter Maintenance Regulations
 - Existing Guidance Material:
 - Maintenance of Runway and Taxiway Lighting Systems (October 2010)
 - Precision Approach Path Indicator Maintenance and Inspection (October 2012)
 - Changes to Runway Surface Condition Reporting (November 2012)
 - Runway Grooving (November 2012)
 - Airport Winter Maintenance and Planning (December 2012)
 - Engineered Material Arresting Systems for Aircraft Overruns (published October 2012)
 - Runway End Safety Area Bearing Strength Requirements in March 2013.
 - Improving the Crashworthiness of Modern Transport Airplane Designs
- We are continuing our efforts through a detailed RESA Risk Assessment



IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS

- Transport Canada is currently conducting a risk assessment on moving forward with Safety Management System (SMS) implementation for small air operators and associated Approved Maintenance Organizations.
- Tools are being updated with cross-country training for consistent understanding and application.

SMS AT AIRPORTS

- Main difficulty/challenge: Quality Assurance programme.
- Transport Canada Action Plan to support the Quality Assurance implementation programme:
 - Guidance for operators and inspectors
 - Role for inspectors
 - Further phasing in of requirements
- Risk based surveillance



SURVEILLANCE OF THE AVIATION INDUSTRY

- Surveillance of the aviation system is a method of verifying that the certifications we provide and information we receive through services to the aviation industry reflect the true level of compliance in an aviation organization.
- In March 2005, Transport Canada Civil Aviation (TCCA) adopted a strategy to develop a systems-based approach to all surveillance activity.
- Our over-arching goal is for the TCCA surveillance system to use integrated data from different sources to enhance our ability to detect emerging risks and support decision making.



SURVEILLANCE CONTINUED

- We are developing new tools and improving existing ones that are consistent with national risk-based methodology, and tools have been established for multi-year surveillance planning.
- Improvement and update of guidance material for inspectors and assessment if any additional training would be useful for inspectors.
- A new Surveillance Procedures Training Course for all inspectors was introduced in September 2010 and has been completed by all inspectors.
- Cross-country briefings are currently underway to help address inconsistencies and clarify expectations.



Other Initiatives

- TP 312 - Aerodromes Standards and Recommended Practices
- TP 308 – Criteria for the Development of Instrument Procedures
- Winter Maintenance Regulations
- Advisory Circulars
 - Airport Winter Maintenance and Planning
 - Changes to Runway Surface Condition Reporting
 - Decelerometer Performance Specifications
 - Runway Friction Measurement
 - Runway Ice Control Chemicals