

FLYING BETWEEN CANADA & U.S. - Border Crossing Made Easy



Flying Between Canada and the US

- If you do a little bit of planning, you can fly regularly and easily to/from the USA
- Access to a computer to makes it easier
- This presentation should make it simple.
- It might look complicated but it's really not!

We'll talk about the following things

- Electronic Advance Passenger Information System (eAPIS) – US Customs and Border Protection and the customs sticker
- CANPASS/Nexus and Canadian Border Services Agency
- Clearing customs in the USA
- Flight plans
- Flying in the USA vs. Canada
- Things to do ahead of time
- Example trip

When flying in Canada and the US there are very few differences and the flying rules are almost the same. Transport Canada has released **TP 15048E - Flying to Canada: What you need to know** (QR code outside or at the end).



Flying in the USA vs Canada

- Very similar rules to flying in both countries
- Flight plan not mandatory for VFR in USA but an excellent idea anyway. Plan or itinerary in Canada. Itinerary involves letting someone know.
- Circuit entry at 45 degrees to downwind from outside is common in USA with crossing midfield and joining the mid-left downwind as an accepted alternative.
- Military Operations Areas (MOA's) are common in USA, rare in Canada
- "Flight following/VFR surveillance" is a great help in both countries, French available in QC
- Ask to "say again" if you don't understand
- Can overfly US/Canadian airspace without eAPIS or passport/Canpass but flight plan needed
- 123.45 for air to air chat, acro, formations etc. or 122.75 for ICAO air to air and "official" FAA. Canada uses 123.45 but 126.7 for en route position reports

Flying in Canada

- Very similar rules to flying in USA
- Can fly straight-in to base or final with a Unicom with Mandatory Frequency airports
- Circuit entry common to overfly and join mid downwind. 45 degree not typically taught but accepted and common for arriving US pilots.
- Military Operations Areas (MOA's) are uncommon
- "Flight following" just as willing but sometimes they lose your transponder in more remote areas
- Canadians still have "Radio" - discuss this – generally FSS?
- Americans can overfly Canadian airspace e.g. to Alaska without filing eAPIS or carrying passport but flight plan needed
- 126.7 vs. 122.75 or 123.45 (126.7 for en-route position reports to other traffic)
- Can not fly with BasicMed in Canada. No predictions from your Canadian team!

Basic Med?

The BasicMed rules are explicit that this exemption to the need for a Class 3 Medical Certificate apply to operations in the **United States only**.

This medical certification process is not International Civil Aviation Organization (ICAO) compliant and so is unacceptable to Canada.

Canada will not allow pilots operating under this exemption to fly in Canada. Similarly, the U.S. does not allow Canadian pilots using a Category 4 medical certificate (self-declaration) and a Recreational Pilot Permit to operate in the U.S. (A recreational permit with a full medical is accepted).

Michelle Chartrand, Transport Canada

Acting Office Manager, Civil Aviation Medicine Atlantic and Overseas regions

Aircraft categories

Certified Aircraft:

Aircraft that have an airworthiness certificate equivalent to US standard airworthiness certificate may fly in the U.S. and Canada if flown by the owner or with the owner's permission (document required).



Experimental/ Homebuilt/ Amateur built or Canadian Ultralight:

All these aircraft require a Special Flight Authorization (SFA) which must be carried on board. You just read it, print it, keep in in the aircraft. No permissions required.

Streamlined SFAs are available from the appropriate TC or FAA web sites.

http://www.faa.gov/aircraft/gen_av/ultralights/sfa/

<http://www.tc.gc.ca/eng/civilaviation/standards/maintenance-regsdocs-validation-2948.htm>

<https://tc.canada.ca/en/aviation/aircraft-airworthiness/recreational-aircraft-airworthiness>

U.S. Ultralight aircraft:

Because they are not registered, cannot get blanket authority to operate in Canada. Special authority from TC is required and “may be granted on an individual basis.” May be able to get permission for a unique aircraft entering an airshow.



U.S. LIGHT SPORT (LSA)

A pilot medical certificate is required to operate a U.S. registered LSA in Canada which requires the U.S. pilot to be the holder of at least a PPL.

A Standardised Validation Document must be downloaded and carried on board the aircraft at all times.

http://www.tc.gc.ca/eng/civilaviation/standards/maintenance-regsdocs-standardised_validation-2946.htm

Canadian Owner Maintenance Category Aircraft

- Certificated aircraft under “Owner Maintenance” are prohibited from operating in the U.S.
- No going back when you decide to do owner maintenance.
- OM is uniquely Canadian.
- Generally older certified aircraft.



DOCUMENTATION

All documentation for Pilot, Crew, Passengers, should be current and original – *no copies!*

Pilot Document/Licence/Certificate.

Restricted Radiotelephone Operator Certificate
(but Transport Canada does not check this).

Medical Certificate or medical stamp in license.

Passport or proof of citizenship.

DOCUMENTATION cont.

Visa Document – if required (not needed for US or Canadian citizens)

Notarized letter authorizing children to travel from non- present parent or parents

If the aircraft is registered to another person or company it is recommended you carry a notarized letter authorizing the use of the aircraft

Aircraft Documentation

Registration Certificate (temporary certificate not acceptable)

Airworthiness Certificate

Operating limitations including the Standardized Validation of a Special Airworthiness Certificate (for operation in Canada), or Special Flight Authorizations (for operation in US)

Aircraft Documentation cont.

Radio Station Licence

Weight and Balance info

Proof of Liability Insurance – required in Canada

- **Up to 2300 lbs. - \$100,000 public liability**
- **2301 - 5000 lbs. - \$500,000 public liability**
- **5001 – 12500 lbs. - \$1,000,000 public liability
and \$300,000 passenger liability per passenger**

Aircraft Documentation

TSA waivers are mandatory for all international flights for aircraft that are not Mode C Transponder or Two Way Radio equipped

To obtain a waiver you must create an account which can take 5 days for approval and an additional 7 days for waiver approval

https://waivers.faa.gov/aap/te_pages.p_login

FAA Form 337 or STC if fuel tanks have been added in passenger or baggage compartment

Annual Customs Decal

- Buy the annual sticker for \$27.50 – it saves time when you arrive in the US - <https://dtops.cbp.dhs.gov/> and you'll need to register first, then register the aircraft, then request the sticker
- When the sticker arrives, attach it somewhere near where you enter the aircraft
- The sticker can also be purchased when you land in the US port of entry but it saves time to do it in advance. It's specific to your aircraft. Some customs offices may not have it in stock.
- Arrives in just a few days. One per year needed

EQUIPMENT REQUIRED TO FLY IN CANADA

**Charts, Canada Flight Supplement, FAA AFD, AIM
(or current Foreflight or equivalent)**

Two way radio

**ELT 121.5 MHz or 406MHz (only 406 satellite
monitored)**

**Survival Equipment. Make sure you carry the
appropriate survival gear for the region and season.**

A current fire extinguisher is required.

PLANNING FOR BORDER CROSSING

All aircraft must be on an activated VFR, IFR or Defence VFR Flight Plan (if you are flying thru the ADIZ) from Alaska

Between 2004 and 2007 there were an average of 80 occurrences of trans-border flights without an active flight plan, 27 of those in the Atlantic region. Mandatory vs. optional flight plan confusion?

Make sure you obtain a TSA Transponder or Radio waiver if required.

Check for NOTAMS and any AOPA/COPA information

PLANNING FOR BORDER CROSSING

When flying to the U.S. the first landing must be at a U.S. Customs and Border Protection (CBP) Airport Of Entry (AOE) but not necessarily the closest en route.

U.S. CBP requires that you file an Electronic Advance Passenger Information System (eAPIS) manifest both entering and leaving US.

<http://www.cbp.gov>

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eAPIS

- Advance Passenger Information System has always existed and is automatically used when you fly commercially - “e” is for the web version
- Is used to produce a flight “**manifest**” of the aircraft, the people and the trip. Update with EasyPass/Flashpass info
- Is needed both to enter and leave the USA
- Needs to be used in conjunction with a **flight plan**, including border crossing time estimate
- Enroll, then enter info about aircraft, pilot etc.
- Create a manifest for a specific flight

eAPIS enrollment

- Go to <https://eapis.cbp.dhs.gov/>
- Select “enroll”
- Input the requested information. You need to do this and receive your account info first.
- Input the information for all your passengers
- Hint: load all the passengers you think might some day be with you, even if not on this flight
- You'll need passports/addresses/dates of birth
- You need to carry passports to fly to the US

PLANNING FOR BORDER CROSSING

Once you have registered on line, allow up to 5 days for approval. This will provide you with an ID number which you use each time you file an eAPIS Manifest.

U.S. eAPIS Manifests must be filed at least 1 hr before departing from or arriving in the U.S. but may be filed as far in advance as you wish. Failure to file is subject to a \$5000 fine for the 1st violation.

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PLANNING FOR BORDER CROSSING

Also call CBP local office at least 1 hr and no more than 23 hrs before your planned arrival time.

An eAPIS Manifest does not meet this requirement.

PLANNING FOR BORDER CROSSING

You need to arrive within 15 min of your recorded ETA. If your ETA changes, alert CBP via Flight Service while en route. Upon arrival taxi to customs and wait in your aircraft for Customs official.

Border straddling AOE such as Del Bonita or Piney also require that you file a Flight Plan and e APIS Manifest to transition from Canada to the U.S.

PLANNING FOR BORDER CROSSING

When flying to Canada, as in the US, the first landing must be at a Canadian Border Services Agency (CBSA) Airport of Entry.

www.cbsa-asfc.gc.ca/do-rb/services/aoe-eng.html

An activated Flight Plan is required.

Note: NAV CANADA no longer passes ADCUS (Advise Customs) notices in flight plans for arrival in Canada.

PLANNING FOR BORDER CROSSING

Advance notification to CSBA of at least 2 hrs but no more than 48 hrs is required by calling CANPASS 1-888-226-7277. Update CANPASS info vs Nexus

You don't need to call a local office. The Canadian system is integrated nationally.

You will be required to advise customs about yourself, your flight, passengers, and airport of entry.

PLANNING FOR BORDER CROSSING

An e APIS manifest must also be filed for the flight/return flight to Canada.

Upon your arrival at your Canadian airport of entry, if there is no customs official present, contact CANPASS office by phone 1-888-226-7277 to report your arrival and await further instructions.

There are many more airports of entry than there are airports with full-time customs officials.

Remember to close your Flight Plan.

PLANNING FOR BORDER CROSSING

Frequent Canada-US flyers may also enroll in the CANPASS program. The fee is \$40 and valid for 5 years.

<http://www.cbsa-asfc.gc.ca/prog/canpass/menu-eng.html>.

Be aware that Terminal Fees (usually in the range of \$15 - \$40 CDN) will be charged at major Transport Canada airports and some Municipal airports.

NAV CANADA the private, non-profit Air Navigation Service (ATC) provider in Canada also charges quarterly user fees for foreign registered aircraft. The quarterly fee for up to 4400 lbs. is \$16.25 CDN (~ \$13 US). Flights originating and ending in the US (overflying Canada) are not subject to this fee. Canadians pay an annual fee of \$65.

CANPASS

- Allows you to clear customs by phone entering Canada
- Allows you to land at “airports of entry” even if customs is closed and many more airports.
- Download form E672 from CBSA-ASFC site
- <http://www.cbsa-asfc.gc.ca/prog/canpass/menu-eng.html>
- Normally takes about two weeks to arrive, but can take up to 6 weeks according to their web site
- Can significantly reduce your route home vs. having to fly to an airport where customs is open (generally \$\$)
- Is needed for every passenger or cannot be used

Example Flight – To Somewhere in the US

- eAPIS already filed and confirmation received
- File Flight Plan with Canadian FIC 1 866 WXBRIEF
- Need to stop at a US port of entry to clear customs.
Can be in-line with chosen airport, not necessarily the first you pass but must have customs. Phone ahead to the specific office.
- Take off and open flight plan with Canadian FIC
- Clear customs in Airport of Entry? Takes time!
- 1-800 WXBRIEF in US, 1-866 WXBRIEF in Canada.

Example Flight – to somewhere in Canada

- CANPASS and eAPIS needed.
- Report ETA to CANPASS (1-888-226-7277) between 2 and 48 hours before arrival
- Check eAPIS confirmation email
- File Flight Plan with US FIC - 1-800-WXBRIEF
- Open flight plan, including border crossing time
- Fly directly to Airport of Entry
- On landing call 1-888-226-7277 before exiting aircraft stating that you've arrived. Get report #.
- Close flight plan – open a beer!

Summary for border crossers

- To do ahead of time
 - Apply for CANPASS
 - Buy US Customs Sticker
 - Create eAPIS account and input crew
- To do before you travel
 - File international flight plan
 - File eAPIS manifest
 - Current airport/facility directories and maps?
 - Check receipt of eAPIS confirmation
- Then go fly!

ADS-B US airspace entry/exit

Transport Canada has yet to announce an ADS-B mandate below A and B airspace. In the U.S., the FAA has mandated that on January 1, 2020, aircraft must be equipped with ADS-B Out to fly in most U.S. airspace where a Mode C transponder is required today. This includes Class A, B, and C airspace; within the 30 nm Mode C ring around a Class B primary airport; and most Class E airspace at or above 10,000 feet ASL. The FAA 'recommends' 1090ES ADS-B Out hardware in an aircraft on international flights. Although flights between Canada and the U.S. are considered international, the mandate for Mode S transponder-based 1090ES ADS-B hardware has not been set by the FAA as specified in US 14 CFR 91.225. During a flight to the U.S. from Canada, understanding the U.S. airspace transited and at the U.S. destination airport is critical to determining ADS-B equipment and regulatory requirements

Air Traffic Control discussion

Nav Canada, the Canadian ATC system, is a private, not-for-profit, modern system with solid funding with equipment “three generations ahead of the US”

In the US, the ATC system is provided by the FAA (govt.) but the FSS system is private, for-profit, Lockheed Martin, with a ten year contract

FAA goes from budget to budget, making it hard to establish long-term modernization plans

EAA and AOPA make it clear they oppose privatization and user fees

Nav Canada going straight to satellite based ADS-B. US building more towers

Nav Canada fees for most light aircraft are \$68+tax CDN per year flat fee

Your presenter has never encountered an issue with services or conflicts between GA and commercial traffic

Scan this QR code now for
TP15048E.pdf or do it outside or
you can just Google the
document name.

Flying to Canada: What you need to know



Canada's scenery and wide-open spaces offer general aviation pilots the ideal backdrop for adventure. To make sure your experience is pleasant and memorable, review this summary of what to consider before you fly.

The following information is for U.S. pilots. This isn't a legal document and does not cover all Canadian and U.S. regulations.

With thanks to Uwe Goehl, TC, for his input.

This presentation will be available on
the Internet at

<http://www.canada.eaachapter.org/events.htm>

Come fly to Canada!

