



*US-Canada Flight
Operations*

Prepared by Don Kugler

Agenda

- Why fly to Canada
- Requirements and procedures
- The mission – First weekend in June

The 4 Basics

1. Meet the requirements for crew, passenger, and aircraft
2. File an on-line manifest via the US CBP eAPIS system
3. Call Customs in your destination country prior to departure
4. Have an active IFR or VFR flight plan for the portion of the flight that crosses the border

Crew and Passengers Requirements

- Valid Passport for all persons on board
- Pilot
 - Private pilot certificate or better with an English proficient endorsement
 - Medical certificate – Basic Med is not yet recognized in Canada
 - Restricted radiotelephone operators permit
- Passengers
 - Children traveling with only one parent must have a notarized statement of approval from the absent parent stating the dates of the trip.

Aircraft Requirements

■ Paperwork

- Permanent registration certificate (no temporary registrations)
- Operating limitations
- Weight and Balance data
- Aircraft ID data plate

■ Equipment

- Two-way radio equipment (for contact with ATC during border crossing)
- Transponder with Mode C (for identification during border crossing)
- 121.5 MHz or 406 MHz ELT

Aircraft Requirements

- Items not likely needed
 - 12-inch registration marks - Unless YOUR A/C requires them, 12” “N” Numbers are NOT required on US A/C for flights between the US and Canada that do not cross the ADIZ
 - Survival equipment for wilderness areas
 - FAA Form 337 if aux fuel tanks are installed in the baggage or passenger compartment

Aircraft Requirements

- Things you'll likely need to get or gather...
 - US CPB Decal (\$28.50 annually)
 - Experimental & LSA - Standardized Validation Letter for Special AW Certificate – print out free online
 - Proof of Insurance – COI or copy of your policy
 - Letter of Authorization from the aircraft owner if the aircraft is not registered in the pilot's name
 - Radio station license – requires explanation!

US CBP Decal

- Display on the outside of your aircraft, near the door
- \$28.50 annually
- Order online:
- <https://dtops.cbp.dhs.gov/>



Standardised Validation Form

- Required for Experimental Amateur-built, S-LSA, and E-ELA aircraft operating in Canadian airspace
- Free download from Transport Canada
- Pilots - The US Sport Pilot Certificate is not an ICAO recognized pilot license so you cannot fly on a Sport Pilot certificate in Canada. The minimum license to fly a LSA in Canada is a Private Pilot Certificate

STANDARDISED VALIDATION OF
A SPECIAL AIRWORTHINESS CERTIFICATE - LIGHT-SPORT
OR
A SPECIAL AIRWORTHINESS CERTIFICATE - EXPERIMENTAL - LIGHT-SPORT,
FOR THE PURPOSE OF OPERATING
A UNITED STATES-REGISTERED LIGHT-SPORT AIRCRAFT
IN CANADIAN AIRSPACE

Pursuant to section 507.05 of the Canadian Aviation Regulations, this document constitutes a validation of the Federal Aviation Administration Special Airworthiness Certificate - Light-sport or Special Airworthiness Certificate - Experimental - Light-sport, for the purpose of operating a United States-registered light-sport aircraft in Canadian airspace, subject to the following conditions:

1. the aircraft shall have a valid United States Certificate of Aircraft Registration;
2. the nationality and registration marks assigned to the aircraft by the Federal Aviation Administration shall be displayed on the aircraft in accordance with the requirements of the United States;
3. the aircraft shall have been issued with a Special Airworthiness Certificate - Light-sport or a Special Airworthiness Certificate - Experimental - Light-sport;
4. the Certificate of Aircraft Registration and the Special Airworthiness Certificate - Light-sport or the Special Airworthiness Certificate - Experimental - Light-sport shall be valid and shall be carried on board the aircraft;
5. compliance with the operating limitations, that are part of the Special Airworthiness Certificate - Light-sport or the Special Airworthiness Certificate - Experimental - Light-sport, is mandatory, provided those operating limitations do not limit or change the conditions herein imposed;
6. a copy of this validation shall be carried on board the aircraft when operating in Canadian airspace;
7. the general operating and flight rules of the Canadian Aviation Regulations shall be complied with when operating the aircraft in Canadian airspace;
8. no person may be carried in this aircraft during flight unless that person has been advised of the content of this validation and of the airworthiness status of the aircraft;
9. persons or property shall not be carried on board the aircraft for hire or reward;
10. an aircraft operator, who is not the registered owner of the aircraft, shall carry a signed letter of authorization from the registered owner showing the owner's permission for continued operation of the aircraft in Canadian airspace; and
11. participation in a Canadian special aviation event is prohibited unless authorized pursuant to section 503.06 of the Canadian Aviation Regulations.

This validation is valid for an indefinite period, unless suspended or cancelled in writing by the Minister of Transport, provided the owner or operator of the aircraft complies with the operating conditions of this validation.

Original signed by
Jacqueline Booth
for
D. B. Sherritt
Director, Standards
Civil Aviation
For Minister of Transport

Issued in Ottawa, Canada, on 4 November 2009

Radio Licenses

- FCC Restricted Radiotelephone Operator License
 - Used to be free, now \$60, issued for life
- FCC Aircraft Radio Station License
 - \$110 for ten years
- The FCC requires these for international operations however Canada does not enforce FCC regulations.

Procedures

Prior to Departing

- File outbound or inbound US CBP manifest via eAPIS at least one hour prior to departing
- Call Customs in your destination country:
 - US to Canada – call CBSA at least two hours before and no more than 48 hours before arrival at 888-CANPASS (226-7277)
 - Canada to U.S. – call the US CPB office at your airport of entry no less than two hours or more than 23 hours before arrival – numbers vary by location
- File a VFR or IFR flight plan for at least the portion of the flight that crosses the border – ICAO format
 - Note: Entering ADCUS in "Remarks" block of flight plan form does not substitute for calling to notify Customs

US CBP eAPIS

- All pilots crossing the U.S. border either way are required to use Custom and Border Protection's (CBP) Electronic Advance Passenger Information System (eAPIS) to provide crew, passenger(s), aircraft, and trip information.
- The eAPIS information must be filed at least one hour before departing from or arriving in the United States, but pilots can file as far in advance as they wish, giving the option to provide information for the return before leaving home.
- This does not apply if you overfly Canada going from one U.S. airport to another without landing. Example: Flying from New Jersey to Oshkosh.
- To register and sign into an account, goto: <https://eapis.cbp.dhs.gov/>

En Route

- Activate flight plan as appropriate
 - Note: flight plans originated in Canada activate automatically at the proposed departure time
- Obtain a discrete transponder code and be in contact with ATC prior to and during the border crossing (VFR FF or IFR)
- Advise Customs if any change in ETA or AOE via ATC/FSS while in flight. (Request badge number and name of Customs official that ATC/FSS speaks with)

Arriving

- Make first landing at an airport of entry (AOE)
- Be on time!
- Taxi to designated Customs area (if applicable)
 - US – wait in the aircraft for Customs (differs from Bahamas flights)
 - Canada — if not met by your arrival ETA, call 888-CANPASS, follow directions from Customs official, obtain arrival report number
- If inspected, present documentation as required, fill out any declaration forms and pay appropriate duties, taxes, or fees
- **DON'T FORGET TO CLOSE/CANCEL YOUR FLIGHT PLAN!**

Where to Land?

- Canada
 - Airport of Entry (AOE)
- US
 - Airport of Entry (AOE)
 - International Airports
 - Fee-Based Airports
- Must land during normal Customs hours of operations

Airports with Customs Service

■ Canadian Airports

■ AOE

- <http://www.cbsa-asfc.gc.ca/contact/listing/indexpages/indextype5-e.html>

■ CANPASS Permit-Only Airports

- <http://www.cbsa.gc.ca/contact/listing/indexpages/indextype30-e.html>

■ US Airports

- http://www.cbp.gov/linkhandler/cgov/travel/private_flyers/airport_inspection.ctt/airport_inspection.pdf

- If in doubt, call in advance to verify availability and hours

What is the CANPASS program?

- CANPASS for Private Aircraft- An optional, fee-based, pre clearance service
- May land at any AOE inside or outside of regular Customs hours
- May also land at designated CANPASS permit-only airports any time
- All aircraft occupants must be CANPASS permit holders to participate
- Application
 - Fill out application form, include copy of passport
 - \$40CDN for 5 years – great deal!
 - 6-8 weeks to process