

Low Flying? Except for take-offs and landings, the following Canadian Aviation Regulations apply:

Flying in a Control Zone?

No person shall operate an aircraft in VFR flight within a control zone at less than 500 feet
CAR 602.14(d)(ii)

Flying within a “built-up area” or an open assembly of people?

What is a “built-up area”?

- ✓ Is there a pattern of several urban streets?
- ✓ Is there a group of man-made structures?
- ✓ Does the area have a largely residential population?
- ✓ Is the area incorporated as a town or city?
- ✓ Are the lots similar in size to city lots?
- ✓ Is the area shown as built up or developed on maps or other publications?
- ✓ Would a pilot easily see the structures and recognize the area as populated from the air?
- ✓ Is there a lack of safe landing sites available in the event of a forced landing?

Answering YES to one or more of these questions indicates the area is probably “built up.”

If YES

Further Regulations Apply:

If NO

Do not operate at a distance less than 500 feet from any person, vessel, vehicle or structure
CAR 602.14(2)(b) Check aeronautical publications for restrictions.

Flying for:

- ✓ Aerial Application and Inspection*?
- ✓ Aerial Photography conducted by a holder of an Air Operator Certificate?
- ✓ Helicopter external load operations?
- ✓ Flight training by or under supervision of a qualified flight instructor?
- ✓ Serving a police authority?
- ✓ Saving a human life?
- ✓ Firefighting?
- ✓ Air ambulance?
- ✓ Administering the Fisheries or Coastal Fisheries Protection Act?
- ✓ Administration of National or Provincial Parks?
- ✓ Flight Inspection*?

If YES:

You may be eligible for an exemption from CAR 602.14.
Refer to CAR 602.15

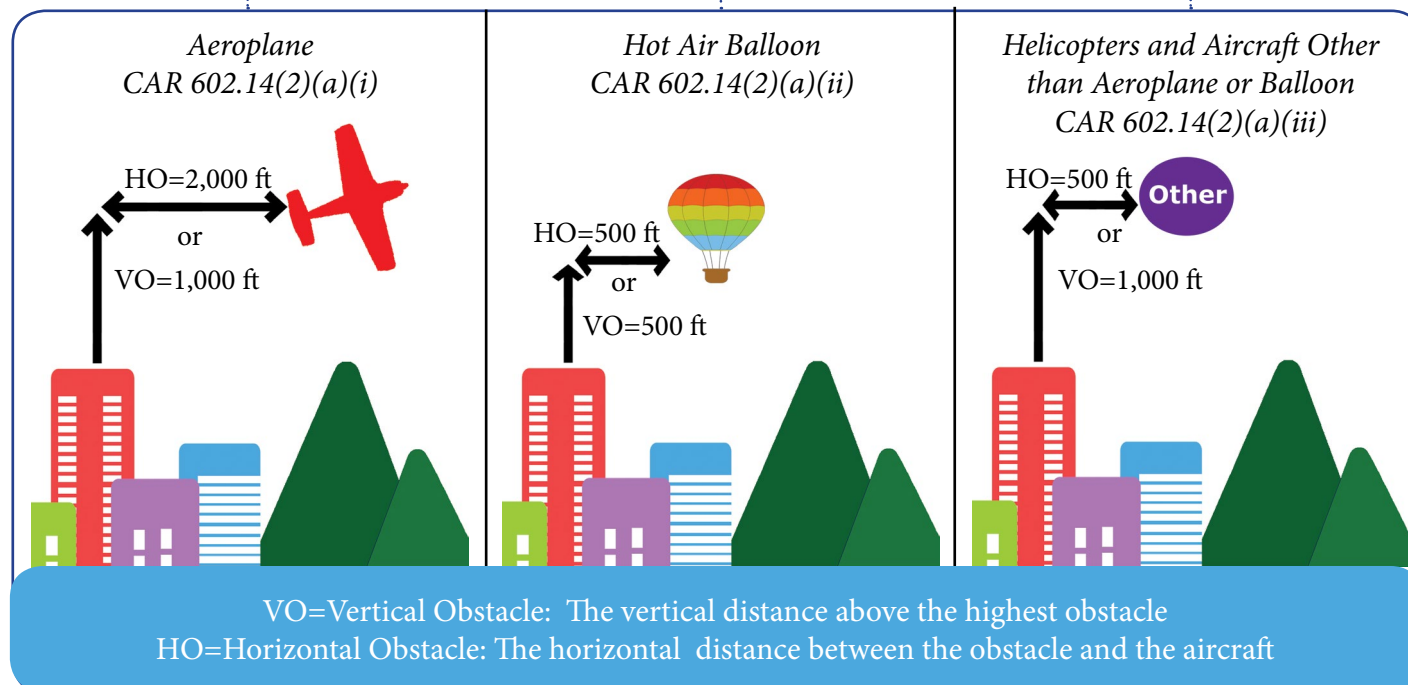
Flying for VFR Commercial Operations?

If YES:
Further Regulations Apply:

Part 703
Single Engine
CAR 703.27

Part 704
CAR 704.23

Part 705
CAR 705.32



TAKING-OFF OR LANDING?...What you should know:

“Would the average pilot conduct their flight in the same way I am considering?”

- If the answer to this is ‘No,’ then you may be in contravention and might find yourself facing a penalty.

“Am I being considerate of those on the ground, avoiding flights over groups of people and minimizing concerns in built-up areas?”

- Pilots with good airmanship avoid overflying groups of people, even if it is legal.
- Searching for a suitable landing site is not considered part of an approach.
- Extended periods at low altitude prior to landing, or after take-off are not considered normal operations.
- If you are not being a courteous pilot to those on the ground, a complaint may be filed with Transport Canada. Most low-flying violations are a result of public complaints.

* NOTE: Aircraft operated for the purpose of “aerial application” or “aerial inspection.” These activities apply to structured and established commercial and research purposes only. In other words, you may not fly low over a beach and claim it was legal because you were conducting an aerial inspection.

When in doubt, check Transport Canada’s website at www.tc.gc.ca