**Transport Canada Civil Aviation Industry Conference Call – COVID-19**
Wednesday, December 9th, 2020

**Update from Tyler Brooks, Director, Civil Aviation Medicine, TC**

- TC has received several inquiries about whether pilots can take a COVID vaccine. These questions appear to have been prompted by the article about the FAA position on pilots participating in vaccine trials <https://www.avweb.com/aviation-news/faa-reviewing-whether-pilots-can-take-covid-vaccine/?MailingID=512>.
    - The title of the article may have created some confusion about the difference between taking approved vaccines versus participating in medical trials of vaccines.
- To clarify, it remains the general position of TC Civil Aviation Medicine (CAM) that participation in medical trials is not considered compatible with aviation medical certification. This remains true for the trial of vaccines.
    - However, TC CAM does not restrict or limit aviation medical certificate holders from taking vaccines that have been approved by Health Canada (and the use of which is no longer considered a trial).
    - Furthermore, TC CAM does not impose grounding periods for aviation medical certificate holders who wish to take vaccines approved by Health Canada.
    - For more information, please refer to TC's webpage on COVID-19 vaccines and Aviation Medical Certificate holders: <https://tc.canada.ca/en/aviation/medical-fitness-aviation/covid-19-vaccines-aviation-medical-certificate-holders>.
- The side effect profiles of the various COVID-19 vaccines remain to be clarified. However, assuming that they are similar to influenza vaccines, then the current direction found in the Aeronautical Information Manual will apply:
    - AIM (AIR) 3.13 Immunizations <https://tc.canada.ca/sites/default/files/2020-10/aim-2020-2_air-e.pdf>: "After receiving routine immunizations, such as flu shots or tetanus shots, pilots should remain at the clinic for the amount of time recommended by their health-care provider. In general, this ranges from 15 to 30 min after the immunization. If the pilot feels well and there is no evidence of an adverse reaction, they may resume flying immediately without restriction. If they feel unwell or experience an adverse reaction, they should wait for 24hr and be assessed by a health-care provider prior to flying. The Civil Aviation Medicine Branch will monitor any new immunization developments and guidelines, and recommendations will be provided as needed."
- TC will issue alternative direction if necessary; however, the approach outlined above is expected to apply to the COVID-19 immunizations approved by Health Canada.

**Update from Félix Meunier, Director, Standards, TC**

- TC is in frequent contact with a variety of stakeholders on the subject of vaccine transportation, notably with PHAC regarding logistical requirements.
    - Note that there are various logistical clauses in GOC contracts and, in some instances, the vaccine manufacturers are themselves making arrangements with logistics suppliers.
    - Some containers have different dry ice sublimation rates which greatly affect the aircraft ventilation capabilities and necessary operational procedures. TC is in contact

with the other airworthiness authorities, such as FAA and EASA, on the subject of vaccine transport and supply chain concerns.

- It is important for operators to contact their aircraft manufacturers regarding the latest information concerning recommended allowable dry ice carriage limits as it applies to each aircraft type. This type of information is known to be supplied by the aircraft manufacturers to their aircraft operators.
    - At this point, TC has not issued exemptions, or other decisions, to current regulations related to dry ice carriage on board aircraft. The volumes, destinations, containers and logistics requirements remain unclear at this point.
    - TC stands ready to examine these elements through its TDG, Aircraft Certification, AOHS and Civil Aviation Medicine units as the issues arise.

**Update from Marcia George, Director, Regulatory Affairs, TC**

- Upcoming COVID-related exemptions:
    - NCR-043-2020 – Exemptions Fees Waiver, one year extension (CAR 104.01)
    - NCR-074-2020 – Practical Training (Drills) Flight Attendant & Cabin Crew Members (CAR 604.179(z), 704.115(2)(d), 705.124(2)(b)(iv)(C))
    - NCR-073-2020 – Additional Privileges Endorsed on a Permit or Licence (CAR 401.06(2))
- Other non-COVID exemption:
    - An error has been identified in the new Flight and Duty Time Regulations specific to 705 MEDEVAC operations, specifically under CAR 700.119 the word “and” should be replaced with “or”.
    - To mitigate this issue, TC is working to issue an exemption on Dec 12th, 2020 and will work on a permanent solution to amend the regulation, correcting the error as soon as possible (targeting spring 2021).
- The following content relating to the Transport Canada portfolio has been posted in the *Canada Gazette* Part II (2020-12-09):
    - Regulations Amending the Canadian Aviation Regulations ($CO_2$ Emissions) <http://gazette.gc.ca/rp-pr/p2/2020/2020-12-09/html/sor-dors251-eng.html>
    - Regulations Amending the Canadian Aviation Regulations (Various Subjects) <http://gazette.gc.ca/rp-pr/p2/2020/2020-12-09/html/sor-dors253-eng.html>

**Update from Patrick Juneau, Director, Civil Aviation Safety, TC**

- Reminder to all stakeholders the consultation phase of the SMS policy review will be closing next week, and TC encourages all call participants to consider providing their input and feedback.
    - SMS Let’s Talk Page (closes December 14th, 2020) – https://letstalktransportation.ca/msmsprca
    - CARAC Activity Page (closes December 19th, 2020) – https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/npa-apm/actr.aspx?id=82&aType=1&lang=eng

**Update from Jean-Robert Deschamps, Aviation Security, TC**

- Interim Order #16 is to be signed on December 16th, 2020 and will introduce language on requirements for one temperature screening per day for staff, crew and other non-passengers.
    - Please note that this provision will not be operational until early January 2021.
    - This Interim Order will also provide more clarity on reporting non-compliance incidents.
    - The final Interim Order of 2020 will be signed December 30th and is expected to have no further changes.

**Roundtable:**

- Regarding the Flight and Duty Regulations and the difference between the French and English versions, will the changes appear in the regulations on Saturday?
    - No, the language changes will be made at a later date.
- Any update on the issues which crew members are experiencing with the CBSA, when returning from training assignments in the US and elsewhere?
    - TC is still working closely with PHAC and the CBSA, though there are no new updates at this time.
- Regarding crew and passengers having taken the vaccine. Are there any discussions as to how this will affect mandated quarantining rules?
    - This item is being discussed, though no update currently.
- Another follow-up regarding the CBSA/PHAC discussions, would it be possible to have a PHAC representative on this call, in order to hear directly from affected stakeholders?
    - PHAC does participate in CRW meetings regularly, and TC recommends those calls being the appropriate forum for discussions with PHAC representatives. TC will look to have this item on the agenda for the next CRW meeting.
- In terms of vaccine distribution and what measures may be put into place, is there a venue where stakeholders may peak with the regulatory regarding transportation rules, surrounding vaccine distribution relating to cold storage?
    - TC is working with other federal governmental departmental to set the groundwork for the distribution and facilitate the carriage of the vaccine across Canada, and will be updating stakeholders accordingly.

**ACTION ITEMS:**

- Next call is currently scheduled for Wednesday, December 16th at 13:00hrs EST.