

APPENDIX A: GUIDANCE ON NAVCANADA EXPECTATIONS AND ROLES IN COORDINATION OF AIRSPACE

The following is a brief explanation of the roles and expectations of NavCanada in the airspace coordination process. Please use this as a guide in determining your procedures regarding airspace coordination.

NavCanada's services include air traffic control, flight information, weather briefings, aeronautical information services, airport advisory services and electronic aids to navigation. Facilities include area control centres (ACC), airport control towers, flight service stations (FSS), flight information centres (FIC), and Community Aerodrome Radio Stations (CARS). A coordinated and secure UAV integration process into the Canadian air system is part of their mission. Collaboration between UAV users and NAV CANADA will assist in the facilitation of the safe movement of aircraft in Canada. More and more people are using unmanned aircraft for work or pleasure. Transport Canada regulates their use to keep the public and our airspace safe. NAV CANADA manages operations and executes the day-to-day operational control and management of flight operations. Aircraft without a pilot on board go by many names—unmanned air vehicle (UAV), remotely piloted aircraft system, model aircraft, remote control aircraft, and drone. In Canada, we currently use the term "Unmanned Air Vehicle" for all groups, except model hobbyists.

UAV users are responsible to fly their aircraft safely and legally. In Canada, users must:

- Follow the rules set out in the Canadian Aviation Regulations (see link in Appendix D).
- Respect the Criminal Code as well as all municipal, provincial, and territorial laws related to trespassing and privacy.
- Be responsible partners and users within the Air Navigation System, coordinating operations with NAV CANADA as appropriate.

For operations within Tower control zones (in Class C and D):

Towers are Air Traffic Control units that deliver positive control to maintain a safe, orderly, and expeditious flow of air traffic. This means that **all aviation users require prior authorization to enter and operate in a Tower's area of responsibility**. Normally this area is a 5NM ring around the facility, and altitude from the surface to 3000' AGL. That said, the dimensions vary significantly throughout the region and the appropriate aviation publications (CFS, VNC, VTA) must be consulted to confirm dimensions.

For UAV operations within the control zone, all operations will be coordinated in advance with the applicable ATC/ATS unit. All altitudes shall be specifically authorized by the appropriate ATC/ATS unit, and included in the SFOC application. **NavCanada will at all times have the right to refuse UAV operations within their areas of operation if they do not feel the operator will be able to operate safely.** Each applicable unit will require the planned UAV operation date, time, location, altitude, and contact information a minimum of 48 hours in advance. Preliminary assessments for safety will be coordinated at that time. Within 30 minutes of the planned UAV operation, the appropriate NAV CANADA coordination point further requires a final contact for operational approval and a confirmation contact once the UAV operation has concluded.

For operations in Class E airspace with a Flight Service Stations (FSS):

Flight Service Stations are the most common Air Traffic System facility. Part of their role is to inform aircraft of conditions, observed or relayed to them by pilots or other reliable sources, which may affect flight safety. This includes UAV operations.

Their area of responsibility is usually within 5 NM of served aerodromes, from the surface up to 3000ft AGL. That said, the dimensions vary significantly throughout the region and the appropriate aviation publications (CFS, VNC, VTA) must be consulted to confirm dimensions. For UAV operations within Class E control zone, all operations will be coordinated in advance with the applicable ATC/ATS unit.

For operations in Class E airspace with an Aerodrome Traffic Frequency (ATF) or a Mandatory Frequency (MF) without an FSS.

This area is controlled airspace; however, the air traffic communicate with each other not with a Flight Service Station. Their area is usually within 5 NM of served aerodromes, from the surface up to 3000ft AGL. UAV users must coordinate with the operator listed in the Canadian Flight Supplement (CFS) prior to UAV operations. If the aerodrome operator cannot be reached, then the UAV operator shall monitor the appropriate frequency (as published in CFS) via VHF radio, unless a safety case is presented including risk mitigation measures to demonstrate how the UAV operator intends to operate safely.

For operations in Uncontrolled airspace (Class G):

There are many uncontrolled aerodromes (which include Heliports, Water aerodromes) that are listed in the Canada Flight Supplement (CFS) with which UAV users must coordinate with prior to operations. The CFS can be consulted for the operator's contact information. If the aerodrome operator cannot be reached, then the UAV operator shall monitor the appropriate frequency (as published in CFS) via VHF radio, unless a safety case is presented including risk mitigation measures to demonstrate how the UAV operator intends to operate safely.

Control and communication agencies range from FSS, to local operators with or without mandatory traffic frequencies, Community Aerodrome Radio Station (CARS), to military installations. Understanding the area you are operating in and its limitations are your responsibility. **When in doubt about the potential impact of your UAV operation, contact with the local FSS or with the appropriate Nav Canada specialist, can assist to clarify and ensure safe, coordinated operations.**

As the primary point of contact for the Area Control Centre; the Toronto, Winnipeg or Montreal Shift Manager (SM) is often coordinating or relaying pertinent operational information between air traffic control, and UAV users. Unless otherwise noted, the SM do not normally require or need coordination of operations for UAV missions in Class G (uncontrolled) airspace below 300' AGL and outside of 5 NM from controlled facilities. As the central coordination point they are however, the most common point of initial contact for emergencies such as loss of control, safety threats, or incidents. UAV users are expected to be familiar with the phone numbers for emergency communication and coordination to the ACC Shift Managers. The following are the contact numbers for the appropriate Shift Managers within the Ontario Region. **Nav Canada Area Control Centre Shift Manager (Toronto 905-676-4509, Winnipeg 204-983-8338 or Montreal 514-633-3365).**

EMERGENCY CONTACT INFORMATION

There are several instances outside of normal UAV operations which are of concern to Aviation Safety, as managed by NAVCANADA. While every mission and emergency situation will be different, there are different primary contacts for coordination depending upon the nature of the event. From an Air Traffic Control perspective, different potential threats to aviation safety are identified as follows.

Rogue UAV Lateral Fly Away:

In a situation where a UAV is operating within 10 nautical miles of Class C, D or E airspace and a loss of control has occurred, or is apparent, and the UAV appears to be travelling horizontally but not climbing, ATC/ATS would suggest from an aviation safety perspective that the primary Emergency contact be the nearest Aerodrome, Flight Service Station, or Tower. The Secondary in this case should be the Flight Information Region (FIR) Area Control Center (ACC) Shift Manager. Prior to UAV operations, understanding the area and classification of airspace in and around your mission area will assist in the proper identification of potentially affected ATC/ATS units.

Rogue UAV Vertical Fly Away:

In a situation where a UAV is operating within 10 nautical miles of Class C, D or E airspace and a loss of control has occurred, or is apparent, and the UAV appears to be climbing with minimal or no horizontal travel, ATC/ATS would suggest from an aviation safety perspective that the primary Emergency contact be the appropriate FIR ACC Shift Manager. The Secondary in this case should be the nearest Aerodrome, Flight Service Station, or Tower. Prior to UAV operations, understanding the area and classification of airspace in and around your mission area will assist in the proper identification of potentially affected ATC/ATS units.

In a situation where a UAV is operating within Class G airspace only and a loss of control has occurred, or is apparent, ATC/ATS would suggest from an aviation safety perspective that the primary Emergency contact be the appropriate FIR ACC Shift Manager. The Secondary in this case should be the nearest Flight Information Center (FIC). Prior to UAV operations, understanding the area and classification of airspace in and around your mission area will assist in the proper identification of potentially affected ATC/ATS units.

In the event of a total loss of control, or otherwise dangerous operational situation, NAV CANADA and Transport Canada expect UAV users to use their best judgment to maintain flight safety. This includes communicating and taking immediate action to mitigate additional risks to the Air Navigation System, and other aviation system users. Follow-up communication and reporting to both NAV CANADA and Transport Canada is mandatory in any of the above instances.

NOTAMS

NOTAM's should always be filed for any UAV Operation above 500' AGL and/or within 3NM of uncontrolled Aerodromes (which includes Heliports and Water aerodromes) or within class C, D or E airspace, unless directed otherwise by the Air Traffic Service provider or Flight Information Centre. NOTAM's will not normally be issued more than 48 hours in advance of operational start time, but should be out at least 24 hours in advance when able.

For FIC contact concerning NOTAM preparation, the following information is pertinent to air navigation services and users;

- Dimensions of UAV Operations area (within 1 NM is considered standard), with reference to the
- Area of Operation, expressed as Lat/Long, and
- Planned Operational altitudes, in feet AGL, and
- UAV Size, and
- UAV Weight (in Lbs), and
- UAV Colour, and
- Date and time of Operation (this is a specific date and time, not a date range)

User contact information will also be requested including, at a minimum, the UAV operators name and onsite point of contact, ie. Cell number.

Example of a published NOTAM:

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150001 NOTAMN CYQF  
CYQF UNMANNED AIR VEHICLE ACT RADIUS 0.25 NM CENTRE 515919N 1141010W  
(APRX 8 NM SSW AD) SEC TO 350 FT AGL. WINGSPAN 40 INS. WEIGHT 5.5 LB.  
COLOUR BLACK.  
YYMMDDHHMM TIL YYMMDDHHMM
```

For further information regarding NOTAMs or to search for active NOTAMs, please see the following link:
Canadian NOTAM Procedures Manual <http://www.navcanada.ca/EN/products-and-services/Pages/NOTAMProcedure.aspx>

COORDINATION

In keeping with the Air Traffic Control expectations, coordination between Air Navigation System Users, including UAV's, and NAV CANADA is critical to maintaining the safety of the system. The responsibility to assure coordination for UAV operations within or near the ATC/ATS system rests with the UAV user.

NAV CANADA expects coordination from users to be affected in a timely manner, and will endeavour to process, coordinate, and respond to appropriate UAV user requests in a timely, professional manner. Please keep in mind the complexity of your operation especially airspace complexities when considering lead time for coordination. Please keep in mind the complexity of the airspace as well as the complexity of your operation when considering lead time for coordination.

COMMUNICATIONS

Effective, complete, and timely communication is critical to aviation safety. For the UAV user group, effective communication is a two-way responsibility and can be accomplished in numerous ways. From planning, to operations and emergencies, the following are perspectives on effective and necessary communications within the Air Traffic Control system.

Communication by email.

Preliminary planning and coordination can often be facilitated properly by email. Written accounts of planned exercise help to minimize potential errors and miscommunications. In early stages of coordination, this is the preferred method.

Communication by phone.

Tactical, or short term operations may also be communicated to NAV CANADA by telephone in the planning stages. In most operational instances this will be the primary contact method. Used for coordination, operations, and emergencies, the applicable contacts listed in the CFS, as should be utilized.

Communication by other means, including VHF.

While some UAV operators may have VHF capabilities, UAV's in Canada do not have radio telecommunications station permits or aviation registrations yet. As such, at this time, this is not a recommended method of communication between UAV users and NAV CANADA, unless otherwise coordinated. If users are so equipped and trained, maintaining a listening watch of air traffic on the appropriate frequency may increase situational awareness. Interference on Air Traffic Control frequencies is a safety issue, most especially in congested high density traffic areas and as such is not recommended.

Aviation Safety Relevant Data and Resources

The safe operation of UAV's as legitimate aviation users integrated into the Air Navigation System operated by NAVCANADA requires understanding and awareness on the part of the user. The following are the most commonly referenced documents and sources for current information. While not exhaustive, these resources will increase UAV user situational awareness, safe integration to Canada's aviation system. In some cases it may be legally required to have these documents present during UAV operations. UAV best practices, from an ATC/ATS/ANS perspective, strongly recommend the familiarization, understanding, use, and possession of the following resources be the norm for all UAV operators.

CFS

The Canada Flight Supplement is a joint civil-military publication containing information on all Canadian and North Atlantic aerodromes; used as a reference for planning and conducting air operations and updated every 56 days. This publication lists all contact numbers necessary for safe UAV operations and coordination. Available online at:

<http://products.navcanada.ca/Products/Aeronautical-Publications>

VNC

The VFR Navigation Chart (VNC) is used by VFR pilots on short to extended cross-country flights at low to medium altitudes and at low to medium airspeeds. The chart displays aeronautical information and sufficient topographic detail to facilitate air navigation through the use of a unique colour scheme, layer tinting, and shaded relief. Available online at:

<http://products.navcanada.ca/Products/Aeronautical-Charts>

VTA

The VFR Terminal Charts (VTA) provide detailed information in congested air traffic areas. These are similar in nature to the VNC, however these charts are at a more detailed scale of 1:250,000.

Available online at:

<http://products.navcanada.ca/Products/Aeronautical-Charts>

NOTAMS

A Notice to Airmen (NOTAM) is a notice filed with an aviation authority to alert aircraft pilots of potential hazards along a flight route or at a location that could affect the safety of the flight. They can include such items as temporary restrictions, UAV operations, flight dangers, or publication changes. Canadian NOTAMs are issued and disseminated by NAVCANADA and are available online at:

<https://flightplanning.navcanada.ca>

TRANSPORT CANADA

Information regarding the Federal Government's Transportation Regulations, Canadian Aviation Regulations, Special Flight Operations Certificate process, Regulatory Exemptions, and general safety protocols regarding UAV Operations in Canada may be found at: www.tc.gc.ca/safetyfirst

SPECIFIC GUIDANCE ON NAVCANADA COORDINATION PROCEDURES WITH TORONTO, WINNIPEG AND MONTREAL FIR(S) IN THE ONTARIO REGION

SFOC UAV operations within the Ontario Region are required to coordinate with NavCanada for flights within the three Flight Information Regions; Toronto FIR, Winnipeg FIR and Montreal FIR as applicable. Winnipeg FIR includes Thunder Bay and area westbound, Montreal FIR includes Kingston and Ottawa and the area eastbound, and Toronto is the area in between. That said, the appropriate aviation publications must be consulted to confirm the exact dimensions of each FIR. Find below the specific NavCanada coordination procedures for each of the FIR's. **These procedures are mandatory for all operations within the Ontario Region.**

For all UAV operations within the Toronto Flight Information Region (FIR):

The Toronto FIR coordinates and integrates UAV operations as follows:

SFOC UAV operations, **in controlled airspace**, shall initially coordinate with Airport Operations Specialist, **Mark Telewiak** at: **905-676-4609**, email is: mark.telewiak@tc.gc.ca

The office is open Monday to Thursday during regular business hours.

Authorization to operate within controlled airspace (Class C, D, & E) shall be provided through the Airport Operations Specialist.

This office then reviews the locations (to measure proximity to airports, runways, approaches, VFR corridors, etc.), airspace, restrictions and NOTAM requirements. This office also determines when a NOTAM is required.

For UAV operations in controlled airspace, the NAV CANADA operational units (control towers, flight service stations, area control centre and flight information centre) do not want to talk to UAV operators until the operator has contacted and coordinated their UAV operation through the Airport Operations Specialist, Mark Telewiak.

For UAV operations in Class G airspace, the requirement for NOTAMs should be filed at least 24 hours prior to any UAV operation that is conducted within 3 NM of any airport or heliport (including Hospital

helipads) found within the CFS or Water Supplement. **If a UAV operator is unsure of the proximity of their operation to an airport or controlled airspace, they are strongly encouraged to contact the Airport Operations Specialist to confirm or verify this requirement. They can also help with the required information or format for filing NOTAMs.**

Given the amount of active NOTAMs on a daily basis, Toronto FIR is careful about only publishing precise and relevant NOTAMs. For example, all else being equal, they will not accept a NOTAM advertising UAV operations for a seven-day period when the operator only needs to conduct a single 15-minute flight. While we understand weather and technical limitations, putting out blanket NOTAMs will not lend itself to pilots and aircrew getting accurate safety data. This may actually cause the reverse. Given the nature of UAV operations, the Airport Operations Specialist can generally turn around requests fairly quickly (within 48 hours), but the more lead time for coordination the better. Workload and summer staffing demands are variable and may impact on getting authorization in controlled airspace. Therefore, **it is strongly recommended to allow seven days' notice for UAV operations within the Toronto FIR.**

For all UAV operations within the Montreal Flight Information Region (FIR):

The Montreal FIR coordinates and integrates UAV operations as follows:

SFOC UAV operations, **in controlled airspace**, shall initially coordinate with Unit Procedure Specialist, **Louis Collette** at: **514-633-2883**, email is: upsyulacc@navcanada.ca

The office is open Monday to Friday during regular business hours.

Authorization to operate within controlled airspace (Class C, D, & E) shall be provided through the Unit Procedure Specialist.

This office then reviews the locations (to measure proximity to airports, runways, approaches, VFR corridors, etc.), airspace, restrictions and NOTAM requirements. This office also determines when a NOTAM is required.

For UAV operations in controlled airspace, the NAV CANADA operational units (control towers, flight service stations, area control centre and flight information centre) do not want to talk to UAV operators until the operator has contacted and coordinated their UAV operation through the Unit Procedures Specialist, Louis Collette.

For UAV operations in Class G airspace, the requirement for NOTAMs should be filed at least 24 hours prior to any UAV operation that is conducted within 3 NM of any airport or heliport (including Hospital Helipads) found within the CFS or Water Supplement. **If a UAV operator is unsure of the proximity of their operation to an airport or controlled airspace, they are strongly encouraged to contact the Unit Procedures Specialist, to confirm or verify this requirement. They can also help with the required information or format for filing NOTAMs.**

Given the amount of active NOTAMs on a daily basis, Montreal FIR is careful about only publishing precise and relevant NOTAMs. For example, all else being equal, they will not accept a NOTAM advertising UAV operations for a seven-day period when the operator only needs to conduct a single 15-minute flight. While we understand weather and technical limitations, putting out blanket NOTAMs will not lend itself to pilots and aircrew getting accurate safety data. This may actually cause the reverse.

Given the nature of UAV operations, the Unit Procedures Specialist can generally turn around requests fairly quickly but the more lead time for coordination the better. Workload and summer staffing demands are variable and may impact on getting authorization in controlled airspace. Therefore, **a minimum of 48 hours is required, however, it is strongly recommended to allow seven days' notice for UAV operations within the Montreal FIR.**

For all UAV operations within the Winnipeg Flight Information Region (FIR):

The Winnipeg FIR coordinates and integrates UAV operations as follows:

All SFOC UAV operations shall coordinate through a single office manned by Unit Operations Specialists or UOS. The UOS may request a copy of the SFOC for review, tracking and contact info. The office is open Monday to Friday during regular business hours, with coverage for humanitarian purposes during off-hours. The phone number is: **204-983-0304**, e-mail is wpgaccuos@navcanada.ca. Authorization to operate within controlled airspace (Class C, D, E and some Class F) shall be provided through the UOS office. This office then reviews the SFOC for locations (to measure proximity to airports, runways, approaches, VFR corridors, etc.), airspace, restrictions and NOTAM requirements. This office also

determines when a NOTAM is required. The Winnipeg FIC will not determine if a NOTAM is or is not required.

For UAV operations in controlled airspace, the NAV CANADA operational units (control towers, flight service stations, area control centre and flight information centre) do not want to talk to UAV operators until the operator has contacted and coordinated their UAV operation through the UOS office. Once this process has been completed, the unit will be advised that you are an authorized UAV operator, the specifics of your operation, and the dates. At this time NAV CANADA will also provide authorization for you to conduct your operation along with your communication protocol, restrictions and emergency procedures.

For UAV operations in Class G airspace, NAV CANADA has a Winnipeg FIR policy that states that they require a NOTAM be filed at least 24 hours prior to any UAV operation that is conducted within 5 NM (or close proximity to this: 5.1 – 5.3) of any airport found within the CFS or Water Supplement.

If a UAV operator is unsure of the proximity of their operation to an airport or controlled airspace, they are strongly encouraged to contact the UOS office to confirm or verify this requirement. They can also help with the required information or format for filing NOTAMs.

Given the amount of active NOTAMs on a daily basis, Winnipeg FIR is careful about only publishing precise and relevant NOTAMs. For example, all else being equal, they will not accept a NOTAM advertising UAV operations for a seven-day period and the operator only needs to conduct a single 15-minute flight. While we understand weather and technical limitations, putting out blanket NOTAMs like the example will not lend itself to pilots and aircrew getting accurate safety data. It will actually cause the reverse.

Given the nature of UAV operations, the UOS office can generally turn around requests fairly quickly. That being said, the units are not staffed to process this information immediately. Workload and summer staffing demands are variable and may impact on getting authorization in controlled airspace. Therefore, **it is strongly recommended to allow seven working days' notice for UAV operations within the YWG FIR.**

ACRONYMS

ACC Area Control Centre
ASL Above Sea Level
ATS Air Traffic Services
AGL Above Ground Level
CYR Canadian Restricted Airspace
FIC Flight Information Center
FIR Flight Information Region
FSS Flight Service Station
IFR Instrument Flight Rules
IMC Instrument Meteorological Conditions
MANOPS Manual of Operations
NOTAM Notice to Airmen
NM Nautical Miles
SFOC Special Flight Operations Certificate
TC Transport Canada
TP Transport Canada Publication
UAS Unmanned Aircraft System
UAV Unmanned Air Vehicle
UPS Unit Procedures Specialist
VFR Visual Flight Rules
VMC Visual Meteorological Conditions

APPENDIX B – UAV SFOC APPLICATION – SITE SURVEY

SFOC Applicant/UAV Owner			
Title	Full Name or Company	Phone (incl. area code)	Email
Mailing Address	City	Province	Postal Code
Operations Manager – check if same as above <input type="checkbox"/>			
Title	Full Name	Phone	Email
Mailing Address	City	Province	Postal Code

Location of Site / Site details and information	
Address	
Latitude and Longitude	
Identify the class of airspace the site is in	
List all aerodromes (airport, heliport, water aerodrome) that are within 10 nm of the site of operation	
For all the aerodromes above, list the phone contact information. NOTE: Must list emergency phone contact information for control zones within 10nm in case of fly-away. For coordination with Air Traffic Services follow Appendix A.	
Altitude required	Number of people on site to maintain site security

Prepare a site survey using aerial imagery (example Appendix C)

Make sure to identify:

- flight area
- safety perimeter (minimum 100 feet from all edges of flight area)
- properties to be notified within the safety perimeter
- take-off and landing locations
- location of personnel
- obstacles/hazards
- other

APPENDIX C

Example of a detailed flight plan

Class E Airspace, Montreal FIR

Hydro-Québec Heliport – 5.7 km,
122.77 MHz, 514-346-7550

St-Jérôme Airport, CSN3 – 6.0 km,
122.77 Mhz, 450-438-0855

Mirabel Airport, YMX – 6.44 km, 119.1
MHz, 450-476-3141

Bell Helicopter Heliport – 11.27 km,
119.1 MHz, 450-971-6500, CYR 624

—— Property Limits

30 meter lines

—— Emergency exits

—— Secured accesses

—— Flight zone limits

Maximum flight altitude – 30 m

Owner's authorization – YES

Neighbor located next to the flight
zone (North-East side) advised - YES



APPENDIX D

1. The Canadian Aeronautics Act is the Act that governs all Aviation activities in Canadian Airspace.

<http://laws-lois.justice.gc.ca/eng/acts/A-2/>

2. The Canadian Aviation Regulations (CAR's) are the regulations derived from the Aeronautics Act. You will find specific references to the CAR's throughout this application form and you are required to fully understand them as they form the legal basis for the information you are requested to provide.

<http://www.tc.gc.ca/eng/acts-regulations/regulations-sor96-433.htm>

3. The Staff Instruction (SI) No. 623-001 is a Transport Canada document which provides Inspectors with guidance on the review and processing of an application for an SFOC for the operation of UAV's. This is the main document used to determine whether you are eligible for issuance of an SFOC UAV. The SI provides specific guidance to the Inspectors as to what to look for in an application, and also serves as a very specific resource to applicants in preparing their application.

<http://www.tc.gc.ca/eng/civilaviation/standards/general-recavi-uav-4161.html>

4. TP 15263 – Knowledge Requirements for Pilots of Unmanned Air Vehicle Systems (UAV) 25 kg or Less, Operating within Visual Line of Sight. This is a document that provides a guide to what you as a UAV Operator should know at a minimum. If you are not knowledgeable in these subjects listed it is strongly recommended that you seek education from one of the many education resources available within Canada.

<http://www.tc.gc.ca/eng/civilaviation/publications/page-6557.html>

5. To help you find training resources, refer to the following link for Unmanned Systems Canada. They have links to training providers within Canada.

<https://unmannedsystems.ca/>

6. SFOC's are authorizations that allow for risk based aviation activities that cannot or may not meet all the Canadian Aviation Regulations. To help allow what are considered "Low Risk" operations to be carried out with a minimum of regulatory oversight, Transport Canada has promulgated two exemptions. These exemptions take the place of SFOC's as long as the operator complies with each and every condition listed on the applicable exemption. If an operator is unable to comply with any conditions, they are required to apply for and operate under an SFOC.

<http://www.tc.gc.ca/eng/civilaviation/standards/standards-4179.html>

7. The above link also provides links to other resources for UAV operators. Of note is the fact that just because you are an SFOC Holder, or are in the process of applying for an SFOC, you are still able to work in accordance with the exemptions provided you comply with all of the conditions.

Reference the Advisory Circular (AC) Guidance Material for Operating Unmanned Air Vehicle Systems under an Exemption for detailed explanations for each of the 37 or 58 conditions.

8. This link is a UAV site selection tool to help identify surrounding aerodromes and built up areas.

http://www.nrc-cnrc.gc.ca/eng/solutions/collaborative/civuas/uav_site_selection_tool.html

9. As per 8.1 of this form, "the Certificate Applicant confirms that they will report to Transport Canada within 48 hours, following any aviation accident or incident during the operation of the UAV". Below are the links to incident reporting and the UAV Incident Reporting Form.

<http://www.tc.gc.ca/eng/civilaviation/opssvs/report-drone-incident.html>

<http://tcwwwtest/eng/civilaviation/opssvs/drone-incident-report-form.html>