

Page 01 of 31 to/à Page 05 of 31

Withheld pursuant to/removed as

s.21

From: [SarvairHelicopters](#)
To: [Firecontrol.Provincial.FLNR:EX; Landon Sarver](#)
Subject: BVLOS Scanning Quote
Date: August 28, 2020 8:48:27 AM
Attachments: s.21

s.21

From: [Firecontrol, Provincial FLNR:EX](#)
To: ["SarvairHelicopters ."; "Landon Sarver"](#)
Subject: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 27, 2020 4:10:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.jpg](#)
[image007.png](#)

Good Afternoon,

We have received a request for Beyond Visual Line of Sight Low Level UAV Infrared scanning and are requesting quotes from companies to fill.

Deployment details

- Needed by: Aug 28, 2020 evening
- Location: Beaverdell, BC
- Fire Number: N61268 + N61276
- Scanning Area: 55 ha + 24 ha
- Days Deployed (estimate): 2
- Work and Services Required: Beyond Visual Line of Sight Special Flight Operating Certificate, Need a full scan for N61276, Require a scan for N61268 for only the perimeter.

Please have your quote provided as a lump sum inclusive of travel costs and costs outlined below and **exclusive** of all applicable taxes.

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Breakfast Only	Lunch Only	Dinner Only	Maximum Full Day	B & L Only	L & D Only	B & D Only
\$12.50	\$14.50	\$25.00	\$52.00	\$27.00	\$39.50	\$37.50

- On the date of departure, travel status must start before 7:00 a.m. to claim breakfast; before 12:00 noon to claim lunch; and, on the date of return, travel status must end after 6:00 p.m. to claim dinner
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- Hotels and Accommodations paid at cost with receipts from approved accommodations list
 - In making a hotel selection for travel, the Contractor must select the most cost effective hotel.
 - <http://csa.pss.gov.bc.ca/businesstravel/>
- Other expenses required to arrive at your destination
 - ex. Ferry cost, Air Travel, Highway Tolls

In your quote, please advise of how long you estimate the scan for both fires will take.

Please have your quote sent to prov.fire@gov.bc.ca no later than **10:00am** on **Aug 28, 2020** in order to be considered.

If you are the successful applicant, you will be contacted within two (2) hours after the above deadline, unsuccessful applicants will not be contacted.

You will need a Certificate of Insurance (FIN 173) form for your broker to complete. You will need the contract signed and the FIN 173 completed before you can begin work.

Please provide your Beyond Visual Line of Sight Special Flight Operating Certificate.

If you are unable to fill this request, please let us know by the deadline.

Thank you,

Lauren Stuart

Logistics Officer

Provincial Wildfire Coordination Centre

BC Wildfire Service | Ministry of Forests, Lands and Natural Resource Operations

Office: 250-312-3044 | Cell: **NEW** 250-320-8889

Report Wildfires: 1 800 663-5555 or *5555



From: [Firecontrol, Provincial FLNR:EX](#)
To: ["mike.morellato@snrc.ca"](mailto:mike.morellato@snrc.ca)
Subject: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 27, 2020 4:10:00 PM
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Deployment details

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Office: 250-312-3044 | Cell: **NEW** 250-320-8889

Report Wildfires: 1 800 663-5555 or *5555



From: [Firecontrol, Provincial FLNR:EX](#)
To: ["Robert Atwood"](#)
Subject: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 27, 2020 4:10:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
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BC Wildfire Service | Ministry of Forests, Lands and Natural Resource Operations

Office: 250-312-3044 | Cell: **NEW** 250-320-8889

Report Wildfires: 1 800 663-5555 or *5555



From: [Firecontrol, Provincial FLNR:EX](#)
To: "Colin Filliter"
Subject: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 27, 2020 4:09:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.jpg](#)
[image007.png](#)

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Logistics Officer

Provincial Wildfire Coordination Centre

BC Wildfire Service | Ministry of Forests, Lands and Natural Resource Operations

Office: 250-312-3044 | Cell: **NEW** 250-320-8889

Report Wildfires: 1 800 663-5555 or *5555



From: [Firecontrol, Provincial FLNR:EX](#)
To: ["jglavina@mcelhanney.com"](mailto:jglavina@mcelhanney.com)
Subject: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 27, 2020 4:10:00 PM
Attachments: [image001.png](#)
[image003.png](#)
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BC Wildfire Service | Ministry of Forests, Lands and Natural Resource Operations

Office: 250-312-3044 | Cell: **NEW** 250-320-8889

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From: [Jordan Glavina](#)
To: [Firecontrol, Provincial FLNR:EX](#)
Subject: RE: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 28, 2020 8:21:57 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.jpg](#)

s.21

From: Firecontrol, Provincial FLNR:EX
Sent: Thursday, August 27, 2020 5:10 PM
To: Jordan Glavina
Subject: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27

[EXTERNAL EMAIL] Check email address, links, and attachments
Good Afternoon,

We have received a request for Beyond Visual Line of Sight Low Level UAV Infrared scanning and are requesting quotes from companies to fill.

Deployment details

- Needed by: Aug 28, 2020 evening
- Location: Beaverdell, BC
- Fire Number: N61268 + N61276
- Scanning Area: 55 ha + 24 ha
- Days Deployed (estimate): 2
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Thank you,

Lauren Stuart

Logistics Officer

Provincial Wildfire Coordination Centre

BC Wildfire Service | Ministry of Forests, Lands and Natural Resource Operations

Office: 250-312-3044 | Cell: **NEW** 250-320-8889

Report Wildfires: 1 800 663-5555 or *5555



This message and attachment may contain privileged and confidential information. If you are not the intended recipient, please notify us of our error, do not disseminate or copy this communication, and destroy all copies.

From: [Robert Atwood](#)
To: [Firecontrol, Provincial FLNR:EX](#); [Richard Sullivan](#)
Subject: Re: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 27, 2020 4:29:16 PM
Attachments: [image001.png](#)
[image004.png](#)

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Laura,

We can have them both complete in a night for \$3000.

If we win the bid, we'd even be happy to head out tonight and get them done.

Thanks for the opportunity,

Robert

On Thu., Aug. 27, 2020, 16:10 Firecontrol, Provincial FLNR:EX, <prov.fire@gov.bc.ca> wrote:

Good Afternoon,

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Deployment details

- Needed by: Aug 28, 2020 evening
- Location: Beaverdell, BC
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- Work and Services Required: Beyond Visual Line of Sight Special Flight Operating Certificate, Need a full scan for N61276, Require a scan for N61268 for only the perimeter.

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Lauren Stuart

Logistics Officer

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Office: 250-312-3044 | Cell: NEW 250-320-8889

*Report Wildfires: 1 800 663-5555 or *5555*



From: [Colin Filliter](#)
To: [Firecontrol, Provincial FLNR:EX](#)
Subject: Re: Low Level UAV Scanning - Beyond Visual Line of Sight Request for Quotes Aug 27
Date: August 27, 2020 4:45:57 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.jpg](#)
[image007.png](#)

s.21

On Thu, Aug 27, 2020 at 4:10 PM Firecontrol, Provincial FLNR:EX <prov.fire@gov.bc.ca> wrote:

Good Afternoon,

We have received a request for Beyond Visual Line of Sight Low Level UAV Infrared scanning and are requesting quotes from companies to fill.

Deployment details

- Needed by: Aug 28, 2020 evening
- Location: Beavertown, BC

- Fire Number: N61268 + N61276
- Scanning Area: 55 ha + 24 ha
- Days Deployed (estimate): 2
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Office: 250-312-3044 | Cell: **NEW** 250-320-8889

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FLNRO Policy Regarding the Application of S.A.F.E. as an eligibility to bid or enter into contracts Dec 22, 2015

BC WILDFIRE SERVICE (BCWS) Appendix G

This section applies to BCWS. All contract services for BCWS are considered to be emergency services and as such no obligatory requirement for S.A.F.E. Certification will be applied, however many of the contracted services do affect and influence the overall safety record and safety culture of the forest sector which is a key partner for BCWS. As such BCWS supports the application of the standard via preferential call out for emergency services work effective April 1 2017, where the needs of the emergency can be addressed. In scope contracts for BCWS when selected for deployment will be done with a preference toward S.A.F.E. Certified firms providing they can meet the operational demands. Out of scope contracts will not have this preference considered. Below is the list of contract types that BCWS deems to be in scope and out of scope.

“In Scope” Contracts (Preference Only for Emergency Services)

- Fire Crew Services
- Danger Tree Assessing
- Danger Tree Falling
- Faller Coordinators
- Danger Tree Specialists
- Fire Behaviour Specialists
- Rehabilitation Specialists
- Rehabilitation Coordinators
- Rehabilitation Planning and Implementation
- QST services
- Danger Tree Blasting
- Forestry Specialists - for “creek crossing location and mitigation, culvert installation, slope stability assessments, fire line location input, timber removal and decking expertise, danger tree management with heavy equipment”
- Ignition Planning
- Line Locators
- Heavy Equipment Supervision
- Heavy Equipment Rental
- Structural Protection Crews

“Out of Scope” Contracts (No preference considered for S.A.F.E. Certified firms)

- Traffic Control Services on Highways (under the Transportation Act)
- Aircraft Services and operations
- First Aid Services
- Other contracted logistic and consulting services not working on fire suppression activities.

Exemption Authority (for BCWS exemptions should not normally be required as the requirement is not absolute and should be applied as preference only, however in the event exemption authority is necessary or prudent the following BCWS personal shall carry this authority for BCWS work)

All excluded members of the BCWS Leadership team or parties in an acting capacity for these positions

BC Wildfire Service approved:

Executive Director:  August 22, 2016

SPECIAL FLIGHT OPERATIONS CERTIFICATE (SFOC) – Remotely Piloted Aircraft System (RPAS)
CERTIFICAT D'OPÉRATIONS AÉRIENNES SPÉCIALISÉES (COAS) – Système d'aéronef télépilote (SATP)



CANADA



Transport
Canada

Transports
Canada

SFOC No. / COAS n°:

s.21; s.22

Name of Responsible Person / Nom de la personne responsable : **s.21; s.22**

Legal Name (if applicable) /
Dénomination sociale (si applicable): **Hummingbird Drones Inc.**

Expiry Date / Date d'expiration:

2021-01-01

Operator Address /
Adresse de l'exploitant : **348 Tranquille Rd.
Kamloops BC V2B 3G6**

Valid until suspended, cancelled or revoked

Valide jusqu'à suspendu, annulé ou révoqué

Telephone / Téléphone : **250-877-7082**
E-mail / Courriel : **s.21; s.22**

Pursuant to section 903.03 of the *Canadian Aviation Regulations (CAR)*, this constitutes a Special Flight Operations Certificate (SFOC), for the operation of a Remotely Piloted Aircraft System (RPAS), issued under the authority of the Minister pursuant to the *Aeronautics Act*. / Conformément aux dispositions de l'article 903.03 du *Règlement de l'aviation canadien (RAC)*, le présent document constitue votre certificat d'opérations aériennes spécialisées (COAS) en vue d'utiliser un système d'aéronef télépilote (SATP), délivré en vertu de l'autorité du ministre, conformément à la *Loi sur l'aéronautique*.

Nothing in this Certificate shall be held to relieve the Certificate holder from requirements to comply with the provisions of such Canadian Aviation Documents as may have been issued pursuant to the *Aeronautics Act* or the *Canadian Aviation Regulations (CAR)*. / Aucun élément du présent certificat ne peut servir à exempter le titulaire du certificat de son obligation de satisfaire aux exigences des Documents d'aviation canadien produits conformément aux dispositions de la *Loi sur l'aéronautique* ou du *Règlement de l'aviation canadien (RAC)*.

Nothing in this Certificate shall be held to relieve the Certificate holder from the requirements to comply with the provisions of any other Acts, Regulations or laws from any level of government. / Rien dans le présent certificat n'est tenu pour dispenser le titulaire du certificat des exigences de conformité aux dispositions de toute autre loi, règlement ou de tout ordre de gouvernement.

Pursuant to section 6.71 of the *Aeronautics Act*, this Certificate may be suspended or cancelled at any time by the Minister for cause, including failure on the part of the Certificate holder, its servants or agents to comply with the provisions of the *Aeronautics Act* or the *Canadian Aviation Regulations (CAR)*. This Certificate is not transferable. / Conformément à l'article 6.71 de la *Loi sur l'aéronautique*, le ministre peut, en tout temps, suspendre ou annuler le présent certificat pour tout motif valable, y compris le non-respect de la part du titulaire du certificat, de ses employés ou de ses agents des dispositions de la *Loi sur l'aéronautique* ou du *Règlement de l'aviation canadien (RAC)*. Le présent certificat ne peut être transféré.

Date of Issue (YYYY-MM-DD) / Date de délivrance (AAAA-MM-JJ):

2020-05-04

Name and Signature / Nom et signature : **Jason Rule**

Title / Fonction : **Civil Aviation Safety Inspector / Inspecteur de la sécurité de l'aviation civile**
E-mail / Courriel : **jason.rule@tc.gc.ca**

On behalf of the Minister of Transport – Au nom du ministre des Transports

I hereby certify that the attached document is a true copy of the **Hummingbird Drones Inc.** Special Flight Operations Certificate (SFOC). Transport Canada Civil Aviation last revised this document in Ottawa, Ontario, Canada on **May 4th 2020**.

Je certifie que le document ci-joint est une copie conforme du certificat d'opérations aériennes spécialisées (COAS) de **Hummingbird Drones Inc.** Transports Canada aviation civile a effectué la dernière révision du présent document à Ottawa, Ontario, Canada le **4^{er} mai 2020**.

Dated at Ottawa, Ontario, Canada on **May 4th 2020** on behalf of the Minister of Transport.

Fait à Ottawa, Ontario Canada, le **4^{er} mai 2020**, au nom du ministre des Transports.

On behalf of the Minister of Transport – Au nom du ministre des Transports

This Certificate supersedes and replaces the SFOC currently in force, where applicable.
Ce certificat annule et remplace le COAS présentement en vigueur, le cas échéant.

SPECIAL FLIGHT OPERATIONS CERTIFICATE (SFOC) – Remotely Piloted Aircraft System (RPAS)
CERTIFICAT D'OPÉRATIONS AÉRIENNES SPÉCIALISÉES (COAS) – Système d'aéronef télépiloté (SATP)



CANADA



Transport
Canada

Transports
Canada

SFOC No. / COAS n°: **S.21; S.22**

Name of SFOC holder / Nom du titulaire du COAS : **Hummingbird Drones Inc.**

GENERAL CONDITIONS

CONDITIONS GÉNÉRALES

The holder of this *Canadian Aviation Document* shall comply with the conditions in this special flight operations certificate.

Le titulaire de ce *Document d'aviation canadien* doit se conformer aux conditions de ce certificat d'opérations aériennes spécialisées.

This Certificate holder is subject to the following general conditions:

Ce titulaire du certificat est assujéti aux conditions générales suivantes :

(1) A copy of the following documents shall be available on site any time the RPAS is in operation

(1) Les documents suivants doivent être disponibles sur le site à chaque fois que le SATP est en opération:

- (a) a copy of this Certificate;
- (b) a copy of the completed SFOC application form 26-0835 for the operation underway and any documents required therein;
- (c) a copy of the site survey;
- (d) a government issued photo I.D.;
- (e) RPAS Certificate of Registration, if applicable; and
- (f) Pilot Certificate – Small Remotely Piloted Aircraft System (VLOS) – Advanced Operations.

- a) une copie de ce certificat;
- b) une copie du formulaire 26-0835 de demande de COAS dûment remplie pour l'opération en cours et tous les documents qui y sont requis;
- c) une copie de l'examen des lieux;
- d) une pièce d'identité gouvernementale avec photo;
- e) Certificat d'immatriculation du SATP, le cas échéant;
- f) Certificat de pilote – Petit système d'aéronef télépiloté (VLOS) – Opérations avancées.

(2) The Certificate holder shall employ crew members who are qualified for the area of operation and the type of operation.

(2) Le titulaire du certificat a à son service des membres d'équipage qui sont qualifiés pour la région d'exploitation et le type d'exploitation.

(3) The Certificate holder shall maintain aircraft that are properly equipped for the area of operation and the type of operation.

(3) Le titulaire du certificat doit disposer d'aéronefs qui sont munis d'équipement approprié pour la région d'exploitation et le type d'exploitation.

(4) The Certificate holder shall notify this office within ten (10) working days after

(4) Le titulaire du certificat doit informer ce bureau dans un délai de dix (10) jours ouvrables après :

- (a) changing its legal name, trade name, main base, any contact information, and
- (b) ceasing to operate a type of remotely piloted aircraft system authorized under this Certificate.

- a) avoir changé sa dénomination sociale, son nom commercial, sa base principale et ses coordonnées;
- b) avoir cessé d'exploiter un type de système d'aéronef télépiloté autorisé en vertu du présent certificat.

(5) The Certificate holder shall send the RPAS Aviation Occurrence Reporting Form to Transport Canada by email at TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca within 72 hours all details of aviation incidents/accidents or occurrences, as defined by Section 901.49 of the CARs.

(5) Le titulaire du certificat doit acheminer le formulaire de compte rendu d'événement d'aviation SATP dans un délai de 72 heures, à Transports Canada par courriel à TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca les détails des événements aéronautiques, tel que défini à l'article 901.49 du RAC.

This Certificate supersedes and replaces the SFOC currently in force, where applicable.
Ce certificat annule et remplace le COAS présentement en vigueur, le cas échéant.

SFOC No. / COAS n°s.21; s.22 Name of SFOC holder / Nom du titulaire du COAS : Hummingbird Drones Inc. S.21; s.22 Approval of this Certificate is based on the information provided in the SFOC application and accompanying documentation, detailed in / L'approbation du présent certificat est basée sur l'information fournie dans la demande de COAS et la documentation d'accompagnement, détaillée à		s.21; s.22
CAR Rule / Règle du RAC	903	
Remotely Piloted Aircraft/ Aéronef télépilote	ALL DECLARED RPAS WITH A MTOW OF 25 KG OR LESS / TOUS LES SATP DÉCLARÉS AVEC UNE MMHD DE 25 KG OU MOINS	
Area(s) of Operation / Zone(s) d'exploitation	In Canada, while under a memorandum of understanding (MOU) with the Province, Provincial Authority, and the appropriate fire control authority. / Au Canada, en vertu d'un protocole d'entente (PE) avec la province, l'autorité provinciale, et le responsable de la lutte contre l'incendie compétent.	
Date(s) of Operation / Date(s) d'exploitation	From / Du: 2020-05-01 To / Au: 2021-01-01	
Special Limitation(s) / Restriction(s) spéciale(s)	WITHIN AIRSPACE RESTRICTED IN ACCORDANCE WITH SECTION 5.1 OF THE AERONAUTICS ACT OR AREAS RESTRICTED IN ACCORDANCE WITH SECTION 601.16 OF THE CANADIAN AVIATION REGULATIONS / À L'INTÉRIEUR D'UN ESPACE RESTREINT CONFORMÉMENT À L'ARTICLE DE LA LOI SUR L'AÉRONAUTIQUE OU AUX ZONES RESTREINTES CONFORMÉMENT À L'ARTICLE 601.16 DU RÈGLEMENT DE L'AVIATION CANADIEN	

SPECIAL AUTHORIZATIONS AUTORISATIONS SPÉCIALES	CAR RAC	AUTHORIZED AUTORISÉ	REMARKS / OBSERVATIONS
Operation of a RPAS beyond visual line-of-sight (BVLOS) Utilisation d'un SATP au-delà de la visibilité directe (BVLOS)	903.01(b)	Yes / Oui	NIL
Operation of a RPAS at an altitude greater than those referred to in subsection 901.25(1) Utilisation d'un SATP à une altitude supérieure à l'une des altitudes visées au paragraphe 901.25(1)	903.01(d)	Yes / Oui	

SPECIAL CONDITIONS	CONDITIONS SPÉCIALES
(1) The Certificate holder shall comply with the following sections, subsections and paragraphs from Part IX of the <i>Canadian Aviation Regulations</i> when operating a remotely piloted aircraft system: 900.06, 901.12 to 901.24, 901.26 to 901.49, 901.62 to 901.73, 903.02	(1) Le titulaire du certificat doit se conformer aux articles, paragraphes et alinéas suivants de la partie IX du <i>Règlement de l'aviation canadien</i> s'il exploite un système d'aéronef télépilote : 900.06, 901.12 à 901.24, 901.26 à 901.49, 901.62 à 901.73, 903.02
(2) The Certificate holder shall maintain an adequate organizational structure.	(2) Le titulaire du certificat doit maintenir une structure organisationnelle convenable.
(3) The Certificate holder shall conduct training in accordance with its training program.	(3) Le titulaire du certificat doit dispenser la formation conformément à son programme de formation.
(4) No Certificate holder shall permit a person to act and no person shall act as a flight crew member of a remotely piloted aircraft unless the person has fulfilled the training requirements specific to the make and model of the remotely piloted aircraft system.	(4) Il est interdit d'utiliser un aéronef télépilote à moins qu'une preuve d'achèvement de la formation et des compétences spécifiques à la marque et au modèle du système d'aéronef télépilote soit disponible chaque fois que l'aéronef est utilisé.
(5) No person shall operate a remotely piloted aircraft unless proof of completion of the training and competency specific to the make and model of the remotely piloted aircraft system are available any time the aircraft is in operation.	(5) Le titulaire du certificat doit désigner pour chaque vol un commandant de bord et, lorsque l'équipage comprend deux pilotes, un commandant de bord et un commandant en second.
(6) The Certificate holder shall designate for each flight a pilot-in-command and, where the crew includes two pilots, a pilot-in-command and a second-in-command.	(6) Le titulaire du certificat doit désigner pour chaque vol un commandant de bord et, lorsque l'équipage comprend deux pilotes, un commandant de bord et un commandant en second.
(7) No pilot-in-command of a remotely piloted aircraft system shall commence a flight unless the flight has been authorized in accordance with the specified procedures.	(7) Il est interdit au commandant de bord d'un système d'aéronef télépilote de commencer un vol à moins qu'il n'ait été autorisé conformément aux procédures spécifiées.
(8) The remotely piloted aircraft system shall only be operated clear of clouds at all times.	(8) Le système d'aéronef télépilote doit seulement être utilisé hors des nuages en tout temps.
(9) No person shall operate a remotely piloted aircraft system at an altitude greater than 2000 feet AGL.	(9) Il est interdit d'utiliser un système d'aéronef télépilote à une altitude supérieure à 2000 pieds AGL.
(10) The remotely piloted aircraft shall only be operated in Class F and G airspace.	(10) L'aéronef télépilote ne doit être utilisé que dans l'espace aérien de classe F et G.
(11) The remotely piloted aircraft system shall only be operated within airspace restricted in accordance with section 5.1 of the <i>Aeronautics Act</i> or areas restricted in accordance with section 601.16 of the <i>Canadian Aviation Regulations</i> .	(11) Le système d'aéronef télépilote doit seulement être utilisé à l'intérieur d'un espace restreint conformément à l'article 5.1 de la <i>Loi sur l'aéronautique</i> ou aux zones restreintes conformément à l'article 601.16 du <i>Règlement de l'aviation canadien</i> .

(12) No person shall conduct a take-off/launch and landing/recovery of a remotely piloted aircraft for the purpose of BVLOS flight without a visual observer performing Detect and Avoid functions during the take-off/launch and landing/recovery phases of the flight.	(12) Il est interdit de procéder au décollage/lancement et à l'atterrissage/récupération d'un aéronef télépiloté aux fins d'un vol BVLOS sans qu'un observateur visuel exécute les fonctions de détection et d'évitement pendant les phases de décollage/lancement et d'atterrissage/récupération du vol.
(13) No person shall conduct a take-off in a remotely piloted aircraft system for the purpose of day VLOS flight unless it has a means of (a) indicating the aircraft altitude; (b) maintaining adequate separation from other aircraft where required for the operation; (c) remaining clear of cloud to the distance required for the operation; (d) controlling the flight of the aircraft; (e) navigating the aircraft; (f) monitoring the strength/quality of the Command and Control (C2) link; (g) indicating the aircraft speed; (h) indicating the fuel/energy quantity in each main fuel/energy cell; and (i) communicating adequately to permit two-way communication on the appropriate frequency.	(13) Il est interdit d'effectuer le décollage un système aéronef télépiloté en vol VLOS de jour, à moins qu'il n'y ait un moyen: a) d'indiquer l'altitude de l'aéronef; b) de maintenir une séparation adéquate des autres aéronefs lorsque cela est nécessaire pour l'opération; c) de demeurer hors des nuages à la distance correspondant à l'exploitation; d) de contrôler le vol de l'aéronef; e) de naviguer l'aéronef; f) de surveiller la force/qualité du lien de commandement et de contrôle (C2); g) d'indiquer la vitesse de l'aéronef; h) d'indiquer la quantité de carburant/énergie dans chaque cellule de carburant/énergie principale; i) de communiquer adéquatement permettant des communications bilatérales sur la fréquence appropriée.
(14) No person shall conduct a take-off in a remotely piloted aircraft for the purpose of night VLOS flight unless it has a means of (a) as referred to in special condition (13); and (b) providing illumination, for operations between sunset and sunrise, for all of the instruments used to operate the aircraft at the ground control station.	(14) Il est interdit d'effectuer le décollage d'un aéronef télépiloté aux fins d'un vol VLOS de nuit, à moins qu'il n'y ait un moyen: a) tel que visé à la condition spéciale (13); b) de fournir un éclairage, pour des opérations entre le coucher et le lever du soleil, de tous les instruments servant à l'utilisation de l'aéronef au poste de contrôle au sol.
(15) No person shall create a hazard to persons or property on the surface by dropping an object from an aircraft in flight.	(15) Il est interdit de mettre en danger des personnes ou des biens à la surface en laissant tomber un objet d'un aéronef en vol.
(16) No person shall conduct a take-off in a remotely piloted aircraft unless there is sufficient communication equipment for the pilot to contact other airspace users and the appropriate air traffic control unit.	(16) Il est interdit d'effectuer le décollage d'un aéronef télépiloté, à moins qu'il n'y ait un équipement de communication suffisant pour permettre au pilote de contacter les autres utilisateurs de l'espace aérien et l'unité de contrôle de la circulation aérienne appropriée.
(17) The pilot-in-command shall ensure that the appropriate frequency is continuously monitored and ensure that advisory reports are made prior to, upon landing, and as appropriate throughout the duration of the flight, whenever two-way radio communications are required.	(17) Le commandant de bord doit veiller à ce que la fréquence adéquate soit constamment surveillée et s'assurer que des rapports consultatifs sont donnés avant l'atterrissage, à l'atterrissage et, pendant la durée du vol lorsque cela est nécessaire, lorsque des radiocommunications bidirectionnelles sont requises.
(18) The remotely piloted aircraft system operator shall have subscribed for adequate liability insurance covering risks of public liability.	(18) L'exploitant du système d'aéronef télépilotés doit avoir souscrit à une assurance responsabilité adéquate tenant compte des risques de responsabilité civile au niveau convenable.
(19) The Operator shall submit the Annual Reporting and Trending Data to TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca at the end of the Fire Season, and no later than 31 December 2020.	(19) L'exploitant doit soumettre les données de rapport annuel et de tendance de données à TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca à la fin de la saison des incendies et au plus tard le 31 décembre 2020.

**This Certificate supersedes and replaces the SFOC currently in force, where applicable.
Ce certificat annule et remplace le COAS présentement en vigueur, le cas échéant.**

SFOC No. / COAS n°s.21; s.22 Name of SFOC holder / Nom du titulaire du COAS : Hummingbird Drones Inc. s.21; s.22 Approval of this Certificate is based on the information provided in the SFOC application and accompanying documentation, detailed in / L'approbation du présent certificat est basée sur l'information fournie dans la demande de COAS et la documentation d'accompagnement, détaillée à		s.21; s.22
CAR Rule / Règle du RAC	903	
Remotely Piloted Aircraft/ Aéronef télépilote	ALL DECLARED RPAS WITH A MTOW OF 25 KG OR LESS / TOUS LES SATP DÉCLARÉS AVEC UNE MMHD DE 25 KG OU MOINS	
Area(s) of Operation / Zone(s) d'exploitation	In Canada, while under a memorandum of understanding (MOU) with the Province, Provincial Authority, or the appropriate fire control authority. / Au Canada, en vertu d'un protocole d'entente (PE) avec la province, l'autorité provinciale, et le responsable de la lutte contre les incendies compétent.	
Date(s) of Operation / Date(s) d'exploitation	From / Du: 2020-05-01 To / Au: 2021-01-01	
Special Limitation(s) / Restriction(s) spéciale(s)	DAY VLOS ONLY / VLOS DE JOUR SEULEMENT 400 FEET AND BELOW ONLY / 400 PIEDS ET MOINS SEULEMENT CLASS F AND G AIRSPACE ONLY / ESPACE AÉRIEN DE CLASSE F ET G SEULEMENT Final approval for the operation of the Ignis 2 Aerial Ignition Device and release of the Dragon Egg Ignition Spheres shall be given onsite by the person delegated by the Province to approve such release. / L'approbation finale pour l'utilisation du dispositif d'allumage aérien de l'Ignis 2 et pour le largage des Dragon Egg Ignition Spheres devra être autorisée par la personne déléguée par la province pour approuver ce type d'opération.	

SPECIAL AUTHORIZATIONS AUTORISATIONS SPÉCIALES	CAR RAC	AUTHORIZED AUTORISÉ	REMARKS / OBSERVATIONS
The operation of a system when the aircraft is transporting any of the payloads referred to in subsection 901.43(1). Utilisation d'un système d'aéronef télépilote lorsque l'aéronef transporte n'importe laquelle des charges utiles visées au paragraphe 901.43(1).	903.01(g)	Yes / Oui	

SPECIAL CONDITIONS	CONDITIONS SPÉCIALES
(1) The Certificate holder shall comply with the following sections, subsections and paragraphs from Part IX of the <i>Canadian Aviation Regulations</i> when operating a remotely piloted aircraft system: 900.06, 901.01 to 901.09, 901.11 to 901.38, 901.40 to 901.42, 901.44 to 901.49, 901.62 to 901.79 (2) The Certificate holder shall maintain an adequate organizational structure. (3) The Certificate holder shall conduct training in accordance with its training program. (4) No Certificate holder shall permit a person to act and no person shall act as a flight crew member of a remotely piloted aircraft unless the person has fulfilled the training requirements specific to the make and model of the remotely piloted aircraft system. (5) No person shall operate a remotely piloted aircraft unless proof of completion of the training and competency specific to the make and model of the remotely piloted aircraft system are available any time the aircraft is in operation. (6) The Certificate holder shall designate for each flight a pilot-in-command and, where the crew includes two pilots, a pilot-in-command and a second-in-command. (7) No pilot-in-command of a remotely piloted aircraft system shall commence a flight unless it has been authorized in accordance with the specified procedures. (8) The remotely piloted aircraft system shall only be operated clear of clouds at all times. (9) The remotely piloted aircraft shall only be operated in Class F and G airspace. (10) The pilot shall not operate the remotely piloted aircraft system at: (a) a lateral distance of less than 500 feet, measured horizontally and at any altitude, from the general public, bystanders or any person not associated with the operation; and (b) with an amount of fuel/energy that ensures the aircraft will remain within the secured and sterile area when the flight termination system is activated.	(1) Le titulaire du certificat doit se conformer aux articles, paragraphes et alinéas suivants de la partie IX du <i>Règlement de l'aviation canadien</i> lors de l'exploitation d'un système d'aéronef télépilote : 900.06, 901.01 à 901.09, 901.11 à 901.38, 901.40 à 901.42, 901.44 à 901.49, 901.62 à 901.79 (2) Le titulaire du certificat doit maintenir une structure organisationnelle convenable. (3) Le titulaire du certificat doit dispenser la formation conformément à son programme de formation. (4) Il est interdit au titulaire de certificat de permettre à une personne d'agir et nul ne peut agir en tant que membre d'équipage de conduite d'un aéronef télépilote à moins que la personne n'ait suivi avec succès la formation spécifique à la marque et au modèle du système d'aéronef télépilote. (5) Il est interdit d'utiliser un aéronef télépilote à moins qu'une preuve d'achèvement de la formation et des compétences spécifiques à la marque et au modèle du système d'aéronef télépilote soit disponible chaque fois que l'aéronef est utilisé. (6) Le titulaire du certificat doit désigner pour chaque vol un commandant de bord et, lorsque l'équipage comprend deux pilotes, un commandant de bord et un commandant en second. (7) Il est interdit au commandant de bord d'un système d'aéronef télépilote de commencer un vol à moins qu'il n'ait été autorisé conformément aux procédures spécifiées. (8) Le système d'aéronef télépilote doit seulement être utilisé hors des nuages en tout temps. (9) L'aéronef télépilote doit être utilisé dans l'espace aérien de classe F et G seulement. (10) Le pilote ne doit pas utiliser le système d'aéronef télépilote à : a) une distance latérale de moins de 500 pieds, mesurée horizontalement et à n'importe quelle altitude, du grand public, des spectateurs ou de toute personne non liée à l'exploitation; et b) avec une quantité de carburant/d'énergie qui garantit que l'aéronef restera dans la zone sécurisée et stérile lorsque le système d'interruption de vol est activé.

(11) No person shall conduct a take-off in a remotely piloted aircraft system for the purpose of day VLOS flight unless it has a means of (a) indicating the aircraft altitude; (b) maintaining adequate separation from other aircraft where required for the operation; (c) remaining clear of cloud to the distance required for the operation; (d) controlling the flight of the aircraft; (e) navigating the aircraft; (f) monitoring the strength/quality of the Command and Control (C2) link; (g) indicating the aircraft speed; (h) indicating the energy quantity in each main energy cell; and (i) communicating adequately to permit two-way communication on the appropriate frequency. (12) No person shall create a hazard to persons or property on the surface by dropping an object from an aircraft in flight. (13) No person shall conduct a take-off with a remotely piloted aircraft unless there is suitable communication equipment for the pilot to contact other airspace users and the appropriate air traffic control unit. (14) The pilot-in-command shall ensure that the appropriate frequency is continuously monitored and advisory reports are made prior to, upon landing, and as appropriate throughout the duration of the flight, whenever two-way radio communications are required. (15) The remotely piloted aircraft system operator shall have subscribed for adequate liability insurance covering risks of public liability at the appropriate level. (16) The operation of the Ignis 2 Aerial Ignition System shall be conducted in accordance with the procedures specified by the manufacturer. (17) The pilot-in-command shall visually confirm that the Ignis 2 Aerial Ignition System is OFF, and the Dragon Egg Ignition Spheres are not unintentionally released, while transiting between the staging and the operations area. (18) The pilot-in-command shall carry out the transportation of the Dragon Egg Ignition Spheres in accordance with the <i>Transportation of Dangerous Goods Regulations</i>. (19) The Certificate holder shall send the Flight Notification Form at least 10 business days prior to the initial day of intended operations to Transport Canada by email at TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca.	(11) Il est interdit d'effectuer le décollage d'un système d'aéronef télépilote en vol VLOS de jour, à moins qu'il n'y ait un moyen: a) d'indiquer l'altitude de l'aéronef; b) de maintenir une séparation adéquate avec les autres aéronefs lorsque cela est nécessaire pour l'opération; c) de demeurer hors des nuages à la distance correspondant à l'exploitation; d) de contrôler le vol de l'aéronef; e) de naviguer l'aéronef; f) de surveiller la force/qualité du lien de commandement et de contrôle (C2); g) d'indiquer la vitesse de l'aéronef; h) d'indiquer la quantité d'énergie dans chaque cellule d'énergie principale; i) de communiquer adéquatement permettant des communications bilatérales sur la fréquence appropriée. (12) Il est interdit de mettre en danger des personnes ou des biens à la surface en laissant tomber un objet d'un aéronef en vol. (13) Il est interdit d'effectuer le décollage d'un aéronef télépilote à moins qu'il n'y ait un équipement de communication adéquat pour permettre au pilote de contacter les autres utilisateurs de l'espace aérien et l'unité de contrôle de la circulation aérienne appropriée. (14) Le commandant de bord doit veiller à ce que la fréquence appropriée soit constamment surveillée et que des rapports consultatifs soient donnés avant l'atterrissage, à l'atterrissage et le cas échéant, pendant la durée du vol, lorsque des radiocommunications bidirectionnelles sont requises. (15) L'exploitant du système d'aéronef télépilote doit avoir souscrit à une assurance responsabilité adéquate tenant compte des risques de responsabilité civile au niveau convenable. (16) L'exploitation du dispositif d'allumage aérien de l'Ignis 2 doit être effectuée conformément aux procédures spécifiées par le fabricant. (17) Le commandant de bord devra confirmer visuellement que le dispositif d'allumage aérien de l'Ignis 2 est dans la position OFF et que les Dragon Egg Ignition Spheres ne soient pas relâchées de façon involontaire, entre les zones de d'attentes et d'exploitation. (18) Le commandant de bord doit s'assurer que le transport des Dragon Egg Ignition Spheres s'effectue conformément avec le <i>Règlement sur le transport des marchandises dangereuses</i>. (19) Le titulaire du certificat doit acheminer le formulaire d'avis de vol au moins 10 jours ouvrables avant le premier jour des opérations prévues à Transports Canada par courriel à TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca.
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