

SENT ON 2023-09-24

To: service@navcanada.ca

Subject: **Media inquiry regarding NAV CANADA ownership and more**

Dear Sir, Madam,

I am an independent journalist based in Quebec, Canada. I am currently writing an article about geoengineering in Canada.

Part of my article will describe how NAV CANADA is responsible for controlling Canadian air space. So as to give an accurate account of your activities and services offered, I would be most grateful if you can provide clarity to the following questions (**in bold**).

1) As per an [Oct. 31, 1996 press release](#) from Transport Canada announced that it would thenceforth transfer its national air navigation system to NAV CANADA; in it, they indicated that you are a *not-for-profit corporation, private entity*.

a) Can you confirm that you are still a *not-for-profit* corporation?

b) Can you tell me or provide me links showing who are the current shareholders of NAV CANADA? (I cannot seem to find this information on your [website](#)). If there are no shareholders, then can you please provide information explaining the corporate ownership type and structure?

2) As you may know, many Canadians are worried and concerned about geoengineering activities (including those for research purposes) – such as those related to Solar Radiation Management (SRM), Cloud Seeding, and Stratospheric Aerosol Injects (SAIs) – occurring in Canadian airspace conducted by aircraft (whether civilian or military). It is well documented that

these types of activities such as cloud seeding have been occurring in Canada since as far back as the 1950s.

a) I was, therefore, wondering whether you have received inquiries, complaints, or concerns from Canadians with regards to such kinds of activities; and if so, can you provide a summary of how many of those you have received and replied to in the last two years?

b) Is NAV CANADA aware of flights that have taken place for such kinds of geoengineering activities over Canadian airspace within the last 5 years?

3) Other concerns Canadians have are with regards to Weather Modification activities that take place within our borders, some of which are conducted by aircraft (as described in the previous question). Moreover, Canada currently does have a related treaty with the U.S. about the exchange of information regarding such Weather Modification activities (see the *Agreement Between Canada and the United States of America Relating to the Exchange of Information on Weather Modification Activities, E103819 - CTS 1975 No. 11*, reference: <https://www.treaty-accord.gc.ca/text-texte.aspx?id=103819>).

If U.S. aircraft conduct such kinds of weather modification activities in Canadian airspace, does NAV CANADA track and handle their movements? If not, who would? And if so, can you share whether such instances have occurred in the last five years?

4) **a) Does NAV CANADA handle (control/traffic) Canadian *military* aircraft that fly through Canadian airspace?**

b) Does NAV CANADA ever grant permission or authorise United States' (or other countries') military planes to fly through Canadian airspace? If so, can you share any instances of such occurrences for the last 2 years and for which purpose(s) they served?

c) Are military aircraft allowed to fly within Canadian airspace with their transponders off (apart from operations conducted within restricted air space or for special military-related missions)?

d) At any time, are civilian aircraft/airliners allowed to turn off their transponders during flight over Canadian airspace?

The deadline for my article is **Friday, Sept. 29**; so, if you can answer by then, I will be most grateful. I sincerely apologise for the brief delay. If you need more time to respond, I can always add them to my article as an addendum.

Thankfully,

Dan Fournier, Independent Investigative Journalist,

Associate member of the Canadian Association of Journalists (CAJ) & New Canadian Media (NCM)

<https://fournier.substack.com/about>

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