



Flying to Canada

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Documents To Carry With You

Personal

- Passports for everyone on board
- Current airman certificate (pilot license) with an “English proficient endorsement”
- Current medical certificate
- Radio telephone operators permit
- Any minor children on the flight accompanied by only one parent must have a notarized letter from the absent parent authorizing the trip

Documents To Carry With You (con'd)

Aircraft

- Airworthiness certificate
- Experimental aircraft also need a *Standardized Validation Of A Special Airworthiness Certificate - Experimental, For The Purpose Of Operating A United States - Registered Amateur-Built Aircraft In Canadian Airspace*
- Permanent registration certificate (no pink slips)
- Radio station license
- Proof of insurance that covers flight into Canada
 - Up to 2,300 lbs - \$100,000 public liability only
 - 2,301-5,000lbs - \$500,000 public liability only
 - 5,001-12,500 lbs - \$1,000,000 public liability and \$300,000 passenger liability per passenger
- Operating limitations (Pilot's Operating Handbook)
- Weight and Balance
- Notarized letter of authorization from owner, if you are not the owner (recommended)

Equipment

- ID data plate affixed to the aircraft
- 12-inch registration marks if you're crossing an ADIZ to get into Canada (primarily affects those flying in from Alaska)
- Transponder with Mode C
- Either a 121.5 MHz or 406 MHz ELT
- U.S. Customs Decal
 - \$27.50 annual user fee
 - Apply and pay at: <https://dtops.cbp.dhs.gov>

Equipment (con'd)

Survival equipment for flights in Canada:

- In wilderness areas over land, unless the aircraft is operated:
 - *Within 25 nm of the departure airport and has radio communication with a surface radio station for the duration of the flight, or*
 - *In an area where and at a time of year when the survival of the persons on board is not jeopardized.*

Equipment (con'd)

Over land survival equipment must provide the means for:

- *Starting a fire (waterproof matches, fuel tablets, candle, saw or axe)*
- *Providing shelter (tent, tarp, rain suit, sleeping bag, air mattress or pad, mosquito net)*
- *Providing or purifying water (tablets, filter)*
- *Visually signaling distress (signaling mirror, 8'x8' orange panel, pyrotechnics)*

Keep dry & out of wind to prevent hypothermia

Equipment (con'd)

Over water survival equipment:

- *Personal flotation device for each person - when flying beyond a point where engine failure would preclude reaching shore.*
- *Life raft and survival equipment - when flying beyond 100 nm from shore or the distance covered at cruising speed for 30 minutes, whichever is less.*

Electronic Advance Passenger Information System (EAPIS)

- Pilots who fly internationally are required to provide passenger manifests to CBP when departing from and arriving back in the U.S. using this internet system.
- Exception – if you overfly Canada without landing
- Pilots must register for an on-line account prior to using the system – allow several days to receive approval
- Websites:
 - EAPIS: <https://eapis.cbp.dhs.gov/>
 - AOPA Air Safety Foundation course: <http://flash.aopa.org/asf/eAPIS/>

Electronic Advance Passenger Information System (EAPIS) (con'd)

- **Manifests must be filed on the Internet:**
 - At least one hour before departing from or arriving in the U.S.
 - As far in advance as desired
- **Allows pilots to provide a manifest for the return trip before departing the U.S.**
- **EAPIS will send you a confirmation email:**
 - Print and carry with you if possible
 - The departure confirmation is your clearance to leave the U.S.
 - The arrival confirmation is your clearance to enter the U.S.
 - Note: clearance to arrive at a specific airport of entry must be obtained by phone directly from the CBP office at that airport.

Electronic Advance Passenger Information System (EAPIS) (con'd)

Manifest information includes:

- Departure airport, date and time
- Destination country, city and airport, date and time
- Border crossing location
- Aircraft type, color, call sign and Customs decal number
- Emergency contact name, phone and email
- Pilot's name, address, date and place of birth, citizenship, passport number and airman certificate number
- Passengers' names and passport numbers

Electronic Advance Passenger Information System (EAPIS) (con'd)

Changes:

- It's not be necessary to contact CBP if:
 - You decide to cancel the flight, or
 - You are departing at a time different than first reported.
- Changing of airports and/or times does not need to be completed in eAPIS as long as the flight is on the same date.
- Adding or deleting passengers:
 - Submit another manifest listing additions only.
 - Nothing is required if a passenger is deleted.

Departing the U.S. & Entering Canada

- File an eAPIS departure manifest (you may file eAPIS reports for both legs of your trip before you leave the U.S.)
- Prior to border crossing into Canada, call 1 888 CAN-PASS to receive permission to enter Canada and to schedule an inspection.
 - Call 2 to 48 hours in advance of arrival
- All aircraft must make their first landing at a Canada Border Services Agency (CBSA) airport of entry:
 - <http://www.cbsa-asfc.gc.ca/contact/listing/indexpages/indextype5-e.html>
 - Canada Flight Supplement
- Note: you can depart from any airport in the U.S.

Departing the U.S. & Entering Canada (con'd)

- File and activate a flight plan:
 - VFR or,
 - IFR or,
 - Defense VFR flight plan (if you're flying through the Alaska ADIZ).
- Obtain IFF squawk for border crossing upon activating the flight plan
- Proceed to designated area upon landing for inspection

Returning to the U.S. from Canada

- File an eAPIS arrival manifest (if you filed eAPIS manifests for both legs of your trip before you left the U.S., you do not have to file again).
- All aircraft entering the U.S. must land at a CBP airport, referred as:
 - Designated,
 - International,
 - Landing rights, or
 - User fee airport (expensive).
- Airports of entry:
[http://www.cbp.gov/linkhandler/cgov/travel/pleasure boats/private flyers/private flyers guide.ctt/private flyers guide.pdf](http://www.cbp.gov/linkhandler/cgov/travel/pleasure_boats/private_flyers/private_flyers_guide.ctt/private_flyers_guide.pdf)

Returning to the U.S. from Canada (con'd)

- Prior to border crossing into USA, call US Customs at intended airport of entry with ETA.
- Call at least two hours and no more than 23 hours before your planned U.S. arrival time.
- Acceptance of your call is your permission to arrive at that airport – get agent's name and badge number.
- A request to advise Customs "ADCUS" should be added in the remarks section of the flight plan.
- A telephone call is best – the flight plan remark does not always reach Customs.

Returning to the U.S. from Canada (con'd)

- **File and activate a flight plan:**
 - VFR or,
 - IFR or,
 - Defense VFR flight plan (if you're flying through the Alaska ADIZ).
- **Obtain IFF squawk for border crossing upon activating the flight plan**
- **Changed destination – requires Customs approval**
 - Contact ATC or FSS personnel.
 - Ask that they relay your request to Customs and notify you when permission is received.

Returning to the U.S. from Canada (con'd)

- **Proceed to designated area upon landing for inspection:**
 - Don't exit the airplane until you are authorized by Customs
 - Be prepared to show both personal & aircraft documents.
 - Ensure Customs decal is affixed to aircraft.
 - Declare goods acquired abroad & be prepared to pay.
 - Be on time within 15 minutes of ETA, or be fined!
 - Free Customs service is generally provided during the normal business hours of 8 a.m. to 5 p.m., Monday through Saturday, including holidays.

General Tips

- Be sure your cell phone will work in Canada.
- Bring phone numbers of U.S. and Canadian airports and Customs offices with you.
- Be prepared for internet access to submit eAPIS manifests from Canada
- Close your flight plan – know the FSS frequency and phone number.
- All VFR flights beyond 25 nm of the airport require a flight plan
- Plan for at least half an hour between the time you land and the time you reach a bathroom (both directions).
- Canadian user fee for ATC services:
 - \$17 Canadian per quarter
 - Billed to your home address
- Canadian airspace from 12,500 to 18,000 is Class B – must fly IFR or “Controlled VFR”

Resources

- AOPA & COPA:

- <http://www.aopa.org/members/pic/intl/canada>
- <https://www.aopa.org/members/files/travel/canada/toc.html>

- Charts:

- <http://www.navcanada.ca/NavCanada.asp?Content=ContentDefinitionFiles/Publications/AeronauticalInfoProducts/default.xml>
- <http://www.maptown.com/canadianaeronautical/index.html>