

SUMMIT RPAS COMPLIANCE & CONSULTING

STREAM 3: CUSTOM SORA & CONTROLLED AIRSPACE SFOC

When operations expand beyond the boundaries of Standard Scenarios, Transport Canada mandates a custom safety case. Whether you need to operate heavy aircraft (>25 kg) BVLOS, fly within controlled terminal zones (Classes C, D, and E), or fly over populated urban centers, our Stream 3 service utilizes the rigorous Specific Operational Risk Assessment (SORA) framework to secure custom, non-standard Special Flight Operations Certificates (SFOC).

THE TRIGGERS FOR A CUSTOM SORA & SFOC APPLICATION

Operational Boundary	Standard Scenario Track (STSCs 001 - 005)	Custom SORA Track (Stream 3 Requirements)
Airspace Classes	Typically limited to Class G/F, with the exception of STSC-002 which permits VLOS in controlled Class C, D, and E with active ANSP authorization.	Unlocks Complex BVLOS in Controlled Airspace: Classes C, D, and E terminal areas near active, certificated commercial airports.
Population Density	Strictly rural or sparsely populated areas (minimum 1 km buffer from populated centers >5 people/km²).	Unlocks Urban BVLOS: Operations over moderately and heavily populated city zones, industrial plants, and utility yards.
Aircraft Weight	Under 25 kg for BVLOS (STSC-004). Heavy VLOS limited to strict geofenced boundaries.	Unlocks Heavy BVLOS: Heavy airframes (25 kg to 150+ kg) operating complex long-range linear corridor missions.
Aerodrome Proximity	Must remain at least 5 NM away from active airports/heliports listed in the Canada Flight Supplement (CFS) (except under STSC-002 controlled coordination).	Unlocks Proximity Flights: Right-of-way corridor mapping inside airport control zones, runways, and urban approach paths.

OUR TECHNICAL SAFETY PORTFOLIO DELIVERABLES (SORA AC 903-001)

1. Concept of Operations (CONOPS) Dossier We engineer and draft the foundational SORA technical binder, establishing your exact 4D operational volume. This includes mapping your exact Flight Geography, programming your automated Contingency Volume buffers, and setting up strict, mathematically validated 1-to-1 Ground Risk Buffers based on aircraft speed and wind profiles.	2. GRC & ARC Risk Mitigation Dossier We calculate your initial Ground Risk Class (GRC) and Air Risk Class (ARC). To lower your target Specific Assurance and Integrity Level (SAIL), we design and document strategic mitigations (such as active controlled ground areas and programmatic de-confliction windows) to secure Transport Canada's approval.
3. The OSO Substantiation Binder For custom SFOCs, declaration is not enough—you must prove safety. We build a comprehensive OSO Substantiation Binder containing engineered evidence, design drawings, and training logs to prove your program complies with all 24 Operational Safety Objectives (OSOs) to Medium or High Robustness.	4. SORA-Compliant Emergency Response Plan (ERP) We write a robust, operational-level emergency binder outlining immediate contact trees (including NAV CANADA ATC), emergency roles, and fly-away containment procedures. This features a rehearsed fly-away containment checklist with an engineered Time for Emergency Response Procedure (TERP) under 57 seconds.

THE STREAM 3 PARTNERSHIP WORKFLOW

PHASE 1: Feasibility & SAIL Profiling We audit your fleet, pilots, and target geographic locations to model your initial SAIL profile. We identify potential fatal flaws before you invest in formal application design.	PHASE 2: Safety Case Engineering We write your complete custom safety portfolio: the CONOPS dossier, the 24-objective OSO binder, and localized normal, contingency, and emergency SOP checklists.	PHASE 3: TCCA Review & Submission We compile and file your formal custom SFOC application, acting as your direct technical liaison to handle all Transport Canada Centre of Expertise audits and clarifications.	PHASE 4: Ongoing Compliance We maintain your manuals as regulations evolve, update containment scripts for new aircraft, and conduct SORA safety drills and annual logbook audits to keep you audit-ready.
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