

**Industry Conference Call from Civil Aviation and COVID-19
Monday March 30th 2020**

Update from Joe Szwalek, Associate DG Civil Aviation

- Interim Order is out, the NOTAMs as well and are in effect as of noon today.
- Letters for essential workers definition for the industry have been sent out through the associations.
- The guidance material for air crew is out as well.
- Flight schools and training are not deemed as an essential service

Exemptions Update - Robert Sincennes, Director Standards TC

- PPC exemptions are being issued for 705, 704, 703, 702 and 604, anticipated by April 1
- Internal Process Bulletin (IPB) 2020-02- and 2020-03 will be disseminated online and via CARAC notice on March 31, 2020
- Training: the regulations are not specific on the delivery of CRM and other types of training. The regulations are not prescriptive on how training is delivered. Online or other means is allowed. TC will prepare a short summary to make it clear to the industry.

Jean-Robert Deschamps – Senior Director Aviation Security Operations TC

As of noon, domestic and outbound IO are in effect which requires all passengers to submit to a health check. This is so that passengers that have symptoms do not go on an aircraft. The information is available through several systems such as CARAC and the TC website. The international flights IO will be renewed as it had a 14 days duration.

Vincent Millette – Manager National Air Services Policy TC

- Business Credit Availability Program (BCAP) is active and all carriers can apply
- Not able to announce anything specific yet but the help through the BDC is still available.

Roundtable:

- In regards to the health and Safety of the air crew and the AC LTA 001 written in 2008; is there any generic SOPs that air operators have available to get the very small operators get on board.
 - o TC will look into it. BC Aviation council will connect off line to put something together.
- Are PPC exemptions for 702 coming?
 - o PPC exemptions will be to CARS 604, 702, 703, 704 and 705
- Ann: [Unintelligible]
- Industry Group: We have a few operators that operate in more than one province or territory. Appreciates the letters of support on essential services. Will there be a summary document for

all the different Provinces and Territories to document if they accept the TC definition and help the operators be more informed? Yellowknife and Alberta air operators have some concerns that the local health authority may pose obstacles and the federal definition is not been taken at face value. Messages are not getting down in the provinces and territories their own people.

- All the RDCAs will be sending out the letters. Haven't heard anyone that have been challenged on it yet. The provinces definitions, including Alberta's, were taken into account in the letters sent by TC.
- Any update on flights coming from Mexico and Latin America.
 - No update on that. All the info provided before still stands
- What about simulator training and aircraft training, how will that be addressed?
 - Exemptions for "in aircraft" training will be considered in lieu of simulators but cannot be done as a global given the possible permutations between companies of their internal procedures (e.g. some have training pilots, others do not, etc.). Requests should be submitted to the region first for consideration. Operators would need to submit how they plan to achieve the training and associated safety measures (e.g. what they could do and not do "in aircraft" such as emergency training and how they would mitigate.
- Health check on minors: the IO does not mention anything specific. What about the medical validity for the FAA and IASA. And are flight training and flight safety considered as essential?
 - In regards to the international medical recognition, discussions with ICAO shows that there is a recognition that member states are all addressing that issue different ways and that member states should be flexible.
- CARAC is a good tool, but have the appropriate info on the appropriate website right away as well is important. Recently expired PPCs and medicals that are coming due. Plea to add the recently expired to the extended ones.
 - TC's internet team working on this issue currently.
 - Air crew can still go see a CAME who will see them on a case by case. For the PPCs, the applicability date will go back two weeks. CASA site is being worked on as we speak to update the links. In regards to the international medical recognition, discussions with ICAO shows that there is a recognition that member states are all addressing that issue different ways and that member states should be flexible.
- Will cabin safety be included as well for the annual training exemption?
 - This exemption will apply to all training. We will be sending a note with a summary of what is expected.
- Dispatchers clarification- Potential Exemptions Or Extensions List - COVID-19
 - It is understood that COVID-19 presents operators and TCCA alike with continuing challenges. Operational control departments, specifically dispatchers, are an essential part of the operation and as such will need to maintain their certification and validity. Depending on what protocols each operator has put in place to combat the virus and assuming the operator is still operating, dispatch competency checks should still continue as long as current ACDs or TCCA inspectors are available. In cases where this is not possible extensions up to 60 days are available.

- In addition a bulletin to the TP 14114 Approved Check Dispatcher Manual will be available soon giving the ability to extend ACD monitors up to 12 months thus extending their ability to perform competency checks through this crisis. Also be reminded that CASS 725.124(21) gives operators until the end of 2020 to complete all required recurrent training allowing them to delay any training currently scheduled.”

Questions sent after the conference call by COPA:

- Is there an exemption coming out for 12 month inspection of Aircraft so they are not grounded, a similar extension like medicals?
 - To date there has not been an identified need to exempt the 12-month inspection requirements for General Aviation aircraft. Currently AMOs and AMEs have been identified as essential transportation workers and as such personnel should still be available to perform maintenance for General Aviation.

- In providing essential services definition given out to provinces or authorities, can you make sure to mention airports AND aerodromes or use the correct terminology? I’ve had a discussion with a city wanting to shut down Lachute A/D because it was not a “real airport”.
 - Yes, will be done.

- Are there restrictions or guidelines on air movements with personal/private aircraft with pilot only or non-paying passengers on board, other than the sensible suggestions from CBSA?
 - Pending

Action items

- Linking and updates online, ensuring they are done quickly.
- Next call for this Wednesday at 1300hrs