



# Advisory Circular

**Subject: Scheduled passenger service operations at airports**

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## 1.0 Introduction

- (1) This Advisory Circular (AC) is provided for information and guidance purposes. It describes an example of an acceptable means, but not the only means, of demonstrating compliance with regulations and standards. This AC on its own does not change, create, amend or permit deviations from regulatory requirements, nor does it establish minimum standards.

### 1.1 Purpose

- (1) The purpose of this document is to advise users of enhancements to the Canada Flight Supplement (CFS) with respect to airport information contained in the document.

### 1.2 Applicability

- (1) This document applies to all individuals and organizations using the CFS. This information is also available to the aviation industry for information purposes.

### 1.3 Description of changes

- (1) Not applicable.

## 2.0 References and requirements

### 2.1 Reference documents

- (1) It is intended that the following reference materials be used in conjunction with this document:
  - (a) *Aeronautics Act* (R.S., 1985, c. A-2);
  - (b) Part 6, Subpart 2 of the *Canadian Aviation Regulations* (CARs) — Operating and Flight Rules, Division V - Operations at or in the vicinity of an aerodrome
  - (c) Part 7, Subparts 3, 4 and 5 of the CARs — Scheduled Air Service Requirements
  - (d) Advisory Circular (AC) 602-005 — Publication enhancements to airport information in the aeronautical publications
  - (e) AC 302-019 — Methodology for the identification of the Aircraft Group Number (AGN)
  - (f) AC 302-020 — Mixed Operations at airports
  - (g) AC 302-031 – Publication enhancements to airport information
  - (h) Transport Canada Publication, TP 312 Aerodrome Standards and Recommended Practices 5<sup>th</sup> edition; and
  - (i) Canada Flight Supplement (CFS)

### 2.2 Cancelled documents

- (1) Not applicable.
- (2) By default, it is understood that the publication of a new issue of a document automatically renders any earlier issues of the same document null and void.

### 2.3 Definitions and abbreviations

- (1) The following **definitions** are used in this document:

- (a) Not applicable
- (2) The following **abbreviations** are used in this document:
  - (a) **AC:** Advisory circular
  - (b) **AGN:** Aircraft Group Number
  - (c) **CARs:** *Civil Aviation Regulations*
  - (d) **CFS:** Canada Flight Supplement

### 3.0 Background

- (1) CAR 703.15, 704.14, and 705.19 requires scheduled passenger service operations to be conducted between airports or heliports or between an airport or heliport and a military aerodrome.
- (2) Also, an air operator may operate a scheduled air service for the purpose of transporting persons between an airport and an aerodrome or between two aerodromes if the air operator is authorized to do so in its air operator certificate.
- (3) CAR 602.96(2) states in part; "Before taking off from, landing at or otherwise operating an aircraft at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that... (b) the aerodrome is suitable for the intended operation".
- (4) The regulatory requirements related to the certification of airports includes elements that are directly related to the airfield design and the characteristics of the aircraft these are certified to support.
- (5) Therefore the aeronautical publications were enhanced to provide information as to what type or size of aircraft operation the airport, or part thereof, is certified to serve. This method of publication addresses, in part, the needs of aircraft operators that are required to ascertain the suitability of the airport for their intended operation as mandated in the CARs.
- (6) Furthermore, the regulatory requirements related to the certification of airports also includes elements that are such that they can only be effectively provided with on-site attendance. These would include, but are not limited to, wildlife management, emergency response plan activation, NOTAM issuance (subsection 302.07(3) of the CARs), direct communication of hazard (subsection 302.07(2) of the CARs), runway condition reports, and safety management.
- (7) In considering the above, the aeronautical publications will be further enhanced to identify the airport's operating hours to identify the period when the regulatory requirements for airport certification are met.
- (8) This is required so that aircrews may assess the aerodrome as being "...suitable for the intended operation" as currently required under 602.96 (2)(b) of the CARs.
- (9) Aerodromes are certified as airports based on the requirements stated in Part III, Subpart 2 of the CARs. CAR 302.01 states the following three individual situations whereby an aerodrome would be required to adhere to the certification requirements for ongoing operations:
  - (a) being within the built-up area of a city or town
  - (b) receiving scheduled passenger service; or
  - (c) the Minister is of the opinion it would be in the public interest and it would further the safe operation of the airport.
- (10) The majority of airports in Canada are certified on the basis of receiving a scheduled passenger service.

## 4.0 Aeronautical information publication enhancements

- (1) The aeronautical publications will be enhanced to provide, in addition to the Aircraft Group Number (AGN), the airports operating hours and Identification of Private Meteorological Services (where applicable) commencing with the January 27, 2022 publication cycle.

### 4.1 Aircraft Group Number (AGN)

- (1) The purpose of the AGN is to provide a simple method for interrelating the numerous technical specifications concerning the aerodrome and the characteristics of the critical aircraft for which the aerodrome, or part thereof, is certified.
- (2) The airport information in the CFS states the highest AGN the runway obstacle free environment accommodates under its certification.
- (3) The AGN is depicted as follows in the RWY DATA - RWY CERT section of the CFS;

Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 600 AGN IIIB

- (4) The following table shows the breakdown of wingspans into AGN groupings. The wingspan and reference approach speed are used in the determination of the AGN is the reference  $V_{REF}$  at maximum landing weight with maximum landing flap, prior to any operational adjustments which would result in a higher  $V_{REF}$ .

Table 1-1 includes consideration of the higher approach speeds that occur in the runway environment.

Table 1-1: Runway Obstacle Free Environment	
Aircraft Group Number (AGN)	Wing Span
I (for $V_{REF}$ speed CAT C or D use AGN IIIB)	Less than 14.94 m
II (for $V_{REF}$ speed CAT C or D use AGN IIIB)	14.94 m up to but not including 24.10 m
IIIA (for $V_{REF}$ speed CAT C or D use AGN IIIB)	24.10 m up to but not including 36.00 m
IIIB (includes groups I - IIIA with C & D $V_{REF}$ speeds)	24.10 m up to but not including 36.00 m
IV	36.00 m up to but not including 52.12 m
V	52.12 m up to but not including 65.23 m
VI	65.23 m up to but not including 79.86 m

**Note:** Example on use of Table 1-1: An aircraft has a wingspan of **20 m** and a reference landing speed ( $V_{REF}$ ) with maximum landing flaps of **129 knots** prior to any operational adjustments, e.g. wind gust factor. The aircraft falls into AGN II when referencing across the columns; however, the associated note directs the use of AGN IIIB due to the  $V_{REF}$  being in the C category.

- (5) For taxiways, the AGN is determined using wingspan only. It will only be published where the obstacle free environment is below (lower AGN) than that of the runway with the highest AGN

certification level, the certification level will be published as follows in the RWY DATA section of the CFS;

TWY CERT - Twy W AGN II

Table 1-2: Taxiway Obstacle Free Environment	
Aircraft Group Number (AGN)	Wing Span
I	Less than 14.94 m
II	14.94 m up to but not including 24.10 m
IIIA / IIIB	24.10 m up to but not including 36.00 m
IV	36.00 m up to but not including 52.12 m
V	52.12 m up to but not including 65.23 m
VI	65.23 m up to but not including 79.86 m

**4.2 Identification of the operating hours at the airport**

- (1) The information relating to the airports' operating hours will be presented on the OPR section of the CFS next to the CERT statement.
- (2) The following are examples of the publication format:

**SUMSPOT / PETER RABBIT INTL ON  
CXXZ**

<b>REF</b>	
<b>OPR</b>	Peter Rabbit Corporation Inc 555-555-1234 H24 Cert
<b>OPR</b>	Peter Rabbit Corporation Inc 555-555-1234 14-22Z‡ Cert
<b>OPR</b>	Peter Rabbit Corporation Inc 555-555-1234 1430-2230Z‡ Mon-Fri; 17-01Z‡ Sat-Sun; O/T 2 hrs PN Cert

## **5.0 Part VII Scheduled passenger service air operators**

### **5.1 Pre-flight planning and operations**

- (1) Not all parts of the airport are suitable to accommodate aircraft supporting scheduled passenger service operations. With the publication of the certification level and the airport's operating hours in the CFS, air operators and air crews engaged in scheduled passenger service operations will have access to information to assess the airport's suitability for the intended operation.
- (2) Air operators and aircrews are further advised to consult AC 602-005 and include the airport's certification level and operating hour's information into their pre-flight planning.

### **6.0 Information management**

- (1) Not applicable

### **7.0 Document history**

- (1) Not applicable

### **8.0 Contact us**

For more information, please contact:

<https://tc.canada.ca/en/corporate-services/regions>

We invite suggestions for amendment to this document. Submit your comments to:

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