



Resolution Number 1

GPS Approvals

Whereas Global Positioning System (GPS) space based navigation is now a mature technology, and;

Whereas construction of new ground based navigation aids is rare and virtually all new navigational routes and instrument approaches are based on GPS navigation, and;

Whereas an IFR qualified pilot should be able to fly any publicly available approach when properly trained and flying a suitably equipped aircraft, and;

Whereas no other other navigational aid or aircraft system requires an ops specification (ops-spec) specific to the make and model number of the device, in some cases requiring a new ops-spec one even though the actual new unit is identical to the previous in function and interface design, and;

Whereas these unnecessary approvals are causing costly delays to industry and tying up valuable Transport Canada resources with no gain to safety, and;

Whereas Transport Canada still has the ability to properly oversee an operator's use of GPS by means of reviewing training and installation records;

Therefore, be it resolved:

That Transport Canada eliminate the requirement for an operator to hold a separate operations specification tied to specific GPS equipment for IFR navigation except for approaches classed as "authorization required".

Passed at the 37th Annual General Meeting in Yellowknife, April 10, 2013