

REPLY SENT ON 2023-10-19 (Follow-Up Media inquiry about Canadian airspace regulations)

To: media@tc.gc.ca

Dear Mrs. Proulx,

Thank you for your detailed reply. Much appreciated.

I would like to **follow-up with some additional questions**. This will be for Part 3 of my post in this series on Geoengineering and Weather Modification in Canada. The **target date for its publication is set for Tuesday, October 24, 2023**. If you need more time to reply, feel free to send it along nonetheless, for I can always add an addendum to my post at a later date.

Here are my **follow-up questions**:

1) As you mentioned to me that “**Transport Canada regulates civil aviation activities in Canada,**” I would like to inquire about certain **flights that have occurred from April 15, 2009 until the 15th of November, 2021, as per information provided in an Access to Information (ATI) request (see Requisition Number A-2022-00373, URL: <https://open.canada.ca/en/search/ati/reference/02e9a86f0248eebe0912ed77febffa72>) and its 162-page, unclassified, response (URL: https://www.geoengineeringfreecanada.com/files/ugd/0dc79a_df9d234e69e34f0ab56ab7bacf7b41a0.pdf)).**

This ATI request has **revealed that many flight operations have occurred in the province of Quebec between 2009 and late 2021 that were intended for the purpose of "spraying operations of substances"** ("opérations d'épandage de produits", as is stated in the original French).

Moreover, **neither the *substances* used in these dispersion activities were disclosed, nor were the *names of the companies* that carried them out.**

My question: As Transport Canada is responsible for regulating our civil airspace in Quebec (and elsewhere in Canada), can you provide me with the names of the companies who have conducted these spraying activities, which specific substances they used in them, and for what purposes they were conducted?

2) This question is concerned with the use of **transponders** for aircraft flying in Canadian domestic airspace – which is regulated by Transport Canada. As per the link you kindly provided in your previous reply (URL: https://tc.canada.ca/sites/default/files/migrated/tc_6010_airspaceposter_e.pdf) which clarifies the use of transponders over Canadian airspace for different classifications (A, B, C, D, E, etc.), **it appears that for flights operating in civilian/domestic airspace, transponders are required to be turned on at all times.**

In August and September of this year, I have witnessed on several occasions aircraft that were flying seemingly without their transponders turned on (for they were not visible on the flight trackers flightaware.com nor www.flightradar24.com when flying above my location, in Sherbrooke, Quebec – airport code YSC).

The times and dates for these are as follows:

1. [2023-09-24 at 11:34 Eastern Time \(EDT\)](#)
2. 2023-09-24 at 11:30 Eastern Time (EDT)
3. 2023-09-23 at 18:20 Eastern Time (EDT)
4. 2023-09-12 at 18:40 Eastern Time (EDT)
5. 2023-09-09 at 19:00 Eastern Time (EDT)
6. 2023-08-24 at 13:10 Eastern Time (EDT)

A link to a [video](#) showing the aircraft for the first entry above is provided and if you click on it, you will see the aircraft.

Note that in your reply that both the Department of National Defence and the Canadian Armed Forces (which includes the Royal Canadian Air Force, or RCAF) are also concerned with aviation safety. Thinking that there would be a possibility that these were *military* flights (given the transponders off), I contacted the RCAF (Bagotville) regarding these specific flights for clarification on the matter, **but received no response.**

My question: a) Which authority exactly is responsible for verifying such suspicious flights (as those I've listed) above? Is it Transport Canada, NAV Canada, or another authority? b) If it is Transport Canada, please conduct the appropriate verifications and provide the explanation for these flights not having their transponders turned on.

Note that I am trying to get clarity and answers about these, but nobody is informing me about these specific flights. As these flights are not yet confirmed to be *military* ones, it is to be assumed that they are ***civil* ones which would make their regulation fall under Transport Canada.**

Awaiting your answers and clarifications to these follow-up questions.

I thank you in advance.

Sincerely,

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