EXEMPTION FROM PARAGRAPH 700.02(2)(a) OF THE *CANADIAN AVIATION REGULATIONS*

Pursuant to subsection 5.9(2) of the *Aeronautics Act*, and after taking into account that the exemption is in the public interest and is not likely to adversely affect aviation safety or security, I hereby exempt **persons operating a Canadian registered turbojet or turboprop powered warbird aeroplane(s)** from the requirements set out in paragraph 700.02(2)(a) of the *Canadian Aviation Regulations* (CARs), subject to the conditions set out below.

Paragraph 700.02(2)(a) of the CARs states that subject to subsections (3) and (4), no person shall, unless the person holds and complies with the provisions of an *air operator certificate* that authorizes the person to do so, operate an aeroplane or helicopter to conduct aerial work involving:

(a) the carriage on board of *persons other than flight crew members*.

The complete text of the above provision is added as **Appendix A** to this exemption.

INTERPRETATION

In this exemption,

> "***warbird***" for the purposes of this document means any aeroplane of a type manufactured for operation in military service, and for which the flight authority is a ***Special Certificate of Airworthiness – Limited*** issued pursuant to section 507.03 of the CARs or a relevant exemption.

DEFINITIONS

1. **Anthropomorphic Measurement**: a set of noninvasive, quantitative techniques for determining an individual's specific dimensions of the body, such as height and weight; including length of arms, legs and torso with the specific intension of ensuring safety of the individual to fly in military turbojet and turboprop aeroplane.

2. **ALSE**: Aviation Life Support Equipment such as flight helmets, oxygen masks, survival or floatation vest, parachute and seat harness. (also see Escape Systems)

3. **AGSM**: Anti-G straining manoeuvre.

4. **Armed or Disarmed Ejection Seat**. An armed ejection seat has all safety pins removed and all arming levers in the armed position such that the occupant can activate the system through the normal or secondary activation handles or triggers. Conversely a disarmed ejection seat has all the safety pins installed to prevent normal or secondary activation.

5. **Ejection Seat:** an emergency escape seat for propelling an occupant out and away from an aeroplane. These seats may be fitted with rockets and safety pins where they can be "armed"

and "disarmed". Ejection seats may also be used in an inert (fixed) state. When the seat(s) are inert the operator shall post a placard in each cockpit position to alert the occupant of that fact.

Note: Ejection seats are often referred to as "hot" for fully operational seats capable of ejection or "cold" for seats rendered inert.

6. **Escape System(s):** For the purposes of this document, an Escape System(s) shall include all of the following items as applicable to each aeroplane:

    a. Aeroplane windows, doors or canopy that can be jettisoned by hand or mechanically and may include explosive devices.

    b. Aeroplane seat system to include harness, built-in parachute and or survival kit and any fitted ejection handles, covers or pins.

    c. ALSE: Pilot or passenger worn equipment such as helmet with visor and oxygen mask, anti-gravity trousers (g-suit), survival vest, personal floatation device (mae west vest), ejection seat harness or connections and parachute.

7. **Hard Deck:** For the purposes of this document, a Hard Deck is an imaginary altitude above ground used to symbolize the ground during flight. This hard floor, represented in feet above ground, is to ensure a safety altitude for aerobatics or training such as simulating different low energy approach and overshoot techniques.

8. **PIC**: Pilot in Command

Note: For any definitions not specified in this document refer to CARs.

PURPOSE

This exemption allows a person who does not hold an Air Operator Certificate (AOC) issued under Subpart 702 of the CARs or a Private Operator Registration Document (PORD) issued under subpart 604 of the CARs but has the qualifications mentioned herein, to conduct sightseeing operations for hire or reward of persons other than flight crew members while operating a Canadian registered turbojet or turboprop powered aeroplane(s) with a ***Special Certificate of Airworthiness - Limited*** meeting the description of warbird. This exemption is solely for the purpose of allowing the travelling public to experience flights in warbirds and vintage aircraft as passengers and as such passengers.

Exemption NCR-121-2020 is cancelled and superseded by NCR-025-2025.

APPLICATION

This exemption applies to a person when operating a Canadian registered turbojet or turboprop powered aeroplane(s) with a **Special Certificate of Airworthiness - Limited** and meeting the description of warbird to conduct sightseeing operations for hire and reward of persons other than flight crew members **without holding an AOC or PORD** while operating in Canadian airspace only. This exemption may only be applied to aeroplanes with a maximum seating capacity of 4 seats.

The exemption ceases to apply to a person operating a Canadian registered turbojet or turboprop powered warbird aeroplane(s) who breaches any condition of this exemption.

CONDITIONS

This exemption is subject to the following conditions:

GENERAL:

1. Individuals or museums operating aeroplanes under this exemption and their pilots henceforth referred to as "**the operator**" shall not engage in the transportation of passengers on a unit toll basis (fare per person), on point-to-point flights.

2. The "carriage of persons" is restricted to flights which take-off and land at the same aerodrome.

3. The operator shall maintain an accurate passenger manifest with name(s) of each passenger and their emergency contact information for each flight. The manifest shall be available to airport and or emergency agencies upon request.

4. The operator shall comply with all relevant provisions of the *Canadian Aviation Regulations* not specifically exempted under this exemption.

5. The operator shall maintain a list of registrations and serial numbers for all aeroplanes used for the carriage of persons.

6. The operator shall comply to the conditions specified on the Operating Conditions associated with the aeroplane's ***Special Certificate of Airworthiness – Limited.***

MAINTENANCE:

7. All non-specialized maintenance shall be performed and released under the control of an approved maintenance organization with a rating appropriate to the work performed, or by the holder of an appropriately rated Aircraft Maintenance Engineer licence who holds a restricted certification authority issued by the Minister.

8. All specialized work shall be performed and released under the control of an approved maintenance organization with a rating appropriate to the work performed.

9. The aeroplane shall be maintained in accordance with a Maintenance Schedule submitted to and formally approved by Transport Canada.

10. The operator shall notify the Minister of:
    a. any airworthiness or operational concerns or defects detected during aircraft operation or during the performance of maintenance, elementary work or servicing that meets the requirements of a reportable service difficulty (SDR);
    b. any incidents or occurrences defined as reportable to the Transportation Safety Board of Canada;
    c. any abnormal occurrence, including but not limited to those described in Standard 625 Appendix G of the Aircraft Equipment and Maintenance Standards; or
    d. any malfunction, failure, or defect in any system or component that required taking emergency action of any type during the course of any flight.

IDENTIFICATION OF COMPANY PERSONNEL:

11. Operators shall ensure that all crew members and ground crew are clearly identified by one of the following methods: Company uniforms, shirt, hat or nametag for passengers to easily identify them at any time of the flight experience operation.

PASSENGER CONSENT:

12. Operators shall ensure the passengers are thoroughly briefed on the intended flight, that they understand the associated risks and that they agree to the proposed flight plan.

13. Prior to each flight, the operator shall notify the passengers that the aeroplane is operated in accordance with Ministerial exemptions from the regulations established for Commercial Air Operators.

14. Passengers shall be made aware of the risk inherent in the activity and that there is a higher level of risk than that involved in flying on a modern commercial carrier and that this activity could result in serious injury or death.

15. The operator shall carry a copy of this exemption on board and shall offer passengers an opportunity to review the exemption prior to each flight.

MEDICAL:

16. The operator shall ensure that passengers complete a medical declaration of fitness stating the individual(s) is capable of flying in a warbird aeroplane capable of high G manoeuvres and aerobatic flight.

17. As required, operators shall determine by measuring or weighing passengers as needed to

ensure they meet any anthropometric restrictions of the specific aeroplane and related escape systems with either hot or cold seats.

18. For aeroplane equipped with a parachute or with a seat minimum or maximum weight limit, this declaration shall include a recorded weight of each passenger.

19. Consideration shall be given to how passengers would cope in case of an aeroplane abandonment or ground egress from the aeroplane and only those deemed capable of coping with egress procedures shall be allowed on board.

20. Operators shall refuse to fly any person they judge will not have the capacity to climb in or out of the aeroplane, cope with cramped entryway, restrictions of a compact seating area in a cockpit or cabin including harness, parachute straps and wearing a helmet and oxygen mask (as applicable).

AGE RESTRICTION:

21. The operator shall restrict passengers to those 12 years of age and older, who meet the requirements of the medical conditions stated above and are capable of understanding the aeroplane safety features and the emergency procedures to be conveyed to them during the pre-flight briefing.

22. Passengers 18 and over shall sign a waiver to confirm they understand the training they have received and the risks associated with flying in the aeroplane.

23. For passengers 12 to 17 years of age the operator shall ensure that an accompanying adult shadows the minor during all briefings and or training and that adult shall sign the waiver to confirm they are satisfied the minor understands and is able of coping with the requirements of the flight.

ESCAPE SYSTEM TRAINING PROGRAM (ESTP):

24. Pilots operating an aeroplane with a functional ejection seat (whether the seat is armed or not armed in flight) shall satisfactorily complete an ESTP meeting the points below.

25. The training shall be aeroplane and ejection seat make and model specific.

The ESTP training is valid until the first day of the thirteenth month after completion. The training and validity date shall be kept in the pilot file.

Note: An ESTP instructor who conducts a complete course of training required within this training program will be considered to have completed that course for his or her own training requirement with appropriate documentation.

26. These conditions are to be used as a minimum requirement when developing an ESTP as required by certain aeroplane's operating limitations. The conditions may also be used as a tool to evaluate the content of an operator's ESTP.

27. The pilot ESTP shall contain the following elements:

a. An ESTP revision control process, that may include a table of contents, log of revisions, and a List of Effective Pages (LEP);
b. Ejection seat training curricula; and
c. The ESTP shall contain a description of each training topic, including its objectives and standards with separate curricula for person(s) acting as PIC.

28. **Classroom Training**: The academic curriculum shall contain the following training topics as they relate to ejection seats or the act of ejecting for each training position:

i. Introduction/Ejection Philosophy.
ii. Operational Risk Management Planning and Public Safety.
iii. Review of Aeroplane Operating Limitations and Requirement for ESTP.
iv. Crew Resource Management.
v. Single Pilot Resource Management.
vi. Making the Ejection Decision and Human Factors.
vii. Passenger Qualifications: Medical, Height, and Weight (if applicable).
viii. Passenger Practical Aeroplane Safety Briefing.
ix. Post-Ejection Communications and Survival, including Search and Rescue (SAR) considerations.
x. Aeroplane-Specific Training. The aeroplane training specific to each make and model flown must include the following topics:

A. Overview of Ejection Seat system.
B. Ejection sequence through to touchdown.
C. Operational limitations and ejection envelope: altitude, attitude, and speed.
D. Allowable heights and weights for occupants (if applicable).
E. Aeroplane and seat markings.
F. Ejection seat controls/features/safety devices.
G. Ejection seat arming/safe procedures.
H. Ejection seat preflight and strap-in procedures.
I. Emergency procedures requiring ejection.
J. Ejection seat egress and emergency ground egress procedures.
K. Body position for ejection.
L. Ejection system failures.
M. Parachute system, harness, buckles and controls.

N. Manual bailout procedures (if applicable).
O. Post-ejection procedures, including common parachute malfunctions and ground hazards.
P. Possible injuries typically caused by ejection.

29. Pilots and briefing ground crew operating an airplane without serviceable ejection seats but equipped with a parachute shall satisfactorily complete an ESTP meeting the points below:

30. The training shall be applicable to the aeroplane and parachute configurations to be operated under this exemption. The training and validity date shall be kept in the appropriate personnel file.

31. The ESTP training is valid until the first day of the thirteenth month after completion. The training and validity date shall be kept in the pilot file.

Note: An ESTP instructor who conducts a complete course of training required within this training program will be considered to have completed that course for his or her own training requirement with appropriate documentation.

These conditions are to be used as a minimum requirement when developing an ESTP as required by certain aeroplane's operating limitations. The conditions may also be used as a tool to evaluate the content of an operator's ESTP.

32. The ESTP shall contain the following elements:

a. An ESTP revision control process, that may include a table of contents, log of revisions, and a List of Effective Pages (LEP);

b. The ESTP shall contain a description of each training topic, including its objectives and standards with separate curricula for person(s) acting as PIC.

Classroom Training: The academic curriculum must contain the following training topics as they relate to the act of ejecting for each training position:

i. Introduction/Bailout Philosophy.
ii. Operational Risk Management Planning and Public Safety.
iii. Review of Aeroplane Operating Limitations and Requirement for ESTP.
iv. Crew Resource Management.
v. Single Pilot Resource Management.
vi. Making the Bailout Decision and Human Factors.
vii. Passenger Qualifications: Medical, Height, and Weight (if applicable).
viii. Passenger Practical Aeroplane Safety Briefing.
ix. Post Bailout Communications and Survival, including Search and Rescue (SAR) considerations.

x. Aeroplane-Specific Training. The pilot portion aeroplane training specific to each make and model flown must include the following topics:

A. Overview of canopy system.
B. Bailout sequence through to touchdown.
C. Operational limitations and bail-out envelope: altitude, attitude, and speed.
D. Allowable heights and weights for occupants (if applicable).
E. Aeroplane and seat markings.
F. Emergency procedures requiring bailout.
G. Seat egress and emergency ground egress procedures.
H. Parachute system, harness, buckles and controls
I. Manual bailout procedures.
J. Post-bailout procedures, including common parachute malfunctions and ground hazards.
K. Possible injuries typically caused by bailout.

NOTE: In order to act only as a briefer, ESTP training may omit items C and F above.

x. Passenger training shall be specific to make and model to be flown and must include the following topics:

A. Brief overview of parachute and canopy system.
B. Opening the canopy
C. Getting out of the airplane
D. Deployment of the parachute
E. Landing position
F. Aeroplane and seat markings.
G. Post landing considerations.
H. Acknowledgement of risk of injury if bailout is necessary.

BRIEFINGS:

33. Aeroplane with *serviceable ejection seat*:

The following practical aircraft safety briefing items required for a passenger briefing prior to every flight are listed below. Passenger briefing shall be completed by a pilot who has completed the classroom training, including aircraft-specific training, for that aircraft and must include these topics:

a. Overview of the Ejection System.
b. Aircraft and Seat Markings.
c. Ejection Sequence.
d. Ejection Seat Controls/Features/Safety Devices.
e. Ejection Seat Arming/Safe Procedures.
f. Strap-In.

g. Ejection Seat Egress and Emergency Ground Egress.
h. Body Position for Ejection.
i. Ejection Seat Failure and Manual Bailout (if applicable).
j. Post Ejection Procedures.
k. Injuries Typically Caused by Ejection.
l. Coordination, Communications, and Communications Failure Procedures.

Standard of Completion:

Passengers shall understand the basic concept of the ejection system and be able to perform an ejection under normal supervision.

34. Aeroplane *without serviceable ejection seat but equipped with parachute*:

The passenger briefing prior to every flight shall include the items listed in section 31. part x. The passenger briefing may be given by anyone meeting the requirements of section 29.

Standard of Completion:

Passengers shall understand the basic concept of the Bailout procedure and be able to perform a bailout under normal supervision.

35. In addition to the requirements of section 602.89 of the *Canadian Aviation Regulation* and the ESTP, passengers shall be briefed by the pilot flying with them or a designated and qualified person to conduct such briefings prior to each flight on the following items (as applicable);

- Duration of flight
- Proposed geographic area and route for the flight
- Proposed maneuvers to be flown
- Use or restrictions for their personal photographic equipment or smart phones
- Aviation Life Support Equipment (ALSE) – flying suit, helmet, and oxygen mask. If oxygen masks are worn the operator shall ensure the passenger(s) know how to remove the mask during flight to use an airsickness bag.
- The location of airsickness bags and where to stow the bag after use.
- Proper footwear such as full coverage shoes or leather boots and gloves. Footwear that allows portions of the feet to be exposed, have high heels or are too loose in case of emergency egress shall not be worn.
- Flight physiology: effects of G (gravity) and teach the AGSM (anti-G straining manoeuvres).
- Aeroplane entrances, emergency exits, ladder and canopy functions.
- Seating locations, brace positions or procedures for feet and hands in case of an emergency landing or aircraft abandonment if not covered in ESTP ground training.

- Aeroplane's aural or light signals and any hand signals in case of emergency.
- Procedure to follow for ground egress.

36. For formations flights, the operator shall conduct a briefing prior to each flight to include all normal pre-flight considerations and ensure the briefing includes, but is not limited to, the following:

- Formation or aeroplane call sign / formation position / crew + passenger assignments.
- Formation procedures for joint-up / formation changes and break up for landing
- Formation calls / hand signals.
- Procedure for passengers to communicate with the crew without interfering with pilot(s).
- Knock-it-off call / signal for emergencies.
- Emergency recovery procedures / formation break up procedure / safe altitudes & headings.
- Briefing of route and areas to be avoided (built-up areas).
- Camera aeroplane location and procedures (as applicable).

AEROPLANE ORIENTATION:

37. As necessary, the operator shall conduct cockpit or cabin orientation to include aeroplane steps, canopy procedures and review ESTP portion for seat harness system, parachute harness, seat functions.

38. The orientation shall include verbal or hand signal procedures to abandon or egress from the aeroplane. As such passengers shall be requested to repeat these signals as part of the orientation to satisfy the operator that they understand the signals.

39. For any aeroplane fitted with ejection seat and parachute, a ground based platform with a seat, harness, parachute and flight gear may be used to teach the equipment and associated emergency drills only if the seat and systems are identical to the aeroplane.

40. The passenger(s) shall demonstrate successful egress from the aeroplane on their own within 20 seconds.

41. The operator shall conduct flight control and intercom familiarization for passengers in a cockpit seat with flight controls. This shall instruct the passenger(s) on the protocol of "You Have Control – I Have Control" as well as instructing passengers of a safe place to rest their hands and feet or handhold locations during flight.

PILOT TRAINING & QUALIFICATIONS RECORDS:

42. The PIC shall hold at least a commercial pilot licence and a valid Cat I medical certificate.

43. **Pilot experience -** The PIC shall have the experience level listed below as appropriate for

the aeroplane to be flown:

1. **For Turbojet or Turboprop Aeroplane MMO of .80Mach or less:**

	*Total Time	*Time as PIC	In Category & Class	Time in Jet Fighter/Trainer	PIC On Type
Basic Requirement	1500	250	100	10	5
Alternate Requirement	1000	250	100	15	10
Alternate Requirement	750	250	100	25	15

2. **For Turbojet or Turboprop Aeroplane MMO between .80Mach and .99 Mach:**

	*Total Time	*Time as PIC	In Category & Class	Time in Jet Fighter/Trainer	PIC On Type
Basic Requirement	1500	250	100	500	5

NOTE: For every 1000hrs Total Time in excess of the 1500hrs Total Time Basic Requirement, a pilot may decrease the 500hrs Time in Jet Fighters/Trainer requirement by 100hrs. However, the Time in Jet Fighter/Trainer shall not be decreased below 100hrs.

For Turbojet Aeroplane with an MMO greater than .99Mach:

All pilot shall be individually approved by TC following a Risk Assessment in accordance with current TC Safety Management System guidelines.

44. Pilots shall maintain the following currency minimums on the specific type of aeroplane to be flown:

a. Complete an annual proficiency check flight; and
b. Have 5 hours in the past 12 months; and

c. Have at least 1 flight and 3 takeoffs and landings in the past 90 days.

45. To fly formation flights under this exemption pilots shall satisfy one of the following qualifications:

    a. Have graduated from military pilot training to wings standard, or
    b. Hold Formation Credential issued by FAST or FFI in accordance with their FAA-accepted formation program, or
    c. Hold a Formation SAC issued by TCCA or the FAA based on recommendation of the International Council of Airshows in accordance with their TCCA/FAA accepted ACE manual.

46. Every PIC in the formation shall have flown at least one Formation sortie in the previous 90 days.

47. Every PIC in the formation shall have completed a periodic formation check flight within the previous 24 months.

48. The operator shall maintain a list of pilot qualifications and annual training in accordance with the conditions of this exemption. The list shall consist of at least the following information:

    - Pilot name
    - Pilot licence and medical showing validity dates
    - Summary of hours showing evidence of meeting the required experience minimums.
    - TC validation for any lower experience minimums than those specified in this document.
    - F.A.S.T. card qualification of organization equivalent (formation pilots only)

49. The operator shall comply with their own Company Operations Manual should they elect to write one, any Standard Operating Procedures and the Aeroplane Flight Manual, accepted procedures or their own state restrictions for the type if those are more restrictive than this exemption.

50. The operator shall ensure that all pilots conduct "***Annual***" proficiency training in their type or category of aeroplane and are current in their type or category of aeroplane used for the carriage of persons.

51. Annual Proficiency Pilot Training shall include but is not limited to;

    - An open book examination with a minimum of 25 questions, reviewed and corrected to 100%, on aeroplane systems and limitations, normal and emergency procedures, *ESTP*, owner or organization procedures for the carriage of persons.

- Training flight(s) to ensure proficiency with a qualified pilot on aeroplane type or category, as designated by the Operator to review normal, abnormal and emergency procedures in accordance with the AFM (Aeroplane Flight Manual) or accepted procedures for the aeroplane.

- High performance manoeuvres such as aerobatics, overhead breaks and closed patterns to proficiency.
- Formation flight training and currency in accordance with international organization Formation and Safety Team (F.A.S.T.) training or organization equivalent SOP.

- ***Older turbojet with centrifugal compressor engines have limited performance and slow throttle response. Proper energy management and throttle settings must be taught to new pilots.***

  Pilots new to these types of turbojet engines shall see a safe demonstration of a shallow approach with low energy, low power settings to balked landing and overshoot to imaginary runway at altitude. (demonstrations and training shall use a hard deck of at least 1000' above ground) on each type to be flown.

  Following a demonstration, new pilots shall fly the manoeuvres from a suitable altitude to an imaginary runway hard deck prior to continuing with training for approaches, balked landings, overshoots and touch and goes, to an actual runway.

  Note: While this training is <u>mandatory</u> for pilots on initial training for turbojets equipped with a centrifugal compressor, it is strongly recommended for all pilots of such airplanes on an annual basis.

52. The operator shall ensure that initial, annual and recurrent training program conducted in different category and type of aeroplane due to lack of full dual controls or limited availability of a specific type of aeroplane is submitted in writing to Transport Canada for approval prior to conducting passenger flights.

53. The operator shall record initial, annual and recurrent training for each pilot and a summary of training for each pilot with validity dates shall be made available to the Minister upon request. These records shall be retained for a period of 2 years minimum.

<u>PLACARDS:</u>

54. The operator shall display a placard affixed next to the passenger entrance of the aeroplane which states:

WARNING

YOU FLY IN THIS AIRCRAFT AT YOUR OWN RISK.
THIS AIRCRAFT DOES NOT COMPLY WITH INTERNATIONALLY RECOGNIZED STANDARDS.

AVIS

VOUS VOLEZ À BORD DE CET AÉRONEF À VOS PROPRES RISQUES.
CET AÉRONEF N'EST PAS CONFORME AUX NORMES RECONNUES À L'ÉCHELLE INTERNATIONALE.

55. The operator shall display a placard marking each door, panel or canopy with clear instructions for unlocking, locking, closing, opening or jettisoning as appropriate.

FLIGHT RESTRICTIONS:

56. The carriage of external stores is prohibited with the exception of external fuel tanks and properly mounted camera systems such as GoPro or Garmin VIRB.

57. Unless the aeroplane is equipped for IFR flight and the pilot is suitably qualified, the flight shall be restricted to VFR operations.

58. For IFR equipped aeroplane with a suitably qualified pilot, IFR operations can be conducted to VFR-On-Top. These flights are limited to VFR weather for departure, arrival and alternate.

59. Flights below 1000 feet above ground level shall not be conducted unless for takeoff, landing or an emergency.

60. Aerobatic manoeuvres shall not be conducted below 3000 feet above ground or over built up areas.

61. At airports with air traffic control facilities, pilots may perform overhead breaks and closed patterns with ATC coordination and approval only. At uncontrolled airports pilots may perform overhead breaks and closed patterns only if they can ascertain that no conflict exists with other aircraft operating in the vicinity of that airport.

62. The operator shall ensure that the runway length conforms to the requirements specified in the aeroplane flight manual, or equivalent performance documentation or in accordance with the normal operations for the type for take-off and landing. The operator shall calculate distances for each flight and record this information for runways used.

63. Formation flights shall be conducted in accordance with the reference points, aircraft spacing and procedures/policies specified in the documentation provided by the organization who has issued the formation credentials.

64. Formation aeroplanes shall not fly closer than 1/2 wing span away from each other.

65. Formation aerobatic flights shall not be conducted with paying passengers.

66. Formations flights shall not exceed 4 aeroplanes plus a camera aeroplane. The camera aeroplane shall maintain a safe distance to ensure there is no conflict with any formation aeroplane that may need to pull out of formation for emergencies.

AERODROME OPERATION:

67. Operators shall respect any and all airport/aerodrome specific procedures for having passengers on the movement area.

68. Passenger(s) shall be escorted by the pilot or a trained representative at all times while on the aerodrome movement area.

69. When Crash Fire Rescue (CFR) services are located at the intended airport of operation, operators shall supply the CFR crews with an Extraction Package for each type of aeroplane flown. Such package shall consist but not be limited to the following information:
    - A diagram denoting exits and seating areas on the aircraft including any bulkheads which may separate seating sections.
    - Instructions on how to operate the emergency exits/canopy
    - Seat mechanisms and seatbelt operations
    - Instructions on how to fight fire
    - Location and type of hazardous fluids/material in the aeroplane.

70. This exemption is only valid in Canadian airspace unless accompanied by specific approval in writing from another state's aviation authority. At no times shall the operations outside of Canada exceed 3 calendar months in any calendar year.

VALIDITY

The exemption is valid until the date on which the exemption is cancelled by the Minister in writing where he is of the opinion that it is no longer in the public interest or that it is likely to adversely affect aviation safety or security.

CANCELLATION CLAUSE

The exemption NCR-121-2020 from 700.02(2)(a) of the *Canadian Aviation Regulations* (CARs) issued on the 30th of April 2021 at Ottawa, Ontario, by the Director General Civil Aviation on behalf of the Minister of Transport is hereby cancelled because a re-issuance of this exemption is taking effect.

Exemption NCR-121-2020 is cancelled and superseded by NCR-025-2025, on the day the latter comes into effect.

DATED at Ottawa, Ontario, Canada this 25th of July 2025, on **behalf of the Minister of Transport.**

"Original signed by"

Chris Blain
Acting Director General
Civil Aviation

APPENDIX A

Pertinent provisions of the *Canadian Aviation Regulations*

CAR 700.02 REQUIREMENTS FOR AIR OPERATOR CERTIFICATE

700.02 (1) No person shall operate an air transport service unless the person holds and complies with the provisions of an air operator certificate that authorizes the person to operate that service.

(2) Subject to subsections (3) and (4), no person shall, unless the person holds and complies with the provisions of an air operator certificate that authorizes the person to do so, operate an aeroplane or helicopter to conduct aerial work involving

(a) the carriage on board of persons other than flight crew members;
(b) the carriage of helicopter Class B, C or D external loads;
(c) the towing of objects; or
(d) the dispersal of products.

(3) A person who does not hold an air operator certificate may conduct aerial work involving the dispersal of products if

(a) the person is a farmer;
(b) the person owns the aeroplane that is used to disperse the products;
(c) the products are dispersed for agricultural purposes; and
(d) the dispersal of the products takes place within 25 miles of the centre of the person's farm.

(4) A person who holds a flight training unit operator certificate may conduct aerial work involving the carriage of persons other than flight crew members on board a single-engined aircraft if

(a) the pilot-in-command is the holder of a valid flight instructor rating in the appropriate category of aircraft;
(b) the aircraft is operated in day VFR flight;
(c) there are no more than nine passengers on board; and
(d) the flight is conducted for the purpose of sightseeing operations.

(5) Despite subsections (1) and (2), a person who does not hold an air operator certificate may operate an air transport service, or operate an aeroplane or helicopter to conduct aerial work involving the transport of passengers or goods, if:

(a) the person holds a private operator registration document;
(b) the person operates the air transport service or conducts the aerial work under a management agreement with another person who has transferred to that person legal custody and control of the aeroplane used to operate the service or to conduct the work;

(c) the management agreement provides that the air transport service is operated or the aerial work is conducted exclusively in support of the activities of the person who has transferred legal custody and control of the aeroplane; and

(d) no payment is made in relation to the air transport service or the aerial work to a party to the management agreement by or on behalf of a passenger or the owner of a transported good unless the passenger or the owner is the person who has transferred legal custody and control of the aircraft.