

Airline Collaborative Analysis Group (CAG) Update - 1st Plenary meeting and Protections for Voluntary Information Sharing

PA-RAST 71 Sao Paulo

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Transport
Canada

Transports
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CAG 1st Plenary Meeting - May 7 2026

- Voluntary Information Sharing Programs, Arrangements and Agreements (VISPAAs)
 - Commitment to collaborate to leverage new protections and pursue protected aviation safety information exchange solutions
- Runway incursions
 - Call to action to complete the GAPPRI Tracker
- Lithium batteries
 - Call to action to increase Canadian participation in the TRIP program

New Protections Voluntary Sharing of Information

- Aeronautics Act (AA) amended on March 26, 2026
 - New section (5.31) on Voluntary provision of information for the purpose of promoting aviation safety and security.
 - Gives TC the authority to establish programs and enter into arrangements and agreements that enable voluntary sharing of safety and security information.
 - Under certain conditions, shared information is considered confidential and protected from disclosure (Section 5.32) and enforcement action (Section 5.33), *see Appendices*
 - Excluded from Access to Information Act requests
- Aligned with Annex 19 of the International Civil Aviation Organization (ICAO).

New term: VISPAAs

Voluntary Information Sharing Programs, Arrangements and Agreements (VISPAAs)

- Support SSP and the entire aviation system to proactively identify and address emerging aviation safety issues, trends, and risks.
- Flexible wide-spectrum of options to enable voluntary sharing
- Shall not interfere with existing requirements (e.g. Transportation Safety Board Mandatory Reporting requirements)

VISPAA Principles and Uses

- Principles

Voluntary – Proactive – Confidential – Non-punitive

- Uses

- Identify safety hazards
- Support proactive analysis, analytics and system-wide trend monitoring
- Recommend mitigations or regulatory adjustments
- Improve training, procedures, and safety oversight

Examples of VISPAA Concepts

- Targeted ad-hoc working groups and meetings (verbal and/or physical exchange of safety intelligence supporting work on a specific topic)
- Formal collaborative safety initiatives like the CAG (hazards, safety observations/anecdotes, safety intelligence supporting event and barrier analysis, IOSA audit findings, etc)
- Digital data exchange mechanisms
 - Safety occurrence trends
 - SMS reports
 - Flight Data Monitoring

CAG Fall 2026 Items

- Launch of Ground Operations Safety Committee
- Select new topic from safety priority list for next in-depth analysis

Appendices

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5.32 Exceptions to protection from disclosure

- (a) the person or organization that provided the information **consents in writing to its disclosure**;
- (b) the information is **required to be provided under this Act**;
- (c) the information was **also obtained by means other** than under the program, arrangement or agreement;
- (d) the **disclosure is required under an Act of Parliament**;
- (e) the disclosure is required **for compliance with a subpoena or document issued or order made by a court**, person or body with jurisdiction to compel the production of information or for compliance with rules of court relating to the production of information;
- (f) the information relates to
 - (i) a **contravention** of any provision of this Part or any regulation, notice, order, security measure or emergency direction made under this Part, **and**
 - (ii) **an accident or a security incident** that must be reported under this Act or an accident that must be reported under the Canadian Transportation Accident Investigation and Safety Board Act;
- (g) the information relates to a **contravention of subsection 7.3(1) or 7.41(1)**;
- (h) the information relates to a contravention of any provision of this Part — other than subsection 7.3(1) or 7.41(1) — or any regulation, notice, order, security measure or emergency direction made under this Part and the Minister has reasonable grounds to believe that the **contravention was committed knowingly or under circumstances amounting to gross negligence or, in Quebec, gross fault**;
- (i) the disclosure is, in the Minister's opinion, **necessary to deal with**
 - (i) a **significant risk**, direct or indirect, to aviation safety or the safety of the public, or
 - (ii) an **immediate threat to aviation security**, the security of any aircraft or aerodrome or other aviation facility or the safety of the public, passengers or crew members; or
- (j) the disclosure is **authorized** in the circumstances prescribed **by regulations**.

5.33 Exceptions to protection from enforcement

- (a) the information is **required to be provided under this Act**;
- (b) the information was **also obtained by means other** than under the program, arrangement or agreement;
- (c) the information relates to
 - (i) a **contravention** of any provision of this Part or any regulation, notice, order, security measure or emergency direction made under this Part, **and**
 - (ii) an **accident or a security incident** that must be reported under this Act or an accident that must be reported under the Canadian Transportation Accident Investigation and Safety Board Act;
- (d) the information relates to a **contravention of subsection 7.3(1) or 7.41(1)**;
- (e) the information relates to a contravention of any provision of this Part — other than subsection 7.3(1) or 7.41(1) — or any regulation, notice, order, security measure or emergency direction made under this Part and the Minister has reasonable grounds to believe that the **contravention was committed knowingly or under circumstances amounting to gross negligence or, in Quebec, gross fault**; or
- (f) the circumstances **prescribed by regulations** exist.