AERONAUTICAL INFORMATION CIRCULAR 27/21

EXPANDED COVID-19 FLIGHT RESTRICTIONS FOR AIRCRAFT CARRYING PASSENGERS TO CANADA

(Replaces AIC 6/21)

Introduction

With the intent to prevent the spread of COVID-19 throughout Canada, expanded restrictions have been adopted under authority of Section 5.1 of the *Aeronautics Act*, directing where certain aircraft must land when they are transporting passengers to Canada. The purpose of this aeronautical information circular (AIC) is to provide further explanation of restrictions enforced by the NOTAM that will be in effective 4 February 2021.

To whom does the restriction apply?

The restriction applies to the following operations when they are transporting passengers to Canada:

1. All foreign and domestic commercial air operations, scheduled and non-scheduled (charter) certified in accordance with Part VII of the *Canadian Aviation Regulations* (CARs).
2. All Canadian business aviation, meaning Canadian operators that hold a Private Operator Registration Document (PORD) pursuant to subpart 604 of the *Canadian Aviation Regulations* (CARs).

   Subpart 604 of the CARs applies to operators of the following aircraft types:

   a) A large aeroplane aircraft with a Maximum Certified Takeoff Weight (MCTOW) greater than 5,700kg (12,566 pounds);

   b) A turbo-jet-powered aircraft; or

   c) A turbine-powered pressurized aeroplane certified for more than six (6) passengers.
3. All foreign business aviation, meaning aircraft that are operated or used by companies for the carriage of passengers or goods as an aid to the conduct of their business. In the US, this includes aircraft operated under Part 91 – General Operating and Flight Rules.

What are the requirements?

Beginning at **04:59 UTC on 04 February 2021**, aircraft subject to this restriction must, for the purpose of disembarking passengers, land at one of the following airports:

a) Montréal/Pierre Elliott Trudeau Intl QC (CYUL)

b) Toronto/Lester B. Pearson Intl ON (CYYZ)

c) Calgary/YYC Calgary Intl AB (CYYC)

d) Vancouver Intl BC (CYVR)

As of **04:01 UTC on 09 August 2021**, the following 5 additional airports are also available for the purpose of disembarking passengers, and must be used in addition to CYUL, CYYZ, CYYC, CYVR listed above:

e) Quebec Jean Lesage Intl (CYQB)

f) Edmonton Intl (CYEG)

g) Winnipeg James Armstrong Intl (CYWG)

h) Ottawa Intl (CYOW)

i) Halifax Stanfield Intl (CYHZ)

What are the exceptions?

The following scenarios are exceptions to the restriction, regardless of the operator or aircraft type:

a) Direct flights to Canada from Saint-Pierre-et-Miquelon;

b) Medical evacuation flights (MEDEVAC) – see Appendix B;

c) Military and approved state flights, including those chartered aboard civilian aircraft;

d) Ferry (e.g. delivery, maintenance) and positioning flights;

e) Crew repatriation flights, including the return to Canada following mandatory training in relation to the operation of a conveyance, when a return to duty is required within 14 days;

f) Cargo-only flights, including those transporting aircrew or other airline employees;

g) Technical (fuel) stops where passengers do not disembark or otherwise enter Canada;

h) Diversion to a Canadian aerodrome in response to weather, mechanical issues, or where an emergency is declared by the pilot in command; and

i) In the case where special authorization has been granted by Transport Canada – see Appendix A.

Does the restriction apply to private general aviation aircraft?

General aviation (privately owned recreational aircraft that are not used for conducting business) are not restricted by this NOTAM. The pilot and passengers of recreational aircraft must land at an authorized Airport of Entry (AOE) that is open for Canada Border Services Agency (CBSA) immigration and customs processing, and comply with all federal and provincial public health measures that may apply

Further Information

The contents of this AIC are subject to change and will be amended as necessary.

For further Information, please contact:

Aviation Operations Centre
Transport Canada – Emergency Management / Government of Canada

E-mail: operations.aviation@tc.gc.ca
Tel.: 1-613-992-6853
Toll-free: 1-877-992-6853

Andy Cook
Acting Director General,
Civil Aviation

APPENDIX A – Requests for Special Authorization

Operators facing exigent circumstances may seek special authorization from Transport Canada to land at Airport of Entry (AOE) alternate to those listed in the restriction.

Exceptions to this restriction may be considered, in consultation with other Federal agencies, when there is a demonstrated need for direct transportation related to matters of safety, security, or the protection of the public.

A request for special authorization must be submitted with 5 business days prior notice of the proposed flight or flights, and contain the following information:

a) Name and legal name of operator or person responsible for flight;

b) Type of aircraft and registration marks;

c) Date and time of arrival at, and departure from, the airport concerned;

d) Place or places of embarkation or disembarkation of passengers abroad;

e) Purpose of flight;

f) Flight number

g) Number of passengers and their nationality;

h) Name, address, telephone number of the charterer, if applicable;

i) Reason for special authorization;

j) Steps to be taken to mitigate risk to Canadian public health on arrival; and

k) Any other document Transport Canada deems necessary to ensure that the intended operation will be conducted safely and in the interest of public health.

The request for special authorization may be sent to:

Aviation Operations Centre
Transport Canada – Emergency Management / Government of Canada

E-mail: operations.aviation@tc.gc.ca
Tel.: 1-613-992-6853
Toll-free: 1-877-992-6853

APPENDIX B – Medical Evacuation Flights (MEDEVAC)

The *Canadian Aviation Regulations* (CARs) define medical evacuation flight (MEDEVAC) as a flight that is carried out for the purpose of facilitating medical assistance and on which one or more of the following persons or things is transported:

a) Medical personnel;

b) Ill or injured persons;

c) Human blood products or organs;

d) Medical supplies;

All MEDEVAC flights entering Canada are exempt from the restrictions in the NOTAM. MEDEVAC flights may land at an airport other than the four airports identified in the NOTAM.

All MEDEVAC flights entering Canada are required to make arrangements for Canada Border Services Agency (CBSA) clearance, per standard procedures:

- Telephone Reporting – General Aviation Aircraft
- Memorandum D2-5-12 – Telephone Reporting for General Aviation and Private Boats

Restrictions imposed under the *Interim Order Respecting Certain Requirements for Civil Aviation Due to COVID-19* (TC COVID IO) issued by the Minister of Transport remain in effect for MEDEVAC operators.

As a result, Transport Canada Civil Aviation issued an exemption for Canadian MEDEVAC operators (exemption NCR-132-2020) on December 23, 2020. Subject to stated conditions, this exemption allows Canadian air carriers operating international MEDEVAC flights to board passengers without having to meet the requirements in the TC COVID IO.

US or foreign MEDEVAC air operators require a per-flight exemption in order to operate a MEDEVAC flight to Canada. MEDEVAC exemptions are issued by Transport Canada in consultation with Global Affairs Canada (GAC), Canada Border Services Agency (CBSA), and Public Health Agency Canada (PHAC).

An exemption to the TC COVID IO can be acquired by contacting:

Transport Canada Situation Centre (SITCEN)
Transport Canada – Emergency Management / Government of Canada

E-mail: TC.SitcenHQ-CentredinterventionAC.TC@tc.gc.ca
Tel.: 1-613-995-9737
Toll-free: 1-888-857-4003

For a complete list of COVID related documents (e.g., exemptions and IO) issued by Transport Canada Civil Aviation please visit: COVID-19 measures, updates, and guidance for aviation issued by Transport Canada.