



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: North American Free Trade
Agreement and Specialty Air
Services Operations

Date: 2/8/08

AC No: 00-60A

Initiated by: AFS-820

Change:

1. PURPOSE. This advisory circular (AC) provides information and guidance for operators on the North American Free Trade Agreement (NAFTA). NAFTA opens up cross-border trade in Specialty Air Services (SAS) and was ratified by the United States of America, the United Mexican States, and Canada.

2. CANCELLATION. AC 00-60, North American Free Trade Agreement and Specialty Air Services Operations, dated November 9, 1999, is canceled.

3. SAS DEFINITIONS. The following is a list of SAS definitions identified by NAFTA and includes any other special-purpose operations determined by the three Civil Aviation Authorities (CAA) to have similar characteristics. NAFTA's SASs are specialized commercial aviation operations involving the performance of the following:

a. Aerial Advertising. The operation of an aircraft for the purpose of skywriting, banner towing, displaying airborne signs, dispensing leaflets, and making public address announcements.

b. Aerial Construction. The operation of a helicopter for the purpose of conducting external-load operations in support of construction, hoisting of utilities, power line construction, and erecting special purpose towers.

c. Aerial Inspection or Surveillance. The operation of an aircraft for the purpose of conducting aerial observations and patrols of surface events and objects.

d. Aerial Mapping. The operation of an aircraft for the purpose of mapping by means of a camera or other measuring and recording devices.

e. Aerial Sightseeing. The operation of an aircraft for the purpose of providing recreation to passengers that originate and terminate at the same airport or the same aerodrome.

f. Aerial Spraying. The operation of an aircraft for the dispersal of products for the benefit of agriculture, horticulture, public health, or forestry. This does not include the dispensing of live insects.

g. Aerial Photography. The operation of an aircraft for the purpose of taking photographs or recording information by means of a camera or other measuring and recording devices.

h. Aerial Surveying. The operation of an aircraft for the purpose of surveying by means of a camera or other measuring and recording devices.

i. Fire Fighting. The operation of an aircraft for the purpose of dispensing water, chemicals, and fire retardants intended for suppressing a fire. This includes the carrying of fire fighters from base camp to base camp or base camp to the work zone.

j. Flight Training. Training provided by certified flight schools and flight training operators who follow an approved ground and flight syllabus, which permits students to meet all certification requirements for obtaining an airman certificate or rating; also operational training provided by SAS operators.

k. Forest Fire Management. The operation of an aircraft for the purpose of fire detection and controls as well as dispensing any substance intended for forest fire suppression and prevention. This includes carrying firefighters, fire bosses, and/or managers from the base camp into the fire area or the actual fire site as well as within the same work zone.

l. Glider Towing. The towing of a glider by a powered aircraft equipped with a tow hitch.

m. Heli-Logging. The operation of a helicopter for the purpose of transporting timber suspended from the fuselage.

n. Parachute Jumping. The operation of an aircraft for the purpose of allowing a person to descend from that aircraft in flight using a parachute during all or part of that descent.

4. GLOSSARY.

a. Aeroplane. A Canadian term that applies to airplanes in U.S. documentation.

b. Civil Aviation Authorities (CAA).

(1) Dirección General de Aeronáutica Civil (DGAC) - Mexico.

(2) Federal Aviation Administration (FAA) - United States of America.

(3) Transport Canada Civil Aviation (TCCA) - Canada.

(4) National CAA is the CAA responsible for the regulatory control of an operator when it applies for operating authority and/or registration in another NAFTA country. The National CAA will normally be the same as the state of registry for the aircraft and will be responsible for the regulatory oversight of aircraft on its register, including, but not limited to, maintenance and inspection requirements.

(5) Host CAA is the CAA of a NAFTA country in which cross-border SASs are conducted.

c. Essential Qualified Non-Crewmembers. Are personnel essential to SAS operations that support that service and are trained by the operator before conducting the work under the SAS operation. The absence of these personnel would make the actual operation impossible.

d. Flight Training. A term that applies to the following:

(1) Certified Flight Schools. Schools that hold an operating permit or certificate issued by a CAA to conduct approved training for pilot qualification.

(2) Flight Training Operators. Operators conducting training for an agricultural rating, a seaplane rating, a multiengine rating, a type rating, an instrument rating, an airline transport pilot license, or currency requirements.

(3) SAS Operators. Operators conducting specific operational training for a particular SAS. Type rating training may be included if the aircraft is used in that specific operation and is specified on the air operator certificate or the NAFTA operating authority and/or registration.

e. NAFTA SAS Authorizations. Are provided to operators to conduct NAFTA SAS operations. In the cases of fire fighting and forest fire management, the FAA will issue a Letter of Registration.

f. NAFTA SAS Letters of Registration. Letters of Registration are issued by the FAA for fire fighting and forest fire management.

g. Operator. The organization engaged in commercial SAS operations.

5. FOCUS. This AC applies to operators in each NAFTA signatory country that wish to conduct a cross-border SAS, as defined in Article 1213 of NAFTA. This information is exclusive to NAFTA SAS operations and is not to be used for any other purpose.

6. RELATED READING MATERIAL.

a. International Civil Aviation Organization's (ICAO) Convention on International Civil Aviation, Annex 2: Rules of the Air.

b. Transport Canada Aeronautical Information Manual (TC AIM) - Canada.

c. Publicación de Información Aeronáutica (PIA) - Mexico.

d. Aeronautical Information Manual (AIM)/Aeronautical Information Publication (AIP) - United States.

7. BACKGROUND.

a. Ratified by Canada, the United Mexican States, and the United States of America, NAFTA came into force on January 1, 1994. Also, NAFTA opened up cross-border trade in SAS, defined in Article 1213 of NAFTA as aerial mapping, aerial surveying, aerial photography, forest fire management, fire fighting, aerial advertising, glider towing, parachute jumping,

aerial construction, heli-logging, aerial sightseeing, flight training, aerial inspection and surveillance, and aerial spraying services.

b. Meetings of government officials led to the issuance of a joint statement establishing working groups “to discuss standards and regulations pertaining to specialty air services” and began a process for the “smooth implementation” of SAS operations. Representatives from the three CAAs formed a steering committee to provide leadership during the process, and technical experts from each country constituted working groups covering the areas of airworthiness, flight operations, and personnel licensing. This document identifies the processes resulting from the efforts of the steering committee and working groups.

c. The FAA, General Aviation and Commercial Division, AFS-800 is responsible for issuing NAFTA policy and procedures. Issuing the NAFTA authorizations and or registrations is delegated to the Dallas/Fort Worth International Field Office (DFW IFO).

8. APPLYING FOR AUTHORITY TO CONDUCT NAFTA OPERATIONS. An authorization must be obtained from both the National and Host CAA. The following is the process the FAA will use to issue or reissue the NAFTA authorizations/registrations:

a. Operators from the United States who wish to conduct a NAFTA SAS operation in either Canada or Mexico must submit an application package to their local Flight Standards District Office (FSDO) that includes:

(1) A letter from the operator requesting a new or reissue of a NAFTA authorization.

(2) A completed FAA Form 7711-2, Application for a Certificate of Waiver or Authorization, (see Appendix 1).

(3) A letter verifying insurance coverage.

(4) A copy of the aircraft Airworthiness Certificate.

(5) A copy of the aircraft type certificate data sheet.

(a) FSDO actions:

1. Review the completed application.

2. Conduct an aircraft ramp inspection to ensure airworthiness.

3. Ensure that all pilots named on the application are qualified to conduct the SAS operation.

4. Forward a copy of the application, approved by the FSDO manager, to the DFW IFO via facsimile (see Appendix 2). The original must follow by mail.

(b) DFW IFO actions: Within the Operations Safety Subsystem (OPSS) the DFW IFO will prepare and issue either a Certificate of Authorization, or a Letter of Registration, listing the SAS operations authorized.

(c) TCCA or DGAC actions: The operator must present the Certificate of Authorization or Letter of Registration along with any other required documentation to the Host CAA (TCCA or DGAC) for their review. TCCA or DGAC will issue its authorization to conduct the requested SAS operation in their country based upon the FAA's NAFTA Authorization or Letter of Registration.

b. Canadian or Mexican operators who wish to conduct NAFTA SAS operations in the United States must submit to the DFW IFO:

(1) Authorization from the National CAA (DGAC of Mexico or the TCCA of Canada) certifying the certificates of the operator and the currency of the maintenance program.

(2) A letter from the operator requesting a new or reissue of a NAFTA authorization.

(3) Applicable Operations Specifications or limitations that the operator has been issued by the National CAA.

(4) A letter verifying applicable insurance coverage.

(5) A properly completed FAA Form 7711-2.

c. The DFW IFO will review the application package and prepare and issue a Certificate of Authorization or Letter of Registration authorizing the SAS operations contained on the National CAA NAFTA authorization.

d. The granting of a NAFTA authorization and/or registration to conduct SAS, does not confer the right for the operators' crewmembers to work in a Host country. The operator must contact the Host Immigration Department in advance of any commitment to a contract to ensure that their pilots and mechanics will be able to obtain temporary entry for employment.

9. NAFTA CROSS-BORDER SAS OPERATIONS.

a. General Requirements.

(1) Validity. A NAFTA authorization and/or registration, unless amended, suspended, or revoked, will normally be valid for a maximum of one (1) year and can be renewed. The renewal process will be the same as the original authorization process.

(2) Authorization Process. The SAS operator must be equipped and able to operate in each of the SAS areas applied for, apply for and obtain authorization from the National CAA, apply for and obtain authorization from the Host CAA(s), and make application in the official technical terminology of the Host country.

(3) Contract or Third Party Personnel Essential to SAS. The applicant shall identify the necessary personnel and their job functions to the National CAA along with an appropriate method of control (training requirement or process) to ensure safe operation under the specialized SAS operation. The applicant or current holder of SAS authorization would include, in their application, appropriate proof of their ability to use and control contract personnel. This in no way permits the SAS operation to transport these persons from other than the base camp to the work zone. All personnel must provide their own means of commercial transportation or other means of public or private travel to the base camp.

b. Operational Conditions: Aircraft.

(1) The current and valid certificate of airworthiness and certificate of registration are required from the National CAA. The operator must provide the National CAA with proof of the validity of the documents.

(2) Aircraft manufactured in the United States or Canada must have been issued an FAA or TCCA, civil type certificate based on compliance to civil airworthiness standards for the appropriate SAS operations.

(3) Third party type-certificated aircraft—aircraft manufactured in countries other than Canada or the United States—must have an FAA and a TCCA type certificate based on compliance to civil airworthiness standards.

(4) Changes in type designs (that is, supplemental type certificates or repair design certificates) issued by the State of manufacture, on their own designs and manufactured products will be acceptable, provided that there is a bilateral airworthiness agreement or the equivalent with the FAA, TCCA, or DGAC that specifically addresses design standards.

(5) Flight training may be conducted in aircraft type-certificated in restricted, normal, utility, acrobatic, commuter, or transport categories or as otherwise approved by the Host CAA. SAS operators may conduct operational training in aircraft that are approved for the particular SAS.

(6) SAS operators may use leased aircraft of a foreign registry. The operator must have all pilots or required flight crewmembers of these aircraft hold at least a commercial license and rating appropriate to the state of registry of said aircraft.

c. SAS Operations.

(1) As required by the ICAO Convention Annex 2: Rules of the Air, operators must comply with the general operating and flight rules of the Host country. Operators should be aware that there are significant differences in the visual flight rules (VFR) for each country.

(2) NAFTA does not confer a right of entry into the Host country. Before entry into the host country, the operator is advised to contact the Immigration Authority at the intended port of entry into the Host country to verify the entry requirements.

(3) Operators must also contact other government agencies including customs, trade and commerce, environment, and other applicable agencies as necessary.

(4) The SAS operator must contact the Host CAA(s) (see Appendix 2) before commencing initial SAS operations in each geographic area, upon changing the type of SAS operation being conducted, or upon subsequently returning to the original geographic area.

(5) Operators based in one host country and operating in another host country require authorization and/or registration from each Host CAA.

(6) As a minimum, a current and valid commercial pilot license issued by the National CAA is required for the specific operation. A license validation issued by the Host CAA does not meet this requirement.

(7) Flight instruction toward the issuance of National CAA licenses, permits, and ratings may be conducted in any host country by a person who holds a valid commercial pilot license and/or flight instructor rating as applicable for the type of instructional activity, and who satisfies the requirements of the National CAA.

(8) Flight instruction toward the issuance of Host CAA licenses, permits, and ratings may be conducted in any host country by a person who holds a valid commercial pilot license and/or flight instructor rating as applicable for the type of instructional activity, and who satisfies additional requirements specified by the applicable Host CAA (see Appendix 3).

(9) Flight training operating authority will be granted to certified flight schools, flight training operators, and SAS operators according to the conditions specified by the Host CAA.

(10) Agricultural aircraft may be operated at an increased maximum takeoff weight (MTOW) if an increased MTOW is authorized by the National CAA, and the increase does not exceed 1.25 times the MTOW.

(11) Maintenance must be performed under the requirements of the National CAA and is the responsibility of the state of registry.

(12) Sightseeing operations must be conducted by operators certificated by their National CAA for commercial passenger-carrying operations.

(13) The movement of essential qualified non-crewmember personnel from base camp to a work zone is not deemed to be air transportation, nor is the movement of essential qualified non-crewmember personnel from one base camp to another within the same work zone. These are operational necessities included under SAS.

d. Specific Requirements.

(1) For Operations in Canada:

Operators must provide TCCA with the name of the appropriately approved maintenance organization (certified mechanic, repair station, or Canadian Aviation Maintenance Organization) that is providing the operator's maintenance.

(a) Operators must comply with the Flight and Duty Time Limitations regulations and standards applicable to the operation being conducted; See Canadian Aviation Regulations 700.15 located at <http://www.tc.gc.ca/CivilAviation/Regserv/Affairs/carac/NPAs/CASO/Archives/dec99/1999191.htm> and Commercial Aviation Standard 720.15 located at <http://www.tc.gc.ca/CivilAviation/Regserv/Affairs/carac/NPAs/CASO/Archives/dec99/1999192.htm>.

(b) Proof of insurance must be carried on board the aircraft (see Appendix 4).

(c) Operators must comply with the survival-equipment requirements applicable to the operations being conducted (see Appendix 5).

(d) Mexican flight schools must designate a qualified flight instructor responsible for operational control.

(2) For Operations in Mexico:

(a) Operators must provide the DGAC with the name of the appropriately approved maintenance organization that is providing the operator's maintenance.

(b) The Publicación de Información Aeronáutica, (PIA), is not required to be carried aboard the aircraft for SAS operations by foreign operators.

(c) Proof of insurance must be provided with the application before a permit can be issued and must be carried on board the aircraft (see Appendix 4).

(d) Operations will be conducted from approved runways or sites, unless otherwise authorized.

(e) A special permit must be obtained for handling fuel other than at approved fueling facilities.

(f) Operators must participate in alcohol and drug-testing programs when conducting SAS operations.

(g) Operators must comply with the survival-equipment requirements applicable to the operations conducted (see Appendix 5).

(h) All night flights under VFR must have a special authorization.

(i) Flight training schools must obtain a public education certificate or a letter of authorization from the Secretaría de Educación Pública to teach ground school. In addition to the DGAC authorization, SAS operators conducting aerial photography, aerial surveying, or aerial

mapping must obtain permission from the Instituto Nacional de Estadística, Geografía e Informática (INEGI).

(3) For Operations in the United States:

(a) Operators must provide the FAA with the name of the appropriately approved maintenance organization that is providing the operator's maintenance.

(b) Operators must participate in alcohol and drug-testing programs when conducting sightseeing operations from a base in the United States.

(c) The maintenance and alteration of emergency parachutes must be certified by a person authorized by the FAA.

(d) U.S. Department of Transportation Order 97-7-03 (Specialty Air Service Operators of Canada and Mexico) must be carried on board the aircraft; see <http://ostpxweb.dot.gov/aviation/IntAv/airnafta.pdf>.

ORIGINAL SIGNED by

James J. Ballough
Director, Flight Standards Service

APPENDIX 1

TRANSPORT CANADA CIVIL AVIATION FORM 26-0592

Link to Canadian Form 26-0592: <http://www.tc.gc.ca/pdf/26-0592.pdf>



Transport Canada / Transports Canada

File number - Numéro de dossier	
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**APPLICATION FOR (FTA) SPECIALTY AIR SERVICE OPERATIONS - CANADIAN AIR OPERATOR
DEMANDE POUR DES OPÉRATIONS DE SERVICES SPÉCIALISÉS (ALÉ) - EXPLOITANT AÉRIEN CANADIEN**

PART I - TO BE COMPLETED BY APPLICANT - PARTIE I - À ÊTRE REMPLIE PAR LE REQUÉRANT				
Name, address & postal code of applicant - Nom, adresse et code postal du requérant			Principal place of business of applicant - Le bureau d'affaire principal du requérant	
Telephone number - Numéro de téléphone	Facsimile number - Numéro de télécopieur	Telex - Téléx	Incorporated - Constituée <input type="checkbox"/> Yes / <input type="checkbox"/> No <input type="checkbox"/> Oui / <input type="checkbox"/> Non	Date (Y-A - M -D-J) Number - Numéro
I understand that - Je comprend que				
I am a permanent resident or corporation of a country under a Free Trade Agreement (FTA): Je suis résident permanent ou une société par action d'un pays sous un accord de libre-échange (ALÉ):			<input type="checkbox"/> Yes / <input type="checkbox"/> No <input type="checkbox"/> Oui / <input type="checkbox"/> Non	
Air operator certificate number - Numéro du certificat d'exploitation aérienne				
Into which country - Dans quel pays	Base(s) and identification - Base(s) et identification		Between points abroad - Entre points à l'étranger <input type="checkbox"/>	
Request for a FTA Operations Specification - Demande de spécification d'exploitation ALÉ <input type="checkbox"/> Yes / <input type="checkbox"/> Oui		Proposed period of contract (date) - Durée prévue du contrat (date) From: / De : To: / Au :		
Proposed types of specialty services - Types de services spécialisés proposés				
<input type="checkbox"/> Aerial advertising Publicité aérienne	<input type="checkbox"/> Aerial construction Construction à moyen d'aéronefs	<input type="checkbox"/> Aerial inspection and surveillance Inspection et surveillance aérienne	<input type="checkbox"/> Aerial mapping Cartographie aérienne	
<input type="checkbox"/> Aerial photography Photographie aérienne	<input type="checkbox"/> Aerial sightseeing Excursion aérienne	<input type="checkbox"/> Aerial spraying Pulvérisation aérienne	<input type="checkbox"/> Aerial surveying Levée topographique aérienne	
<input type="checkbox"/> Fire fighting Lutte contre incendie	<input type="checkbox"/> Flight training Formation au pilotage	<input type="checkbox"/> Forest fire management Gestion des incendies de forêt	<input type="checkbox"/> Glider tower Remorquage de planeurs	
<input type="checkbox"/> Helilogging Hélicabardage	<input type="checkbox"/> Parachute jumping Sauts en parachute	<input type="checkbox"/> External load Charge externe		
Aircraft types - Types d'aéronefs		Registration (see page 2) - Immatriculation (voir page 2)		
Complete (full) names of pilots - Noms entiers (complets) des pilotes		Licences (see page 2) - Licences (voir page 2)		
MANAGERIAL PERSONNEL - PERSONNEL DE GESTION				
Name - Nom				
All the statements contained herein are true and complete to the best of my knowledge - À ma connaissance, tous les renseignements fournis dans la présente sont vrais et complets				
Date (Y-A - M - D-J)	Signature of person duly authorized to execute this application on behalf of the air operator Signature de la personne dûment autorisée à exécuter cette demande au nom de l'exploitant aérien			Title - Titre
PART II - TO BE COMPLETED BY DOT OFFICE - PARTIE II - À ÊTRE REMPLIE PAR LE BUREAU DU M.D.T.				
Commercial and Business Aviation Aviation commerciale et d'affaires		Aircraft Maintenance and Manufacturing Maintenance et construction des aéronefs		Date

26-0592 (0205-02)

APPENDIX 1

FAA FORM 7711-2, APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION - (Continued)

Link to FAA Form 7711-2: <http://forms.faa.gov/forms/faa7711-2.pdf>

No certificate may be issued unless a completed application form has been received (14 C.F.R. 91.101 and 105).

 <p>US Department of Transportation Federal Aviation Administration</p> <p>APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION</p>		Form Approved: O.M.B. No. 2120-0027 08/31/2008		
		APPLICANTS - DO NOT USE THESE SPACES		
		Region	Date	
		Action <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved - Explain under "Remarks" Signature of authorized FAA representative		
INSTRUCTIONS				
Submit this application in triplicate (3) to any FAA Flight Standards district office.				
Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographic Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA's evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event.				
Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 8 only and the certification, item 15, on the reverse.				
1. Name of organization		2. Name of responsible person		
3. Permanent mailing address	House number and street or route number	City	State and ZIP code Telephone No.	
4. FAR section and number to be waived				
5. Detailed description of proposed operation (Attach supplement if needed)				
6. Area of operation (Location, altitudes, etc.)				
7a. Beginning (Date and hour)		7b. Ending (Date and hour)		
8. Aircraft make and model (a)	Pilot's Name (b)	Certificate number and rating (c)	Home address (Street, City, State) (d)	

FAA Form 7711-2 (6-86) Supersedes Previous Edition

APPENDIX 1

FAA FORM 7711-2, APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION - (Continued)

▶ ITEMS 9 THROUGH 14 TO BE FILLED OUT FOR AIR SHOW/AIR RACE WAIVER REQUESTS ONLY.				
9. The air event will be sponsored by:				
10. Permanent mailing address	House number and street or route number	City	State and ZIP code	Telephone No.
11. Policing (Describe provisions to be made for policing the event.)				
12. Emergency facilities (Mark all that will be available at time and place of air event.)				
<input type="checkbox"/> Physician <input type="checkbox"/> Fire truck <input type="checkbox"/> Other - Specify _____ <input type="checkbox"/> Ambulance <input type="checkbox"/> Crash wagon _____				
13. Air Traffic control (Describe method of controlling traffic, including provision for arrival and departure of scheduled aircraft.)				
14. Schedule of Events (include arrival and departure of scheduled aircraft and other periods the airport may be open.)				
Hour (a)	Date (b)	Event (c)		
<i>If sufficient space is not available, the entire schedule of events may be submitted on separate sheets, in the order and manner indicated above.</i>				
<div style="display: flex; align-items: center;"> <div style="font-size: 2em; margin-right: 10px;">}</div> <div> <p>Please Read</p> <p>The undersigned applicant accepts full responsibility for the strict observance of the terms of the Certificate of Waiver or Authorization, and understands that the authorization contained in such certificate will be strictly limited to the above described operation.</p> </div> </div>				
15. Certification - I CERTIFY that the foregoing statements are true.				
Date	Signature of Applicant			
Remarks				

FAA Form 7711-2 (5-86) Supersedes Previous Edition

APPENDIX 1. SAMPLE DOCUMENTS

FAA Form 7711-2 Instructions

1. Space 1. Provide the proper and complete name of the organization.
2. Space 2. List the Responsible Person. This is the person who is responsible for all operations for the company.
3. Space 3. List the company's permanent mailing address. This is a location where certified mail can be received. The company telephone and fax number must be included.
4. Space 4. For NAFTA operations, list "NONE."
5. Space 5. List all the SAS operations the company intends to provide. (See section 1, paragraph 3b)
6. Space 6. Enter Canada, Mexico, or both.
7. Space 7a. Enter the date the operator intends to start operations.
8. Space 7b. This date is one year (date to date) from the issuance date. It may be less than one year if the operator's operating certificate does not extend to the year ending date.
9. Space 8a. List each aircraft by make, model, serial and registration numbers.
10. Space 8b. List each pilot's full name as it appears on his or her pilot certificate.
11. Space 8c. List each pilot's certificate rating and number.
12. Space 8d. List each pilot's complete home address.

NOTE: Spaces 8a, b, c, and d may be placed on a separate sheet of paper.
13. Spaces 9 through 14 are not needed for NAFTA operators.
14. Space 15. The date the application was processed by the operator. The responsible person must sign it.

APPENDIX 2. CONTACT INFORMATION

Country	CAA Contact Office	Phone and Fax Numbers
Canada	Program Manager, Air Operator Certification Certification and Operational Standards Division (AARXB) Place de Ville, Tower C, 4th Floor 330 Sparks Street Ottawa, Ontario K1A 0N8	Phone: (613) 998-8168 Fax: (613) 954-1602
Mexico	Dirección de Transporte y Control Aeronáutico Dirección General de Aeronáutica Civil Providencia 807-1 Piso Col. del Valle C.P. 03100, México, D.F.	Phone: 5255 5687-7620 Fax: 5255 5523-3419
United States NAFTA Authorizations and or Registrations	Federal Aviation Administration, Dallas/Fort Worth – International Field Office 14800 Trinity Blvd., Suite 300 Fort Worth, TX 76155	Phone: (817) 684-6700 Fax: (817) 684-6784
United States Drug and Alcohol Program Office	Implementation and Special Projects Branch, AAM-810 800 Independence Avenue, SW. Washington, DC 20591	Phone: (202) 267-8976 Fax: (202) 267-5200
United States NAFTA policy and procedures	Federal Aviation Administration General Aviation and Commercial Division AFS-800 800 Independence Avenue, SW. Washington, DC 20591	Phone: (202) 267-8212 Fax: (202) 267-5094

United States FAA	http://www.faa.gov
United States DOT Specialty Air Services Information Packet	http://ostpxweb.dot.gov/aviation/IntAv/airnafta.pdf
Canada	http://www.tc.gc.ca/air/menu.htm http://www.tc.gc.ca/CivilAviation/commerce/circulars/AC0073r.htm
Mexico	http://portal.sct.gob.mx/SctPortal

APPENDIX 3. FLIGHT TRAINING — GENERAL

Certified Flight Schools	Flight Training Operators	SAS Operators
	Specialized training facilities (for example, Flight Safety International)	Training of pilots included, regardless of whether they are employed by that operator
All training authorized under a certificate; see Canadian Aviation Regulation (CAR) 406.02; Title 14 of the Code of Federal Regulations (14 CFR), sections 141.11/141.57; the Ley de Aviación Civil, Article 39; and Reglamento de la Ley de Aviación Civil.	Agricultural license (DGAC)	Type rating
Recreational*	Seaplane rating	Currency requirements
Private - aeroplane and helicopter*	Multiengine rating	
Commercial - aeroplane and helicopter*	Type rating	
Flight instructor rating - aeroplane and helicopter*	Instrument rating	
Night-flying privileges - aeroplane and helicopter*	Airline transport pilot license	Currency requirements

NOTE:

- The flight training listed in the first column includes specific training activities, identified by an asterisk (*), that must be conducted under the authority of a certified flight
- The flight training listed in the second column may be conducted by certified flight schools or by instructors operating under the authority of a flight training operator.
- The flight training listed in the third column may be conducted by an instructor operating under the authority of an SAS under NAFTA for that of SAS operation.

APPENDIX 3. FLIGHT TRAINING — GENERAL (Continued)

Additional Pilot-Instructor Qualifications

1. NIGHT TRAINING IN MEXICO.

- a. A Canadian instructor must hold an instrument rating.
- b. A U.S. instructor must hold a Certificated Flight Instructor - Instrument (CFII) rating.

2. SEAPLANE TRAINING. Canada requires instructors from Mexico and the United States to have 50 hours of flight time in seaplanes.

3. VFR OVER-THE-TOP TRAINING IN CANADA.

- a. A U.S. instructor must hold a CFII rating.
- b. A Mexican instructor must hold an instrument rating.

4. AEROBATICS TRAINING IN CANADA. Instructors certified in Mexico and the United States who wish to teach aerobatics must hold a Canadian authorization.

5. AEROBATICS TRAINING IN MEXICO. Canadian instructors wishing to teach aerobatics must hold a special permit and/or authorization.

6. TRAINING FOR A FLIGHT INSTRUCTOR RATING - AEROBATICS IN CANADA. Instructors certified in Mexico and the United States who wish to conduct training for a flight instructor rating - aeroplane-aerobatics must hold a Canadian authorization.

7. FLIGHT TRAINING FOR AN INSTRUCTOR RATING - AEROPLANE OR HELICOPTER.

a. In Canada, TCCA requires instructors from Mexico and the United States to have 750 hours flight instruction in the category (600 hours dual flight instruction for a civil pilot license), and have recommended 10 applicants for the private, commercial, or recreational pilot permit (RPP) flight test (maximum of 3 for the RPP). Instructors from the United States must take an evaluation flight.

b. In Mexico, the DGAC requires U.S. instructors to have 3 years experience as a flight instructor, 350 hours flight time in the category and class (150 hours in the aircraft), 30 hours as pilot-in-command in the preceding 2 months, a written examination, and a flight test.

APPENDIX 4. INSURANCE REQUIREMENTS

- 1. CANADA.** SAS operators must meet the insurance requirements contained in CAR 606.02 and have passenger and third-party liability coverage to the limits specified.
- 2. MEXICO.** SAS operators must meet the insurance requirements contained in Article 64 of the Ley de Aviación Civil and have passenger and third-party liability coverage to the limits specified.
- 3. UNITED STATES.** Sightseeing operators must meet the insurance requirements contained in 14 CFR part 205 and have passenger and third-party liability coverage to the limits specified.

APPENDIX 5. SURVIVAL EQUIPMENT

1. OPERATIONS IN CANADA. Survival equipment must be carried to satisfy CAR 602.61 (http://www.tc.gc.ca/civilaviation/Regserv/Affairs/cars/Part6/602.htm#602_60.htm) requirements, which include provisions for shelter, water, fire, and signaling. This section does not apply where the aircraft is being operated in an area and at a time of year such that survivability is not jeopardized. Specific information on the geographic location requirements is included in TC AIM. AIM information can be obtained by visiting: <http://www.tc.gc.ca/CivilAviation/publications/tp14371/GEN/menu.htm>.

2. OPERATIONS IN MEXICO. Survival equipment must be carried to satisfy norms 191, 193, 194, and 195 of the Reglamento de la Ley de Aviación Civil: (http://dgac.sct.gob.mx/fileadmin/Leyes/Rglmto_Ley_Aviacion_Civil.pdf). These requirements include provisions for a first-aid kit, shelter, flotation devices for over water operations, a fire extinguisher, an emergency locator transmitter, emergency rations and clothing, and signaling. Emergency rations and clothing are required for remote locations only, appropriate to the area being over flown. This information can be obtained by contacting the DGAC by phone at (525) 687-76-80 or by fax at (525) 523-67-40. The information will be sent by fax.