Foreword

Statutory regulations state that, “no person shall operate an air transport service or aerial work service unless he holds and complies with the provisions of an air operator certificate that authorizes the person to operate that service”.

Certification can only be undertaken when the air operator is fully prepared to meet the requirements of the Transport Canada, Civil Aviation (TC). This document provides comprehensive advice on what should be considered when planning to operate a commercial air service and sets out the basic requirements of TC. Prospective air operators are strongly advised to seriously consider all of the information contained in this document before applying for an air operator certificate.

The rapidity with which your operation can be certificated will depend largely upon how well prepared you are. A smaller operation should obviously take less time than a more complex operation. However, regardless of the size of the operation, allow as much lead time as possible since seemingly insignificant details can cause unexpected and expensive delays, especially if you have committed funds prematurely. Allow a lead time of at least 60 days for the operation of small aeroplanes or helicopters, 90 days for the operation of large aeroplanes and possibly more if your operation is complex. The lead time period commences when the Certification Standards Division receives all required applications, manuals etc. in support of your proposed commercial air service.

Michel Gaudreau
Director
Commercial & Business Aviation
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General Information

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Chapter 1

1.1  AERONAUTICS ACT AND CANADIAN AVIATION REGULATIONS

1.  Prospective air operators should be aware of the contents of the Aeronautics Act, the Canadian Aviation Regulations (CARs), the Commercial Air Service Standards (CASS) and the Canada Transportation Act, as the provisions they contain bear directly upon the conduct of commercial air services. The Aeronautical Information Publication (A.I.P. Canada) issued to all Canadian licensed pilots provides information and advice on how to obtain the above-mentioned documents and related publications.

AIP Canada is sold by Canada Communication Group, Operations Distribution Logistics Services, 45 Sacré-Coeur Blvd., Hull, Québec, Canada, K1A 0S9, Telephone (819) 956-4800 and FAX: (819) 994-1498, sells A.I.P. Canada directly or through “Authorized Bookstore Agents”. DSS can provide, upon request, a list of “Authorized Bookstore Agents” covering Canadian Provinces and Territories, U.S.A. and Great Britain. (Refer to page 4 of Chapter 4).

1.2  INTERPRETATION

The following are definitions of terms contained in this document:

1.  Aerial Work Operations

Aerial work operations are conducted by aeroplanes or helicopters and the following are the different types of operations that will be utilized by Canadian air operators and NAFTA or FTA foreign air operators:

- **Aerial Advertising**: The operation of an aircraft for the purpose of skywriting, banner towing, displaying airborne signs, dispensing leaflets, and making public address announcements.

- **Aerial Construction**: The operation of a helicopter for the purpose of conducting external-load operations in support of construction, hoisting of utilities, power line construction and erection of special purpose towers.

- **Aerial Inspection and Surveillance**: The operation of an aircraft for the purpose of conducting aerial observation and patrols for surface events, objects and animals.
- **Aerial Harvesting**: The operation of an helicopter for the harvesting of pine cones from tree tops.

- **Aerial Mapping**: The operation of an aircraft for the purpose of mapping by use of a camera, or other measuring and recording devices.

- **Aerial Photography**: The operation of an aircraft for the purpose of taking photographs or recording information by use of a camera, or other measuring and recording device.

- **Aerial Sightseeing**: The operation of an aircraft for the purpose of providing recreation to passengers that originates and terminates at the same airport or the same aerodrome.

- **Aerial Spraying**: The operation of an aircraft for the dispersal of products.

- **Aerial Surveying**: The operation of an aircraft for the purpose of surveying by use of a camera, or other measuring and recording devices.

- **Combat Air Support**: The aerial work air operations to assist the Canadian Forces (CF) in conducting realistic operational training as well as maintaining appropriate levels of readiness. It is composed of the following elements such as Target Support, Electronic Warfare (EW), Target Towing, Real Time Performance Quality Assurance (RTPQA) and Qualification Operational Test & Evaluation (QOT&E).

- **External Load**: Utilization of an aircraft for the transportation of an external load.

- **Fire Fighting**: The operation of an aircraft for the purpose of dispensing water, chemicals, and fire retardants intended for suppressing a fire. This includes the carrying of fire fighters.

- **Flight Testing**: The operation of an aircraft for fight testing of avionic systems, navigation systems and other aircraft equipment.

- **Flight Training**: Training which follows an approved ground and flight syllabus which permits students to meet all certification requirements for obtaining an airman certificate or rating. The Canadian air operator certificate for Flight Training and the Flight Training air operator certificate for NAFTA will be issued under Part IV of the CAR.

- **Forest Fire Management**: The operation of an aircraft for the purpose of fire detection and control, as well as for the purpose of dispensing any substance intended for forest fire suppression and prevention. This does include carrying fire fighters, fire bosses and/or managers from the base camp into the fire area or to the actual fire site as well as within the fire zone.
- **Glider Towing**: The towing of a glider by a powered aircraft equipped with a tow hitch.

- **Heli-logging**: The operation of an helicopter for the purpose of transporting timber suspended from the fuselage.

- **Human Organs**: The transportation services for the retrieval of human organs for human transplants.

- **Parachute Jumping**: The operation of an aircraft for the purpose of allowing a person to descend from that aircraft in flight using a parachute during all or part of that descent.

- **Wild Life Management**:
  
  - The utilization of an **helicopter** for the capturing of animals, the slinging-carriage of animal to trailers for relocation, the collecting of samples from animals and the placing of telemetry equipment on animals.
  
  - The utilization of an **aeroplane** for the capturing of animals, the collecting of samples from animals and the placing of telemetry equipment on animals.

2. **Air Operator**

   Means a person who is the holder of an air operator certificate;

3. **Air Operator Certificate**

   Means a certificate issued under Part VII of the CARs that authorizes the holder of the certificate to operate a commercial air service;

4. **Canadian**

   “Canadian” means a Canadian citizen or a permanent resident within the meaning of the *Immigration Act*, a government in Canada or an agent of such a government or a corporation or other entity that is incorporated or formed under the laws of Canada or a province, that is controlled in fact by Canadians and of which at least seventy-five percent, or such lesser percentage as the Governor in Council may by regulation specify, of the voting interests are owned and controlled by Canadians;

5. **Commercial Air Service**

   Means an air service provided by means of an aircraft for hire or reward that is publicly available as defined in subsection 3.(1) of the *Aeronautics Act*;
6. **Domestic Service**

Means an air service between points in Canada, from and to the same point in Canada, or between Canada and a point outside Canada that is not in the territory of another country, as defined in section 55 of the *Canada Transportation Act*;

7. **International Service**

Means an air service between Canada and a point in the territory of another country, as defined in section 55 of the *Canada Transportation Act*;

8. **Non-Schedule International Service**

Means an international service other than a scheduled international service, as defined in section 55 of the *Canada Transportation Act*;

9. **Scheduled International Service**

Means an international service, as defined in section 55 of the *Canada Transportation Act*, that is a scheduled service pursuant to

(a) an agreement or arrangement for the provision of that service to which Canada is a party, or

(b) a determination made under section 70 of the *Canada Transportation Act*;

1.3 **AIR OPERATOR CERTIFICATE - STATUTORY REQUIREMENT**

1. The *Aeronautics Act* mandates the Minister of Transport to exercise control over aeronautics in Canada. This control is maintained through the issuance of Canadian Aviation documents such as a licence, permit, accreditation, certificate or other document issued by the Minister under Part I of the Act with respect to any person or in respect of any aeronautical product, aerodrome, facility or service. Such documents include *Certificates of Registration* and *Airworthiness*, and specifically in respect of commercial air services, an air operator certificate.

The provision of a commercial air service involves a contract between the air operator and the person for whom the service is being provided and could be the transportation or the provision of aerial work operations such as Aerial Inspection and Surveillance. The air operator, in offering to provide a service and accepting payment, must in turn accept the responsibility of providing a satisfactory service, as well as meeting all terms and conditions of the contract, since the user expects assurance and reasonable guarantees of performance. In regard to safety, the public's protection is largely safeguarded, through the
Aeronautics Act, the Canadian Aviation Regulations and Commercial Air Service Standards.

These regulations set out the requirements, responsibilities and manner in which an air operator shall conduct its operations and provide Transport Canada, Civil Aviation (TC) with standards for assessing whether an air operator meets (and subsequently continues to meet) the requirements for certification.

If such assessment provides assurance that all crew members are competent, the aircraft are airworthy and suitable for the service, that the air operator has the ability to operate the service safely and properly in accordance with the prescribed standards and procedures, the Minister will issue an air operator certificate, attesting to such.

Notwithstanding the issuance of an air operator certificate by TC, air operators proposing to operate a domestic air service or an international air service require a licence from the Canadian Transportation Agency (Agency), the licensing authority, before commencing operations.

In order to obtain a Licence from the Agency, an air operator shall meet the requirements of section 10 of the Air Transportation Regulations, as follows:

"Section 10.

(1) An applicant for a domestic licence, or for an amendment to or a renewal of such a licence, shall submit to the Agency documentary evidence to establish that the applicant:

(a) is a Canadian or is exempted from that requirement under section 62 of the Act;

(b) holds a Canadian aviation document that is valid in respect of the air service to be provided under the licence;

(c) has the liability insurance coverage required by section 7 in respect of the air service to be provided under the licence and has complied with section 8;

(d) where the applicant is required to meet the financial requirements set out in section 8.1, meets those requirements; and

(2) Every holder of a domestic licence shall, within 30 days after each anniversary date of the licence, file with the Agency a declaration in the form set out in Schedule II."
1.4 AGENCY LICENCE EXCLUSION - SPECIALTY SERVICES

1. An air operator wishing to operate a specialty service such as Aerial Spray, etc., is now exempt from the requirement to obtain and hold an Agency licence. Subsection 56(2) of the Canada Transportation Act, refers to the Specialty Service Exclusion. However, an air operator is still required to obtain an air operator certificate when operating a specialty service (aerial work) and must meet the regulatory Liability Insurance requirements of section 606.02 of the CARs.

1.5 ELIGIBILITY FOR AN AIR OPERATOR CERTIFICATE

1. Before making any plans to start a Canadian commercial air service, you should first establish whether you or your company are in fact eligible for certification as a Canadian air operator.

2. The eligibility for an air operator certificate is referred to in section 700.04 of the CAR:

"700.04"

(a) A canadian is eligible to hold an air operator certificate.

(b) A person who is a citizen, permanent resident or corporation of a foreign state is eligible to hold an air operator certificate that authorizes the person to operate an air transport service in Canada if:

(i) the person holds a similar document of entitlement issued by the foreign state; and

(ii) the person meets the requirements of Subpart 1.

(c) A person who is a citizen, permanent resident or corporation of the United States of America or Mexico is eligible to hold an air operator certificate that authorizes the person to conduct aerial work in Canada if

(i) the aerial work is a specialty air service for which the person may obtain an operating certificate in accordance with Chapter Twelve and Annex I - Canada of the North American Free Trade Agreement; and

(ii) the person meets the requirements of Subpart 2."

3. The aircraft requirements to operate an aircraft in a commercial air service is referred to in section 700.05 of the CAR, as follows:

"700.05"
(a) No Canadian air operator shall operate an aircraft in a commercial air service unless:

   (i) in the case of an aircraft registered in Canada under Part II, a Canadian type certificate and a Canadian flight authority have been issued for the aircraft under Part V; and

   (ii) in the case of an aircraft registered in another contracting state, the Minister has authorized its operation under Part II and, where a Canadian type certificate has not been issued for the aircraft type, the aircraft has been approved for operation under Part V.

4. No air operator who is a citizen, permanent resident or corporation of a foreign state shall operate an aircraft in a commercial air service in Canada unless

   (a) the aircraft is registered in Canada under Part II or in the foreign state; and

   (b) where a Canadian type certificate has not been issued for the aircraft type, the aircraft has been approved for operation under Part V."

You can procure from the Regional Aircraft Registration Division Form 26-0011 "Application for Registration of Aircraft" used when an aircraft is first registered in Canada and Form 26-0039 "Application for Registration of Aircraft" which is used where the name or the address of a registered owner of a Canadian aircraft changes.

If you consider that you meet the criteria for eligibility and the aircraft requirements, you can now move to the planning stage.

1.6 PLANNING

1. It is the responsibility of the Canadian Transportation Agency to issue a Licence to an applicant. The Licence requirements are specified in section 71 of the Canada Transportation Act, as follows:

"61.

(a) On application to the Agency and on payment of the specified fee, the Agency shall issue a licence to operate a domestic service to the applicant if:

   (i) the applicant establishes in the application to the satisfaction of the Agency that the applicant

   (ii) is a Canadian,

   (iii) holds a Canadian aviation document in respect of the service to the provided under the licence,
(iv) has the prescribed liability insurance coverage in respect of the service to be provided under the licence, and
(v) meets prescribed financial requirements; and

(b) the Agency is satisfied that the applicant has not contravened section 59 in respect of a domestic service within the preceding twelve months.

If you have not already done so, you should contact the licensing Agency in order to ensure that this aspect does not delay the initiation of your proposed service. Before applying for an air operator certificate, we suggest that you make sure that all requirements have been considered. Your best efforts and those of TC will be of little avail if the certification process cannot be completed because of some overlooked and critical deficiency. If you are unable to undertake a thorough analysis of your proposed service, seek the advice of a civil aviation consultant or other such professional advisor.

2. First of all you should be certain that the operation makes economic sense. For instance, if you are proposing a Scheduled Service, some of the things you should consider are:

   (a) what and where is the demand;
   (b) what is the competition - air, rail, road, water;
   (c) how much traffic - passengers and/or cargo; and
   (d) between which points and when does the traffic move.

Assuming that you are convinced that there is an unsatisfied demand, you should then look at ways and means of moving the traffic.

Since you propose to operate an air transportation service, your operation will have to be conducted in accordance with subpart 702, 703, 704 or 705 of the CARs.

All commercial air service operators, designated as air operators under CARs, Part VII, shall, when all regulatory requirements are met, be issued an applicable air operator certificate by the Minister. However, pursuant to subsection 6.71(1) of the Aeronautics Act, the Minister may refuse to issue a Canadian aviation document (air operator certificate), where he is of the opinion that the public's interest and, in particular, the record in relation to aviation of the applicant or of any principal of the applicant warrant it.
3. This is the outline of commercial air services under Part VII:
   - 700 - General
   - 702 - Aerial work operations
   - 703 - Air taxi operations
   - 704 - Commuter operations
   - 705 - Airline operations
   - 706 - Aircraft maintenance requirements for air operators

4. In accordance with the requirements of the appropriate Regulations, consider the following:
   (a) **Administration**
       sales, advertising, fares, accounting and personnel administration;
   (b) **Aircraft**
       type, capacity, number, availability, airworthiness, performance and insurance;
   (c) **Airports**
       adequacy of runways, taxiways and aprons, gates, counterspace, passenger handling in the terminal, between the aircraft and the terminal and vice versa, customs, immigration, surface transportation, hangars, weather service, communication and fire protection and prior written permission from the airport operator or landowner;
   (d) **A-OSH**
       Aviation Occupational Safety and Health Regulations requirements.
   (e) **Environmental Assessment**
       refer to Chapter 5.1 to ascertain whether you require to apply for any assessment;
   (f) **Environmental Conditions**
       terminal and in-flight conditions and appropriate protective clothing;
   (g) **Liability Insurance**
       liability insurance for Domestic or International air services as required by the **Canadian Transportation Agency** or/and liability insurance as required by TC for aerial work services under section 606.02 of the **CAR**.
   (h) **Logistics**
       fuel, oil, lubricants, parts, oxygen, ground equipment, safety equipment (ground & air) and food service;
   (i) **Qualified Crew Members**
       in accordance with the requirements of the Canadian **Aviation Regulations**;
 Qualified Managerial and Supervisory Personnel
in accordance with the Canadian Aviation Regulations;

Transportation of dangerous goods
As per the Transportation of Dangerous Goods Act and Regulations.

1.7 AIRWORTHINESS

1. Airworthiness requirements for a proposed air service are covered in subpart 706 of the CARs and in the Airworthiness Manual.

The Regional Aircraft Maintenance and Manufacturing airworthiness section may wish to discuss the following points concerning your proposed operation:

(a) proposed type of aircraft (piston or turbine engines), pressurized or non-pressurized aircraft;
(b) maintenance, maintenance training of company personnel for servicing and operation of proposed aircraft and Approval of a Maintenance Organization (AMO);
(c) aircraft spares;
(d) ground support equipment;
(e) special tools and equipment;
(f) inspection system;
(g) maintenance support;
(h) Maintenance Manuals;
(i) Canadian Aviation Regulations or other technical publications;
(j) hangar and workshop facilities; and
(k) any other requirements.

It is most important that you contact the Regional Aircraft Maintenance and Manufacturing Branch in order that you apprise yourself of all the airworthiness requirements that you will have to meet pertaining to your proposed air service.
CHAPTER 2

Applying for an Air Operator Certificate
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Applying for an Air Operator Certificate

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| Form 26-0047: | Personnel | 3 |
| Form 26-0048: | Approval of Maintenance Organization (AMO) | 4 |
| Form 24-0070: | Approval of A Maintenance Organization | 5 |
| Form 26-0380: | Statement of Intent | 6 |
| Form 26-0440: | Aerial Work | 7 |
| Form 26-0448: | Passenger Carrying Authority - Cabin Safety | 8 |
| Form 26-0592: | Application for (FTA) Speciality Air Service Operations | 9 |

2.2 TRANSPORT CANADA CIVIL AVIATION REGIONAL OFFICES

(Air Operator Certification Divisions)
2.1 APPLYING FOR AN AIR OPERATOR CERTIFICATE

1. Once you have formulated your plans and decide to go ahead, complete and submit Form 26-0380 "Statement of Intent" to the appropriate Regional Manager, Commercial and Business Aviation. (See page 22 for addresses and telephone numbers of Transport Canada, Civil Aviation regional offices.)

When completing this application *in full*, it is most important that the following pertinent information pertaining to the company, partnership or incorporation of your company is provided and indicates:

(a) that the company, partnership or corporation is legally formed or under the laws of Canada or a Province, the date of incorporation and corporation number (where applicable);

(b) that its principal place of business is in Canada;

(c) that its executive head is a Canadian citizen or permanent resident within the meaning of the Immigration Act;

(d) that it is controlled in fact by Canadians and of which at least 75%, or such lesser percentage as the Governor in Council may by regulation specify, of the voting interests are owned and controlled by Canadians;

(e) the nature of the proposed operation; and

(f) that a copy of proof of incorporation is provided or pertinent pages thereof.

2. If you are applying for certification of a small domestic or aerial work air service or are familiar with TC’s certification requirements and procedures, submission of an application can be made through the mail. However, if this is your first involvement in setting up a commercial air service and most certainly if you are going to operate large aircraft, we recommend that you make arrangements to discuss your operation with the Regional Manager, Commercial and Business Aviation. The regional office will review your proposal and provide you with the required forms, specialist telephone contact numbers and advice specific to the type and size of operations proposed.
3. We will not attempt to duplicate here the full and detailed information contained in the various subparts VII of the CARs or the specific advice you will be given by the Regional office. However, for your advanced information we have attached sample copies of Air Operator Certificate Application forms along with a Confirmation of Certification of Insurance document.

Form 26-0045  - Airport-Aerodrome;
Form 26-0046  - Aircraft;
Form 26-0047  - Personnel;
Form 26-0048  - Maintenance;
Form 24-0070  - Approval of Maintenance Organization (AMO);
Form 26-0380  - Statement of Intent;
Form 26-0440  - Aerial Work Operations;
Form 26-0448  - Passenger Carrying Authority - Cabin Safety;
Form 26-0592  - Application for (FTA) Specialty Air Service Operations - Canadian Air Operator;
Form 26-0011** - Application for Registration of Aircraft - (First Registered in Canada); and
Form 26-0039** - Application for Registration of Aircraft - (Re-registered in Canada)

**NOTE: You may procure the latest form from the Regional Aircraft Registration Section.

In addition to the foregoing, you will be expected:

(a) to provide resumes of your Chief Pilot, Operations Manager, Flight Attendant Manager and the person responsible for the maintenance control system;

(b) to produce a company Operations Manual and a Training program, Maintenance Control Manual, Flight Attendant Manual, Flight Attendant Training Program and detail on each aircraft type which is over 12,500 lbs. (MCTOW) pressurized or turbine powered;

(c) to have your crews' proficiency checked on the aircraft type(s), after the training programme is approved;

(d) to undergo a base and aircraft inspection; and

(e) to produce the line indoctrination training program and/or undergo a proving flight, if applicable.

4. It is also important to look into the matter of aircraft importation and airworthiness. If you are proposing to import an aircraft for use in your air service, we suggest that you first make sure that the particular aircraft and type
can be registered and operated commercially in Canada. For information pertaining to personnel licensing, aircraft registration and airworthiness, requirements for cockpit voice recorders and flight data recorders, please refer to A.I.P. Canada, in the "LRA Section" or to Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) refer to sections 605.33 and 605.34 of the CARs, to Noise Operating Criteria refers to section 602.105 of the CARs and to Noise Restricted Runways refers to section 602.106 of the CARs.

5. Another very important point to consider is that the necessary aviation insurance coverage required for your commercial operation can be an expensive part of your start-up operations. It is suggested that you contact an Aviation Insurance Underwriter at your earliest opportunity in this matter.

6. During this whole process you will be very busy trying to put everything together and will certainly be in frequent contact with the various specialist divisions of the Regional office. Finally, when all TC requirements are met, the Regional office will then issue the formal air operator certificate.

7. Certification is a co-operative effort in which both the air operator and TC play a part and share responsibilities. It is our job to facilitate your desire to operate a commercial air service and it rests with you to prove to us that you can do so safely. Further, TC does not provide consultant services and if the TC's services seem to appear slow to you, you should seriously consider, from the outset, the use of civil aviation consultants.

8. Chapter 6 of this Manual pertains to the Canada Aviation OSH (Occupational Safety and Health) Program which is designed for the Aviation Industry and is administered and enforced by Transport Canada Aviation. The program is to insure compliance with the purpose of the Canada Labour Code Part II which is to prevent accidents and injury to health, arising out of, limited with or occurring in the course of employment by employees working on board of an aircraft while in operation.

### CHAPTER 2
### APPLYING FOR AN AIR OPERATOR CERTIFICATE

#### STARTING A COMMERCIAL AIR SERVICE (TP 8880E)

**Form 26-0045: Airport - Aerodrome**

<table>
<thead>
<tr>
<th>Air Operator Certificate Application</th>
<th>Airport - Aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of Air Operator:</td>
<td>Address:</td>
</tr>
</tbody>
</table>

2. **(a)** Airport/Aerodrome - Name and Geographic Coordinates - Toponymie et les coordonnées géographiques - Identification: Identifier

<table>
<thead>
<tr>
<th>Aerodrome registered</th>
<th>Aerodrome registered in</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>Non</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aircraft - Airport</th>
<th>Public</th>
<th>Private</th>
<th>Day</th>
<th>Night</th>
<th>VFR</th>
<th>IFR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Non</td>
<td>Non</td>
</tr>
</tbody>
</table>

3. **Facilities available at this airport/aerodrome** Installation disponibles à cet aéroport/aérodrome

<table>
<thead>
<tr>
<th>(a) Communications</th>
<th>Yes</th>
<th>No</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>Non</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(b) Meteorological - Météorologie</th>
<th>Yes</th>
<th>No</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>Non</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(c) Weather report contains all essential information normally found in DCT weather sequence</th>
<th>Yes</th>
<th>No</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>Non</td>
<td></td>
</tr>
</tbody>
</table>

4. **Services available at this airport/aerodrome** Services disponibles à cet aéroport/aérodrome

<table>
<thead>
<tr>
<th>(a) Aircraft types - Type(s) d'aéronef(s)</th>
<th>Yes</th>
<th>No</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>Non</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(b) Aircraft of 65,000 lb. (ACTUAL) and over Aéronaut dont la MUD est égale ou supérieure à 65,000 lb.</th>
<th>Yes</th>
<th>No</th>
<th>Non</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>Non</td>
<td></td>
</tr>
</tbody>
</table>

6. I hereby certify that the above information is correct - Je certifie par la présente l'exactitude des renseignements ci-dessous.

<table>
<thead>
<tr>
<th>Date</th>
<th>Signature</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Y-A-M-D)</td>
<td>(De la personne désignée autorisée à adresser cette demande au nom de l'exploitant aérien)</td>
<td></td>
</tr>
</tbody>
</table>

FOR DEPARTMENT OF TRANSPORT USE - À L'USAGE DU MINISTÈRE DES TRANSPORTS

7. Aeronautical Safety - Sécurité des aéronautiques - Observations

<table>
<thead>
<tr>
<th>I hereby certify that the information specified herein is correct as listed in section 2.</th>
<th>Je certifie par la présente que les renseignements fournis ci-dessus sont corrects comme indiqués dans l'article 2.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Y-A-M-D)</td>
<td>(De l'exploitant aérien)</td>
</tr>
</tbody>
</table>

6. I hereby certify that the facilities listed in section 3 are satisfactory for the type(s) of aircraft and operation listed in sections 4 and 5. Je certifie par la présente que les installations indiquées dans l'article 3 conviennent aux(s) type(s) d'aéronefs et opération indiquées dans les articles 4 et 5.

<table>
<thead>
<tr>
<th>Date</th>
<th>Commercial and Business Aviation - Aviation commerciale et d'affaires</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Y-A-M-D)</td>
<td>(De l'exploitant aérien)</td>
</tr>
</tbody>
</table>

26-0045 (0205-02) INSTRUCTIONS (see back - au verso)
INSTRUCTIONS

NOTICE
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Delays thus incurred are the sole responsibility of the applicant.

General
This form should be printed or typed and signed by a company’s designated official, i.e. Operations Manager or have the company seal affixed.

Sections
1. The full name and full address of the air operator including the postal code.
2. (a) The location of the airport or aerodrome and with the co-ordinates and identifiers for remote aerodrome, registration or certificate numbers public/private etc.;
   (b) The name and telephone number of the aerodrome or airport operator;
   (c) Name of the air operator, phone no., aids and facilities available at the aerodrome/airport. Check appropriate box.
   (d) Detail what fire fighting and rescue equipment is available and if this information is published check for accuracy.
   (e) If the aerodrome is uncertified attach a note giving some details i.e. runway dimension, type of surface, etc.; (75 x 3500') gravel with latitude and longitude.
3. The information required in paragraphs (a) to (g) as the details are self-explanatory.
4. If the Scheduled points are from a base, an aerodrome or an airport and the type of operations at an uncertified aerodrome. An aerodrome may be used as a Scheduled point provided it is approved by the Minister pursuant to the MCOpertaining to the use of uncertified aerodromes by a scheduled air services.
5. (a) List the types of aircraft that the air operator wishes to operate into the aerodrome or airport, i.e. PA-31, C-185, DHC-2, etc.;
   (b) List the air operator's aircraft with a (MCTOW) of 65,000 lbs and over;
   (c) If a pavement evaluation is required.

AVIS
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Tout retard occasionné par une telle démarche incombera au demandeur.

Généralités
Cette formule doit être remplie en lettres majuscules ou au dactylo et signée par la personne autorisée de la compagnie, par les Directeurs des opérations ou y apposer le cachet de la compagnie.

Articles
1. Le nom et l'adresse au complet de l'exploitant aérien ainsi que le code postal.
2. (a) L'emplacement de l'aérodrome ou de l'aéroport ainsi que les coordonnées géographiques et identificateurs dans le cas d'un aérodrome éloigné, numéro d'enregistrement ou de certificat et la date, le service public, privé, etc.;
   (b) Le nom et le numéro de téléphone de l'exploitant de l'aérodrome ou de l'aéroport ;
   (c) Le numéro de téléphone, radio ou autres moyens de communications de l'exploitant aérien ;
   (d) Le type de matériel de sauvetage et de lutte contre les incendies disponibles et si les renseignements sont publics, en vérifier l'exactitude ;
   (e) Pour un aérodrome non certifié inscrivez en annexe des détails sur les dimensions des pistes, les types de revêtement, etc. (75 x 3500 pieds en gravier) avec la latitude et longitude.
3. L'information requise aux alinéas (a) à (g) car les détails sont explicatifs.
4. Si le point Régulier vise une base, un aérodrome ou un aéroport et les types d'opérations concernant un aérodrome non certifié qui peut être utilisé pour un point Régulier s'il est approuvé par le Ministre en vertu d'une Entente - Concernant l'utilisation d'aérodromes non certifiés par des services commerciaux réguliers.
5. (a) Les types d'aéronefs que l'exploitant desire exploiter a cet aérodrome ou a cet aéroport, i.e. PA-31, C-185, DHC-2, etc.;
   (b) Les aéronefs de l'exploitant aérien dont la (MMODH) est égale ou supérieure a 65 000 lb ;
   (c) Si une évaluation de cet état de surface est exigée.
INSTRUCTIONS

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General
This form should be printed or typed and signed by a company's designated official, i.e. Operations Manager or have the company seal affixed.

Sections
1. The full name of the air operator.
2. The full address of the air operator including the postal code.
3. Aircraft Type
   DHcn, B35, etc. Registration Marks - C-GORV, etc.
   Certificate of Airworthiness, date of issue.
4. Engine Type
   Check - Turbine or Piston and indicate the number of engines.
5. Maximum certificated take-off weight:
   (a) Shall be authorized by aircraft type approval.
   (b) Based on seats available excluding the pilots and as per aircraft type approval. Passenger/Cargo or Cargo Only.
   (c) Check one or more.
   (d) Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) as required by CAR 605.32.
6. The aircraft flight manual shall be in the possession of the air operator and, where applicable, a Minimum Equipment List (MEL) in accordance with CAR 605.07.
7. Indicate (Yes) or (No) if the flight instruments meet the CARs requirements for IFR, VFR, OTT or VFR Night.
8. If yes, give type of autopilot and number of axes. NOTE: Functioning autopilot required for single-pilot IFR operations as per schedule.
   List number and types installed in aircraft. 1 Narco Mk 12 VHF Nav/Com, 1 King 175 VHF Nav/Com.
   The ELT Type as per column III, Table, CAR 605.38.
10. Visible placards of information conform to CAR 703.39 (3) or the Safety Feature Cards information conforms to CAR 703.35 or CAR 705.44 and a sample copy is attached.
11. As applicable indicate which of the following CARs that the oxygen equipment applies. CARs 605.31, 605.32, 703.67, 703.68, 704.64, 704.67, 705.71 or 705.72.
12. Confirm that the Life-Saving equipment conforms to CAR 602.62 - 602.63 and the survival equipment conforms to CAR 602.51 - 602.53 (as applicable).
13. Confirm that the First Aid Kit complies with the following CARs: 602.50 (1)(b), 702.50, 704.64 or 705.99.
14. Indicate the maintenance schedule which will be used for the aircraft described.
15. The form must be signed by a person duly authorized to execute the application on behalf of the air operator.

AVIS
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Tout retard occasionné par une telle démarche incombera au demandeur.

Généralités
Ce formulaire doit être rempli en lettres majuscules ou au clavier et signé par la personne autorisée de la compagnie, par le Directeur des opérations ou y apposer le sceau de la compagnie.

Articles
1. Le nom complet de l’exploitant.
2. L’adresse complète de l’exploitant ainsi que le code postal.
3. Type d’aéronef
   DHcn, B35, etc. Marques d’immatriculation - C-GORV, etc.
   Certification de navigabilité, date d’émission.
4. Type de moteurs
   Cocher turbine ou piston et indiquer le nombre de moteurs.
5. Poids maximal certifié au décollage
   a) Poids autorisé dans l’homologation de type d’aéronef
   b) Nombre base sur les sièges disponibles, à l’exception des pilotes, et l’homologation de type d’aéronef Pass./let ou 1st seulement.
   c) Cocher une case ou plus.
   d) Enregistrer des données de vol (DEV) et enregistrer de la parole dans le poste de pilotage (ECPP) requis par le RAC 605.35.
6. L’exploitant aérien doit avoir à sa disposition le manuel de vol de l’aéronef et, selon le cas, la liste d’équipement minimum (MEL) conformément au RAC 605.07.
7. Indiquer (Oui) ou (Non) si les instruments de vol rencontrent les exigences du RAC pour IFR, VFR, OTT ou VFR Nuit.
8. Si l’on coche la case oui, indiquer le type de pilote automatique et le nombre d’axes. NOTE: pilote automatique en état de marche requis pour les vols IFR effectués par un pilote.
9. Équipement radio de navigation et de communication. Inscrits le nombre et types d’équipements installés à bord de l’aéronef. 1 Narco Mk 12 VHF Nav/Com, 1 King 175 VHF Nav/Com. Le type de ELT selon la colonne III. Tableau RAC 605.38.
10. Les étiquettes visibles conformément au RAC 703.39 (3) ou les listes sur les dispositions de sécurité conforme au RAC 704.35 ou RAC 705.44 et s’attacher à l’aéronef = un exemplaire.
11. Indiquer, selon le cas, si l’équipement d’oxygène s’applique aux articles RAC 605.31, 605.22, 703.67, 703.68, 714.66, 704.67, 705.71 ou 705.72.
12. Confirmer que l’équipement de sauvetage conforme au RAC 602.62 - 602.63 et que l’équipement de survie conforme au RAC 602.61 - 602.63 (selon le cas).
13. Confirmer que la trousse de premiers soins conforme au RAC. 602.60 (14), 703.62, 704.64 ou 705.99.
14. Indiquer le calendrier de maintenance qui s’applique à l’aéronef décrit.
15. Ce formulaire doit être signé par une personne dûment autorisée à exécuter cette demande au nom de l’exploitant aérien.
### Form 26-0047: Personnel

#### Air Operator Certificate Application Personnel

1. **Name of Air Operator - Nom de l'exploitant aérien**
   
   Address - Adresse

2. **Supervisory Personnel - Attach résumé giving position title, name, qualifications, licenses, certificates, endorsements and experience for.**
   
   **PERSONNEL DE CONTRÔLE - Joindre un résumé en mentionnant le titre du poste, les licences, les certificats, les annotations et l'expérience des personnes suivantes:**
   
<table>
<thead>
<tr>
<th>(a) Operations Manager - Gestionnaire des opérations</th>
<th>(b) Chief Pilot - Pilote en chef</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name - Nom</td>
<td>Licence No. - N° de licence</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(c) Person responsible for Maintenance control system</th>
<th>(d) Flight Engineer - Second Officer - Mécanicien navigant - second officier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name - Nom</td>
<td>Licence No. - N° de licence</td>
</tr>
</tbody>
</table>

3. **Operating Personnel (Trained and Qualified in accordance with the CAR 706).**
   
   **PERSONNEL D'EXPLOITATION (Formé et qualifié conformément à la sous-partie VII appropriée du CAR):**

<table>
<thead>
<tr>
<th>Number - Noms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot-in-command - Commandant de bord</td>
</tr>
<tr>
<td>Second-in-command - Commandant en seconde</td>
</tr>
<tr>
<td>Flight Attendant - Agent de bord</td>
</tr>
<tr>
<td>Flight Dispatcher - Regulateur de vol</td>
</tr>
<tr>
<td>Flight Engineer - Second Officer - Mécanicien navigant - second officier</td>
</tr>
</tbody>
</table>

4. I hereby certify that the qualifications of the foregoing personnel meet the requirements and/or the applicable CAR for operating the proposed service.

   **J'atteste par la présente que le personnel susmentionné satisfait aux conditions et au CAR pertinent régissant l'exploitation du service proposé.**

   
   **Date (Y-A-M-D)**

   **Signatory (of person duly authorized to execute this application on behalf of the air operator)**

   **Title (de la personne désignée autorisée à exécuter cette demande au nom de l'exploitant aérien)**

---

**FOR DEPARTMENT OF TRANSPORT USE - À L'USAGE EXCLUSIF DU MINISTÈRE DES TRANSPORTS**

- The person responsible for the Maintenance Control System meets the requirements of CAR 706.  
  
  **Date (Y-A-M-D)**

- Aircraft Maintenance and Manufacturing - Maintenance et construction des aéronefs

- Operations personnel training records checked and PPQs completed - satisfactorily.

  **Date (Y-A-M-D)**

- Dossiers de formation du personnel d'exploitation vérifiés et 'CPP' (contrôle de la compétence de pilote) jugés satisfaisants.

  **Date (Y-A-M-D)**

- Commercial and Business Aviation - Aviation commerciale et d'affaires

26-0047 (025-02)  

**INSTRUCTIONS**

(see back - au verso)
### INSTRUCTIONS

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**General**

This form should be printed or typed and signed by a company’s designated official, i.e. Operations Manager or have the company seal affixed.

#### Sections

1. **The full name and full address of the air operator including the postal code.**

2. **Supervisory Personnel**

   (a) Give the full name and, where applicable, the licence number of the operations manager and ensure the name agrees with the company organization chart. Complete and attach his resume of experience and qualifications which must comply with the appropriate subpart VII of the CAR for TC’s approval.

   (b) Give the full name and licence number of the chief pilot and ensure the name agrees with company organization chart. Complete and attach his resume of experience and qualifications which must comply with the appropriate subpart VII of the CAR for TC’s approval.

   (c) Give the full name of the person responsible of the maintenance control system and ensure the name agrees with company organization chart. Complete and attach his resume of experience and qualifications which must comply in accordance with subpart 706 of the CAR.

   (d) Give the full name and licence number of the flight engineer - second officer and ensure the name agrees with company organization chart. Complete and attach his resume of experience and qualifications which must comply with the appropriate subpart VII of the CAR for TC’s approval.

3. **Indicate the number of pilots-in-command, seconds-in-command, flight attendants, flight dispatchers and flight engineer-second officers and ensure the numbers agree with the company organization chart.**

4. **The form must be signed by the person duly authorized to execute the application on behalf of the air operator.**

### AVIS

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**Généralités**

Cette formule doit être remplie en lettres majuscule ou au dactylo et signée par la personne autorisée de la compagnie, par les Directeurs des opérations ou y apposer le sceau de la compagnie.

#### Articles

1. **Le nom et l’adresse au complet de l’exploitant aérien ainsi le code postal.**

2. **Personnel de contrôle**

   (a) Indiquez la nom au complet et, selon le cas, le numéro de licence du gestionnaire des opérations et assurez que le nom correspond à celui qui figure sur l’organigramme de la compagnie. Complétez et joignez son résumé des compétences et des qualifications qui doivent répondre aux exigences de la sous-partie VII appropriée du RAC, pour l’approbation de TC.

   (b) Indiquez le nom au complet et le numéro de licence du pilote en chef et assurez que le nom correspond à celui qui figure sur l’organigramme de la compagnie. Complétez et joignez son résumé des compétences et des qualifications qui doivent répondre aux exigences de la sous-partie VII appropriée du RAC, pour l’approbation de TC.

   (c) Indiquez le nom au complet de la personne responsable du système de contrôle de la maintenance et assurez que le nom figure a l’organigramme de la compagnie. Complétez et joignez son résumé des compétences et des qualifications qui doivent répondre aux exigences de la sous-partie VII du RAC, pour l’approbation de TC.

   (d) Indiquez le nom au complet du mécanicien navigant-second officier et assurez que le nom correspond à celui qui figure sur l’organigramme de la compagnie. Complétez et joignez son résumé des compétences et des qualifications qui doivent répondre aux exigences de la sous-partie VII du RAC, pour l’approbation de TC.

   (e) Indiquez le nom au complet et le numéro du certificat du régulateur de vol et assurez que le nom correspond à celui qui figure sur l’organigramme de la compagnie. Complétez et joignez son résumé des compétences et des qualifications qui doivent répondre aux exigences de la sous-partie VII appropriée du RAC, pour l’approbation de TC.

3. **Indiquez le nombre de commandants de bord, commandants en second, agents de bord, régulateurs de vol et de mécaniciens navigant et assurez que le nombre figure sur l’organigramme de la compagnie.**

4. **Cette formule doit être signée par une personne dûment autorisée a exécuter cette demande au nom de l’exploitant aérien.**
Form 26-0048: Approval of Maintenance Organization (AMO)

<table>
<thead>
<tr>
<th>Date Submitted - Présenté le</th>
<th>Date Approved - Approuvé le</th>
<th>Date Submitted - Présenté le No. N°</th>
<th>Date Approved - Approuvé le No. N°</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. (a) Air operator AMO
   Approval No. / Categories / Ratings N° d'agrément / catégorie / qualifications

5. (b) Maintenance Contract with AMO
   Name and address - Nom et adresse
   Approval No. / Categories / Ratings N° d'agrément / catégorie / qualifications
   
   (1) 
   
   (2) 
   
   (3) 

6. All the statements contained herein are true and complete to the best of my knowledge in accordance with the requirements of CAR 706. À ma connaissance, tous les renseignements fournis dans la présente sont vrais et complets et sont conformes aux exigences du RAC 706.

   Date 
   Signature 
   (of person duly authorized to execute this application on behalf of the air operator) (de la personne dûment autorisée à exécuter cette demande au nom de l'exploitant aérien)

   Title - Titre 

FOR DEPARTMENT USE - À L'USAGE DU MINISTÈRE SEULEMENT

7. The maintenance arrangements mentioned in section 5 are satisfactory for the aircraft types operated. Les arrangements de maintenance mentionnés à l'article 5 sont satisfaisants pour les types d'aéronefs exploités.

   Aircraft Maintenance and Manufacturing - Maintenance et construction des aéronefs Date (Y-M-D)
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**CHAPTER 2**
**APPLYING FOR AN AIR OPERATOR CERTIFICATE**

**CHAPTER 2: PAGE 12**
**AUGUST 2004**

**Form 24-0070: Approval of A Maintenance Organization**

<table>
<thead>
<tr>
<th>Name of Applicant</th>
<th>Type of Application</th>
<th>Postal Code</th>
<th>Telephone No.</th>
<th>Tax No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Canada</td>
<td>Maintenance</td>
<td>123-4567</td>
<td>987-6543</td>
<td>ABC</td>
</tr>
</tbody>
</table>

**5. Ratings - Specialties**

- **Aircraft Engines**
- **Avionics**
- **Components**
- **Structures**
- **Welding**
- **NDE Testing**
- **Other**

**6. Details regarding ratings requested (for aircraft, specify type)**

**7. Management Personnel**

- **Director of Maintenance**
- **Quality Manager**
- **Production Manager**

**8. Maintenance Personnel (Minimum Numbers)**

- **Licensed Aces**
- **Technicians**
- **Technical Support**

**9. Declaration**

The above information and that contained in the maintenance control manual and other supporting documentation is true and accurate.

**D.O.T. USE ONLY - RÉSERVE AU D.O.T.**

**Transport Canada**

**Date**

---

**Appendix A: Inspectors of the Government**

**Inspector of the Government**

**Date**

---

**Appendix B: Inspectors of the Government**

**Inspector of the Government**

**Date**
Form 26-0380: Statement of Intent

Transport Canada

COMMERCIAL AIR SERVICE

STATEMENT OF INTENT

PART 1 - TO BE COMPLETED BY APPLICANT - PARTIE 1 - À ÊTRE REMPLIE PAR LE RÉQUERANT

Legal name and Trade Name, address and Postal Code of applicant - Dénomination sociale et nom commercial, adresse et code postal du requérant:

Principal place of business - Le bureau d'affaires principal du requérant:

Telephone - Téléphone
Facsimile - Facsimile
Télé - Télé
Incorporated - Constitué

Area Code
Ind. No.
Inc. No.
Postal Code

Yes - Oui
No - Non
Date
Y - M - D

I understand that - Je comprends que

The executive head of the corporation is a Canadian citizen - Le chef exécutif de la société est un citoyen canadien:

Not less than 75% of the voting interests is to be owned and controlled by Canadian citizens - Non moins que 75% des droits de vote sont contrôlés par des citoyens canadiens:

Proposed date of Operations - Début de l'exploitation proposée:

Attach pertinent business documents (see reverse side) - Joindre les documents d'affaires pertinents (voir au verso):

PROPOSED TYPE OF SERVICE - TYPE DE SERVICE PROPOSÉ

☐ Domestic
☐ International
☐ Scheduled - Regular
☐ Non-Scheduled - À la demande

☐ Aerial Work (Sewer line)
☐ Aerial Advertising
☐ Aerial Mapping
☐ Aerial Surveying
☐ Aerial Geological Surveying
☐ Aerial Photography
☐ Aerial Geomatics
☐ Aerial Construction
☐ Aerial Land Surveying
☐ Aerial Photogrammetry
☐ Aerial Inspection and Surveillence
☐ Aerial Cartography
☐ Aerial Surveying
☐ Aerial Geomatics
☐ Aerial Construction
☐ Aerial Land Surveying
☐ Aerial Photogrammetry
☐ Aerial Inspection and Surveillence
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☐ Aerial Inspection and Surveillence
☐ Aerial Cartography
☐ Aerial Surveying
☐ Aerial Geomatics
☐ Aerial Construction
☐ Aerial Land Surveying
☐ Aerial Photogrammetry
☐ Aerial Inspection and Surveillence
☐ Aerial Cartography
☐ Aerial Surveying
☐ Aerial Geomatics
☐ Aerial Construction
☐ Aerial Land Surveying
☐ Aerial Photogrammetry

AREA OF OPERATION - RÉGION D'EXPLOITATION

(Aerodrome location identifier and name or lat., Long.) - (Code d'identifiante et le nom de l'aérodrome ou de lat., Long.)

Aircraft Types - Types d'aéronefs

Name of approved maintenance organization (if available) - Nom de l'organisme de maintenance agréé (si disponible):

Approval No. - N° d'agrément:

OPERATING CONDITIONS - CONDITIONS D'EXPLOITATION

Authorization - Autorisation

Operating conditions (check where applicable) - Conditions d'exploitation (cocher au applicable)

Multi-engine aircraft
Multi-engine aircraft
Aerial photographic equipment
Aerial construction equipment
Aerial surveying equipment
Aerial cartography equipment
Aerial construction equipment
Aerial land surveying equipment
Aerial photogrammetry equipment
Aerial inspection and surveillance equipment
Aerial cartography equipment
Aerial surveying equipment
Aerial geomatics equipment
Aerial construction equipment
Aerial land surveying equipment
Aerial photogrammetry equipment
Aerial inspection and surveillance equipment
Aerial cartography equipment
Aerial surveying equipment
Aerial geomatics equipment
Aerial construction equipment
Aerial land surveying equipment
Aerial photogrammetry equipment
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Aerial inspection and surveillance equipment
Aerial cartography equipment
Aerial surveying equipment
Aerial geomatics equipment
Aerial construction equipment
Aerial land surveying equipment
Aerial photogrammetry equipment
Aerial inspection and surveillance equipment
Aerial cartography equipment
Aerial surveying equipment
Aerial geomatics equipment
Aerial construction equipment
Aerial land surveying equipment
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Aerial inspection and surveillance equipment
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Aerial cartography equipment
Aerial surveying equipment
Aerial geomatics equipment
Aerial construction equipment
Aerial land surveying equipment
Aerial photogrammetry equipment

MANAGERIAL PERSONNEL - PERSONNEL DE GESTION

Name - Nom:

All the statements contained herein are true and complete to the best of my knowledge - Tous les renseignements fournis dans la présente sont vrais et complets:

Date - Date:

Signature - Signature:

Title - Titre:

Canada

AUGUST 2004

CHAPTER 2: PAGE 13
CHAPTER 2
APPLYING FOR AN AIR OPERATOR
CERTIFICATE

PART II – TO BE COMPLETED BY DOT REGIONAL OFFICE – PARTIE 1 – À ÊTRE REMPLIE PAR LE BUREAU RÉGIONAL DU M.D.T.

Name of principal inspector - Nom de l'inspecteur principal

<table>
<thead>
<tr>
<th>Operations - Opérations</th>
<th>Airworthiness - Navigabilité aérienne</th>
<th>Pilot Training - Formation au pilote</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Commercial and Business Aviation - Aviation commerciale et d'hélicoptères | General Aviation - Aviation générale | Airport Maintenance and Manufacturing - Maintenance et construction des aéroports |

BUSINESS DOCUMENTS

NOTICE

Transport Canada Civil Aviation will not undertake a quality assurance role with regard to any form or document submitted in application for a service. Documentation that contains errors or does not meet regulatory requirements will be returned for correction.

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Proprietorship

If applicable state firm name of proprietorship and furnish copy of firm name registration.

Partnership

If applicable state firm name and style of partnership and furnish copy of partnership registration.

Corporations

Furnish a copy of the Company’s Charter or Letters Patent of Incorporation and any amendments. If incorporated under the laws of a province which issues only a Certificate of Incorporation, a copy of such certificate must be accompanied by a copy of the Memorandum and Articles of Association.

Affidavit

The ownership and citizenship requirements shall be verified by affidavit.

DOCUMENTS D’AFFAIRES

AVIS

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Tout retard occasionné par une telle démarche incombera au demandeur.

Droit de propriété

Selon le cas, déclarer la raison sociale de la société qui a le droit de propriété et fournir une copie de l’enregistrement de la raison sociale.

Société en nom collectif

Selon le cas, déclarer la raison sociale de la société et le type de société en nom collectif et fournir une copie de l’enregistrement des sociétés en noms collectifs.

Société par actions

Fournir une copie de la charte ou des lettres patentes de la société constitue ainsi que de toutes les modifications effectuées. Si celle-ci est constituée en vertu des lois d’une province qui ne fournit qu’un certificat de constitution, une copie de ce certificat doit être accompagnée de la note de service et des statuts d'association.

Déclaration écrite

Les exigences de propriété et de citoyenneté devraient être vérifiées au moyen d’une déclaration écrite.

Canada
### Chapter 2: Applying for an Air Operator Certificate

#### Form 26-0440: Aerial Work

#### Part A: Application

<table>
<thead>
<tr>
<th>Field</th>
<th>Details</th>
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<tbody>
<tr>
<td>Name of Applicant</td>
<td>[Applicant's Name]</td>
</tr>
<tr>
<td>Address</td>
<td>[Applicant's Address]</td>
</tr>
<tr>
<td>Telephone No.</td>
<td>[Applicant's Telephone Number]</td>
</tr>
<tr>
<td>Aircraft registered</td>
<td>[Yes/No]</td>
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<tr>
<td>Aerodrome where aircraft is based</td>
<td>[Aerodrome Name]</td>
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<tr>
<td>Radio equipment</td>
<td>[Yes/No]</td>
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<tr>
<td>Type of Aircraft</td>
<td>[Type of Aircraft]</td>
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<tr>
<td>Radio Equipment</td>
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<tr>
<td>IFR/Non-IFR</td>
<td>[Yes/No]</td>
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<tr>
<td>VFR/Non-VFR</td>
<td>[Yes/No]</td>
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<tr>
<td>Night/Day</td>
<td>[Yes/No]</td>
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<td>NDB/Non-NDB</td>
<td>[Yes/No]</td>
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<tr>
<td>VOR/Non-VOR</td>
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<td>PAR/Non-PAR</td>
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<td>ASR/Non-ASR</td>
<td>[Yes/No]</td>
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<td>Other</td>
<td>[Other Description]</td>
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<tr>
<td>Operations Manager</td>
<td>[Name]</td>
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<tr>
<td>Chief Pilot</td>
<td>[Name]</td>
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<tr>
<td>Person Responsible</td>
<td>[Name]</td>
</tr>
<tr>
<td>Approval No. of Approved Maintenance Org.</td>
<td>[Number]</td>
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<tr>
<td>Name, address, Approval No. of Approved Maintenance Organization</td>
<td>[Details]</td>
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<td>Email</td>
<td>[Email Address]</td>
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#### Part B: Approval by the Flight Department

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<tr>
<td>Air运作部</td>
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<tr>
<td>Name of the Flight Department</td>
<td>[Name]</td>
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<tr>
<td>Date</td>
<td>[Date of Approval]</td>
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#### Part C: Approval by the Department of Transport Use

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<td>Name of the Civil Aviation Department</td>
<td>[Name]</td>
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<td>Date</td>
<td>[Date of Approval]</td>
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#### Part D: Approval by the Civil Aviation Department

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<td>Date</td>
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26-0440 (02/20-02)

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AUGUST 2004
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Tout retard occasionné par une telle démarche incombera au demandeur.

1. Aerial Advertising
   Publicité aérienne
2. Aerial Construction
   Construction à moyen d’aéronefs
3. Aerial Inspection and Surveillance
   Inspection et surveillance aérienne
4. Aerial Harvesting
   Recolte aérienne
5. Aerial Mapping
   Cartographie aérienne
6. Aerial Photography
   Photographie aérienne
7. Aerial Sightseeing
   Excursion aérienne
8. Aerial Spraying
   Pulvérisation aérienne
9. Aerial Surveying
   Levé topographique aérien
10. External Load
    Charge externe
11. Fire Fighting
    Lutte contre incendie
12. Flight Training
    Formation au pilotage
13. Forest Fire Management
    Gestion des incendies de forêt
14. Glider Tower
    Remorquage de planleurs
15. Heli-logging
    Hélico-vidage
16. Human Organs
    Organes humains
17. Parachute Jumping
    Sauts en parachute
18. Wild Life Management
    Gestion de la faune
## Form 26-0448: Passenger Carrying Authority - Cabin Safety

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#### APLYING FOR AN AIR OPERATOR CERTIFICATE

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td>Applying for an Air Operator Certificate</td>
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### Application Details

- **Name of Air Operator**
- **Address and Telephone No.**

### Safety Features Cards for these Aircraft Types

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<tr>
<th>Card</th>
<th>1</th>
<th>2</th>
<th>3</th>
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<td>Cabin Safety</td>
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<td>Passenger and Cabin Safety Procedures</td>
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<tr>
<td>Procedures for the security of passengers in the cabin</td>
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### Operations with Flight Attendants - Opérations avec agents de bord

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<th>Operation</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>Flight Attendant Manager Qualifications</td>
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<tr>
<td>Qualifications du gestionnaire des agents de bord</td>
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<tr>
<td>Flight Attendant Training Program - (See note on back)</td>
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<tr>
<td>Programme de formation des agents de bord - (Voir note au verso)</td>
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<tr>
<td>Flight Attendant Training Syllabus - (See note on back)</td>
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<td>Programme de cours des agents de bord - (Voir note au verso)</td>
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<td>Line Indications Training</td>
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<td>Formations de qualification en ligne</td>
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<td>Record Keeping System for Training and Qualifications</td>
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<td>Systèmes de registre de formation et de qualifications</td>
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<td>Instructor Qualifications</td>
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<td>Training Facilities</td>
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<tr>
<td>Cabin Emergency Evacuation Trainer</td>
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<td>Travailleur d'évacuation d'urgence des cabines</td>
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<tr>
<td>Flight Attendant Manual - (See Note on back)</td>
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<tr>
<td>Manuel de l'agent de bord - (Voir note au verso)</td>
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<tr>
<td>Flight Attendant Notes</td>
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<tr>
<td>Notes sur l'agent de bord</td>
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<tr>
<td>Minimum Number of Flight Attendants per Aircraft Type</td>
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<tr>
<td>Nombre minimal d'agents de bord selon le type d'avion</td>
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<tr>
<td>Carry-on Baggage Control Program</td>
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</tr>
<tr>
<td>Programme de contrôle de bagages de cabine</td>
<td></td>
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</tbody>
</table>

### Understanding and Agreement

I understand that the above information is correct.

**Signature**

Date (Y-M-D)

### Notes

- **INSTRUCTIONS**
  - (see back - au verso)
- **NOTE**
  - (see back - au verso)

### Date

**(Y-M-D)**

**Airline Inspection - Inspection des entreprises de transport aérien**

**Commercial and Business Aviation**

**Aviation commerciale et d'affaires**

**AUGUST 2004**

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CHAPTER 2
APPLYING FOR AN AIR OPERATOR CERTIFICATE

INSTRUCTIONS

NOTICE
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Delays thus incurred are the sole responsibility of the applicant.

1. This form is used for the initial issue and/or amendment of an air operator certificate (AOC) and the addition of a new aircraft type to the air operator certificate.

2. Coordination is required with the Cabin Safety Division whenever there are requirements to amend or issue an AOC or an operation specification pertaining to Cabin Safety.

3. The shaded areas are for TC use only. The applicant completes the white area of the form.

4. At the top right-hand of the form, the inspector enters the file numbers, whether this form is for initial issuance of an AOC or an amendment to an existing AOC and the date that the form was received from the applicant.

5. The applicant enters the name, address, and base of the air operator.

6. The applicant enters the aircraft type(s) and the date on which the safety features were submitted.

7. For each line entry, the applicant enters the date submitted and a reference to the item on which the information relative to the item is located (i.e., Flight Operations Manual, Chapter 4, page 3-6; Flight Attendant Manual, Chapter 3, section 3.8; Agent's Handbook, sections 5.6 & 6.7) or attaches a copy of the item with the form.

8. For each line entry, the inspector enters the date on which the information was evaluated and determined to either meet the standards or was approved.

9. The applicant signs the form attesting to the correctness of the information.

10. The Cabin Safety Inspector signs the form confirming that all cabin safety requirements have been met before the applicable Airline Inspection or Commercial and Business Aviation division signs off.

AVS
Transport Canada, Aviation civil ne procédera pas à une assurance de la qualité de tout formulaire ou de tout document soumis avec une demande de service. La documentation erronée ou ne répondant pas aux exigences réglementaires sera retournée pour que les corrections nécessaires soient apportées.

Tout retard occasionné par une telle démarche incombera au demandeur.

1. Ce formulaire sert à la délivrance d'un premier certificat d'exploitation aérienne (CEA) et/ou à la modification de ce certificat et pour l'ajout d'un nouveau type d'aéronef au certificat d'exploitation aérienne.

2. On doit coordonner avec la division des Normes relatives à la sécurité des cabines lorsqu'il est nécessaire de modifier ou de délivrer un CEA ou une spécification d'exploitation se rapportant à la Sécurité des cabines.

3. Le partie ombriée est à l'usage de TC. Le requérant doit remplit les parties du formulaire qui ne sont pas ombrées.

4. L'inspecteur doit entrer les nombres des dossiers à la partie droite du haut du formulaire, soit si ce formulaire est utilisé pour la délivrance initiale ou pour la modification d'un présent CEA ainsi que la date de la réception de ce formulaire du requérant.

5. Le requérant doit entrer le nom, l'adresse et la base de l'exploitant.

6. Le requérant doit entrer les types d'aéronefs et la date où la carte de mesures de sécurité a été soumise.

7. Le requérant doit entrer sur chaque ligne la date et la référence d'où provient l'information relative à l'élément (i.e., Chapitre 4, pages 3-6 du Manuel de vol de l'aéronef; Chapitre 3, article 3.8 du Manuel de l'agent de bord; les articles 5.6 & 6.7 du Manuel d'agent) ou s'attacher une copie des éléments à ce formulaire.

8. L'inspecteur doit entrer sur chaque ligne la date que l'information a été évaluée et déterminée qu'elle rencontre les normes ou qu'elle a été approuvée.

9. Le requérant signe le formulaire attestant l'exactitude de l'information.

10. L'Inspecteur de la sécurité des cabines signe le formulaire confirmant que tous les exigences de sécurité des cabines sont rencontrées avant que la division applicable des Entreprises de transport aérien ou de l'Aviation commerciale et d'affaires signe ce formulaire.

NOTES

1. La formation d'agent de bord ne débutera avant que le Programme de Formation des agents de bord n'ait reçu une approbation conditionnelle par écrit et que le Manuel de l'agent de bord n'ait reçu une approbation par écrit.

2. Le Programme de cours et de formation des agents de bord annuel ne requiert pas d'approbation lors du processus initial d'Agreement. Ces documents doivent être soumis pour révision et approbation 90 jours avant la date d'échéance de la formation annuelle.

3. Pour les expéditions avec agents de bord et selon la complexité de l'exploitation ou des documents :

   a) dans le cas d'un premier certificat d'exploitation aérienne, le processus d'agrement peut prendre de 60 à 90 jours à partir de la date où les documents ont été reçus ;

   b) dans le cas d'une modification à un certificat d'exploitation aérienne, le processus d'agrement peut prendre de 30 à 60 jours à partir de la date où les documents ont été reçus.
**APPLICATION FOR (FTA) SPECIALTY AIR SERVICE OPERATIONS - CANADIAN AIR OPERATOR**

**PART I - TO BE COMPLETED BY APPLICANT**

<table>
<thead>
<tr>
<th>Name, address &amp; postal code of applicant</th>
<th>Telephone number</th>
<th>Principal place of business of applicant</th>
<th>Date of incorporation (Y-M-D)</th>
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</table>

<table>
<thead>
<tr>
<th>Fax number</th>
<th>Principal place of business of applicant</th>
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</table>

**PART II - TO BE COMPLETED BY DOT OFFICE**

<table>
<thead>
<tr>
<th>Commercial and Business Aviation</th>
<th>Aircraft Maintenance and Manufacturing</th>
<th>Date</th>
</tr>
</thead>
</table>

**PART I - TO BE COMPLETED BY APPLICANT**

- Address of applicant
- Telephone number
- Principal place of business of applicant
- Date of incorporation

**I understand that:**

- I am a permanent resident of a country under a Free Trade Agreement (FTA).
- I am not a permanent resident of a country under a Free Trade Agreement (FTA).

**Info which country - Dans quel pays:**

- Yes
- No

**Request for FTA Operations Specification:**

- Yes
- No

**Proposed period of contract (date):**

- Date

**Aircraft types - Types d'avions:**

- Registration (see page 2)
- Immatriculation (voir page 2)

**Complete (U)I names of pilots - Noms entiers (complets) des pilotes:**

- Licence (see page 2)
- Licence (voir page 2)

**MANAGERIAL PERSONNEL - PERSONNEL DE GESTION**

- Name

**All the statements contained herein are true and complete to the best of my knowledge:**

- Signature of person

- Title

**PART II - TO BE COMPLETED BY DOT OFFICE**

- Commercial and Business Aviation
- Aircraft Maintenance and Manufacturing
- Date
<table>
<thead>
<tr>
<th>Aircraft types / Types d'aéronefs</th>
<th>Registration / Immatriculation</th>
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</table>

<table>
<thead>
<tr>
<th>Complete (full) names of pilots / Noms entiers (complets) des pilotes</th>
<th>Licences</th>
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</tbody>
</table>

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SAMPLE

Form 26-0011: Application for Registration of Aircraft
(First registered in Canada)

Form 26-0039: Application For Registration Of Aircraft
(Re-Registered In Canada)
2.2 TRANSPORT CANADA CIVIL AVIATION REGIONAL OFFICES
(Air Operator Certification Divisions)

(Air Operator Certification Division)
Pacific Region
Suite 620
800 Burrard Street
Vancouver, British Columbia
V6Z 2J8

Telephone: (604) 666-4924
Facsimile: (604) 666-0682

(Edmonton office)
Canada Place
9700 Jasper Street
11th Floor
Edmonton, Alberta
T5J 4E6

Telephone: (403) 495-5269
Facsimile: (403) 495-4622

Prairie and Northern Region
P.O. Box 8550
333 Main Street
Winnipeg, Manitoba
R3C OP6

Telephone: (204) 983-1399
Facsimile: (204) 983-1734

Ontario Region
4900 Yonge Street
Suite 300
Willowdale, Ontario
M2N 6A5

Telephone: (416) 952-0019/0020
Facsimile: (416) 952-0050

Quebec Region
Commercial and Business Aviation
700 Leigh Capreol
Dorval, Quebec
H4Y 1G7

Telephone: (514) 633-3551
Facsimile: (514) 633-3697

Atlantic Region
P.O. Box 42
Heritage Court,
95 Foundry Street
Moncton, New Brunswick
E1C 8K6

Telephone: (506) 851-7563
Facsimile: (506) 851-7190

Seventh Region
Place de Ville, Tower "C"
330 Sparks Street, 4th Floor
Ottawa, Ontario
K1A ON8

Telephone: (613) 990-1073
Facsimile: (613) 991-5188
CHAPTER 3

Submission of Security Information
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Submission of Security Information

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3.2 REGIONAL DIRECTORS, SECURITY ........................................................................ 2
Chapter 3

3.1 SUBMISSION OF SECURITY INFORMATION TO TRANSPORT CANADA, SECURITY OPERATIONS

1. The requirements for foreign and domestic air operators operating to, from and within Canada to submit security information to Transport Canada, Security Operations are as follows:

   (a) pursuant to the Canadian Aviation Security Regulations, it is incumbent upon all commercial air operators departing Canadian aerodromes or arriving from aerodromes outside of Canada to comply with the Regulations and any security measures prescribed by the Minister which flow from the Regulations;

   (b) the security measures of general application which have been prescribed by the Minister are contained in the Air Carrier Security Measures and the Security Alert Condition and Response System for Air Carriers. These security measures will apply to all air operators engaged in the transportation of passengers and cargo. Upon notification by an air operator of intent to commence operations, a copy of the applicable Security Legislation will be provided. These air operators will be requested to provide, as a minimum, a description of their operation and any information the Minister believes to be relevant to the security of an air operator's operations;

   (c) in addition, those foreign air operators utilizing aircraft with twenty (20) or more passenger seats must provide the following:

   (d) a confirmation that the Company's crew member training program meets the requirement as laid out in sections 12 and 21 of the Air Carrier Security Measures.

2. You may contact the following office for any information concerning air operator security information:

   Chief, Security Inspection
   Compliance and Policing
   Transport Canada (ABCC)
   330 Sparks Street
   Place de Ville
   Ottawa, Ontario
   K1A 0N8
   Telephone (613) 991-4173
3.2 REGIONAL DIRECTORS, SECURITY

Regional Director, Security
Transport Canada
P.O. Box 42
Moncton, New Brunswick
E1C 8K6

Telephone: (506) 851-7572
Facsimile: (506) 851-3546

Regional Director, Security
Transport Canada
Canada Place, 8th Floor
9700 Jasper Avenue
Edmonton, Alberta
T5J 4E6

Telephone: (403) 495-2537
Facsimile: (403) 495-3928

Regional Director, Security
Transport Canada
P.O. Box 5000
Montreal International Airport
Dorval, Quebec
H4Y 1B9

Telephone: (514) 633-3557
Facsimile: (514) 633-2921

Regional Director, Security
Transport Canada
800 Burrard Street, Room 1310
Vancouver, British Columbia
V6Z 2J8

Telephone: (604) 666-5656
Facsimile: (604) 666-6476

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Transport Canada
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Suite 300
Willowdale, Ontario
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Telephone: (416) 952-0184
Facsimile: (416) 952-0189
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Environmental Assessment - Air Transport
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Environmental Assessment - Air Transport

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Chapter 5

5.1 ENVIRONMENTAL ASSESSMENT - AIR TRANSPORT

1. The Canadian Environmental Assessment Act requires that federal authorities who exercise certain powers, duties or functions in relation to proposed projects ensure, where required, that they be subject to an environmental assessment. An assessment may be required if a federal department or agency proposes a project; provides money or other financial assistance to a project; grants an interest in or transfers control of land to enable a project to proceed; or exercises a regulatory duty in relation to the project, such as issuing a licence, permit or other approval.

2. Certain proposed projects associated with the operation of a commercial air service from an aerodrome or an airport, or the operation of an aeroplane in supersonic flight on a route or in an area not designated under the authority of the Minister of Transport, may require consideration under the Act.

3. The following excerpts from key regulations under the Act may assist you in determining on whether or not an assessment may be required and the level or type of assessment necessary:

   (a) Canadian Environmental Assessment Act (SCHEDULE A)
   (b) Law List Regulations (SCHEDULE B)
   (c) Inclusion List Regulations (SCHEDULE C)
   (d) Comprehensive Study List Regulations (SCHEDULE D)
   (e) Exclusion List Regulations (SCHEDULE E)

4. Transport Canada, Civil Aviation has to remind air operators of their responsibility to determine whether a federal environmental assessment is required with respect to specific physical works or activities which the operator proposes to undertake. Information in this regard can be obtained directly from federal departments and agencies from whom approval or support for the project is required, or by contacting the appropriate regional office of the Canadian Environmental Assessment Agency. A list of Agency offices is attached (see page 15 - SCHEDULE F).

5. It should also be noted that certain activities may also require environmental assessment or approval from the provincial government. Air operators should seek information about such requirements directly from the provincial agencies concerned.
## Schedule A: Canadian Environmental Assessment Act

<table>
<thead>
<tr>
<th>CHAPTER C-15.2</th>
<th>CHAPITRE C-15.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1992, c. 37)</td>
<td>(1992, ch. 37)</td>
</tr>
<tr>
<td>An Act to establish a federal environmental assessment process</td>
<td>Loi de mise en œuvre du processus fédéral d'évaluation environnementale</td>
</tr>
<tr>
<td>[Assented to 23rd June, 1992]</td>
<td>[Sanctionnée le 23 juin 1992]</td>
</tr>
</tbody>
</table>

**Preamble**

Whereas the Government of Canada seeks to achieve sustainable development by conserving and enhancing environmental quality and by encouraging and promoting economic development that conserves and enhances environmental quality;

Whereas environmental assessment provides an effective means of integrating environmental factors into planning and decision-making processes in a manner that promotes sustainable development;

Whereas the Government of Canada is committed to exercising leadership within Canada and internationally in anticipating and preventing the degradation of environmental quality and at the same time ensuring that economic development is compatible with the high value Canadians place on environmental quality;

And Whereas the Government of Canada is committed to facilitating public participation in the environmental assessment of projects to be carried out by or with the approval or assistance of the Government of Canada and providing access to the information on which those environmental assessments are based;

Now, Therefore, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1993 04 30
Schedule B:  *Law List Regulations (SOR/94-636)*

**AIR TRANSPORTATION**

1. Provisions of *Acts* and *Regulations* that Confer Powers, Duties or Functions on Federal Authorities.

2. Item 30, Schedule I, Part II, "Sonic and Supersonic Flight Order"
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Registration
SOR/94-636 7 October, 1994

CANADIAN ENVIRONMENTAL ASSESSMENT ACT

Law List Regulations

P.C. 1994-1685 7 October, 1994

His Excellency the Governor General in Council, on the recommendation of the Minister of the Environment, pursuant to paragraphs 58(f) and (g) of the Canadian Environmental Assessment Act, is pleased hereby to make the annexed Regulations prescribing provisions of Acts of Parliament and regulations made pursuant to any such Act that confer powers, duties or functions on federal authorities or on the Governor in Council, the exercise of which requires an environmental assessment, effective on the day on which section 59 of the Canadian Environmental Assessment Act comes into force.

REGULATIONS PRESCRIBING PROVISIONS OF ACTS OF PARLIAMENT AND REGULATIONS MADE PURSUANT TO ANY SUCH ACT THAT CONFER POWERS, DUTIES OR FUNCTIONS ON FEDERAL AUTHORITIES OR ON THE GOVERNOR IN COUNCIL, THE EXERCISE OF WHICH REQUIRES AN ENVIRONMENTAL ASSESSMENT

Short Title
1. These Regulations may be cited as the Law List Regulations.

General

2. The provisions of an Act set out in Part I of Schedule I and a regulation set out in Part II of that Schedule are prescribed for the purposes of paragraph 5(1)(d) of the Canadian Environmental Assessment Act.

3. The provisions of an Act set out in Schedule II are prescribed for the purposes of subsection 5(2) of the Canadian Environmental Assessment Act.

*S.C. 1992, c. 37

Enregistrement
DORS/94-636 7 octobre 1994

LOI CANADIENNE SUR L'ÉVALUATION ENvironnementale

Règlement sur les dispositions législatives et réglementaires désignées

C.P. 1994-1685 7 octobre, 1994

Sur recommandation de la ministre de l'Environnement et en vertu des alinéas 58(f) et (g) de la Loi canadienne sur l'évaluation environnementale*, il plait à Son Excellence le Gouverneur général en conseil de prendre le Règlement désignant les dispositions législatives et réglementaires fédérales prévoyant les attributions des autorités fédérales et du gouverneur en conseil dont l'exercice rend nécessaire une évaluation environnementale, ci-après, lequel entre en vigueur à la date d'entrée en vigueur de l'article 59 de la Loi canadienne sur l'évaluation environnementale.

ÉGMENT DÉSIGNANT LES DISPOSITIONS LÉGISLATIVES ET RÈGLEMENTAIRES FÉDÉRALES PRÉVOYANT LES ATTRIBUTIONS DES AUTORITÉS FÉDÉRALES ET DU GOUVERNEUR EN CONSEIL DONT L'EXERCICE REND NÉCESSAIRE UNE ÉVALUATION ENVIRONNEMENTALE.

Titre abrégé
1. Règlement sur les dispositions législatives et réglementaires désignées.

Dispositions générales

2. Pour l'application de l'alinéa 5(1)(d) de la Loi canadienne sur l'évaluation environnementale, les dispositions législatives et réglementaires sont celles prévues respectivement aux parties I et II de l'annexe I.

3. Pour l'application du paragraphe 5(2) de la Loi canadienne sur l'évaluation environnementale, les dispositions législatives sont celles prévues à l'annexe II.

*S.C. 1992, c. 37

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### CHAPTER 5: ENVIRONMENTAL ASSESSMENT – AIR TRANSPORT

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*The table lists the schedules above in parentheses under the term schedule in the corresponding text section as in the French versions of the Schedule.*
Schedule C:  *Inclusion List Regulations* - *(SOR/94-637)*

AIR TRANSPORTATION

1. Section 35. Refers to the "Sonic and Supersonic Flight Order".
CHAPTER 5
ENVIRONMENTAL ASSESSMENT – AIR TRANSPORT

CHAPTER 5
ENVIRONMENTAL ASSESSMENT – AIR TRANSPORT

REGULATIONS PRESCRIBING PHYSICAL ACTIVITIES AND CLASSES OF PHYSICAL ACTIVITIES NOT RELATING TO PHYSICAL WORKS THAT MAY REQUIRE AN ENVIRONMENTAL ASSESSMENT

Short Title
1. These Regulations may be cited as the Inclusion List Regulations.

Interpretation
2. In these Regulations,
   "borrow site" means a site from which earth material is extracted in order to obtain soil, sand, gravel, rock, crushed stone, building stone, or other mineral aggregate for use elsewhere; (lieu d'empreinte)
   "historic canal" means a historic canal set out in column I of an item of Schedule 1 to the Historic Canals Regulations; (canal historique)
   "Indian reserve" means a reserve as defined in subsection 2(1) of the Indian Act; (reserve indienne)
   "military weapons platform" means a vehicle, ship or aircraft that is designed for the operation of a military weapon; (plate-forme d'armes militaires)
   "national park" means (a) a park described in Schedule 1 to the National Parks Act; and (b) a park established pursuant to a federal-provincial agreement that is under the responsibility of the Minister of Communications and is not described in Schedule 1 to the National Parks Act; (parc national)
   "national park reserve" means a reserve established under An Act to amend the National Parks Act and to amend An Act to amend the National Parks Act, chapter 48 of the Statutes.

SC 1992, c. 37

Enregistrement
DORS/94-637 7 octobre 1994

LOI CANADIENNE SUR L'ÉVALUATION ENVIRONNEMENTALE
Règlement sur la liste d'inclusion
C.P. 1994-1886 7 octobre 1994

Sur recommandation de la ministre de l'Environnement et en vertu de l'article 59, de la Loi canadienne sur l'évaluation environnementale, il est honore de cet ordre que le Gouverneur général en conseil, nomme en vertu du présent règlement désignant les activités conçues et les catégories d'activités conçues non liées à des ouvrages et pouvant nécessiter une évaluation environnementale, ci-après, lequel entre en force à la date d'entrée en vigueur de l'annexe 5 de la Loi canadienne sur l'évaluation environnementale.

RÈGLEMENT DÉSIGNANT LES ACTIVITÉS CONCÉDÉES ET LES CATEGORIES D'ACTIVITÉS CONCRÈTÉES NON LIÉES À DES OUVRAGES ET POUVANT NÉCESSITER UNE ÉVALUATION ENVIRONNEMENTALE

Titre abrégé
1. Règlement sur la liste d'inclusion.

Définitions
2. Les définitions qui suivent s'appliquent au présent règlement.
   a) "canal historique" - Canal historique mentionné à la colonne I de l'annexe 1 du Règlement sur les canaux historiques (canal historique)
   b) "parc national" - (a) Parc décrit à l'annexe 1 de la Loi sur les parcs nationaux; (b) Parc créé conformément à un accord fédéral-provincial et placé sous l'autorité du ministre des Communications, mais non décrit à cette annexe. (parc national)
   c) "plan d'eau" - Tout plan d'eau, notamment les canaux, réservoirs, terrains humides et océans, jusqu'à la limite des huitièmes eaux. (plan d'eau)
   d) "plate-forme d'armes militaires" - Véhicule, navire ou aéronef conçu pour l'utilisation d'armes militaires. (plate-forme d'armes militaires)
   e) "quantité réglementaire" ou « QR » - Quantité d'un isotope radioactif d'un élément qui est : (a) soit indiquée à la partie I de l'annexe I du Règlement sur le contrôle de l'énergie nucléaire; (b) soit calculée conformément à la partie II de cette annexe. (quantité réglementaire)
CHAPTER 4  
LIST OF BOOKSTORES

SCHEDULE—Continued

PART V

TRANSPORTATION

33. Physical activities relating to the abandonment of the 
operation of freight operations on a railway line that requires 
an order under section 162, subsection 163(1) or section 166 
of the National Transportation Act, 1987.

34. The construction of drainage or laying of pipes that 
requires an order or permit under subsection 212(1) or (2) of 
the Railway Act.

35. The operation of an aircraft in supersonic flight on a 
route or in an area not designated by or under the authority of 
the Minister of Transport that requires an authorization under 
section 5 of the Sonic and Supersonic Flight Order.

36. Dredge or fill operations in a navigation channel of a 
historic canal or other navigable water for the purpose of 
ensuring the navigability of the historic canal or other naviga-
able water.

37. The removal or destruction of a wreck or other thing 
under section 16 of the Navigable Waters Protection Act.

38. The removal of any vessel or other thing that is wrecked, 
sunk, partially sunk, lying ashore or grounded in any navigable 
water in Canada where the removal requires an authorization 
under section 20 of the Navigable Waters Protection Act.

39. The destruction or removal of a ship or any cargo or 
other material on board a ship that is stranded, wrecked, sunk 
or abandoned, where the destruction or removal is ordered by 
the Governor in Council under subsection 13(1) of the Arctic 
Waters Pollution Prevention Act.

PART VI

WASTE MANAGEMENT

40. The dumping of any substance for which a permit 
is required under Part VI of the Canadian Environmental Protec-
tion Act.

41. The operation or testing of a mobile PCB destruction 
system or mobile PCB treatment system under section 11 or 
subsection 12(1) of the Federal Mobile PCB Treatment and 
 Destruction Regulations.

ANNEXE (suite) 

PARTIE V

TRANSPORTS

33. Les activités concrètes liées à l'abandon de l'exploitation 
des opérations de transport de marchandises sur une ligne de 
chemin de fer, dont les activités nécessitent l'arrêté prévu à 
l'article 162, au paragraphe 165(1) ou à l'article 166 de la Loi 
de 1987 sur les transports nationaux.

34. La construction de voies de drainage ou la pose de 
conduites d'eau ou autres tuyaux, qui nécessitent l'ordre ou la 
permission prévus aux paragraphes 212(1) ou (2) de la Loi sur 
les chemins de fer.

35. Le pilotage d'un aéroplane en vol supersonique sur une 
route ou dans une zone non désignée par le ministre des 
Transports ou sous son autorité, qui nécessite l'autorisation 
pévus à l'article 5 de l'Ordonnance sur le vol sonique et 
supersonique.

36. Les travaux de dragage ou de remblaiement dans les 
chaux de navigation des canaux historiques ou autres eaux 
navigables afin qui soit assurée la navigabilité de ces canaux 
ou de ces eaux.

37. L'extinction ou la destruction d'épaves ou de tout autre 
objet en vertu de l'article 16 de la Loi sur la protection des 
eaux navigables.

38. L'extinction de tout bateau ou autre objet résultant du 
navire de bateau qui a sombré, s'est échoué ou s'est jeté à 
la côte dans des eaux navigables canadiennes, qui nécessite 
l'autorisation prévu à l'article 20 de la Loi sur la protection 
des eaux navigables.

39. La destruction ou le déplacement d'un navire de sa 
cargaison, en tout ou en partie, ou d'autres objets se trouvant 
bord d'un navire échoué, naufragé, coulé ou abandonné, aux 
termes d'un ordre du gouverneur en conseil donné en vertu du 
paragraphe 13(1) de la Loi sur la protection de la pollution 
des eaux arctiques.
Schedule D: *Comprehensive Study List Regulations* - *(SOR/94-638)*

**AIR TRANSPORTATION**

1. Section 30. Refers to the proposed construction or decommissioning of an aerodrome, an airport or an all-season runway.

2. Section 31. Refers to the extension of an all-season runway by 1 500 m or more.
Registration
SOR/94-638 7 October, 1994

CANADIAN ENVIRONMENTAL ASSESSMENT ACT

Comprehensive Study List Regulations
P.C. 1994-1687 7 October, 1994

Whereas the Governor in Council is satisfied that certain
projects and classes of projects are likely to have significant
adverse environmental effects,

Therefore, His Excellency the Governor General in Council,
on the recommendation of the Minister of the Environment,
pursuant to paragraph 59.(d) of the Canadian Environmental
Assessment Act*, is pleased hereby to make the annexed Reg-
lations prescribing those projects and classes of projects for
which a comprehensive study is required, effective on the day
on which section 59 of the Canadian Environmental Assess-
ment Act comes into force.

REGULATIONS PRESCRIBING THOSE PROJECTS AND
CLASSES OF PROJECTS FOR WHICH A
COMPREHENSIVE STUDY IS REQUIRED

Short Title
1. These Regulations may be cited as the Comprehensive
Study List Regulations.

Interpretation
2. In these Regulations,
"abandonment" means the temporary cessation of the
operation of a physical work; (fermeture)
"aerodrome" means aerodrome as defined in subsection 3(1) of
the Aeronautics Act; (aéroport)
"airport" means airport as defined in subsection 3(1) of the
Aeronautics Act; (aéroport)
"decommissioning" does not include the cessation of the op-
eration of a physical work; (déconstruction)
"hazardous waste" means hazardous waste as defined in sub-
section 43(4) of the Canadian Environmental Protection Act;
(déchets dangereux)
"historic canal" means a historic canal set out in column 1 of an
item of Schedule 1 to the Historic Canals Regulations;
(canal historique)
"management plan" means a management plan in respect of a
national park, national park reserve, national historic site or
historic canal that has been laid before each House of Par-
liament; (plan de gestion)

* S.C. 1992, c. 31

Enregistrement
SOR/94-638 7 octobre 1994

LOI CANADIENNE SUR L’ÉVALUATION ENVIRONNEMENTALE

Règlement sur la liste d’étude approfondie
C.P. 1994-1687 7 octobre 1994

Ainsi, le Gouvernement du Canada, conformément à la
Loi sur l’évaluation environnementale*, a trouvé bon d’appro-
cher le règlement décrivant les projets et les catégories de
projets pour lesquels une évaluation environnementale approfondie est
obligatoire, à
partir du jour où le règlement entre en vigueur à la date
d’entrée en vigueur de l’article 59 de la Loi canadienne sur l’évaluation environ-
nementale.

RÈGLEMENT DÉSIGNANT LES PROJETS ET LES
CATÉGORIES DE PROJETS POUR LESQUELS UNE
ÉTUDE ENVIRONNEMENTALE APPROFONDIE EST
OBLIGATOIRE

Titre abrégé
1. Règlement sur la liste d’étude approfondie.

Définitions
2. Les définitions qui suivent s’appliquent au présent règle-
ment.
«aeroport» S’entend au sens du paragraphe 3(1) de la Loi
sur l’aéronautique; (aéroport)
«aéroport» S’entend au sens du paragraphe 3(1) de la Loi sur
l’aéronautique, (aéroport)
«canal historique» S’entend au sens du paragraphe 43(4) de la
Loi canadienne sur la protection de l’environnement;
(hazardous waste)
«déchets dangereux» Ne vise pas le fait de gérer l’exploitation
d’un ouvrage; (déconstruction)
«empire» Terreau qui est assujetti à un droit de passage et
certainement de transport d’électricité, d’un
pipeline d’hydrocarbures, une ligne de chemin de fer ou une
voie publique permanente. (right of way)
«établissement nucléaire» S’entend au sens de l’article 2 du
Règlement sur le contrôle de l’énergie atomique; (nucléar
facilities)
28. The proposed construction, decommissioning or abandonment of:
(a) a canal or any lock or associated structure to control water levels in the canal;
(b) a lock or associated structure to control water levels in existing navigable waterways; or
(c) a marine terminal designed to handle vessels larger than 20,000 DWT.

29. The proposed construction of:
(a) a railway line more than 32 km in length on a new right of way;
(b) an all-season public highway more than 50 km in length on a new right of way or leading to a community that lacks all-season public highway access; or
(c) a railway line designed for trains that have an average speed of more than 200 km/h.

30. The proposed construction or decommissioning of:
(a) an aerodrome located within the built-up area of a city or town;
(b) an airport; or
(c) an all-season runway with a length of 1,500 m or more.

31. The proposed extension of an all-season runway by 1,500 m or more.

PART X
WASTE MANAGEMENT

32. The proposed construction, decommissioning or abandonment of a facility used exclusively for the treatment, incineration, disposal or recycling of hazardous waste, or an expansion of such a facility that would result in an increase in its production capacity of more than 35 per cent.

N.B. The Regulatory Impact Analysis Statement for these Regulations appears at page 3388, following SOR/94-636.
Schedule E:  *Exclusion List Regulations* - *(SOR/94-639)*

AIR TRANSPORTATION

1. Section 37. Refers to the proposed expansion or modification of an existing pavement or gravel area within the boundary of an airport.

2. Section 38. Refers to the proposed modification of existing aircraft manoeuvring lights or navigation lights.
REGULATIONS PRESCRIBING THOSE PROJECTS AND CLASSES OF PROJECTS FOR WHICH AN ENVIRONMENTAL ASSESSMENT IS NOT REQUIRED

Short Title
1. These Regulations may be cited as the Exclusion List Regulations.

Interpretation
2. In these Regulations,
   "control product" means control product as defined in section 2 of the Pest Control Products Act (Produits animaleux);
   "dugout" means an excavation to hold water for consumption by livestock; (puits-réservoir)
   "expansion" means an increase in the exterior dimensions or the production capacity of a physical work; (agrandissement)
   "fixed structure" means the electrical, heating, fire prevention, plumbing or security structure of an existing building, but does not include a structure that is intended to produce goods or energy; (structure fixe)
   "footprint" means the area of land occupied by a building or structure at ground level; (surface au sol)
   "heritage building" means a building that has been designated as a heritage building by a government authority; (édifice patrimonial)
   "historic canal" means a historic canal set out in column 1 of an item of Schedule 1 to the Historic Canals Regulations and includes any federal lands appertaining or incident to a historic canal; (canal historique)

S.C. 1992, c. 37

LOI CANADIENNE SUR L'ÉVALUATION ENVIRONNEMENTALE

Règlement sur la liste d’exclusion

C.P. 1994-1688 7 octobre 1994

Attenant au décret du Conseil en conseil est convaincu que les effets environnementaux de certains projets liés à un ouvrage ne sont pas importants.

À ces causes, sur recommandation de la ministre de l’Environnement et en vertu du sous-alinéa 59(c)(ii) de la Loi canadienne sur l'évaluation environnementale, il est à Son Excellence le Gouverneur général en conseil de prendre le Règlement désignant les projets et les catégories de projets pour lesquels une évaluation environnementale n’est pas nécessaire, ci-après, lequel entre en vigueur à la date d’entrée en vigueur de l’article 59 de la Loi canadienne sur l'évaluation environnementale.

RÈGLEMENT DÉSIGNANT LES PROJETS ET LES CATÉGORIES DE PROJETS POUR LESQUELS UNE ÉVALUATION ENVIRONNEMENTALE N’EST PAS NÉCESSAIRE

Titre abrégé
1. Règlement sur la liste d’exclusion.

Définitions

2. Les définitions qui suivent s’appliquent au présent règlement.
   a) agrandissement = Augmentation des dimensions extérieures ou de la capacité de production d’un ouvrage; (expansion)
   b) aire de réparation de filets = Aire réserver à la réparation des filets de pêche. (net repair area)
   c) bâtiment du patrimoine = Bâtiment qui a été désigné à cette fin par une autorité gouvernementale; (heritage building)
   d) canal historique = Canal historique mentionné à la colonne 1 de l'annexe 1 du Règlement sur les canaux historiques, y compris le territoire aménagé qui est conçu ou connecté au canal; (historic canal)
   e) emprise = Terrain qui est accordé à un droit de passage et qui est assigné pour une ligne de télécommunications, une ligne de transport d’électricité, une station de commutation, un pipeline d’hydrocarbures, un chemin de fer ou une route; (right of way)
   f) établissement nucléaire = S'entend au sens de l'article 2 du Règlement sur le contrôle de l’énergie nucléaire; (nuclear facility)
   g) puits-réservoir = Excavation servant à stocker de l’eau pour abreuver le bétail; (dugout)
SCHEDULE I—Continued

PART V

WATER PROJECTS

32. The proposed construction, expansion, modification or demolition that would not involve the likely release of a polluting substance into a water body, of a structure, such as a boat storage depot, net repair area or purse seinin station, that
(a) would be or is located on land;
(b) would be or is associated with fishing or the use of small pleasure craft; and
(c) would have or has a floor area of less than 100 m² and a height of less than 5 m.

33. The proposed construction, installation, expansion or modification of a fish habitat improvement structure that would not involve the use of heavy machinery.

34. The proposed modification of an existing wharf, other than a floating wharf, or of an existing breakwater that is accessible by land, where the modification would not
(a) be carried out below the high-water mark of the breakwater or wharf;
(b) involve dredging; and
(c) involve the likely release of a polluting substance into a water body.

35. The proposed re-installation, expansion or modification of an existing floating wharf that would not increase its area by more than 10 per cent.

36. The proposed demolition of an existing wharf that would not involve
(a) the use of explosives; and
(b) the likely release of a polluting substance into a water body.

PART VI

TRANSPORTATION

37. The proposed expansion or modification of an existing pavement of gravel area within the boundary of an airport, as defined in subsection 3(1) of the Aeronautics Act, that would not
(a) increase the pavement or gravel area by more than 10 per cent;
(b) be carried out in or on or within 30 m of a water body; and
(c) involve the likely release of a polluting substance into a water body.

38. The proposed modification of existing aircraft manoeuvring lights or navigation aids.

PART VI

TRANSPORTS

37. Projet d’agrandissement ou de modification d’une surface existante couverte d’un revêtement ou de gravier dans les limites d’un aéroport, au sens du paragraphe 3(1) de la Loi sur l’aéronautique, qui, à la fois :
(a) n’aurait pas augmenté la surface de plus de 10 pour cent;
(b) n’aurait pas été réalisé dans ou sur un plan d’eau ou à moins de 30 m de celui-ci;
(c) n’aurait pas entraîné directement le rejet d’une substance polluante dans un plan d’eau.

38. Projet de modification de balises de manœuvre d’aéronefs existantes ou d’aides à la navigation existantes.
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<table>
<thead>
<tr>
<th>Region</th>
<th>Name</th>
<th>Title</th>
<th>Office Address</th>
<th>Phone</th>
<th>Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>British Columbia</strong></td>
<td>Mr. Paul Scott</td>
<td>Director, Western and Northern Region</td>
<td>555 West Hastings St., Suite 1150 P.O. Box 12071, Harbour Centre, Vancouver, British Columbia V6B 4N5</td>
<td>(604) 666-6989</td>
<td>(604) 666-6990</td>
</tr>
<tr>
<td><strong>Ontario</strong></td>
<td>Mr. Keith Grady</td>
<td>Manager</td>
<td>Fontaine Bldg., 13th Floor 200 Sacré-Coeur Blvd. Hull, Québec K1A 0H3</td>
<td>(819) 953-2989</td>
<td>(819) 994-1469</td>
</tr>
<tr>
<td><strong>Alberta</strong></td>
<td>Mr. Ryerson M. Christie</td>
<td>Director, Coordination and Provincial Liaison</td>
<td>Revillon Bldg., Suite 100 10237-104 Street N.W. Edmonton, Alberta T5J 4A1</td>
<td>(403) 422-7704</td>
<td>(403) 422-0055 (Temporary)</td>
</tr>
<tr>
<td><strong>Quebec</strong></td>
<td>Mr. J.-Michel Bourgon</td>
<td>Director</td>
<td>Fontaine Bldg., 13th Floor 200 Sacré-Coeur Blvd. Hull, Québec K1A 0H3</td>
<td>(819) 997-2213</td>
<td>(819) 994-1469</td>
</tr>
<tr>
<td><strong>Saskatchewan &amp; Manitoba</strong></td>
<td>Mr. Dan McNaughton</td>
<td>Director, Coordination and Provincial Liaison</td>
<td>Federal Building, Suite 500 269 Main Street Winnipeg, Manitoba R3C 1B2</td>
<td>(204) 984-2457</td>
<td>(204) 983-4506</td>
</tr>
<tr>
<td><strong>Atlantic</strong></td>
<td>Mr. William Coulter</td>
<td>Director, Coordination and Provincial Liaison</td>
<td>Canada-Nova Scotia Business Centre 1575 Brunwick Street Halifax, Nova Scotia B3J 2G1</td>
<td>(902) 426-0564</td>
<td>(902) 426-6530</td>
</tr>
</tbody>
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Canada Labour Code - Part II

Health and safety Committees and Representatives Regulations

Aviation Occupational Health and Safety Regulations

Forms
http://www.tc.gc.ca/CivilAviation/commerce/ohs/forms.htm

A-OH&S - CBAAC
http://www.tc.gc.ca/CivilAviation/commerce/ohs/circulars.htm

List of Civil Aviation Safety Inspectors - A-OH&S

(a) Regions
http://www.tc.gc.ca/CivilAviation/commerce/ohs/reach_us/regions.htm

(b) Headquarters
http://www.tc.gc.ca/CivilAviation/commerce/ohs/reach_us/headquarters.htm
Chapter 6

6.1 BACKGROUND

1. The Transport Canada Aviation OH&S (Occupational Health and Safety) Program began in 1987. The program is designed for the Aviation industry and is administered and enforced by Transport Canada, Civil Aviation through a Memorandum of Understanding (MOU) with Human Resources Development Canada (HRDC). The program was delegated to Transport Canada, Civil Aviation because of its technical expertise in the area.

6.2 AUTHORITY

1. The Program’s authority is found in the Canada Labour Code Part II (Code). Aviation OH&S Regulations prescribe standards to ensure the health and safety of employees working on board aircraft while in operation.

6.3 MANDATE

1. The corner-stone of the A-OH&S Program is to ensure compliance with the purpose of the Canada Labour Code Part II which is: “to prevent accidents and injury to health, arising out of, linked with or occurring in the course of employment”. The A-OH&S Program ascertains compliance of this legislation for employees working on board an aircraft while in operation.

2. The philosophy behind the program is that safety at work is everyone’s responsibility. To meet its objectives, the A-OH&S Program is based on on-going monitoring of the work place and various activities such as: inspections, investigations and promotional/educational campaigns. Safety officers across the country are responsible for the A-OH&S Program delivery.

3. Should you require further information regarding this program contact your nearest Regional Civil Aviation Safety Inspector – Occupational Health and Safety (CASI-OSH). (See Web address on page (ii) of the Table of Contents.)

4. The web address for the Transport Canada A-OH&S Program, which includes links to the Code and Regulations is:

6.4 CANADA LABOUR CODE PART II
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CONSOLIDATED WORKING COPY

CANADA LABOUR CODE – PART II

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6.5 FORMS

1. Please note that in order to get the proper form you must type in the form number as indicated below:

   (a) Preliminary Report of A Hazardous Occurrence 26-0613
   (b) Assurance of Voluntary Compliance 26-0614
   (c) Assurance of Voluntary Compliance 26-0615
   (d) Work Place Health and Safety Committee Report 26-0616
   (e) Work Place Health and Safety Committee Minutes 26-0617
   (f) Complaint Registration 26-0618
   (g) Refusal to Work registration 26-0620
   (h) Hazardous Occurrence Investigation Report 26-0621

6.6 A-OH&S - CBAACs

1. Refer to the Web A-OH&S address listed on page (ii) of the Table of Contents.

6.7 LIST OF CIVIL AVIATION SAFETY INSPECTORS - A-OH&S

Refer to the A-OH&S Web address listed on page (ii) of the Table of Contents.
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Transportation of Dangerous Goods by Aircraft

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7.1 GENERAL

1. Each day, products defined as dangerous goods are transported within Canada. These shipments are too numerous to accurately record, but number in the million each year. There is a potential for endangering public safety through dangerous occurrences in the course of transportation with this amount of movement. It is essential for manufacturers, shippers, carriers, users and governments to continually work towards minimizing the risk of dangerous occurrences in the transportation of dangerous goods and the harm done by dangerous occurrences that do occur.

2. To this end, the Canadian federal government has enacted legislation that regulates the transportation of dangerous goods. The Transportation of Dangerous Goods Act, 1992 and the Transportation of Dangerous Goods Regulations applies to the handling, offering for transport and transportation of dangerous goods by all modes of transport (road, rail, air and marine). The Regulations incorporate by reference the ICAO for the transportation of dangerous goods by air in Canada.

3. The Dangerous Goods Standards Division (AARXE) provides technical advice to the development of the Transportation of Dangerous Goods Regulations and the Division develops and maintains standards, policies, guidelines, and public awareness programs to ensure the safe transport of dangerous goods by air. The division also provides functional guidance and support to dangerous goods inspectors in the Regional Offices.

4. The ICAO Technical Instructions requires that all air operators, that transport dangerous goods, have an approved training program for their employees. To obtain approval for the training program, the air operators must contact the Regional Dangerous Goods Office.

5. Regional Dangerous Goods Inspectors conduct audits and inspections of air operators, shippers and forwarders involved in the handling, offering and transportation of dangerous goods by air. In addition, inspectors evaluate air operators training programs, dangerous goods manuals and promote the safe transportation of dangerous goods through Regional awareness programs.

NOTE: Commercial and Business Aviation Advisory Circular (CBAAC) No. 0175 dated 2000.07.06 provides a revised list of address and telephone numbers
pertaining to Transport Canada, Regional Dangerous Goods, Civil Aviation Offices only and not with the names of the Resource Persons – TDG indicated in section 7.2 of this manual.

### 7.2 RESOURCE PERSONS - TDG

<table>
<thead>
<tr>
<th>REGION</th>
<th>TITLE</th>
<th>NAME</th>
<th>PHONE NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headquarters</td>
<td>Chief Inspector</td>
<td>Judith Code</td>
<td>613-990-1060</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Ron Laviolette</td>
<td>613-990-1130</td>
</tr>
<tr>
<td></td>
<td></td>
<td>François Dagenais</td>
<td>613-991-3988</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: 613-954-1602</td>
<td></td>
</tr>
<tr>
<td>Airline Inspection</td>
<td>Inspector</td>
<td>Daniel Sylvestre</td>
<td>613-990-1068</td>
</tr>
<tr>
<td></td>
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<td>Pager: 613-782-9311</td>
<td></td>
</tr>
<tr>
<td>Atlantic</td>
<td>Superintendent Inspector</td>
<td>Paul Saulnier</td>
<td>506-851-7247</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Roger Auffrey</td>
<td>506-851-7557</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: 506-851-7190</td>
<td></td>
</tr>
<tr>
<td>Quebec</td>
<td>Superintendent Inspector</td>
<td>Jocelyne Raymond</td>
<td>514-633-2838</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Jean-Claude Morin</td>
<td>514-633-3697</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mona Desrosiers</td>
<td>418-640-2796</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Robert Duquette</td>
<td>418-640-2680</td>
</tr>
<tr>
<td></td>
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<td>Fax: 418-640-2680</td>
<td>418-961-2006</td>
</tr>
<tr>
<td></td>
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<td>Fax: 418-961-2009</td>
<td></td>
</tr>
<tr>
<td>Ontario</td>
<td>Superintendent Inspector</td>
<td>Glen Varley</td>
<td>416-952-0024</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Fred Campbell</td>
<td>416-952-0028</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Joanne Charette</td>
<td>416-952-0026</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Bob Hachey</td>
<td>416-952-0027</td>
</tr>
<tr>
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<td></td>
<td>Don Ferrier</td>
<td>416-952-0025</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: 416-952-0050</td>
<td></td>
</tr>
<tr>
<td>Prairie &amp; Northern Region</td>
<td>Superintendent Inspector</td>
<td>Fred Cunningham</td>
<td>780-495-5278</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Darren Bitz</td>
<td>780-495-6263</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Christine Burzynski</td>
<td>204-983-1424</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: 201-983-1734</td>
<td>780-495-5279</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Herbert Kretzer</td>
<td>780-495-7689</td>
</tr>
<tr>
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<td>David Greyeyes</td>
<td>780-495-4022</td>
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<tr>
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<td>Walter Palamar</td>
<td>204-984-5903</td>
</tr>
<tr>
<td></td>
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<td>Wayne Corney</td>
<td>Fax: 780-495-4622</td>
</tr>
<tr>
<td>Pacific</td>
<td>Superintendent Inspector</td>
<td>Lynne Meinert</td>
<td>604-666-5655</td>
</tr>
<tr>
<td></td>
<td>Inspector</td>
<td>Wayne Woolridge</td>
<td>604-666-7558</td>
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<tr>
<td></td>
<td>Inspector</td>
<td>Bill Chung</td>
<td>604-666-5645</td>
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<tr>
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<td>Inspector</td>
<td>Georges St. Pierre</td>
<td>604-666-0810</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: 604-666-0682</td>
<td></td>
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