

## **AUTHORIZATION PURSUANT TO PARAGRAPH 704.01(c) OF THE CANADIAN AVIATION REGULATIONS**

Pursuant to paragraph 704.01(c) of the *Canadian Aviation Regulations* (CARs) and after taking into account that this authorization is not likely to adversely affect aviation safety or security, I hereby authorize Canadian air operators to operate modified Douglas DC3C (DC3-TP67 or DC3TP) aeroplanes under Subpart 4 of Part VII of the CARs, notwithstanding that the maximum certificated take-off weight (MCTOW) of the aeroplanes exceeds the 8 618 kg (19,000 pounds) set out in paragraph 704.01(a) of the CARs, subject to the following conditions.

The above-mentioned provisions are reproduced in Appendix A.

### **INTERPRETATION**

---

The following definition set out in subsection 3(1) of the *Aeronautics Act* applies to this authorization.

“commercial air service” means any use of aircraft for hire or reward. (service aérien commercial)

The following definitions set out in subsection 101.01(1) of the CARs apply to this authorization.

“air transport service” means a commercial air service that is operated for the purpose of transporting persons, personal belongings, baggage, goods or cargo in an aircraft between two points. (service de transport aérien)

“crew member” means a person who is assigned to duty in an aircraft during flight time, or assigned to duty related to the operation of a remotely piloted aircraft system during flight time. (membre d’équipage)

“flight crew member” means a crew member assigned to act as pilot or flight engineer of an aircraft during flight time. (membre d’équipage de conduite)

The following definition set out in Division I of Standard 724 - *Commuter Operations* - *Aeroplanes* of the *Commercial Air Service Standards* (CASS) applies to this authorization.

“on demand” means an air transport service where the date, time and place(s) of departure and arrival are negotiated directly between a client and the air operator. (à la demande)

In this authorization,

“scheduled air service” means a publicly available air transport service that provides transportation for passengers between points and serves those points in accordance with a published schedule at a charge per seat. (service aérien régulier)

## **PURPOSE**

---

The purpose of this authorization is to allow Canadian air operators to operate modified Douglas DC3C (DC3-TP67 or DC3TP) aeroplanes under Subpart 4 of Part VII of the CARs notwithstanding that the MCTOW of the aeroplanes exceeds the 8 618 kg (19,000 pounds) set out in paragraph 704.01(a) of the CARs.

This authorization is a re-issuance of NCR-014-2020.

## **APPLICATION**

---

This authorization applies to Canadian air operators operating modified Douglas DC3C (DC3-TP67 or DC3TP) aeroplanes under Subpart 4 of Part VII of the CARs.

Commercial air service shall be limited to “on demand” charter operations.

This authorization does not apply to a scheduled air service.

This authorization ceases to apply to the Canadian air operator who breaches a condition of the authorization.

## **CONDITIONS**

---

This authorization is subject to the following conditions:

1. No person shall operate the aeroplane unless hand-held fire extinguishers meeting the following requirements are carried:
  - a) at least one shall be conveniently located on the flight deck and readily accessible for use by the flight crew members; and
  - b) at least one shall be readily accessible for immediate use in each Class A or Class B cargo compartment that is accessible to crew members in flight.
2. No person shall conduct a take-off in the aeroplane unless one unit of protective breathing equipment with a 15-minute portable supply of breathing gas at a pressure-altitude of 8,000 feet is available

- a. at the entry into each Class A or Class B cargo compartment accessible to crew members during flight; and
  - b. at the site of each hand-held fire extinguisher.
3. No person shall conduct a take-off with passengers on board unless all conditions of exemption NCR-007-2025 from paragraph 704.33(1)(e) of the CARs have been met.
4. A copy of this authorization shall be carried on board the aeroplane.

## **VALIDITY**

---

This authorization is in effect from March 1, 2025, until the earliest of the following:

- a) February 28, 2030, at 23:59 EST;
- b) the date on which an amendment to the pertinent provisions related to this authorization comes into force;
- c) the date on which the authorization is cancelled in writing by the Minister where she is of the opinion that it is no longer in the public interest or is likely to adversely affect aviation safety or security.

## **DATE AND SIGNATURE**

---

Dated at Ottawa, Ontario, the 28 of February 2025, on behalf of the **Minister of Transport**.

*"Original signed by"*

---

Félix Meunier

Director General, Civil Aviation

Transport Canada

## **APPENDIX A – PERTINENT REGULATORY PROVISIONS**

---

### **Pertinent provision of the *Aeronautics Act***

#### **Interpretation**

**3(1)** In this Act,

“commercial air service” means any use of aircraft for hire or reward. (service aérien commercial)

### **Pertinent provisions of the *Canadian Aviation Regulations***

#### **Interpretation**

**101.01(1)** In these Regulations,

“air transport service” means a commercial air service that is operated for the purpose of transporting persons, personal belongings, baggage, goods or cargo in an aircraft between two points. (service de transport aérien)

“crew member” means a person who is assigned to duty in an aircraft during flight time, or assigned to duty related to the operation of a remotely piloted aircraft system during flight time. (membre d’équipage)

“flight crew member” means a crew member assigned to act as pilot or flight engineer of an aircraft during flight time. (membre d’équipage de conduite)

#### **Application**

**704.01** This Subpart applies in respect of the operation by a Canadian air operator, in an air transport service or in aerial work involving sightseeing operations, of any of the following aircraft:

- (a) a multi-engined aeroplane that has a MCTOW of 8 618 kg (19,000 pounds) or less and a seating configuration, excluding pilot seats, of 10 to 19 inclusive;
- (b) a turbo-jet-powered aeroplane that has a maximum zero fuel weight of 22 680 kg (50,000 pounds) or less and for which a Canadian type certificate has been issued authorizing the transport of not more than 19 passengers;

(b.1) a multi-engined helicopter with a seating configuration, excluding pilot seats, of 10 to 19 inclusive, unless it is certified for operation with one pilot and operated under VFR; and

(c) any aircraft that is authorized by the Minister to be operated under this Subpart.

### **Pertinent provision of the *Commercial Air Service Standards***

#### **Standard 724 - *Commuter Operations - Aeroplanes***

##### **Definitions**

The words and expressions used in these Standards have the same meaning as in the General Provisions Part I of the *Canadian Aviation Regulations* with the following additions:

“on demand” - means an air transport service where the date, time and place(s) of departure and arrival are negotiated directly between a client and the air operator. (à la demande)