Canadian Aviation Regulations (CARs)

General Operating and Flight Rules

Operating and Flight Rules

Reckless or Negligent Operation of Aircraft

CAR 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

CAR 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

CAR 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

Car 602.04 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.

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.

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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.

Compliance with Instructions

CAR 602.05 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.

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

CAR 602.06 No person shall smoke on board an aircraft during take-off or landing or when directed not to smoke by the pilot-in-command. No person shall smoke in an aircraft lavatory. 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

CAR 602.07 No person shall operate an aircraft unless it is operated in accordance with the operating limitations set out in the aircraft flight manual, where an aircraft flight manual is required by the applicable standards of airworthiness.

Portable Electronic Devices

CAR 602.08 No operator of an aircraft shall permit the use of a portable electronic device on board an aircraft, where the device may impair the functioning of the aircraft's systems or equipment.

Fuelling with Engines Running

CAR 602.09 No person operating an aircraft shall permit the fuelling of the aircraft while an engine used for the propulsion of the aircraft is running and passengers are on board the aircraft or are embarking or disembarking, unless subsection 704.33(4) or 705.40(3), as applicable, is complied with.

Starting and Ground Running of Aircraft Engines

CAR 602.10 No person shall start an engine of an aircraft unless a pilot's seat is occupied by a person who is competent to control the aircraft, precautions have been taken to prevent the aircraft from moving. In the case of a seaplane, the aircraft is in a location from which any movement of the aircraft will not endanger persons or property.
Aircraft Icing

CAR 602.11 No person shall conduct or attempt to conduct a take-off in an aircraft that has frost, ice or snow adhering to any of its critical surfaces.

Notwithstanding (above) a person may conduct a take-off in an aircraft that has frost adhering to the underside of its wings that is caused by cold-soaked fuel, if the take-off is conducted in accordance with the aircraft manufacturer's instructions for take-off under those conditions.

Where conditions are such that frost, ice or snow may reasonably be expected to adhere to the aircraft, no person shall conduct or attempt to conduct a take-off in an aircraft unless the aircraft has been inspected immediately prior to take-off to determine whether any frost, ice or snow is adhering to any of its critical surfaces.

Where, before commencing take-off, a crew member of an aircraft observes that there is frost, ice or snow adhering to the wings of the aircraft, the crew member shall immediately report that observation to the pilot-in-command, and the pilot-in-command or a flight crew member designated by the pilot-in-command shall inspect the wings of the aircraft before take-off.

Before an aircraft is de-iced or anti-iced, the pilot-in-command of the aircraft shall ensure that the crew members and passengers are informed of the decision to do so.

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

CAR 602.12 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

a) 500 feet from a helicopter or balloon; or
b) 2,000 feet from an aircraft other than a helicopter or balloon.

Except at an airport, heliport 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.

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

CAR 602.13 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, heliport or a military aerodrome.

Or

The flight is conducted without creating a hazard to persons or property on the surface; and the aircraft is operated for the purpose of a police operation that is conducted in the service of a police authority, or for the purpose of saving human life.
Minimum Altitudes and Distances

CAR 602.14 Except where conducting a take-off, approach or landing no person shall operate an aircraft 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

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

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

Permissible Low Altitude Flight

CAR 602.15 A person may operate an aircraft at altitudes and distances less than those specified 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

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

(2) for the purpose of saving human life;

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

(4) for the purpose of the administration of the Fisheries or Coastal Fisheries Protection Act

(5) for the purpose of the administration of the national or provincial parks

(6) for the purpose of flight inspection.

(7) aerial application or aerial inspection

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

(9) helicopter external load operations

(10) flight training conducted by or under the supervision of a qualified flight instructor.
Right of Way - General

CAR 602. 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 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.

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.

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.

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.

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.

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.

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.

The pilot-in-command of an aircraft at a lower altitude, as 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.

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.
Right of Way - Aircraft Manoeuvring on Water

**CAR 602.20** Where an aircraft on the water has another aircraft or a vessel on its right, the pilot-in-command of the first-mentioned aircraft shall give way.

Avoidance of Collision

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

Towing

**CAR 602.22** No person shall operate an aeroplane that is towing an object unless the aeroplane is equipped with a tow hook and release control mechanism.

Dropping of Objects

**CAR 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

**CAR 602.24** No person shall operate an aircraft in formation with other aircraft except by pre-arrangement between the pilots-in-command of the aircraft or 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

**CAR 602.25** No person shall enter or leave an aircraft in flight except with the permission of the pilot-in-command of the aircraft. A person leaves for the purpose of making a parachute descent.

Aerobatic Manoeuvres - Prohibited Areas and Flight Conditions

**CAR 602.27** No person operating an aircraft shall conduct aerobatic manoeuvres over a built-up area or an open-air assembly of persons, in controlled airspace, except in accordance with a special flight operations certificate when:

1. when flight visibility is less than three miles or
2. below 2,000 feet AGL, except in accordance with a special flight operations certificate issued

Aerobatic Manoeuvres with Passengers

**CAR 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:

1. at least 10 hours dual flight instruction in the conducting of aerobatic manoeuvres or 20 hours conducting aerobatic manoeuvres and
(2) at least one hour of conducting aerobatic manoeuvres in the preceding six months.

**Fuel Dumping**

**CAR 602.30** No person shall jettison fuel from an aircraft in flight unless it is necessary to do so in order to ensure aviation safety and all appropriate measures are taken to minimize danger to human life and damage to the environment, insofar as the circumstances permit.

**Compliance with Air Traffic Control Instructions and Clearances**

**CAR 602.31** The pilot-in command of an aircraft shall 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.

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. Included are manoeuvre carried out in accordance with a resolution advisory generated by an Airborne Collision Avoidance System (ACAS) or a Traffic Alert and Collision Avoidance System (TCAS) or in response to a warning from a Ground Proximity Warning System (GPWS) on board the aircraft.

**Airspeed Limitations**

**CAR 602.32** No person shall operate an aircraft at an indicated airspeed of more than 250 knots if the aircraft is below 10,000 feet ASL or operate an aircraft at an indicated airspeed of more than 200 knots if the aircraft is below 3,000 feet AGL within 10 nautical miles of a controlled aerodrome unless authorized to do so in an air traffic control clearance.

**Supersonic Flight**

**CAR 602.33** No person shall operate an aircraft at a true Mach number of 1 or greater.

**Cruising Altitudes and Cruising Flight Levels**

**CAR 602.34** The appropriate cruising altitude or cruising flight level for an aircraft in level cruising flight is determined in accordance with the magnetic track, in the Southern Domestic Airspace and the true track, in the Northern Domestic Airspace.

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

**CAR 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 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 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 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.

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**Altimeter-setting and Operating Procedures in the Standard Pressure Region**

**CAR 602.36** 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 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 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 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.

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.

**Altimeter-setting and Operating Procedures in Transition between Regions**

**CAR 602.37** Except where otherwise authorized by an air traffic control unit, each flight crew member who occupies a flight crew member position that is equipped with an altimeter shall when flying from the altimeter-setting region into the standard pressure region, set the altimeter to 29.92 inches of mercury or 1,013.2 millibars immediately after the aircraft’s entry into the standard pressure region and when flying from the standard pressure region into the altimeter-setting region, 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, the altimeter setting of a station near the route of flight immediately before the aircraft’s entry into the altimeter-setting region.

**Flight over the High Seas**

**CAR 602.38** The pilot-in-command of a Canadian aircraft that is in flight over the high seas shall comply with the applicable Rules of the Air set out in Annex 2 to the Convention and the applicable Regional Supplementary Procedures set out in Document 7030/4 of the International Civil Aviation Organization (ICAO).

**Transoceanic Flight**

**CAR 602.39** No pilot-in-command of a single-engined aircraft, or of a multi-engined aircraft that would be unable to maintain flight in the event of the failure of any engine, shall commence a flight that will leave Canadian Domestic Airspace and enter airspace over the high seas unless:

1) the pilot-in-command holds a pilot licence endorsed with an instrument rating

2) the aircraft is equipped with:

   - the equipment referred to in section 605.18,

   - a high frequency radio capable of transmitting and receiving on a minimum of two appropriate international air-ground general purpose frequencies and

   - hypothermia protection for each person on board and
- the aircraft carries sufficient fuel and in addition, carries contingency fuel equal to at least 10 per cent of the fuel required to complete the flight to the aerodrome of destination.

**Landing at or Take-off from an Aerodrome at Night**

**CAR 602.40** No person shall conduct a landing or a take-off in a heavier-than-air aircraft at night at an aerodrome unless the aerodrome is lighted unless:

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

(b) the aircraft is operated for the purpose of a police operation that is conducted in the service of a police authority or for the purpose of saving human life.

**Refusal to Transport**

**CAR 602.46** No air operator or private operator shall transport a person if at the time of check-in or at boarding the actions or statements of the person indicate that the person may present a risk to the safety of the aircraft, persons or property.

**OPERATIONAL AND EMERGENCY EQUIPMENT REQUIREMENTS**

**Prohibition**

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

**Equipment Standards**

**CAR 602.59** No person shall operate an aircraft unless the operational and emergency equipment carried on board the aircraft meets the applicable standards specified in the *Airworthiness Manual* and is functional.

**Requirements for Power-driven Aircraft**

**CAR 602.60** No person shall conduct a take-off in a power-driven aircraft, other than an ultralight aeroplane, unless the following operational and emergency equipment is carried on board:

(a) a checklist or placards that enable the aircraft to be operated in accordance with the limitations specified in the aircraft flight manual, aircraft operating manual, pilot operating handbook or any equivalent document provided by the manufacturer

(b) all of the necessary current aeronautical charts and publications covering the route of the proposed flight and any probable diversionary route, if the aircraft is operated in VFR OTT, night VFR flight or IFR flight, a current database (if dependent database equipment is used), if the aircraft is operated in IFR flight, in VFR OTT flight or in night VFR flight.

(d) current data covering the route of the proposed flight and any probable diversionary route, if the aircraft is operated in VFR OTT flight other than VFR OTT flight
(e) a hand-held fire extinguisher in the cockpit that is of a type suitable for extinguishing fires that are likely to occur, is designed to minimize the hazard of toxic gas concentrations, and is readily available to each flight crew member.

(f) a timepiece that is readily available to each flight crew member;

(g) a flashlight that is readily available to each crew member, if the aircraft is operated at night.

(h) a first aid kit.

A checklist or placards shall enable the aircraft to be operated in normal, abnormal and emergency conditions.

Survival Equipment - Flights over Land

CAR 602.61 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.

This does not apply in respect of a balloon, a glider, a hang glider, a gyroplane or an ultra-light aeroplane, (2) 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, (3) a multi-engined aircraft that is operated south of 66° 30' north latitude, in IFR flight within controlled airspace or along designated air routes (4) 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 or (5) 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.

Life Preservers and Flotation Devices

CAR 602.62 No person shall conduct a take-off or a landing on water in an aircraft or operate an aircraft over water beyond a point where the aircraft could reach shore in the event of an engine failure, unless a life preserver, individual flotation device or personal flotation device is carried for each person on board.
Life Rafts and Survival Equipment - Flights over Water

**CAR 602.63** No person shall operate over water a single-engined aeroplane, or a multi-engined aeroplane that is unable to maintain flight with any engine failed, at more than 100 nautical miles, or the distance that can be covered in 30 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site unless life rafts are carried on board and are sufficient in total rated capacity to accommodate all of the persons on board.

No person shall operate over water a multi-engined aeroplane that is able to maintain flight with any engine failed at more than 200 nautical miles, or the distance that can be covered in 60 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site unless life rafts are carried on board and are sufficient in total rated capacity to accommodate all of the persons on board.

A person may operate over water a transport category aircraft that is an aeroplane, at up to 400 nautical miles, or the distance that can be covered in 120 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site without the life rafts being carried on board.

**FLIGHT PREPARATION, FLIGHT PLANS AND FLIGHT ITINERARIES**

**Interpretation**

**CAR 602.70**

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

"responsible person" - means an individual who has agreed with the person who has filed a flight itinerary to ensure that if the aircraft is overdue will notify (a) an air traffic control unit, a flight service station or a community aerodrome radio station, or a Rescue Co-ordination Centre.

**Weather Information**

**CAR 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**

**CAR 602.73** No pilot-in-command shall operate an aircraft in IFR flight unless an IFR flight plan has been filed.

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.
Contents of a Flight Plan or a Flight Itinerary

CAR 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

Car 602.75 A flight plan shall be filed with an air traffic control unit, a flight service station or a community aerodrome radio station.

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.

Requirement to File an Arrival Report

CAR 602.77 The pilot-in-command of an aircraft who terminates a flight in respect of which a flight plan has been filed under 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.

Contents of an Arrival Report

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

Overdue Aircraft Report

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

PRE-FLIGHT AND FUEL REQUIREMENTS

Carry-on Baggage, Equipment and Cargo

CAR 602.86 No person shall operate an aircraft with carry-on baggage, equipment or cargo on board, unless the carry-on baggage, equipment and cargo are stowed in a bin, compartment, rack or other location that is certified in accordance with the aircraft type certificate in respect of the stowage of carry-on baggage, equipment or cargo.
Crew Member Instructions

CAR 602.87 The pilot-in-command of an aircraft shall ensure that each crew member, before acting as a crew member on board the aircraft, has been instructed with respect to

(a) the duties that the crew member is to perform; and

(b) the location and use of all of the normal and emergency exits and of all of the emergency equipment that is carried on board the aircraft.

Fuel Requirements

602.88 No pilot-in-command of an aircraft shall commence a flight or, during flight, change the destination aerodrome set out in the flight plan or flight itinerary, unless the aircraft carries sufficient fuel.

Noise Operating Criteria

CAR 602.105 No person shall operate an aircraft at or in the vicinity of an aerodrome except in accordance with the applicable noise abatement procedures and noise control requirements specified by the Minister in the Canada Air Pilot or Canada Flight Supplement, including the procedures and requirements relating to

(a) preferential runways;

(b) minimum noise routes;

(c) hours when aircraft operations are prohibited or restricted;

(d) arrival procedures;

(e) departure procedures;

(f) duration of flights;

(g) the prohibition or restriction of training flights;

(h) VFR or visual approaches;

(i) simulated approach procedures; and

(j) the minimum altitude for the operation of aircraft in the vicinity of the aerodrome.

Noise-restricted Runways

CAR 602.106 No person shall operate a subsonic turbo-jet aeroplane that has a maximum certificated take-off weight of more than 34 000 kg (74,956 pounds) on take-off at a noise-restricted runway unless there is on board:

(a) a certificate of airworthiness indicating that the aeroplane meets the applicable noise emission standards;
(b) a certificate of noise compliance issued in respect of the aeroplane or where the aeroplane is not a Canadian aircraft, a document issued by the state of registry that specifies that the aeroplane meets the applicable noise emission requirements of that state.

Where the pilot-in-command of an aircraft has declared an emergency or where an aircraft is operated on an air evacuation operation, any other emergency air operation, or a departure from an aerodrome at which it was required to land because of an emergency.

**VISUAL FLIGHT RULES**

*Minimum Visual Meteorological Conditions for VFR Flight in Controlled Airspace*

**CAR 602.114** No person shall operate an aircraft in VFR flight within controlled airspace unless the aircraft is operated with visual reference to the surface, flight visibility is not less than three miles, the distance of the aircraft from cloud is not less than 500 feet vertically and one mile horizontally, and where the aircraft is operated within a control zone, when reported, ground visibility is not less than three miles, and except when taking off or landing, the distance of the aircraft from the surface is not less than 500 feet.

**VFR Over-the-Top**

**CAR 602.116** an aircraft may be operated in VFR OTT flight during the cruise portion of the flight during the day if the aircraft is operated at a vertical distance from cloud of at least 1,000 feet:

(A) where the aircraft is operated between two cloud layers, the vertical distance between the layers is at least 5,000 feet

(B) flight visibility at the cruising altitude of the aircraft is at least five miles and

(C) the weather at the aerodrome of destination is forecast to have a sky condition of scattered cloud or clear and a ground visibility of five miles or greater with no forecast of precipitation, fog, thunderstorms or blowing snow, and those conditions are forecast to exist where the forecast is an aerodrome forecast (TAF), for the period from one hour before to two hours after the estimated time of arrival.

Where an aerodrome forecast (TAF) is not available and the forecast is an area forecast (FA), for the period from one hour before to three hours after the estimated time of arrival.

**Special VFR Flight**

**CAR 602.117** an aircraft may be operated in special VFR flight within a control zone if weather conditions flight visibility is not less than one mile, the aircraft is operated clear of cloud and with visual reference to the surface at all times; and authorization to do so has been requested and obtained from the appropriate air traffic control unit.
INSTRUMENT FLIGHT RULES

General Requirements

CAR 602.121 No pilot-in-command shall operate an aircraft in IMC in any class of airspace, except in accordance with IFR.

Alternate Aerodrome Requirements

CAR 602.122 Except as otherwise authorized by the Minister in an air operator certificate or in a private operator certificate, no pilot-in-command shall operate an aircraft in IFR flight unless the IFR flight plan or IFR flight itinerary that has been filed an alternate aerodrome having a landing area suitable for use by that aircraft.

Alternate Aerodrome Weather Minima

CAR 602.123 No pilot-in-command of an aircraft shall include an alternate aerodrome in an IFR flight plan or IFR flight itinerary unless available weather information indicates that the ceiling and visibility at the alternate aerodrome will, at the expected time of arrival, be at or above the alternate aerodrome weather minima specified in the Canada Air Pilot.

Minimum Altitudes to Ensure Obstacle Clearance

CAR 602.124 the pilot-in-command of an IFR aircraft shall, except when taking off or landing, or when being radar-vector by an air traffic control unit, ensure that the aircraft is operated at or above :

(a) the MOCA, when the aircraft is on an airway or air route and

(b) the minimum altitude established by the Minister to ensure obstacle clearance and specified on an IFR chart, when the aircraft is within airspace in respect of which such a minimum altitude has been established.

When an aircraft is not being operated on an airway or air route or within airspace the pilot-in-command shall ensure that the aircraft is operated at or above :

(a) an altitude of 1,000 feet above the highest obstacle located within a horizontal distance of five nautical miles from the estimated position of the aircraft in flight

(b) in a region designated as a mountainous region in the Designated Airspace Handbook and identified therein as area 1 or 5, an altitude of 2,000 feet above the highest obstacle within a horizontal distance of five nautical miles from the estimated position of the aircraft in flight and

(c) in a region designated as a mountainous region in the Designated Airspace Handbook and identified therein as area 2, 3 or 4, an altitude of 1,500 feet above the highest obstacle within a horizontal distance of five nautical miles from the estimated position of the aircraft in flight.
Enroute IFR Position Reports

CAR 602.125 The pilot-in-command of an IFR aircraft shall transmit position reports over compulsory reporting points specified on an IFR chart unless advised by the appropriate air traffic control unit that the aircraft is radar-identified.

Take-off Minima

CAR 602.126 No pilot-in-command of an aircraft shall conduct a take-off if the take-off visibility is below the minimum take-off visibility specified in

(a) the air operator certificate

(b) the Canada Air Pilot

The take-off visibility is the RVR of the runway, if the RVR is reported to be at or above the minimum take-off visibility

The ground visibility of the aerodrome for the runway, if the RVR is reported to be less than the minimum take-off visibility, is not reported; or the runway visibility as observed by the pilot-in-command, if RVR is not reported, and the ground visibility of the aerodrome is not reported.

Instrument Approaches

CAR 602.127 Unless otherwise authorized by the appropriate air traffic control unit, the pilot-in-command of an IFR aircraft shall, when conducting an approach to an aerodrome or a runway, ensure that the approach is made in accordance with the instrument approach procedure.

No pilot-in-command of an IFR aircraft shall commence an instrument approach procedure unless the aircraft altimeter is set to an altimeter setting that is usable at the aerodrome where the approach is to be conducted.

Landing Minima

CAR 602.128 No pilot-in-command of an IFR aircraft shall conduct an instrument approach procedure except in accordance with the minima specified in the Canada Air Pilot or the route and approach inventory.

No pilot-in-command of an IFR aircraft shall, unless the required visual reference necessary to continue the approach to land has been established,

In the case of a CAT I or CAT II precision approach, continue the final approach descent below the decision height or in the case of a non-precision approach, descend below the minimum descent altitude.

Where the pilot-in-command of an IFR aircraft conducting an instrument approach does not establish the required visual reference the pilot-in-command shall initiate a missed approach procedure.
**Approach Ban - General**

**CAR 602.129** Where the RVR is measured by RVR "A" and RVR "B", the RVR measured by RVR "A" for the runway of intended approach is less than 1,200 feet or the RVR measured by RVR "B" for the runway of intended approach is less than 600 feet or

(1) Where the RVR is measured by only one of RVR "A" and RVR "B", the RVR for the runway of intended approach is less than 1,200 feet.

Where the RVR is reported to be less than the minimum RVR no person shall continue an instrument approach in an IFR aircraft unless

(1) at the time the RVR report is received, the aircraft has passed the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted;

(2) the aircraft is on a training flight where a landing is not intended

(3) the RVR is less than the minimum RVR, and the ground visibility at the aerodrome where the runway is located is reported to be at least one quarter of a mile; or

(4) the pilot-in-command of the aircraft is conducting a precision approach to CAT III minima.

**Approach Ban - CAT III Precision**

**CAR 602.130** No person shall continue a CAT III precision approach in an IFR aircraft beyond the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted, unless the RVR reported is equal to or greater than the minimum RVR specified in the *Canada Air Pilot* in respect of the runway or surface of intended approach for the instrument approach procedure conducted

**Runway Visibility**

**CAR 602.131** When no reading from RVR "A" or RVR "B" for the runway of intended approach is available, runway visibility is assessed by a pilot holding an instrument rating. The assessment of runway visibility is valid only for a period of 20 minutes after it is established.
RADIOCOMMUNICATIONS

Language Used in Aeronautical Radiocommunications

CAR 602.133 English and French are the languages of aeronautical radiocommunication in Canada.

Continuous Listening Watch

CAR 602.136 Where an aircraft is equipped with radiocommunication equipment, the pilot-in-command shall ensure that a listening watch is maintained on the appropriate frequency, and 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 IFR Flight

CAR 602.137 Where there is a two-way radiocommunication failure between the controlling air traffic control unit and an IFR aircraft that is in or has received a clearance to enter controlled airspace, the pilot-in-command shall maintain a listening watch on the appropriate frequency for control messages or further clearance and acknowledge receipt of any such messages, if possible, by any means available;

(1) set the transponder to code 7600; and

(2) attempt to establish communications with any air traffic services facility or other aircraft, inform the facility or aircraft of the difficulty and request it to relay the information to the last air traffic control unit with which communications had been established.

Where communications cannot be established with any air traffic services facility, either directly or by relay through an intermediary, the pilot-in-command shall, except where specific instructions to cover an anticipated communications failure have been received from an air traffic control unit, comply with the procedures specified by the Minister in the Canada Air Pilot and the Canada Flight Supplement.

EMERGENCY COMMUNICATIONS AND SECURITY

Emergency Radio Frequency Capability

CAR 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

CAR 602.144 No person shall give an interception signal or an instruction to land except a peace officer, an officer of a police authority or an officer of the Canadian Forces acting within the scope of their duties.
**ESCAT Plan**

**CAR 602.146** The pilot-in-command of an aircraft who is notified by an air traffic control unit of the implementation of the ESCAT Plan shall

(a) before take-off, obtain approval for the flight from the appropriate air traffic control unit or flight service station;

(b) comply with any instruction to land or to change course or altitude that is received from the appropriate air traffic control unit or flight service station and

(c) provide the appropriate air traffic control unit or flight service station with position reports when operating within controlled airspace, and when operating outside controlled airspace, at least every 30 minutes.

**NOISE EMISSION LEVELS FOR SUBSONIC TURBO-JET AEROPLANES**

**Requirements**

**CAR 602.150** No person shall operate a subsonic turbo-jet aeroplane that has a maximum certificated take-off weight of 34 000 kg (74,956 pounds) or more to or from an aerodrome other than Gander International Airport unless the aeroplane meets the noise emission standards