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103.02 Inspection of Aircraft, Requests for Production of Documents and Prohibitions

(1) The owner or operator of an aircraft shall, on reasonable notice given by the Minister, make the aircraft available for inspection in accordance with the notice.
(2) Every person who

(a) is the holder of a Canadian aviation document,

(b) is the owner, operator or pilot-in-command of an aircraft in respect of which a Canadian aviation document, technical record or other document is kept, or

(c) has in possession a Canadian aviation document, technical record or other document relating to an aircraft or a commercial air service

shall produce the canadian aviation document, technical record or other document for inspection in accordance with the terms of a demand made by a peace officer, an immigration officer or the Minister.
(3) No person shall

(a) lend a Canadian aviation document to any person who is not entitled to it by these Regulations, or allow any such person to use a Canadian aviation document; or

(b) mutilate, alter or render illegible a Canadian aviation document.

(4) For the purposes of this Section, "other document" includes all writings, papers and other records made, held or maintained by the owner, operator or pilot-in-command of an aircraft for the purpose of recording any action, activity, performance or use of the aircraft or any activity of the owner, operator or crew members in respect of that aircraft, whether or not the documents are required by law to be made, held or maintained.

103.03 Return of Canadian Aviation Documents

Where a Canadian aviation document has been suspended or cancelled, the person to whom it was issued shall return it to the Minister immediately after the effective date of the suspension or cancellation.

103.04 Record Keeping

Recording systems, including computer records and microfiche, that do not comprise entries on paper may be used to comply with the record-keeping requirements of these Regulations if

(a) measures are taken to ensure that the records contained in the recording systems are protected, by electronic or other means, against inadvertent loss or destruction and against tampering; and

(b) a copy of the records contained in the recording systems can be printed on paper and provided to the Minister on reasonable notice given by the Minister.

301.04 Markers and Markings

(1) When an aerodrome is closed permanently, the operator of the aerodrome shall remove all of the markers and markings installed at the aerodrome.
(2) The operator of an aerodrome, other than a water aerodrome, shall install red flags or red cones along the boundary of an unserviceable movement area.
(3) Subsections (4) to (8) do not apply in respect of any manoeuvring area or part thereof that is closed for 24 hours or less.
(4) Where a runway or part of a runway is closed, the operator of the aerodrome shall place closed markings, as set out in Schedule I to this Subpart, on the runway as follows:

(a) where the runway is greater than 1 220 m (4,000 feet) in length, a closed marking shall be located at each end of the closed runway or part thereof and additional closed markings shall be located on the closed runway or part thereof at intervals not exceeding 300 m (1,000 feet);

(b) where the runway is greater than 450 m (1,500 feet) but not greater than 1 220 m (4,000 feet) in length, a closed marking of not less than one-half the dimensions set out in that Schedule shall be located at each end of the closed runway or part thereof and an additional closed marking of the same dimensions shall be located on the closed runway or part thereof at a point equidistant from the two markings; or

(c) where the runway is 450 m (1,500 feet) or less in length, a closed marking of not less than one-half the dimensions set out in that Schedule shall be located at each end of the closed runway or part thereof.

(5) Where a taxiway or part of a taxiway is closed, the operator of the aerodrome shall place on each end of the closed taxiway, or part thereof, a closed marking with the dimensions set out in Schedule I to this Subpart.
(6) Where a helicopter take-off and landing area at an aerodrome is closed, the operator of the aerodrome shall

(a) place a closed marking over the letter "H", where the letter "H" identifies the helicopter take-off and landing area, or, where no letter identifies the helicopter take-off and landing area, over the centre of the area; or

(b) comply with subsection (4), where the helicopter take-off and landing area is a runway.

(7) Where a manoeuvring area or part thereof is closed permanently, the operator of the aerodrome shall

(a) obliterate all of the markings that indicate that the manoeuvring area or part thereof is open; and

(b) subject to subsection (8), paint on the manoeuvring area or part thereof the markings required pursuant to subsections (4) to (6).

(8) Where the surface of a manoeuvring area or part thereof is snow-covered or otherwise unsuitable for painting or where the closure is not permanent, closed markings may be applied by means of a conspicuously coloured dye or may be constructed from a suitable conspicuously coloured material or product.

301.06 Wind Direction Indicator

(1) Except where the direction of the wind at an aerodrome can be determined by radio or other means such as smoke movement in the air or wind lines on water, the operator of the aerodrome shall install and maintain at the aerodrome a wind direction indicator that is

(a) of a conspicuous colour or colours;

(b) in the shape of a truncated cone;

(c) visible from an aircraft flying at an altitude of 300 m (1,000 feet) above the wind direction indicator; and

(d) illuminated when the aerodrome is used at night.

(2) When an aerodrome is closed permanently, the operator of the aerodrome shall immediately remove all of the wind direction indicators installed at the aerodrome.

301.07 Lighting

(1) Subject to subsection (2), where a runway is used at night, the operator of the aerodrome shall indicate each side of the runway along its length with a line of fixed white lights that is visible in all directions from an aircraft in flight at a distance of not less than two nautical miles.
(2) Where it is not practical to provide at an aerodrome the fixed white lights referred to in subsection (1) for reasons such as the lack of an available electrical power source or insufficient air traffic, the operator of the aerodrome may, if a fixed white light is displayed at each end of the runway to indicate runway alignment, use white retro-reflective markers that are capable of reflecting aircraft lights and that are visible at a distance of not less than two nautical miles from an aircraft in flight that is aligned with the centre line of the runway.
(3) The lines of lights or retro-reflective markers required by subsection (1) or (2) shall be arranged so that

(a) the lines of lights or markers are parallel and of equal length and the transverse distance between the lines is equal to the runway width in use during the day;

(b) the distance between adjacent lights or markers in each line is the same and is not more than 60 m (200 feet);

(c) each line of lights or markers is not less than 420 m (1,377 feet) in length and contains no fewer than eight lights or markers; and

(d) each light or marker in a line of lights or markers is situated opposite to a light or marker in the line of lights or markers on the other side of the runway, so that a line connecting them forms a right angle to the centre line of the runway.

(4) Fixed white lights displayed at each end of a runway pursuant to subsection (2) shall be placed so that they are not likely to cause a hazard that could endanger persons or property.
(5) Where a taxiway is used at night, the operator of the aerodrome shall indicate each side of the taxiway with a line of fixed blue lights or blue retro-reflective markers placed so that the two lines of lights or markers are parallel and the distance between adjacent lights or markers in each line is not more than 60 m (200 feet).
(6) Where a manoeuvring area or part thereof or a heliport is closed, the operator of the aerodrome shall not operate the lights or keep the retro-reflective markers thereon, except as required for maintenance of the lights and markers.
(7) Where an aerodrome is used at night, the operator of the aerodrome shall indicate an unserviceable portion of the movement area with fixed red lights, red retro-reflective markers or floodlighting.
(8) Where an aircraft parking area at an aerodrome is used at night, the operator of the aerodrome shall indicate the boundary of the area with fixed blue lights or blue retro-reflective markers, placed at intervals not exceeding 60 m (200 feet), or with floodlighting.
(9) Subject to subsection (10), where a heliport is used at night for the take-off or landing of helicopters, the operator of the heliport shall illuminate the entire take-off and landing area with floodlights or

(a) where the take-off and landing area is rectangular, shall indicate the boundary with no fewer than eight fixed yellow lights, including one light at each corner, placed so that adjacent lights are not more than 13 m (42.5 feet) apart; or

(b) where the take-off and landing area is circular, shall indicate the boundary with no fewer than five fixed yellow lights placed so that adjacent lights are not more than 13 m (42.5 feet) apart.

(10) Where it is not practical to provide at a heliport the fixed yellow lights referred to in subsection (9) for reasons such as lack of an available electrical power source or insufficient air traffic, the operator of the heliport may use yellow retro-reflective markers that are capable of reflecting aircraft lights and that are visible at a distance of not less than two nautical miles from an aircraft in flight that is aligned with the approach path, if

(a) a light source is provided to show the location of the heliport; or

(b) where there is only one path for approach and departure, two lights are used to show the approach orientation.

(11) Where the lighting required by subsections (1), (2), (5) and (7) to (10) is operated by a radio-controlled system capable of activation from an aircraft, the system shall meet the requirements set out in Schedule II to this Subpart.
(12) The operator of an aerodrome may display flare pots to provide temporary lighting for the landing or take-off of aircraft.

301.08 Prohibitions

No person shall

(a) walk, stand, drive a vehicle, park a vehicle or aircraft or cause an obstruction on the movement area of an aerodrome, except in accordance with permission given

(i) by the operator of the aerodrome, and

(ii) where applicable, by the appropriate air traffic control unit or flight service station;

(b) tow an aircraft on an active movement area at night unless the aircraft displays operating wingtip, tail and anti-collision lights or is illuminated by lights mounted on the towing vehicle and directed at the aircraft;

(c) park or otherwise leave an aircraft on an active manoeuvring area at night unless the aircraft displays operating wingtip, tail and anti-collision lights or is illuminated by lanterns suspended from the wingtips, tail and nose of the aircraft;

(d) operate any vessel, or cause any obstruction, on the surface of any part of a water area of an aerodrome that is to be kept clear of obstructions in the interest of aviation safety, when ordered, by signal or otherwise, to leave or not to approach that area by the appropriate air traffic control unit or flight service station or by the operator of the aerodrome;

(e) knowingly remove, deface, extinguish or interfere with a marker, marking, light or signal that is used at an aerodrome for the purpose of air navigation, except in accordance with permission given

(i) by the operator of the aerodrome, and

(ii) where applicable, by the appropriate air traffic control unit or flight service station;

(f) at a place other than an aerodrome, knowingly display a marker, marking, light or signal that is likely to cause a person to believe that the place is an aerodrome;

(g) knowingly display at or in the vicinity of an aerodrome a marker, marking, sign, light or signal that is likely to be hazardous to aviation safety by causing glare or by causing confusion with or preventing clear visual perception of a marker, marking, sign, light or signal that is required under this Subpart;

(h) allow a bird or other animal that is owned by the person or that is in the person's custody or control to be unrestrained within the boundaries of an aerodrome except for the purpose of controlling other birds or animals at the aerodrome as permitted by the operator; or

(i) discharge a firearm within or into an aerodrome without the permission of the operator of the aerodrome.

301.09 Fire Prevention

(1) Subject to subsection 301.07(12) and subsections (2) and (3), no person shall, while at an aerodrome, smoke or display an open flame

(a) on an apron;

(b) on an aircraft loading bridge or on a gallery or balcony that is contiguous to or that overhangs an apron; or

(c) in an area where smoking or the presence of an open flame is likely to create a fire hazard that could endanger persons or property.

(2) The operator of an aerodrome may, in writing, authorize maintenance or servicing operations on an apron that involve the use, production or potential development of an open flame or that involve the production or potential development of a spark where the operations are conducted in a manner that is not likely to create a fire hazard that could endanger persons or property.
(3) The operator of an aerodrome may permit smoking in an enclosed building or shelter located on an apron where such smoking is not likely to create a fire hazard that could endanger persons or property

302.10 Prohibitions

No person shall

(a) operate an aerodrome referred to in subsection 302.01(1) unless an airport certificate is issued in respect of that aerodrome;

(b) knowingly use an airport in a manner contrary to a condition set out in the airport certificate;

(c) walk, stand, drive a vehicle, park a vehicle or aircraft or cause an obstruction on the movement area of an airport, except in accordance with permission given

(i) by the operator of the airport, and

(ii) where applicable, by the appropriate air traffic control unit or flight service station;

(d) operate any vessel, or cause any obstruction, on the surface of any part of a water area of an airport that is to be kept clear of obstructions in the interest of aviation safety, when ordered, by signal or otherwise, to leave or not to approach that area by the appropriate air traffic control unit or flight service station or by the operator of the airport;

(e) tow an aircraft on an active movement area at night unless the aircraft displays operating wingtip, tail and anti-collision lights or is illuminated by lights mounted on the towing vehicle and directed at the aircraft being towed;

(f) park or otherwise leave an aircraft on an active manoeuvring area at night unless the aircraft displays operating wingtip, tail and anti-collision lights or is illuminated by lanterns suspended from the wingtips, tail and nose of the aircraft;

(g) at an airport, knowingly remove, deface, extinguish or interfere with a marker, marking, light or signal that is used for the purpose of air navigation, except in accordance with permission given

(i) by the operator of the airport, and

(ii) where applicable, by the appropriate air traffic control unit or flight service station;

(h) at or in the vicinity of an airport, knowingly display a marker, marking, sign, light or signal that is likely to be hazardous to aviation safety by causing glare or by causing confusion with or preventing clear visual perception of a marker, marking, sign, light or signal that is required under this Subpart;

(i) allow a bird or other animal that is owned by the person or that is in the person's custody or control to be unrestrained within the boundaries of an airport, except for the purpose of controlling other birds or animals at the airport as permitted by the operator; or

(j) discharge a firearm within or into an airport without the permission of the operator of the airport.

302.11 Fire Prevention

(1) Subject to subsections (2) to (4), no person shall, at an airport, smoke or display an open flame

(a) on an apron;

(b) on an aircraft loading bridge or on a gallery or balcony that is contiguous to or that overhangs an apron; or

(c) in an area where smoking or an open flame is likely to create a fire hazard that could endanger persons or property.

(2) The operator of an airport may display flare pots to provide temporary lighting for the take-off or landing of aircraft.
(3) The operator of an airport may, in writing, authorize maintenance or servicing operations on an apron that involve the use, production or potential development of an open flame or that involve the production or potential development of a spark where the operations are conducted in a manner that is not likely to create a fire hazard that could endanger persons or property.
(4) The operator of an airport may permit smoking in an enclosed building or shelter located on an apron where such smoking is not likely to create a fire hazard that could endanger persons or property.

Requirement to Hold a Flight Crew Permit, Licence or Rating

401.03(1) No person shall act as a flight crew member or exercise the privileges of a flight crew permit, licence or rating unless

(a) subject to subsection (2) and Sections 401.19 to 401.27, the person is the holder of, and can produce while so acting and while exercising such privileges, the appropriate permit, licence or rating; and

(b) the person is the holder of, and can produce while so acting and while exercising such privileges, a valid and appropriate medical certificate.

(2) A person who holds a military flight crew permit, licence or rating or a flight crew permit, licence or rating issued by a contracting state other than Canada may act as a flight crew member or exercise the privileges of a flight crew permit, licence or rating for the sole purpose of the person's flight test where

(a) the test is conducted in accordance with Section 401.15; and

(b) no passenger other than the person referred to in paragraph 401.15(1)(a) is carried on board the aircraft.

Flight Crew Members of Aircraft Registered in Contracting States Other Than Canada

401.04 No person shall act as a flight crew member or exercise the privileges of a flight crew licence in Canada in an aircraft registered in a contracting state other than Canada, unless the person holds, and can produce while so acting or while exercising such privileges,

(a) a flight crew licence issued under this Subpart; or

(b) a flight crew licence, or a document equivalent to a foreign licence validation certificate, that is issued under the laws of the contracting state.

Recency Requirements

401.05(1) Notwithstanding any other provision of this Subpart, no holder of a flight crew permit, licence or rating, other than the holder of a flight engineer licence, shall exercise the privileges of the permit, licence or rating unless

(a) the holder has acted as pilot-in-command or co-pilot of an aircraft within the five years preceding the flight; or

(b) within the 12 months preceding the flight

(i) the holder has completed a flight review, in accordance with the personnel licensing standards, conducted by the holder of a flight instructor rating for the same category of aircraft,

(ii) the flight instructor who conducted the flight review has certified in the holder's personal log that the holder meets the skill requirements for the issuance of the permit or licence set out in the personnel licensing standards, and

(iii) the holder has successfully completed the appropriate examination specified in the personnel licensing standards.

(2) Notwithstanding any other provision of this Subpart, no holder of a flight crew permit or licence, other than the holder of a flight engineer licence, shall exercise the privileges of the permit or licence in an aircraft unless the holder

(a) has successfully completed a recurrent training program in accordance with the personnel licensing standards within the 24 months preceding the flight; and

(b) where a passenger other than a flight test examiner designated by the Minister is carried on board the aircraft, has completed, within the six months preceding the flight,

(i) in the case of an aircraft other than a glider or a balloon, in the same category and class of aircraft as the aircraft, or in a Level B, C or D simulator of the same category and class as the aircraft, at least

(A) five night or day take-offs and five night or day

landings, if the flight is conducted wholly by day, or

(B) five night take-offs and five night landings, if the flight is conducted wholly or partly by night,

(ii) in the case of a glider, at least

(A) five take-offs and five landings in a glider, or

(B) two take-offs and two landings in a glider with the holder of a flight instructor rating - glider and obtained a certification of competence to carry passengers on board a glider from that holder in accordance with the personnel licensing standards, and

(iii) in the case of a balloon, at least
(amended 2001/03/01; previous version)

(A) five landings in a balloon by day and five take-offs in a balloon by day or night, if the flight is conducted by day, or
(amended 2001/03/01; previous version)

(B) five landings in a balloon by day and five take-offs in a balloon by night, if the flight is conducted partly by night.
(amended 2001/03/01; previous version)

(3) No holder of an instrument rating shall exercise the privileges referred to in Section 401.47 unless the holder has

(a) within the 12 months preceding the flight, successfully completed an instrument rating flight test in an aircraft or in a Level B, C or D simulator of the same group as the aircraft;

(b) within the six months preceding the flight, acquired six hours of instrument time and completed six instrument approaches to the minima specified in the *Canada Air Pilot* in an aircraft, in actual or simulated instrument meteorological conditions, or in a Level B, C or D simulator of the same category as the aircraft or in a flight training device under the supervision of a person who holds the qualifications referred to in subsection 425.21(9) of the personnel licensing standards;
(amended 2001/03/01; previous version)

(c) within the six months preceding the flight, acquired six hours of instrument time and completed six instrument approaches to the minima specified in the *Canada Air Pilot* in an aircraft, in actual or simulated instrument meteorological conditions, while acting as a flight instructor conducting training in respect of the endorsement of a flight crew licence or permit with an instrument rating; or
(amended 2001/03/01; previous version)

(d) successfully completed, for an aircraft, a pilot proficiency check whose validity period has not expired and which included the instrument procedures portion of
(amended 2001/03/01; previous version)

(i) Schedule I to Standard 624 - *Private Operator Passenger Transportation* of the *General Operating and Flight Rules Standards*, in respect of aircraft operated under Subpart 4 of Part VI, and
(amended 2001/03/01; previous version)

(ii) the following schedules to the *Commercial Air Services Standards* in respect of the

corresponding aircraft operated under Subparts 2 to 5 of Part VII:
(amended 2001/03/01; previous version)

(A) Schedule I to Standard 722 - *Aerial Work* in respect of aeroplanes operated under Subpart 2,
(amended 2001/03/01; previous version)

(B) Schedule II to Standard 722 - *Aerial Work* in respect of helicopters operated under Subpart 2,
(amended 2001/03/01; previous version)

(C) Schedule I to section 723.88 of Standard 723 - *Air Taxi - Aeroplanes* in respect of aeroplanes operated under Subpart 3,
(amended 2001/03/01; previous version)

(D) the schedule to section 723.88 of Standard 723 - *Air Taxi - Helicopters* in respect of helicopters operated under Subpart 3,
(amended 2001/03/01; previous version)

(E) Schedule I or II to section 724.108 of Standard 724 - *Commuter Operations - Aeroplanes* in respect of aeroplanes operated under Subpart 4,
(amended 2001/03/01; previous version)

(F) the Helicopter Schedule to section 724.108 of Standard 724 - *Commuter Operations - Helicopters* in respect of helicopters operated under Subpart 4, or
(amended 2001/03/01; previous version)

(G) Schedule I, II or III to section 725.106 of Standard 725 - *Airline Operations - Aeroplanes* in respect of aeroplanes operated under Subpart 5.
(amended 2001/03/01; previous version)

(4) No holder of a flight engineer licence shall exercise the privileges set out in Section 401.37 unless

(a) the holder has acted as flight engineer on board an aircraft within the five years preceding the flight or has met the written examination requirements for the licence within the 12 months preceding the flight; and

(b) where a passenger or a trainee is carried on board the aircraft, the holder has, within the six months preceding the flight, acted as flight engineer

(i) in an aircraft of the same type, or

(ii) in a synthetic flight trainer for an aircraft of the same type.

(5) No holder of a second officer rating shall exercise the privileges set out in Section 401.53 unless

(a) the holder has acted as a second officer on board an aircraft within the five years preceding the flight; and

(b) where a passenger or a trainee is carried on board the aircraft, the holder has, within the six months preceding the flight, acted as a second officer in

(i) an aircraft of the same type, or

(ii) a synthetic flight trainer for an aircraft of the same type.

(6) No holder of a flight instructor rating - ultra-light aeroplane shall exercise the privileges set out in Section 401.88 unless

(a) the holder has

(i) acted as pilot-in-command or co-pilot of an aircraft within the five years preceding the flight, or

(ii) met the written examination requirements for the rating within the 12 months preceding the flight;

(b) the holder has successfully completed a recurrent training program in accordance with the personnel licensing standards within the 24 months preceding the flight; and

(c) the holder has, where a student is carried on board the aeroplane, completed at least five take-offs and five landings in an ultra-light aeroplane of the same control configuration within the six months preceding the flight.

Personal Logs

401.08(1) Every applicant for, and every holder of, a flight crew permit, licence or rating shall maintain a personal log in accordance with subsection (2) and with the personnel licensing standards for the documentation of

(a) experience acquired in respect of the issuance of the flight crew permit, licence or rating; and
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(b) recency.

(2) A personal log that is maintained for the purposes referred to in paragraphs (1)(a) and (b) shall contain the holder's name and the following information in respect of each flight:

(a) the date of the flight;

(b) the type of aircraft and its registration mark;

(c) the flight crew position in which the holder acted;

(d) the flight conditions with respect to day, night, VFR and IFR;

(e) in the case of a flight in a aeroplane or helicopter, the place of departure and the place of arrival;

(f) in the case of a flight in an aeroplane, all of the intermediate take-offs and landings;

(g) the flight time;

(h) in the case of a flight in a glider, the method of launch used for the flight; and

(i) in the case of a flight in a balloon, the method of inflation used for the flight.

(3) No person shall make an entry in a personal log unless the person

(a) is the holder of the log; or

(b) has been authorized to make the entry by the holder of the log.

Gliders - Privileges

401.24 The holder of a pilot licence - glider may, under day VFR, act as

(a) pilot-in-command of a glider in which no passenger is carried on board;

(b) pilot-in-command of a glider in which passengers are carried on board where

(i) the glider is launched by a method of launch endorsed by the holder of a flight instructor rating - glider in the holder's personal log pursuant to subsection 401.18(1) or (2), and

(ii) the method of launch has been used by the holder for not less than three previous solo flights; and

(c) pilot-in-command or co-pilot of any aircraft for the sole purpose of the holder's flight training or flight test where

(i) in the case of flight training,

(A) it is conducted under the direction and supervision of a flight instructor qualified in accordance with section 425.21 of the personnel licensing standards, and (amended 2001/03/01; previous version)

(B) no passenger is carried on board, and

(ii) in the case of a flight test,

(A) it is conducted in accordance with Section 401.15, and

(B) no passenger other than the person referred to in paragraph 401.15(1)(a) is carried on board.

404.03 Requirement to Hold a Medical Certificate

No person shall exercise or attempt to exercise the privileges of a permit, licence or rating unless the person holds a valid medical certificate of a category that is appropriate for that permit, licence or rating, as specified in Section 404.10.

404.04 Issuance, Renewal and Validity Period of Medical Certificate

(1) Subject to subsection (2) and subsection 404.05(1), the Minister shall issue or renew a medical certificate on receipt of an application therefor if

(a) where the applicant is applying for a medical certificate in connection with an application for a student pilot permit-aeroplane, pilot permit - recreational, pilot or student pilot permit - ultra-light aeroplane, a pilot licence - glider or student pilot permit - glider, the applicant has completed and submitted a medical declaration, in accordance with the personnel licensing standards, that attests to the fact that the applicant is medically fit to exercise the privileges of the permit or licence that is applied for; or

(b) in any case not referred to in paragraph (a), it is established, by means of a medical examination conducted by a physician referred to in Section 404.16, that the applicant meets the medical fitness requirements specified in the personnel licensing standards.

(2) The Minister

(a) may request an applicant for the issuance or renewal of a medical certificate to undergo, before a specified date, any medical tests or examinations that are necessary to determine whether the applicant meets the medical fitness requirements specified in the personnel licensing standards;

(b) shall not issue or renew a medical certificate until the applicant has undergone all of the tests and examinations requested by the Minister pursuant to paragraph (a); and

(c) may suspend, or refuse to issue or renew, the applicant's medical certificate if the applicant fails to comply with the request referred to in paragraph (a) before the specified date.

(3) The Minister may

(a) request the holder of a medical certificate to undergo, before a specified date, any medical tests or examinations or provide any additional medical information, as necessary to determine whether the holder continues to meet the medical fitness requirements specified in the personnel licensing standards; and

(b) suspend, or refuse to renew, the holder's medical certificate if the holder fails to comply with the request referred to in paragraph (a) before the specified date.

(4) A medical certificate is subject to any restrictions or limitations that have been endorsed on the certificate in accordance with subsection 404.05(2).
(5) Subject to subsection (6), a medical certificate is valid until the date specified on the certificate by the Minister in accordance with the personnel licensing standards.
(6) The maximum period of validity of a medical certificate is

(a) 12 months for the holder of an airline transport pilot licence - aeroplane or helicopter;

(b) 12 months for the holder of a commercial pilot licence - aeroplane or helicopter;

(c) 24 months for the holder of a student pilot permit - helicopter or a private pilot licence - aeroplane or helicopter;

(d) 60 months for the holder of a student pilot permit - glider or a pilot licence - glider;

(e) 60 months for the holder of a student pilot permit - aeroplane or a pilot permit - recreational;

(f) 24 months for the holder of a pilot licence - balloon;

(g) 12 months for the holder of a flight engineer licence;

(h) 24 months for the holder of an air traffic controller licence;

(i) 60 months for the holder of a flight instructor rating - glider or ultra-light aeroplane; and

(j) 60 months for the holder of a student pilot permit or pilot permit - ultra-light aeroplane.

404.06 Prohibition Regarding Exercise of Privileges

(1) Subject to subsection (3), no holder of a permit, licence or rating shall exercise the privileges of the permit, licence or rating if

(a) one of the following circumstances exists and could impair the holder's ability to exercise those privileges safely:

(i) the holder suffers from an illness, injury or disability,

(ii) the holder is taking a drug, or

(iii) the holder is receiving medical treatment;

(b) the holder has been involved in an aircraft accident that is wholly or partially the result of any of the circumstances referred to in paragraph (a);

(c) the holder has entered the thirtieth week of pregnancy, unless the medical certificate is issued in connection with an air traffic

controller licence, in which case the holder may exercise the privileges of the permit, licence or rating until the onset of labour; or

(d) the holder has given birth in the preceding six weeks.

(2) No holder of a permit, licence or rating who is referred to in paragraph (1)(b), (c) or (d) shall exercise the privileges of the permit, licence or rating unless

(a) the holder has undergone a medical examination referred to in Section 404.18; and

(b) the medical examiner has indicated on the holder's medical certificate that the holder is medically fit to exercise the privileges of the permit, licence or rating.

(3) The Minister may, in writing, authorize the holder of a medical certificate to exercise, under the circumstances described in paragraph (1)(a) or (d), the privileges of the permit, licence or rating to which the medical certificate relates if such authorization is in the public interest and is not likely to affect aviation safety.

404.18 Permission to Continue to Exercise the Privileges of a Permit, Licence or Rating

(1) Where the holder of a medical certificate undergoes a medical examination by a physician referred to in paragraph 404.16(a) or (b) for the purpose of obtaining permission to continue to exercise the privileges of the holder's permit, licence or rating, the medical examiner shall

(a) return the medical certificate to the applicant with the appropriate endorsement marked on it, namely,

(i) "fit",

(ii) "fit", subject to any restriction already endorsed on the medical certificate, or

(iii) "unfit"; and

(b) sign and date the medical certificate and stamp it with the medical examiner's official stamp, if any.

(2) Where the applicant's medical certificate has been marked with an endorsement referred to in subparagraph (1)(a)(i) or (ii), the certificate is valid for a period of 90 days from the date that it was endorsed or the date of expiry of the certificate, whichever is the later.

406.56 Daily Flight Record (Regulation)

A flight training unit that operates an aeroplane, a helicopter or a glider shall, for the purpose of maintaining operational control, establish, maintain and retain for at least two years after an entry is made a daily flight record that meets the personnel licensing standards.

426.56 *Daily Flight Record (Standard)*

A daily flight record shall include the following information:

(a) date;

(b) aircraft registration;

(c) pilot-in-command;

(d) trainee;

(e) exercise or lesson plan to be conducted;

(f) flight instructor’s authorization;

(g) trainee’s acknowledgement;

(h) time up;

(i) time down;

(j) air time; and

(k) flight time.

601.01 (1) Controlled airspace consists of the following types of airspace:

(a) control area extensions;

(b) control zones;

(c) high level airways;

(d) high level airspace;

(e) low level airways;

(f) Arctic, Northern and Southern Control Areas;

(g) terminal control areas;

(h) transition areas;

(i) restricted airspace;

(j) advisory airspace;

(k) military operations areas; and

(l) danger areas.

(2) Uncontrolled airspace consists of the following types of airspace:

(a) high level air routes;

(b) low level air routes;

(c) restricted airspace;

(d) advisory airspace;

(e) military operations areas; and

(f) danger areas.

(3) The horizontal and vertical limits of any airspace of a type referred to in subsection (1) or (2) shall be as specified in the *Designated Airspace Handbook*.
(4) The geographical locations of and the horizontal and vertical limits of the following areas, zones, regions and points are as specified in the *Designated Airspace Handbook*:

(a) air defence identification zones;

(b) altimeter setting regions;

(c) standard pressure regions;

(d) mountainous regions;

(e) holding points;

(f) reporting points;

(g) intersections;

(h) control towers;

(i) military terminal control areas;

(j) flight information regions; and

(k) any other areas, zones, regions and points that are specified in the *Designated Airspace Handbook*.

Airspace Classification

601.02 (1) The class of any controlled airspace of a type referred to in subsection 601.01(1) is one of the following, as specified in the *Designated Airspace Handbook*:

(a) Class A;

(b) Class B;

(c) Class C;

(d) Class D;

(e) Class E;

(f) Class F Special Use Restricted; or

(g) Class F Special Use Advisory.

(2) The class of any uncontrolled airspace of a type referred to in subsection 601.01(2) is one of the following, as specified in the *Designated Airspace Handbook*:

(a) Class G;

(b) Class F Special Use Restricted; or

(c) Class F Special Use Advisory.

Transponder Airspace

601.03 Transponder airspace consists of

(a) all Class A, B and C airspace; and

(b) any Class D or E airspace specified as transponder airspace in the *Designated Airspace Handbook*.

IFR or VFR Flight in Class F Special Use Restricted Airspace or Class F Special Use Advisory Airspace

601.04 (1) The procedures for the operation of aircraft in Class F Special Use Restricted airspace and Class F Special Use Advisory airspace are those specified in the *Designated Airspace Handbook*.
(2) No person shall operate an aircraft in Class F Special Use Restricted airspace unless authorized to do so by the person specified for that purpose in the *Designated Airspace Handbook*.
(3) For the purposes of subsection (2), a person specified in the *Designated Airspace Handbook* may authorize the operation of an aircraft where activities on the ground or in the airspace are not hazardous to aircraft operating in that airspace and access by aircraft to that airspace does not jeopardize national security interests.

VFR Flight in Class A Airspace

601.06 (1) No person shall operate a VFR aircraft in Class A airspace unless the aircraft is operated in accordance with an authorization issued by the Minister.
(2) The Minister may issue an authorization referred to in subsection (1) where the operation of the aircraft is in the public interest and is not likely to affect aviation safety.

VFR Flight in Class B Airspace

601.07 (1) No person shall operate a VFR aircraft in Class B airspace unless the aircraft is operated in accordance with an air traffic control clearance or an authorization issued by the Minister.
(2) The Minister may issue an authorization referred to in subsection (1) where the operation of the aircraft is in the public interest and is not likely to affect aviation safety.
(3) The pilot-in-command of a VFR aircraft operating in Class B airspace in accordance with an air traffic control clearance shall, when it becomes evident that it will not be possible to operate the aircraft in VMC at the altitude or along the route specified in the air traffic control clearance,

(a) where the airspace is a control zone, request authorization to operate the aircraft in special VFR flight; and

(b) in any other case,

(i) request an amended air traffic control clearance that will enable the aircraft to be operated in VMC to the destination specified in the flight plan or to an alternate aerodrome, or

(ii) request an air traffic control clearance to operate the aircraft in IFR flight.

VFR Flight in Class C Airspace

601.08 (1) Subject to subsection (2), no person operating a VFR aircraft shall enter Class C airspace unless the person receives a clearance to enter from the appropriate air traffic control unit before entering the airspace.
(2) The pilot-in-command of a VFR aircraft that is not equipped with radiocommunication equipment capable of two-way communication with the appropriate air traffic control unit may, during daylight in VMC, enter Class C airspace if the pilot-in-command receives authorization to enter from the appropriate air traffic control unit before entering the airspace.
(3) Class C airspace becomes Class E airspace when the appropriate air traffic control unit is not in operation.

VFR Flight in Class D Airspace

601.09 (1) Subject to subsection (2), no person operating a VFR aircraft shall enter Class D airspace unless the person establishes two-way radio contact with the appropriate air traffic control unit before entering the airspace.
(2) The pilot-in-command of a VFR aircraft that is not equipped with radiocommunication equipment capable of two-way communication with the appropriate air traffic control unit may, during daylight in VMC, enter Class D airspace if the pilot-in-command receives authorization to enter from the appropriate air traffic control unit before entering the airspace.
(3) Class D airspace becomes Class E airspace when the appropriate air traffic control unit is not in operation.

Forest Fire Aircraft Operating Restrictions

601.15 No person shall operate an aircraft

(a) over a forest fire area, or over any area that is located within five nautical miles of a forest fire area, at an altitude of less than 3,000 feet AGL; or

(b) in any airspace that is described in a NOTAM issued pursuant to Section 601.16.

Issuance of NOTAM for Forest Fire Aircraft Operating Restrictions

601.16 The Minister may issue a NOTAM that relates to restrictions on the operation of aircraft in the case of a forest fire and that describes

(a) the location and dimensions of the forest fire area; and

(b) the airspace in which forest fire control operations are being conducted.

Reckless or Negligent Operation of Aircraft

602.01 No person shall operate an aircraft in such a reckless or negligent manner as to endanger or be likely to endanger the life or property of any person.

Fitness of Flight Crew Members

602.02 No operator of an aircraft shall require any person to act as a flight crew member and no person shall act as a flight crew member, if either the person or the operator has any reason to believe, having regard to the circumstances of the particular flight to be undertaken, that the person

(a) is suffering or is likely to suffer from fatigue; or

(b) is otherwise unfit to perform properly the person's duties as a flight crew member.

Alcohol or Drugs - Crew Members

602.03 No person shall act as a crew member of an aircraft

(a) within eight hours after consuming an alcoholic beverage;

(b) while under the influence of alcohol; or

(c) while using any drug that impairs the person's faculties to the extent that the safety of the aircraft or of persons on board the aircraft is endangered in any way.

Alcohol or Drugs - Passengers

602.04 (1) In this section, "intoxicating liquor" means a beverage that contains more than 2.5 per cent proof spirits.
(2) No person shall consume on board an aircraft an intoxicating liquor unless the intoxicating liquor

(a) has been served to that person by the operator of the aircraft; or

(b) where no flight attendant is on board, has been provided by the operator of the aircraft.

(3) No operator of an aircraft shall provide or serve any intoxicating liquor to a person on board the aircraft, where there are reasonable grounds to believe that the person's faculties are impaired by alcohol or a drug to an extent that may present a hazard to the aircraft or to persons on board the aircraft.
(4) Subject to subsection (5), no operator of an aircraft shall allow a person to board the aircraft, where there are reasonable grounds to believe that the person's faculties are impaired by alcohol or a drug to an extent that may present a hazard to the aircraft or to persons on board the aircraft.
(5) The operator of an aircraft may allow a person whose faculties are impaired by a drug to board an aircraft, where the drug was administered in accordance with a medical authorization and the person is under the supervision of an attendant.

Compliance with Instructions

602.05 (1) Every passenger on board an aircraft shall comply with instructions given by any crew member respecting the safety of the aircraft or of persons on board the aircraft.
(2) Every crew member on board an aircraft shall, during flight time, comply with the instructions of the pilot-in-command or of any person whom the pilot-in-command has authorized to act on behalf of the pilot-in-command.

Smoking

602.06 (1) No person shall smoke on board an aircraft during take-off or landing or when directed not to smoke by the pilot-in-command.
(2) No person shall smoke in an aircraft lavatory.
(3) No person shall tamper with or disable a smoke detector installed in an aircraft lavatory without permission from a crew member or the operator of the aircraft.

Aircraft Operating Limitations

602.07 No person shall operate an aircraft unless it is operated in accordance with the operating limitations

(a) set out in the aircraft flight manual, where an aircraft flight manual is required by the applicable standards of airworthiness;

(b) set out in a document other than the aircraft flight manual, where use of that document is authorized pursuant to Part VII;

(c) indicated by markings or placards required pursuant to section 605.05; or

(d) prescribed by the competent authority of the state of registry of the aircraft.

Overflight of Built-up Areas or Open-air Assemblies of Persons during Take-offs, Approaches and Landings

602.12 (1) For the purposes of this section and sections 602.14 and 602.15, an aircraft shall be deemed to be operated over a built-up area or over an open-air assembly of persons if the built-up area or open-air assembly of persons is within a horizontal distance of
(amended 2003/03/01; previous version)

a) 500 feet from a helicopter or balloon;
(amended 2003/03/01; previous version)

b) 2,000 feet from an aircraft other than a helicopter or balloon.
(amended 2003/03/01; previous version)

(2) Except at an airport or military aerodrome, no person shall conduct a take-off, approach or landing in an aircraft over a built-up area or over an open-air assembly of persons, in a manner that is likely to create a hazard to persons or property.
(amended 2003/03/01; previous version)
(3) Except at an airport or military aerodrome, no person shall conduct a take-off, approach or landing in an aircraft over a built-up area or an open-air assembly of persons unless that aircraft will be operated at an altitude from which, in the event of an engine failure or any other emergency necessitating an immediate landing, the aircraft can land without creating a hazard to persons or property.
(amended 2003/03/01; previous version)

Take-offs, Approaches and Landings within Built-up Areas of Cities and Towns

602.13 (1) Except if otherwise permitted under this section, section 603.66 or Part VII, no person shall conduct a take-off, approach or landing in an aircraft within a built-up area of a city or town, unless that take-off, approach or landing is conducted at an airport or a military aerodrome.

(2) A person may conduct a take-off or landing in an aircraft within a built-up area of a city or town at a place that is not located at an airport or a military aerodrome where

(a) the place is not set apart for the operation of aircraft;

(b) the flight is conducted without creating a hazard to persons or property on the surface; and

(c) the aircraft is operated

(i) for the purpose of a police operation that is conducted in the service of a police authority, or

(ii) for the purpose of saving human life.

(3) A person may conduct a take-off in a balloon within a built-up area of a city or town from a place that is not located at an airport or a military aerodrome, where

(a) permission to use the place as a launch site has been obtained from the land owner;

(b) a special aviation event is not being held at that place at the time of take-off;

(c) no written objection in respect of the use of the place as a launch site has been received by the Minister from a competent land use authority;

(d) the diameter of the launch site is no less than the greater of

(i) 100 feet, and

(ii) the greatest dimension of the balloon, be it the length, width or height, plus 25 per cent; and

(e) the take-off point within the launch site is upwind of the highest obstacle in the take-off path by a horizontal distance equal to the height of that obstacle, and the take-off is conducted

(i) using a positive rate of climb to a minimum altitude of 500 feet above the highest obstacle located within a horizontal distance of 500 feet from the balloon, or

(ii) where the flight path of the balloon is directly over residential or commercial buildings or over an open-air assembly of persons, using the maximum rate of climb possible, considering operational and passenger safety.

(4) A person may conduct a landing in a balloon within a built-up area at a place that is not located at an airport or military aerodrome, where

(a) the landing is necessary to avoid endangering the safety of the persons on board; and

(b) the pilot-in-command contacts the appropriate air traffic control unit or flight service station, either prior to landing or as soon as possible after landing, and provides

(i) the balloon's nationality mark and registration mark,

(ii) the estimated or actual, as applicable, time and location of the landing, and

(iii) the reasons why it is believed that the safety of the persons on board is or was endangered.

Minimum Altitudes and Distances

602.14 (1) ***[Repealed]***
(amended 2003/03/01; previous version)
(2) Except where conducting a take-off, approach or landing or where permitted under section 602.15, no person shall operate an aircraft

(a) over a built-up area or over an open-air assembly of persons unless the aircraft is operated at an altitude from which, in the

event of an emergency necessitating an immediate landing, it would be possible to land the aircraft without creating a hazard to persons or property on the surface, and, in any case, at an altitude that is not lower than

(i) for aeroplanes, 1,000 feet above the highest obstacle located within a horizontal distance of 2,000 feet from the aeroplane,

(ii) for balloons, 500 feet above the highest obstacle located within a horizontal distance of 500 feet from the balloon, or

(iii) for an aircraft other than an aeroplane or a balloon, 1,000 feet above the highest obstacle located within a horizontal distance of 500 feet from the aircraft; and

(b) in circumstances other than those referred to in paragraph (a), at a distance less than 500 feet from any person, vessel, vehicle or structure.

Permissible Low Altitude Flight

602.15 (1) A person may operate an aircraft at altitudes and distances less than those specified in subsection 602.14(2) where the aircraft is operated at altitudes and distances that are no less than necessary for the purposes of the operation in which the aircraft is engaged, the aircraft is operated without creating a hazard to persons or property on the surface and the aircraft is operated

(a) for the purpose of a police operation that is conducted in the service of a police authority;

(b) for the purpose of saving human life;

(c) for fire-fighting or air ambulance operations;

(d) for the purpose of the administration of the *Fisheries Act* or the *Coastal Fisheries Protection Act*;

(e) for the purpose of the administration of the national or provincial parks; or

(f) for the purpose of flight inspection.

(2) A person may operate an aircraft, to the extent necessary for the purpose of the operation in which the aircraft is engaged, at altitudes and distances less than those set out in

(a) paragraph 602.14(2)(a), where operation of the aircraft is authorized under Subpart 3 or section 702.22; or

(b) paragraph 602.14(2)(b), where the aircraft is operated without creating a hazard to persons or property on the surface and the aircraft is operated for the purpose of

(i) aerial application or aerial inspection,

(ii) aerial photography conducted by the holder of an air operator certificate,

(iii) helicopter external load operations, or

(iv) flight training conducted by or under the supervision of a qualified flight instructor.

Right of Way - General

602.19 (1) Notwithstanding any other provision of this section,

(a) the pilot-in-command of an aircraft that has the right of way shall, if there is any risk of collision, take such action as is necessary to avoid collision; and

(b) where the pilot-in-command of an aircraft is aware that another aircraft is in an emergency situation, the pilot-in-command shall give way to that other aircraft.

(2) When two aircraft are converging at approximately the same altitude, the pilot-in-command of the aircraft that has the other on its right shall give way, except as follows:

(a) a power-driven, heavier-than-air aircraft shall give way to airships, gliders and balloons;

(b) an airship shall give way to gliders and balloons;

(c) a glider shall give way to balloons; and

(d) a power-driven aircraft shall give way to aircraft that are seen to be towing gliders or other objects or carrying a slung load.

(3) When two balloons operating at different altitudes are converging, the pilot-in-command of the balloon at the higher altitude shall give way to the balloon at the lower altitude.
(4) Where an aircraft is required to give way to another aircraft, the pilot-in-command of the first-mentioned aircraft shall not pass over or under, or cross ahead of, the other aircraft unless passing or crossing at such a distance as will not create a risk of collision.
(5) Where two aircraft are approaching head-on or approximately so and there is a risk of collision, the pilot-in-command of each aircraft shall alter its heading to the right.
(6) An aircraft that is being overtaken has the right of way and the pilot-in-command of the overtaking aircraft, whether climbing, descending or in level flight, shall give way to the other aircraft by altering the heading of the overtaking aircraft to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the pilot-in-command of the overtaking aircraft from this obligation until that aircraft has entirely passed and is clear of the other aircraft.
(7) Where an aircraft is in flight or manoeuvring on the surface, the pilot-in-command of the aircraft shall give way to an aircraft that is landing or about to land.
(8) The pilot-in-command of an aircraft that is approaching an aerodrome for the purpose of landing shall give way to any aircraft at a lower altitude that is also approaching the aerodrome for the purpose of landing.
(9) The pilot-in-command of an aircraft at a lower altitude, as described in subsection (8), shall not overtake or cut in front of an aircraft at a higher altitude that is in the final stages of an approach to land.
(10) No person shall conduct or attempt to conduct a take-off or landing in an aircraft until there is no apparent risk of collision with any aircraft, person, vessel, vehicle or structure in the take-off or landing path.

Avoidance of Collision

602.21 No person shall operate an aircraft in such proximity to another aircraft as to create a risk of collision.

Dropping of Objects

602.23 No person shall create a hazard to persons or property on the surface by dropping an object from an aircraft in flight.

Formation Flight

602.24 No person shall operate an aircraft in formation with other aircraft except by pre-arrangement between

(a) the pilots-in-command of the aircraft; or

(b) where the flight is conducted within a control zone, the pilots-in-command and the appropriate air traffic control unit.

Entering or Leaving an Aircraft in Flight

602.25 (1) No person shall enter or leave an aircraft in flight except with the permission of the pilot-in-command of the aircraft.
(2) No pilot-in-command of an aircraft shall permit a person to enter or leave the aircraft during flight unless

(a) the person leaves for the purpose of making a parachute descent; or

(b) the flight is authorized under Subpart 3 or the entering or leaving is permitted in accordance with section 702.19.

Parachute Descents

602.26 Except where permitted in accordance with section 603.37, no pilot-in-command of an aircraft shall permit, and no person shall conduct, a parachute descent from the aircraft

(a) in or into controlled airspace or an air route; or

(b) over or into a built-up area or an open-air assembly of persons.

Aerobatic Manoeuvres - Prohibited Areas and Flight Conditions

602.27 No person operating an aircraft shall conduct aerobatic manoeuvres

(a) over a built-up area or an open-air assembly of persons;

(b) in controlled airspace, except in accordance with a special flight operations certificate issued pursuant to section 603.67;

(c) when flight visibility is less than three miles; or

(d) below 2,000 feet AGL, except in accordance with a special flight operations certificate issued pursuant to section 603.02 or 603.67.

Aerobatic Manoeuvres with Passengers

602.28 No person operating an aircraft with a passenger on board shall conduct an aerobatic manoeuvre unless the pilot-in-command of the aircraft has engaged in

(a) at least 10 hours dual flight instruction in the conducting of aerobatic manoeuvres or 20 hours conducting aerobatic manoeuvres; and

(b) at least one hour of conducting aerobatic manoeuvres in the preceding six months.

Compliance with Air Traffic Control Instructions and Clearances

602.31 (1) Subject to subsection (3), the pilot-in command of an aircraft shall

(a) comply with and acknowledge, to the appropriate air traffic control unit, all of the air traffic control instructions directed to and received by the pilot-in-command; and

(b) comply with all of the air traffic control clearances received and accepted by the pilot-in-command and

(i) subject to subsection (2), in the case of an IFR flight, read back to the appropriate air traffic control unit the text of any air traffic control clearance received, and

(ii) in the case of a VFR flight, read back to the appropriate air traffic control unit the text of any air traffic control clearance received, when so requested by the air traffic control unit.

(2) Except if requested to do so by an air traffic control unit, the pilot-in-command of an IFR aircraft is not required to read back the text of an air traffic control clearance pursuant to paragraph (1)(b)(i) where

(a) the air traffic control clearance is received on the ground by the pilot-in-command before departing from a controlled aerodrome in respect of which a standard instrument departure procedure is specified in the *Canada Air Pilot*; or

(b) the receipt of the air traffic control clearance is acknowledged by the pilot-in-command by electronic means.

(3) The pilot-in-command of an aircraft may deviate from an air traffic control clearance or an air traffic control instruction to the extent necessary to carry out a collision avoidance manoeuvre, where the manoeuvre is carried out

(a) in accordance with a resolution advisory generated by an Airborne Collision Avoidance System (ACAS) or a Traffic Alert and Collision Avoidance System (TCAS); or

(b) in response to a warning from a Ground Proximity Warning System (GPWS) on board the aircraft.

(4) The pilot-in-command of an aircraft shall

(a) as soon as possible after initiating the collision avoidance manoeuvre referred to in subsection (3), inform the appropriate air traffic control unit of the deviation; and

(b) immediately after completing the collision avoidance manoeuvre referred to in subsection (3), comply with the last air traffic control clearance received and accepted by, or the last air traffic control instruction received and acknowledged by, the pilot-in-command.

Altimeter-setting and Operating Procedures in the Altimeter-setting Region

602.35 When an aircraft is operated in the altimeter-setting region, each flight crew member who occupies a flight crew member position that is equipped with an altimeter shall

(a) immediately before conducting a take-off from an aerodrome, set the altimeter to the altimeter setting of the aerodrome or, if that altimeter setting is not obtainable, to the elevation of the aerodrome;

(b) while in flight, set the altimeter to the altimeter setting of the nearest station along the route of flight or, where the nearest stations along the route of flight are separated by more than 150 nautical miles, to the altimeter setting of a station near the route of flight; and

(c) immediately before commencing a descent for the purpose of landing at an aerodrome, set the altimeter to the altimeter setting of the aerodrome, if that altimeter setting is obtainable.

Altimeter-setting and Operating Procedures in the Standard Pressure Region

602.36 (1) When an aircraft is operated in the standard pressure region, each flight crew member who occupies a flight crew member position that is equipped with an altimeter shall

(a) immediately before conducting a take-off from an aerodrome, set the altimeter to the altimeter setting of the aerodrome or, if that altimeter setting is not obtainable, to the elevation of the aerodrome;

(b) before reaching the flight level at which the flight is to be conducted, set the altimeter to 29.92 inches of mercury or 1,013.2 millibars; and

(c) immediately before commencing a descent for the purpose of landing at an aerodrome, set the altimeter to the altimeter setting of the aerodrome, if that altimeter setting is obtainable.

(2) Notwithstanding paragraph (1)(c), when a holding procedure is being conducted before landing at an aerodrome located in the standard pressure region, each flight crew member who occupies a flight crew member position that is equipped with an altimeter shall set the altimeter to the altimeter setting of the aerodrome immediately before descending below the lowest flight level at which the holding procedure is conducted.

Prohibition

602.58 No person shall operate an aircraft referred to in section 602.57 unless the operational and emergency equipment required by these Regulations is carried on board.

Equipment Standards

602.59 (1) Subject to subsection (2), no person shall operate an aircraft unless the operational and emergency equipment carried on board the aircraft

(a) meets the applicable standards specified in the *Airworthiness Manual*; and

(b) is functional.

(2) Paragraph (1)(a) does not apply in respect of the following operational and emergency equipment:

(a) survival equipment;

(b) a personal flotation device;

(c) a hand-held fire extinguisher, except if carried on board an aircraft operated under Subpart 4 or Part VII, where the extinguisher meets the applicable standards published by the Canadian Standards Association;

(d) a first aid kit, except if carried on board an aircraft operated under Subpart 4 or Part VII;

(e) aeronautical charts and publications;

(f) a timepiece; and

(g) a flashlight.

Survival Equipment - Flights over Land

602.61 (1) Subject to subsection (2), no person shall operate an aircraft over land unless there is carried on board survival equipment, sufficient for the survival on the ground of each person on board, given the geographical area, the season of the year and anticipated seasonal climatic variations, that provides the means for

(a) starting a fire;

(b) providing shelter;

(c) providing or purifying water; and

(d) visually signalling distress.

(2) Subsection (1) does not apply in respect of

(a) a balloon, a glider, a hang glider, a gyroplane or an ultra-light aeroplane;

(b) an aircraft that is operated within 25 nautical miles of the aerodrome of departure and that has the capability of radiocommunication with a surface-based radio station for the duration of the flight;

(c) a multi-engined aircraft that is operated south of 66o 30' north latitude

(i) in IFR flight within controlled airspace, or

(ii) along designated air routes;

(d) an aircraft that is operated by an air operator, where the aircraft is equipped with equipment specified in the air operator's company operations manual, but not with the equipment required by subsection (1); or

(e) an aircraft that is operated in a geographical area where and at a time of year when the survival of the persons on board is not jeopardized.

Division III - Flight Preparation, Flight Plans and Flight Itineraries

Interpretation

602.70 In this Division,
"overdue" - in respect of an aircraft, means an aircraft for which an arrival report has not been filed

(a) where a flight plan has been filed in respect of the aircraft,

(i) if a search and rescue notification time is specified in the flight plan, immediately after the last reported such time, or

(ii) in all other cases, within one hour after the last reported estimated time of arrival, or

(b) where a flight itinerary has been filed in respect of the aircraft,

(i) if a search and rescue notification time is specified in the flight itinerary, immediately after the last reported such time, or

(ii) in all other cases, within 24 hours after the last reported estimated time of arrival; (*en retard*)

"responsible person" - means an individual who has agreed with the person who has filed a flight itinerary to ensure that the following are notified in the manner prescribed in this Division, if the aircraft is overdue, namely,

(a) an air traffic control unit, a flight service station or a community aerodrome radio station, or

(b) a Rescue Co-ordination Centre. (*personne de confiance*)

Pre-flight Information

602.71 The pilot-in-command of an aircraft shall, before commencing a flight, be familiar with the available information that is appropriate to the intended flight.

Weather Information

602.72 The pilot-in-command of an aircraft shall, before commencing a flight, be familiar with the available weather information that is appropriate to the intended flight.

Requirement to File a Flight Plan or a Flight Itinerary

602.73 (1) Subject to subsection (3), no pilot-in-command shall operate an aircraft in IFR flight unless an IFR flight plan has been filed.
(2) No pilot-in-command shall operate an aircraft in VFR flight unless a VFR flight plan or a VFR flight itinerary has been filed, except where the flight is conducted within 25 nautical miles of the departure aerodrome.
(3) A pilot-in-command may file an IFR flight itinerary instead of an IFR flight plan where

(a) the flight is conducted in part or in whole outside controlled airspace; or

(b) facilities are inadequate to permit the communication of flight plan information to an air traffic control unit, a flight service station or a community aerodrome radio station.

(4) Notwithstanding anything in this Division, no pilot-in-command shall, unless a flight plan has been filed, operate an aircraft between Canada and a foreign state.

Contents of a Flight Plan or a Flight Itinerary

602.74 A flight plan or flight itinerary shall contain such information as is specified by the Minister in the *Canada Flight Supplement*.

Filing of a Flight Plan or a Flight Itinerary

602.75 (1) A flight plan shall be filed with an air traffic control unit, a flight service station or a community aerodrome radio station.
(2) A flight itinerary shall be filed with a responsible person, an air traffic control unit, a flight service station or a community aerodrome radio station.
(3) A flight plan or flight itinerary shall be filed by

(a) sending, delivering or otherwise communicating the flight plan or flight itinerary or the information contained therein; and

(b) receiving acknowledgement that the flight plan or flight itinerary or the information contained therein has been received.

Changes in the Flight Plan

602.76 (1) The pilot-in-command of an aircraft for which an IFR flight plan or an IFR flight itinerary has been filed shall follow the procedure set out in subsection (2) where the pilot-in-command intends to make any change in the plan or itinerary in respect of

(a) the cruising altitude or cruising flight level;

(b) the route of flight;

(c) the destination aerodrome;

(d) in the case of a flight plan, the true airspeed at the cruising altitude or cruising flight level, where the change intended is five

per cent or more of the true airspeed specified in the IFR flight plan; or

(e) the Mach number, where the change intended is .01 or more of the Mach number that has been included in the air traffic control clearance.

(2) A pilot-in-command of an aircraft who intends to make any of the changes in the IFR flight plan or the IFR flight itinerary that are referred to in subsection (1) shall

(a) notify as soon as practicable an air traffic control unit or the responsible person, as the case may be, of the intended change; and

(b) where the flight is being conducted in controlled airspace, receive an air traffic control clearance before making the intended change.

(3) The pilot-in-command of an aircraft for which a VFR flight plan or a VFR flight itinerary has been filed shall follow the procedure set out in subsection (4) where the pilot-in-command intends to make a change in the plan or itinerary in respect of

(a) the route of flight;

(b) the duration of the flight; or

(c) the destination aerodrome.

(4) A pilot-in-command of an aircraft who intends to make any of the changes in the VFR flight plan or the VFR flight itinerary that are referred to in subsection (3) shall notify as soon as practicable an air traffic control unit, a flight service station, a community aerodrome radio station or the responsible person, of the intended change.

Requirement to File an Arrival Report

602.77 (1) Subject to subsection (3), a pilot-in-command of an aircraft who terminates a flight in respect of which a flight plan has been filed pursuant to subsection 602.75(1) shall ensure that an arrival report is filed with an air traffic control unit, a flight service station or a community aerodrome radio station as soon as practicable after landing but not later than

(a) the search and rescue action initiation time specified in the flight plan; or

(b) where no search and rescue action initiation time is specified in the flight plan, one hour after the last reported estimated time of arrival.

(2) A pilot-in-command of an aircraft who terminates a flight in respect of which a flight itinerary has been filed pursuant to subsection 602.75(2) shall ensure that an arrival report is filed with an air traffic control unit, a flight service station, a community aerodrome radio station or, where the flight itinerary was filed with a responsible person, the responsible person as soon as practicable after landing but not later than

(a) the search and rescue action initiation time specified in the flight itinerary; or

(b) where no search and rescue action initiation time is specified in the flight itinerary, 24 hours after the last reported estimated time of arrival.

(3) A pilot-in-command who terminates an IFR flight at an aerodrome where there is an operating air traffic control unit or flight service station is not required to file an arrival report unless requested to do so by the appropriate air traffic control unit.

Contents of an Arrival Report

602.78 An arrival report shall contain such information as is specified by the Minister in the *Canada Flight Supplement*.

Overdue Aircraft Report

602.79 Any person who assumes responsibilities with respect to an aircraft and who has reason to believe that the aircraft is overdue, or any other person who has been directed by that person to do so, shall immediately, by the quickest means available,

(a) notify an air traffic control unit, a flight service station, a community aerodrome radio station or a Rescue Co-ordination Centre; and

(b) provide, to the best of the person's knowledge, all of the available information concerning the overdue aircraft that may be

requested by the air traffic control unit, the flight service station, the community aerodrome radio station or the Rescue Co-ordination Centre.

Passenger Briefings

602.89 (1) The pilot-in-command of an aircraft shall ensure that all of the passengers on board the aircraft are briefed before take-off with respect to the following, where applicable:

(a) the location and means of operation of emergency and normal exits;

(b) the location and means of operation of safety belts, shoulder harnesses and restraint devices;

(c) the positioning of seats and the securing of seat backs and chair tables;

(d) the stowage of carry-on baggage;

(e) where the aircraft is unpressurized and it is possible that the flight will require the use of oxygen by the passengers, the location and means of operation of oxygen equipment; and

(f) any prohibition against smoking.

(2) The pilot-in-command of an aircraft shall ensure that all of the passengers on board the aircraft are briefed

(a) in the case of an over-water flight where the carriage of life preservers, individual flotation devices or personal flotation devices is required pursuant to section 602.62, before commencement of the over-water portion of the flight, with respect to the location and use of those items; and

(b) in the case of a pressurized aircraft that is to be operated at an altitude above FL 250, before the aircraft reaches FL 250, with respect to the location and means of operation of oxygen equipment.

(3) The pilot-in-command of an aircraft shall, before take-off, ensure that all of the passengers on board the aircraft are provided with information respecting the location and use of

(a) first aid kits and survival equipment;

(b) where the aircraft is a helicopter or a small aircraft that is an aeroplane, any ELT that is required to be carried on board pursuant to section 605.38; and

(c) any life raft that is required to be carried on board pursuant to section 602.63.

Division V - Operations at or in the Vicinity of an Aerodrome

General

602.96 (1) This section applies to persons operating VFR or IFR aircraft at or in the vicinity of an uncontrolled or controlled aerodrome.
(2) Before taking off from, landing at or otherwise operating an aircraft at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that

(a) there is no likelihood of collision with another aircraft or a vehicle; and

(b) the aerodrome is suitable for the intended operation.

(3) The pilot-in-command of an aircraft operating at or in the vicinity of an aerodrome shall

(a) observe aerodrome traffic for the purpose of avoiding a collision;

(b) conform to or avoid the pattern of traffic formed by other aircraft in operation;

(c) make all turns to the left when operating within the aerodrome traffic circuit, except where right turns are specified by the Minister in the *Canada Flight Supplement* or where otherwise authorized by the appropriate air traffic control unit;

(d) where the aerodrome is an airport, comply with any airport operating restrictions specified by the Minister in the *Canada Flight Supplement*;

(e) where practicable, land and take off into the wind unless otherwise authorized by the appropriate air traffic control unit;

(f) maintain a continuous listening watch on the appropriate frequency for aerodrome control communications or, if this is not possible and an air traffic control unit is in operation at the aerodrome, keep a watch for such instructions as may be issued by visual means by the air traffic control unit; and

(g) where the aerodrome is a controlled aerodrome, obtain from the appropriate air traffic control unit, either by radio communication or by visual signal, clearance to taxi, take off from or land at the aerodrome.

(4) Unless otherwise authorized by the appropriate air traffic control unit, no pilot-in-command shall operate an aircraft at an altitude of less than 2,000 feet over an aerodrome except for the purpose of landing or taking off or if the aircraft is operated pursuant to subsection (5).
(5) Where it is necessary for the purposes of the operation in which the aircraft is engaged, a pilot-in-command may operate an aircraft at an altitude of less than 2,000 feet over an aerodrome, where it is being operated

(a) in the service of a police authority;

(b) for the purpose of saving human life;

(c) for fire-fighting or air ambulance operations;

(d) for the purpose of the administration of the *Fisheries Act* or the *Coastal Fisheries Protection Act*;

(e) for the purpose of the administration of the national or provincial parks;

(f) for the purpose of flight inspection;

(g) for the purpose of aerial application or aerial inspection;

(h) for the purpose of highway or city traffic patrol;

(i) for the purpose of aerial photography conducted by the holder of an air operator certificate;

(j) for the purpose of helicopter external load operations; or

(k) for the purpose of flight training conducted by the holder of a flight training unit operator certificate.

(6) No person shall conduct a take-off or landing at a designated airport without an aircraft fire-fighting service in an aeroplane in respect of which a type certificate has been issued authorizing the transport of 20 or more passengers if the aeroplane is operated under
(amended 2003/03/01; previous version)

(a) Part VI, Subpart 4; or

(b) Part VII, Subpart 1 or 5.

(7) Subsection (6) does not apply in respect of
(amended 2003/03/01; previous version)

(a) a cargo flight without passengers,

(b) a ferry flight,

(c) a positioning flight,

(d) a training flight if no fare-paying passengers are on board;

(e) the arrival of an aeroplane when the airport is being used for a diversion or as an alternate aerodrome; or

(f) the subsequent departure of an aeroplane referred to in paragraph (e) if

(i) the air operator or private operator has notified the operator of the designated airport of the intended time of departure,

(ii) the operator of the designated airport has advised the air operator or private operator that aircraft fire-fighting services cannot be made available within one hour after the later of the time that notification was given under subparagraph (i) and the time of landing, and

(iii) the pilot-in-command and the operations manager of the air operator or private operator have agreed that the aeroplane will depart without aircraft fire-fighting services being available.

VFR and IFR Aircraft Operations at Uncontrolled Aerodromes within an MF Area

602.97 (1) Subject to subsection (3), no pilot-in-command shall operate a VFR or IFR aircraft within an MF area unless the aircraft is equipped with radiocommunication equipment pursuant to Subpart 5.
(2) The pilot-in-command of a VFR or IFR aircraft operating within an MF area shall maintain a listening watch on the mandatory frequency specified for use in the MF area.
(3) The pilot-in-command of a VFR aircraft that is not equipped with the radiocommunication equipment referred to in subsection (1) may operate the aircraft to or from an uncontrolled aerodrome that lies within an MF area if

(a) a ground station is in operation at the aerodrome;

(b) prior notice of the pilot-in-command's intention to operate the aircraft at the aerodrome has been given to the ground station;

(c) when conducting a take-off, the pilot-in-command ascertains by visual observation that there is no likelihood of collision with another aircraft or a vehicle during take-off; and

(d) when approaching for a landing, the aircraft enters the aerodrome traffic circuit from a position that will require it to complete two sides of a rectangular circuit before turning onto the final approach path.

General MF Reporting Requirements

602.98 (1) Every report made pursuant to this Division shall be made on the mandatory frequency that has been specified for use in the applicable MF area.
(2) Every report referred to in subsection (1) shall be

(a) directed to the ground station associated with the MF area, if a ground station exists and is in operation; or

(b) broadcast, if a ground station does not exist or is not in operation.

MF Reporting Procedures before Entering Manoeuvring Area

602.99 The pilot-in-command of a VFR or IFR aircraft that is operated at an uncontrolled aerodrome that lies within an MF area shall report the pilot-in-command's intentions before entering the manoeuvring area of the aerodrome.

MF Reporting Procedures on Arrival

602.101 The pilot-in-command of a VFR aircraft arriving at an uncontrolled aerodrome that lies within an MF area shall report

(a) before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing and the pilot-in-command's arrival procedure intentions;

(b) when joining the aerodrome traffic circuit, giving the aircraft's position in the circuit;

(c) when on the downwind leg, if applicable;

(d) when on final approach; and

(e) when clear of the surface on which the aircraft has landed.

Reporting Procedures When Flying through an MF Area

602.103 The pilot-in-command of an aircraft flying through an MF area shall report

(a) before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position and altitude and the pilot-in-command's intentions; and

(b) when clear of the MF area.

Division VI - Visual Flight Rules

Minimum Visual Meteorological Conditions for VFR Flight in Controlled Airspace

602.114 No person shall operate an aircraft in VFR flight within controlled airspace unless

(a) the aircraft is operated with visual reference to the surface;

(b) flight visibility is not less than three miles;

(c) the distance of the aircraft from cloud is not less than 500 feet vertically and one mile horizontally; and

(d) where the aircraft is operated within a control zone,

(i) when reported, ground visibility is not less than three miles, and

(ii) except when taking off or landing, the distance of the aircraft from the surface is not less than 500 feet.

Minimum Visual Meteorological Conditions for VFR Flight in Uncontrolled Airspace

602.115 No person shall operate an aircraft in VFR flight within uncontrolled airspace unless

(a) the aircraft is operated with visual reference to the surface;

(b) where the aircraft is operated at or above 1,000 feet AGL

(i) during the day, flight visibility is not less than one mile,

(ii) during the night, flight visibility is not less than three miles, and

(iii) in either case, the distance of the aircraft from cloud is not less than 500 feet vertically and 2,000 feet horizontally;

(c) where the aircraft is not a helicopter and is operated at less than 1,000 feet AGL

(i) during the day, flight visibility is not less than two miles, except if otherwise authorized in an air operator certificate or a private operator certificate,

(ii) during the night, flight visibility is not less than three miles, and

(iii) in either case, the aircraft is operated clear of cloud; and

(d) where the aircraft is a helicopter and is operated at less than 1,000 feet AGL

(i) during the day, flight visibility is not less than one mile, except if otherwise authorized in an air operator certificate or a flight training unit operator certificate - helicopter,

(ii) during the night, flight visibility is not less than three miles, and

(iii) in either case, the aircraft is operated clear of cloud.

Continuous Listening Watch

602.136 Subject to sections 602.137 and 602.138, where an aircraft is equipped with radiocommunication equipment, the pilot-in-command shall ensure that

(a) a listening watch is maintained on the appropriate frequency; and

(b) where communications are required, communication is established with an air traffic control unit, flight service station or community aerodrome radio station, as applicable, on that appropriate frequency.

Two-way Radiocommunication Failure in VFR Flight

602.138 Where there is a two-way radiocommunication failure between the controlling air traffic control unit and a VFR aircraft while operating in Class B, Class C or Class D airspace, the pilot-in-command shall

(a) leave the airspace

(i) where the airspace is a control zone, by landing at the aerodrome for which the control zone is established, and

(ii) in any other case, by the shortest route;

(b) where the aircraft is equipped with a transponder, set the transponder to code 7600; and

(c) inform an air traffic control unit as soon as possible of the actions taken pursuant to paragraph (a).

Division IX - Emergency Communications and Security

Emergency Radio Frequency Capability

602.143 No person shall operate an aircraft equipped with two-way VHF radiocommunication equipment unless the equipment is capable of providing communication on VHF frequency 121.5 MHz.

Interception Signals, Interception of Aircraft and Instructions to Land

602.144 (1) No person shall give an interception signal or an instruction to land except

(a) a peace officer, an officer of a police authority or an officer of the Canadian Forces acting within the scope of their duties; or

(b) a person authorized to do so by the Minister pursuant to subsection (2).

(2) The Minister may authorize a person to give an interception signal or an instruction to land if such authorization is in the public interest and is not likely to affect aviation safety.
(3) The pilot-in-command of an aircraft who receives an instruction to land from a person referred to in subsection (1) shall, subject to any direction received from an air traffic control unit, comply with the instruction.
(4) The pilot-in-command of an intercepting aircraft and the pilot-in-command of an intercepted aircraft shall comply with the rules of interception set out in the *Canada Flight Supplement*.

Division I - Aircraft Requirements - General

Flight Authority

605.03 (1) No person shall operate an aircraft in flight unless

(a) a flight authority is in effect in respect of the aircraft;

(b) the aircraft is operated in accordance with the conditions set out in the flight authority; and

(c) subject to subsections (2) and (3), the flight authority is carried on board the aircraft.

(2) Where a specific-purpose flight permit has been issued pursuant to Section 507.04, an aircraft may be operated without the flight authority carried on board where

(a) the flight is conducted in Canadian airspace; and

(b) an entry is made into the journey log indicating

(i) that the aircraft is operating under a specific-purpose flight permit, and

(ii) where applicable, any operational conditions that pertain to flight operations under the specific-purpose flight permit.

(3) A balloon may be operated without the flight authority carried on board where the flight authority is immediately available to the pilot-in-command

(a) prior to commencing a flight; and

(b) on completion of the flight.

Markings and Placards

605.05 No person shall conduct a take-off in an aircraft in respect of which markings or placards are required by the applicable standards of airworthiness unless the markings or placards are affixed to the aircraft or attached to a component of the aircraft in accordance with those standards.

Unserviceable and Removed Equipment - General

605.08 (1) Notwithstanding subsection (2) and Sections 605.09 and 605.10, no person shall conduct a take-off in an aircraft that has equipment that is not serviceable or from which equipment has been removed if, in the opinion of the pilot-in-command, aviation safety is affected.
(2) Notwithstanding Sections 605.09 and 605.10, a person may conduct a take-off in an aircraft that has equipment that is not serviceable or from which equipment has been removed where the aircraft is operated in accordance with the conditions of a flight permit that has been issued specifically for that purpose.

Gliders - Day VFR

605.21 No person shall operate a glider in day VFR flight unless it is equipped with

(a) an altimeter;

(b) an airspeed indicator;

(c) a magnetic compass or a magnetic direction indicator; and

(d) subject to subsections 601.08(2) and 601.09(2), a radiocommunication system adequate to permit two-way communication on the appropriate frequency when the glider is operated within

(i) Class C or Class D airspace,

(ii) an MF area, unless the aircraft is operated pursuant to subsection 602.97(3), or

(iii) the ADIZ.

Seat and Safety Belt Requirements

605.22 (1) Subject to subsection 605.23, no person shall operate an aircraft other than a balloon unless it is equipped with a seat and safety belt for each person on board the aircraft other than an infant.
(2) Subsection (1) does not apply to a person operating an aircraft that was type-certificated with a safety belt designed for two persons.
(3) A safety belt referred to in subsection (1) shall include a latching device of the metal-to-metal type.

Restraint System Requirements

605.23 An aircraft may be operated without being equipped in accordance with Section 605.22 in respect of the following persons if a restraint system that is secured to the primary structure of the aircraft is provided for each person who is

(a) carried on a stretcher or in an incubator or other similar device;

(b) carried for the purpose of parachuting from the aircraft; or

(c) required to work in the vicinity of an opening in the aircraft structure.

Shoulder Harness Requirements

605.24 (1) No person shall operate an aeroplane, other than a small aeroplane manufactured before July 18, 1978, unless each front seat or, if the aeroplane has a flight deck, each seat on the flight deck is equipped with a safety belt that includes a shoulder harness.
(2) Except as provided in Section 705.75, no person shall operate a transport category aeroplane unless each flight attendant seat is equipped with a safety belt that includes a shoulder harness.
(3) No person shall operate a small aeroplane manufactured after December 12, 1986, the initial type certificate of which provides for not more than nine passenger seats, excluding any pilot seats, unless each forward- or aft-facing seat is equipped with a safety belt that includes a shoulder harness.
(4) No person shall operate a helicopter manufactured after September 16, 1992, the initial type certificate of which specifies that the helicopter is certified as belonging to the normal or transport category, unless each seat is equipped with a safety belt that includes a shoulder harness.
(5) No person operating an aircraft shall conduct any of the following flight operations unless the aircraft is equipped with a seat and a safety belt that includes a shoulder harness for each person on board the aircraft:

(a) aerobatic manoeuvres;

(b) class B, C or D external load operations conducted by a helicopter; and

(c) aerial application, or aerial inspection other than flight inspection for the purpose of calibrating electronic navigation aids, conducted at altitudes below 500 feet AGL.

General Use of Safety Belts and Restraint Systems

605.25 (1) The pilot-in-command of an aircraft shall direct all of the persons on board the aircraft to fasten safety belts

(a) during movement of the aircraft on the surface;

(b) during take-off and landing; and

(c) at any time during flight that the pilot-in-command considers it necessary that safety belts be fastened.

(2) The directions referred to in subsection (1) also apply to the use of the following restraint systems:

(a) a child restraint system;

(b) a restraint system used by a person who is engaged in parachute descents; and

(c) a restraint system used by a person when working in the vicinity of an opening in the aircraft structure.

(3) Where an aircraft crew includes flight attendants and the pilot-in-command anticipates that the level of turbulence will exceed light turbulence, the pilot-in-command shall immediately direct each flight attendant to

(a) discontinue duties relating to service;

(b) secure the cabin; and

(c) occupy a seat and fasten the safety belt provided.

(4) Where an aircraft is experiencing turbulence and the in-charge flight attendant considers it necessary, the in-charge flight attendant shall

(a) direct all of the passengers to fasten their safety belts; and

(b) direct all of the other flight attendants to discontinue duties relating to service, to secure the cabin and to occupy their seats and fasten the safety belts provided.

(5) Where the in-charge flight attendant has given directions in accordance with subsection (4), the in-charge flight attendant shall so inform the pilot-in-command.

Flight Control Locks

605.29 No operator of an aircraft shall permit the use of a flight control lock in respect of the aircraft unless

(a) the flight control lock is incapable of becoming engaged when the aircraft is being operated; and

(b) an unmistakable warning is provided to the person operating the aircraft whenever the flight control lock is engaged.

Oxygen Equipment and Supply

605.31 (1) No person shall operate an unpressurized aircraft unless it is equipped with sufficient oxygen dispensing units and oxygen supply to comply with the requirements set out in the table to this subsection.

Table - Oxygen Requirements for Unpressurized Aircraft

(2) No person shall operate a pressurized aircraft unless it is equipped with sufficient oxygen dispensing units and oxygen supply to provide, in the event of cabin pressurization failure at the most critical point during the flight, sufficient oxygen to continue the flight to an aerodrome suitable for landing while complying with the requirements of the table to this subsection.

Table - Minimum Oxygen Requirements for Pressurized Aircraft Following Emergency Descent (Note 1)

Use of Oxygen

605.32 (1) Where an aircraft is operated at cabin-pressure-altitudes above 10,000 feet ASL but not exceeding 13,000 feet ASL, each crew member shall wear an oxygen mask and use supplemental oxygen for any part of the flight at those altitudes that is more than 30 minutes in duration.
(2) Where an aircraft is operated at cabin-pressure-altitudes above 13,000 feet ASL, each person on board the aircraft shall wear an oxygen mask and use supplemental oxygen for the duration of the flight at those altitudes.
(3) The pilot at the flight controls of an aircraft shall use an oxygen mask if

(a) the aircraft is not equipped with quick-donning oxygen masks and is operated at or above flight level 250; or

(b) the aircraft is equipped with quick-donning oxygen masks and is operated above flight level 410.

Transponder and Automatic Pressure-altitude Reporting Equipment

605.35 (1) Subject to subsections (2) and (3), no person shall operate an aircraft, other than a balloon or a glider, in airspace referred to in Section 601.03, unless the aircraft is equipped with a transponder and automatic pressure-altitude reporting equipment.

(2) The aircraft referred to in subsection (1) may be operated without a serviceable transponder and automatic pressure-altitude reporting equipment if

(a) where a minimum equipment list has been approved by the Minister in respect of the operator of the aircraft pursuant to subsection 605.07(3), the aircraft is operated in accordance with the minimum equipment list; or

(b) where a minimum equipment list has not been approved by the Minister in respect of the operator of the aircraft, the aircraft is operated

(i) to the next aerodrome of intended landing, and

(ii) thereafter, in accordance with an air traffic control clearance, to complete a planned flight schedule or to proceed to a maintenance facility.

(3) An air traffic control unit may authorize a person to operate an aircraft that is not equipped in accordance with subsection (1) within airspace referred to in Section 601.03 where

(a) the air traffic control unit provides an air traffic control service in respect of that airspace;

(b) the air traffic control unit received a request from the person to operate the aircraft within that airspace before the aircraft entered the airspace; and

(c) aviation safety is not likely to be affected.

ELT

605.38 (1) Subject to subsection (3), no person shall operate an aircraft unless it is equipped with one or more ELTs in accordance with subsection (2).

(2) An aircraft set out in column I of an item of the table to this subsection shall, for the area of operation set out in column II of the item, be equipped with the quantity and type of ELTs referred to in column III of that item, which ELTs shall be armed, if so specified in the aircraft flight manual, aircraft operating manual, pilot operating handbook or equivalent document provided by the manufacturer.

Table - ELT Requirements

	COLUMN I	COLUMN II	COLUMN III
Item	**Aircraft**	**Area of Operation**	**Minimum Equipment**
1.	All aircraft except those referred to in subsection (3)	Over land	One ELT of Type AD, AF, AP, A or F
2.	Large multi-engined turbo-jet aeroplanes engaged in an air transport service carrying passengers	Over water at a distance from land that requires the carriage of life rafts pursuant to Section 602.63	Two ELTs of Type W or S or one of each
3.	All aircraft that require an ELT other than those set out in item 2	Over water at a distance from land that requires the carriage of life rafts pursuant to Section 602.63	One ELT of Type W or S

(3) An aircraft referred to in subsection (1) may be operated without an ELT on board where the aircraft is

(a) a glider, balloon, airship, ultra-light aeroplane or gyroplane;

ELT Activation

605.40 (1) Subject to subsection (2), no person shall activate an ELT except in an emergency.
(2) A person may activate an ELT during the first five minutes of any hour UTC for a duration of not more than five seconds for the purpose of testing it.
(amended 2002/09/24; previous version)
(3) Where an ELT has been inadvertently activated during flight, the pilot-in-command of the aircraft shall ensure that

(a) the nearest air traffic control unit, flight service station or community aerodrome radio station is so informed as soon as possible; and

(b) the ELT is switched off.

Division III - Aircraft Maintenance Requirements

Aircraft Maintenance - General

605.84 (1) Subject to subsections (3) and (4), no person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in the legal custody and control of the person, other than an aircraft operated under a special certificate of airworthiness in the owner-maintenance or amateur-built classification, unless the aircraft
(amended 2002/03/01; previous version)

(a) is maintained in accordance with any airworthiness limitations applicable to the aircraft type design;
(amended 2002/03/01; previous version)

(b) meets the requirements of any airworthiness directives issued under section 593.02; and
(amended 2000/12/01; previous version)

(c) except as provided in subsection (2), meets the requirements of any notices that are equivalent to airworthiness directives and that are issued by
(amended 2002/03/01; previous version)

(i) the competent authority of the foreign state that, at the time the notice was issued, is responsible for the type certification of the aircraft, engine, propeller or appliance, or

(ii) for an aeronautical product in respect of which no type certificate has been issued, the competent authority of the foreign state that manufactured the aeronautical product.

(2) In the case of a conflict between an airworthiness directive issued pursuant to section 593.02 and an equivalent foreign notice, the airworthiness directive prevails.
(3) The Minister shall exempt the owner of a Canadian aircraft from the requirement to comply with all or part of an airworthiness directive, subject to appropriate conditions relating to aviation safety, as specified in Appendix H of the *Aircraft Equipment and Maintenance Standards*, where the owner demonstrates to the Minister that

(a) under circumstances specified in the exemption request, compliance is impractical or unnecessary; and

(b) the exemption will provide a level of safety that is equivalent to that required by the airworthiness directive.

(4) The Minister shall approve an alternative means of compliance with an airworthiness directive, for reasons set out in the approval, where the Minister is satisfied that the proposed alternative will maintain the level of safety that is provided for by the compliance time, the modification, the restriction, the replacement, the special inspection or the procedure set out in the airworthiness directive.

Maintenance Release and Elementary Work

605.85 (1) Subject to subsections (2) and (3), no person shall conduct a take-off in an aircraft, or permit a take-off to be conducted in an aircraft that is in the legal custody and control of the person, where that aircraft has undergone maintenance, unless the maintenance has been certified by the signing of a maintenance release pursuant to section 571.10.
(2) Where a maintenance release is conditional on the satisfactory completion of a test flight pursuant to subsection 571.10(4), the aircraft may be operated for the purpose of the test flight if no person is carried on board other than flight crew members and persons necessary for the purpose of making observations that are essential to the test flight.
(3) Following a test flight conducted pursuant to subsection (2), the pilot-in-command shall enter the results of the test flight in the journey log and, where the entry indicates that the results of the test flight are satisfactory, that entry completes the maintenance release required by subsection (1).
(4) No maintenance release is required in respect of tasks identified as elementary work in the *Aircraft Equipment and Maintenance Standards*.

Maintenance Schedule

605.86 (1) Subject to subsection (3), no person shall conduct a take-off in an aircraft, or permit a take-off to be conducted in an aircraft that is in the person's legal custody and control, unless the aircraft is maintained in accordance with

(a) a maintenance schedule that conforms to the *Aircraft Equipment and Maintenance Standards*; and

(b) where the aircraft is operated under Subpart 6 of Part IV or under Part VII, or is a large aircraft, a turbine-powered pressurized aircraft or an airship, a maintenance schedule approved by the Minister in respect of the aircraft operator pursuant to subsection (2).

(2) The Minister shall approve a maintenance schedule in respect of an aircraft if the schedule conforms to the *Aircraft Equipment and Maintenance Standards*.
(3) The Minister shall authorize an operator to deviate from the requirements of the applicable maintenance schedule where the operator

(a) submits a request in writing to the Minister in accordance with the *Aircraft Equipment and Maintenance Standards*; and

(b) demonstrates that the deviation will not affect aviation safety.

Transfer of Aeronautical Products between Maintenance Schedules

605.87 No aeronautical product shall be maintained in accordance with a maintenance schedule that is different from the one under which it was previously maintained unless

(a) the aeronautical product has been subjected to an inspection that establishes it on the new maintenance schedule; and

(b) the times remaining until each action on the new maintenance schedule is to be taken have been established in accordance with the *Aircraft Equipment and Maintenance Standards*.

Inspection after Abnormal Occurrences

605.88 (1) No person shall conduct a take-off in an aircraft that has been subjected to any abnormal occurrence unless the aircraft has been inspected for damage in accordance with Appendix G of the *Aircraft Equipment and Maintenance Standards*.
(2) Where the inspection referred to in subsection (1) does not involve disassembly, it may be performed by the pilot-in-command.

Division IV - Technical Records

Requirement to Keep Technical Records

605.92 (1) Every owner of an aircraft shall keep the following technical records in respect of the aircraft:

(a) a journey log;

(b) subject to subsections (2) and (3), a separate technical record for the airframe, each installed engine and each variable-pitch propeller; and

(c) except where otherwise provided under the terms of a fleet empty weight and balance program referred to in subsection 706.06(3), an empty weight and balance report that meets the applicable standards set out in Chapter 571 of the *Airworthiness Manual*.

(2) The technical records required by paragraph (1)(b) may consist of separate technical records for each component installed in the airframe, engine or propeller.
(3) In the case of a balloon or a glider, or an aircraft operated under a special certificate of airworthiness in the owner-maintenance or amateur-built classification, all entries in respect of the technical records referred to in paragraphs (1)(b) and (c) may be kept in the journey log.
(amended 2002/03/01; previous version)

Technical Records - General

605.93 (1) Every person who makes an entry in a technical record shall

(a) make the entry accurately, legibly and in a permanent manner;

(b) enter the person's name and signature or employee identifier or, where the record is kept as electronic data, enter the person's user code or an equivalent security designation; and

(c) date the entry.

(2) Where the owner of an aircraft keeps the technical records for the aircraft as electronic data, the owner shall ensure that the electronic data system that is used complies with Section 103.04 and the *Aircraft Equipment and Maintenance Standards*.
(3) The owner of an aircraft shall ensure that all of the necessary measures are taken to protect the technical records for the aircraft from damage and loss.

(4) Every person who brings into use a new volume of an existing technical record shall make the entries relating to the preceding volume that are necessary to ensure that an unbroken chronological record is maintained.
(5) Subject to subsection (6), where a person alters an entry on a technical record for the purpose of correcting the entry, the person shall do so by striking out the incorrect entry in such a manner that the underlying information remains legible, and inserting the correct entry together with

(a) the date of the alteration;

(b) the reason for the alteration, if it is necessary to clarify why the alteration was made; and

(c) the person's name and signature or employee identifier or, where the record is kept as electronic data, the person's user code or equivalent security designation.

(6) Where a correction referred to in subsection (5) is being made to a technical record that is maintained as electronic data, the correction shall be made in a manner that does not render the original data inaccessible.

Journey Log Requirements

605.94 (1) The particulars set out in column I of an item in Schedule I to this Division shall be recorded in the journey log at the time set out in column II of the item and by the person responsible for making entries set out in column III of that item.
(2) No person shall make a single entry in a journey log in respect of a series of flights unless

(a) the aircraft is operated by the same pilot-in-command throughout the series; or

(b) a daily flight record is used pursuant to Section 406.56.

(3) The owner of an aircraft shall retain every entry in a journey log for a period of not less than

(a) one year; or

(b) three years, where the aircraft is registered pursuant to Section 202.16 and the journey log is used for the purpose of recording particulars of aircraft flight time.

(4) Unless recorded in the operational flight plan or operational flight data sheet, the pilot-in-command of an aircraft engaged in a commercial air service and operating in international flight shall record in the journey log the following particulars in respect of each flight:

(a) the names of all of the crew members and their duty assignments;

(b) the places and times of departure and arrival;

(c) the flight time;

(d) the nature of the flight, such as private, aerial work, scheduled or non-scheduled; and

(e) any incidents or observations relating to the flight.

Journey Log - Carrying on Board

605.95 (1) Subject to subsection (2), no person shall conduct a take-off in an aircraft unless the journey log is on board the aircraft.
(2) A person may conduct a take-off in an aircraft without carrying the journey log on board where

(a) it is not planned that the aircraft will land and shut down at any location other than the point of departure; or

(b) the aircraft is a balloon and the journey log is immediately available to the pilot-in-command

(i) prior to commencing a flight, and

(ii) on completion of the flight.

Requirements for Technical Records Other Than the Journey Log

605.96 (1) The particulars set out in column I of an item in Schedule II to this Division shall be recorded in the appropriate technical record at the time set out in column II of the item and by the person responsible for making entries set out in column III of that item.
(2) Where particulars of any maintenance performed on an aircraft are transferred from the journey log at the time set out in column II of item 4 of Schedule II to this Division, the person responsible for the entry shall

(a) transcribe the particulars and include the name and identification number of the person who made the original entry; or

(b) where the pages of the journey log have detachable copies, attach the copy of the page containing these particulars to the applicable technical record.

(3) Where a component is installed on a higher assembly, the technical record for that component shall become a part of the technical record for the higher assembly.
(4) Except in the case of the journey log, the owner of an aircraft shall retain each technical record for the applicable period set out in the *Aircraft Equipment and Maintenance Standards*.

Transfer of Records

605.97 Every owner of an aircraft who transfers title of an aircraft, airframe, engine, propeller or appliance to another person shall, at the time of transfer, also deliver to that person all of the technical records that relate to that aeronautical product.

606.02 Liability Insurance

(1) This Section applies to every owner of an aircraft that is registered in Canada, or registered pursuant to the laws of a foreign state and operated in Canada, who is not required to subscribe for liability insurance in respect of the aircraft pursuant to Section 7 of the *Air Transportation Regulations*.
(2) Subject to subsection (3), none of the following aircraft owners shall operate an aircraft unless, in respect of every incident related to the operation of the aircraft, the owner has subscribed for liability insurance covering risks of injury to or death of passengers in an amount that is not less than the amount determined by multiplying $300,000 by the number of passengers on board the aircraft:

(a) an air operator;

(b) the holder of a flight training unit operator certificate; or

(c) the operator of a balloon in which fare-paying passengers are carried on board pursuant to Subpart 3.

(3) The insurance coverage referred to in subsection (2) need not extend to any passenger who

(a) is an employee of an owner referred to in paragraph (2)(a), (b) or (c), if workers' compensation legislation governing a claim for damages against the owner by the employee is applicable; or

(b) is carried on board the aircraft for the purpose of conducting a parachute descent, where the air operator has posted a readily visible notice to inform passengers, before embarking, that there is no insurance coverage for parachutists.

(4) No aircraft owner not referred to in paragraph (2)(a), (b) or (c) shall operate an aircraft of more than 2 268 kg (5,000 pounds) maximum permissible take-off weight unless the owner has, in respect of the aircraft, subscribed for liability insurance covering risks of injury to or death of passengers, other than passengers carried on board that aircraft for the purpose of conducting a parachute descent, in an amount not less than the amount determined by multiplying $300,000 by the number of passengers on board the aircraft.

(5) No aircraft owner referred to in paragraph (2)(a), (b) or (c) shall operate an aircraft unless, in respect of every incident related to the operation of the aircraft, the owner has subscribed for liability insurance covering risks of public liability in an amount that is not less than

(a) $1,000,000, where the maximum permissible take-off weight of the aircraft is not greater than 3 402 kg (7,500 pounds);

(b) $2,000,000, where the maximum permissible take-off weight of the aircraft is greater than 3 402 kg (7,500 pounds) but not greater than 8 165 kg (18,000 pounds); and

(c) where the maximum permissible take-off weight of the aircraft is greater than 8 165 kg (18,000 pounds), $2,000,000 plus an amount determined by multiplying $150 by the number of pounds by which the maximum permissible take-off weight of the aircraft exceeds 8 165 kg (18,000 pounds).

(6) No aircraft owner referred to in paragraph (2)(a), (b) or (c) shall, in order to comply with subsections (2), (4) and (5), subscribe for any liability insurance that contains an exclusion or waiver provision that reduces the insurance coverage for any incident below the applicable minimum determined pursuant to those subsections, unless that provision

(a) is a standard exclusion clause adopted by the international aviation insurance industry that applies in respect of

(i) war, hijacking and other perils,

(ii) noise, pollution and other perils, or

(iii) radioactive contamination;

(b) is in respect of a chemical drift;

(c) includes a statement that the insurance does not apply in respect of liability assumed by the owner under any contract or agreement unless the liability would have attached to the owner even in the absence of such a contract or agreement; or

(d) includes a statement that the policy is void if the owner has concealed or misrepresented any material fact or circumstance concerning the insurance or the subject thereof or if there is any fraud, attempted fraud or false statement by the owner touching any matter relating to the insurance or the subject thereof, either before or after an incident.

(7) An aircraft owner referred to in paragraph (2)(a), (b) or (c) may comply with subsections (2), (4) and (5) by subscribing for comprehensive single limit liability insurance that consists of a single policy or a combination of primary and supplementary policies.

(8) No aircraft owner not referred to in paragraph (2)(a), (b) or (c) shall operate an aircraft unless, in respect of every incident related to the operation of the aircraft, the owner has subscribed for liability insurance covering risks of public liability in an amount that is not less than

(a) $100,000, where the maximum permissible take-off weight of the aircraft is 1 043 kg (2,300 pounds) or less;

(b) $500,000, where the maximum permissible take-off weight of the aircraft is greater than 1 043 kg (2,300 pounds) but not greater than 2 268 kg (5,000 pounds);

(c) $1,000,000, where the maximum permissible take-off weight of the aircraft is greater than 2 268 kg (5,000 pounds) but not greater than 5 670 kg (12,500 pounds);

(d) $2,000,000, where the maximum permissible take-off weight of the aircraft is greater than 5 670 kg (12,500 pounds) but not greater than 34 020 kg (75,000 pounds); and

(e) $3,000,000, where the maximum permissible take-off weight of the aircraft is greater than 34 020 kg (75,000 pounds).

(9) Subject to subsection (10), no owner or operator of an aircraft shall operate the aircraft unless there is carried on board the aircraft proof that liability insurance is subscribed for in accordance with this Section.
(10) A balloon may be operated without the proof of insurance referred to in subsection (9) being carried on board if that proof is immediately available to the pilot-in-command

(a) prior to commencing a flight; and

(b) on completion of a flight

Standard 625 APPENDIX A - ELEMENTARY WORK

Content last revised: 2004/03/01

(Refer to section 625.85 of this standard.)
(amended 2004/03/01; previous version)

The following list is exhaustive; if a task is not listed, it is not elementary work. Elementary work is a form of maintenance that is not subject to a maintenance release. Hence, it need not be performed by a holder of an AME licence, or by persons working under an AMO certificate. The owner is responsible for controlling authorizations to persons who may perform elementary work.
(amended 1998/09/01; previous version)

For aircraft operated pursuant to Subpart 406 and Part VII, the applicable tasks listed below are elementary work, provided they are individually listed in the operator's maintenance control manual and or operational manual as applicable, along with a reference to the training to be undertaken by persons authorized to perform them in accordance with paragraph 571.10(3)(b) of the CARs.
(amended 2004/03/01; no previous version)

The performance of all tasks designated as elementary work shall be entered in the technical record for the aeronautical product, as required by section 571.03 of the CARs and in accordance with Subpart 605, Division IV – Technical Records.
(amended 2004/03/01; previous version)

Information Note: *Under section 605.93 of the CARs, every person who makes an entry in a technical record shall enter the person's name and, if the entry is in respect of the performance of maintenance or elementary work, the signature or employee identifier or, where the record is kept as electronic data, enter the person's user code or an equivalent security designation.*
(amended 2004/03/01; no previous version)

Elementary Work Task Listings

(1) fabric patches measuring not more than 15 cm (6 in) in any direction and not requiring rib stitching or the removal of control surfaces or structural parts, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(2) removal and replacement of tires, wheels, landing skids or skid shoes, not requiring separation of any hydraulic lines, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(3) removal and replacement of skis on fixed landing gear, not requiring separation of any hydraulic lines, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(4) repair of non-structural fairings, cover plates and cowlings, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(5) cleaning and replacement of spark plugs, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(6) checking of cylinder compression, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(7) cleaning or changing of fuel, oil, and air filters, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(8) draining and replenishing engine oil, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(9) checking the electrolyte level and specific gravity of lead acid batteries, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(10) adjustment of generator or alternator drive belt tension, on small privately operated aircraft;
(amended 2004/03/01; previous version)

(11) cleaning of balloon burner nozzles;
(amended 2004/03/01; previous version)

(12) removal and replacement of balloon baskets, burners and gas tanks that are designed for rapid change in service;
(amended 2004/03/01; previous version)

(13) removal and replacement of glider wings and tail surfaces that are designed for quick assembly;
(amended 2004/03/01; previous version)

(14) repair of upholstery, trim and cabin furnishings;
(amended 2004/03/01; previous version)

(15) removal and replacement of role equipment designed for rapid removal and replacement;
(amended 2004/03/01; previous version)

(16) removal and replacement of passenger seat belts and harnesses;
(amended 2004/03/01; previous version)

(17) removal and replacement of fuses, light bulbs and reflectors;
(amended 2004/03/01; previous version)

(18) removal and replacement of avionics components that are rack mounted or otherwise designed for rapid removal and replacement, where the work does not require testing other than an operational check;
(amended 2004/03/01; previous version)

(19) removal and replacement of aircraft batteries;
(amended 2004/03/01; previous version)

(20) removal and replacement of co-pilot control levers, wheels, pedals and pedal guard plates that are designed for rapid removal and replacement, on other than transport category aircraft;
(amended 2004/03/01; previous version)

(21) opening and closing of non-structural access panels;
(amended 2004/03/01; previous version)

(22) removal and replacement of cabin doors on unpressurized aircraft, where the door is designed for rapid removal and replacement;
(amended 2004/03/01; previous version)

(23) removal, replacement and repositioning of non structural partitions in the passenger cabin;
(amended 2004/03/01; previous version)

(24) inspection and continuity checking of self-sealing chip detectors;
(amended 2004/03/01; previous version)

(25) removal and replacement of induction system anti-icing baffles, scoops and deflectors that are designed for rapid removal and replacement;
(amended 2004/03/01; previous version)

(26) removal, cleaning, replacement and adjustment of external components of chemical dispersal systems that are designed for rapid removal and replacement;
(amended 2004/03/01; previous version)

(27) deactivating or securing inoperative systems in accordance with sections 605.09 or 605.10 of the CARs, including the installation of devices specifically intended for system deactivation, where the work does not involve disassembly, the installation of parts, or testing other than operational checks;
(amended 2004/03/01; previous version)

(28) checking and adjusting air pressure in helicopter floats, and aircraft tires having an operating pressure below 100 psi, except on aircraft operated under CAR 704 and

CAR 705.
(amended 2004/03/01; previous version)

(29) repetitive visual inspections or operational checks (including inspections and tests required by airworthiness directives) not involving disassembly or the use of visual aids, performed out of phase with the aircraft's scheduled check cycle at intervals of less than 100 hours air time, provided the tasks are also included in the most frequent scheduled maintenance check.
(amended 2004/03/01; previous version)

Information Notes:

(i) An operational check referred to in (27) above constitutes a check to determine if the unit is working. Operational checks do not involve measuring the unit's performance against a predetermined standard. Where the testing procedures require such measurement, replacement of the unit shall not constitute Elementary Work.
(amended 2004/03/01; previous version)

(ii) Tasks referred to in (29) above are elementary work when performed out of phase, but require a maintenance release when done as part of a scheduled maintenance check.
(amended 2004/03/01; no previous version)

A.I.M. EXCERPTS (GEN) - TSB

3.1 Aviation Safety Investigation

The objective of an aviation safety investigation into an aircraft accident or aircraft incident is the prevention of recurrences. Hence, it is not the purpose of this activity to determine or apportion blame or liability. The Transportation Safety Board of Canada (TSB), established under the *Canadian Transportation Accident Investigation and Safety Board Act*, is responsible for investigating all transportation occurrences in Canada, including all aviation occurrences involving civil aircraft, both of Canadian and non-Canadian registry. A team of investigators is on -hour standby.

3.2 Definitions

"aviation occurrence" means

(a) any accident or incident associated with the operation of aircraft; and

(b) any situation or condition that the Board has reasonable grounds to believe could, if left unattended, induce an accident or incident described in para. (a).

"dangerous goods" means dangerous goods as defined in the Transportation of Dangerous Goods Act.

"reportable aviation accident" means an accident resulting directly from the operation of an aircraft, where

(a) a person sustains a serious injury or is killed as a result of

(i) being on board the aircraft,

(ii) coming into contact with any part of the aircraft or its contents, or

(iii) being directly exposed to the jet blast or rotor downwash of the aircraft;

(b) the aircraft sustains damage or failure that adversely affects the structural strength, performance or flight characteristics of the aircraft and that requires major repair or replacement of any affected component part; or

(c) the aircraft is missing or inaccessible.

"reportable aviation incident" means an incident resulting directly from the operation of an airplane having a maximum certificated takeoff weight greater than 5 700 kg, or from the operation of a rotorcraft having a maximum certificated takeoff weight greater than 2 250 kg, where

(a) an engine fails or is shut down as a precautionary measure;

(b) a transmission gearbox malfunction occurs;

(c) smoke or fire occurs;

(d) difficulties in controlling the aircraft are encountered owing to any aircraft system malfunction, weather phenomena, wake turbulence, uncontrolled vibrations or operations outside the flight envelope;

(e) the aircraft fails to remain within the intended landing or takeoff area, lands with all or part of the landing gear retracted or drags a wing tip, an engine pod or any other part of the aircraft;

(f) any crew member whose duties are directly related to the safe operation of the aircraft is unable to perform the crew member's duties as a result of a physical incapacitation that poses a threat to the safety of any person, property or the environment;

(g) depressurization occurs that necessitates an emergency descent;

(h) a fuel shortage occurs that necessitates a diversion or requires approach and landing priority at the destination of the aircraft;

(i) the aircraft is refuelled with the incorrect type of fuel or contaminated fuel;

(j) a collision, a risk of collision or a loss of separation occurs;

(k) a crew member declares an emergency or indicates any degree of emergency that requires priority handling by an air traffic control unit or the standing by of emergency response services;

(l) a slung load is released unintentionally or as a precautionary or emergency measure from the aircraft; or

(m) any dangerous goods are released in or from the aircraft.

3.3 Reporting an Aviation Occurrence

3.3.1

Where an accident occurs and it has not yet been reported to the Transportation Safety Board of Canada, the pilot-incommand, the operator, owner and any crew member of the aircraft involved shall, as soon as possible thereafter and by the quickest means of communication available, report to the Board the following information relative to this accident:

(a) the type, model, nationality and registration marks of the aircraft;

(b) the names of the owner, operator and hirer, if any, of the aircraft;

(c) the name of the pilot-in-command;

(d) the date and time of the accident;

(e) the last point of departure and the point of intended landing of the aircraft;

(f) the position of the aircraft with reference to some easily defined geographical point, and the latitude and longitude;

(g) the number of crew members aboard, and how many were killed or sustained serious injury;

(h) the number of passengers aboard, and how many were killed or sustained serious injury;

(i) a description of the accident and the extent of damage to the aircraft;

(j) a detailed description of any dangerous goods aboard the aircraft; and

(k) the name and address of the person making the report.

3.3.2

Where an aircraft is missing on a flight or is completely inaccessible and this accident has not yet been reported to the Transportation Safety Board of Canada, the owner and the operator of the aircraft shall, by the quickest means of communication available, report to the Board the following information relative to this aviation occurrence:

(a) the type, model, nationality and registration marks of the aircraft;

(b) the names of the owner, operator and hirer, if any, of the aircraft;

(c) the name of the pilot-in-command;

(d) the last point of departure and the point of intended landing of the aircraft;

(e) the date and time of the last known takeoff of the aircraft;

(f) the last known position of the aircraft;

(g) the names and addresses of crew members and passengers aboard the aircraft;

(h) the action being taken to locate the aircraft;

(i) a detailed description of any dangerous goods aboard the aircraft; and

(j) the name and address of the person making the report.

3.3.3

Where a reportable incident occurs and this incident has not yet been reported to the Transportation Safety Board of Canada, the pilot-in-command, operator, owner and, in the case of a risk of collision, any air traffic controller having knowledge of the incident shall, as soon as possible thereafter and by the quickest means of communication available, report to the Board the following information relative to this reportable incident:

(a) the type, model, nationality and registration marks of the aircraft;

(b) the names of the owner, operator and hirer, if any, of the aircraft;

(c) the name of the pilot-in-command;

(d) the date and time of the incident;

(e) the last point of departure and the point of intended landing of the aircraft;

(f) the location of the incident with reference to some easily defined geographical point, and the latitude and longitude;

(g) the number of crew members aboard, and how many were injured;

(h) the number of passengers aboard, and how many were injured;

(i) a description of the incident and the extent of damage, if any, to the aircraft;

(j) a detailed description of any dangerous goods aboard the aircraft; and

(k) the name and address of the person making the report.

3.3.4

Any other incident indicative of a deficiency or discrepancy in the Canadian air transportation system may be reported in writing to the TSB. Sufficient details concerning the incident should be provided to enable the identification of action required to remedy the deficiency or discrepancy.

3.3.5

Aircraft accidents, missing aircraft and reportable incidents are to be reported to the Regional TSB office at the telephone numbers in GEN .7. Alternatively, occurrences may be reported through a NAV CANADA ATS unit who will forward the report to the appropriate TSB office.For Canadian registered aircraft operating outside of Canada, in addition to the reporting required by the state of occurrence, a report shall be made to the TSB Regional office nearest the company’s headquarters or, for private aircraft, nearest the home base of the aircraft.The TSB-AIR Regions have the same boundaries as Transport Canada