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# Transport Canada in a Privatized Airport System

Briefing to IESALC Government Contacts Sub-committee

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## The Objective...

- Provide an overview of how Transport Canada's oversight of airports evolved since the commercialization of the Canadian Air Transportation system nearly 25 years ago
- Highlight the main differences between Transport Canada Civil Aviation (TCCA) and the FAA with respect to oversight of airports



# The Impetus...

- Two main factors contributed to the release of the Canadian ***National Airports Policy*** in 1994:
  - Federal Budget cuts following the 1992 recession
  - Realization that nearly 95% of all commercial air traffic in Canada took place at only 26 airports!



## The Outcome...

- With the exception of a handful of selected airports, the Canadian ***National Airports Policy*** “commercialized” the entire Canadian airport industry. As a result:
  - Transport Canada no longer owns and operates those airports
  - Transport Canada is no longer financially responsible for those airports
  - The onus for compliance shifted from Transport Canada to the private sector
  - Transport Canada maintained its role of regulator (Establishing and enforcing the standard)



# The Process...

- TP312 – *Aerodrome Standard and Recommended Practice* is the national standard for Canadian aerodromes. The latest edition (5<sup>th</sup>) of TP312 uses an operational concept to establish the standard (ie aircraft type, runway type, visibility).
- Less than 10% of Canadian aerodromes are required to meet that standard for “certification”.
- Our Advisory Circulars are exactly that, advisory in nature. However, they do provide additional “guidance” on how to interpret the TP312 standard or on means to achieve it.



# The Impact...

- For Canadian airport operators and their product manufacturers, specifically as it pertains to airfield lighting, this means two things:
  - Unlike the FAA, Transport Canada no longer holds an approval listing for airfield lighting products.
  - The onus to demonstrate compliance to TP312 rests with the airport operator. The product they purchase is a business decision on their part.
  - For certification against TP312, the design of a product must meet all related standards in TP312 (ie photometry, chromaticity, location, direction, frangibility, size, etc). The expectation is that products will also meet the necessary local codes and design standards (CSA, ULC, CEC, etc).



## The Bottom Line...

- In Canada, the selection of airfield lighting products is a business decision by aerodrome operators; **BUT**, the product must meet all the regulatory requirements listed in the ***Canadian Aviation Regulations*** (CAR) and in the ***Aerodrome Standards and Recommended Practices*** (TP312), and, when required, is designed and installed in accordance with any local codes and standards.



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# Questions?