SUMMIT RPAS COMPLIANCE & CONSULTING

Stream 2: SFOC Standard Scenario (STSC) Fast-Track Program

Scenario	Target Operations & Drone Size	Airspace Limits	Core Safety Boundaries	Crew Requirements
STSC-001	**Heavy RPAS VLOS** Heavy aircraft (25 kg to 600 kg) flying in Visual Line of Sight.	Class G (Uncontrolled)	• At least 5 NM from airport centers. • At least 2 NM horizontally from populated areas (>25 ppl/km²). • Strictly controlled ground area.	• Advanced Pilot Certificate. • Manufacturer's Standard 922 Safety Declaration for Heavy VLOS.
STSC-002	**Heavy RPAS Controlled** Heavy aircraft (25 kg to 150 kg) flying in Visual Line of Sight.	Controlled (C, D, E) or Uncontrolled (Class G)	• Under 400 ft AGL. • Requires active coordination and flight authorization from local ANSP (NAV CANADA). • Strict 100 ft buffer area.	• Advanced Pilot Certificate. • Initial company Operational Proficiency Check (OPC) evaluation.
STSC-003	**High-Altitude Small RPAS** Standard small aircraft (250 g to 25 kg) flying in Visual Line of Sight.	Class G (Uncontrolled)	• Allowed to fly above 400 ft AGL. • Must maintain safe distance from active aerodromes. • Built-in programmatic height limitations.	• Advanced Pilot Certificate. • Systems configured with technical altitude capping systems.
STSC-004	**VO-Based BVLOS (L1CO)** Small aircraft (250 g to 25 kg) flying Beyond Visual Line of Sight.	Class G (Uncontrolled)	• Observers stationed up to 2 NM from GCS. • Multi-observer network tracks airspace. • Sparsely populated ground area limits (1 km from >5 ppl/km²).	• Advanced Pilot Certificate. • ROC-A Radio License. • 20 hrs logged VLOS PIC + 2 hrs simulated BVLOS. **• No ground school required for SFOC.**
STSC-005	**Heavy RPAS Class G VLOS** Heavy aircraft (25 kg to 150 kg) flying in Visual Line of Sight.	Class G (Uncontrolled)	• Much lower administrative burden than STSC-002. • Must stay 2 NM from populated zones. • Must stay 5 NM from CFS aerodromes.	• Advanced Pilot Certificate. • System must follow manufacturer's declared operating envelope limits.

Our Turnkey Submission Service

While Standard Scenarios utilize pre-packaged risk profiles, the application package must still be engineered precisely to secure approval from the Transport Canada RPAS Centre of Expertise. We handle the technical friction so you can focus on data collection.

• **Site & Boundary Analysis:** We run mathematical and physical mapping of your flight geography to prove your operational area complies with the selected STSC limits.
• **Dossier Compilation & Submission:** We compile your formal application package—including Form 26-0835E, specific STSC checklists, and physical declarations—and submit it to TCCA on your behalf.
• **TCCA Liaison:** We manage all back-and-forth communication with Transport Canada inspectors, ensuring your blanket 12-month SFOC is issued without delays.

The Retention Bottleneck: Scaling to Stream 1

Why do companies transition from Stream 2 to Stream 1? While an STSC SFOC is a low-cost, 12-month blanket solution, it locks your flight division in place. Under an SFOC, you are legally restricted to the specific pilots and aircraft serial numbers listed on your original certificate.

• **The Amendment Trap:** Adding a new pilot or registering a new drone (including temporary rentals) requires a formal amendment application to Transport Canada, triggering 30-business-day delays.
• **The Permanent RPOC (Stream 1) Solution:** Our Stream 2 service is the perfect, rapid-entry point to test the commercial waters. But as your business scales, SummitRPAS helps you transition to a permanent Corporate RPOC—granting your company self-governing authority to onboard new pilots, integrate rental fleets, and execute missions instantly with zero federal waiting times.