Transport Canada | Advisory Circular AC 302-020 Mixed Operations at an Airport

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TABLE OF CONTENTS

1.0 INTRODUCTION

- 1.1 Purpose
- 1.2 Applicability
- 1.3 Description of Changes

2.0 REFERENCES AND REQUIREMENTS

- 2.1 Reference Documents
- 2.2 Cancelled Documents
- 2.3 Definitions and Abbreviations

3.0 BACKGROUND

4.0 CONSIDERATIONS WHEN ESTABLISHING THE CERTIFICATION LEVEL OF RUNWAYS AND TAXIWAYS

5.0 INFORMATION MANAGEMENT

6.0 DOCUMENT HISTORY

7.0 CONTACT OFFICE

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 provide guidance on the application of the airport certification requirements where mixed operations occur, e.g. scheduled passenger service and cargo / charter air operations.

1.2 Applicability

(1) This document applies to all Canadian airport operators, manufacturers, suppliers, Transport Canada Civil Aviation (TCCA) Headquarters and regional personnel, and the aviation industry involved with the planning, design, and maintenance activities at Canadian aerodromes.

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 III, Subpart 2 of the Canadian Aviation Regulations (CARs) — Airports;

(c) Transport Canada Publication, TP 312 — Aerodrome Standards and Recommended Practices.

(d) Advisory Circular (AC) 302-021, Issue 01, 2015-07-31 — Introduction of TP312 5th Edition;

(e) Advisory Circular (AC) 302-019, Issue 01, 2015-07-31 — Methodology for the identification of the Aircraft Group Number

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 abbreviations are used in this document:

(a) AGN: Aircraft Group Number

(b) AOM: Airport Operations Manual

(c) CAR: Canadian Aviation Regulation

3.0 BACKGROUND

(1) Aerodromes are required to be certified based on the requirements stated in Part III, Subpart 2 of the Canadian Aviation Regulations (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.

The majority of airports in Canada are certified on the basis of receiving a scheduled passenger service.

(2) The Airport Operator is responsible for operating and maintaining their airport as certified under Part III, Subpart 2 of the CARs. Under Part III of the CARs, the Airport Operator chooses the level of service to be provided and states such in their Airport Operations Manual (AOM), and where applicable publishes the level of service in Aeronautical Information Publications (i.e. type of runways, taxiways, hours of operation, Canadian Runway Friction Index (CRFI), Pavement Load Rating (PLR)/Pavement Classification Number (PCN) available, weight restrictions, reduced/low visibility procedures, etc.).

(3) It is a common occurrence to have air operations of a mixed type at an airport, such as the scheduled air service required to operate at an airport intermixed with cargo or charter operations that have flexibility to operate at airports or aerodromes.

(4) It is recognized that larger aircraft such as cargo or charter, are frequently part of the daily operational mix at an airport. When this occurs, it is the responsibility of the airport operator to ensure that the airport certification environment for the scheduled passenger operations is not compromised since this air operation must operate within a certified airport environment.

4.0 CONSIDERATIONS WHEN ESTABLISHING THE CERTIFICATION LEVEL OF RUNWAYS AND TAXIWAYS

(1) Current aeronautical publications are lacking information about the certification level of the airport for specific operations. The only items currently presented in the Canada Flight Supplement (CFS) is “CERT” without any further indication as to what type or size of aircraft operation the airport, or part thereof, is certified to accommodate. This current method of publication does not adequately address the needs of air operators that are required to ascertain the suitability of the airport for their intended operation as mandated in the Canadian Aviation Regulations.

(2) Following the introduction of TP 312 5 th edition, the aeronautical publications will be updated to include information on the certification level of the various parts of the airport. These publication changes will complement current requirements in CAR 602.96(2)(b) and the scheduled air service requirements stated in CAR 703.15, 704.14, and 705.19 for those air operations that are required to operate at a certified site(airport).

Division V — Operations at or in the Vicinity of an Aerodrome General 602.96 (2)(b) the aerodrome is suitable for the intended operation; Scheduled Air Service Requirements

703.15 (1) Subject to subsection (2), every air operator that operates a scheduled air service for the purpose of transporting persons shall operate the service between airports or heliports or between an airport or heliport and a military aerodrome.

704.14 (1) Subject to subsection (2), every air operator that operates a scheduled air service for the purpose of transporting persons shall operate the service between airports or heliports or between an airport or heliport and a military aerodrome.

705.19 (1) Subject to subsection (2), every air operator that operates a scheduled air service for the purpose of transporting persons shall operate the service between airports or heliports or between an airport or heliport and a military aerodrome.

(3) In support of the above mentioned changes to the aeronautical publications, the airport operator will be required to identify the level of service with respect to the AGN for each part of the manoeuvring area so that aircrews may ascertain the operational suitability under 602.96.

(4) Where the airport is certified on the basis of receiving passenger scheduled service, the airport operator should identify a level of service that is consistent with the aircraft characteristics of the current scheduled passenger operations occurring at the airport, as a minimum.

(5) It is recognized that larger aircraft such as cargo or charter, are frequently part of the daily operational mix at an airport. When this occurs, it is the responsibility of the airport operator to ensure that the airport certification environment for the scheduled passenger operations is not compromised since this air operation must operate within a certified airport environment. This can be achieved in the following manner:

(a) Certification to a higher level of service that would consider the larger aircraft; or

(b) Implementation of airport specific procedures that would protect the overall environment established through airport certification while the scheduled passenger operation is occurring. These procedures could include, but are not limited to:

(i) Time slots to avoid mixing with other air operations;

(ii) Specific taxi routing or usage restrictions to protect the runway and taxiway environments;

(iii) Specific parking positions / aircraft orientation to protect the runway and taxiway environments; and

(iv) Specific runway hold position set further back from runway to protect the runway environment.

(6) Where the airport is certified for reasons other than scheduled passenger operations, it is the responsibility of the airport operator to ensure that the certified environment is provided for the intended operation at the airport

Where procedures are established to manage mixed operations these need to be included in the Airport Operations Manual, and published as required.

5.0 INFORMATION MANAGEMENT

(1) Not applicable.

6.0 DOCUMENT HISTORY

(1) Not applicable.

7.0 CONTACT OFFICE

For more information, please contact: https://tc.canada.ca/en/corporate-services/regions

Suggestions for amendment to this document are invited, and should be submitted via: TC.FlightStandards-Normsvol.TC@tc.gc.ca

[original signed by]

Jacqueline Booth A / Director, Standards Civil Aviation

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