The AOPA/COPA Guide to Cross Border Operations (United States/Canada)

29th Edition – June 2012

CANADIAN OWNERS AND PILOTS ASSOCIATION

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

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CHAPTER 1 – PREFLIGHT PLANNING AND PREPARATION

Crossing the border between Canada and the United States has become more complicated in the post-September 2001 security conscious era but if you follow some basic procedures it really is not all that difficult. For Canadians, crossing the border by aircraft puts thousands of airports at your disposal in the country with the most aviation in world. For US pilots, whether you are visiting Canada or transiting to and from Alaska, the vast and relatively pristine nature of Canada offers flying experiences that are truly unique on this continent.

The procedures for crossing the border are summarized in a one-page checklist at the end of this document; the intervening pages amplify the checklist and provide additional information about the slight variances between Canadian and United States regulations and procedures in order to make your trip an enjoyable success.

Please keep in mind that this is a guide and as such is not a legal document covering the rules and regulations of each country. For official flight information you should reference the *Aeronautical Information Manual* (AIM) for Canada and the *Aeronautical Information Manual* (AIM) for the United States and always check NOTAMs on boith sides of the border for the latest updates to any restrictions. These publications are both available on the internet and also on paper from the respective government agencies. Contact information is in Appendix A. Additional publications that will be useful include the Canada Flight Supplement, the FAA Airport/Facility Directory, and aeronautical charts, all of which are discussed later in this chapter.

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General Planning

Experience has shown that the key to a smooth trip is adequate, organized, and early preparation. You have already accomplished the first step by accessing this Guide. A careful and thorough review of this Guide in addition to reviewing more information available in the Canadian Operations area in AOPA Online's members-only area and in the "Flying In Canada" section of the Canadian Owners and Pilots Association (COPA) web site will help you in planning. Don't wait until the day before your trip; some time will be necessary to collect and review documentation, get the maps and flight information publications you will need, apply for and then file Advance Passenger Information System (APIS) reports for entering or exiting the US, plan Customs notification and obtain necessary survival gear as required.

Should you encounter a situation not addressed in this booklet or have any questions regarding the information it contains, you are encouraged to contact our Aviation Specialists at 800/872-2672 (AOPA) or 613/236-4901 (COPA).

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Charts

As you prepare for your cross-border flight, your first order of business will be to obtain the proper charts and supplements you'll need for the trip. At a minimum, most pilots will need Sectional (U.S.) or Visual Navigation Charts (Canada) that cover the route and the Airport/Facility Directories (U.S.) or Canada Flight Supplement.

Even though some navigation charts from one country extend into the other country, you are cautioned against using the chart in the other country because of inaccuracies. You should use the correct charts for the country you are flying in.

Listed below are the charts available for the United States and Canada.

The following diagrams show chart coverage:

U.S. World Aeronautical Charts

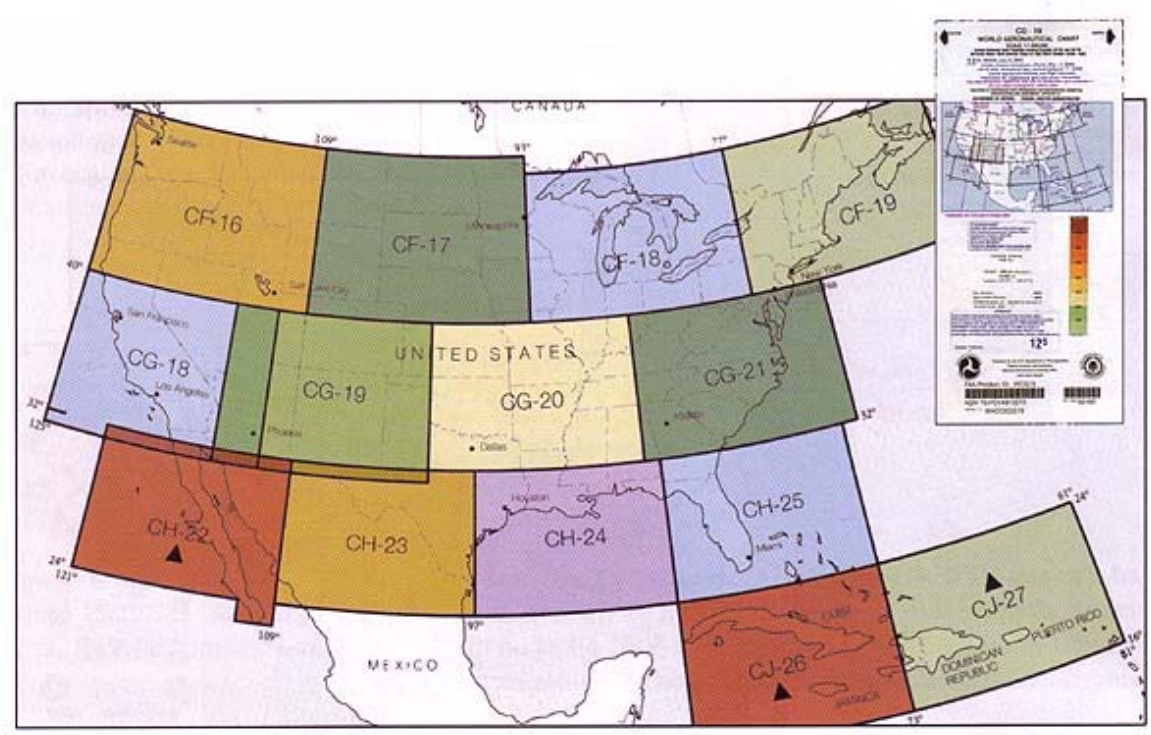

Figure 1-1. U.S. World Aeronautical Charts

U.S. Sectional and Terminal Area Charts

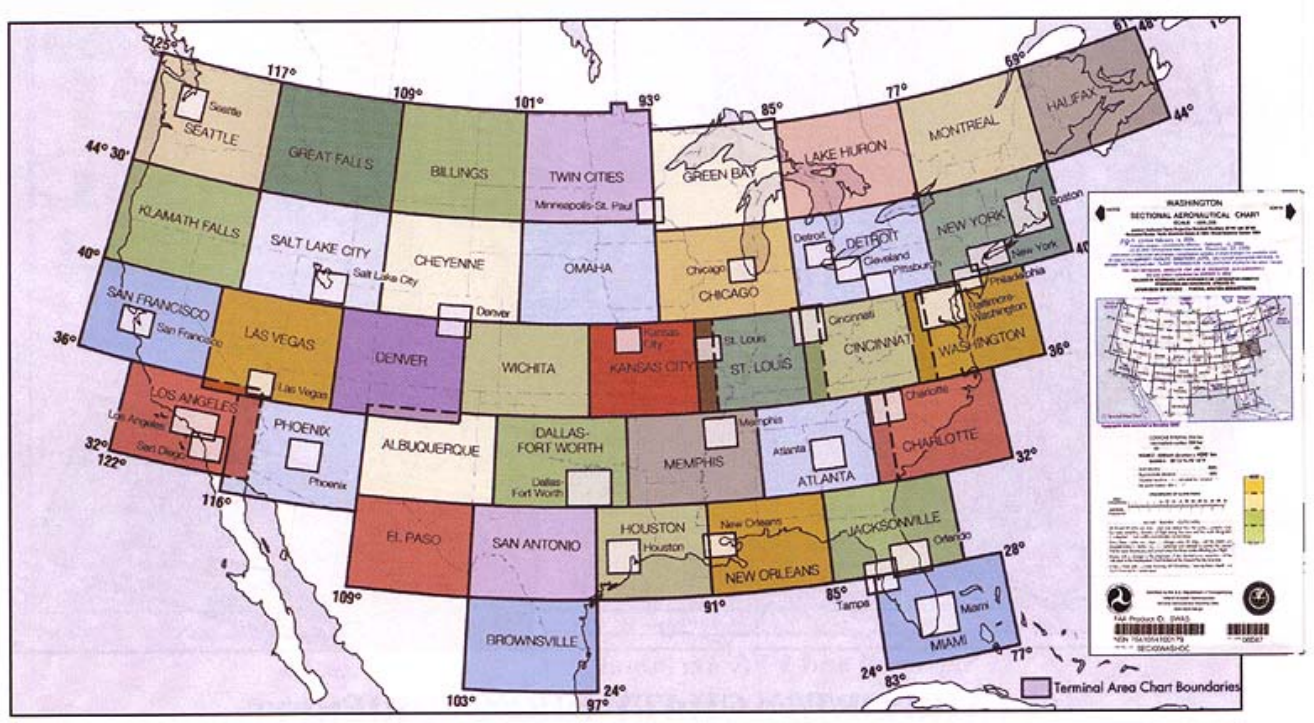

Figure 1-3. U.S. Sectional Charts

Canadian VFR Navigation Charts

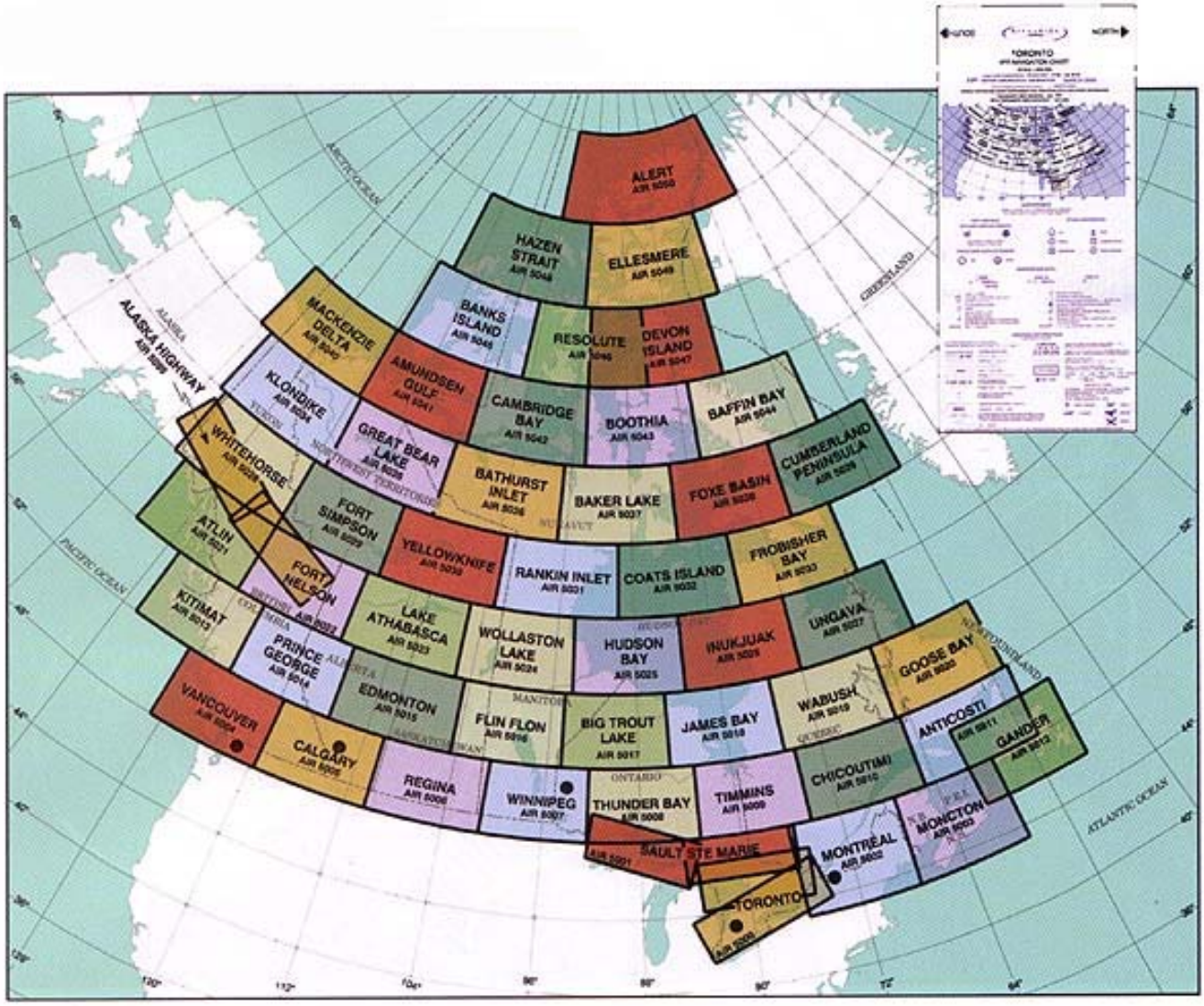

Figure 1-4. Canadian VFR Navigation Charts (VNCs)

U.S. Low Altitude IFR Enroute Charts

New layout effective October 25, 2007

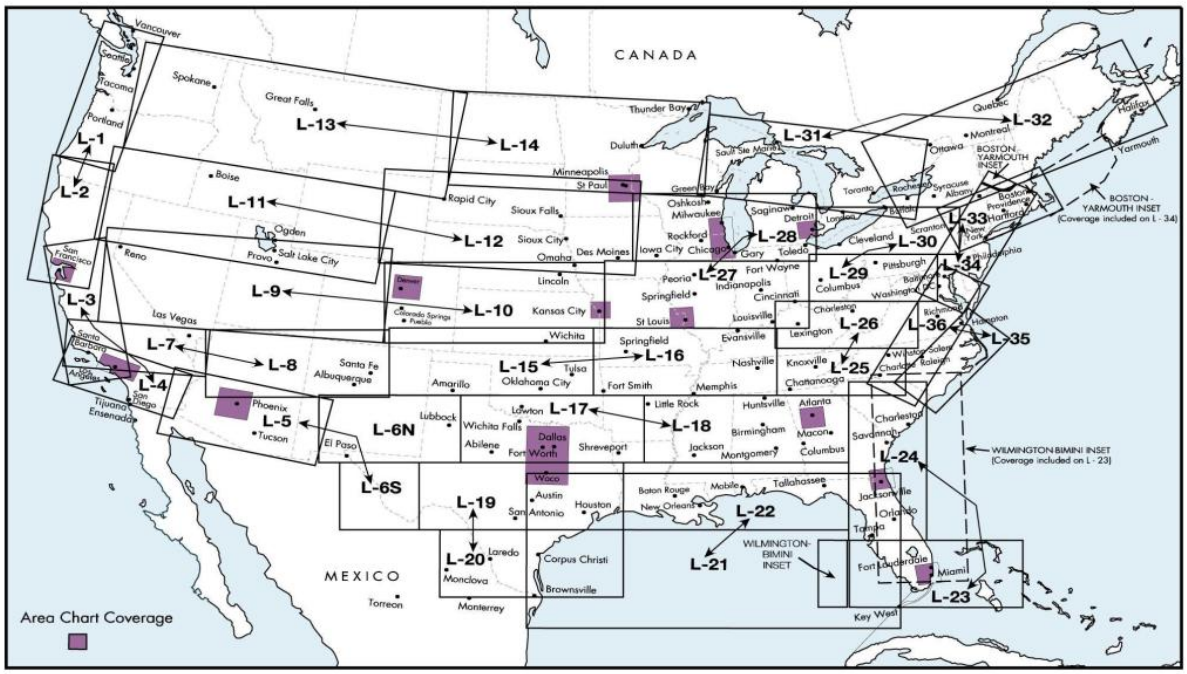

Figure 1-5. U.S. Low Altitude Enroute Charts

U.S. High Altitude IFR Enroute Charts

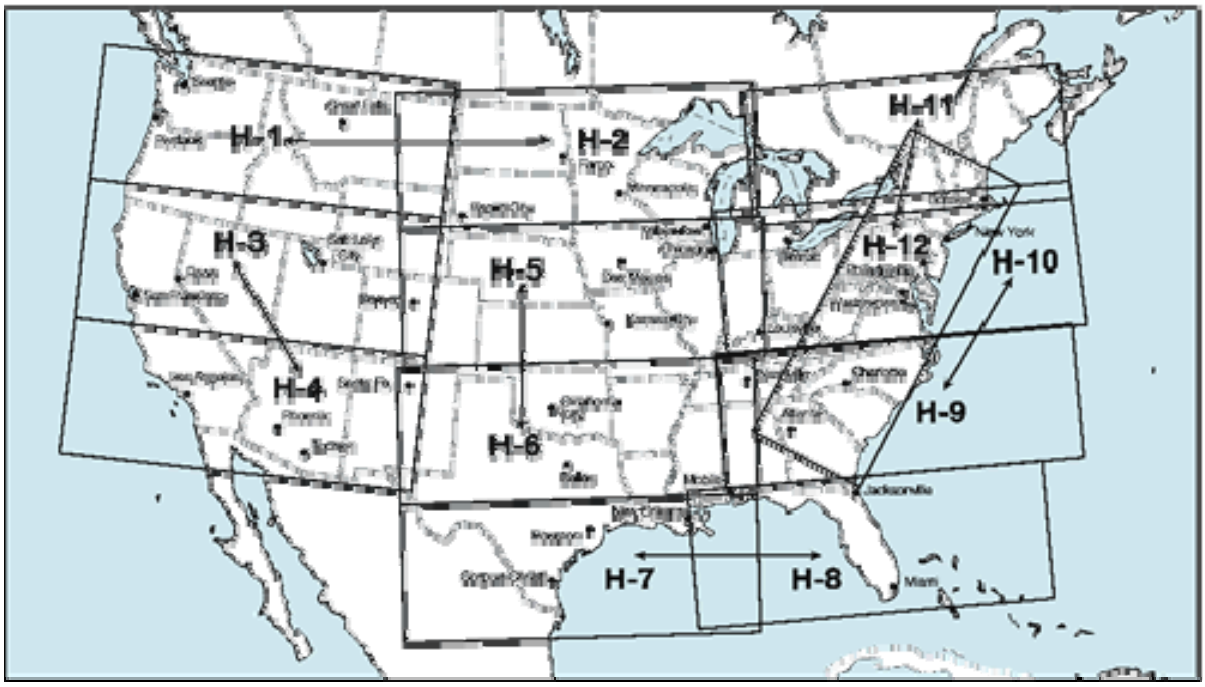

Figure 1-6. U.S. High Altitude Enroute Charts

Canadian Low Altitude IFR Enroute Charts

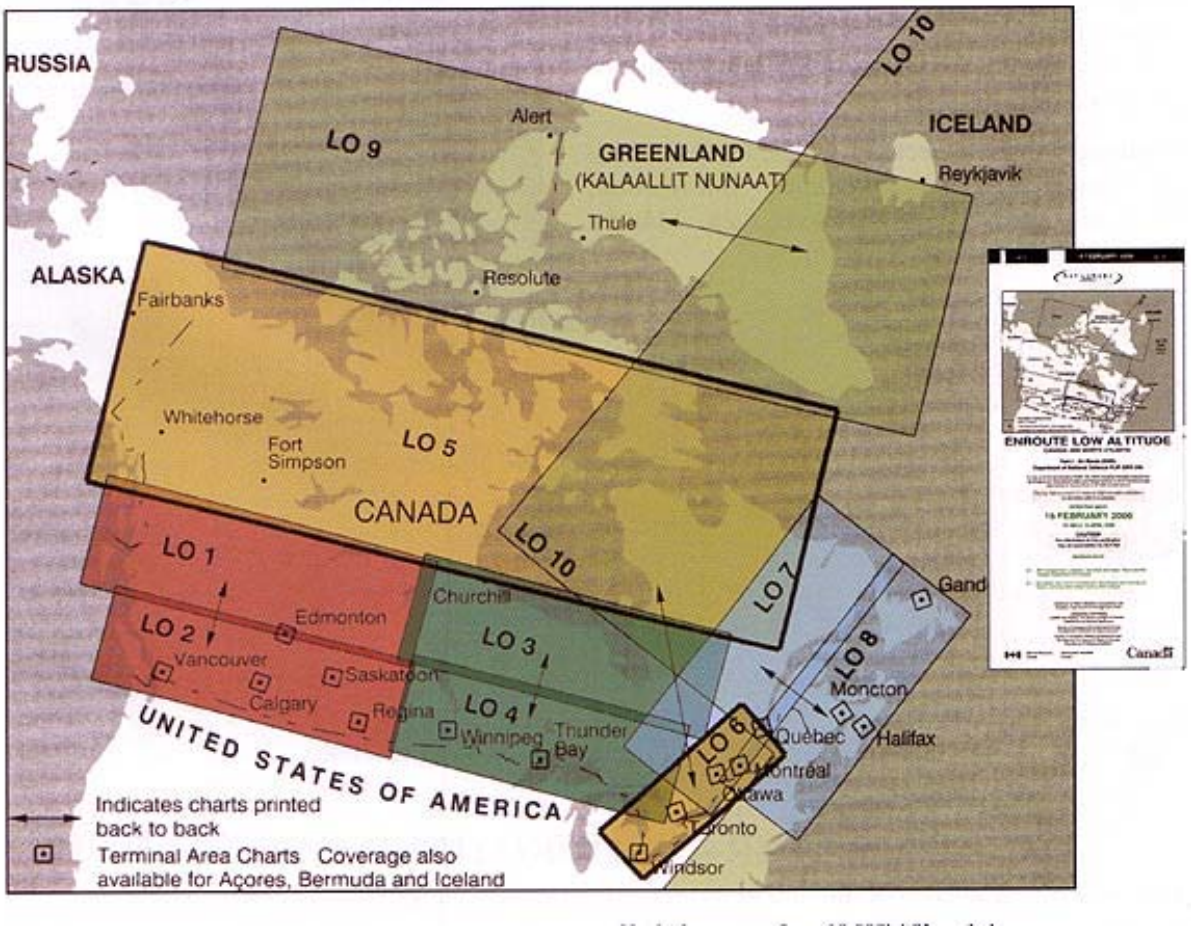

Figure 1-7. Canadian Low Altitude IFR Enroute Charts

Canadian High Altitude Enroute Charts

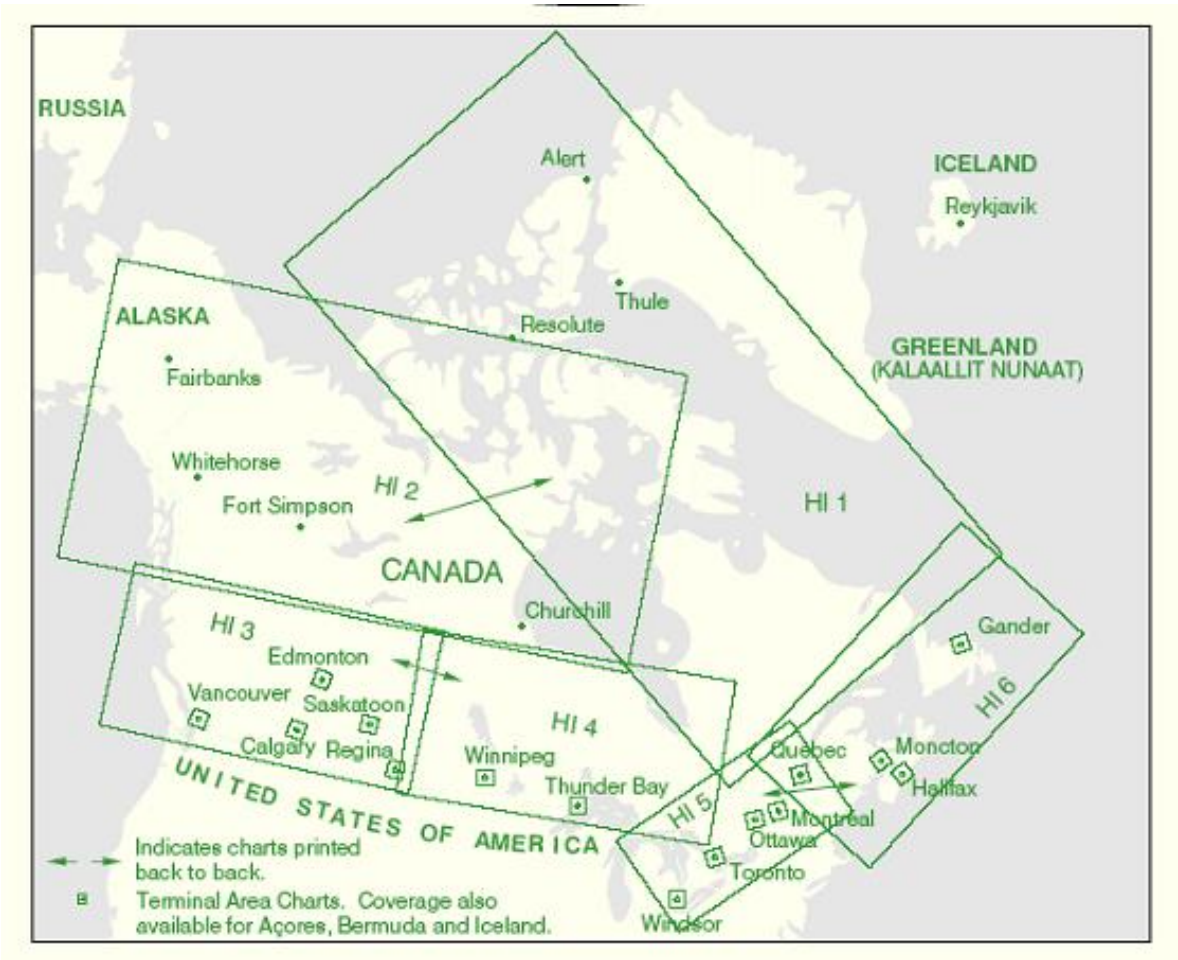

Figure 1-8. Canadian High Altitude Enroute Charts

U.S. Terminal Procedures Publications

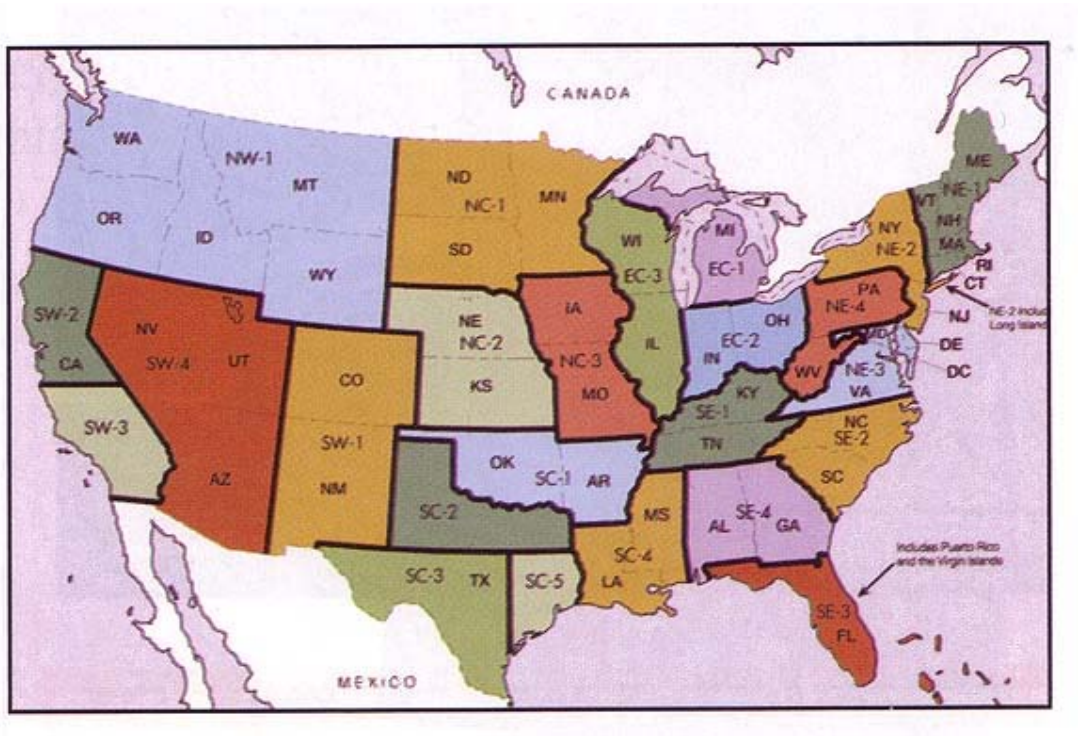

Figure 1-9. U.S. Instrument Approach Plates

Canada Air Pilot

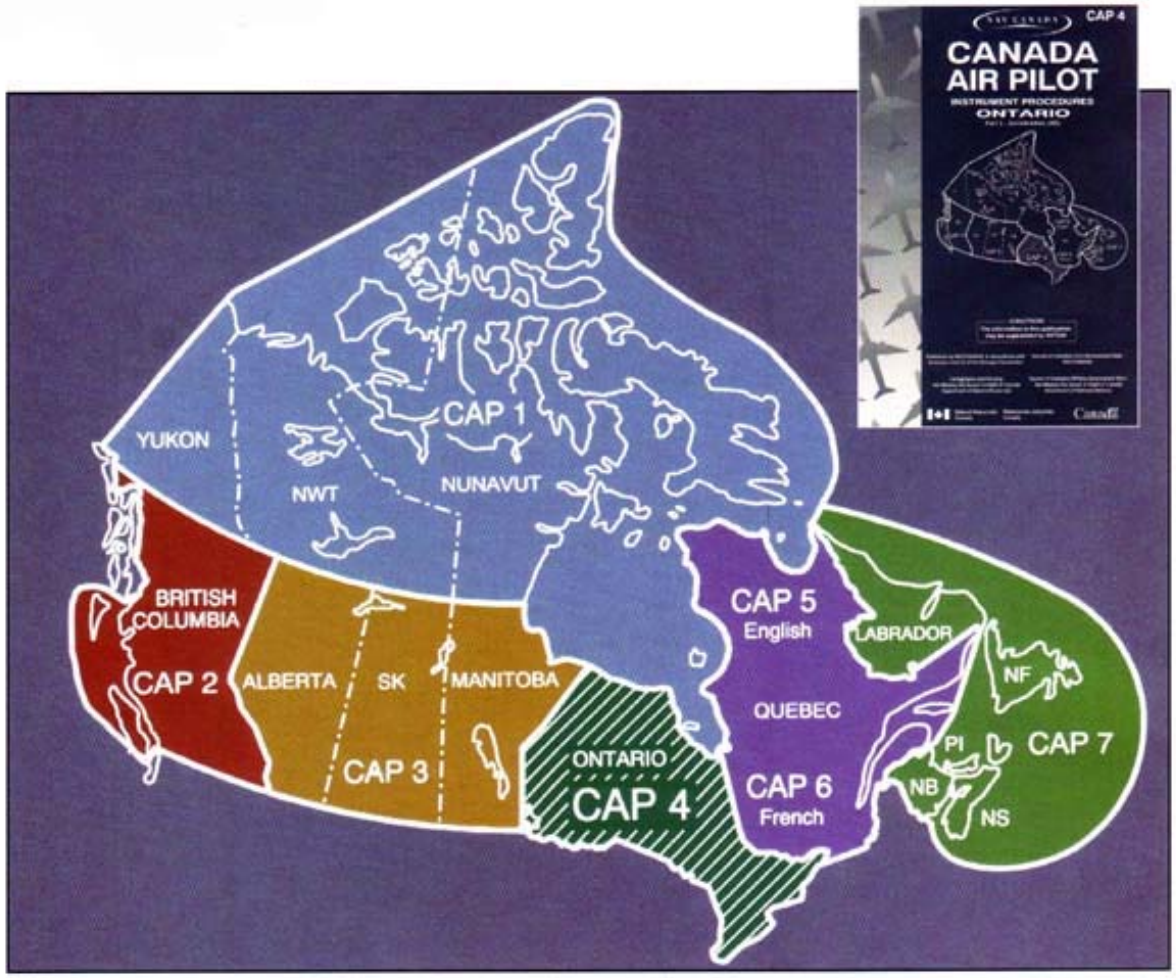

Figure 1-10. Canada Air Pilot (Canadian Instrument Approach Plates)

U.S. Airport/Facility Directory

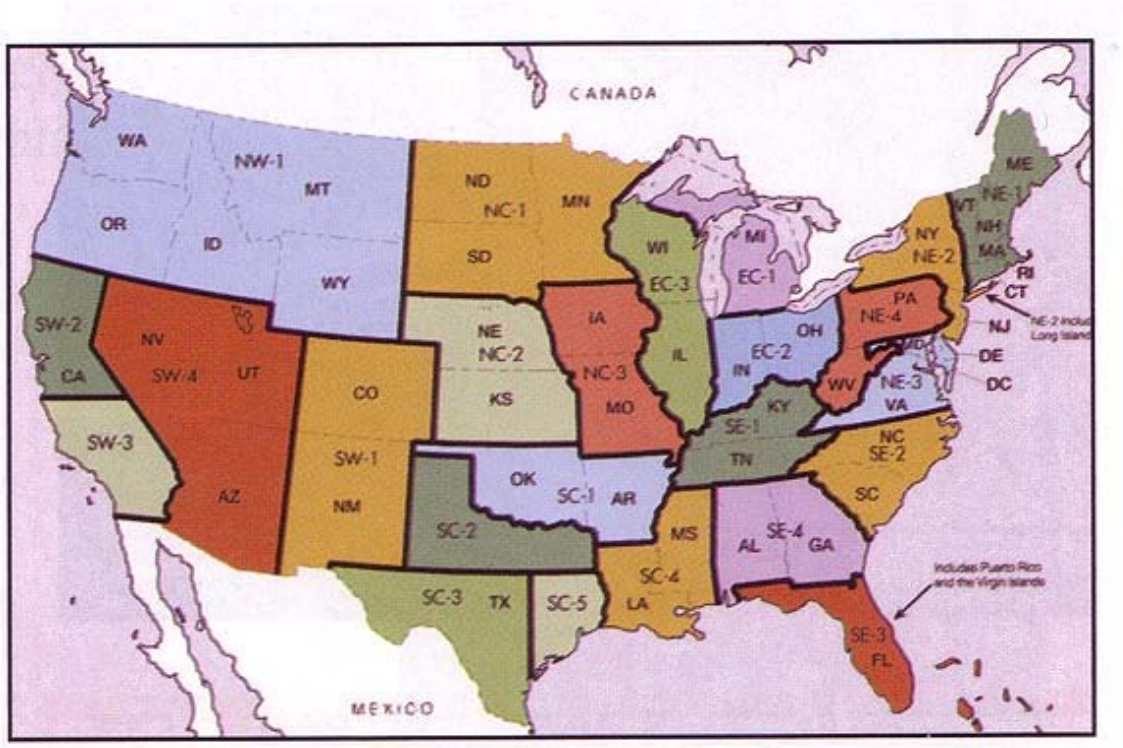

Figure 1-11. U.S. Airport /Facility Directory

Flight Supplements:

1. Airport/Facility Directory: Contains data on U.S. public and joint use airports, seaplane bases, heliports, VFR airport sketches, navaids, communications data, weather data sources, airspace, special notices, and operational procedures. Seven volumes cover the conterminous U.S., Puerto Rico, and the Virgin Islands. Revised every 56 days.

2. Supplement Alaska: A civil/military flight information publication. Contains an airport/facility directory, airport sketches, communications data, weather data sources, airspace, listings of navigational facilities, and special notices and procedures. Revised every 56 days.

3. Canada Flight Supplement (CFS): The Canada Flight Supplement is a joint civil/military publication published by Nav Canada, the private Air Navigation Service provider. It contains information on Canadian and North Atlantic Aerodromes and is used as a reference for the planning and safe conduct of air operations. It is revised and reissued every 56 days and is available in English and in a bilingual English/French edition.

4. Water Aerodrome Supplement (WAS): Contains an Aerodrome/Facilities Directory of all water aerodromes shown on Canadian VFR charts. Also listed are

communications stations data, radio aids, and other data supplemental to the VFR charts. This publication is revised and reissued annually and is available in bilingual English/French format only.

5. COPA also has an on-line, user-editable Airport Directory called Places to Fly. This directory includes additional information not available in the official publications such as landing fees, fuel prices and local tourism recommendations. Pilots are encouraged to use it for trip-planning and also to add your own information and pictures of airports you have visited. Places to Fly is open to the public as COPA wants input from anyone, including airport managers and foreign visitors, as well as its own members.

CHAPTER 2 – GETTING THERE

Section 1 – General Information

Departure

Private aircraft crossing the border must conform to the following basic requirements:

1. If you are departing from either the US or Canada and will land in the other country, file an electronic Advance Passenger Information System (eAPIS) report and wait for and approval by email before taking off (see eAPIS description). If you are overflying the US on a Canada-to-Canada flight or overflying Canada on a US-to-US flight (ie not stopping in the other country) an eAPIS report is not required.
2. Make direct contact with US Customs and Border Protection (CBP) agents least two hours before arriving in the US or the Canadian Border Services Agency (CBSA) at 1-888-CAN-PASS at least two hours before arriving in Canada to arrange for Customs inspection. An eAPIS report does not fulfill this requirement.
3. File and activate an ICAO format flight plan (see Flight Plans). In the US, VFR flight plans must be activated by contacting a FSS. In Canada VFR flight plans are automatically activated at the time specified when the flight plan was filed. In both countries, IFR flight plans are activated and closed by communicating with ATC, either by radio or phone.
4. Squawk a unique transponder code (unless you obtain a waiver) as you cross the border. The agency you are flight following with or being controlled by should provide a unique code. Squawking 1200 is not sufficient.
5. Be in radio contact with a controlling agency (FAA or NAV CANADA) as you cross the border.

AOPA and COPA recommend that if you are carrying expensive or foreign-manufactured cameras, fishing equipment, etc., go to a Customs office prior to your trip and declare these items on a Special Customs Service Form. Doing this can save considerable time and avoid possible Customs charges and taxes upon return to your home country.

US Customs and Border Protection (CBP) electronic Advance Passenger Information System (eAPIS)

As of 18 May 2009 all aircraft departing from or arriving into the US must file an eAPIS report via the internet. This is an expansion of a program that is already in place for the airlines and is in addition to all existing procedures for crossing the border. Pilots must complete a detailed online form that will provide the CBP with information about the aircraft, the people on board, the crossing point and time into or from the US. The CBP will consider the information, including checking the occupants against a no-fly list and issue via email either an acknowledgement with permission to travel or a denial of permission, which would most likely result from a person onboard being matched to the no-fly list.

You must enroll to be an eAPIS user before you can file any reports (it can take five days or longer to receive approval) so if you have plans to travel to or from the US in the future, apply now at https://eapis.cbp.dhs.gov, where you can also complete the arrival and departure Notices.

CBP Form 178, which was used by US Customs to record information about the flight and occupants, is no longer required because all of the information is included in the eAPIS report.

eAPIS is quite flexible regarding how far in advance and report can be filed. There is no limit to how far in advance the manifests may be filed and the timing may be adjusted with a telephone call to the CBP just before the trip, so that the exact timing need not be known in advance. The only limitation is that reports must be filed online no closer than one hour before commencing the flight.

The final rule http://edocket.access.gpo.gov/2008/E8-26621.htm points out that pilots who fail to comply with the terms of the rule are subject to a penalty of $5,000 for the first violation and $10,000 for each subsequent violation and may also be subject to criminal penalties for violations under 19 U.S.C. 1436(c). Although this threat of penalty is quite significant, the CBP has advised that it is not their intention to fine anyone for simple mistakes but failure to file reports or deliberate misinformation could lead to a penalty being imposed.

Further information is at
An eAPIS Guide is at
http://www.cbp.gov/linkhandler/cgov/travel/inspections_carriers_facilities/apis/apis_guide.ctt/apis_guide.pdf and a tutorial is at http://apps.cbp.gov/eAPIS-pa/ .
A list of providers of eAPIS filing services is at
http://www.cbp.gov/linkhandler/cgov/travel/pleasure_boats/private_flyers/prvt_air.ctt/prvt_air.pdf

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US Waiver Process for no transponder and/or no radio

A Mode A and C transponder and a communications radio are required by the US government to cross the US border in either direction, inbound or outbound. You must also be in communication with the governing ATC agency before crossing the border. Failure to comply with this requirement will result in interception.

Consult the latest US NOTAMS at http://www.aopa.org/whatsnew/notams.html for up to date information, including those NOTAMs concerning international operations.

In order to cross the border without a transponder and/or without a radio, you must enroll in the TSA's waiver program https://waiver.c3.faa.gov, wait for approval to then set up

an account and apply for an airspace waiver http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waiver_forms.shtm , which takes up to an additional seven days.

Be aware that much of the same information as the eAPIS program is required for the TSA waiver process.

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NOTAMs

It is essential to check NOTAMs prior to crossing the border in either direction. The US government has been imposing Temporary Flight Restrictions (TFRs) at very short notice. These are restricted areas and are closed to aircraft. If you enter a TFR you will be violated and/or intercepted.

Canadian briefers cannot access US TFR NOTAMs so it is important to check with US FSS before crossing the border. The US FSS number 1-800-WXBRIEF does not work from Canada but you can reach them using the TIBS access number 1-877-4-TIBS-WX (1-877-484-2799). You can also check the FAA TFR website http://tfr.faa.gov for maps showing the current and expected TFRs. US TFR NOTAMS can be accessed in text form at AOPA Online: Notices to airmen (notams, TFRs).

Canadian NOTAMs can be found at http://www.flightplanning.navcanada.ca/cgi-bin/CreePage.pl?Langue=anglais&NoSession=NS_Inconnu&Page=Fore-obs%2Fnotam&TypeDoc=html (enter airport identifiers and check the Aerodrome, FIR and National boxes to get regional information and general airspace restrictions) or by calling a Canadian Flight Information Centre at 1-866-WX-BRIEF.

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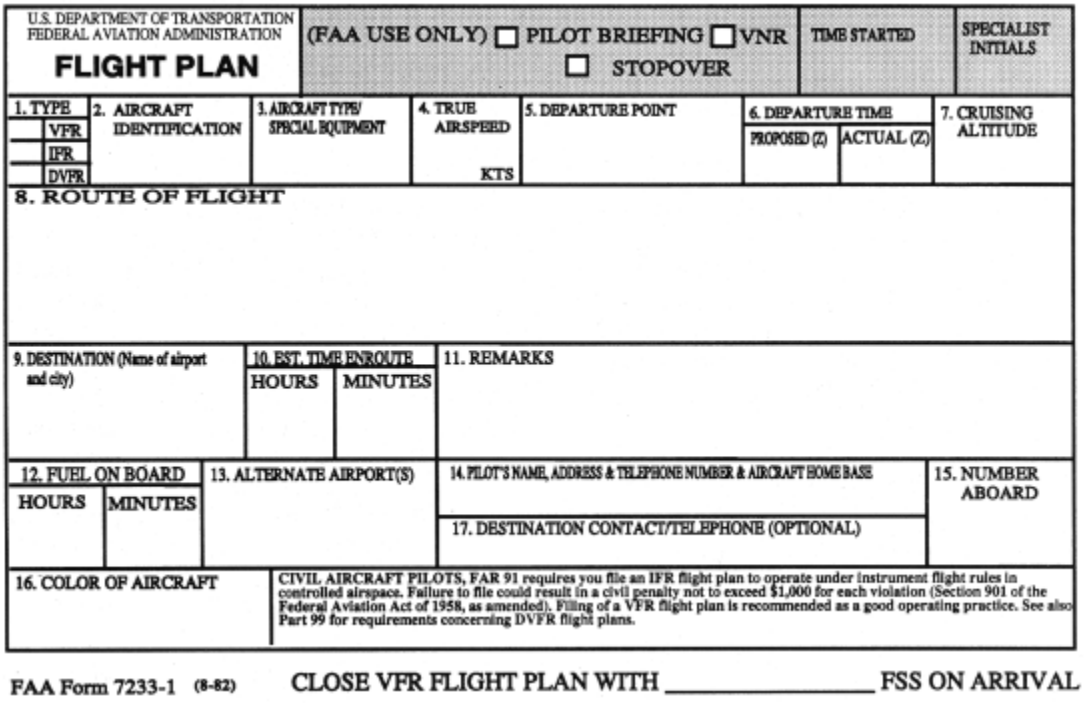
Flight Plans

Flight plans are required for any international border crossing. A standard VFR or IFR flight plan is all that is required to cross between the U.S. and Canada except if your flight will cross the U.S. or Canadian Air Defense Identification Zone (ADIZ) (see Figures 2-3 and 2-4), as would be the case if you enter from either coast. In this case, make sure you comply with Federal Aviation Regulations Part 99 (12-inch registration marks, identification data plate, position reporting, two-way radio, and transponder requirements), or Canadian Aviation Regulation 602.145 (file a defense flight plan or itinerary, indicate the estimated time and point of ADIZ entry, and revise that estimate as necessary with ATC). Additional information is available for the US in the *Aeronautical Information Manual* (AIM) in the National Security and Interception Procedures section, Canadian *Aeronautical Information Manual* (AIM), and Canada Flight Supplement (available from VIP Pilot Supply www.vippilot.com).



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN

(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR ☐ STOPOVER | TIME STARTED | SPECIALIST INITIALS

1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
					PROPOSED (Z)	ACTUAL (Z)	
VFR			KTS				
IFR							
DVFR							

8. ROUTE OF FLIGHT

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE		11. REMARKS
	HOURS	MINUTES	

12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)	14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE	15. NUMBER ABOARD
HOURS	MINUTES		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)	

16. COLOR OF AIRCRAFT	CIVIL AIRCRAFT PILOTS, FAR 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.

FAA Form 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

Figure 2-1 U.S. Flight Plan Form, available online at FAA Form 7233-1: Flight Plan

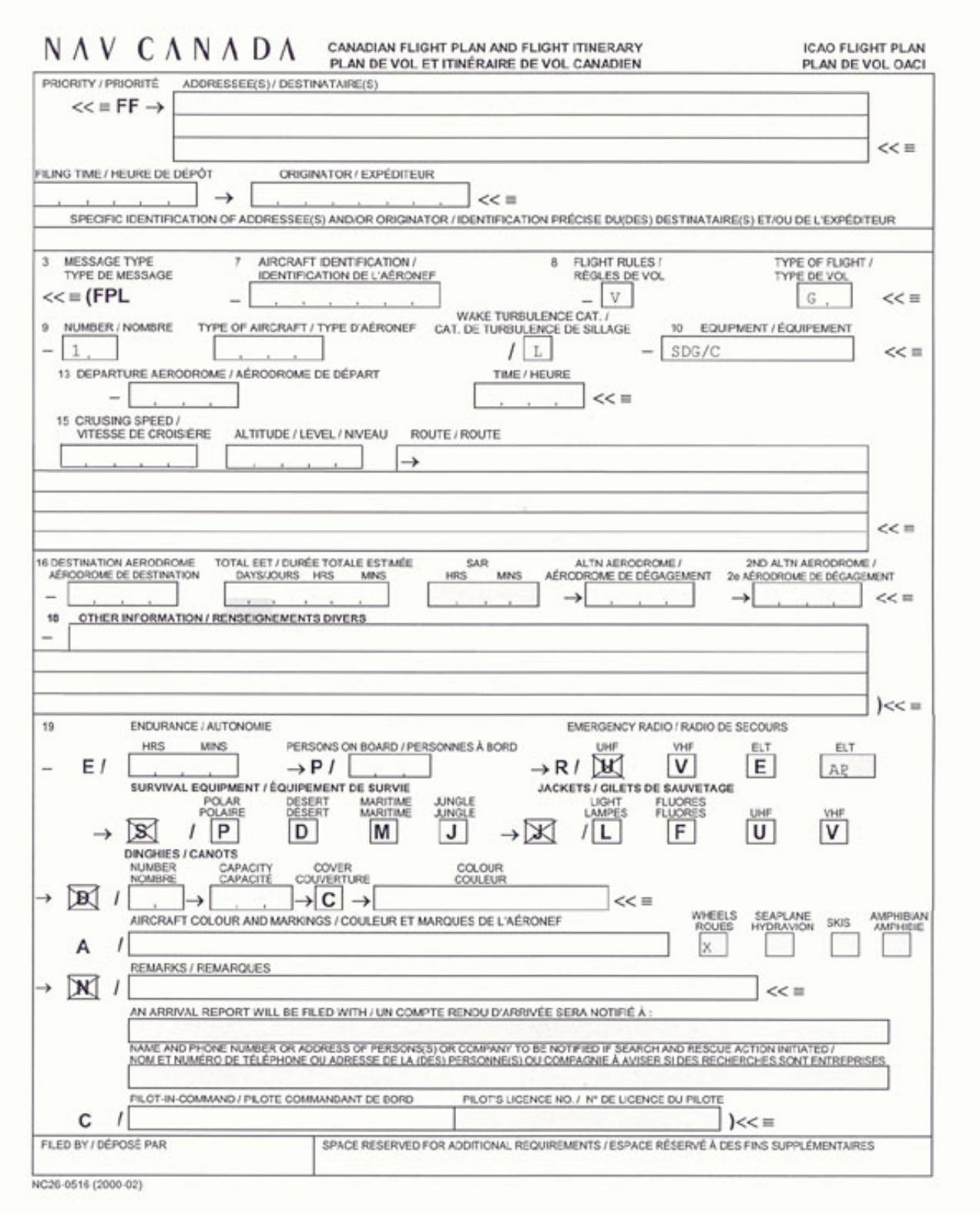
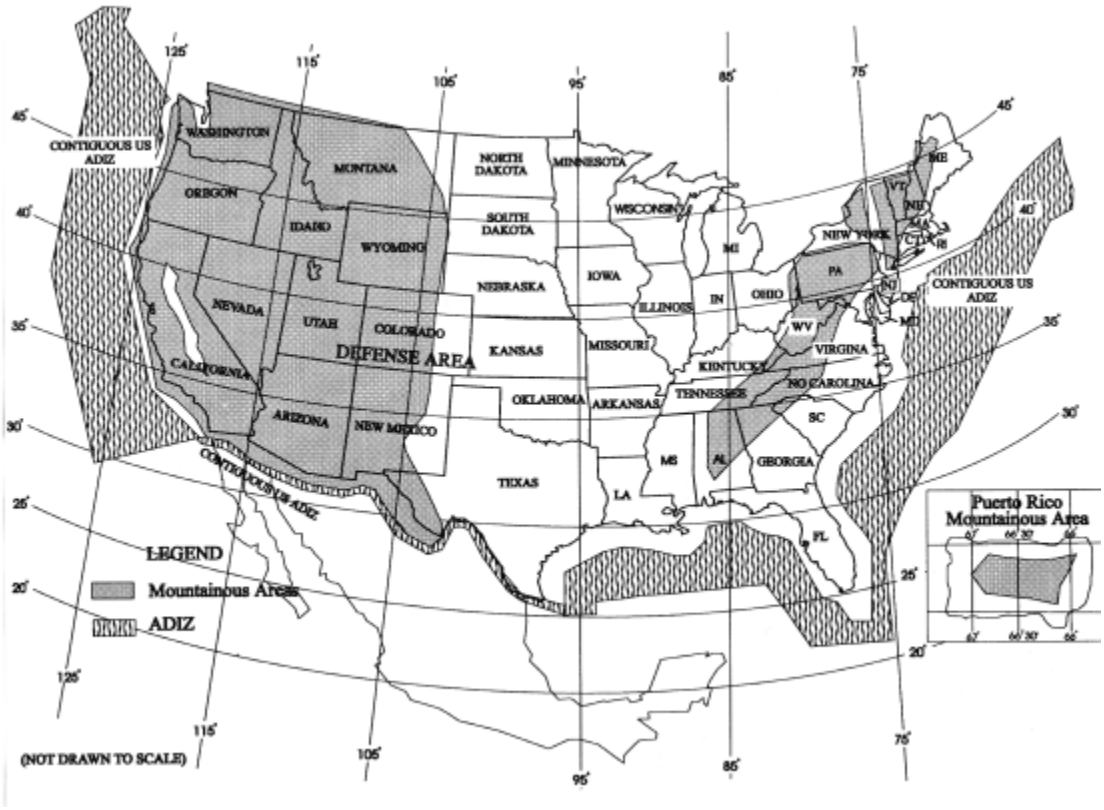


Figure 2-2 Canadian Flight Plan Form.

Canadian flight plans can be filed online at https://plan.navcanada.ca/account/login/?next=/ but you have to be a registered user to file. It is a simple and immediate process for registering. The flight plan form as well as instructions for completing the form can also be downloaded at http://www.flightplanning.navcanada.ca/cgi-bin/CreePage.pl?Langue=anglais&NoSession=NS_Inconnu&Page=flight-plan-form&TypeDoc=html and used to fill in details before contacting a Flight Information Centre to file at 1-866-WX-BRIEF.



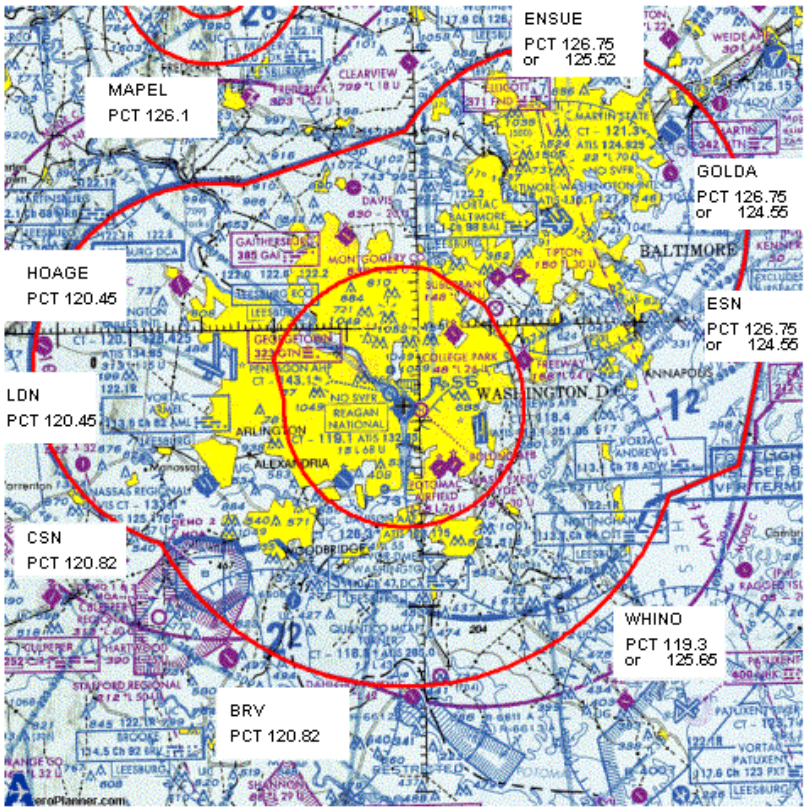


Figure 2-3 U.S. Air Defense Identification Zones (national map and Washington ADIZ)

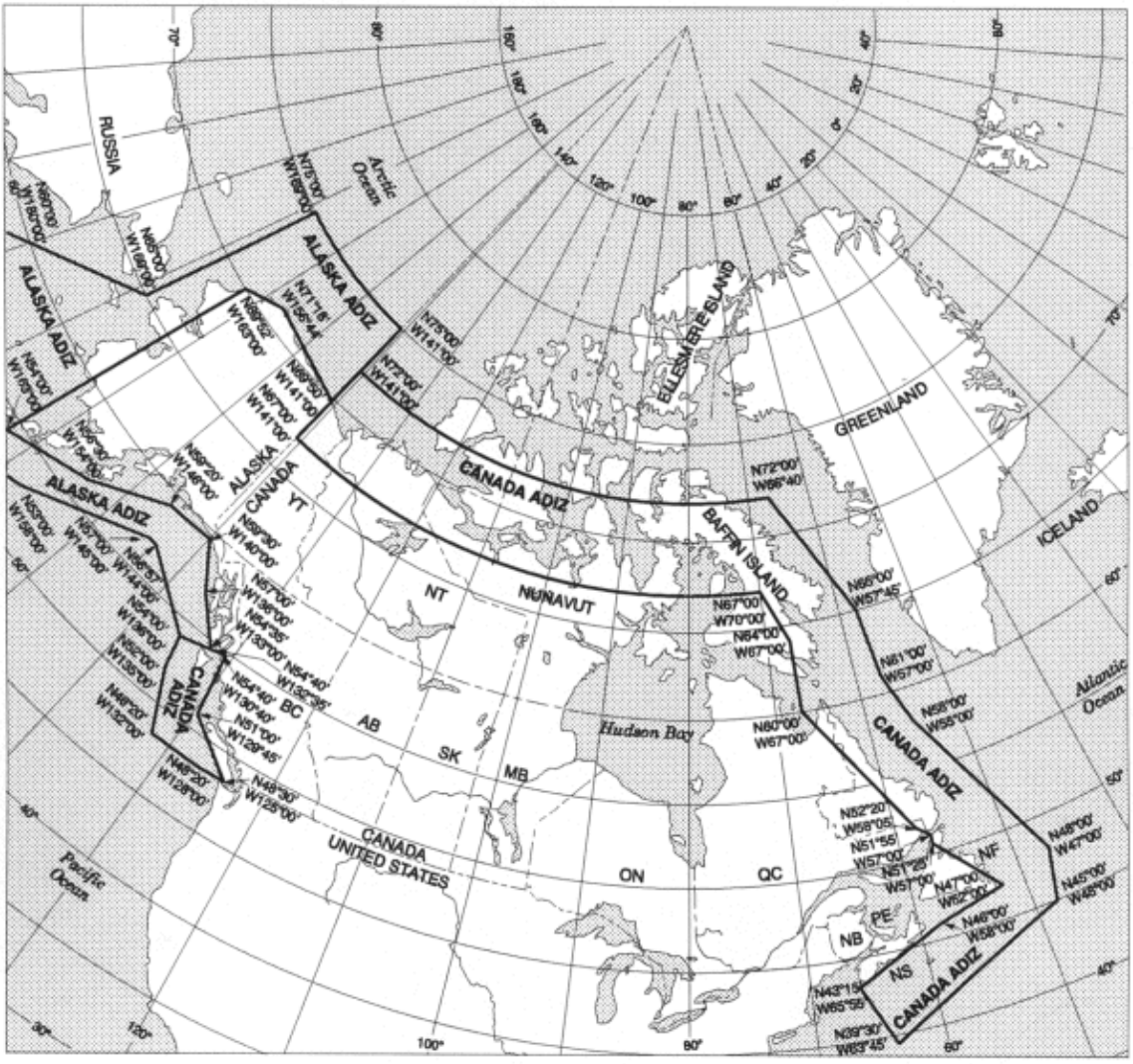


Figure 2-4 Canadian Air Defense Identification Zones

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Del Bonita (CEQ4 / H28) and Other Border-Straddling Airports

Be wary of advice you may receive about using airports that straddle or are very close to the border. It has been suggested by some that airports like Del Bonita, which straddles the Montana/Alberta border allows pilots to cross the border without a flight plan.

COPA staff have contacted an FAA inspector at the Helena FSDO, who in turn did some research with the Montana State Aviation Authorities and with the CBP and provided this reply:

"A pilot landing at the Canadian airport does not need a flight plan, but he must file one to transition to any American airport. If he lands at the Canadian airport (CEQ4 Del Bonita) and takes off from the American airport (H28 Whetstone) then he in fact crossed over to American territory without a flight plan and therefore is in violation. The CBP fine that can be imposed against any pilot attempting this procedure according to this inspector and the customs official he consulted will be at least $5000."

Please study and obey the FAA Security NOTAMs regarding entering the US by aircraft and adhere to the regulations in both countries for a flight plan to cross the border.

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Overflights

U.S. and Canada permit aircraft to overfly their territory and subsequently land in the country of departure without requiring Customs notification or filing an eAPIS report. Examples of this are a flight from Detroit to Buffalo or Fredericton to Montreal during which you overfly foreign territory but do not land.

The following are required for overflights:

a) A VFR or IFR flight plan must be filed and activated to cross the border.
b) A transponder code unique to your flight must be obtained prior to crossing the border unless you have a waiver for no transponder.
c) You must be communicating by radio with a controlling agency (FAA or Nav Canada) when you cross the border.

Failure to do any of these actions may result in interception.

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Flying Borrowed, Leased or Rented Aircraft

If you do not own the aircraft you are flying, carry a notarized letter of authorization from the owner that gives you permission to take it to that country. A simple authorization could state: "This authorizes (name) to fly aircraft (registration mark), Model _____, in Canada (or United States) between the dates of ____and____." It should be signed, dated and notarized.

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US Experimental Aircraft, Canadian Amateur Built Aircraft and Canadian Ultralight Aircraft

To fly into Canadian or US airspace in an amateur built or ultralight aircraft requires that you include a copy of the appropriate blanket authorization letter to your aircraft documents and abide by the requirements stated in the letter.

Copies of the letters for Canadian and US registered amateur built aircraft are available from the following sites:

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

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

U.S. pilots who are operating modified military aircraft must obtain a license for temporary export from the Office of Munitions Control, PM/MC Room 800, SA6, Department of State, Washington, DC 20520; telephone 703/875-6644. You should apply at least 10 days prior to your departure date**.**

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US Ultralight Vehicles Operating Under FAR Part 103

U.S. ultralight vehicles operating under FAR Part 103 of the Federal Aviation Regulations cannot get a blanket authorization to operate in Canada. Since they are not registered by the US they require special authority to fly in Canada from Transport Canada. Normally these unregistered aircraft are not permitted to be flown in Canada, but individual exceptions have been made for special events.

To find out more information on how to fly your FAR Part 103 ultralight into Canada, contact the nearest Transport Canada Centre to where you intend to fly in Canada. A list of these can be found at http://www.tc.gc.ca/eng/civilaviation/opssvs/regions-139.htm

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US Light Sport Aircraft (LSA)

US-registered LSA's can be operated in Canada by US pilots holding at least Private Pilot Certificate. A validation form http://www.tc.gc.ca/eng/civilaviation/standards/maintenance-regsdocs-standardised_validation-2946.htm must be downloaded and carried on the aircraft at all times.

There are a few ways to register and fly a LSA in Canada but there are restrictions. A complete explanation is available at http://www.copanational.org/CAWMay10-1En.cfm .

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Canadian Owner-Maintenance Category Aircraft

Canadian aircraft operating under a *Special Certificate of Airworthiness - Owner Maintenance* are prohibited from operating in the US, even if no landing is made in the USA. COPA has been working with the Experimental Aircraft Association in the US to convince the FAA to permit this class of aircraft to cross the border and we are hopeful that one day they will be permitted on the same basis as our amateur-built aircraft.

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Seaplanes

Pilots flying seaplanes are governed by the same regulations as landplanes. Seaplane pilots can find useful information on seaplane facilities, communications data, and special notices and procedures in the Canadian Water Aerodrome Supplement (available from www.vippilot.com) or the US Airport/Facility Directories. Additional resources are listed in Appendix A.

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Licences and Certificates

Licences that meet ICAO standards, including all Private Pilot, Commercial Pilot and Airline Transport Pilot Licences (Canada) and Certificates (US) are valid to fly your aircraft on either side of the border.

Other permits and licences are not necessarily valid on the other side of the border. For example the Canadian Pilot Permit – Recreational Aeroplanes is only valid when flying a Canadian ultralight in the US under the blanket authority document. The Pilot Permit – Ultra-light Aeroplanes is not valid for flying in the US, unless you are flying a Canadian Ultralight and have an instructor rating and two hours of cross country time, as required in the blanket authority. Likewise US Recreational Pilot Certificates and Sport Pilot Certificates are not valid in Canada. Student Pilot Permits are not valid outside the issuing country.

Obtaining An US Private Licence Based on Your Canadian Licence

The FAA used to permit Canadians to immediately obtain from any field office (FSDO) an American Private licence document based on their Canadian Private or higher licence. It is no longer that simple. To obtain your US licence, you must download an application form from this website: http://www.faa.gov/licenses_certificates/airmen_certification/media/verify61-75.pdf and send the form by mail to the following address:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082

Or by fax to (405) 954-9922.

After the waiting period, nominally 90 days during which Homeland Security conducts a security screening procedure, you will receive a letter of permission in return, then you may visit any FSDO in person and they will issue you a licence.

See also: Flying US-Registered Aircraft

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Obtaining A Canadian Private Licence Validation Certificate Based on Your American Licence

See : Flying Canadian-Registered Aircraft

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Aircraft Radio Station Licences and Pilot Radio Operator Certificates

The subject of radio station licences and radio operator certificates causes confusion each year, especially for pilots flying to the USA from Canada and to Canada from the USA.

Let's deal with radio station licences first.

Most pilots know that both the USA and Canada eliminated the need to carry radio station licences for their own aircraft in their own airspace a few years ago, but what about travel to the other country?

ICAO Convention Article 29 details the documents that each nation is supposed to require for all aircraft. The ICAO Standard specifically states a radio station licence and operator's permit are required if the aircraft is equipped with radios. However ICAO rules are not the law of the land – ICAO makes recommendations and the nations that are signatories to the Convention agree to either follow the ICAO rules or let ICAO know that they have a "difference" with the ICAO recommendations. Both the USA and Canada are signatories.

In the USA the Federal Communications Commission (FCC) sets the rules. They do not require US registered aircraft flying in US airspace to have a radio station licence. They do require US registered aircraft that are flying outside of US airspace to have a radio station licence.

Here is what the FCC regulation says:

Title 47: Telecommunication, PART 87—AVIATION SERVICES, Subpart B—Applications and Licenses

§ 87.18 Station license required.

(a) Except as noted in paragraph (b) of this section, stations in the aviation service must be licensed by the FCC either individually or by fleet.

(b) An aircraft station is licensed by rule and does not need an individual license issued by the FCC if the aircraft station is not required by statute, treaty, or agreement to which the United States is signatory to carry a radio, and the aircraft station does not make international flights or communications. Even though an individual license is not required, an aircraft station licensed by rule must be operated in accordance with all applicable operating requirements, procedures, and technical specifications found in this part.

US Customs has been given the job of enforcing the FCC regulations for US registered aircraft entering the USA to see if they had one while flying internationally. Under US law the station licence is still required for US registered aircraft when entering the USA, although not for flying within the USA.

Canadian aircraft entering and flying in the USA do not have to comply with § 87.18, but do have to abide by the Canadian rules.

The Canadian regulations are found in The Radiocommunication Act and the Radiocommunication Regulations made under the Act. Section 15.1 of the Regulations says:

> Exemption of Radio Apparatus on Board an Aircraft
> 15.1 (1) This section applies in respect of an aircraft that is
> (a) registered or licensed under an Act of Parliament; or
> (b) owned by, or under the direction or control of, Her Majesty in right of Canada or a province.
> (2) A radio apparatus that is operated on board an aircraft in the performance of the aeronautical service or the radiodetermination service is exempt from subsection 4(1) of the Act, in respect of a radio licence, if
> (a) the operation of the radio apparatus occurs when
> (i) the aircraft is within Canada,
> (ii) the aircraft is outside Canada and the territory of another country, or
> (iii) the aircraft is in the territory of another country with which Canada has entered into a reciprocal agreement that confers similar privileges on Canadians.

This means that Canadian registered aircraft flying in Canada do not require a station licence, but that Canadian aircraft flying in the airspace of any other country do require a station licence, unless a reciprocal agreement is in effect exempting them. No reciprocal agreement has been signed with the USA.

Neither Canada Customs nor Industry Canada inspectors (who have responsibility for enforcement of the Radiocommunication Regulations in Canada) have been asking to see station licences for aircraft entering Canada or flying in Canada recently, but they can do so at any time. Transport Canada does not carry out "ramp-check" inspections for radio licences on foreign aircraft as those documents are Industry Canada's responsibility.

So does a Canadian aircraft need a radio station licence to fly in the USA? Legally the answer is "yes". Does a US aircraft need a radio station licence to fly in Canada? Legally the answer is also "yes".

Now let's look at the pilot qualification – the radio operating certificate.
Both the USA and Canada require radio operators certificates (the licence for the person using the radio) under certain circumstances.

In the USA the FCC issues a Restricted Radiotelephone Operators Permit for US pilots, but only for international use – they are not required while flying in the USA. There is no US rule requiring a Canadian pilot to have a radio operating certificate while flying in the USA

In Canada the equivalent document is called a Restricted Radiotelephone Operators certificate or the newer term - Restricted Operator Certificate with Aeronautical Qualification. The Canadian Radiocommunication Regulations say:

> 33. A person may operate radio apparatus in the aeronautical service, maritime service or amateur radio service only where the person holds an appropriate radio operator certificate.

So an operating certificate is always needed wherever a Canadian pilot is operating a radio on a Canadian aircraft. There is no Canadian rule requiring a US pilot to have a radio operating certificate while flying in Canada.

In the US enforcement of the requirement for a pilot to have a radio operating certificate when flying a US aircraft coming back from an international flight is delegated to US Customs.

In Canada the responsibility to enforce the regulations requiring an operator's certificate is Industry Canada's. They have not been inspecting Canadian pilots recently to ensure that pilots are carrying this licence, but can do so at any time. As with the station licence TC does not "ramp check" pilots for the operator's certificate as that is Industry Canada's responsibility.

So does a US radio operator require a Restricted Radiotelephone Operators Permit? By US rules the answer is "yes" at all times when they are flying outside of the USA. Does a Canadian radio operator require a Restricted Operator Certificate? The answer is "yes" at all times in Canada and outside.

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Section 2 – Arrival in Canada

Canada Border Services Agency (CBSA)

Regular Customs hours vary greatly from location to location in Canada, so it is important to confirm that Customs will be available before your arrival. Customs service is provided to non-commercial private aircraft without charge during published business hours and may not be available at all outside those hours for each location. If Customs services are available outside of regular published hours there will be a fee charged for clearance. Contact CBSA at 1-888-226-7277 to confirm whether a charge will apply after published hours.

The published Customs hours in the *Canada Flight Supplement* are not always reliable or correct. Due to constantly changing border priorities since September 11th, 2001, the only reliable source of current Canada Customs locations and hours is the CBSA website listing at:

Airports of Entry (English):
http://www.cbsa-asfc.gc.ca/contact/listing/indexpages/indextype5-e.html

CANPASS Only Airports (English):
http://www.cbsa.gc.ca/contact/listing/indexpages/indextype30-e.html

Ensure that you check this listing before your flight for the most up to date information.

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Charges to Clear Customs in Canada?

Some airports in Canada that lost their Customs Service due to changing government priorities after 9/11 have regained the service by signing contracts with CBSA and paying for the provision of that service. In most cases the airport authority is absorbing the cost of this service, but not in all cases.

The airport at Brandon, Manitoba (CYBR) is charging individual aircraft owners for the cost of the service, even if the aircraft lands there during published Customs hours. This Customs fee varies from Cdn. $450-$650 per aircraft depending on the fee charged to the airport by CBSA. Aircraft operators are advised **NOT** to clear Customs at Brandon anytime unless this fee is acceptable. For more information contact the Brandon airport manager, Jeff Roziere, at 204-729-2166.

At the present Brandon is the only airport that COPA is aware of that is charging a fee to clear Customs.

Updated information can be found in the COPA on-line airport directory, *Places to Fly* entry for Brandon

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Canadian Customs Procedures

All travelers arriving in Canada on a Canadian or foreign-registered private aircraft carrying no more than 15 passengers, including the crew, must call the telephone reporting centre to obtain authorization from Canada Border Services Agency (CBSA) to enter or return to Canada. A flight plan must be filed and activated for all border-crossing flights. **NAV CANADA no longer passes ADvise CUStoms (ADCUS) notices in flight plans for arrival in Canada.** Pilots must call CBSA at 888-226-7277 (888-CAN-PASS), to receive permission from a customs officer to enter Canada. In addition, as of May 18, 2009, The US Customs must also be advised of your border crossing through the eAPIS electronic manifest program. (see aAPIS section located elsewhere in this document).

CBSA must be contacted at least two hours but not more than 48 hours before arriving in Canada. The first landing must be made at a Canada Customs-authorized Airport of Entry (AOE) unless the pilot and all passengers are CANPASS holders (see below). The only place to find current airports of entry and hours is at the CBSA website above.

After arrival at the AOE a CBSA officer will normally meet your aircraft. If the officer is not there to meet the aircraft the pilot is required to make a second call to the same number 888-226-7277 to notify customs of arrival. The customs officer will then advise whether you are free to leave the customs area and continue into Canada, or if you must wait for customs officer to verify documents or complete an inspection. As proof of presentation, the customs officer will give the pilot a report number for the records. A good practice is to note this number in the pilot's logbook and/or journey logbog for the aircraft, as noting it in this way will enable the pilot to prove that the aircraft was cleared in accordance with CBSA requirements.

For flight arrivals outside of the established hours, the provisions of customs service may not be available and if customs service is provided outside core hours it might be subject to cost recovery charges. To enquire in advance about such charges, contact the local port (AOE or AOE/15).

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CANPASS

Citizens or permanent residents of Canada and citizens or permanent aliens of the U.S. who meet normal visitor requirements who fly directly from the United States may qualify to hold a CANPASS authorization. Each individual who wants to participate in the CANPASS program has to fill out an application form and pay a processing fee of CAN. $40 for five years membership. There are no longer any "family memberships".

The authorization makes it possible to fly into many more airports, at extended hours, than simply an airport of entry; however, the airport must be an approved CANPASS airport. You can find the most current list of the CANPASS only airports at the http://www.cbsa.gc.ca/contact/listing/indexpages/indextype30-e.html . As a CANPASS member, you can proceed to your destination without making a second phone call after landing, if there is no customs officer waiting at your reported time of arrival.

The CANPASS program applies only when coming to Canada and does not apply when going to U.S.. Canadian Customs no longer requires citizenship information on flight plans; however, pilots and passengers are still required to carry the necessary personal identification and aircraft documents.

CANPASS program details and special advanced permitting procedures are outlined in Appendix C. CANPASS program information is also available on CBSA's web site at http://www.cbsa-asfc.gc.ca/publications/pub/rc4075-eng.html .

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Arrival Requirements

Inward/Outward Declaration

Upon arrival at an airport of entry, the pilot in command of a private aircraft must report verbally to the appropriate Customs officer. An "inward/outbound" declaration report may also be required.

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Aircraft and Pilot Documentation

Visiting pilots are required to have the following documents in their possession. All documents must be current and original; photocopies are not acceptable.

Aircraft Documentation

- Aircraft registration certificate (temporary "pink slip" registration forms are not valid for international flights .
- Aircraft airworthiness certificate (for aircraft with a C of A or Special C of A);
- Aircraft operating limitations (including the "Standardized Validation of a Special Airworthiness Certificate – Experimental, for the Purpose of Operating a United States-Registered Amateur-Built Aircraft in Canadian Airspace");
- Weight and balance information;
- FAA 337 form when the aircraft has been fitted with extra fuel tanks in the baggage or passenger compartments.

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Insurance

Before departing the U.S., you should check with your aircraft insurance agent to verify that your coverage extends to Canada.

Private aircraft, including amateur-built and ultralight aircraft, operating in Canadian airspace are required by Canadian regulations to carry liability insurance. The amount and types of coverage are based on the aircraft's gross takeoff weight as shown below:

Up to 2,300 lbs.:	$100,000 public liability only
2,301 to 5,000 lbs.:	$500,000 public liability only
5,001 to 12,500 lbs.:	$1,000,000 public liability and $300,000 passenger liability per passenger on board

The regulations also dictate that pilots carry proof of insurance on board the aircraft. Pilots should contact their insurance agent and request a certificate of insurance or a letter stating that the aircraft is carrying the appropriate amounts of coverage to satisfy the Canadian requirements. If a Certificate of Insurance cannot be obtained then the whole Insurance Policy maybe carried as proof of insurance.

Complete regulations regarding Canadian liability insurance can be found in CAR 606.02

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Pilot Documentation

- Airman certificate;
- Medical certificate;

You may be requested to present any one of these documents any time and anywhere by Customs, Immigration, Transport Canada Civil Aviation or the Royal Canadian Mounted Police.

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Identification Requirements

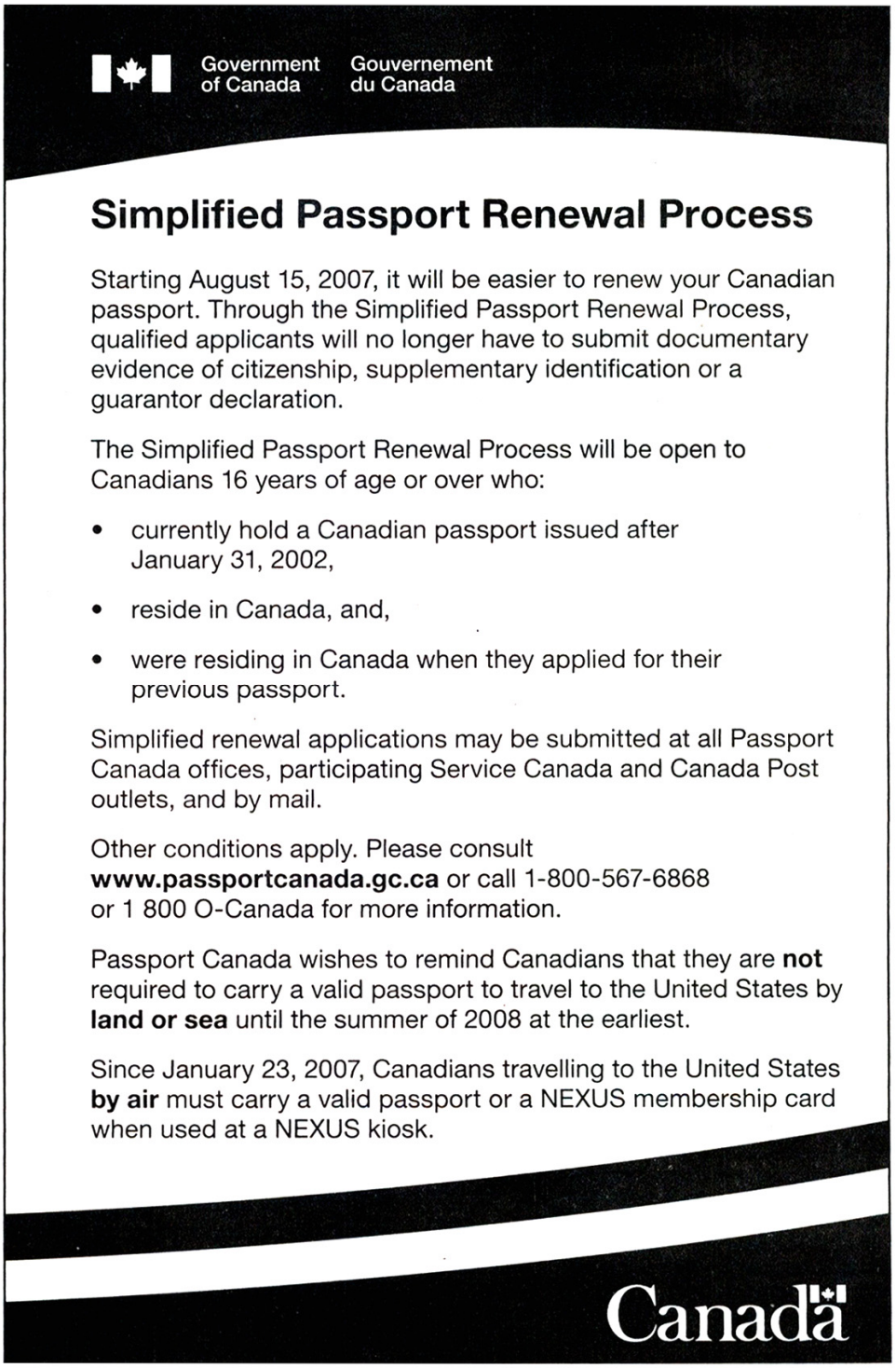
As of 23 January 2007 all persons entering the USA by aircraft must have a current and valid passport.

All persons entering Canada must provide proof of citizenship. While Canada Customs will usually accept birth certificates with photo identification (driver's licence is not acceptable proof of citizenship) for entry this may not be sufficient. Any person arriving in Canada may be required to present a passport as the only accepted identification. COPA and AOPA both recommend that any visitors to Canada carry a current and valid

passport. A driver's license, provincial health card, Social Insurance Number, or vehicle registration or car insurance certificate are not sufficient proof of citizenship.

Passport

To Obtain a passport in Canada, see below:



Government of Canada / Gouvernement du Canada

Simplified Passport Renewal Process

Starting August 15, 2007, it will be easier to renew your Canadian passport. Through the Simplified Passport Renewal Process, qualified applicants will no longer have to submit documentary evidence of citizenship, supplementary identification or a guarantor declaration.

The Simplified Passport Renewal Process will be open to Canadians 16 years of age or over who:

- currently hold a Canadian passport issued after January 31, 2002,
- reside in Canada, and,
- were residing in Canada when they applied for their previous passport.

Simplified renewal applications may be submitted at all Passport Canada offices, participating Service Canada and Canada Post outlets, and by mail.

Other conditions apply. Please consult **www.passportcanada.gc.ca** or call 1-800-567-6868 or 1 800 O-Canada for more information.

Passport Canada wishes to remind Canadians that they are **not** required to carry a valid passport to travel to the United States by **land or sea** until the summer of 2008 at the earliest.

Since January 23, 2007, Canadians travelling to the United States **by air** must carry a valid passport or a NEXUS membership card when used at a NEXUS kiosk.

Canada

To apply by web for a Canadian Passport:
http://www.ppt.gc.ca/form/index.aspx?lang=eng

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A US passport may be obtained by applying in person to one of the following:

- A passport agent
- A clerk of any federal court
- A clerk of any state court of record
- A judge or clerk of any probate court
- A postal clerk designated by the postmaster general (postal clerks have been designated only in certain areas).

An application can also be made using then Passport Application Wizard.

Additional factors to consider are:

- Time involved—Allow at least **two to four weeks** for the receipt of the passport after application is made.
- Lost—Immediately report the loss of a valid passport in writing to The Passport Office, Department of State, Washington, DC 20524, or to the nearest consular office of the United States when abroad.
- Altered—A passport that is mutilated or altered cannot be used for travel. Turn the passport in to a passport agent, clerk of the court, or other official of the U.S. government.
- Expired—Under certain circumstances, the holder of an expired passport issued within the past eight years can submit an application, with the expired passport, by mail.
- As of October 1'st 2007, a passport application is no longer enough ID for US citizens to enter the United States, the former grace period for possessing a passport has expired..

More information is available at:
http://travel.state.gov/passport/passport_1738.html

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Travelling With Children (Canada) , Traveling with Children (USA)

Due to problems with transborder child abductions by non-custodial parents a notarized statement of approval signed by the absent parent must accompany children travelling with only ONE parent. Generally, the statement should read as follows:

To Whom It May Concern:

I, [name of absent parent/legal guardian], authorize [name of accompanying parent] to transport and accompany [name(s) of children] into Canada during the dates of [date of entry into Canada] to [date of exit from Canada].

The statement should be signed by the absent parent in the presence of a notary public. For additional information, contact the Canadian Embassy, 1746 Massachusetts Ave., Washington, DC 20036, or call 202/682-1740.

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Visa (Canada)

U.S. citizens entering Canada for tourism purposes normally do not require a visa. However, immigrants and citizens of some other countries may be required to have an immigrant or visitor visa and should check with Canadian immigration authorities before departure.

We strongly recommend that pilots check in advance with the customs or immigration authorities on both sides of the border if they are unsure of the validity of the personal documentation that they or their passengers intend to use.

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Immunization

Proof of immunization (yellow fever, cholera, etc.) is not required unless you have been in an infected country within fourteen days prior to entering Canada. Pilots who wish to check further can obtain additional advice and assistance from the Health Canada Medical Services Branch at 613/957-8739 and the U.S. National Centers for Disease Control at 404/639-3311.

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Terminal Fees

Transport Canada is charging for the use of some municipal airport terminals that it owns. Canadian Terminal Usage Fees apply to all aircraft, domestic or foreign. The fees for aircraft with 0-9 seats typically range from Can$14.80 to Can$38.40 for international flights and between Can$7.00 and Can$18.50 for domestic flights. Some municipalities have taken transport Canada's lead and have also started applying these fees at their airports.

Terminal use fees are only charged if passengers enter the terminal building – there are no fees for aircrew use of the terminal building.

Pilots who wish to confirm fees in advance can contact the airport operator listed in the *Canada Flight Supplement.* A brief listing of airports of entry is contained in *AOPA's*

Airport Directory under the International Landing Facilities section. Another way to research this is to consult the COPA Places to Fly online database of airports. Note however that the information in this database is user supplied and not checked by COPA in any respect.

The easiest way to avoid the fees, if you must land at one of the airports, is to use an FBO or some other exit from the air side of the airport, so as to avoid entering the terminal building. If you subsequently receive a bill when you did not enter the building, simply return the bill unpaid along with an explanation that you did not enter the building.

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Nav Canada User Fees

Beginning March 1, 1999, Nav Canada began charging a quarterly user fee to non-Canadian registered aircraft using its services. This fee covers all flights made in Canada during that quarter. As of September 2006 the fee was Can$17.75 for all recreational aircraft regardless of weight. The invoice you receive from Nav Canada may not reflect that the aircraft is being operated recreationally. You will be billed based on the gross weight of the aircraft. It is up to the aircraft owner/operator to contact Nav Canada to have the fee adjusted if the aircraft is being operated for recreational purposes. Invoices are sent after the end of the quarter in which you made your flight.

The quarters run from March to May, June to August, September to November, and December to February. If you are in Canada over the end of one quarter and into the beginning of the next you will be billed for two quarters. For more information on current fees access Nav Canada's website or call Nav Canada at 800-876-4693. Information is also available through AOPA's Aviation Services Department at 800-872-2672.

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Transport Canada's Toll-Free Information Hotline

Transport Canada now has a toll-free information number where pilots can receive assistance regarding regulatory information and procedures in Canada. Call Civil Aviation's One Stop Service at 800-305-2059. In the National Capital Region (Ottawa, Ontario), call 613-993-7284 or visit the TC website.

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Section 3 – Arriving in the United States

In general, flights between the U.S. and Canadian border are usually uneventful. However, keep in mind that there are a few considerations to be quite careful about: eAPIS electronic manifest, a flight plan for the border crossing, transponder or waiver requirements and advance notice to US Customs and Border Protection Port of Entry by telephone..

The U.S. government is serious about catching suspected drug smugglers and possible terrorists, so the general aviation traveler does not want to relax their piloting obligations and start (or end) a great vacation on a sour note with an adversarial search of their person or airplane…or worse. The US Customs and Border Protection Service considers general aviation aircraft as the highest-risk vehicles for narcotics smuggling and persons who violate Customs rules face possible aircraft impoundment and fines that start at US$5,000. The slight burden of paying careful attention to the few straightforward requirements of entering the U.S. should result in a smooth, hassle-free flight.

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Departure from Canada

For the non-commercial aircraft departing from Canada to the United States, the primary requirements are to provide advance notice to US Customs and Border Protection both by telephone and through the electronic manifest system eAPIS, meet the no transponder and/or no radio waiver requirements, file and activate your flight plan to an airport of entry (AOE) and be communicating with ATC as you cross the border.

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Flight Plan

A VFR or IFR flight plan must be filed with Nav Canada by contacted a Flight Information Centre by phone (the online flight plan cannot be used for crossing the border).

For VFR flight plans, they will automatically be activated at the time you specified when you filed but when you land in the US you must close the flight plan with a US Flight Service Station. Closing with a Canadian FIC will not close the flight plan in the US (Nav Canada will not relay the closure to the US) and you will be considered to be overdue by the US. When returning to Canada, you must open with a US FSS (they do not automatically open like in Canada) and close with Nav Canada when you arrive.

For IFR flight plans, they will be opened when you contact ATC after takeoff and closed either when you cancel in the air or after landing at a towered facility. If you land at a non-towered facility, you must call the controlling agency in the country in which you land to inform them that you have landed and therefore cancel the search and rescue watch.

You must call the US Customs and Border Protection office at the AOE directly to give them at least two hours advance notice. Failure to do so will result in a minimum penalty of US$5000. A complete list of AOEs and their phone numbers can be found at http://www.customs.gov/xp/cgov/toolbox/contacts/ports/
When filing an IFR flight plan, the alternate airport listed should be an AOE.

***Note**: AOPA Aviation Services Department recommends that pilots utilizing IFR alternates include that information in the advance notification to Customs.*

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Arrival in the United States

Airports of entry

Your first landing in the United States must be at an airport of entry (AOE) or a landing rights airport (LRA), the only two kinds of airports through which you can clear Customs in the U.S. You do not need permission from Customs to land at an AOE for Customs services, but you must provide at least two hours advance notice of arrival. To use an LRA as your arrival port, however, you must obtain prior permission from Customs, in addition to providing the required two hour advance notice of arrival.

US Customs and Border Protection expect you to arrive within 15 minutes of your stated ETA. Do not be early or late. If you will have a long flight to get to your port of entry consider stopping on the Canadian side of the border and notifying US Customs and Border Protection before you depart (respecting the two hour requirement) to ensure you are not off your expected timing.

Note: Some ports of entry require more than two hours advance notice of arrival. Check the *US Customs and Border Protection Guide for Private Flyers* http://www.cbp.gov/linkhandler/cgov/travel/pleasure_boats/private_flyers/private_flyers_guide.ctt/private_flyers_guide.pdf for specifics.

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ADCUS (Advise Customs)

Although inserting ADCUS into a flight plan to the US is technically still available for contacting the CBP, the FAA's own web site warns that it is not available for all Airports Of Entry and also that it is the pilots responsibility should the notice not get passed to the CBP . Our advice is to never rely on ADCUS.

Pilots are first required to request permission to conduct the flight directly with the CBP using the Internet system "eAPIS". The pilot must receive in return via this system - permission to fly into the USA. They are also required to communicate by telephone with US Customs and Border Protection to ensure the port officers are available to meet the flight and to discuss any special requirements the port may have. To ensure their notice is provided in a timely manner, pilots must usually call at least 2 hours ahead of time, although at some ports, only 1 hour of notice is required. Telephone numbers for the offices are available online at http://www.cbp.gov/xp/cgov/toolbox/contacts/ports/ or from AOPA Aviation Services Department at 800-872-2672. Whenever speaking with a Customs official be sure to get that official's name and/or badge number in case it is needed in the future to refer to the conversation.

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Fingerprinting for Non-Canadians and Non-Americans

With the inception of the US-VISIT program on January 5th, 2005 all non-Canadian and non-US citizens are required to be biometrically scanned when entering the USA. This means that even Canadian landed immigrants will need to go through this procedure. The procedure consists of having both index fingers scanned and a digital photograph taken to match and authenticate travel documents at the port of entry.

The biometric scanning will not usually be available at airports where small aircraft are cleared. If you are planning on flying to the USA with a non-Canadian or US citizen on board contact US Customs and Border Protection first to see if this will be possible.

Non-Canadians, and Non-Americans must possess a Visa to travel by private aircraft. (see **Visa Waiver (I94W), Visa**)

Complete information on the US-VISIT program can be found on the US Department of Homeland Security website.

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Fingerprinting Canadian Citizens born in the Middle East

Furthermore - any individuals born in the Middle-Eastern countries of Saudi Arabia, Iraq, Iran, Yemen, Sudan, Libya, Pakistan Afghanistan, Algeria, Bahrain, Eritrea, Lebanon, Morocco, North Korea, Oman, Qatar, Somalia, Tunisia, United Arab Emirates and Syria are required to be finger printed - each time they cross the border, even if they are Canadian citizens.

This policy has been implemented as a result of the implementation of the National Security Entry-Exit Registration System (NSEERS) (also known as *Special Registration*) which specifies that eighteen countries' citizens be registered. Despite press reports that this provision has since been rescinded for Middle-Eastern Canadians, information in February 2005 indicates that you had better check with the applicable local USCIS (CBP) unit before starting your trip. If the local USCIS unit is continuing to enforce this, this essentially prevents pilots or passengers of these countries of origin from crossing in private aircraft unless they have made specific arrangements to be fingerprinted by USCIS at arrival.

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Visa Waiver (I94W), Visa

- Entry by Private Aircraft of persons traveling under I94W (Visa Waiver) is not allowed unless the aircraft is a corporate aircraft with an Air Carrier Agreement with the CBP.
- However, entry by Private Aircraft of persons traveling under Visa – is acceptable.

If you are admitted to the United States under the VWP, you may not change or extend your non-immigrant status. If your admission is denied, you have no right to administrative or judicial review, except as noted above. Likewise, if you are found to have violated the terms of your admission, you also forfeit the right to contest a removal order; therefore, before using the VWP, you should carefully consider your options.

From: Frequently Asked Questions about the Visa Waiver Program

Q: When Must I Obtain a Visa Instead of Using the VWP?
A: If you intend to arrive in the United States aboard a non-signatory air carrier, you must obtain a nonimmigrant visa prior to boarding the aircraft. Similarly, if you intend to visit the United States for more than 90 days, you must obtain a nonimmigrant visa before arriving in the United States. If you believe any grounds of inadmissibility at INA § 212(a) apply to you, you should apply for a nonimmigrant visa with Form OF-156 before traveling to the United States. You can obtain Form OF-156 from the American Embassy or consulate nearest your place of residence or the State Department Website. Although you may be inadmissible to the United States, you may qualify for a nonimmigrant visa and waiver, which will allow you to travel to the United States.

Q: Can Private Aircraft Participate in the VWP?
A: Private aircraft will not be eligible to participate in the VWP until the Secretary of Homeland Security publishes regulations pertaining to the administration of the VWP's carrier provisions, including private aircraft provisions. The Secretary of Homeland Security must also revise carrier agreements in order to collect information necessary to identify any domestic corporation that wishes to participate in the program. Presently, the Secretary of Homeland Security is drafting regulations and revising carrier agreements. Once published and subject to any regulatory restrictions, the following private aircraft will be eligible to apply for participation in the VWP:

Operators of aircraft conducting operations under part 135 of title 14, Code of Federal Regulations, and Operators of non-commercial aircraft that are owned or operated by a domestic corporation conducting operations under part 91 of title 14, Code of Federal Regulation.

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General Aviation Telephonic Entry (GATE)

This program was the US equivalent to the Canadian CANPASS. Effective September 11th 2001 this program was suspended indefinitely. It is not anticipated that it will be re-instated.

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US Customs and Border Protection Decal

There is an annual US$27.50 Customs fee for private flights. This fee may be paid in advance and the decal sent to the purchaser by US Customs and Border Protection. As of January 1st 2008, decals may not be available for purchase in person when clearing Customs. If you are proceeding to the USA without a decal make sure you contact the US Customs and Border Protection Office at the destination airport to ensure that you can get one on arrival. If they don't have any to sell you then you will have to pay the $27.50 fee each time you enter the USA without a decal.

Once you have the decal you are required to display it on the outside of the aircraft within 18 inches of the door, to show that your fee is paid. This decal allows the aircraft to clear US Customs and Border Protection for the remainder of the calendar year without additional user fees.

The US Customs and Border Protection decal application is available on line on the US Customs and Border Protection website at (Decal and Transponder Online Procurement System (DTOPS))

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US Customs and Border Protection Hours

CBP Hours

Free Customs service is generally provided during the normal business hours of 8 a.m. to 5 p.m., Monday through Saturday, including holidays. However, the duty hours of inspectors are based on demand for service and may be altered at some airports to accommodate schedule changes and peak workloads. Pilots should check hours of operation before departure.

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Overtime Charges

Before January 1, 1995, private aircraft and vessels arriving outside normal duty hours were assessed an additional US$25 overtime charge for each arrival. This fee is no longer collected.

If an officer from an inspection agency other than Customs is providing the service, overtime charges after regular working hours during weekdays may accrue. These agencies are listed in the *U.S. Customs Guide for Private Flyers*. (NOTE: THERE ARE MULTIPLE VERSIONS OF THIS DOCUMENT PUBLISHED BY THE US GOVERNMENT ON ITS WEBSITES – OLD VERSIONS STILL EXIST (as of the date of this COPA guide), WHICH DO NOT CORRECTLY DESCRIBE THE LEGAL ENTRY BY PRIVATE AIRCRAT INTO CANADA)

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User-Fee Airports

Congress created the User-Fee Airport Program as a part of the Tariff and Trade Act of 1984. Certain airports that do not meet the normal criteria for establishment of a port of entry can petition to become a designated user-fee airport. Private aircraft operators using these designated user-fee airports are frequently required to pay the airport operator costs associated with their processing. These costs may well run from US$100 to $300 per arrival.

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US Customs and Border Protection Do's and Don'ts

Do know Customs rules.
Do notify Customs in advance by telephone.
Do get Customs information from Customs officials.
Do be on time.
Do request the Customs officer's badge number.
Do declare every article acquired abroad and accompanying you, including gifts.
Do keep a record of all acquired items; save sales invoices.
Do pack your purchases and gifts in one piece of luggage or a box.
Do have all your baggage ready for inspection.
Do know your state and federal liquor restrictions.
Do understand that every country insists upon a Customs examination for returning residents.
Do be patient.
Don't exceed your Customs exemption without expecting to pay duty.
Don't forget that your purchases sent home are subject to duty.
Don't be surprised if Customs opens your baggage.
Don't forget that all accompanying foreign purchases must be declared, even those that you wore or used.
Don't accept the offer of a "false" sales invoice. This could result in seizure or penalties.
Don't rely on the "experienced" traveler or a foreign seller for Customs information.
Don't bring back fruits, plants, vegetables, or meat without permits from the U.S. Department of Agriculture.
Don't exit your aircraft until you are authorized by Customs.
Don't be late.

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U.S. Paperwork

U.S. paperwork includes Form CF178, Private Aircraft Enforcement System Arrival Report. This form may be filled out upon arrival or may be prepared in advance to save time. Note that form is now obsolete as idicated by the US CBP eAPIS Final Rule http://edocket.access.gpo.gov/2008/pdf/E8-26621.pdf

The pilot should also be prepared to produce a valid airman's certificate, medical certificate, aircraft registration certificate, certificate of airworthiness, and proof of citizenship for each occupant.

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Expensive Items/Large Amounts of Cash

If you are taking expensive items (i.e. camcorders, cameras, fishing equipment, firearms [see section on taking firearms to Canada for Canadian Customs requirements], etc.) you may want to declare these items with Customs prior to your departure to avoid possible duties or import taxes when you return. You are also required to declare cash amounts of US$10,000 or more with the US Customs and Border Protection Service.

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Occupant Obligations

After 23 January 2007 all persons entering the USA by aircraft must have a current and valid passport.

In addition, all occupants must make a general declaration of goods purchased in Canada. Usually, a verbal declaration will be enough, but a written declaration using Form CF-6059-B must be presented when duty is to be collected or whenever the inspecting officer requires it. A word of caution: Customs officers are strict about the declared value of goods and penalties can be severe for undervaluing through false statements or artificially lowered prices on receipts.

If there is any non-commercial cargo or unaccompanied baggage on board, the pilot should prepare a written declaration. Customs will provide the necessary forms.

To expedite your clearance at the Customs Service office it is helpful to compile in advance a list of items obtained during your trip and separate those items for inspection.

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Radiation Scan of Aircraft – Now Mandatory

The US Customs and Border Protection (CBP) has for some time been screening all land traffic (cars, truck s, buses, pedestrians) for nuclear material through the use of sensitive fixed radiological sensors. At the border crossings, these sensors provide the border personal with an instant reading if any vehicle or person is emitting radiation. The screening is sophisticated enough that not only the level of radiation is measured, but also the type and the source material is indicated. Not only are the CBP personnel able to determine if the radiation level is high enough to be dangerous, but they can also determine the likely radioactive source, whether it be a medial isotope from a medical test, or radium from a watch or aircraft instruments, or something much more sinister such as U235 or U238 or other radioactive isotopes used in construction of a dirty bomb.

The CBP did not possess until recently, a handheld instrument that was sophisticated enough to automatically distinguish and discriminated between radiological sources in a convenient fashion. The CBP has therefore only undertaken a spot check approach to radiological screening of aircraft in previous years. However as of December 30 2007, the CBP has started a program of 100% screening using a handheld radiation detector device that allows them to do virtually the same screening as the land ports - at all general aviation airports – right out on the ramp.. CBP officers that meet aircraft at a port of entry will as part of their inspection protocol, scan the aircraft, the occupants and all cargo. According to the CBP this radiological screening part of the inspection procedure should take only a few minutes but may take as long as 15 minutes. If an anomalous reading is encountered on the initial inspection, a second more detailed inspection will be undertaken.

The SAIC website (http://www.saic.com/products/security/gr-135/)describes the GR-135 RIID handheld screening device as follows:

> The handheld GR-135 Plus Identifier Radioactive Isotope Identification Device is an advanced version of its well-known predecessor, the GR-135. It is outfitted to detect the presence of radioactive emissions in field operations where ease of use and simplicity are critically important. The GR-135 Plus is a gamma-ray spectrometer that performs three functions in one handheld instrument. The instrument allows the user to Survey (locate radioactive source), measure Dose (determine the exposure hazard level) and Analyze (identify) nuclides for risk assessment. The GR-135 Plus features new advanced, high-performance nuclide identification software, new high-sensitivity Neutron detector and simplified user interface screens.

The CBP (according of CBP officers from the Northern New York ports of Massena and Buffalo), have every intention of streamlining this new inspection process as much as possible and of safeguarding people's privacy when undertaking the inspections. That being said, the inspection process according to the CBP inspector-supervisor I spoke to, commented that the Pilot of the incoming aircraft can speed up and expedite the inspection by declaring all radiological sources in the initial call to the CBP, before crossing the border, and again on meeting the CBP at the Port of Entry. This includes declaring any radiological instruments containing radium such as old army compasses, old watches etc, which should be declared in advance.

Even more important is that any persons who have undergone recent radiological medical testing such as Bone Scans or Stress tests with injected barium, thorium or other radioactive isotope, should obtain a letter from the medical facility on their letterhead explaining the name of the patient, the test that has been given, and the radiological isotope and the dosage. I have been told that the CBP is sensitive to privacy concerns regarding medical conditions and will act "appropriately". The pilot should canvass his passengers (and himself / herself) well in advance to make sure that the passengers are aware of the requirement to declare any radiating devices, any recent medical radiological test ahead of time, and the need for backup-documentation in the case of a medical test involving radiation.

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Radioactive Aircraft Instruments

As explained above, starting in 2004 US Customs and Border Protection has starting screening light aircraft for radioactive materials, and as of 2007 this screening is now extended to 100% of all visiting and entering aircraft.

(see also explanation above Radioactive Scan of Aircraft – Now Mandatory).

Normally this is not a problem, as most light aircraft do not have radioactive components on them! Some older aircraft may have instruments that have dials that are illuminated by radium paint. This is radioactive and is quickly picked up by the Customs equipment from relatively long distances.

Flying into the USA with radium instruments is permitted, but be prepared to show that it is the radium that is triggering the equipment and not something more sinister. Expect delays as a result of this inspection, if you have radium instruments.

Temporary Import Bond (TIB)

In the event you plan to leave your private aircraft in the United States for a short time – while you return home temporarily by other means, you will require a temporary import bond.

A **temporary import bond** or TIB ("Temporary Importation under Bond") is required when goods are brought into the United States or Canada without payment of duty, by posting a bond to guarantee that they will be exported. The amount of the bond is usually double the estimated duties. Goods imported under a TIB can remain in either country without the payment of duty for up to a year. These goods must be brought back to the country of export before the expiration of the bond period to avoid the assessment of liquidated damages in the amount of the bond. If the goods are not exported, the bond is forfeited, usually in the amount of twice the value of the customs duties that would have been payable on the products. The one year period for exportation can be extended upon application to the port director.

The importer will want to enter merchandise using a temporary import bond under the following circumstances: importing samples for testing, inspection, for making a purchasing decision, or to display a sample at a trade fair or other sales show; or an importer may wish to import merchandise and to further manufacture it and then export the finished product.

The only goods that qualify for TIB entry are those listed in subheadings 9813.00.05 through 9813.00.75 of the Harmonized Tariff Schedule of the U.S. (HTSUS)
Under Harmonized Tariff Schedule of the U.S. (HTSUS), Aircraft under 2000 kg fall under heading, and are subject to the following Rates of Tariff:

Heading	Article Description	General	Rate of Duty (2)
8802.20.00	Airplanes and other aircraft, of an unladen weight not exceeding 2,000 kg	Free	30%

Cost Sharing – US Customs and Border Protection view of Commercial versus Private

Pilots who carry passengers must be especially careful about payments – even the cost sharing that is allowed under Transport Canada Rules (CAR 401.28). The following has been extracted from a CBP Brochure explaining the "private" vs. "commercial" status of aircraft and aircraft operators at time of inbound Customs and Border Protection (CBP) clearance.

> **Has any form of payment or other consideration been supplied** (or agreed to be supplied), directly or indirectly, to the pilot and/or aircraft operator by any passenger, any non-passenger third-party, or any business (i.e. a hotel, resort, casino, travel agency, charter broker, etc.) not directly connected with the actual operation, ownership or navigation of the aircraft (or the operator's air transport business)? Indirect third party payments include payments provided to a pilot and/or aircraft operator by a hotel, resort, casino, travel agent, charter broker, etc. for the service of transporting its guests or customers, regardless of whether such payments are made:
>
> (a) on a non-scheduled per flight basis,
> (b) in accordance with a so-called "private carriage" contract between such a business and the pilot and/or operator, or
> **(c) through any other means.**

CHAPTER 3 – CANADIAN FLIGHT RULES

Once you have arrived in Canada and cleared Customs, you can travel far and wide over the Canadian countryside with few restrictions. Canadian flight rules and regulations are similar to the U.S. Federal Aviation Regulations. There are, however, some significant differences described in this chapter.

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Canada's Airspace

This information has been provided by Transport Canada Civil Aviation. For more information, refer to the *Aeronautical Information Manual* (AIM). Details of the airspace structure and classifications are in the Designated Airspace Handbook (TP 1820E.)

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Structure

The airspace structure defines the physical dimensions of the elements into which the airspace is divided, such as CZs, ATZs, TCAs, airways, control area extensions, and transition areas.

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Classification

Canadian domestic airspace is divided into seven classes, each identified by a single letter—A, B, C, D, E, F, or G.

Class A Airspace

- Controlled high-level airspace from FL180 in the Southern Control Area, FL230 in the Northern Control Area, and FL 280 in the Arctic Control Area up to and including FL600.
- IFR only.

Class B Airspace

- Controlled low-level airspace above 12,500 feet ASL up to but not including 18,000 feet ASL. Control zones and associated Terminal Control Areas may also be classified as Class B airspace.
- Only IFR and controlled VFR (CVFR) flight are permitted.
- ATC separation provided to all aircraft.

Class C Airspace

- Controlled airspace.
- IFR and VFR flights are permitted.

- VFR flights require a clearance from ATC to enter.
- ATC separation is provided between all IFR aircraft and between VFR and IFR aircraft.
- All aircraft will be provided traffic information. VFR aircraft will be provided conflict resolution upon request.
- Class C airspace becomes Class E when the appropriate ATC unit is not in operation.

Class D Airspace

- Controlled airspace within which both VFR and IFR flights are permitted.
- VFR flights must establish radio contact prior to entry.
- ATC separation is provided to IFR aircraft only.
- All aircraft will be provided traffic information, ATC equipment and workload permitting.
- Class D airspace becomes Class E when the appropriate ATC unit is not in operation.

Class E Airspace

- Controlled airspace within which both IFR and VFR flight are permitted.
- ATC separation is provided to IFR aircraft only.
- No special requirements for VFR.

Class F Airspace

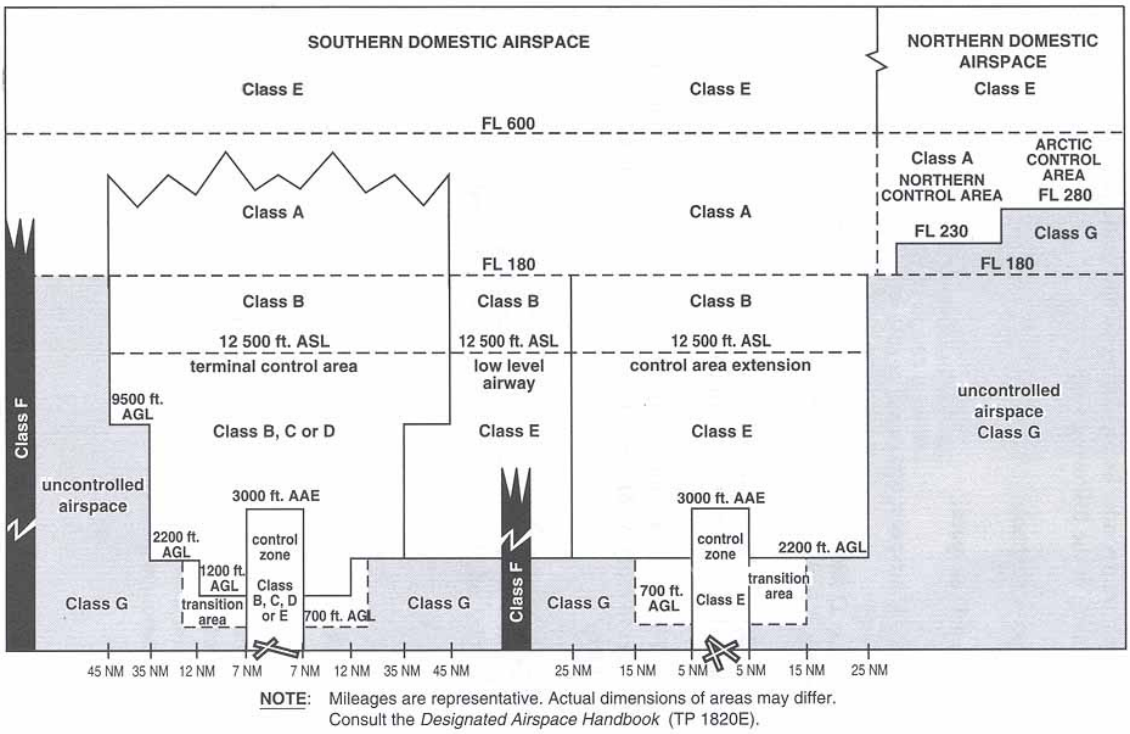
- May be controlled or uncontrolled airspace.
- Special use airspace that can be an advisory or restricted area.
- Generally, non-participating aircraft should remain clear of advisory airspace and **MUST** remain clear of restricted airspace. Restricted areas are locations where bombing, gunnery, or artillery are in use; prisons; or blasting areas. Most restricted areas are monitored for trespassing aircraft and violators will have action taken against them in all cases.

Class G Airspace

- Uncontrolled airspace.

Note: *The base of controlled airspace is generally 2,200 feet AGL; however, the base of transition areas is 700 feet AGL.*

Figure 3-1. Canadian Airspace Classification Diagram



NOTE: Mileages are representative. Actual dimensions of areas may differ. Consult the *Designated Airspace Handbook* (TP 1820E).

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Mode C Transponder Requirements

Canadian Aviation Regulations require aircraft to be equipped with a functioning transponder, incorporating an automatic pressure altitude reporting device (Mode C) when operating in the following airspace:

a. all Class A airspace;
b. all Class B airspace;
c. all Class C airspace; and
d. all Class D and E airspace that is specified as "Transponder Airspace" in the Designated Airspace Handbook (DAH) (TP 1820E) http://www.navcanada.ca/ContentDefinitionFiles/Publications/AeronauticalInfoProducts/DAH/DAH_Next_EN.pdf. It is also diagrammed in the *Canada Flight Supplement*

This includes all Class E airspace extending upwards from 10,000 feet ASL up to and including 12,500 feet ASL within radar coverage.

Pilots of VFR aircraft flying at or below 12,500 feet should select code 1200 unless otherwise instructed. VFR aircraft above 12,500 feet should select code 1400.

Pilots of IFR aircraft within controlled low-level airspace shall adjust their transponder to reply on Mode A, Code 1000 and on Mode C unless otherwise instructed by ATC. For flights by IFR aircraft within controlled high-level airspace the transponder should be set to reply on Mode A, Code 2000 and on Mode C unless otherwise instructed by ATC.

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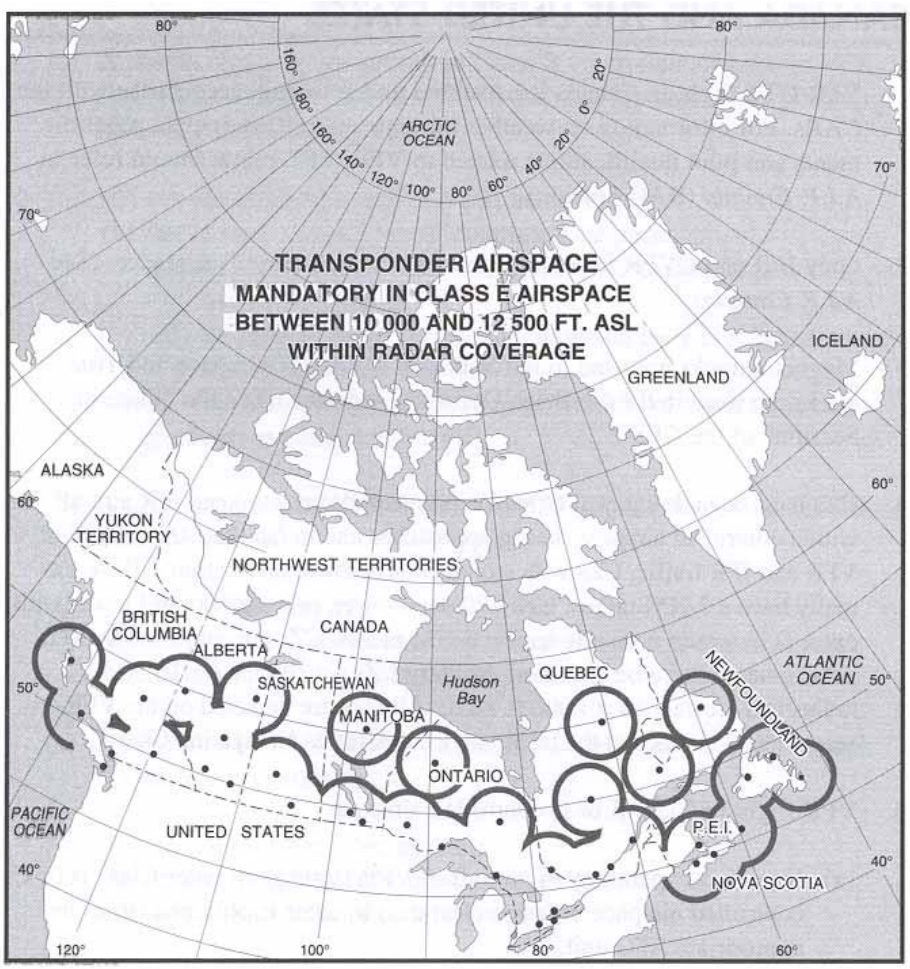
Transponder Airspace

Figure 3-2. Canadian Transponder Airspace



CAR 605.35 outlines the transponder operating rule, as well as the circumstances in which operation with an unserviceable transponder is permitted. It also outlines the procedures to follow in order to operate an aircraft in transponder airspace without a transponder and automatic pressure altitude reporting equipment. It is possible to enter Class C and D control zones and Class B airspace without a transponder by simply phoning the ATC unit in advance and asking permission. This is often granted if traffic loads are not too high.

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High Altitude Control Areas

High altitude control areas have been designated in Canadian airspace and a small portion of Alaskan airspace. These control areas (Arctic, Northern, and Southern) are designed to expedite high altitude traffic. The high altitude airways must be followed in these areas. Canadian Minimum Navigation Performance Specifications airspace is included in these areas; minimum navigation requirements and special procedures must be followed. Details concerning operations in this area may be found in the Transport Canada AIM

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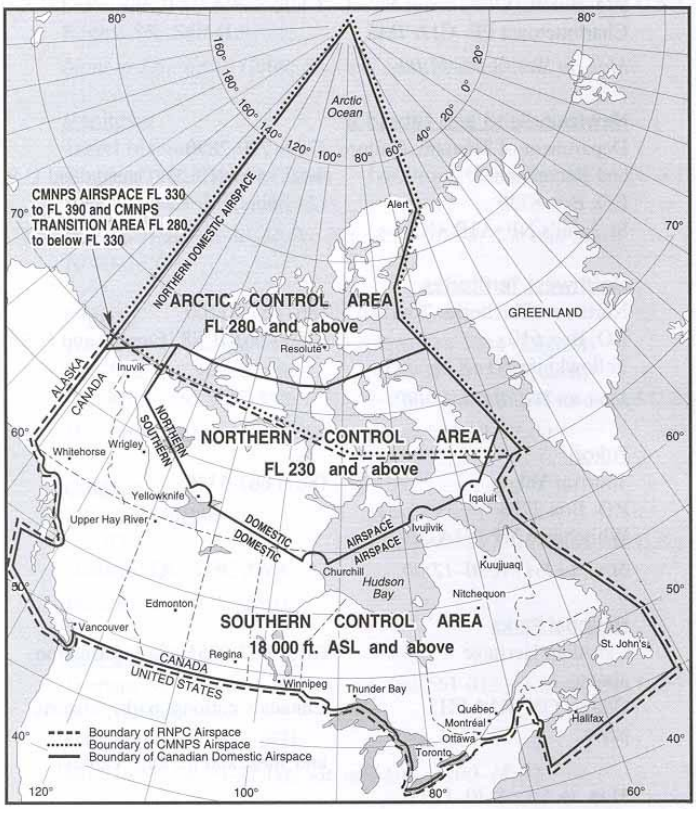
Canadian Airspace Boundaries

Northern and Southern Domestic Airspace

Canadian domestic airspace is geographically divided into the Southern Domestic Airspace (SDA) and the Northern Domestic Airspace (NDA). In the Southern Domestic Airspace, magnetic track is used to determine cruising altitude for direction of flight.

The magnetic North Pole is located near the center of the Northern Domestic Airspace; therefore, magnetic compass indications may be erratic. Thus, in this airspace, true track is used to determine cruising altitude for direction of flight in lieu of magnetic track.

Figure 3-3. Canadian Northern and Southern Domestic Airspace



Cruising Altitudes and Flight Levels

Table 3-1. Cruising Altitudes and Flight Levels

Altitudes or Flight Levels	Aircraft Track	
	Column 1	Column 2
	000-179 degrees	180-359 degrees
Above FL290, fly at 4,000-foot intervals	Beginning at FL290 (FL290, 330, 370, 410, 450, 490, 530, 570)	Beginning at FL310, (FL310, 350, 390, 430, 470, 510, 550, 590
At or above 18,000 feet ASL but below FL290 fly at 2,000-foot intervals	Odd Flight Levels (FL190, 210, 230, etc.)	Even Flight Levels (FL200, 220, 240, etc.)
Below 18,000 feet ASL: fly at 2,000-foot intervals. (Fly corresponding flight levels in Standard Pressure Region.)	IFR and CVFR	IFR and CVFR
	Odd thousand feet ASL (1,000, 3,000, 5,000, etc.)	Even thousand feet ASL (2,000, 4,000, 6,000, etc.)
	VFR	VFR
	Odd thousand feet, plus 500 feet ASL (3,500, 5,500, 7,500, etc.)	Even thousand feet, plus 500 feet ASL (4,500, 6,500, 8,500, etc.)

General Provisions

1. The appropriate altitude or flight level for an aircraft in level cruising flight is determined in accordance with
   a. The magnetic track, in the Southern Domestic Airspace.
   b. The true track, in the Northern Domestic Airspace.

2. Where an aircraft is operated in level cruising flight
   a. at more than 3,000’ AGL, in accordance with visual flight rules,
   b. in accordance with instrument flight rules, or
   c. during a CVFR flight, the pilot-in-command of an aircraft shall ensure that the aircraft is operated at an altitude or flight level appropriate to the track set out in figure 2.2 unless assigned an altitude or flight level by an Air Traffic Control unit or by written authority from the Minister.

3. Where an aircraft is operated in level cruising flight in accordance with the instrument flight rules or during a CVFR flight along an airway or air route described in the Designated Airspace Handbook (TP1820E) http://www.navcanada.ca/ContentDefinitionFiles/Publications/AeronauticalInfoProdu

cts/DAH/DAH_Next_EN.pdf as an exception to this order, the pilot in command shall ensure that the aircraft is operated at an altitude or flight level specified in

a. column 1 of cruising altitudes chart on a track of 000-179, inclusive or
b. column 2 of cruising altitudes chart on a track of 180-359, inclusive, unless otherwise assigned an altitude or flight level by an ATC unit.

4. The pilot in command of an aircraft operating within controlled airspace between 18,000 ASL and FL600, inclusive, shall ensure that the aircraft is operated in accordance with the instrument flight rules unless otherwise authorized in writing by the Minister.

***Note**: Airways and Air Routes designated as exceptions are listed in the* Canada Flight Supplement *and are depicted on aeronautical charts.*

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Class G airspace — Recommended Operating Procedures — En Route

When aircraft are manoeuvring in the vicinity of uncontrolled aerodromes ("aerodrome" is the term used in Canada for an uncertified airport) or cruising in Class G airspace, the lack of information on movements of other aircraft may be a hazard. To alleviate this situation, all pilots are advised that:

a. When operating in Class G airspace, they should continuously monitor frequency 126.7 MHz whenever practicable.

b. Position reports should be made over all navaids along the route of flight to the nearest station having air-to-ground communications capability. These reports should be made on frequency 126.7 MHz whenever practicable. If it is necessary to use another frequency to establish communications with the ground station, the report should also be broadcast on 126.7 MHz for the information of other aircraft in the area. The report should contain present position, track, altitude, altimeter setting in use, next position, and ETA. For a map of current Canadian FSS Remote Communication Outlets (RCO) and their frequencies consult the Nav Canada RCO project website

c. Immediately before changing altitude, commencing an instrument approach, or departing IFR, pilots should broadcast their intentions on 126.7 MHz whenever practicable. Such broadcasts shall contain adequate information to enable other pilots to be fully aware of the position and intentions so that they can determine if there will be any conflict with their flight paths.

d. At aerodromes where a MF (mandatory frequency) has been designated, arriving pilots shall first broadcast their intentions on 126.7 MHz before changing to the MF. If conflicting IFR traffic becomes evident, this change should be delayed until the conflict is resolved. Pilots departing IFR should

broadcast their intentions on 126.7 MHz, in addition to the MF, prior to takeoff; and

e. The preceding reporting requirements are considered as the minimum necessary. Pilots are encouraged to make additional reports whenever the possibility of conflicting IFR traffic is suspected. An example would be reporting prior to overflying a facility where cross traffic is probable or where there is a published instrument approach procedure.

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Airport Traffic Procedures

Canada uses airport traffic patterns (called "circuits") with slightly different standard entry procedures. The *Canada Flight Supplement* lists all airports available for use in Canada, along with most aerodromes and details any restrictions that may apply.

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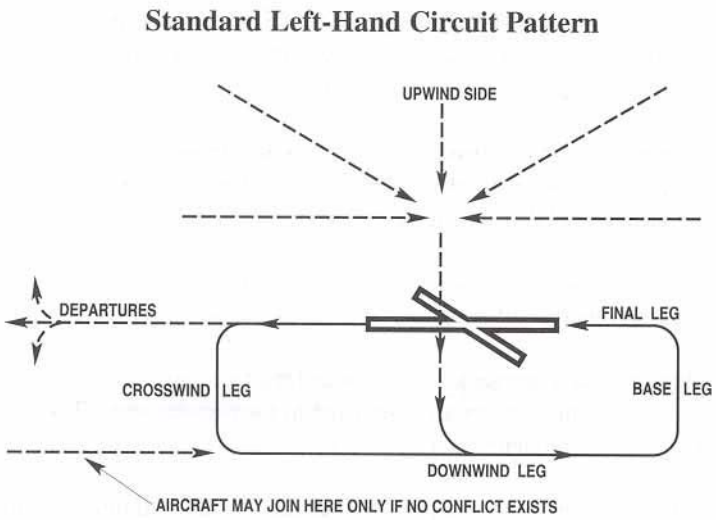
Traffic Circuit Procedures — Uncontrolled Aerodromes

The following procedures apply to all aircraft operation at aerodromes where airport control service is not provided, except those aircraft following a standard instrument approach. Prior to joining a traffic circuit all pilots should announce their intentions. All turns shall be to the left while operating in the circuit, unless a right-hand circuit has been designed in the *Canada Flight Supplement*.

Figure 3-4. Standard Left-Hand Circuit Pattern



Note: *Circuits at uncontrolled airports in Canada are similar to U.S. procedures with only a few minor differences.*

Unless otherwise specified or required by the applicable distance from cloud criteria, aircraft should join the downwind leg or enter the crosswind at an altitude of 1,000 feet Above Airport Elevation (AAE).

Where Mandatory Frequency (MF) procedures are in effect and airport and traffic advisory information is available, aircraft may join the circuit pattern straight on or at 45 degrees to the base or final approach legs.

COPA and AOPA International Flight experts recommend that pilots are alert for other VFR traffic, particularly no-radio (NORDO) aircraft; maintain good see-and-avoid procedures and watch for IFR traffic on straight-in or circling approaches.

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VFR Communication Procedures at Aerodromes with MFs and ATFs:

Radio-Equipped Aircraft

The following procedures shall be followed by pilots of radio-equipped aircraft at uncontrolled aerodromes with MFs and should also be followed by pilots at aerodromes with Aerodrome Traffic Frequency (ATF).

I. Operations on Manoeuvring Area

Report intentions and maintain a listening watch on the MF or ATF while operating an aircraft in the manoeuvring area.

II. Departure

A. Report departure intentions on the MF or ATF before moving onto runway. If delayed, broadcast intentions and expected length of delay;

B. Ascertain by radio on the MF or ATF and by visual observation that no other aircraft or vehicle is likely to come into contact with the aircraft during takeoff; and

C. Monitor the MF or ATF until well clear of the specified area (5 to 10 NM).

III. Arrival

A. Report position, altitude, arrival procedure intentions, and estimated time of landing well prior to entering the specified area (5 minutes before arrival);

B. Maintain a listening watch on the MF or ATF while in the specified area;
C. Report joining the circuit pattern, giving position in the pattern;
D. Report established on final approach; and
E. Report clear of the active runway after landing.

IV. Continuous Circuits

A. Report entering the downwind leg;
B. Report established on final approach; and
C. Report clear of the active runway after landing.

IV. Local Flying

Maintain a listening watch on the designated MF or ATF when operating within a specified area

VI. Enroute Reports

A. Report position, altitude and intentions prior to entering the specific area;
B. Maintain a listening watch on the MF or ATF while in the area; and
C. Report clear of the area.

Note: *In the interests of minimizing possible conflict with local traffic and minimizing radio congestion on the MF or ATF, pilots of enroute VFR aircraft should avoid passing through specified areas.*

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Use of Cell Phones

Cell phones are actually legal to use while in the air in Canada. Nav Canada encourages pilots who have had communications failures to use a cell phone to contact the control tower or other ATC facility. Phone numbers are listed in the *Canada Flight Supplement* under the C*omm* section for each airport.

ATC will only accept calls that are due to an equipment failure or an emergency and will not accept routine non-emergency calls from pilots trying to by-pass the ATC radio frequencies.

It is completely legal to use cell phones while flying for arranging rides from the airport, booking hotels or ordering pizza to be delivered to the airport that you are inbound to in Canada. Contrary to rumours, there has never been a reported case of airborne cell phone use causing cell phone system malfunctions. Due to the risk of cell phone interference

with radio equipment, use of cell phones is not recommended while flying in instrument meteorological conditions.

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Minimum Altitudes — Overflying Aerodrome

No person shall fly at a height of less than 2,000 ft over an aerodrome except for the purpose of landing or taking off unless otherwise directed by an ATC unit.

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Controlled VFR (CVFR) Procedures

Pilots intending to fly CVFR shall file and obtain an ATC clearance prior to entering Class B airspace. The ATC clearance will normally be issued upon receipt of a position report filed by the pilot upon reaching the last 1,000 feet of altitude below the base of Class B or before entering laterally. This procedure is intended to ensure that the radio equipment is operating and to remind the pilots that while outside of Class B airspace, ATC separation is not provided and that they must maintain vigilance for other traffic. The ATC clearance will contain the phrase “Maintain [altitude] VFR.”

CVFR flights must be conducted in accordance with procedures designed for use by IFR flights, except that when IFR weather conditions are encountered, the pilot of a CVFR flight must avoid such weather conditions. This should be accomplished by:

a. Requesting an amended ATC clearance that will enable the aircraft to remain in VFR weather conditions.
b. Requesting an IFR clearance if the pilot has a valid instrument rating and the aircraft is equipped for IFR flight.
c. Request Special VFR if within a control zone.

If unable to comply with the preceding, ensure that the aircraft is in VFR weather conditions at all times and leave Class B airspace horizontally or by descending. If the airspace is a control zone, land at the aerodrome on which the control zone is based. In either case, inform ATC as soon as possible of the action taken.

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VFR Weather Minimums

Table 3-2. Canadian VFR Weather Minimums

AIRSPACE	FLIGHT VISIBILITY	DISTANCE FROM CLOUD	DISTANCE AGL
Control Zones	Not less than 3	Horizontally: 1	Vertically: 500

		miles*	mile Vertically: 500 feet	feet
Other Controlled Airspace		Not less than 3 miles	Horizontally: 1 mile Vertically: 500 feet	___
Uncontrolled Airspace	1,000 feet AGL or above	Not less than 1 mile (day), 3 miles (night)	Horizontally: 2,000 feet Vertically: 500 feet	___
	Below 1,000 feet AGL – fixed wing	Not less than 2 miles (day), 3 miles (night) (see Note 1.)	Clear of cloud	___
	Below 1,000 feet AGL – helicopter	Not less than 1 mile (day), 3 miles (night) (see Note 2.)	Clear of cloud	___

* Ground visibility when reported.

Notes **1.** Not withstanding CAR 602.115, an aircraft other than a helicopter may be operated in visibilities of less than 2 miles during the day, when authorized to do so in an air operator certificate or in a private operator certificate.
2. Not withstanding CAR 602.115, a helicopter may be operated in visibilities of less than 1 mile during the day, when authorized to do so in an air operator certificate or in a flight training unit operator certificate—helicopter.

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Special VFR (Control zones only)

Table 3-3. Canadian Special VFR Minimums

	Flight Visibility (Ground when reported.)	Distance from Cloud
Aircraft other than Helicopter	1 statute mile	Clear of cloud
Helicopter	½ statute mile	

Notes: All aircraft including rotorcraft must be equipped with a radio capable of communicating with the ATC unit and must comply with all conditions issued by the ATC unit as part of the SVFR authorization.

Aircraft must operate clear of cloud and within sight of the ground at all times.

Rotorcraft must operate at such reduced airspeed so as to give the pilot in command adequate opportunity to see other air traffic or obstructions in time to avoid a collision.

When an aircraft is being operated at night, ATC will only authorize special VFR where the authorization is for the purpose of allowing the aircraft to land at the destination airport.

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IFR Approach Ban

Non-Category III capable aircraft operating IFR in Canada are banned from proceeding past the outer marker or final approach fix on any approach when the RVR is reported to be below 1200 feet. There are exceptions to this rule and any pilot flying IFR in Canada should be familiar with CAR 602.129 which describes the approach ban.

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Pre-flight Information and Aircraft Requirements

In Canada there is no rule requiring up-to-date charts for day VFR flights. There are rules for pre-flight information, weather information and also for aircraft equipment. Here is what the actual CARs say:

Pre-flight Information

602.71 The pilot-in-command of an aircraft shall, before commencing a flight, be familiar with the available information that is appropriate to the intended flight.

Weather Information

602.72 The pilot-in-command of an aircraft shall, before commencing a flight, be familiar with the available weather information that is appropriate to the intended flight.

Up-to-date maps and publications are not necessarily required for day VFR flying, but are required for Night VFR, VFR OTT and IFR flying in Canada.

In addition NOTAMs should be checked before each flight. If you were to fly into a temporary restricted or danger area and had not checked the NOTAMs prior to flight then you would probably be charged under CAR 602.71 as well as the appropriate airspace CAR as well. Canadian NOTAMs are easy to find at www.flightplanning.navcanada.ca.

Requirements for Power-driven Aircraft

602.60 (1) No person shall conduct a take-off in a power-driven aircraft, other than an ultra-light aeroplane, unless the following operational and emergency equipment is carried on board:

(a) a checklist or placards that enable the aircraft to be operated in accordance with the limitations specified in the aircraft flight manual, aircraft operating manual, pilot operating handbook or any equivalent document provided by the manufacturer;

(b) where the aircraft is operated in VFR OTT, night VFR flight or IFR flight, all of the necessary current aeronautical charts and publications covering the route of the proposed flight and any probable diversionary route;

(c) a hand-held fire extinguisher in the cockpit that is

(i) of a type suitable for extinguishing the fires that are likely to occur,

(ii) designed to minimize the hazard of toxic gas concentrations, and

(iii) readily available in flight to each flight crew member;

(d) a timepiece that is readily available to each flight crew member;

(e) where the aircraft is operated at night, a flashlight that is readily available to each crew member; and

(f) a first aid kit.

(2) A checklist or placards referred to in paragraph (1)(a) shall enable the aircraft to be operated in normal, abnormal and emergency conditions and shall include

(a) a pre-start check;

(b) a pre-take-off check;

(c) a post-take-off check;

(d) a pre-landing check; and

(e) emergency procedures.

(3) Emergency procedures referred to in paragraph (2)(e) shall include

(a) emergency operation of fuel, hydraulic, electrical and mechanical systems, where applicable;

(b) emergency operation of instruments and controls, where applicable;

(c) engine inoperative procedures; and

(d) any other procedure that is necessary for aviation safety.

(4) Checks and emergency procedures referred to in subsections (2) and (3) shall be performed and followed where they are applicable.

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CANADIAN FLIGHT PLANS and FLIGHT ITINERARIES

VFR Plans

Canadian regulations require pilots to file a VFR flight plan or flight itinerary for all VFR flights in Canada. The only exceptions to this are those flights within 25 nm of the airport of departure. The purpose of this is not to track aircraft movements but to facilitate Search and Rescue in a country that has very large areas that are uninhabited and inhospitable.

A flight itinerary is similar to a standard VFR flight plan and is to be used whenever the pilot cannot meet the arrival reporting requirements (60 minutes after landing) of a flight plan. The flight itinerary is a means for pilots to be eligible for search and rescue initiation when operating in remote areas.

In lieu of a flight plan, a pilot may give a flight itinerary to a responsible person. A "responsible person" is defined as an individual who has agreed to notify: ATC or an FSS, or a peace officer or an officer of the Canadian Forces, if the flight has not arrived at the estimated time of arrival specified by the pilot in the flight itinerary. Make sure your responsible person knows exactly what to do in the event of your non-arrival. The best plan is for them to call the Rescue Coordination Center in the area of the flight – these are listed in the Canada Flight Supplement.

Note: The term “flight notification” is no longer used in Canada.

Be advised that Nav Canada automatically opens all filed flight plans on your estimated time of departure without any input from the pilot. This means that if your aircraft becomes unserviceable on the ground prior to start, that you must call and cancel the flight plan or else you will be “assumed off”. If you have filed a series of flight plans,

each one will be opened automatically, so ensure you cancel all flight plans filed if the flight is cancelled.

On departure, where possible, you should ask the control tower, flight service station or community aerodrome radio station to “open your flight plan” which will activate alerting service. This ensures that the flight plan was actually opened automatically and allows an update of the actual “time-off” as opposed to the “assumed time-off”.

Pilots must close a flight plan by making an "arrival report" to an ATC unit or FSS within one hour after landing. Arrival report means contacting ATC or an FSS, giving your aircraft identification number and asking the Controller or Flight Service Specialist to close your flight plan. Pilots should not assume that ATC personnel will automatically file arrival reports at airports serviced by control towers. A pilot may also close the flight plan with an air traffic control unit, flight service station, or community aerodrome radio station prior to landing. Do note that if you close your flight plan prior to landing and subsequently crash short of destination or on landing you will have no SAR response as a result.

A flight itinerary can be closed in whatever manner the "responsible person" and the pilot agree upon.

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General

The flight plan form is to be used for Canadian flight plans or flight itineraries and ICAO flight plans. It looks a bit intimidating, but it is easy to complete with a bit of practice. Simply insert the requested information in the appropriate boxes. The white boxes relate to required information for both Canadian flight plans/ flight itineraries and ICAO flight plans. The shaded boxes indicate the information that is applicable only to Canadian flight plans/flight itineraries.

NOTE: A Canadian flight plan is used for flights from Canada to the United States.

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Canadian Flight Plan

A Canadian flight plan/flight itinerary shall contain such information as is specified in the *Canada Flight Supplement* (CFS). This includes:

- aircraft identification
- flight rules
- type of flight
- number (if more than one)
- type of aircraft
- wake turbulence category

- equipment
- departure aerodrome
- time of departure (UTC)—proposed/actual
- cruising speed
- altitude/level
- route
- destination aerodrome
- estimated elapsed time en route (EET)
- SAR time (not required in an ICAO flight plan)
- alternate aerodrome(s)
- other information
- endurance (flight time in hours and minutes)
- total number of persons on board
- category of emergency locator transmitter (not required in an ICAO flight plan)
- survival equipment (type, jackets, dinghies)
- aircraft color and markings
- remarks (regarding other survival equipment)
- arrival report—where it will be filed (not required in an ICAO flight plan)
- name and number or address of person or company to be notified if SAR action initiated (not required in an ICAO flight plan)
- pilot's name
- pilot's license number (Canadian pilot license only; not required in an ICAO flight plan)

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Filing Flight Plans, Getting Weather and NOTAMs

Nav Canada Flight Information Centres (FIC) are your “one stop” for flight plans, weather and NOTAM information. You can contact the local area FIC by telephone at 1-866-WXBRIEF across Canada.

Weather and NOTAM information is also available at www.flightplanning.navcanada.ca. Internet filing of flight plans is also available if you have signed up in advance with Nav Canada for this service.

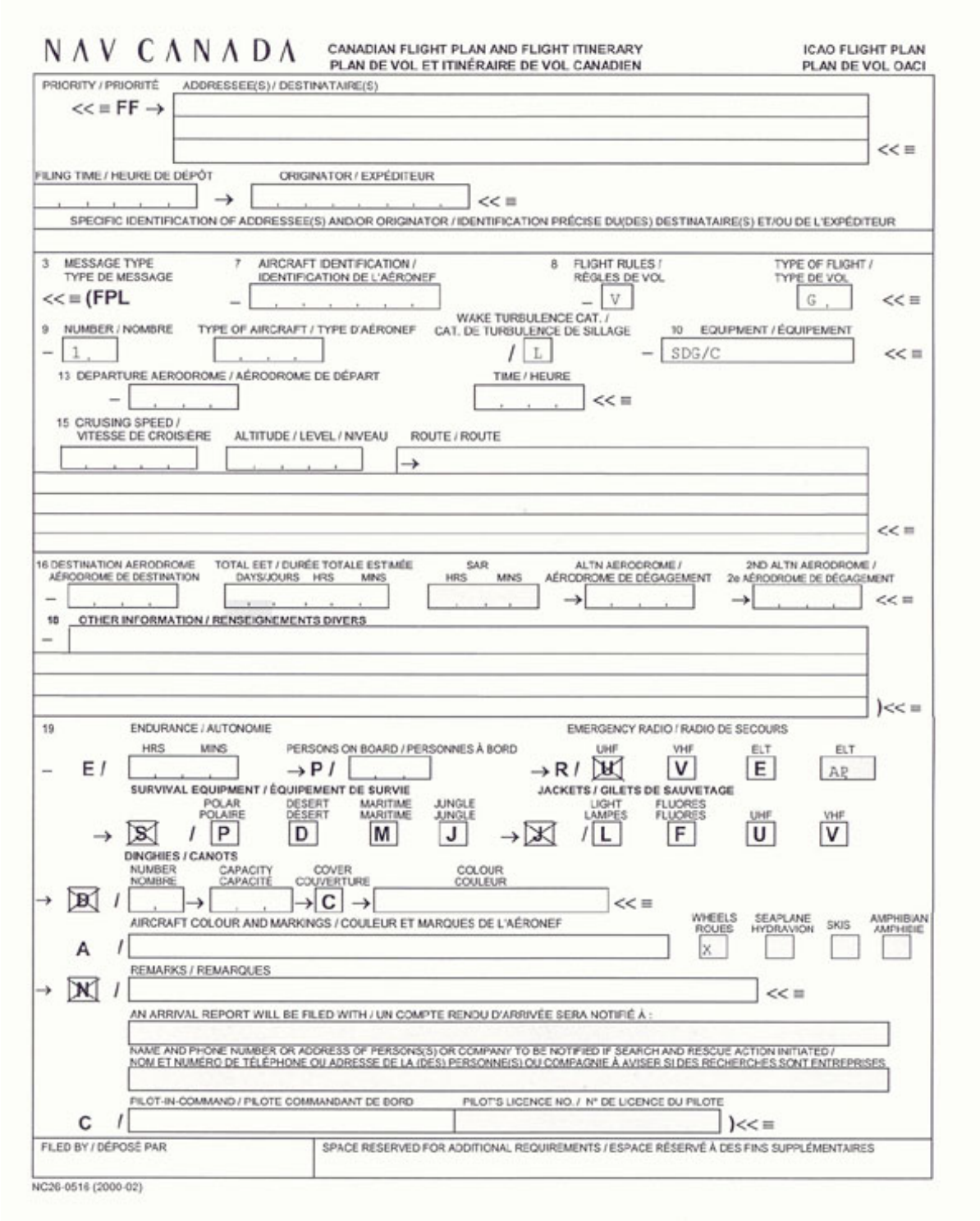
ICAO Flight Plans

Flight plans for international flights originating in or entering Canada shall be filed in the ICAO format. For the purpose of flight planning, flights between Canada and the continental United States are not classed as “international flights.”

For flights intending to operate within MNPS airspace during any portion of their flight, the letter "X" shall be inserted in Item 10 after the letter "S," indicating that the aircraft is capable of complying with MNPS. Similarly, the letter "W" is inserted if the aircraft is

capable of complying with reduced vertical separation minima (RVSM) in MNPS airspace.

Figure 3-5. Canadian Flight Plan Form



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Defense VFR (DVFR) Flight Plans

Aircraft are not to be operated into or within a Canadian Air Defence Identification Zone (ADIZ) unless the aircraft is equipped with an operable two-way radio and the pilot has filed an IFR or DVFR flight plan or a Defence Flight Itinerary with an appropriate ATC unit or FSS. The flight plan/itinerary must include the cruising altitude and ADIZ penetration time. A map showing where these zones are is at figure 2-4 in Chapter 2. (Refer to CFS, AIP, and U.S. FAR/AIM)

If intermediate stops enroute are planned, separate flight plans must be filed for each stage of the flight unless a flight itinerary has been filed.

Any deviations from the flight plan must be given to ATC as soon as possible.

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IFR Flight Plans

Within controlled airspace, a pilot who intends to fly in IFR weather conditions must comply with Canadian instrument flight rules. Pilots are encouraged to file IFR flight plans as early as possible with Canadian ATC and preferably at least 30 minutes before the proposed departure time.

Outside of controlled airspace, a pilot must not conduct flight under IFR weather conditions unless the pilot has filed an IFR flight plan prior to takeoff, or—if communication facilities are inadequate to permit communications with ATC or an FSS—the pilot has given notice of his proposed flight by means of a flight itinerary.

When operating from a location with no operating airport control tower or FSS, a pilot should inform ATC if the flight will not be commenced within 60 minutes of the proposed departure time stipulated in the IFR flight plan. Search and rescue will be activated if this information is not provided to ATC.

Pilots are required to advise ATC and obtain a new or amended clearance as appropriate before making any changes in an IFR flight plan such as:

a. cruising altitude or flight level;
b. track;
c. destination airport;
d. true airspeed at cruising altitude or flight level if the change is in excess of 5% of the true airspeed specified in the flight plan; or
e. Mach number, if the change is greater than 0.01 and the Mach number has been included in the ATC clearance.

Aircraft operating outside controlled airspace are required to explain any changes in an IFR flight in respect to items (a) through (e) outlined above by broadcasting on the appropriate frequencies.

Intermediate stops may not be included in an IFR flight plan. Consecutive IFR flight plans may be filed at the initial point of departure.

A pilot who terminates an IFR flight must file an arrival report as soon as possible after landing (contact ATC or an FSS and close the flight plan).

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IFR Alternate Airport Requirements

All IFR flight plans must include an alternate airport suitable for the aircraft in question. An airport may only be selected as an alternate if the current weather forecasts show a trend indicating that the ceiling and visibility at the airport will, at the expected time of arrival, be at or above the specified alternate minima for that airport. If the terms VRBL, OCNL, BECMG, or RISK appear in the forecast, and if the conditions they describe lower the forecast below the specified alternate minima, that airport cannot be used as an alternate. Alternate weather minimums vary from airport to airport and are published in the *Canada Air Pilot* (CAP) approach procedures for each airport.

Additionally, alternate weather minimum requirements published on CAP aerodrome charts are now superseded by the alternate weather requirement table in the Canada Air Pilot GEN pages (CAP GEN). Until the alternate weather minima are removed from aerodrome charts, pilots will have to refer to the requirements in the CAP GEN in all cases.

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FUEL REQUIREMENTS

VFR Flights (Night and VFR Over the Top)

Pilots operating aircraft strictly under VFR conditions must carry enough fuel and oil to reach their planned destination at normal cruise power in currently forecast weather conditions. Enough reserve fuel must also be carried to sustain flight at normal cruise power for 30 minutes in daytime and an additional 45 minutes under night conditions. Helicopters must follow the same requirements, but with only a 20 minute reserve.

*VFR Night

*US pilots holding a US certificate operating a US-registered aircraft in Canada may fly *at night since US pilot certificates affords the privilege of flying at night in the US, there *is no prohibition in the CARs against that pilot operating a US-registered aircraft in *Canada at night in accordance with the privileges of his US certificate.

*CAR 401.05(2)(i)(A)

*VFR Over the Top

*US pilot certificates afford the privilege of flying VFR-over-the-top, there is no *prohibition in the CARs against that pilot operating a US-registered aircraft in Canada *in VFR-over-the-top conditions in accordance with the privileges of the US certificate, *providing the Canadian operating requirements are satisfied.
*While operating VFR-over-the-top in Canada, a US certificated pilot is obliged to *follow Canadian operational rules - the most notable difference being the requirement *with [respect to flight visibility. Pilots are required to takeoff from an aerodrome in *normal [VFR and land at the destination aerodrome under VFR.CAR 621.116

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IFR Flights

Pilots operating aircraft on IFR flights must carry enough fuel and oil to reach their planned destination, their alternate, plus a 45-minute reserve at normal cruise power under the current and forecast conditions.

Altimeter Setting Procedures

There are two altimeter setting regions in Canada. The Altimeter Setting Region is airspace of defined dimensions below 18,000 feet ASL (see diagram). The Standard Pressure Region includes all airspace over Canada at or above 18,000 feet ASL and all low-level airspace that is outside the lateral limit of the altimeter setting region. Procedures for each region are as follows:

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Altimeter Setting Region

Departure — Altimeter is set to current altimeter setting at the airport or, if not available, to the airport elevation.

Enroute — Altimeter set to the current altimeter setting of the station nearest along the route of flight or, if stations are separated by more than 150 nm, to the station nearest to the route of flight.

Arrival — When approaching the destination airport, altimeter is set to that airport's current setting, if available. In some cases remote altimeter settings from nearby airports are acceptable for IFR approach use. These are detailed in the CAP.

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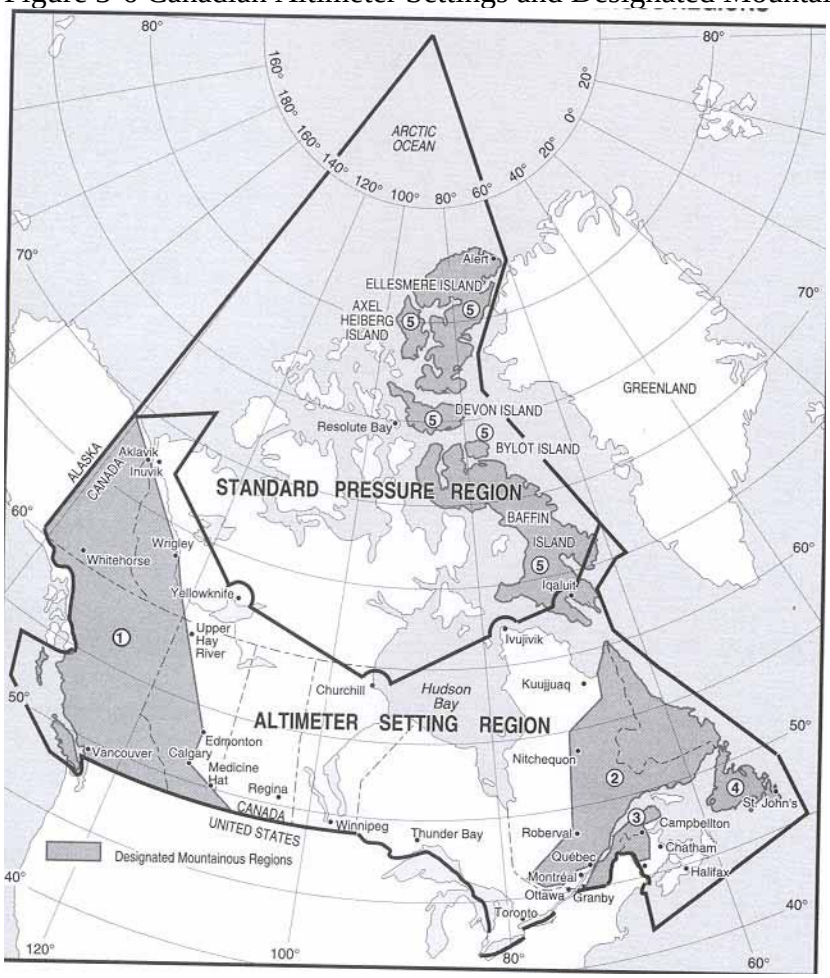
Standard Pressure Region

General — Procedures are the same as above, except that upon reaching altitude (referred to as flight level in this region) altimeter is set to standard pressure (29.92" Hg or 1013.2 mb). Altimeters should be set to the current setting for the airport of destination before descent to that airport is initiated. When transitioning between regions, altimeter settings are done while in the Standard Pressure Region.

Figure 3-6 Canadian Altimeter Settings and Designated Mountainous Regions



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Designated Mountainous Regions

Aircraft flying IFR in Designated Mountainous Regions outside of designated airways/air routes should be flown at an altitude of at least 2,000 feet above the highest obstacle

within 10 nm of the aircraft when in areas 1 and 5; 1,500 feet in areas 2, 3 and 4; and 1,000 feet elsewhere in Canada.

Minimum enroute IFR altitudes have been established for designated airways and air routes within designated mountainous regions. However, aircraft should be operated at an altitude 1,000 feet higher than the MEA when there are large variations in temperature and/or pressure.

AOPA's Aviation Services Division advises pilots planning flights in mountainous regions to contact them for a copy of its *Mountain Flying* booklet, which is available for $5 or visit http://www.aopa.org/members/files/guides/mntfly.html.

Flatland pilots may want to pick up some dual training from an experienced mountain flying instructor before heading to high terrain.

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MAJOR DIFFERENCES BETWEEN CANADIAN AND U.S. PROCEDURES

1. VFR "over the top" flight is permitted under the VFR OTT (Over The Top) visual flight rules, which also requires a separate rating on Canadian pilot certificates if they are not already IFR rated (or have been in the past.) U.S. pilots who do not have an instrument rating should not expect to be able to use this. Under VFR-OTT the departure airport must be VFR and the destination airport must be forecast to be good VFR at ETA. VFR-OTT is allowed during daylight only, and during the cruise portion of the flight only. The aircraft must be operated a vertical distance of 1,000 feet from clouds and when between layers, the layers must be separated by 5,000 feet. The flight visibility must be 5 miles at the cruising altitude. The weather at the destination airport needs to be scattered or clear sky conditions and ground visibility of 5 miles or more with no precipitation, fog, thunderstorms, or blowing snow. These conditions need to exist from one hour before ETA to two hours after if using a TAF; and from one hour before ETA to three hours after if using an area forecast (FA). VFR flight in Canada requires continuous visual reference to the ground or water. Flight through clouds to reach VFR is not permitted under VFR-OTT.

2. Only IFR and "controlled VFR" flights are permitted in Canadian Class B airspace, similar to U.S. Class B procedures. "Controlled VFR" can be defined as the equivalent to flying VFR under mandatory radar service. Flying controlled VFR will allow you access to more airspace; however, VFR weather conditions must be present.

3. Cruising altitudes and flight levels in Canada are identical to those outlined in the Hemispherical Rule in the U.S. Magnetic tracks are used in the Southern Domestic Airspace; see figure 3-3 for a depiction of this airspace. True tracks are used in the Northern Domestic Airspace because of erratic compass indications in these areas.

4. Control Zones (CZ) have been designated around certain airports to keep IFR aircraft within controlled airspace during approaches and to facilitate the control of VFR and IFR traffic. These Control Zones are either class C or D airspace. Control zones within which radar control services are provided normally have a 7-mile radius. Others have a 5-mile radius, with the exception of a few which have 3-mile radiuses. Control zones are capped at 3,000 feet AGL unless otherwise specified. Military control zones usually have a 10-mile radius and are capped at 6,000 feet AGL. All control zones are depicted on the VFR aeronautical charts and the Enroute Low Altitude Navigation charts. In all Class C control zones and Class D control zones with an operating control tower, an aircraft must be equipped with a working two-way radio and must obtain a clearance from ATC before entering that CZ. The pilot must maintain a listening watch and comply with ATC instructions. If the aircraft is not radio-equipped, the pilot must have prior authorization from the controlling ATC authority. Class D control zones with a non-operating control tower become Class E airspace. In that case no prior clearance is required, but position reports must be made on the mandatory frequency (MF). Special VFR is permitted in control zones.

5. Altimeter setting procedures are detailed earlier in this chapter and in the *Canada Flight Supplement*.

6. Radio communications in Canada are similar to those in the U.S. Transport Canada has designated Mandatory Frequencies (MF), Aerodrome Traffic Frequencies (ATF) and Unicom frequencies at most uncontrolled airports throughout Canada. These frequencies are used to broadcast position reports and the pilot's intentions both when on the ground and in the air.

   The MF and ATF are comparable to the U.S. Common Traffic Advisory Frequency and Mulitcom frequencies. MF and ATF have established zones that are usually a 5- to 10-nm radius capped at 3,000 feet above airport elevation. At uncontrolled aerodromes for which a MF or ATF has been designated, certain reports shall be made by all radio-equipped aircraft.

   MFs are usually assigned to airports with an FSS, RCO, or local government equivalent to an FSS, called Community Aerodrome Stations (CARS), on the field. For airports with part-time towers, the assigned MF or ATF is used when the tower is not in operation. The ATF will normally be the frequency of the Unicom where one exists or 123.2 MHz where a Unicom does not exist.

   If the aircraft you are flying is not equipped with a radio or the radio is inoperable, you must obtain permission from the controlling facility before conducting operations at that airport or within its airspace. MF and ATF procedures apply equally to IFR and VFR flights. However, IFR flights have additional reporting points during the approach procedures.

Unicom frequencies in Canada are operated by privately owned facilities and function identically to US Unicom services.

While enroute in uncontrolled airspace or VFR on an airway pilots should continuously monitor 126.7 MHz. This frequency is used for listening watch and to broadcast position reports, altitude changes, significant weather, NOTAMs, and other intentions. Until recently almost all FSSs monitored 126.7 in Canada. ,Due to traffic congestion on this frequency Nav Canada has begun a process of moving FICs and FSSs onto discrete frequencies The listing of current frequencies as this transition unfolds can be downloaded in the form of maps from the Nav Canada website. The frequencies are also listed under the applicable FIC name (i.e.: London FIC) in the Canada Flight Supplement

7. An emergency locator transmitter (ELT) is required to be installed in most general aviation aircraft in Canada. ELTs are a very good thing to have on board. Without one your chances of being found in the event of a crash, even in Southern Canada, are very small. Without an ELT and a flight plan, your chances of being found are almost nil.

8. To permit identification and control of aircraft in the interest of national security, Canada has established Air Defence Identification Zones; see figure 2-4. Flight plan and operating requirements are detailed earlier in this chapter.

9. Pilots are required to file a VFR flight plan or flight itinerary for every flight when more than 25 nm from the departure airport or when operating between Canada and a foreign country.

10. At certain land and water airports, special requirements and/or procedures are in effect with which all operators must comply. These requirements/procedures are listed in the *Canada Flight Supplement* and the *Water Aerodrome Supplement* for each location to which they apply.

11. Pilots and passengers flying in unpressurized aircraft between 10,000 and 13,000 feet MSL after 30 minutes have oxygen equipment and usage requirements (refer to CAR 605.31 and 605.32. Pressurized aircraft oxygen requirements are also covered under these regulations.

The following information may be useful to pilots travelling in Canada:

1. VFR and IFR flights landing at or taking off from Toronto Lester B. Pearson International Airport require a slot reservation. Details are listed in the *Canada Flight Supplement.*

2. The VHF emergency frequency is 121.5 MHz.

3. Canadian FIC flight planning, NOTAM, and weather services are similar to those of the U.S. FSS system. When in range, Canadian FICs can be reached on the frequencies listed for them in the Canada Flight Supplement. Canadian FSS is available by telephone at 866/WX-BRIEF. Nav Canada provides weather services online at http://www.flightplanning.navcanada.ca. A pilot license or access number is not required to use this service.

4. Telecommunication and Enroute Facilities Service fees are levied for aircraft using certain navigational aids and services while flying over the polar North Atlantic routes. (Reference Transport Canada AIM, FAL 3.2.2.)

5. Significant data not shown on the visual charts may be found in "Chart Updating" in the *Canada Flight Supplement.*

6. Niagara Falls, Ontario, has special procedures for overflights. Refer to the *Canada Flight Supplement* and U.S. *Northeast Airport/Facility Directory* special notices for detailed information.

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Flight Restrictions In National And Provincial Parks

The Canadian government has established regulations pertaining to aircraft operations within national parks. In general landing within the boundaries of national or provincial parks is not permitted, without special permission. Park boundaries are clearly noted on Visual Navigation Charts. Pilots are encouraged to contact:

Parks Canada National Office
25 Eddy Street
Hull, Quebec
Canada K1A 0M5

General Enquiries: (888) 773-8888 Operator 997

Website: http://www.pc.gc.ca/index_e.asp

In the Ontario Region, pilots may operate into some Provincial Parks, after obtaining a permit from:

Ministry of Natural Resources
Room M1-73
McDonald Block
900 Bay Street
Toronto, Ontario M7A -2C1
Telephone 416/314-2000

The Alberta regulations prohibit aircraft from landing in a wilderness area or ecological reserve. The following four areas are governed by this rule:

Ghost River	White Goat
Siffleur	Willmore Wilderness

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Flying Canadian-Registered Aircraft

To fly a Canadian-registered aircraft within Canada you will need a Canadian pilot document. There are four options for foreign pilots to obtain a document for these purposes. These are summarized on the table below.

The most commonly-used option is a Foreign License Validation Certificate. A pilot who holds a US pilot certificate and a current medical certificate may fly Canadian-registered aircraft, within Canada, after obtaining a Foreign License Validation Certificate (FLVC) from any regional Transport Canada office. The FLVC is valid for up to one year. A pilot can also obtain a Canadian Private Pilot License issued on the basis of the applicant's foreign license. There is a fee of $45 for a foreign validation.

Transport Canada will only issue a Canadian Pilot Licence if the US pilot holds a Private, Commercial or an Airline Transport Pilot Certificate. Holders of foreign pilot permits, Recreational or Sport Pilot Certificates do not qualify for a Canadian Licence or validation.

Licences issued will be annotated as "not valid for hire or reward operations". These licences are valid only for personal flying and may not be used for commercial flying. If you require a licence for commercial flying then written tests and a medical are required prior to the issue of an unrestricted licence. For more information on this option please consult the TC General Aviation Advisory Circular.

It is worth noting that Canadian instrument rating standards are different than US standards and as a result US instrument ratings will not be validated on Canadian licences, which will be restricted to VFR use only.

Contact any regional Transport Canada office for more information http://www.tc.gc.ca/eng/civilaviation/opssvs/regions-139.htm.

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Foreign Licence Options for Flying Canadian Aircraft in Canada

	Option 1	Option 2

	Foreign Licence Validation Certificate (FLVC)	Limited Term Pilot Licence (LTPL)
Valid for	• Recreational flying • Commercial Operations • All privileges included on foreign licence • Up to one year (may be renewed)	• Receiving training (ie: float rating, type rating) • Valid for 90 days (three months) • Only issued once in a 12 month period
Requirements	• Foreign licence (ICAO) • Privileges must be appropriate to specific purpose and valid from issuing state	• Foreign licence (ICAO)
Written Exams	• N/A	• N/A
Skill	• N/A	• N/A
Medical	• Valid foreign medical	• Valid foreign medical or Canadian medical
Fee	• $45	• $45

Additional Notes	• Cannot be endorsed with additional privileges after receiving training	• When Canadian training is completed, we may re-issue LTPL with additional privileges • LPTL still bears original valid to date

	Option 3	**Option 4**
	Canadian Pilot Licence "Issued on the Basis of" a Foreign Licence	Canadian Pilot Licence
Valid for	• Recreational flying (Glider, Balloon or Private)	• Privileges as in CARs 401
Requirements	• Foreign licence (ICAO) • Must meet recency requirements • Must meet Canadian experience requirements for licence • Must meet Canadian experience requirements for each rating	• As per CARs 421

Written Exams	• PSTAR	• As per CARs 421
Skill	• N/A	• As per CARs 421
Medical	• Canadian medical	• Canadian medical
Fee	• $55	• $55
Additional Notes	• Licence will be annotated "Issued on basis of foreign licence" • Must meet Canadian requirements in order to have "annotation" removed	• Must meet all Canadian requirements

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Repair Services for US Aircraft in Canada

As with fuel availability, you should be able to obtain maintenance and repair services without difficulty at airports near major population areas. More remote areas, however, may have little or no such service available. Refer to the *Canada Flight Supplement* for services available and other specific information on airports you will be flying into while visiting Canada.

FAA Advisory Circular 43-10A, dated 02/25/83, provides information to aircraft owners and maintenance personnel concerning work performed by Canadian mechanics on U.S.-registered aircraft.

In general, Canadian mechanics can perform maintenance, preventive maintenance, alterations, and inspections (except annual inspections) and make maintenance record entries provided the requirements set forth in the appropriate sections of FAR parts 43 and 91 are followed.

Note: *US Customs and Border Protection has reporting requirements for repairs done abroad. Refer to U.S.C.S Guide for Private Flyers.*

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Fuel

The *Canada Flight Supplement* contains fuel availability and type data. The CFS is updated by NOTAMs, so do check those for fuel availability when you fly. NOTAMs can be accessed by calling FIC at 1-866-WX-BRIEF or through the Nav Canada website at www.flightplanning.navcanada.ca

Avgas 100LL and Jet A, A-1 and Jet B fuel are generally the only types of fuel available. Some airports have auto fuel or "Mogas" available.

In recent years Avgas has been increasingly difficult to find in the arctic parts of Canada. If you are planning a trip to the far north check the availability of fuel very carefully by calling the airports directly.

There should be no problem obtaining fuel at most Canadian airports near major population centers. Airports in the less populous regions of Canada may not have fuel available at all times. It is best when traveling in those areas to check on fuel availability in advance, by checking the CFS, NOTAMs and calling the airport.

It is worth noting that the majority of smaller Canadian airports are not attended on a regular basis and many offer no services without prior coordination. An increasing number of smaller, unattended airports are offering "self-serve" fuel where you fuel your own aircraft and pay automatically by credit card. The use of the credit card unlocks the pumps. Most of these "self-serve" fuelling machines in Canada accept only Visa or MasterCard. There is information on self-serve fuel for some airports on COPA's Places to Fly user-editable airport directory

Most Canadian FBOs and fuel dealers will accept U.S. credit cards issued by major oil companies for fuel and services. Most fuel dealers will also accept MasterCard, Visa and Interac system debit cards. Some larger operators will also accept American Express charge cards, but these are less common.

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If You Are Flying On To Overseas Destinations

Canada has some strict rules that apply to aircraft that depart its airspace heading out over the high seas. Recent interpretations from Transport Canada indicate that these rules do not apply if the aircraft is departing from the Canadian Artic for Greenland and will pass directly from Canadian Airspace to Danish Airspace. Contact Transport Canada for more information on applicability.

Here is the applicable CAR:

Transoceanic Flight

602.39 No pilot-in-command of a single-engined aircraft, or of a multi-engined aircraft that would be unable to maintain flight in the event of the failure of any engine, shall commence a flight that will leave Canadian Domestic Airspace and enter airspace over the high seas unless

(a) the pilot-in-command holds a pilot licence endorsed with an instrument rating;

(b) the aircraft is equipped with

(i) the equipment referred to in section 605.18,

(ii) a high frequency radio capable of transmitting and receiving on a minimum of two appropriate international air-ground general purpose frequencies, and

(iii) hypothermia protection for each person on board; and

(c) the aircraft carries sufficient fuel to meet the requirements of section 602.88 and, in addition, carries contingency fuel equal to at least 10 per cent of the fuel required pursuant to section 602.88 to complete the flight to the aerodrome of destination.

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For A More Detailed Look At The CARs

The Canadian Aviation Regulations are quite easy to understand. For more information on the CARs consult the Transport Canada on-line CARs document collection.

Canadian Owners and Pilots Association

COPA is a pilot organization similar to AOPA. Their staff is happy to assist visiting U.S. pilots with questions or problems on flying to Canada. They may be reached at:

COPA
71 Bank St, 7th floor
Ottawa, Ontario, Canada K1P 5N2
Telephone 613/236-4901
Fax 613/236-8646
www.copanational.org
copa@copanational.org

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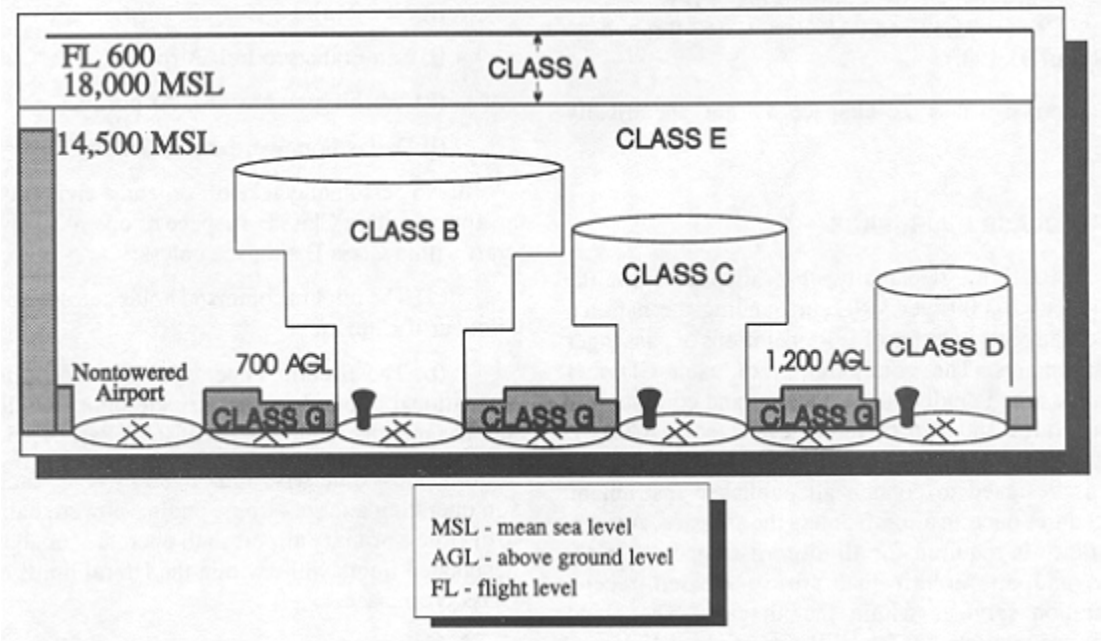
CHAPTER 4 – UNITED STATES FLIGHT RULES

United States Airspace

In 1993 the United States adopted the ICAO airspace designations and Terminal Control Areas, Airport Radar Service Areas, control zones went away, to be replaced by an alphabetic designator. We will take a look at the different classes of airspace, the VFR weather minimums for each category, and also equipment requirements.

Figure 4-1. United States Airspace Diagram



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Controlled Airspace

Class A Airspace

- **Dimensions**—Class A airspace starts at 18,000 feet MSL or FL180 and extends upwards to 60,000 feet MSL or FL600.
- **Operating Requirements**—To operate in Class A airspace you will need to be on an IFR flight plan and have an ATC clearance.
- **Equipment Requirements**—Two-way radio communication capability and a transponder with altitude encoding are required. Aircraft operating above 24,000 feet MSL utilizing VOR navigation must also have DME.
- **VFR Weather Minimums**—Since VFR operations are not permitted in this airspace there are no VFR weather minimums established.
- **Charting**—This airspace is not specifically charted.

Class B Airspace

- **Dimensions/Locations**—Class B airspace exists at the busiest airports, defined in terms of IFR operations or passenger enplanements. It generally extends from the surface to 10,000 feet MSL, is individually tailored to each airport, and consists of a surface area and two or more layers. Some Class B airspace areas resemble an upside-down wedding cake. It is designed to contain all published instrument procedures once an aircraft enters the airspace.
- **Operating Requirements**—You must receive an ATC clearance to operate within the airspace and hold at least a private pilot certificate.
- **Equipment Requirements**—The aircraft must be equipped with a transponder with altitude encoding and an operable two-way radio capable of communicating with ATC on the appropriate frequencies for the airspace. If you are operating IFR you must have an operable VOR or TACAN receiver.
- **VFR Weather Minimums**—VFR cloud clearance requirements are to remain "clear of clouds," minimum VFR visibility is 3 statute miles.
- **Charting**—Class B airspace is charted using a solid blue line. The floors and ceilings of the individual sectors are depicted using blue numbers separated by a blue line.
- **Mode C Veil**—An area that extends to 30 nautical miles from the primary Class B airport and from the surface to 10,000 feet MSL is called the Mode C veil. A thin magenta line labelled "Mode C 30 NM" depicts it. Aircraft operating within the boundary of the veil but outside the boundary of the Class B airspace must be equipped with an operating transponder with altitude reporting equipment.
- **VFR Flyways**—At some Class B airspace areas there are designated VFR corridors or flyways. These are generally depicted on the reverse of the U.S. Terminal Area Charts. These charts are recommended for use by VFR aircraft operating within or near the airspace.

Class C Airspace

- **Dimensions**—Class C airspace extends from the surface to 4,000 feet above the airport elevation, surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. It generally consists of a 5-nautical-mile-radius core surface area extending up to 4,000 feet above ground level and a 10-nautical-mile-radius shelf area that extends from 1,200 feet to 4,000 feet above the airport elevation. There is also an outer area that extends outward 20 nautical miles from the primary airport and from the bottom of radar/radio coverage up to the ceiling of the approach control's delegated airspace excluding the Class C airspace and other airspace as appropriate.

- **Operating Requirements**—Aircraft operating in Class C airspace must establish two-way radio communication with ATC before entering the airspace.
- **Equipment Requirements**—They must have an operable transponder with altitude encoding capability and two-way radio communication capability.
- **VFR Weather Minimums**—VFR visibility requirements are 3 statute miles and cloud clearance distances are 500 feet below, 1,000 feet above, and 2,000 feet horizontally from a cloud.
- **Charting**—The inner and outer rings are charted on VFR charts using a solid magenta line and magenta numbers to indicate the altitudes of the different areas; the outer area is not charted. VFR reporting points outside the Class C airspace are indicated by a magenta flag and black underlined letters giving the name of the reporting point.

Class D Airspace

- **Dimensions**—Generally, that airspace from the surface to 2,500 feet above the airport elevation surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures.
- **Operating Requirements**—To enter Class D airspace you must establish radio communication with the ATC facility providing ATC services prior to entering the airspace.
- **Equipment Requirements**—Required equipment for operating in Class D is an operable two-way radio. There is no specific pilot certification required to operate in Class D airspace.
- **VFR Weather Minimums**—VFR visibility requirements are 3 statute miles and cloud clearance of 500 feet below, 1,000 feet above or 2,000 feet horizontally from a cloud.
- **Charting**—Class D airspace is charted using a broken blue line to depict the horizontal boundaries of the airspace. The ceiling for the airspace is depicted in a broken blue box inside the boundary of the airport.

Class E Airspace

- **Dimensions**—Class E airspace generally extends from 1,200 feet AGL up to but not including 18,000 feet MSL. In some areas it can extend down to 700 feet AGL or even all the way to the surface—"Class E surface area."
- **Operating Requirements**—There are no specific requirements to operate in this airspace below 10,000 feet MSL. Minimum pilot certification is a student pilot certificate.
- **Equipment Requirements**—Below 10,000 feet MSL, none. Above 10,000 feet MSL you will need to have an operating transponder with Mode C altitude reporting capability.

- **VFR Weather Minimums**—Below 10,000 feet MSL: Visibility 3 statute miles, cloud clearance of 500 feet below, 1,000 feet above and 2,000 feet horizontally. Above 10,000 feet MSL: Visibility 5 statute miles, cloud clearance of 1,000 feet below and above, and 1 statute mile horizontally.
- **Charting**—The floor of Class E airspace designated as a transition area is depicted using a magenta shading with the sharp or defined edge representing Class E airspace beginning 1,200 feet AGL and the fuzzy or feathered edge representing Class E airspace beginning at 700 feet AGL. Class E airspace that goes to the surface is represented by a dashed magenta line.

UNCONTROLLED AIRSPACE

Class G Airspace

- **Dimensions**—Class G airspace is any airspace that has not been designated as Class A, Class B, Class C, Class D or Class E airspace. There are no defined dimensions for this airspace.
- **Operating Requirements**—There are no specific operating requirements for Class G airspace.

NOTE: - The US does not have a recommended frequency to monitor enroute in uncontrolled airspace, unlike Canada, which has 126.7 MHz. Most US pilots just monitor the nearest ATC frequency while enroute.

- **Equipment**—There is no required equipment for Class G airspace.
- **VFR Weather Minimums:**
  - 1,200 feet or less AGL (regardless of MSL altitude) Day: Visibility 1 statute mile, clear of clouds; Night: 3 statute miles visibility, 500 feet below, 1,000 feet above or 2,000 feet horizontally from a cloud.
  - More than 1,200 feet AGL but less than 10,000 feet MSL Day: 1 statute mile of visibility and 500 feet below, 1,000 feet above or 2,000 feet horizontally from a cloud; Night: 3 statute miles visibility, 500 feet below, 1,000 feet above or 2,000 feet horizontally from a cloud.
  - More than 1,200 feet AGL and at or above 10,000 feet MSL: 5 statute miles visibility, 1,000 feet below and above and 1 statute mile horizontally from a cloud.
- **Charting**—Class G airspace is not specifically charted.

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SPECIAL USE AIRSPACE

Prohibited Areas—Defined areas within which the flight of aircraft is prohibited. Such areas are established for security or other reasons associated with the national welfare. They are depicted on VFR aeronautical charts with a blue-colored hash mark box and blue lettering, e.g. “PROHIBITED AREA P-40.”

Restricted Areas—Contain airspace, identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants. The airspace is charted using a blue hash mark box with blue lettering, e.g. "RESTRICTED R-123." The controlling agency can be found on the chart in the special use airspace listing in the margin.

Ensure that you check the FAA website http://tfr.faa.gov for maps showing the current and expected Temporary Flight Restrictions (TFRs).

Warning Areas—A warning area is airspace of defined dimensions, extending from three nautical miles outward from the coast of the United States, which contains activity that may be hazardous to non-participating aircraft. The purpose of such warning areas is to warn non-participating pilots of the potential danger. A warning area may be located over domestic or international waters or both. It is charted with a blue hash mark box and blue lettering, e.g. "WARNING W-123."

Military Operations Areas—MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, non-participating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict non-participating IFR traffic.

Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently. Therefore, pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.

MOAs are charted on VFR charts with a magenta hash mark box and magenta lettering with the name of the MOA, e.g. "Bulldog MOA," "Pickett MOA," etc.

Alert Areas—Alert areas are depicted on aeronautical charts to inform non-participating pilots of areas that may contain a high volume of pilot training or unusual type of aerial activity. Pilots should be particularly alert when flying in these areas. All activity within an alert area shall be conducted in accordance with the federal aviation regulations, without waiver, and pilots of participating aircraft as well as pilots transiting the area shall be equally responsible for collision avoidance. Alert areas are charted using a blue hash mark box similar to Restricted Areas and labelled with blue letters, e.g. "A-123."

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OTHER AIRSPACE

Terminal Radar Service Area—Originally established as part of the Terminal Radar Program at selected airports, this is not controlled airspace from a regulatory standpoint. The primary airport within the TRSA is in Class D airspace. The remaining portion of the TRSA overlies other controlled airspace which is normally Class E airspace beginning at 700 or 1,200 feet and established to transition to/from the en route/terminal environment. Participation is voluntary, but pilots operating under VFR are encouraged to contact the radar approach control and avail themselves of the TRSA services.

Cell phones

Using a cell phone while in the air over the US is illegal under FCC regulations CFR Title 44, 22.925. In general cell phone use while airborne during an emergency has not been prosecuted under this regulation.

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CRUISING ALTITUDES

Table 4-1. U.S. VFR and IFR Cruising Altitudes and Flight Levels

VFR Cruising Altitudes and Flight Levels

If your magnetic course (ground track) is:	And you are more than 3,000 feet above the surface but below 18,000 feet MSL, fly:	And you are above 18,000 feet MSL to FL 290, fly:
0 degrees to 179 degrees	Odd thousands MSL, plus 500 feet (3,500; 5,500; 7,500, etc.)	Odd Flight Levels plus 500 feet (FL195; FL215; FL235, etc.)
180 degrees to 359 degrees	Even thousands MSL plus 500 feet (4,500; 6,500; 8,500, etc.)	Even Flight Levels plus 500 feet (FL185; FL205; FL225, etc.)

IFR Cruising Altitudes and Flight Levels Class G Airspace (all other as assigned by ATC)

If your magnetic course (ground track) is:	And you are below 18,000 feet MSL, fly:	And you are at or above 18,000 feet MSL but below FL290, fly:	And you are at or above FL 290, fly 4,000 foot intervals:
0 degrees to 179 degrees	Odd thousands MSL (3,000; 5,000; 7,000, etc.)	Odd Flight Levels (FL190; 210; 230, etc.)	Beginning at FL290 (FL290; 330; 370, etc.)
180 degrees to 359 degrees	Even thousands MSL (4,000; 6,000; 8,000, etc.)	Even Flight Levels (FL200; 220; 240, etc.)	Beginning at FL310 (FL310; 350; 390, etc.)

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Special VFR

Except as provided for in Appendix D, 14 CFR 91, special VFR operations may be conducted using the weather minimums specified in 14 CFR 91.157(b), below 10,000 feet MSL within the airspace contained by the upward extension of the lateral boundaries of the controlled airspace designated to the surface for an airport.

Special VFR operations may only be conducted:

- with an ATC clearance
- clear of clouds
- except for helicopters, when flight visibility is at least 1 statute mile
- except for helicopters, between sunrise and sunset, unless:
  - the person being granted the ATC clearance meets the applicable requirements for instrument flight under 14 CFR 61
  - the aircraft is equipped as required in 14 CFR 91.205(d).

No person may takeoff or land an aircraft (other than a helicopter) under special VFR unless ground visibility is at least 1 statute mile or if ground visibility is not reported, flight visibility is at least 1 statute mile.

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VFR Over The Top

VFR Over The Top is allowed in US airspace without restriction, provided that regular VFR clearances from cloud are observed and no cloud penetration occurs. Pilots may request radar assistance to locate holes in the undercast to transition through.

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IFR Approach Ban

Unlike Canada, the US does not have an IFR approach ban that prohibits private aircraft from completing an instrument approach in low weather conditions. The US approach restrictions apply only to commercial aircraft

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IFR Alternates

Unlike in Canada an IFR alternate airport is only required if the destination airport will not be above a 2000 foot ceiling and 3 miles visibility for an hour before ETA until and hour after ETA.

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U.S. Flight Plans

U.S. regulations do not require pilots to file VFR flight plans, but pilots are encouraged to do so in order to activate Search and Rescue sooner if they don't arrive at their destination.

The exception to this is if you will be operating in or penetrating a Coastal or Domestic ADIZ. If a flight plan has been activated, the pilot in command, upon cancelling or completing the flight under the flight plan, shall notify an FAA Flight Service Station or ATC facility.

Note that in the US flight plans will only be opened and closed by FSS. Control towers, ground, arrival and departure controllers will not generally open or close flight plans for you, unlike in Canada.

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Information required in a VFR Flight Plan

- Aircraft identification number and call sign if necessary
- Type of aircraft
- Full name and address of the pilot in command
- The point and proposed time of departure
- The proposed route, cruising altitude (or flight level) and true airspeed at that altitude
- The point of first intended landing and estimated elapsed time until over that point
- The amount of fuel on board in hours and minutes
- The number of persons in the aircraft
- Any other information the pilot in command or ATC believes is necessary for ATC purposes

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Information required in an IFR Flight Plan

- Information required for a VFR flight plan
- An alternate airport, unless for at least one hour before and after the estimated time of arrival the weather reports or forecasts indicate the ceiling will be at least 2,000 above the airport elevation and the visibility will be at least 3 statute miles.

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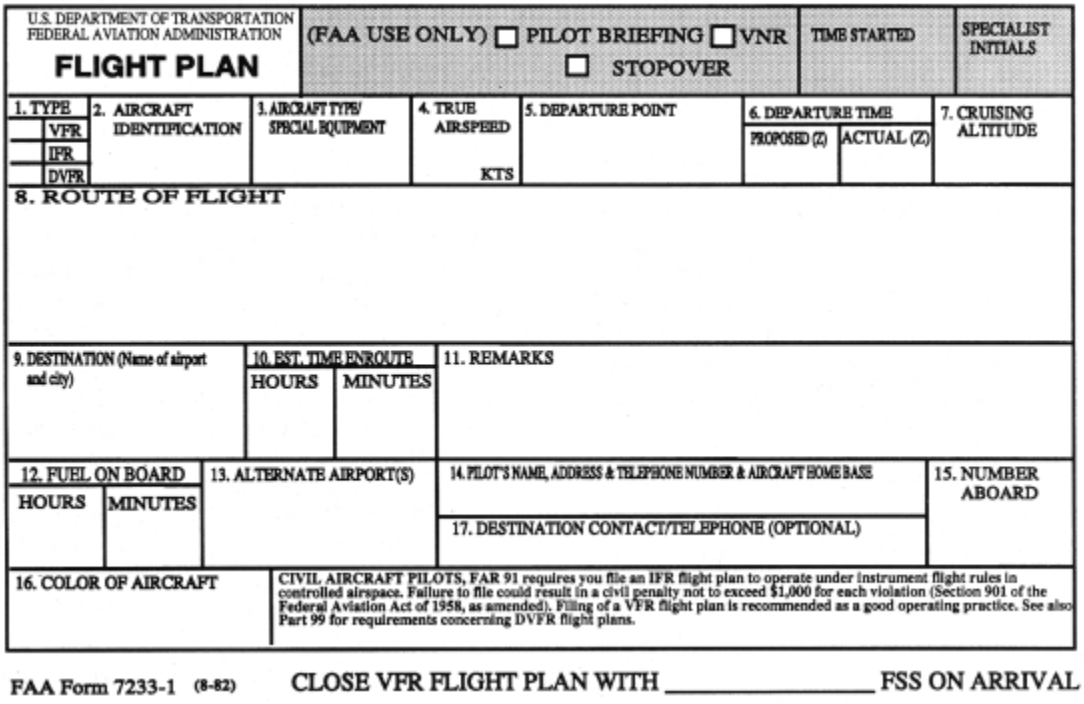
U.S. Flight Plan Form

Figure 4-2. U.S. Flight Plan Form



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN

(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR ☐ STOPOVER | TIME STARTED | SPECIALIST INITIALS

1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
VFR / IFR / DVFR			KTS		PROPOSED (Z)	ACTUAL (Z)	

8. ROUTE OF FLIGHT

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE HOURS	MINUTES	11. REMARKS

12. FUEL ON BOARD HOURS	MINUTES	13. ALTERNATE AIRPORT(S)	14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE / 17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)	15. NUMBER ABOARD

16. COLOR OF AIRCRAFT	CIVIL AIRCRAFT PILOTS, FAR 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.

FAA Form 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

U.S. Special Equipment Codes (Block 3)

Table 4-2. U.S. Special Equipment Codes

Aircraft Suffixes

Effective September 1, 2005

Suffix	Equipment Capability
	NO DME
/X	No transponder
/T	Transponder with no Mode C
/U	Transponder with Mode C
	DME
/D	No transponder
/B	Transponder with no Mode C
/A	Transponder with Mode C
	TACAN ONLY
/M	No transponder
/N	Transponder with no Mode C
/P	Transponder with Mode C
	AREA NAVIGATION (RNAV)

/Y	LORAN, VOR/DME, or INS with no transponder
/C	LORAN, VOR/DME, or INS, transponder with no Mode C
/I	LORAN, VOR/DME, or INS, transponder with Mode C
	ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)
/E	Flight Management System (FMS) with DME/DME and IRU position updating
/F	Flight Management System (FMS) with DME/DME position updating
/G	Global Navigation Satellite System (GNSS), including GPS or WAAS, with enroute and terminal capability.
/R	Required Navigational Performance. The aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.
	Reduced Vertical Separation Minimum (RVSM). Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate.
/J	/E with RVSM
/K	/F with RVSM
/L	/G with RVSM
/Q	/R with RVSM
/W	RVSM

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Defence VFR Flight Plans

As stated before aircraft that will be operating in or penetrating a Coastal or Domestic Air Defence Identification Zone (ADIZ) under VFR are required to file a Defence VFR (DVFR) flight plan for security purposes. ADIZ operations are discussed in the following section.

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AIR DEFENSE IDENTIFICATION ZONE (ADIZ) REQUIREMENTS

Registration marks—12-inch registration marks must be displayed on the aircraft in accordance with 14 CFR 45.29(h). This can be a temporary tape job; however, each mark must be a full 12 inches high and 2 inches wide and the color must contrast with the paint. There are several commercial suppliers of press-on temporary numbers.

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Flight Plan—An IFR or DVFR flight plan must be filed with an appropriate aeronautical facility as follows:

- Generally, for all operations that enters an ADIZ.

- For operations that will enter or exit the United States and which will operate into, within or across the Contiguous U.S. ADIZ regardless of true airspeed.
- The flight plan must be filed before departure except for operations associated with the Alaskan ADIZ when the airport of departure has no facility for filing a flight plan, in which case the flight plan may be filed immediately after takeoff or when within range of the aeronautical facility.

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Two-way Radio—For the majority of operations associated with an ADIZ, an operating two-way radio is required. See FAR Part 99.1 for exceptions.

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Transponder Requirements—Unless otherwise authorized by ATC, each aircraft conducting operations into, within, or across the Contiguous U.S. ADIZ must be equipped with an operable radar beacon transponder having altitude reporting capability (Mode C), and that transponder must be turned on and set to reply on the appropriate code or as assigned by ATC.

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Position Reporting

- For IFR flight: Normal IFR position reporting.
- For DVFR flights: The estimated time of ADIZ penetration must be filed with the aeronautical facility at least 15 minutes prior to penetration except for flight in the Alaskan ADIZ, in which case report prior to penetration.
- For inbound aircraft of foreign registry: The pilot must report to the aeronautical facility at least one hour prior to ADIZ penetration.

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Aircraft Position Tolerances

- Over land, the tolerance is within plus or minus five minutes from the estimated time over a reporting point or point of penetration and within 10 NM from the centerline of an intended track over an estimated reporting point or penetration point.
- Over water, the tolerance is plus or minus five minutes from the estimated time over a reporting point or point of penetration and within 20 NM from the centerline of the intended track over an estimated reporting point or point of penetration (to include the Aleutian Islands).

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Except when applicable under FAR Part 99.7, FAR Part 99 does not apply to aircraft operations:

- Within the 48 contiguous states and the District of Columbia, or within the State of Alaska, and remains within 10 miles of the point of departure;
- Over any island, or within three nautical miles of the coastline of any island, in the Hawaii ADIZ; or
- Associated with any ADIZ other than the Contiguous U.S. ADIZ, when the aircraft true airspeed is less than 180 knots.

Authorizations to deviate from the requirements of Part 99 may also be granted by the ARTCC, on a local basis, for some operations associated with an ADIZ.

An air-filed VFR Flight Plan makes an aircraft subject to interception for positive identification when entering an ADIZ. Pilots are therefore urged to file the required DVFR flight plan either in person or by telephone prior to departure. Interception procedures and signals are covered in the appendix.

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The Washington ADIZ

Canadian pilots must be especially cautious operating around the new Washington DC ADIZ as several Canadian pilots have been violated for not adhering to the correct procedures.

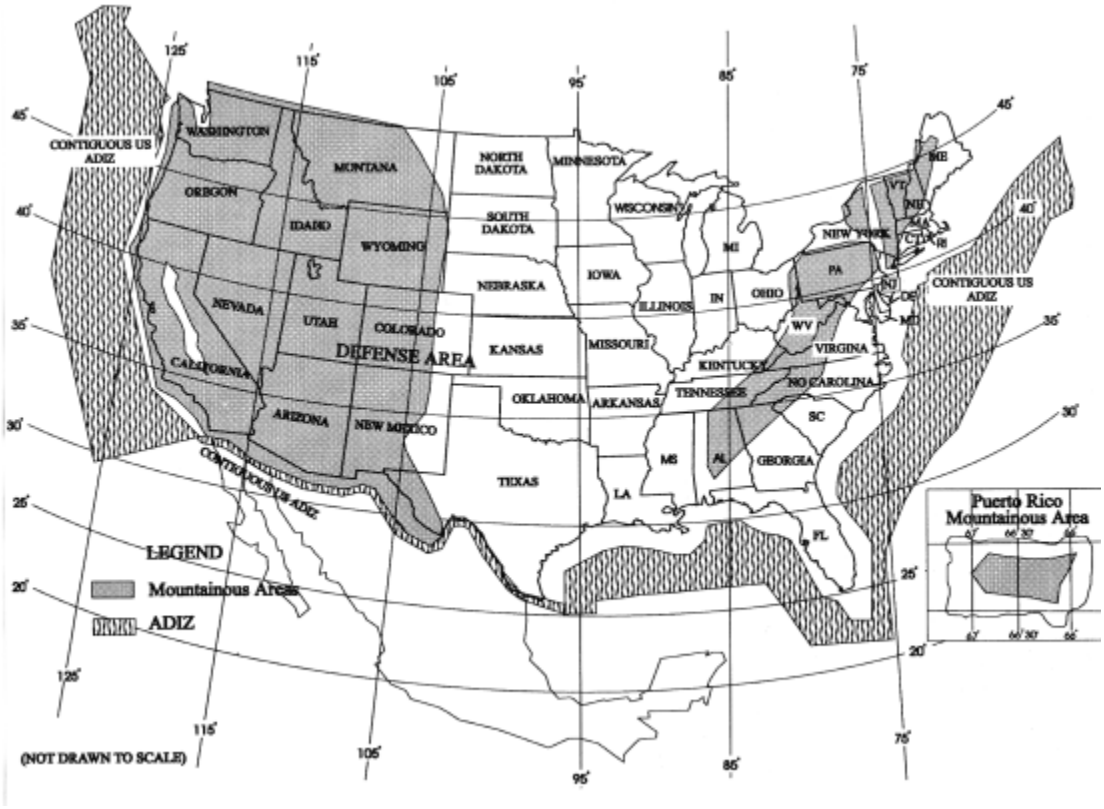
A new requirement FAR 91.161 is in place which will become effective February 9th, 2009. This requirement stipulates that all pilots flying within 60nm of Washington VOR must have taken a special on-line course and exam recorded by the FAA. To wit:

> *…no person may serve as a pilot in command or as second in command of an aircraft while flying within a 60-nautical mile radius of the DCA VOR/DME, under VFR, unless that pilot has completed Special Awareness Training and holds a certificate of training completion. (91.161)*

Any pilots planning to operate in the Washington DC area should take the FAA course to avoid making serious airspace mistakes and possible violation. *(Note: The FAA course is set up American pilots only. To obtain registration , it may be necessary to stipulate "no-medical" and to type in a Zip code. COPA has successfully used the "90210" Zip code to gain access to the course. Of course COPA has asked that this course be made accessible to Canadians as well, so that eventually it should not be required that the user "spoof" the registration procedure.)*

U.S. Air Defense Identification Zones

Figure 4-3. U.S. Air Defense Identification Zones



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U.S. Flight Service

The Flight Service system in the United States is being transitioned to management by Lockheed-Martin and, at the same time, consolidated into three hub stations. See Automated Flight Service Stations | Lockheed Martin for information.

The traditional way to reach a US FSS by phone at 1-800-WX-BRIEF does not work from Canada but there is a TIBS (Telephone Information Briefing Service) number 1-877-4-TIBS-WX (1-877-484-2799). It is recommend that you land at the first opportunity after crossing the border in order to ensure that there are no issues with clearing Customs and to top off your briefing and recheck TFRs but this new access to US flight information is a great way to plan before you begin your trip from Canada.

There are a few tricks for using the system. The voice prompt will first ask which State you are departing from. You can say the name of the State in which you will be entering the US , which then will give you other options for receiving computer-generated voice playback of weather and other information for that region, including AIRMETs and METARs for various locations. At any time, you can say “briefer” and you will be

transferred to a live person. Another way to deal with the voice prompt for State is to say "any", which will prompt the system to transfer you to the closest available briefer anywhere in the system; a handy trick for busy days and when all you want to do is close a flight plan.

1-800-WX-BRIEF is still accessible from anywhere in the United States but the new TIBS number provides better options for reaching a particular hub station. Most FSSs monitor 122.2 MHz and 121.5 MHz on a regular basis. Other discrete frequencies can be found on the appropriate aeronautical chart and in the Airport/Facility Directory.

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Flight Watch

An in-flight weather advisory service known as Enroute Flight Advisory Service (EFAS) or Flight Watch is also available from selected Flight Service Stations in the United States. This service is normally available throughout the contiguous U.S. from 6 a.m. to 10 p.m. EFAS provides communications capabilities for aircraft flying at 5,000 feet AGL to 17,500 feet MSL on a common frequency of 122.0 MHz. Discrete EFAS frequencies have been established to ensure communications coverage from 18,000 to 45,000 feet MSL serving in each specific Air Route Traffic Control Center area. These frequencies are found in the appropriate A/FD for your area.

Contact Flight Watch by using the name of the ARTCC facility identification serving the area of your location followed by your aircraft identification and name of nearest VOR to your position. The specialist needs to know this approximate location to select the most appropriate transmitter/receiver outlet for communications coverage.

Charts depicting the location of flight watch control stations and the outlets they use are contained in the A/FD. If you do not know in which flight watch area you are flying, initiate contact by using the words "Flight Watch," your aircraft identification and the name of the nearest VOR. The facility will respond using the name of the flight watch facility.

EFAS is not intended to be used for filing or closing flight plans, position reporting, getting complete pre-flight briefings or obtaining random weather reports and forecasts. En route flight advisories are tailored to the enroute cruise phase of flight. Immediate destination weather and terminal aerodrome forecasts will be provided on request. Pilots requesting information not within the scope of flight watch will be advised of the appropriate AFSS/FSS frequency to obtain the information.

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Military Operations Areas (MOAs)

US MOAs are not closed to VFR aircraft, but they may still be busy places with lots of high-speed aircraft operating. Contact the nearest FSS for information on activities there and then decide whether to cross the MOA or go around.

IFR traffic will not be routed through active MOAs.

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Maintenance Performed On Canadian Aircraft By U.S. Maintenance Personnel

In the case of maintenance performed outside of Canada, except for the annual inspection portion of the maintenance schedule outlined in CAR 625 Appendix B, a maintenance release may be signed by a person who is authorized to sign under the laws of a state that is a party to an agreement or a technical arrangement with Canada and the agreement or arrangement provides for such certification. Where no agreement provides for such certification, the person holds qualifications that the Minister has determined to be equivalent to those of the holder of an AME license issued pursuant to CAR 403, with a rating appropriate to the aeronautical product being certified.

Basically this means that any US rated A&P can do any work on a Canadian registered aircraft except the annual inspection.

In the case of certification of the annual inspection CAR 625 Appendix B, a maintenance release may only be signed by the holder of an appropriately rated AME license issued pursuant to CAR 403 or in special cases where a Canadian AME is not available, the aircraft owner may apply for a Restricted Certification Authority to permit the release to be signed by the holder of a Federal Aviation Authority (FAA) Inspection Authorization. The Restricted Certification Authority request should be addressed, with supporting documentation, to the Transport Canada regional office normally responsible for the aircraft. Restricted Certification Authorities for this purpose will be considered only where the requirement arose from unforeseen circumstances.

Canadian law requires you to declare any repairs, alterations or modifications made to your aircraft to Canada Customs when you return to Canada. Emergency repairs to your aircraft while in the US are not taxable, but all other work done is taxable. That means that repairing a flat tire would be non-taxable, but a new GPS set would be taxed. Expect to pay the GST and PST (if applicable in your province) when you cross the border back into Canada.

In general modifications to Canadian aircraft in the US where the mod is done under an STC are allowed. Modifications done under an FAA 337 Field Approval are also permitted according to the Transport Canada staff instruction http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-documents-500-513-003-968.htm

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Required Flying Equipment And Operating Information In The US

Many Canadians have heard rumours that the US requires current maps (US maps have expiry dates on them). That rumour is true! The actual rule is contained in FAR 91.503. That FAR actually contains a good list of required items. Here it is in its entirety:

§ 91.503 Flying equipment and operating information.

(a) The pilot in command of an airplane shall ensure that the following flying equipment and aeronautical charts and data, in current and appropriate form, are accessible for each flight at the pilot station of the airplane:

(1) A flashlight having at least two size "D" cells, or the equivalent, that is in good working order.

(2) A cockpit checklist containing the procedures required by paragraph (b) of this section.

(3) Pertinent aeronautical charts.

(4) For IFR, VFR over-the-top, or night operations, each pertinent navigational en route, terminal area, and approach and letdown chart.

(5) In the case of multiengine airplanes, one-engine inoperative climb performance data.

(b) Each cockpit checklist must contain the following procedures and shall be used by the flight crewmembers when operating the airplane:

(1) Before starting engines.

(2) Before takeoff.

(3) Cruise.

(4) Before landing.

(5) After landing.

(6) Stopping engines.

(7) Emergencies.

(c) Each emergency cockpit checklist procedure required by paragraph (b)(7) of this section must contain the following procedures, as appropriate:

(1) Emergency operation of fuel, hydraulic, electrical, and mechanical systems.

(2) Emergency operation of instruments and controls.

(3) Engine inoperative procedures.

(4) Any other procedures necessary for safety.

(d) The equipment, charts, and data prescribed in this section shall be used by the pilot in command and other members of the flight crew, when pertinent

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Flying US-Registered Aircraft

A Canadian pilot who holds a Canadian Private Pilot Licence or higher and a current medical certificate may fly a US-registered aircraft after obtaining a US Pilot Certificate.

The US certificate obtained in this way is based on your Canadian licence and is valid indefinitely, as long as your Canadian Licence is valid. Application must be made in person at an FSDO, by completing a Transportation Security Agency (TSA) security clearance form and an FAA Pilot Certificate application form as well as presenting your Canadian Licence, Medical Certificate and logbook. There is no fee for this certificate issue, but you will not receive your Pilot Certificate until the TSA security clearance is completed. This procedure may take from several weeks to several months.

The FAA will only issue a US Pilot Certificate if the Canadian pilot holds a Private Pilot Licence, Commercial Pilot Licence or an Airline Transport Pilot Licence. Holders of pilot permits, such as the Pilot Permit – Recreational Aeroplanes or the Pilot Permit – Ultra-light Aeroplanes do not qualify for a US Certificate.

Licences issued will either be a US Private pilot certificate or a US Commercial pilot certificate stamped “not valid for hire or reward operations”. These certificates are valid only for personal flying and may not be used for commercial flying. If you require a certificate for commercial flying then written tests and an FAA medical certificate are required prior to the issue of an unrestricted certificate.

For more information see: Licenses and Certificates

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International travel and the new CAT III Medical Validity Periods

Several Canadian pilots have asked whether their five year (for under age 40) or two year (for over age 40) Cat III medical can be used to fly in the USA. Below is the official word from the FAA on this subject.

July 13, 2004

QUESTION: I've been asked whether it is permissible for a Canadian pilot to fly a Canadian registered aircraft with their Canadian pilot's license and Canadian medical license in the US even if their Canadian medical license's duration period is beyond the time duration that would be acceptable in the US and ICAO Annex 1, para. 1.2.5.2? Canada has a 3rd-class medical license that allows for 5 years duration if the person is less than the age of 40 years. That medical licensing duration period is not in accordance with ICAO Annex 1, para. 1.2.5.2.

ANSWER: Ref. § 61.75(b)(4); Section 61.75(b)(4) is silent about the situation where the Canadian medical license is current in accordance with the Canadian rule for medical licensing when the § 61.75 US pilot certificate is issued, but subsequently goes over the medical licensing time limits of ICAO Annex 1, para. 1.2.5.2. If a Canadian medical license is current (according to the Canadian rule for medical licensing duration) when the US pilot certificate is applied for, then in accordance with § 61.75(b)(4) a US pilot certificate may be issued on the basis of that current Canadian medical license. Because according to the Canadian rule, the medical license is current. And per § 61.75(b)(4), the rule merely states ". . . a current medical certificate issued by the country that issued the person's foreign pilot license . . ."

{Q&A-627}

Inquiry from: Dr. Fred Tilton, AAM-2

Answered by: John Lynch, AFS-840; Reviewed by Jerry Smith, AGC-7 and John Wensel, Manager, AFS-840

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For A More Detailed Look At The FARs

The US Federal Aviation Regulations are quite easy to understand. For more information on the FARs consult the Electronic Code of Federal Regulations (eCFR).

CHAPTER 5 – TRAVELERS INFORMATION

Local Information for Travelers in Canada

Canada offers a cross-section of many cultures and traditions plus a variety of climates. To help you prepare for your trip, here are some frequently asked questions about traveling in Canada.

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Language

Canada has two official languages: English and French. English is the predominant language except in Quebec and parts of New Brunswick. Approximately two-thirds of the population speaks only English.

Travelers to Quebec will notice that French is the dominant language in that province. Much of Quebec's population also speaks English and English-speaking travelers should have no difficulty wherever they go.

All ATC personnel will communicate with you in English if you address them in English. Much of the radio traffic in the province of Quebec and the National Capital Region around Ottawa is in French and visiting pilots should be prepared for that. That part of the country has been operating this way for over three decades with no noted safety problems. ATC will relay any requested traffic information in both languages and a knowledge of French is not required to safely fly in that part of Canada.

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Climate and Clothing

The Canadian climate is as variable as its geography. Travelers can generally count on the climate to be anywhere from very hot to very cold depending upon the time of year and part of the country. Southern Canadian summers are warm to hot, except on the west coast where they can be cool and wet. Arctic summers can be cool to warm. Winter in most parts of Canada can be very cold, except on the west coast where it is usually cool and wet. Mid-summer and mid-winter offer the best VFR flying conditions, with more cloud around in the fall and spring seasons.

Once you have decided on the area of Canada you will be visiting, travel guides available at your local bookstore or library can help you determine what to expect by the way of climate and appropriate types of clothing to bring along.

Note that Canadian weather reporting, aviation and public forecasts all report temperatures in degrees Celsius.

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Recreation

Canada offers just about every recreational activity imaginable, making it an ideal vacation spot. Visitors may bring sporting equipment into Canada for their own use but must declare this equipment at entry. While such items are normally admitted free of duty and tax, a deposit may be requested to ensure that you take these items back with you at the end of your stay. The deposit will be forwarded to the non-resident owner's home address by check after proof of exportation is received by Canadian Customs.

Items that may be brought in include: fishing tackle, equipment for camping golf, tennis and other games, radios and portable or table-model television sets, musical instruments, computers and cameras. Although not a requirement, it may facilitate entry if visitors have a list (in duplicate) of all durable items carried along with a description of each including serial numbers where possible.

Hunters who want to bring rifles into Canada may do so provided they comply with regulations governing firearms (see section on Firearms).

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Currency

Canadian money is based on the same system as used in the U.S., with 100 cents to the dollar. The exchange rate between the U.S. dollar and Canadian dollar varies. Check with a bank dealing in Canadian exchange for the current rate. The Royal Bank of Canada also publishes daily exchange rates on their website.

Although U.S. money is accepted in Canada, you should exchange your funds for Canadian by going to a bank where you will receive the prevailing rate of exchange. By using Canadian money during your travels, you will avoid exchange problems.

Money and all types of negotiable instruments, in any amount, may be brought into or taken out of the U.S. Persons importing or exporting an amount of US$10,000 or more are required to file a report of the transaction with US Customs and Border Protection.

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Banking in Canada

Normal banking hours in Canada are 10 a.m. to 5 p.m., Monday through Friday, with extended hours available in some locations.

Traveler's checks in Canadian or U.S. dollars are the safest way to carry money. Canadian banks and major commercial establishments universally accept them. You should note that “checks” in Canada are spelt “cheques” although they are pronounced the same way!

If conducting business while in Canada, you may require a letter of credit from your home bank in the U.S. This can be easily arranged by having your home bank correspond with a Canadian bank in the city in which you will be conducting business.

These days most Canadians shop using debit cards, which are very popular. The international “Interac” and “Cirrus” systems are widely available almost everywhere in Canada.

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Credit Cards

Most major U.S. credit cards are honoured in Canada, but you are advised to check with the credit card company or your local issuing bank before leaving home.

Visa and MasterCard are universally used in Canada, while American Express is only accepted in some limited locations.

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Electric Current

The standard electric current available in Canada is the same as in the US - 110 volts, 60 cycles.

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Time Zones in Canada

Internationally, including in Canada, Greenwich Mean Time (GMT) is now known as Coordinated Universal Time (UTC).

To convert from local to UTC use the table below: (ST=Standard Time; DT=Daylight Savings Time)

Time Zone	UTC	UTC
Newfoundland	ST plus 3.5 hours	DT plus 2.5 hours
Atlantic	ST plus 4 hours	DT plus 3 hours
Eastern	ST plus 5 hours	DT plus 4 hours
Central	ST plus 6 hours	DT plus 5 hours
Mountain	ST plus 7 hours	DT plus 6 hours
Pacific	ST plus 8 hours	DT plus 7 hours
Yukon	ST plus 9 hours	DT plus 8 hours

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Daylight Savings Time:

Starts: 0200 local time on the second Sunday in March
Ends: 0200 local time on the first Sunday in November

Note: *The Province of Saskatchewan does not use Daylight Savings Time.*

Pets

All dogs and cats over 3 months of age may be brought into Canada free of duty under the following regulations:

1. All dogs and cats from the U.S. must be accompanied by a certificate, signed by a licensed veterinarian of Canada or the U.S., stating the animal has been vaccinated against rabies during the preceding 36 months. This certificate must carry a description of the animal and date of vaccination, and must be initialled by the inspecting official at the customs port of entry. The Customs official will return the certificate to the owner. Puppies and kittens less than 3 months old may be imported into Canada from the U.S. without a rabies vaccination.

2. Performing and Seeing Eye dogs entering Canada from the U.S. temporarily are exempt from (1) above if kept under direct control of the person(s) bringing the animal into the country.

If accompanied by the owner, a maximum of two birds per family may be brought into Canada in any 90-day period. The owner must certify in writing that the pets have not been in contact with other birds and have been in the owners' possession for the preceding 90 days.

Note: *Canada reserves the right to require owners or transporters of birds or animals to present their animals to an inspector of the Health of Animals Branch for inspection. This inspection, if required, will take place at the airport of entry.*

For further information on bringing pets into Canada, contact:

Canadian Food Inspection Agency

Animal Health Division
Canadian Food Inspection Agency
59 Camelot Drive
Ottawa, ON, K1A 0Y9
Tel: (613) 225-2342
Fax: (613) 228-6631
http://www.inspection.gc.ca/english/toce.shtml

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Plant material

There are strict regulations on the importation of plant material into Canada. You should check with the Director, Plant Protection Division, Plant Quarantine Division, Canadian Food Inspection Agency, 59 Camelot Drive, Nepean, Ontario, Canada, K1A 0Y9. Tel: 613-225-2342 Ext. 4334 http://www.inspection.gc.ca/english/toce.shtml

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Insects

During the summer season, especially June and July, mosquitoes and black flies are a genuine problem for travelers in Canada's non-urban areas and remote regions. It is essential to have adequate clothing and carry a supply of insect repellent (with a high DEET content). For campers, mosquito netting is also a must. Aircraft flying into remote areas should carry this equipment onboard in their emergency survival kits.

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Firearms

Non-restricted rifles and shotguns intended for use as sporting guns or included in a survival kit are allowed to be carried into Canada. The calibre, make and serial number of each rifle or shotgun must be registered with Canada Customs when entering the country.

All pilots entering Canada with a firearm must declare it in writing. The Canada Customs officer you speak with on the phone prior to your visit will take the information required. There is also a Can$50 fee for the Non-Resident Firearm Declaration. The Customs officer can take a credit card number over the phone for the payment or you can pay in cash to the Customs officer at the AOE.

Restricted firearms such as any pistols, revolvers and fully automatic weapons are not allowed into Canada, unless a permit has been obtained in advance. Canadians do not carry firearms for self-defence and visitors are not permitted to do so. If you have any questions or concerns about bringing firearms into Canada, contact Canadian Customs at your port of entry for additional information.

Canadian regulations require that all types of firearms be transported unloaded, secured and locked. Restricted firearms must use locking safety devices and locked gun cases.

Complete information can be found at Royal Canadian Mounted Police - Canadian Firearms Program | Gendarmerie royale du Canada - Programme canadien des armes à feu.

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Health Care Insurance

Canada

Travellers to Canada require their own health care insurance. Canada has a socialized government-run medical system which means that health care in a doctor's office, clinic or hospital is funded from taxes and provided at no additional cost to Canadian Citizens and Canadian Landed Immigrants. Non-Canadian visitors to the country will be gladly provided service at Canadian doctor's offices, clinics and hospitals but will have to provide either their own health care coverage plan or individual payment. Under some foreign health care coverage it may be necessary to pay the costs and then claim them back when home.

Visitors to Canada should ensure that their own health care coverage will cover all possible medical expenses while in Canada or else arrange additional coverage prior to arrival in Canada.

USA

Travellers to the USA require their own health care insurance as well. The US has a private "for-profit" medical system which means that visits to a doctor's office, clinic or hospital are paid by commercial health care providers or by cash. Non-US visitors to the country will be gladly provided service at US doctor's offices, clinics and hospitals but will have to provide either their own health care coverage plan or pay cash. Medical costs in the US are very high compared to other countries, including Canada.

Visitors to the USA should ensure that their own health care coverage will cover all possible medical expenses while in the country or else arrange additional coverage prior to arrival in the USA.

Appendix A - Sources

The following list of sources is divided into eight sections:

1. Aviation associations and aviation tourist information
2. Aeronautical charts and publications suppliers
3. Customs and Immigration suppliers
4. Canadian and US government tourism
5. Regional offices—Transport Canada and Nav Canada
6. FAA Flight Standards District Offices

Section 1 — Aviation Associations and Tourism Information

AOPA
Aviation Services Department
421 Aviation Way
Frederick, MD 21701
1-800-872-2672
Fax: 301-695-2375
www.aopa.org

COPA
71 Bank St, 7th floor
Ottawa, Ontario, Canada
K1P 5N2
Tel: 613-236-4901
Fax: 613-236-8646
copa@copanational.org
www.copanational.org

British Columbia Aviation Council
PO Box 32366
YVR Domestic Terminal R.P.O.
Richmond, BC
V7B 1W2
Ph: 604-278-9330
fax 604-278-8210
E-mail: bcac@telus.net
http://www.bcaviationcouncil.org/

Aviation Alberta
3715 – 56th Avenue East
Edmonton International Airport
Edmonton AB TYE OV4
Ph and Fx: 780-890-0006
www.aviationalberta.com

Manitoba Aviation Council
One Allen Dyne Road
Winnipeg, MB R3H 0Z9
Phone: (204) 774-2580
Fax: (204) 783-2576
E-mail: mbavn@mts.net
http://www.manitobaaviationcouncil.net/

BC Tourism
1-800 Hello BC (1-800-435-5622)
www.hellobc.com

Travel Alberta
P.O. Box 2500
Edmonton, AB
Canada T5J 2Z4
Ph: 1-800-ALBERTA (800-252-3782)
Ph: (780) 427-4321
Fax: (780) 427-0867
travelinfo@travelalberta.com
www.travelalberta.com

Tourism Saskatchewan
1922 Park Street
Regina SK S4P 3V7
(306) 787-9600
1-877-2ESCAPE (237-2273)
www.sasktourism.com

Travel Manitoba
7th Floor - 155 Carlton St, Winnipeg,
Manitoba, R3C 3H8
1-800-665-0040
www.travelmanitoba.com

Ontario Travel
Ontario Tourism Marketing Partnership Corporation
10th Floor, Hearst Block, 900 Bay Street
Toronto, Ontario, Canada M7A 2E1
1-800-ONTARIO
www.ontariotravel.net

Tourisme Quebec
1-877-Bonjour
www.bonjourquebec.com

Tourism New Brunswick
1-800-561-0123
www.tourismnewbrunswick.ca

Prince Edward Island Tourism
1-888-PEI-PLAY
www.gov.pe.ca

Nova Scotia Tourism
info@nstourism.com
www.tonovascotia.com

Newfoundland and Labrador Tourism
P.O. Box 8700
St. John's, NL A1B 4J6
1-800-563-6353
www.gov.nf.ca/tourism

Northwest Territories
NWT Arctic Tourism
Box 610, Yellowknife NT X1A 2N5
1-800-661-0788
arctic@nwttravel.nt.ca
www.nwttravel.nt.ca

Tourism Yukon
Tel: 867-667-5340
vacation@gov.yk.ca
www.travelyukon.com

Nunavut Territory
1-866-NUNAVUT (686-2888) or 1-867-979-6551
www.nunavuttourism.com

Section 2 — Aeronautical Charts and Publications Suppliers

Maps and Flight Information Publications
A list of current Nav Canada Map and Publication distributors can be found on their website

Transport Canada
AARA

Civil Aviation Communications Center
Services
Place de Ville Tower C
Ottawa, Ontario, Canada
K1A 0N8
Tel: 613-991-9970
"Flying the Alaska Highway in Canada"
Air Tourist Information

U.S. Chart Dealers in Canada

ALBERTA

Calgary
Calgary Pilot Supply
Executive Flight Centre
575 Palmer Rd N E
Calgary, AB T2E 7G4
403-296-0096

Map Town Ltd
Ste 100
400 5th Ave S W
Calgary, AB T2P 0L6
403-266-2241
E-mail: maps@maptown.com
Web: www.maptown.com

Edmonton
Bristow Instruments Ltd
32 Airport Rd
Edmonton, AB T5G 0W7
403-451-6325

Map Town
10344 - 105 St
Edmonton, AB T5J 1E6
403-429-2600

BRITISH COLUMBIA

Nanaimo
Nanaimo Maps & Charts
8 Church St
Nanaimo, BC V9R 5H4
604-754-2513

Sidney
Victoria Flying Club
Victoria Intl Airport
Hangar 4
Sidney, BC V8L 4R1
604-656-4321

Vancouver
Aero Training Products Inc
Vancouver Airport
S Term
Vancouver, BC V7B 1W1
604-278-8021

Ryan's Aviation World
614 W Pender St
Vancouver, BC V6B 1V8
604-685-4823

ONTARIO

Carp
Pathfinder Maps
112 John Cavanagh Rd
Carp, ON K0A 1L0
613-839-0108
E-mail: info@pathfindermaps.ca
Web: http://pathfindermaps.ca

Cheltenham
Brampton Flying Club
Humphrey's Pilot Shop
13691 Mclaughlin Rd R.R. #1
Cheltenham, ON V2A 6J7
416-453-1503

London
Aero Academy
2410 Aviation Lane
London, ON N5V 3Z9
519-453-8611

Markham
Prop Shop Toronto Airways Ltd
Toronto Buttonville Airport
2833 16th Ave
Markham, ON L3R OP8
905-477-8100

Nepean
G S 2
15 Capella Ct Unit 115
Nepean, ON K2E 7X1
613-225-5037

Ottawa
World Of Maps
1235 Wellington St
Ottawa, ON K1Y 3A3
613-724-6776
E-mail: sales@worldofmaps.com
Web: worldofmaps.com

Rexdale
Aviation World
195 Carlingview Dr
Toronto A M F
Rexdale, ON M9W 5E8
416-674-5959

Sombra
Ansell's Mementos & Gifts
159 King St
Sombra, ON NOP 2HO
519-892-3904

Windsor
Olofs Travelmaps
7037 Wyandotte St E
Windsor, ON N8S 1R1
519-944-9196
E-mail: info@olofmaps.com
Web: www.olofmaps.com

QUEBEC

St Foy
Inst Areonautique De La Capital
603 6 E Ave
Aeroport Intl Jean Lesage
St Foy, QC G2E 5W1
418-872-0045

St Bruno
VIP Pilot Centre Inc
800-361-1696
www.vippilot.com

YUKON TERRITORY

Whitehorse
Jim's Toy & Gift
208 Main St
Whitehorse, YT Y1A 2A9
867-667-2606

Maximilians Corporation
203 Main St
Whitehorse, YT Y1A 2B2
867-668-6104

Canadian Chart Dealers in the U.S.
ALASKA

Anchorage
Aviation Wholesale Supply Anchorage
2113 Merrill Field Dr.
Anchorage, AK 99501
907-272-4397
E-mail:
aviation_wholesale_supply@juno.com

E R A Aviation
Helicopter Operations
6160 Carl Brady Dr
Anchorage, AK 99502
907-266-8344

Spernak Airways
1717 Merrill Field Dr
Anchorage, AK 99501
907-272-9475

ARIZONA

Mesa
Royal Aviation Service
4610 Fighter Aces Dr
Mesa, AZ 85215
602-641-5000

CALIFORNIA

Del Mar
Aviation Publications Svc
1327 Maiden Lane
Del Mar, CA 92014
800-869-7453

Newport Beach
Windsock Aviation & Pilot Supply
3930 Campus Dr
Newport Beach, CA 92660
949-263-1534

San Carlos
San Carlos Aviation
San Carlos Airport Term Bldg
620 Airport Dr
San Carlos, CA 94070
650-592-2322

San Gabriel
Mason Map Service
195 W Las Tunas Dr
San Gabriel, CA 91776
818-281-8757

San Jose
Flying Gift Shop
San Jose Intl Airport
1250 Aviation Ave #130
San Jose, CA 95110
408-292-5117
E-mail: fly210gal@aol.com

The Airport Shoppe
2635 Cunningham Ave
Reid Hillview Airport
San Jose, CA 95148
408-923-2625
E-mail: buy@airportshoppe.com
Web: www.airportshoppe.com

IDAHO

Boise
Boise Pilot Shop
4105 W Wright St
Boise, ID 83705
208-383-3323

Couer D' Alene
Empire Airlines
2115 Government Way
Couer D' Alene, ID 83814
888-227-4670

Rexburg
Aero Technicians Inc
Rexburg Airport
Rexburg, ID 83440
208-356-4446

MAINE

Bangor
Flying Fashions
154 Maine Ave
Bangor, ME 04401
207-990-5555

Norwood
Pilot Shop
106 Access Rd
Norwood, MA 02062
781-762-7465
E-mail: upup@tiac.net

Stow
Stow Aviation Services Inc
Minute Man Airfield
302 Boxboro Rd
Stow, MA 01775
978-897-3933

MINNESOTA

Alexandria
Alexandria Aviation Inc
2604 Aga Dr
Alexandria, MN 56308
612-762-2111

Bemidji
Bemidji Aviation Services Inc
Bemidji-Beltrami County Airport
Bemidji, MN 56601
218-751-1880

Blaine
Anoka Flight Training Inc
Anoka County Airport
8891 Airport Rd
Blaine, MN 55449
612-786-4883

Brainerd
Airmotive Enterprise Inc
2405 Airport Rd N E
Brainerd, MN 56401
218-829-3398

Eveleth
Taconite Aviation
30513 Miller Trunk Rd
Eveleth, MN 55734
218-744-1428

Minneapolis
Cirrus Flight Operations Inc
Anoka County Airport
8891 Airport Rd
Minneapolis, MN 55449
763-784-6614

Crystal Skyways Inc
5800 Crystal Airport Rd
Minneapolis, MN 55429
612-537-6611

MISSOURI

Kansas City
Bakers Flying Service
1025 Lou Holland Dr
Kansas City, MO 64116
816-221-6677
E-mail: aerofuel@www.swbell.net

Montgomery City
Wehrman Aviation Svc
Montgomery-Wehrman Airport
Montgomery City, MO 63361
314-564-2876

MONTANA

Belgrade
Sunbird Aviation Inc
Gallatin Field
Belgrade, MT 59714
406-388-4152

Billings
Lynch Flying Service Inc
Billings Logan Intl Airport
1691 Aviation Pl
Billings, MT 59105
406-252-0508
E-mail: lynch@wtp.net

Great Falls
Holman Aviation Company
1940 Airport Ct
Great Falls, MT 59404
406-453-7613

NEW HAMPSHIRE

Nashua
Wings Aviation L L C
89 Perimeter Rd
Nashua, NH 03063
603-886-6663
E-mail: wingsaviation@bigfoot.com
Web: www.wingspilotshop.com

NEW JERSEY

Ridgefield
International Map Co
547 Shaler Blvd
Ridgefield, NJ 07657
201-943-5550

NORTH DAKOTA

Bismarck
Capital Aviation Corp
Bldg 1652-36
2301 University Dr
Bismarck, ND 58504
701-223-0260

OHIO

Batavia
Sporty's Pilot Shop
Clermont County Airport
Batavia, OH 45103
513-735-9100
Web: www.sportys-catalogs.com

Columbus
Lane Aviation Corp
Columbus Intl Airport
4389 E 17th Ave
Columbus, OH 43219
614-237-3747

Richmond Hts
T & G Flying Club Inc
Cuyahoga County Airport
26300 Curtis-Wright Pky
Richmond Hts, OH 44143
216-289-5094

OREGON

Aurora
Aurora Aviation Inc
22775 Airport Rd N E
Aurora, OR 97002
503-222-1754

Eugene
Flightcraft Inc-Portland
Accounting Dept
P O Box 547
Eugene, OR 97440
503-331-4200

Hillsboro
Eagle Flight Center Inc
Portland-Hillsboro Airport
3355 N E Cornell Rd

Hillsboro, OR 97124
503-648-7151

SOUTH DAKOTA

Rapid City
Star Aviation
3900 Airport Rd
Rapid City, SD 57701
605-642-5855

Westjet Air Center Inc
Rapid City Regional Airport
Rapid City, SD 57701
605-393-2500

TENNESSEE

Nashville
Map Sales And Services
1100 Lebanon Rd
Nashville, TN 37210
615-242-3388

VERMONT

S Burlington
Northern Cartographic Inc
4050 Williston Rd
S Burlington, VT 05403
802-860-2886
E-mail: ncarto@together.net
Web: www.ncarto.com

WASHINGTON

Everett
Fliteline Services Inc
3220 100th St S W # B
Everett, WA 98204
425-355-6600

Regal Air
Paine Field
10217 31 Ave W C51
Everett, WA 98204
425-743-9123
E-mail: fly@regalair.com

Gig Harbor
Crossings Aviation Inc
1302 26th Ave N W
Gig Harbor, WA 98335
206-851-2381

Kenmore
Kenmore Air Harbor Inc
6321 N E 175th St
Kenmore, WA 98028
425-486-1257

Seattle
Aviators Store Inc
7201 Perimeter Rd S
Seattle, WA 98108
206-763-0666

Metsker Maps Of Seattle
702 1st Ave
Seattle, WA 98104
206-623-8747

Snohomish
Snohomish Flying Svc Inc
9900 Airport Way
Snohomish, WA 98290
360-568-1541
E-mail: snofly@juno.com

Spokane
Felts Field Aviation Inc
E 5829 Rutter
Spokane, WA 99211
509-535-9011

Yakima
Noland Decto Flying Svc Inc
2810 W Washington
Yakima, WA 98903
509-248-1370

Section 3 — Customs and Immigration Suppliers

Animal Health Directorate Health and Animals Branch Agriculture and Agri-Food Canada
Importation of animals and their products
59 Camelot Dr.
Nepean, Ontario, Canada
Tel: 613-952-8000
http://www.inspection.gc.ca/english/toce.shtml

Director, Plant Protection Division
Plant Quarantine Division
Agriculture and Agri-Food Canada
Food Production and Inspection Branch
Plant Protection Division
Permit Office
59 Camelot Dr
Nepean, Ontario, Canada
K1A 0Y9
Tel: 613-952-8000 ext: 4333
Importation of plants and seeds
http://www.inspection.gc.ca/english/toce.shtml

Canadian Embassy
501 Pennsylvania Ave
Washington, DC 20001
Tel: 202-682-1740
Requirements for children
http://geo.international.gc.ca/can-am/washington/

Department of Treasury
US Customs and Border Protection Service
Washington, DC 20229
Tel: 202-927-0530
US Customs and Border Protection Guide for Private Flyers
Guide for Private Flyers

US Department of Agriculture

Permit Unit
USDA-APHIS-PPQ
4700 River Rd., Unit 136
Riverdale, MD 20737-1236
Importation of fruits, vegetables and plants

USDA Import-Export Products Staff
Importation of meats, livestock and poultry

APHIS-VS
4700 River Rd., Unit 40
Riverdale, MD 20737-1231

Citizenship and Immigration

Canada

Immigration Program Delivery — Immigration and Citizenship Information
565 Laurier Ave. W.
21st Floor
Ottawa, Ontario, Canada K1A ILI
Tel: 613-954-1064
Fax: 613-952-5533
www.cic.gc.ca

Department of Health and Welfare
Health Canada — Health and Inoculation Information
Medical Services Branch -
Environmental Health
11th Floor, Jeanne Mance Bldg.
Ottawa, Ontario, Canada
K1A 0L3
Tel: 613-957-7711
Fax: 613-954-4556
www.hc-sc.gc.ca

United States

United States Customs Service — Import/export issues
Customs Headquarters
1300 Pennsylvania Ave., N.W.
Room 6.3D
Washington, D.C. 20229
202-927-1314
CBP.gov - home page

Immigration and Naturalization Service — Immigration and citizenship information
National Customer Service Center
800-375-5283
www.uscis.gov/portal/site/uscis

Center for Disease Control—Travelers Health — Health Information for Travelers
877-FYI-TRIP
wwwn.cdc.gov/travel/default.aspx

Section 4 — Canadian and U.S. Government Tourism Offices

In the U.S., contact the Canadian Government Office of Tourism at:

Suite 400
S. Tower 1 CNN Center
Atlanta, GA 30303
Tel: 404-577-6810
Fax: 404-524-5046

Copley Place
Suite 400
Boston, MA 02116
Tel: 617-262-3760
Fax: 617-262-3415

One Marine Midland Center
Suite 3000
Buffalo, NY 14203-2884
Tel: 716-858-9500
Fax: 716-852-4340

Canadian Consulate

Suite 2400, 2 Prudential Plaza
180 N. Stetson Ave.
Chicago, IL 60601
Tel: 312-616-1860
Fax: 312-616-1877

Canadian Government Trade Office
250 Fifth Street, Suite 1120
Cincinnati, OH 45202
Tel: 513-762-7655
Fax: 513-762-7802

Canadian Consulate
600 Renaissance Center
Suite #1100
Detroit, MI 48243-1304
Tel: 313-567-2340
Fax: 313-567-2164

United States State Tourism Offices

Alabama –
Bureau of Tourism and Travel
401 Adams Ave., Suite 126
P.O. Box 4309
Montgomery, AL 36104
(800) ALABAMA
(334) 242-4169
www.touralabama.org

Alaska –
Division of Tourism
P.O. Box 110801
Juneau, AK 99811-0801
(800) 862-5275
(907) 465-2012
(907) 465-3767 Fax
http://www.travelalaska.com/

Arizona –
Arizona Office of Tourism
2702 North 3rd Street, Suite 4015
Phoenix, AZ 85004
(800) 842-8257
www.arizonaguide.com

Arkansas –
Department of Parks and Tourism
One Capitol Mall
Little Rock, AR 72201
(800) NATURAL
www.arkansas.com

California –
Division of Tourism
P.O. Box 1499, Dept. TIA
Sacramento, CA 95812-1499
(800) TO-CALIF
(916) 322-2881
http://gocalif.ca.gov/state/tourism/tour_homepage.jsp

Colorado –
Colorado Travel and Tourism Authority
P.O. Box 38700
Denver, CO 80203
(800) COLORADO
(303) 832-6171
www.colorado.com

Connecticut –
Connecticut Office of Tourism
Department of Economic and
Community Development
505 Hudson Street
Hartford, CT 06106
(800) CT-BOUND
(860) 270-8080
(860) 270-8077 Fax
www.tourism.state.ct.us

Delaware –
Delaware Tourism Office
99 Kings Highway
Box 1401, Dept TIA
Dover, DE 19901
(800) 441-8846
(302) 739-4271
(302) 739-5749 Fax
www.delaware.gov/yahoo/Visitor

Florida –
Department of Tourism
126 West Van Buren St.
Tallahassee, FL 32399-2000
(888) 7-FLAUSA
(904) 487-1462
www.flausa.com

Georgia –
Tourism Division
P.O. Box 1776
Atlanta, GA 30301
(800) VISIT-GA
(404) 656-3590
http://www.georgia.org/Travel/

Hawaii –
Hawaii Tourism Authority
1001 Bishop Street
Pacific Tower, Suite 2828
Honolulu, Hawaii 96813
(808) 586-2550
(808) 586-2549 Fax
http://www.hawaiitourismauthority.org/

Idaho –
Division of Tourism
700 W. State St. Dept. C
Boise, ID 83720
(800) 635-7820
www.visitid.org

Illinois –
Department of Commerce
Tourism Bureau
620 E. Adams
Springfield, Illinois 62701
(217) 782-7500
http://www.illinois.gov/visiting/

Indiana –
Indiana Tourism Division
Indiana Department of Commerce
One North Capitol, Suite 700
Indianapolis, IN 46204-2288
(888) ENJOY-IN
(317) 233-6887 Fax
www.in.gov/enjoyindiana

Iowa –
Division of Tourism
200 East Grand
Des Moines, IA 50309
(800) 528-5256
(515) 242-4705
www.traveliowa.com

Kansas –
Travel & Tourism
700SW Harrison St., Suite 1300
Topeka, KS 66603-3712
(800) 2KANSAS

(913) 296-2009
www.travelks.com

Kentucky –
The Kentucky Department of Travel
500 Mero Street #2200
Frankfort, KY 40601
(800) 225-TRIP
(502) 564-4930
www.kytourism.com

Louisiana –
Department of Culture, Recreation and Tourism
P.O. Box 94291
Baton Rouge, LA 70804-9291
(800) 677-4082
(225) 342-8100
(225) 342-8390 Fax
http://www.louisianatravel.com/

Maine –
Office of Tourism
189 State St.
Augusta, ME 04333
(800) 533-9595
(207) 289-5711
www.visitmaine.com

Maryland –
Office of Tourism Development
217 East Redwood St., 9th Floor
Baltimore, MD 21202
(800) 543-1036
(410) 767-3400
www.mdisfun.org

Massachusetts –
Office of Travel & Tourism
100 Cambridge St., 13th Floor
Boston, MA 02202
(800) 447-MASS
(617) 727-3201
www.mass-vacation.com

Michigan –
Travel Bureau
P.O. Box 3393
Livonia, MI 48151-3393
(800) 5432-YES
(517) 373-0670
http://travel.michigan.org

Minnesota –
Office of Tourism
121 7th Place East
St. Paul, MN 55101
(800) 657-3700
(612) 296-5029
www.exploreminnesota.com

Mississippi –
Tourism Development Division
P.O. Box 849
Jackson, MS 39205
(800) WARMEST
(601) 359-3297
www.visitmississippi.org

Missouri –
Division of Tourism
P.O. Box 1055
Jefferson City, MO 65102
(800) 877-1234
(314) 751-4133
www.missouritourism.org

Montana –
Department of Commerce
Consumer Inquiries
PO Box 7549
Missoula MT 59807-7549
(800) VISIT-MT
(406) 444-2654
http://visitmt.com

Nebraska –
Nebraska Tourism Office
P.O. Box 98907
Lincoln, NE 68509-8907
(800) 228-4307
www.visitnebraska.org

Nevada –
Nevada Commission on Tourism
401 North Carson Street
Carson City, NV 89701
(800) NEVADA-8
(775) 687-6779 Fax
www.travelnevada.com

New Hampshire –
NH Office of Travel & Tourism Development
PO Box 1856
Concord, NH 03302-1856
(800) FUN-IN-NH
www.visitnh.gov

New Jersey –
New Jersey Commerce & Economic Growth Commission
P.O. Box 820
20 W. State Street
Trenton, NJ 08625
(800) VISIT NJ (literature requests)
(609) 777-0885
www.state.nj.us/travel

New Mexico –
Department of Tourism
(800) 733-6396 ext 0643
www.newmexico.org

New York –
Division of Tourism
P.O. Box 2603
Albany, NY 12220
(800) CALL-NYS
http://www.iloveny.com/

North Carolina –
NC Department of Commerce
301 North Wilmington Street
Raleigh, NC 27020-0571
(800) VISIT-NC
www.visitnc.com

North Dakota –
North Dakota Tourism
Liberty Memorial Building
604 East Boulevard
Bismarck, N.D. 58505-0825
(800) HELLO-ND
www.ndtourism.com

Ohio –
Ohio Department of Tourism
77 South High St.
Columbus, OH 43125
(800) BUCKEYE
www.discoverohio.com

Oklahoma –
Oklahoma Department of Tourism and Recreation
Director of Administrative Services
15 N. Robinson Suite 300
Oklahoma City, OK 73102
(405) 521-2406
http://www.oklatourism.gov/

Oregon –
Oregon Tourism Commission
775 Summer St. NE
Salem, OR 97301-1282
(800) 547-7842
(503) 986-0001
www.traveloregon.com

Pennsylvania –
(800) VISIT-PA
www.experiencepa.com

Rhode Island –
Rhode Island Tourism Division
One West Exchange Street
Providence, RI 02903
(800) 556-2484
(401) 273-8270 Fax
www.visitrhodeisland.com

South Carolina –
Department of Parks, Recreation & Tourism
1205 Pendleton Street, Suite 106
Columbia, SC 29201
(803) 734-1700
(803) 734-0133 Fax
www.discoversouthcarolina.com

South Dakota –
Department of Tourism
Capitol Lake Plaza
711 East Wells Avenue
c/o 500 East Capitol Avenue
Pierre, SD 57501-5070
800-S-DAKOTA (Tourism)
(605) 773-3301
(605) 773-3256 Fax
www.travelsd.com

Tennessee –
Tennessee Dept. of Tourist Development
320 Sixth Avenue N.
5th Floor Rachel Jackson Bldg.
Nashville, TN 37243
(615) 741-2159
www.tnvacation.com

Texas –
www.traveltex.com

Utah –
The Utah Travel Council
Council Hall/Capitol Hill
Salt Lake City, Utah 84114-1396
(801) 538-1030
(801) 538-1399 FAX
www.utah.com

Vermont –
Vermont Department of Tourism and Marketing
6 Baldwin St., Drawer 33
Montpelier, VT 05633-1301
(800) VERMONT
www.1-800-vermont.com

Virginia –
Virginia Tourism Corporation 901 E. Byrd St.
Richmond, VA 23219
(800) 321-3244
www.virginia.org

Washington –
Washington State Tourism Department
(360) 725-5052
www.experiencewashington.com

West Virginia –
Division of Tourism
2101 Washington St., E.
Charleston, WV 25305
(800) CALL WVA
www.callwva.com

Wisconsin –
Department of Tourism
(800) 432-TRIP
http://tourism.state.wi.us/

Wyoming –
Wyoming Business Council - Tourism
I-25 at College Drive
Cheyenne, WY 82002
(307) 777-7777
www.wyomingtourism.org

Section 5 - Aeronautical Information Services

Nav Canada, Aeronautical Information Services (AIS) is responsible for the collection, evaluation and dissemination of aeronautical information published in the Canada Flight Supplement (CFS), in the Water Aerodrome Supplement (WAS), in the Canada Air Pilot (CAP), and in the aeronautical charts. In addition, AIS assigns and controls Canadian Location Indicators and Aircraft Operating Agency Designators. (For information on the dissemination of aeronautical information and aeronautical products, see the MAP Section.)

Postal Address:

Nav Canada
Aeronautical Information Services
77 Metcalfe Street, 6th Floor
Ottawa, Ontario, Canada K1P 5L6
Tel: 613-563-5622
Fax: 613-563-5602
www.navcanada.ca

Any errors, omissions anomalies, suggestions or comments on the air navigation system can be also submitted to a Nav Canada Flight Information Centre (FIC).

Section 6 – FAA Flight Standards District Offices

A current list of FSDOs is available on line at
http://www.faa.gov/about/office_org/field_offices/fsdo/

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Appendix B -- Special Flight Considerations for Canada

Some of Canada's most beautiful countryside is located in its remotest regions. Flying in these areas is a common event, but calls for special precautions and preparation. For travel in these areas, pilots should be fully prepared by studying local flying procedures and weather patterns and by carrying the proper survival equipment.

The following sections address emergency procedures, special equipment required by the Canadian Authorities, plus some tips from veteran Canadian pilots.

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Emergency Procedures

Search and rescue procedures are outlined in detail in the SAR section of the Aeronautical Information Manual (A.I.M.)

Recommended procedures to assist Search and Rescue efforts are:

1. Always file a flight plan or flight itinerary
2. Always follow your filed flight plan or flight itinerary
3. Report your position at regular intervals
4. Always close a flight plan or flight itinerary

Canadian SAR forces only search within 15 nm of flight planned track. If you fly further than this from your planed track ensure you amend your route with the nearest FIC. If you land out more than 15 nm off track and your ELT fails to function you will probably not be found.

If you find yourself in a survival situation in an uninhabited area, stay with your aircraft. The search is to locate the aircraft, not individual people wandering in the woods.

Past experience has demonstrated that persons with a knowledge of survival techniques have saved their own and other lives. Similarly, survivors invariably comment that a better knowledge of how to stay alive would have been invaluable.

The emergency section of the Canada Flight Supplement contains procedures to follow when signalling a downed aircraft, a ship in distress or when receiving ELT signal.

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Emergency Air Strips

Some emergency airstrips are indicated on your Canadian aeronautical charts. These airstrips can be rough gravel, dirt, or sand and are intended for emergency use only.

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Survival Advisory Information

A basic survival manual should be carried, appropriate to the area of flight.

Private pilots should obtain some survival training if they have never spent time in the bush in winter or summer. Those planning to fly north of the tree line should obtain more specialized training. The carriage of food is not a critical item in survival and is left as a personal choice of the individual operator. Canadian regulations require all aircraft to carry survival equipment appropriate for the number of people onboard, the location and the time of year (see the tables below.) We strongly recommend pilots carry survival gear even if the regulation doesn't require it. The complete CAR requirement states:

Survival Equipment - Flights over Land

Canadian regulations 602.61 covers this requirement:

(1) Subject to subsection (2), no person shall operate an aircraft over land unless there is carried on board survival equipment, sufficient for the survival on the ground of each person on board, given the geographical area, the season of the year and anticipated seasonal climatic variations, that provides the means for

(a) starting a fire;

(b) providing shelter;

(c) providing or purifying water; and

(d) visually signalling distress.

(2) Subsection (1) does not apply in respect of

(a) a balloon, a glider, a hang glider, a gyroplane or an ultra-light aeroplane;

(b) an aircraft that is operated within 25 nautical miles of the aerodrome of departure and that has the capability of radiocommunication with a surface-based radio station for the duration of the flight;

(c) a multi-engined aircraft that is operated south of 66° 30' north latitude

(i) in IFR flight within controlled airspace, or

(ii) along designated air routes;

(d) an aircraft that is operated by an air operator, where the aircraft is equipped with equipment specified in the air operator's company operations manual, but not with the equipment required by subsection (1); or

(e) an aircraft that is operated in a geographical area where and at a time of year when the survival of the persons on board is not jeopardized.

Survival Equipment Recommendation Tables

Rule: **Provide Shelter**: must keep dry and out of wind to prevent death from hypothermia		
Geographic Area	**Season**	**Equipment and other items**
West Coast, British Columbia	All seasons	Survival Equipment Suggestions: To provide protection from rain, sleet and sometimes snow; plus wind; and insulation from wet ground. Reason: Hypothermia possible in all season if person becomes wet and unable to get out of the wind. **1. tent** 2. **tarpaulin** 8'x 8' (could be nylon sheet) – ideally blaze orange color 3. **saw** to make shelter from branches, but difficult in wet conditions to make shelter rain proof 4. **personal rain protection** – could be as simple as a garbage bag 5. **space blankets** (not to be used as sleeping bags – sweating will soak you in two hours) Use as a tarpaulin or for short periods to warm up a person by wrapping around them **6. Air inflated mattress or unicell foam pad** 7. **Branches** piled 8" deep and dry; (needs evergreen trees and saw or axe plus experience) [(6 and 7 are for shelter from ground; cold ground sucks hear out of body) able to get out of wind]
	Spring and Summer	8. **Sewing kit** to repair clothing, etc. 9. To the above, add mosquito head nets and

		possibly tape for taping jacket wrists and pant bottoms for protection from insects.
Interior British Columbia - mountain country	Winter	Greatest protection required from wind and lower temperatures. As for coast, plus **sleeping bag** (one for each 2 persons.) Sleeping bags must be dried out each day or they become useless after 2 days. In a survival situation never have everyone asleep at the same time. **Most deaths from hypothermia occur well above the freezing temperature.**
Prairies below timberline	All seasons	As above for BC Interior. Minimal protection needed during summer, temperature is normally high. Consider in fall and winter, lots of protection from rain, snow, etc. There is still a problem in these seasons from hypothermia.
Ontario to East Coast below timberline	All seasons except higher humidity can be expected	As above for BC Interior. Protect from wind in all seasons and any form of wetness.
Newfoundland	All seasons	As above for BC Interior. Protection from wind and sea breeze, which can be devastating.
North of tree line	Summer Winter	As above for BC Interior. Wind and insect protection are most important. Days are long, lots of time to set up shelter. Sleeping bag with wind protection paramount. Usually no fuel for wood fires to provide warmth.

Rule: **Means of making fire.**		
Geographic Area	**Season**	**Equipment or other items**

West Coast, British Columbia	All seasons	Making a fire on the West Coast of BC is very difficult on wet rainy days and especially in winter when cold weather cools fuel.
Remaining wooded areas of Canada	All seasons	As above except that starting and keeping fire going using trees, branches, shrubs, etc. is much easier.
Above tree line	All seasons	Need fuel tablets for heat and cooking if there is something to cook.
Applicable to all	All seasons	<u>Suggested equipment</u> 1. waterproof matches, e.g., matches in a waterproof container 2. candle for starting stubborn fire 3. fuel tablets 4. saw, axe (if knowledgeable) and tools for obtaining dry or burnable material from nature. All persons must understand the need to warm up fuel to get it burning. Training on how to start and keep a fire going is recommended. Many individuals need (this type of training.) Fire must be in association with shelter for warmth and protection.

Rule: **Signalling**		
Geographic Area	**Season**	**Equipment and other items**
West Coast, British Columbia	All seasons	Signalling is very difficult unless near a river, stream or side of treeless hill (too many trees). When the sun shines, 1. The best means is a holographic mirror; it is effective over 22 miles – far beyond where you can see or hear an aircraft. 2. Second best is the 2-sided mirror with a hole (need to know how to use.) Most fly-by aircraft normally ignores fire and smoke; they are also hard to see. The 8’ x 8’ orange panel can be seen well before any other signal except mirror and it does attract attention.
For all areas of Canada	All	<u>Pyrotechnics</u>

	seasons	In the hands of a trained person pyrotechnics can be very good. In the hands of a novice they can reduce chances of survival. Pencil pyrotechnics – will not go above a 30' tree in winter (cold makes them useless.) For night signalling, a good strobe light can be seen on a clear night up to 8 miles away. A flashlight is effective for about one-half mile. One must use judgement to provide equipment in keeping with the forecast weather.

Rule: **Purified Water**		
Geographic Area	**Season**	**Equipment and other items**
For all areas of Canada	All seasons	Canada possesses the purest water in the world; however, in some areas water can be contaminated by dead animals or for other reasons. We need some way of providing drinkable water. Solution: Water purification tablets or other methods prescribed by a pharmacist. If boiling water is the preferred method, you need a fire and a good container for boiling water (a billy kettle). If you do not have a suitable container, you cannot boil water. Training is also needed in how to melt snow in a container over a fire.

Over Water Life Saving Equipment Requirements

CAR rules for over water flights are reprinted here:

Life Preservers and Flotation Devices

602.62 (1) No person shall conduct a take-off or a landing on water in an aircraft or operate an aircraft over water beyond a point where the aircraft could reach shore in the event of an engine failure, unless a life preserver, individual flotation device or personal flotation device is carried for each person on board.

(2) No person shall operate a land aeroplane, gyroplane, helicopter or airship at more than 50 nautical miles from shore unless a life preserver is carried for each person on board.

(3) No person shall operate a balloon at more than two nautical miles from shore unless a life preserver, individual flotation device or personal flotation device is carried for each person on board.

(4) For aircraft other than balloons, every life preserver, individual flotation device and personal flotation device referred to in this section shall be stowed in a position that is easily accessible to the person for whose use it is provided, when that person is seated.

Life Rafts and Survival Equipment - Flights over Water

602.63 (1) No person shall operate over water a single-engined aeroplane, or a multi-engined aeroplane that is unable to maintain flight with any engine failed, at more than 100 nautical miles, or the distance that can be covered in 30 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site unless life rafts are carried on board and are sufficient in total rated capacity to accommodate all of the persons on board.

(2) Subject to subsection (3), no person shall operate over water a multi-engined aeroplane that is able to maintain flight with any engine failed at more than 200 nautical miles, or the distance that can be covered in 60 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site unless life rafts are carried on board and are sufficient in total rated capacity to accommodate all of the persons on board.

(3) A person may operate over water a transport category aircraft that is an aeroplane, at up to 400 nautical miles, or the distance that can be covered in 120 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site without the life rafts referred to in subsection (2) being carried on board.

(4) No person shall operate over water a single-engined helicopter, or a multi-engined helicopter that is unable to maintain flight with any engine failed, at more than 25 nautical miles, or the distance that can be covered in 15 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site unless life rafts are carried on board and are sufficient in total rated capacity to accommodate all of the persons on board.

(5) No person shall operate over water a multi-engined helicopter that is able to maintain flight with any engine failed at more than 50 nautical miles, or the distance that can be covered in 30 minutes of flight at the cruising speed filed in the flight plan or flight itinerary, whichever distance is the lesser, from a suitable emergency landing site unless life rafts are carried on board and are sufficient in total rated capacity to accommodate all of the persons on board.

(6) The life rafts referred to in this section shall be

(a) stowed so that they are easily accessible for use in the event of a ditching;

(b) installed in conspicuously marked locations near an exit; and

(c) equipped with an attached survival kit, sufficient for the survival on water of each person on board the aircraft, given the geographical area, the season of the year and anticipated seasonal climatic variations, that provides a means for

(i) providing shelter,

(ii) providing or purifying water, and

(iii) visually signalling distress.

(7) Where a helicopter is required to carry life rafts pursuant to subsection (4) or (5), no person shall operate the helicopter over water having a temperature of less than 10oC unless

(a) a helicopter passenger transportation suit system is provided for the use of each person on board; and

(b) the pilot-in-command directs each person on board to wear the helicopter passenger transportation suit system.

(8) Every person who has been directed to wear a helicopter passenger transportation suit system pursuant to paragraph (7)(b) shall wear that suit system.

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Single-Engine Operations in Northern Canada

Pilots flying single engine aircraft in northern Canada should carry the survival equipment listed above and should also carry the following additional equipment (excerpt from the Canadian AIM, AIR 2.14.1):

> Outside the Arctic Archipelago:

A. HF radio with a minimum output of 30 watts capable of receiving on 5680 kHz (emergency frequency);
B. A portable ELT or PLB (in addition to the one required in the aircraft)
C. A gyro-stabilized magnetic compass or an astro compass and a low precession gyroscopic direction indicator. If an astro compass is used, the pilot should be familiar with its use.

Inside the Arctic Archipelago:

A. VHF radio capable of two-way communication on 121.5 MHz and 126.7 MHz;
B. It is also strongly recommended that pilots operating in this area carry flares, a small stove or heating device and sleeping bags for each occupant.

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Winter Flying

The winter season can present some of the most pleasant VFR flying days of the year in Canada, particularly in the southern areas. On cold, winter days aircraft perform better than on warm summer days, and the long-lived high pressure systems of winter bring crystal clear, almost perfect flying weather. Most paved airports in Canada have snow removal soon after a snowfall. The major airport hubs have full-time snow clearance staff. Even many grass fields have the snow removed or at least compacted shortly after a snowfall. Snow removal is so widely practiced that few private aircraft in the populous areas are equipped with skis.

In less populous areas and further north where there are fewer landplane operations, skis are generally used during winter. Most areas where seaplanes are used in the summer convert to skis in the winter. A snow-covered lake often makes an excellent landing field, but caution should be exercised: slush or uneven surfaces may be hidden by a thick coating of snow. Before flying into remote areas, check with bush pilots familiar with the area or with the provincial Department of Lands and Forests personnel regarding slush and other conditions.

When leaving an aircraft overnight in the winter, it is best to refuel immediately after landing and, if possible, put the aircraft in a heated hangar. Refuelling right away will minimize water condensation in the fuel tanks. A heated hangar will keep the engine oil warm enough to allow immediate operation and avoid preheating hassles. It will also aid battery performance, prevent frost build-ups on the aircraft and provide you with a much easier and more enjoyable pre-flight. When no hangar space is available, allow plenty of time before departure (especially on cold mornings) for preparation of the aircraft. Most fixed base operations without heated hangars have some type of engine preheat system available.

The wings, fuselage, and other surfaces should be carefully cleared of frost and snow accumulation. Never take off with frost on the wings. It is actually illegal in Canada to

takeoff without removing the snow and ice from the aircraft's critical surfaces. See CAR 602.11.

A ground plug receptacle is a useful aircraft feature for winter operations at major airports. On cold days, a battery will lose power very quickly after a few attempts to start an airplane and a ground power unit can help considerably, provided that you have a ground plug.

In many areas of Canada, heated hangars and even ground power units are seldom available. For these situations, it is advisable to carry an insulated engine cover and some kind of heater that works without electricity in the aircraft. Batteries can be removed from the aircraft and left in a heated building overnight while the heater can be placed underneath the aircraft engine overnight to assure starting on cold mornings.

Careful preparation can make winter flying in Canada a safe and enjoyable experience.

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Mountain Flying Tips

Some of Canada's finest areas for fish, game and scenic beauty are inaccessible except by plane. And many of these areas lie in mountainous terrain.

The British Columbia Aviation Council provides the following advice. It is based on the experiences of pilots who make their living flying in mountainous terrain.

1. You should not fly the mountainous backcountry of Canada unless you are experienced in cross-country and mountain flying and are proficient in slow flight.
2. Be certain that you have the correct aeronautical charts and publications with you.
3. Remember that for each thousand feet above sea level, you will increase your takeoff run, your landing speed, and you will have a longer landing run due to your increased airspeed. Higher altitudes can also drastically increase your turning radius.
4. Know the fields you are using as destinations. Check them out with an experienced mountain pilot if possible. Refer to the Canada Flight Supplement for elevation and length of fields. Also check to see if the field is a one-way airstrip - many are!
5. Check the weather carefully. Stay out of doubtful or bad weather.
6. Make your trips in the early morning hours. As a rule, the air begins to get turbulent around 10 am and gets steadily worse until about 4 p.m. It then gradually improves until dark.
7. Because of turbulence, light aircraft shouldn't fly in the mountains when the surface wind is more than 20 knots.
8. Route your trip over valleys whenever possible.
9. Maintain as much altitude as possible at all times. You'll have better visibility and more time to think in case of an emergency.
10. Try to approach ridges at an angle so that you can turn away if you hit a down draft. After crossing a ridge, head directly away from it.

11. Expect the wind in the mountains to be changing. Do not rely on cloud shadows for wind direction. If you cannot gain altitude on one side of a canyon, try the other, and if there is no improvement there, stay near the center. Never fly into any canyon or valley without sufficient altitude and room to turn round. The grade of the canyon floor may rise at a rate greater than that at which your aircraft is capable of climbing.
12. Maintain flying speed in down drafts. Don't panic. Remember that air does not go through the ground - there will be a ground cushion of air (this may be reduced when flying over tall timber). The stronger the down draft, the greater the velocity it will have when it changes direction.
13. Remember that you may not have a true visual horizon when flying at altitudes below mountaintops. Some valleys create an illusion that leads pilots to underestimate the rate of terrain upslope and the true elevation of the crest. Pay attention to your gyro horizon, altimeter, rate of climb and airspeed indicators.
14. Watch for electrical and other lines crossing valleys, rivers, lakes, etc. The lines may not be depicted on charts. Also be on the watch for obstructions protruding above river dams.
15. Ordinarily, you can expect the wind to be blowing upstream in the mornings and afternoons as the air and terrain heat up. In the evenings as the air cools, the wind usually blows downstream. Remember that air flows like water and follows the contour of the land. Warm air from daytime heating is light and goes up (uphill, upstream). Cool air is heavy and goes down (downhill, downstream).
16. Always remember that you are flying in a huge and sparsely populated territory. If you have an accident, it may be some time before anyone knows about it.
17. Do not fly into high altitude basins and valleys unless there is a readily accessible outlet. Winds of 35 knots and greater are common at 10,000 feet altitude and can cause severe down drafts.

Note: Pilots flying through Canada enroute to Alaska are advised that the best and probably safest route is via the Alaska Highway (also referred to as the ALCAN Highway). There is a specific Canadian VNC chart for this route.

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Routes Through British Columbia

The following descriptions are based on information provided by the British Columbia Aviation Council. The council has prepared a packet of materials, which contains pertinent travel brochures, and air facilities map of British Columbia and a booklet "VFR Flyways". Pilots planning to fly in British Columbia are encouraged to contact the Council for this material. (There is a charge for the material. Contact the council for current price.)

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Cranbrook to Prince George

Enroute distance: 390 NM.

Recommended minimum altitude: 5,000 MSL

This route follows the Rocky Mountain Trench. It is almost a direct route and follows a wide, clean valley. The highest ground elevation is 4,000 feet MSL. Over most of its distance, the route follows a highway and a railway. Enroute airports and seaplane bases are marked on the air facilities map provided in the council's package. Flight Service Stations are located at Cranbrook and Prince George. The route is very scenic, passing through some of the highest mountains in Canada. As in other mountain areas, weather is changeable and turbulence can be expected, particularly during winter months.

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Vancouver to Prince George

Recommended minimum altitudes along these routes:

Chilliwack to Hope: 3,000 feet MSL
Hope to Lytton Cache Creek: 5,000 feet MSL
Cache Creek to Prince George: 5,000 feet MSL

The usual VFR route for wheel-equipped aircraft flying from Vancouver to Prince George is via Chilliwack, Hope, Lytton, Clinton, 100 Mile House, Williams Lake, and Quesnel. This route follows Transport Canada Airways, and main highways and rivers for the entire distance. VFR communications are good and public and private airports are located at frequent intervals along the route. Principal airports are located at Abbotsford, Williams Lake, Quesnel and Prince George, with Kamloops airport lying 34 NM east of Cache Creek. Emergency fields are at Hope, Boston Bar, and Lytton. There are private strips at Cache Creek, Clinton, Green Lake, and 100 Mile House. The above airports and others along the route are marked and described on the air facilities map.

The Hope to Cache Creek sector traverses the Fraser River and Thompson River Valleys. Mountain ranges in this area separate moist coastal air from normally dry interior air and the area is subject to rapid weather changes. Extreme turbulence can be encountered even in moderate winds. This route should not be used in deteriorating weather (when cloud is below 5,000 feet MSL) because the weather can change in minutes and close in entirely. Several accidents have occurred in recent years under these conditions when pilots attempted to detour through side canyons which turned out to be box canyons. The Hope to Yale segment is usually the first to close during a weather change.

Wind shifts are prevalent in the Hope area. Heavy turbulence can be encountered at lower elevations when winds are strong or gusty. In moderate or strong winds, strong local down flow conditions and turbulence can be anticipated at Yale. In the area 10 miles either side of Lytton, heavy winds and turbulence occur at lower altitudes due to a funnelling effect in the valley. Lytton strip is subject to quick wind shifts and turbulent down flowing of air, especially on very hot summer days.

In the late fall and early winter, ground fog can develop quickly in the Prince George area.

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Prince George to Watson Lake via Rocky Mountain Trench

Enroute distance: 435 NM
Recommended minimum altitude: 5,000 feet MSL

Note: This route is recommended in good weather only. Pilots should carry adequate fuel on board keeping in mind that no fuel is available between MacKenzie and Watson Lake (345 NM).

This is the most direct route between Prince George and Watson Lake. It follows a clear valley all the way. Highest ground elevation is less than 4,000 feet MSL. For the first 100 miles from Prince George, the route follows a main highway to MacKenzie. From MacKenzie the route is over Williston Lake for 150 miles. There are four airstrips along the lake; all are marked on the air facilities map referred to earlier in the text. There are no radio aids between MacKenzie and Watson Lake. HF equipped aircraft can maintain communications in the northern frequency 5680, which is monitored by all main airports north of Prince George.

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VFR Coastal Flying in British Columbia

The following general comments apply to British Columbia's coastal area from Vancouver north to the Portland Canal.

The coastal area is rugged with numerous islands and deep inlets. As is true in many areas of British Columbia, the weather can change quickly. Pilots are urged to plan flights thoroughly and to be aware that flying in the area demands skilled airmanship.

File a flight plan or flight notification for every flight. Just a few miles from the heavily populated Vancouver area, you enter rugged, relatively uninhabited country with no roads or railroads. It is essential to have aeronautical charts covering the area you intend to visit.

Make sure your navigational equipment is working properly, especially your compass. The maze of islands and inlets in this area can look similar to one another. Check the compass heading when flying up an inlet to ensure that it corresponds to the heading of the inlet on your chart.

Flight plan carefully and carry sufficient fuel to take you to your next refuelling stop, plus a good reserve in the event you become temporarily lost or are forced to detour because of weather.

Check the weather thoroughly before takeoff. Coastal conditions vary widely and can change quickly. It is normal to encounter distinct changes in weather at Campbell River, Alert Bay, Cape Caution, Ivory Island, and Promise Island at Wright Sound. Marine weather sequences are useful and usually give a good picture of surface weather conditions. Be alert for local weather effects caused by the combination of moist air, orographic lift, and temperature changes due to snowfields and glaciers.

The mixture of these factors can create clouds and precipitation very quickly.

Turbulence can be encountered at any time along the coast, especially if surface winds exceed 10-15 knots. Many pilots prefer not to fly if the wind speeds are over 25 knots because turbulence and water conditions will prevent floatplane landings in many areas. Unusual wind patterns can also be encountered. For example, when a westerly wind is blowing at Bull Harbour, an aircraft approaching from any direction can make a downwind approach to the round island at the harbour entrance.

In the summer, sea fog can be a problem. Sea fog usually forms overnight and lifts near noon or early afternoon. The fog may persist throughout the day if there is a high overcast. The area between the north end of Vancouver Island (Queen Charlotte Sound) and the mainland can be especially difficult to fly in marginal weather. Zero-zero conditions can develop quickly anywhere in this area. Pilots should not hesitate to remove themselves from potential trouble by making a 180 degree turn whenever weather below VFR minimums is encountered.

When flying the coastal B.C. area, try to fly up inlets before 10:00 a.m. After that, outflow conditions are usually such that water landings become difficult if not impossible.

Coastal flying can be rewarding if due care is taken in planning and conducting your flight. People at the various camps along the coast are friendly, cooperative, especially if you have the latest newspaper with you or offer to drop off the mail at the next post office. And remember you can contact the British Columbia Aviation Council if you need assistance.

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Interception Of Civil Aircraft

Practice interceptions are not carried out on civil aircraft in Canada—if you are intercepted then it is for a reason. Do not try to evade intercepting aircraft or engage in evasive manoeuvres. The pilot-in-command of an intercepting aircraft and the pilot-in-command of an intercepted aircraft shall comply with the rules of interception set out in the *Canada Flight Supplement* and reprinted below.

An aircraft that is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals as given below;
b. notify, if possible, the appropriate air traffic services unit;
c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz and repeating this call on the emergency frequency 243.0 MHz, if practicable giving the identity and position of the aircraft and the nature of the flight; and
d. if equipped with a transponder, select Mode A Code 7700 unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

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Signals For Use In The Event Of Interception

Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft

Series	Intercepting Aircraft Signal	Meaning	Intercepted Aircraft Response	Meaning
1.	DAY – Rocking wings from a position in front and, normally, to the left of intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left on to the desired heading. NIGHT – Same and in addition flashing navigation lights at irregular intervals NOTE 1. Meteorological conditions or terrain may require the intercepting aircraft to take up a position	You have been intercepted. Follow me.	AIRPLANES: DAY – Rocking wings and following. NIGHT – Same, and in addition flashing navigational lights at irregular intervals. HELICOPTERS: DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following. NOTE – Additional action by intercepted aircraft is prescribed above under "Interception of Civil Aircraft."	Understood, will comply.

	in front and to the right of the intercepted aircraft and to make the subsequent turn to the right. NOTE 2. If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock its wings each time it passes the intercepted aircraft.			
2.	DAY or NIGHT – An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AIRPLANES: DAY or NIGHT – Rocking wings. HELICOPTERS: DAY or NIGHT – Rocking aircraft.	Understood, will comply.
3.	DAY – Circling airport, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying helicopter landing area. NIGHT – Same and, in addition, showing steady landing	Land at this airport.	AIRPLANES: DAY – Lowering landing gear, following the intercepting aircraft and, if after over-flying the runway landing is considered safe, proceeding to land. NIGHT – Same and, in addition showing steady landing lights	Understood, will comply.

	lights.		(if carried). HELICOPTERS: DAY or NIGHT – Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried.)	

Signals Initiated by **Intercepted** Aircraft and Responses by Intercepting Aircraft

Series	Intercepting Aircraft Signal	Meaning	Intercepting Aircraft Response	Meaning
4.	AIRPLANES: DAY – Raising landing gear while passing over landing runway at a height exceeding 1,000 feet but not more than 2,000 feet above AAE, and continuing to circle the airport. NIGHT – Flashing landing lights while passing over landing runway at a height exceeding 1,000 feet but not more than 2,000 feet AAE and continuing to circle the airport. If unable to flash landing lights, flash any other lights available.	Airport you designated is inadequate.	DAY or NIGHT – If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate airport, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5.	AIRPLANES: DAY or NIGHT – Regular switching on and off of all available lights but in such a manner as	Cannot comply.	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Understood.

	to be distinct from flashing lights.			
6.	AIRPLANES: DAY or NIGHT – Irregular flashing of all available lights. HELICOPTERS: DAY or NIGHT – Irregular flashing of all available lights.	In distress.	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Understood.

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Appendix C – CANPASS

CANPASS—Private Aircraft

The Canadian CANPASS program office has provided the following excerpts:

If you often fly to Canada directly from the United States, a program called CANPASS—Private Aircraft may be for you.

The CANPASS program is a result of the *Canada-United States Accord on Our Shared Border*. The accord sets out initiatives to promote trade, tourism, and travel between the two countries.

Canada Border Services Agency and Citizenship and Immigration Canada are cooperating in this program to streamline customs and immigration clearance for low-risk travelers.

Travelers on a Canadian or U.S.-registered private, company-owned, or small charter aircraft carrying no more than 15 passengers have to use a telephone reporting system to get permission from customs to enter Canada. However, there are different benefits for CANPASS permit holders and travelers without CANPASS permits.

As a pilot and a CANPASS authorization holder, you have to:

A. Call 1-888-CANPASS (226-7277) to report by telephone at least two hours, but no more than 48 hours before flying into Canada, giving your estimated time of arrival, the aircraft tail number, personal information and declaration of goods for each person on board; and
B. Arrive at any approved airport of entry or CANPASS only airport anytime it is open for landing, regardless of the business hours of the local customs office.

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If you are a pilot and don't have a CANPASS authorization, you must:

A. Call 1-888-226-7277 to report by telephone at least two hours, but no more than 48 hours before flying into Canada, giving your estimated time of arrival, the aircraft tail number, personal information and declaration of goods for each person on board;
B. Arrive during regular customs office hours at a designated airport of entry; and
C. Call the same 1-888 number a second time upon arrival to inform an officer of your arrival and you will be advised what to do next, and either receive an approval to leave the customs area and continue into Canada or get instructions to wait for an officer to meet the plane. No one is permitted to leave the aircraft until authorization is given by customs.

Who will qualify for a CANPASS authorization?

You will qualify for an authorization, if you are:

A. A citizen or permanent resident of Canada;
B. A citizen or resident alien of the U.S. who meets the normal visitor requirements, i.e., good health, no criminal record, and the ability to financially support yourself and your dependents while in Canada; or
C. A citizen or resident alien of the U.S. entering Canada to work or study, who meets all Canadian immigration requirements, which may include possession of valid written authorization from an immigration officer.
D. You have resided in Canada and/or the United States for the last three years.

You will not qualify for a CANPASS permit if you:

A. Do not meet the above qualifications;
B. Provide false or incomplete information on your application;
C. Have a criminal record for which a pardon has not been granted;
D. Had a Customs seizure within the past five years;
E. Have been found in violation of Customs or immigration legislation; or
F. Are inadmissible to Canada under the Immigration and Refugee Protection Act.

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How do you apply?

Complete an application form, and send it with the fee of Can$40 for five years to one of the following offices:

Western Canada
CUSTOMS Processing Center
28-176th Street
Surrey BC V3S 9R9 Phone: (604) 535-9346

Ontario
CUSTOMS Processing Center
P.O. Box 126
Niagara Falls, ON L2E 6T1
Phone: (905) 371-1477

Quebec and Atlantic Canada
CUSTOMS Processing Center
400 D'Youville Square
Montreal, QC H2Y 2C2
Phone: (514) 350-6137

You can pay the Can$40 (for five years) processing fee using Visa or MasterCard, as indicated on the application, or you can attach a check, or include a money order in Canadian funds payable to the Receiver General for Canada. All fees are non-refundable. Do not send cash in the mail.

Canadian and U.S. citizens have to provide proof of citizenship (i.e., a photocopy of a birth certificate, citizenship certificate, or passport).

Canadian permanent residents or U.S. resident aliens have to provide proof of legal residence in either country (i.e., a photocopy of a landing record, a valid permanent resident card, or a valid US permanent resident card).

Note: Send photocopies only. Canada Border Services Agency does not require original documents to process your application and will not return the copies you send.

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Are there any additional costs?

If you need additional documentation, such as a student or employment authorization, contact the nearest Canadian Immigration Centre before applying for the CANPASS-Private Aircraft program.

CBSA will not process your CANPASS—Private Aircraft application until it has all the necessary documentation.

If accepted, you will receive a CANPASS—Private Aircraft program authorization.

What are your responsibilities?

You must declare all goods, firearms, and weapons (including pepper spray and mace) to Customs.

You must carry with you at all times your CANPASS authorization, personal identification and any other authorization documents issued to you in original.

You must show your CANPASS permit, personal identification and any required immigration documents to a Customs or immigration officer when requested.

You cannot transfer your CANPASS privileges, identification, or documents.

How do CANPASS members report?

The process is simple:

1. At least two hours, but no more than 48 hours before flying into Canada, the pilot must contact CBSA at 1-888-CANPASS.

2. Inform a customs officer of your estimated time of arrival and destination in Canada. For all persons on board, provide his or her full name, date of birth, citizenship, and purpose of travel/ length of stay in Canada for travelers who are not returning residents.

Note: Should your estimated time of arrival change, you must contact Canada Border Services Agency again at the 1-888 number.

3. Make sure that all travelers on board declare all personal goods they are importing, including firearms and weapons. If duties and taxes are payable, the customs officer will require their Visa or MasterCard numbers and expiry dates.
4. As proof of reporting, the customs officer will give you a report number for your records. You may proceed to your destination, without contacting customs again, when you arrive in Canada unless a customs officer is there to conduct an examination.

Canada Border Services Agency will carry out checks to ensure compliance with the law.

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Are there import restrictions for CANPASS members?

All travelers can import goods for their own personal use. U.S. residents have to return all goods to the U.S. unless they consume them in Canada.

You cannot import any promotional materials including samples, commercial goods, or equipment using your CANPASS –Private Aircraft privileges.

However, if you import any commercial goods or equipment, you have to follow procedure for general aviation and arrive during regular customs hours at a designated airport of entry.

For more information on controlled, restricted or prohibited importation see the publication *I Declare*, for Canadian residents, or *Customs Information for Visitors to Canada and Seasonal Residents,* for United States residents.

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How do you report if you don't have a CANPASS authorization?

The pilot of the aircraft has to:

1. Call 1-888-226-7277 at least two hours, but no more than 48 hours before flying into Canada, giving an estimated time of arrival, the aircraft tail number, and destination.
2. Arrive during customs office hours at an airport that is a designated airport of entry.
3. Provide the following information: full name, birth date, and citizenship for each person on board; purpose and length of stay in Canada, if travelers are not returning residents; and passport and visa details, if applicable.
4. Declare all personal goods being imported, including firearms and weapons. If duties and taxes are payable, provide customs with traveller's Visa or MasterCard number and expiration date.
5. After landing, call 1-888-CANPASS a second time to inform an officer of your arrival. The customs officer will advise you whether you are free to leave the customs area and continue into Canada, or must wait for customs or immigration officers to complete documents or for an inspection. No one is permitted to leave the aircraft until authorization is given by customs.
6. At the conclusion of the customs process, you will receive a report number for your records, as proof of your reporting.

CBSA will carry out on-site verifications and examinations to ensure compliance with the law.

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What if your aircraft has CANPASS authorization holders and travelers without CANPASS authorization?

Whenever there is a mix of CANPASS authorization holders and travelers without CANPASS authorization on an aircraft, you must use the procedures for travelers without CANPASS authorization, as outlined in the previous section.

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Are there import limits?

All travelers can import goods for their own personal use. U.S. residents have to return all goods to the U.S. unless they consume them in Canada.

You cannot import controlled, restricted, or prohibited animals, plants, or goods as described in the CBSA pamphlet, *I Declare*, for Canadian residents, and in the booklet *Customs Information for Visitors to Canada and Seasonal Residents* for United States residents. The booklet *I Declare* is available at bsf5056 I Declare . The booklet *Customs Information for Visitors to Canada and Seasonal Residents* is available at bsf5082 Information for Visitors to Canada and Seasonal Residents

There are restrictions on importing alcohol and tobacco products into Canada. For more information, see *I Declare* or *Customs Information for Visitors to Canada and Seasonal Residents*, for U.S. residents.

If you are planning on importing a firearm or weapon (i.e., for hunting or a competition), you should read the CBSA brochure *Importing a Firearm or Weapon into Canada*. You are not allowed to bring prohibited firearms and weapons such as mace, pepper spray, and stun guns into Canada.

Some general advice to U.S. visitors: do not bring handguns to Canada. In most cases carrying them is illegal and permits are very restrictive and hard to get. It is far better to leave them at home.

CBSA will seize undeclared firearms and weapons, and will initiate criminal charges.

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Are there penalties for not complying with the program or customs and immigration laws?

All travelers must comply with all Customs and immigration legislation and any other laws CBSA administers. All travelers must also comply with the appropriate telephone reporting procedures.

CANPASS authorization holders can have their membership privileges revoked for failing to comply with requirements and procedures of the CANPASS—Private Aircraft program.

Depending on the severity of the violation CBSA can impose penalties, seize any goods and the aircraft involved, and initiate criminal prosecution.

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Where is more information available?

If you want more information of the CANPASS—Private Aircraft program, you can call 1-800-461-9999 or 1-888-CANPASS or check CANPASS - Private Aircraft

Telephone Reporting Tips

We recommend the following tips for pilots planning to use the Canadian Customs telephone reporting system:

- ✓ Pilots should retain their report number as proof of their reporting to Canadian Customs.

- ✓ Ensure that Canadian Customs is provided appropriate two-hour advance notice of arrival and be on time. (It is better to be a little late rather than arriving prior to your ETA.)

- ✓ Pilots who do not have a CANPASS membership will be subject to cost recovery charges for arrivals outside of Customs office hours at a designated airport of entry.

- ✓ If you are planning an IFR flight to Canada, the alternate airport selected must be an Airport of Entry (AOE). When using an alternate AOE, the pilot must remember to provide appropriate advance notice and report arrival to Canadian Customs.

- ✓ If a second phone call to Customs is necessary the pilot, passengers and baggage are expected to remain with the aircraft in the designated customs inspection area until advised by Customs.

- ✓ The telephone reporting for general aviation aircraft and CANPASS members applies only to Canadian Customs clearances when coming to Canada and does not apply when going to the U.S.A.

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GENERAL AVIATION TELEPHONIC ENTRY (GATE) PROGRAM

The United States Customs Service General Aviation Telephonic Entry (GATE) program was suspended indefinitely following September 11th, 2001.

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Appendix D – Instructions for Completing Canadian and ICAO Flight Plan Forms

Instructions for Completing the Form can be found at http://www.flightplanning.navcanada.ca/cgi-bin/CreePage.pl?Langue=anglais&NoSession=NS_Inconnu&Page=flight-plan-form&TypeDoc=html

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AOPA/COPA Checklist For Cross-Border Flight Operations

PERSONAL DOCUMENTATION

- Pilot document (licence of certificate)
- Medical Certificate up to date
- Notarized letter authorizing children to fly in Canada/United States (only if accompanied by one parent)
- Proof of citizenship
- Passport
- Birth certificate (original or certified true copy)
- Photo ID (required with birth certificate)
- Resident Alien ID Card
- Other Visa documentation as required

AIRCRAFT DOCUMENTATION

- Airworthiness Certificate
- Registration certificate (not temporary certificate)
- Operating limitations
- Weight and balance information
- Experimental Aircraft and Canadian Ultralights—Standardized Validation (for ops in Canada) or Special Flight Authorization (for ops in US)
- Proof of Liability Insurance (required in Canada)
- FAA Form 337 (US aircraft only) or STC documentation if fuel tanks have been added in baggage or passenger compartments

DEPARTURE

File eAPIS notice online for arrival into or departure from the US and receive approval by email (ensure that you have applied to use the online system – up to five days for application to be approved).

- If no transponder and/or radio, obtain a TSA waiver (5 days for approval to create an account, 7 additional days for waiver application approval).
- Give advance notification to Customs by phone (eAPIS does not fulfill this requirement):
  - U.S. to Canada—contact CANPASS at 888-226-7277 at least two hours but no more than 48 hours before arrival
  - Canada to U.S.—telephone CBP office at Airport of Entry no less than two hours or more than 23 hours before arrival
- File and activate a VFR or IFR flight plan
- Advise Customs if any change in ETA at AOE via ATC/FSS while in flight, get badge number and name of Customs official that ATC/FSS speaks with.

ARRIVAL AFTER CROSSING BORDER

- Make first landing at an Airport of Entry (AOE)
  - In U.S.—Do not be early and no more than 15 minutes beyond ETA; wait for Customs official to motion you out of aircraft

- In Canada—if not met by Customs at your ETA, find a telephone and call 888-226-7277, follow directions from Customs official, obtain arrival report number

DON'T FORGET TO CLOSE YOUR FLIGHT PLAN!

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