MAR 16 2006

Professor Craig Forcese
University of Ottawa
Faculty of Law
57 Louis Pasteur
Ottawa, Ontario
K1N 6N5

Dear Professor Forcese:

This letter is in response to your request under the Access to Information Act for documentation pertaining to: Whether the U.S. CIA or any other U.S. government agency has used Canadian facilities or airspace to transport persons to undeclared prison facilities in Europe or elsewhere.

I am pleased to provide the enclosed records that respond to this request. You will note that information is withheld from disclosure pursuant to 15(1)(d), 21(1)(a), 21(1)(b), 23 of the Act. (Copy of the relevant section(s) attached).

Should you have any questions, you may contact Ali Yassine at (613) 991-6583. You may file a complaint with the Information Commissioner at 112 Kent Street, 22nd Floor, Place de Ville, Tower B, Ottawa, Ontario, K1A 1H3.

Please quote the file number listed above in all correspondence pertaining to this request.

Yours sincerely,

Ginette Pilon
A/Coordinator
Enclosure(s):
From: Stephane Lefebvre [stephane.lefebvre@rogers.com]
Sent: Sunday, November 20, 2005 12:32 PM
To: Legault, Nicole
Subject: Phone call from FAC Friday

Nicole:

Friday at around 17:00 I got a call from Dan Morin from the Ca-US Division at Foreign Affairs Canada (FAC).

He said that someone from the media had called FAC saying there was a CIA plane in Canada. Morin asked if I had heard about this. He had no other info.

I said no and that pursuant to section 17 of the CSIS Act the CIA could be visiting CSIS and suggested that Morin call CSIS to know if this was the case. Also, I noted that if there was a plane illegally flying in Canadian airspace, we would have been alerted by NACVAN, CACO or NDCC. I suggested he called NAVCAN to see if NAVCAN knew about such a plane.

I gave him the 1-866 number. He said he would call if he got more to ask or to follow up. I brief the Duty Officer (Jacques) in case there was a follow up to do.

There was no threat or nothing to be concerned about. The CIA visits CSIS on a regular basis and no plane illegally flying in Canada had been reported.

FAC was leading the file and I saw no role for TC Intel to play with respect to a friendly visit to Canada from our friends in the south. Since when do we have to worry about the CIA visiting Canada?
Benoit from CACO just called confirming information on registered owner (tipo in name) and adding zip code and year it was built:

Devon Holding and Leasing Inc
129 West Centre St
Lexington, NC
27292-3009

Aircraft is a turbo prop built in 2003.

-----Original Message-----
From: Forster, John <FORSTEJ@tc.gc.ca>
To: Legault, Nicole <LEGAULN@tc.gc.ca>; LeCours, Jean <LECOURJ@tc.gc.ca>; Normoyle, Debra <NORMOYD@tc.gc.ca>; Grégoire, Marc <GREGOIM@tc.gc.ca>; Vermette, Vanessa <VERMETV@tc.gc.ca>
CC: TC Intelligence <TC-Intelligence@tc.gc.ca>; Lefebvre, Stéphane <LEFEBVS@tc.gc.ca>; Ladouceur, Denis <LADOUDE@tc.gc.ca>; Chagnon, Benoit <CHAGNOB@tc.gc.ca>
Sent: Sun Nov 20 14:27:11 2005
Subject: Re: Information concerning flight N196D

Thanks a lot!

-----Original Message-----
From: Legault, Nicole <LEGAULN@tc.gc.ca>
To: Forster, John <FORSTEJ@tc.gc.ca>; LeCours, Jean <LECOURJ@tc.gc.ca>; Normoyle, Debra <NORMOYD@tc.gc.ca>; Grégoire, Marc <GREGOIM@tc.gc.ca>; Vermette, Vanessa <VERMETV@tc.gc.ca>
CC: TC Intelligence <TC-Intelligence@tc.gc.ca>; Lefebvre, Stéphane <LEFEBVS@tc.gc.ca>; Ladouceur, Denis <LADOUDE@tc.gc.ca>; Chagnon, Benoit <CHAGNOB@tc.gc.ca>
Sent: Sun Nov 20 14:26:13 2005
Subject: Re: Information concerning flight N196D

According to Navcan's billing info (to be confirmed by CACO):

FAA indicates aircraft is registered to:
Devon Holding and Leasing (as indicated in press article)
129 West Centre St
Lexington, NC

As of February 2005 the billing information with Navcan changed to:

Stephen's Express Leasing
81000 Country Village Drive
Suite 101
Cordova, Tennessee
Robert Holliway

Prior to this week's flight, last time
N196D was in Canada since 1996 dates back to January 20, 2004 when it flew to Goosebay.

History on other flights mentioned in report will follow tomorrow.
From: Legault, Nicole <LEGAULN@tc.gc.ca>
To: Forster, John <FORSTEJ@tc.gc.ca>; LeCours, Jean <LECOURL@tc.gc.ca>; Normoyle, Debra <NORMOYD@tc.gc.ca>; Grégoire, Marc <GREGOIM@tc.gc.ca>; Vermette, Vanessa <VERMETV@tc.gc.ca>
CC: TC Intelligence <TC-Intelligence@tc.gc.ca>; Lefebvre, Stéphane <LEFEBS@tc.gc.ca>; Ladouceur, Denis <LADOUDE@tc.gc.ca>
Sent: Sun Nov 20 14:13:26 2005
Subject: Re: Information concerning flight N196D

John,

I contacted CACO when I read your message at 2:00. Benoit Chagnon is dealing with another priority (accident involving deaths) and said that he would assist as soon as he can. Navcan is checking if billing information is available.

Nicole

---Original Message---
From: Forster, John <FORSTEJ@tc.gc.ca>
To: Legault, Nicole <LEGAULN@tc.gc.ca>; LeCours, Jean <LECOURL@tc.gc.ca>; Normoyle, Debra <NORMOYD@tc.gc.ca>; Grégoire, Marc <GREGOIM@tc.gc.ca>; Vermette, Vanessa <VERMETV@tc.gc.ca>
CC: TC Intelligence <TC-Intelligence@tc.gc.ca>; Lefebvre, Stéphane <LEFEBS@tc.gc.ca>; Ladouceur, Denis <LADOUDE@tc.gc.ca>
Sent: Sun Nov 20 13:35:47 2005
Subject: Re: Information concerning flight N196D

Nicole, thanks for this. Can you confirm owner of plane asap please.

---Original Message---
From: Legault, Nicole <LEGAULN@tc.gc.ca>
To: LeCours, Jean <LECOURL@tc.gc.ca>; Normoyle, Debra <NORMOYD@tc.gc.ca>; Forster, John <FORSTEJ@tc.gc.ca>; Grégoire, Marc <GREGOIM@tc.gc.ca>; Vermette, Vanessa <VERMETV@tc.gc.ca>
CC: TC Intelligence <TC-Intelligence@tc.gc.ca>; Lefebvre, Stéphane <LEFEBS@tc.gc.ca>; Ladouceur, Denis <LADOUDE@tc.gc.ca>
Sent: Sun Nov 20 12:55:14 2005
Subject: Information concerning flight N196D

Navcan confirms flight arrived in St John’s Newfoundland on November 17, 2005 14:17GMT and departed November 18, 2005 at 11:39GMT for Manchester. N196D is a twin turbo mini cargo aircraft that can be fitted to carry 40 passengers.

Andre from Navcan will provide information on similar flights to St John’s and their frequency (as indicated in press) Monday morning. It is possible that aircraft was accompanied by a Beach 200 aircraft. Will also confirm tomorrow.

He said that someone from the media had called FAC saying there was a CIA plane in Canada. Morin asked if we had heard about this. He had no other info.

Stephane said no and that pursuant to section 17 of the CSIS Act the CIA could be visiting CSIS and suggested that Morin call CSIS to know if this was the case. Also, Stephane noted that if there was a plane illegally flying in Canadian airspace, we would have been alerted by NACVAN, CACO or NDCC. He suggested he called NAVCAN to see if NAVCAN knew about such a plane.

Dan said he would call if he got more to ask or to follow up. Stephane briefed the Duty Officer (Jacques) in case there was a follow up to do. We did not hear back from them and I could not reach them today.
Re: Information concerning fl...

Gordon,

Sorry I didn't have much time to chat when you returned the call. I didn't mean to be rude but had to answer questions for the execs here.

You will find below the link to the press article that has caused quite a stir in Ottawa. Media lines are being prepared jointly with other departments.

As indicated in attached email, flight arrived Nov 17 and left Nov 18.

If you have any information of assistance, give me a shout.

Nicole

-----Original Message-----
From: Legault, Nicole
Sent: Monday, November 21, 2005 10:14 AM
To: Forster, John
Cc: Normoyle, Debra; LeCours, Jean; Lefebvre, Stéphane
Subject: Fw: Jim Bronskill's article on CIA plane - link to war on terrorism

John,

As indicated in telecon, aircraft did not have to seek authorization from TC because it is a private flight.

I am still waiting to hear back from Navcan if when filing flight plan, the pilot indicated he had advised Customs or asked Navcan's assistance while doing so.

These are all normal, required procedures. 99.9% sure (they wouldn't wake up their staff?!) that no special provisions were made.

Nicole

John,

According to Navcan, no special provisions were requested or given to N196D.

I am waiting for CACO to call back.

Below you will find history of others flights, mentioned in Bronskill article.

Nicole

-----Original Message-----
Here is all of the historical information which we have on the subject aircraft.

Let me know if you need anything else.

N196D
2004-01-20 CYYR (Goose) to KIAD (Dulles)

N168D
2004-12-17 CYYT (St-John's) to LPAZ (Santa Maria Portugal)
2005-10-02 CYYT to BIRK (Reykjavik)
2002-07-18 CYYR to BIRK
2005-01-20 CYYT to KBGR (Bangor)
2005-01-11 CYYT to LPPD

-----Original Message-----
From: Legault, Nicole [mailto:LEGAULN@tc.gc.ca]
Sent: November 20, 2005 12:39 PM
To: Charron, Andre
Subject: Fw: Jim Bronskill's article on CIA plane - link to war on terrorism

Waiting for call back from Navcan.

Here's link:
From: Legault, Nicole
Sent: Tuesday, November 29, 2005 10:04 AM
To: St-Louis, Elaine
Subject: FW: Jim Bronskill's article on CIA plane - link to war on terrorism
Importance: High

---Original Message-----
From: Legault, Nicole
Sent: Monday, November 21, 2005 10:25 AM
To: St-Louis, Elaine
Subject: FW: Jim Bronskill's article on CIA plane - link to war on terrorism
Importance: High

Elaine,

These two strands of emails (below and attached) pretty much encompasses all information I forwarded to John on this story.

Nicole

-----Original Message-----
From: Legault, Nicole
Sent: Monday, November 21, 2005 10:14 AM
To: Forster, John
Cc: Normoyle, Debra; LeCours, Jean; Lefebvre, Stéphane
Subject: Fw: Jim Bronskill's article on CIA plane - link to war on terrorism

John,

As indicated in telecon, aircraft did not have to seek authorization from TC because it is a private flight.

I am still waiting to hear back from Navcan if when filing flight plan, the pilot indicated he had advised Customs or asked Navcan's assistance while doing so.

These are all normal, required procedures. 99.9% sure (they wouldn't wake up their staff?!) that no special provisions were made.

Nicole

John,

According to Navcan, no special provisions were requested or given to N196D.

I am waiting for CACO to call back.

Below you will find history of others flights, mentioned in Bronskill article.
Nicole

--- Original Message ----- 
From: Charron, Andre <CharroA@navcanada.ca>
To: Legault, Nicole <LEGAULN@tc.gc.ca>
Sent: Mon Nov 21 08:09:25 2005 
Subject: RE: Jim Bronskill's article on CIA plane - link to war on terrorism

Here is all of the historical information which we have on the subject aircraft.

Let me know if you need anything else.

N196D
2004-01-20 CYYR (Goose) to KIAD (Dulles)

N168D
2004-12-17 CYYT (St-John's) to LPAZ (Santa Maria Portugal)
2005-10-02 CYYT to BIRK (Reykjavik) 
2002-07-18 CYYR to BIRK
2005-01-20 CYYT to KBGR (Bangor)
2005-01-11 CYYT to LPPD

-----Original Message-----
From: Legault, Nicole [mailto:LEGAULN@tc.gc.ca]
Sent: November 20, 2005 12:39 PM
To: Charron, Andre
Subject: Fw: Jim Bronskill's article on CIA plane - link to war on terrorism

-----Original Message-----
From: Legault, Nicole <LEGAULN@tc.gc.ca>
To: Lefebvre, Stéphane <LEFEBVS@tc.gc.ca>; LeCours, Jean <LECOURJ@tc.gc.ca>; Ladouceur, Denis <LADOUDE@tc.gc.ca>; Holwell, John <HOLWELJ@tc.gc.ca>
CC: Sturgeon, Jacques <STURGEJ@tc.gc.ca>
Sent: Sun Nov 20 12:08:10 2005
Subject: Jim Bronskill's article on CIA plane - link to war on terrorism

Waiting for call back from Navcan.

Here's link:

Salut Andre,

J'ai fait le point hier que vous aimeriez avoir plus de temps pour répondre à ces demandes et de vous aviser à l'avance s'il y avait d'autres aéronefs d'intérêt. On m'a dit ce matin qu'il y en avait pas d'autres pour le moment mais le courriel ci-bas en indique trois nouvelles. J'ai cru bon te les acheminer. Je n'ai pas reçu de demandes mais ça ne me surprendrait pas suite à une réunion sur le sujet cet après-midi. Je te garde au courant de ce qui en découle...

Nicole

-----Original Message-----
From: Legault, Nicole
Sent: Tuesday, November 29, 2005 11:39 AM
To: St-Louis, Elaine
Cc: LeCours, Jean; Lefebvre, Stéphane; Ladouceur, Denis
Subject: FW: CIA Planes
Importance: High

Elaine,

I do not see John's name in email below from PSEPC re this afternoon's meeting but I'm assuming he received a similar request.

Although this is an operational question, based on my discussions with Navcan/CACO, the answer to the question of whether TC is aware of more planes (apart from the ones listed in email), would be 'No'. Navcan can only provide assistance where they have a flight indicator, and they or TC do not track (to my knowledge) private aircraft unless required to, ie. a threat.

CBSA on the other hand may have a list of aircraft that they monitor for security reasons.

As mentioned yesterday afternoon, Andre at Navcan said that he would appreciate more of a heads-up for future queries. I know you replied this morning that this was not needed, but I see three additional flights here that were not previously queried.

Nicole

-----Original Message-----
From: LeCours, Jean
Sent: Tuesday, November 29, 2005 11:19 AM
To: Holwell, John; Ladouceur, Denis; Lefebvre, Stéphane; Legault, Nicole
Subject: FW: CIA Planes
Importance: High
Further to the correspondence regarding the letter to the BQ and alleged CIA planes, La Presse reported yesterday that 13 different planes had made 55 flights over a four year period to ten different Canada Airports. The article, however, does not identify the planes, or any other relevant details. From the media reporting, as of yesterday, we have been able to identify 6 planes, although we cannot be sure that the six are included within the 13 cited by La Presse. These six planes are:

**N196D:**

On November 19, 2005, Macleans reported that a plane allegedly linked to a CIA front landed in St. John's Newfoundland. The flight data records indicate that the N196D turboprop left St. John's on Friday for Manchester, New Hampshire, then carried on to Johnston County Airport in Smithfield, North Carolina, which has been identified as an alleged hub for covert American air operations. U.S. Federal Aviation Administration records show the plane in question is registered to Devon Holding and Leasing Inc. of Lexington, North Carolina.

**N168D:**

According to a November 21, 2005, La Presse report, Icelandic flight registry information obtained by a newspaper in Reykjavik, indicated that an airplane registered as N168D arrived in that country from St. John's on April 6, 2005 before quickly heading to Prague.

**N221SG:**

On November 24, 2005, La presse reported that flight N221SG landed in Newfoundland in March after flying to Turkey, Denmark and Iceland.

**N312ME:**

On July 22, 2005, this plane made a trip from St. John's to Reykjavik, Iceland.

**N4557C**

On June 30, 2005, the plane flew from Gander, Newfoundland to Bangor, Me.
In November 2005, this plane flew from Iqaluit, Nunavut, to Grand Forks, North Dakota. The same plane apparently also stopped in Newfoundland on October 28, 2005, en route to the Azores, Portugal, from Charleston, South Carolina.

PSEPC would appreciate knowing if you have information on additional planes linked to the CIA landing or transiting Canada. This issue will be the subject of senior level discussion this afternoon.

In addition, our Minister signed the letter to the BQ yesterday, and we will be forwarding a copy of the completed letter to you shortly.

Thanks

Ken Lamontagne
National Security Policy Directorate
Emergency Management and National Security Branch
Public Safety and Emergency Preparedness Canada (PSEPC)
E-mail: kenneth.lamontagne@psepc-sppcc.gc.ca
Phone: (613) 949-0316

1/3/2006
John

-----Original Message-----
From: Legault, Nicole
Sent: Wednesday, November 30, 2005 11:43 AM
To: André Charron (E-mail)
Cc: Forster, John; Normoyle, Debra; St-Louis, Elaine; LeCours, Jean
Subject: FW: CIA Plane
Importance: High

Andre,

Tel que précisé hier, SPPCC nous reviens avec d'autres aéronefs d'intérêts.

Je viens tout juste de raccrocher avec M. Lamontagne pour obtenir plus d'éclaircissements quand à ces recherches et surtout leur utilité.

Ci-joint est une liste de vols qui auraient eu lieu avec liens présumés à la CIA mentionnés dans les médias.

Serait-il possible pour toi de faire ces vérifications additionnelles? J'ai fait le point à M. Lamontagne qui ceci exige des recherches exhaustives chez vous. Il comprend que le délai de jeudi fin de journée est beaucoup trop optimiste. Il me demande de lui faire parvenir par la fin de la journée une idée de quand vous pourriez avoir ces recherches complétées. On m'a précisé durant l'appel que seulement les vols d'intérêt après le 11 septembre 2001 serait d'intérêt. Le côté positif, il ne semble pas intéressé dans les dates des vols (ça risque de changer), mais le nombre seulement.

Merci,

Nicole

-----Original Message-----
From: Lamontagne, Kenneth [mailto:Kenneth.Lamontagne@PSEPC-SPPCC.gc.ca]
Sent: Wednesday, November 30, 2005 11:14 AM
To: LeCours, Jean; Puxley, Evelyn -ICT; phinneyc@smtp.gc.ca; Attfield, Alec; Hébert, Barbara; bhoskins@pco.gc.ca
Cc: Lapointe-Lavictoire, Colleen; Deacon, James; denise.macpherson@CBSA.gc.ca; grobinson@pco.gc.ca; MacAndrew, Simone
Subject: CIA Plane
Importance: High

Further to yesterday's meeting at PCO regarding the issue of the alleged CIA planes, in order to ensure that all departments are working from the same list, attached is an Annex listing 27 planes alleged to have been linked to the CIA, including the 6 that have been identified in La Presse and the Citizen as having come to Canada. The list was taken from http://thunderbay.indymedia.org/news/2005/11/21740.php, and hence we cannot ensure its reliability. TC and CBSA are asked to review their databases to identify the number of flights that these planes have taken to Canada, and whether normal procedures were followed by Navcan and CBSA.
in regards to these planes. A comment section in the Annex is also added in the event that any of you have any comments to make on these flights (e.g. flight plan was not submitted, a control was undertaken on plane, etc...). If possible, could you provide us with the requested information by close of business day Thursday? We understand that this may not be feasible, but any efforts you make are appreciated. We would like to get a memo on this issue to you on Friday for your comments and concurrence, and include the Annex within it.

Your assistance in this regard is appreciated.

<<ANNEX A for Memo to Minister.doc>>
Ken
From: Clément, Robert
Sent: Friday, December 02, 2005 6:00 PM
To: Forster, John
Cc: Normoyle, Debra; LeCours, Jean; Legault, Nicole
Subject: CIA Planes

As discussed with Nicole Legault, please find attached the "list of CIA planes". Most CBSA numbers match NavCan numbers but there are some discrepancies which have been noted in red for ease of reference.

ANNEX A for Memo to Minister.d...

Robert Clément
Analyste des renseignements / Intelligence Analyst
Direction des renseignements / Intelligence Branch
Tel : (613) 991-2234 Fax : (613) 998-7906
clemero@tc.gc.ca
Transports Canada / Transport Canada
Place de Ville, 330 rue Sparks
Ottawa (Ontario) K1A 0N5
ANNEX A

Roster of alleged CIA Owned/Operated/Affiliate Aircraft

<table>
<thead>
<tr>
<th>Plane Numbers/Serial Numbers</th>
<th>FAA Registrant</th>
<th>Number of Flights to Canada</th>
<th>Handling Procedures (Navcan/CBSA)</th>
<th>Comments/Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td>0 (NavCan listing 1 but flight was cancelled)</td>
<td></td>
<td></td>
<td>Normal Procedures</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>-------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 (not found in NavCan list)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 (not found in NavCan list)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 (NavCan list: 7)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 (NavCan list: 11)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 (NavCan list: 10)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 (NavCan list: 4)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-4 (NavCan list: 3)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Substitution Level</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 (NavCan list: 4)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 (not found in NavCan list)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0 (not found in NavCan list)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 (not found in NavCan list)</td>
<td>Normal Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Public Safety and Emergency Preparedness Canada (PSEPC) is the designated office responsible for this type of inquiry.

Larry & Dave: I had to get Lucie to forward this message to me, as for some reason I can't open it in Jennifer's e-mail. With respect to the Executive Correspondence from Amnesty Intl, Lucie advises that PSEPC has been designated as the lead department/agency for handling all requests related to these flights, so I recommend the request from Amnesty Intl be forwarded to them. Ron

FYI

Good morning. Just finished a communications call to discuss the issue of alleged CIA aircraft using Canadian airspace. Participants included PSEPC, PCO, CSIS, RCMP, FAC, CBSA and me! The discussion centered on the issues from a media perspective: tracking private aircraft, knowing who's on board aircraft, perception that GoC doesn't care about the matter, etc.
At the end of the call, we agreed to prepare a package (media lines, Qs and As) by the end of the week that will be circulated to DMs and ADMs. Below is the information I provided them with for Transport Canada (previously approved). Also, for your reference, I’ve attached the letter from Anne McLellan to the Bloc as well as the Qs prepared by PSEPC. I will circulate the final package as it become available.

- Private aircraft must file a flight plan in Canada with NAV Canada if they are crossing the US/Canada border and/or they are travelling more than 25 nautical miles from their point of origin.

- The United States has blanket approval for overflights and landings in Canada and therefore does not usually need to seek approval for a flight into Canadian airspace. (This does not include US State flights.)

- Transport Canada cannot disclose private flight information regarding privately owned aircraft.

- Transport Canada regulatory requirements for flight plans include, but are not limited to stating: aircraft identification, type of aircraft, departure and destination points, and total number of persons on board.

With respect to the Qs and As circulated prior to this morning's conference call, Transport Canada cannot provide any input. Feel free to roll our bullets into part of the response for the question on controls in place for private aircraft.

We received the initial media call from Marc Thibodeau (La Presse) on Friday, November 18 and we talked about the requirements for private aircraft. We tried to help on a CBC call on the 20th (through PSEPC) but the questions were about manifests and passenger clearance (CBSA stuff). The second call I received on the issue was on Monday, November 28th from Paul Corning (Globe and Mail - Washington bureau) and his questions were about the regulations for flight plans. I handled both media calls with the above-noted bullets.

Lucie Vignola
Senior Communications Advisor, Civil Aviation/Aircraft Services
Conseillère principale en communications, Aviation civile/Aéronefs
Transport Canada / Transports Canada
tel: (613) 949-4323 / fax: (613) 991-6719
e-mail/courriel: vignoll@tc.gc.ca
Voici les données de NAVCAN - ne pas acheminé le document.

-----Original Message-----
From: Gladieux, Jacqueline [mailto:Gladiej@navcanada.ca]
Sent: Friday, December 02, 2005 4:23 PM
To: Legault, Nicole
Cc: Charron, André
Subject: FW: US registrations

Suite à votre discussion avec André Charron il m'a demandé de vous faire parvenir le document ci-joint.

N'hésitez surtout pas à appeler André sur son cellulaire 196 si vous avez des questions.

Jacqueline Gladieux
Analyste sécurité gl <<UsReg.xls>> obale et planification d'urgence
NAV CANADA
Siège Social Ottawa
Tél: 613-563-3887
Fax: 613-563-7889
## Flights from September 11, 2001 through now for Registrations on prc

<table>
<thead>
<tr>
<th>Arrival and/or Departure to Canada</th>
<th>Year-Month</th>
<th>Number of Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration Year-Month</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2001-10</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-04</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-05</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-08</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2002-03</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2002-07</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-09</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-12</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-01</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2005-04</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-08</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-10</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2001-11</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2002-08</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-05</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>2004-06</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>2004-08</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-05</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-07</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-01</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-05</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-11</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2002-03</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2002-07</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2002-12</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2003-03</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2003-09</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2003-12</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2004-01</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-05</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-10</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-06</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-10</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-05</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2002-03</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2002-05</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-01</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2004-03</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-12</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-03</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-12</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-07</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2004-02</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2004-12</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2003-04</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>2005-01</td>
<td></td>
<td>2</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Departure and Arrival in Canada</th>
<th>Year-Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration Year-Month</td>
<td></td>
</tr>
<tr>
<td>2005-01</td>
<td></td>
</tr>
<tr>
<td>2002-10</td>
<td></td>
</tr>
<tr>
<td>2003-08</td>
<td></td>
</tr>
<tr>
<td>2002-02</td>
<td></td>
</tr>
<tr>
<td>2002-10</td>
<td></td>
</tr>
<tr>
<td>2005-10</td>
<td></td>
</tr>
</tbody>
</table>

---

15(i)
<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005-07</td>
<td>2</td>
</tr>
<tr>
<td>2005-11</td>
<td>2</td>
</tr>
<tr>
<td>2002-08</td>
<td>2</td>
</tr>
<tr>
<td>2003-01</td>
<td>2</td>
</tr>
<tr>
<td>2003-08</td>
<td>2</td>
</tr>
<tr>
<td>2005-05</td>
<td>2</td>
</tr>
<tr>
<td>2004-08</td>
<td>2</td>
</tr>
<tr>
<td>2005-05</td>
<td>2</td>
</tr>
<tr>
<td>2004-02</td>
<td>2</td>
</tr>
<tr>
<td>2004-11</td>
<td>2</td>
</tr>
<tr>
<td>2005-06</td>
<td>2</td>
</tr>
<tr>
<td>2005-11</td>
<td>2</td>
</tr>
<tr>
<td>2001-11</td>
<td>2</td>
</tr>
<tr>
<td>2002-05</td>
<td>2</td>
</tr>
<tr>
<td>2003-01</td>
<td>1</td>
</tr>
<tr>
<td>2003-02</td>
<td>1</td>
</tr>
<tr>
<td>2004-05</td>
<td>2</td>
</tr>
<tr>
<td>2005-10</td>
<td>2</td>
</tr>
<tr>
<td>2005-11</td>
<td>2</td>
</tr>
<tr>
<td>2002-10</td>
<td>4</td>
</tr>
<tr>
<td>2003-09</td>
<td>2</td>
</tr>
<tr>
<td>2003-08</td>
<td>2</td>
</tr>
<tr>
<td>2001-10</td>
<td>3</td>
</tr>
<tr>
<td>2002-02</td>
<td>3</td>
</tr>
<tr>
<td>2002-10</td>
<td>2</td>
</tr>
<tr>
<td>2003-02</td>
<td>2</td>
</tr>
<tr>
<td>2005-08</td>
<td>2</td>
</tr>
<tr>
<td>2005-10</td>
<td>1</td>
</tr>
<tr>
<td>2001-12</td>
<td>2</td>
</tr>
<tr>
<td>2002-03</td>
<td>2</td>
</tr>
<tr>
<td>2002-08</td>
<td>2</td>
</tr>
<tr>
<td>2002-12</td>
<td>2</td>
</tr>
<tr>
<td>2003-06</td>
<td>2</td>
</tr>
<tr>
<td>2003-08</td>
<td>2</td>
</tr>
<tr>
<td>2004-01</td>
<td>2</td>
</tr>
<tr>
<td>2004-05</td>
<td>2</td>
</tr>
<tr>
<td>2004-11</td>
<td>2</td>
</tr>
<tr>
<td>2005-04</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Number of Flights</td>
</tr>
<tr>
<td>------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Canada (C to C)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Over Flights of Canada</th>
<th>Year-Month</th>
<th>Number of Flights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2004-09</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2004-10</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>2004-12</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>2005-03</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2005-04</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2005-05</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>2005-06</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2005-07</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>2005-08</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2005-09</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>2005-10</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2005-11</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>2005-11</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2005-01</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2005-02</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2005-04</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>2005-05</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2005-07</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2005-09</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2005-06</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2005-08</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2002-10</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2002-10</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
Bon après-midi. Just a quick follow up on the latest call on the issue of CIA aircraft. We discussed recent media coverage (Europe questioning U.S., Condoleezza Rice's visit to Europe). We then discussed the Q and A package; as soon as I have what I think will be a close-to-final version of the package, I will share with you. There was talk of centralizing the media requests through one channel but we agreed not to do so at this time - departments will continue to answer questions relating to their mandate.

--- Original Message ---

Good morning. Just finished a communications call to discuss the issue of alleged CIA aircraft using Canadian airspace. Participants included PSEPC, PCO, CSIS, RCMP, FAC, CBSA and me! The discussion centered on the issues from a media perspective: tracking private aircraft, knowing who's on board aircraft, perception that GoC doesn't care about the matter, etc.

At the end of the call, we agreed to prepare a package (media lines, Qs and As) by the end of the week that will be circulated to DMs and ADMs. Below is the information I provided them with for Transport Canada (previously approved). Also, for your reference, I've attached the letter from Anne McLellan to the Bloc as well as the Qs prepared by PSEPC. I will circulate the final package as it becomes available.

- Private aircraft must file a flight plan in Canada with NAV Canada if they are crossing the US/Canada border and/or they are travelling more than 25 nautical miles from their point of origin.

- The United States has blanket approval for overflights and landings in Canada and therefore does not usually need to seek approval for a flight into Canadian airspace. (This does not include US State flights.)

- Transport Canada cannot disclose private flight information regarding privately owned aircraft.

- Transport Canada regulatory requirements for flight plans include, but are not limited to stating: aircraft identification, type of aircraft, departure and destination points, and total number of persons on board.

With respect to the Qs and As circulated prior to this morning's conference call, Transport Canada cannot provide any input. Feel free to roll our bullets into part of the response for the question on controls in place for private aircraft.

We received the initial media call from Marc Thibodeau (La Presse) on Friday, November 18 and we talked about the requirements for private aircraft. We tried to help on a CBC call on the 20th (through PSEPC) but the questions were about manifests and passenger clearance (CBSA stuff). The second call I received on the issue was on Monday, November 28th from Paul Corning (Globe and Mail - Washington bureau) and his questions...
were about the regulations for flight plans. I handled both media calls with the above-noted bullets.

Lucie Vignola
Senior Communications Advisor, Civil Aviation/Aircraft Services
Conseillère principale en communications, Aviation civile/Aéronefs
Transport Canada / Transports Canada
tel: (613) 949-4323 / fax: (613) 991-6719
e-mail/courriel: vignoll@tc.gc.ca
Here's what I'm hoping is the last e-mail on this issue. Here are the final inter-departmental lines and qs and as to deal with questions regarding CIA aircraft using Canadian airspace. As you may be aware, TC only received two media calls (Nov. 18th and 28th) and our partner organizations have indicated they have not received any calls in the past couple of days. Merci.

Lucie Vignola
Senior Communications Advisor, Civil Aviation/Aircraft Services
Conseillère principale en communications, Aviation civile/Avions
Transport Canada / Transports Canada
tel: (613) 949-4323 / fax: (613) 991-6719
e-mail/courriel: vignola@tc.gc.ca
ISSUE: Allegations raised in recent media reports of CIA flights landing at Canadian airports and/or using Canadian airspace.

MEDIA LINES:

- The Government of Canada has no information to substantiate the alleged ties between these flights and the Central Intelligence Agency (CIA).
  - The Government of Canada’s preliminary assessment is that these flights were handled in accordance with normal operating procedures for private flights.
  - There is no evidence of any illegal activity and our review is ongoing.

- Canada believes that the fight against terrorism should be carried out in compliance with international law, including established standards of human rights and due process.
  - US Secretary of State Condoleezza Rice recently stated that the United States does not transport detainees to countries where they will be tortured, and that no unlawful activity is taking place.
  - We have no reason to raise this issue with the US government since there is no credible information that US activities are taking place in Canada that are unlawful.

- If we have reason to believe that illegal acts are occurring, we will take appropriate action.

BACKGROUND:

A November 21st article in the Ottawa Citizen stated that a privately owned airplane that had been linked to the CIA flew from St. John’s, Newfoundland to the United States on Friday November 18, 2005. The article mentioned that the U.S. Central Intelligence Agency (CIA) has come under scrutiny in recent months over its apparent use of civilian aircraft to ferry terrorism suspects for detention or torture in other countries. Subsequent media reports have raised questions regarding six other flights and whether those flights were also in connection with the CIA.
QUESTIONS AND ANSWERS:

Q. Can you confirm that the CIA is not landing planes in Canada or travelling through Canadian airspace in connection with extraordinary rendition?

A. We have no evidence to support those allegations.

Canada believes that in order to succeed, the fight against terrorism should be carried out in compliance with international law, including established standards of human rights and due process.

Q. Other governments are investigating similar allegations and have made overtures to American authorities. Why will you not simply investigate this matter by consulting with our allies and put this issue to rest?

A. We have no reason to raise this issue with the US government since there is no credible information that US activities are taking place in Canada that are contrary to Canadian and international law.

Q. Would we know if other countries were using our airspace in connection with extraordinary rendition?

All aircraft, irrespective of use, are notified to relevant authorities prior to entering Canadian territory, including airspace.

If pressed re: compliance

Canada expects that its territory, including its airspace, will not be used by foreign governments for activities that contravene Canadian or international law.

Q. Does the Government have the authority to search private flights?

A. Yes, the Canada Border Services Agency (CBSA) has the authority to physically inspect aircrafts.

Q. What controls are in place over private flights?

A. Private aircraft must file a flight plan in Canada with NAV Canada if they are crossing the US/Canada border and/or they are travelling more than 25 nautical miles from their point of origin. Transport Canada regulatory requirements for flight plans include, but are not limited to stating: aircraft identification, type of aircraft, departure and destination points, and total number of persons on board.
The United States and Canada have blanket approvals for overflights and landings in each other's territory and therefore do not usually need to seek approval for a flight into each other's airspace.

If the flight is a special VIP flight, the US would work through the International Trade or Foreign Affairs department to co-ordinate any special needs or concerns regarding that particular flight.

Q. There have been allegations that the CIA is using leased planes and landing on Canadian soil. Would they not still have to notify Canada if they were using Canadian air space or landing on Canadian soil?

A. We have no credible evidence to support that allegation. All aircraft, irrespective of use, are notified to relevant authorities prior to entering Canadian territory, including airspace.

In terms of notifications overall, when general aviation aircraft enter Canada, they must report to CBSA by telephone.

The Canada Border Services Agency (CBSA) has adopted a "multiple borders" strategy toward risk management for goods and people, where high-risk goods and people destined for Canada are identified as early as possible within our border management processes and appropriate action is taken.

Information on CBSA procedures for private aircraft can be found at http://www.cbsa-asfc.gc.ca/E/pub/cp/rc4341/rc4341-e.html#penalties.

Q. Do you check the nationality of passengers traveling on planes that land to re-fuel in Canada?

A. The CBSA does not collect the statistics by nationality; however, the pilot has to provide the citizenship of all passengers, as indicated in our procedures for general aircraft.

If pressed on citizenship:

We can tell you that most passengers arriving into Canada by general aviation are American, Canadian, U.K., German, and French citizens.

Q. In cooperating with foreign intelligence agencies do CSIS or the RCMP allow foreign persons of interest onto Canadian soil?
A. The Government of Canada’s foreign arrangements operate in accordance with the Canadian Charter of Rights and Freedoms and the laws of Canada. However, we cannot disclose operational details of our cooperative relationships with foreign intelligence agencies.

**Responsive only:**

With respect to the Canadian Security Intelligence Service (CSIS); all of CSIS’ foreign arrangements are approved by the Minister of Public Safety and Emergency Preparedness, in consultation with the Minister of Foreign Affairs.

These foreign arrangements are also extensively reviewed by the Security Intelligence Review Committee (SIRC) which has consistently found CSIS to be cautious and mindful of individual rights when exchanging information with foreign agencies.

CSIS cannot disclose operational details of its cooperative relationships with foreign intelligence agencies.

With respect to the Royal Canadian Mounted Police (RCMP); the RCMP operates in accordance with the Canadian Charter of Rights and Freedoms and the laws of Canada.

The RCMP works closely with its domestic partners in dealing with foreign persons of interest on Canadian soil and does not discuss its operations or its operational techniques.

Mechanisms and legislation are in place to hold the RCMP accountable and to safeguard the constitutional rights of Canadians.

**Allegations in media:**

Q. Does the Government have any evidence suggesting that CIA planes are landing in Canada?

A. The Government of Canada has no information to substantiate the alleged ties between the flights - referenced in the letter from the Bloc Québécois and in the media - and the CIA.

   a) If so, are they carrying prisoners on their way to Guantanamo or other secret locations?

   There is no credible information to support allegations that Canadian airports or airspace are being used by the US to transfer suspected terrorists in contravention of Canadian or international law.
b) If so, has the Government had any discussions or entered into any agreements with the Americans about CIA planes landing in Canada?

We will not comment on hypothetical situations.

Q. What is the Government doing to investigate these allegations?

We are reviewing information on the flights reported to be connected to the CIA, including where and when they landed in Canada. Our review is also establishing if these flights were handled within normal operating procedures and whether there was any evidence of illegal activity under Canadian laws or our domestic obligations.

Our preliminary assessment is that these flights were handled in accordance with normal operating procedures for private flights, and there is no evidence of any illegal activity, although our review is ongoing.

Q. Has the Government raised this issue with the Americans?

There is no credible information that the US is undertaking activities in Canada that are contrary to Canadian or international law. If we were to learn that the Americans were using Canadian territory for these purposes, we would raise it with the appropriate U.S. officials.

Q. Is the Government aware of ongoing investigations in Europe about this matter, and have they contacted their European counterparts to share information?

TBD from FAC

Q. Does Canada know who was aboard these flights?

A. The pilot of the private aircraft is responsible for providing report on all passengers and crew. Information to be provided by the pilot includes full name, date of birth and citizenship of all passengers on board. (More information on our procedures are available at: http://www.cbsa-asfc.gc.ca/E/pub/cp/rc4341/rc4341-e.html#penalties.)

Q. If these flights land again, will Canada board them?

A. CBSA's determination to make further inspection is based on risk management principles. In any case, CBSA will analyze the information provided by the pilot, and will make a determination based on risk management principles. At that point, it is decided whether or not further verification and/or inspection is necessary. It is always determined on a case-by-case basis.
Q. How many private flights have landed in Canada in the past year?
A. In the fiscal 2004/05 we had 69,470 private flights with a total of 276,044 travellers on private aircraft (supplementary information only).

Protecting Canadian security:

Q. What are the oversight mechanisms in other countries?
A. Canada has oversight mechanisms in place, but the Department is not in a position to comment on oversight mechanisms that other countries may have.

Q. What is Canada’s policy on extraordinary rendition?
A. Canada believes that in order to succeed, the fight against terrorism should be carried out in compliance with international law, including established standards of human rights and due process.

The practice known as extraordinary rendition is a violation of international norms and standards, and Canada does not support it.

Q. Do CBSA officers need to be present for all arrivals, including general aviation aircraft incoming from Europe and transiting to the U.S.?
A. Anyone entering Canada is obligated (under the Customs Act and the Immigration and Refugee Protection Act) to present themselves to CBSA on arrival. As stated earlier, the pilot of the private aircraft is responsible for providing CBSA with a report on all passengers and crew. In any case, the required information is gathered from the pilot, passed on to CBSA, analyzed and a determination is made based on risk management principles. At that point, it is decided whether or not further verification and/or inspection is necessary. Therefore, there are instances where aircrafts would not be physically inspected.

Q. Has CBSA increased its level of vigilance for general aviation aircrafts coming into Canada following these allegations?
A. As previously stated, we have no evidence that any inappropriate activity has occurred. We have processes in place to deal with general aviation aircraft, and we make our decisions based on a risk management principle. We continually incorporate new information into our risk management process.