



Flying Into & Out of Canada

Transport Canada & COPA
EAA AirVenture 2019



Topics of Discussion

- Cross-Border Checklist to Canada
- Uncontrolled (Non-Towered) Aerodrome Procedures
- Nav Canada Charges
- ADS-B Update
- ELT's



GENERAL AVIATION SAFETY



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Topics of Discussion

- Flying with a Firearm
- Cross Border Checklist to the USA
- Useful Links



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Cross Border Checklist to Canada

- Personal Documentation
- Aircraft Documentation
- Departure to Canada
- Arrival in Canada



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Personal Documentation

- Pilot License (ICAO compliant) /
- Medical (ICAO compliant – Basic Med is not)
- US Citizens require proper identification, such as a valid passport
- If a permanent resident of the US you will need an electronic travel authorization, a valid green card, and a passport



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Aircraft Documentation

- Certificate of Airworthiness
- Certificate of Registration (not temporary)
- Operating Limitations
- Weight and Balance
- Radio Station License / RROP / ROC-A
- Proof of Liability Insurance (CAR 606.02)



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Liability Insurance

606.02(4) – Passenger Liability

Over 5000lbs - \$300,000 / passenger onboard

606.02(8) – Public Liability

(a) \$100,000 - 2,300 pounds or less;

(b) \$500,000 – greater than 2300 pounds, but not greater than 5,000 pounds;

(c) \$1,000,000 - greater than 5,000 pounds but not greater than 12,500 pounds;



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Liability Insurance

606.02(9) Subject to subsection (10), no owner or operator of an aircraft shall operate the aircraft unless there is carried on board the aircraft proof that liability insurance is subscribed for in accordance with this section.



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Departure to Canada

- Advance Passenger Information System (APIS)
- Filing with eAPIS or a CBP approved electronic data interchange system, no later than 60 minutes prior to departure
- **Do not depart prior** to receiving a “Flight cleared for Departure” notification and providing...
- Notification to Canada Border Services Agency (CBSA) with all details of AOE and ETA, a minimum two hours prior to arrival (**phone**)



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Departure to Canada

- Airport of Entry (AOE) Options:
 - Listed Airport with an operational CBSA office (usually normal business hours)
- CANPASS
 - Trusted passenger service for private aircraft
 - Recommended if you intend to fly into Canada several times / year



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Departure to Canada

Benefits of CANPASS

- Land at any listed Customs AOE anytime airport is open
- Land at a number of available CANPASS airports (probably closer to your destination)
- Expedited Clearance
- Proceed to your final destination even if CBSA officer does not meet you



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Departure to Canada

Regulatory requirements for Filing of Flight Plans are specific:

CAR 602.73 (4) reads: “Notwithstanding anything in this Division, no pilot-in-command shall, unless a flight plan has been filed, operate an aircraft between Canada and a foreign state.”

U.S. FAR 91.707 reads: “Unless otherwise authorized by ATC, no person may operate a civil aircraft between Mexico or Canada and the United States without filing an IFR or VFR flight plan, as appropriate.”



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Departure to Canada

- Flight Plans should be filed by phone
- Flight Plans must be opened prior to arrival in Canadian Airspace
- Do not assume the Flight Plan will be opened automatically



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Departure to Canada

- Contact FSS en route to confirm Flight Plan has been opened
- If ETA will change by more than **30 minutes**, you must advise the CBSA office at the AOE, or the Telephone Reporting Center (TRC) if using CANPASS
- Don't forget to **CLOSE** your Flight Plan on arrival



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Arrival in Canada

- On arrival at an **AOE with a CBSA Office**
- Taxi to the area reserved for Customs
- **DO NOT** leave the airplane!!
- If a CBSA or RCMP Officer does not meet you...
- Contact the TRC and obtain a clearance number before exiting the aircraft and / or continuing to final destination



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Arrival in Canada

- On arrival at a **CANPASS Airport**
- Taxi to an appropriate area
- **DO NOT** leave the airplane!!
- If a CBSA or RCMP Officer does not meet you...
- At 5 minutes after the ETA that was originally advised to the TRC, exit the aircraft and / or continue your flight to final destination



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Uncontrolled Aerodrome Procedures

- Two types of Uncontrolled (non-Towered) aerodromes in Canada
- Aerodrome Traffic Frequency (ATF)
- Mandatory Frequency (MF)



- French

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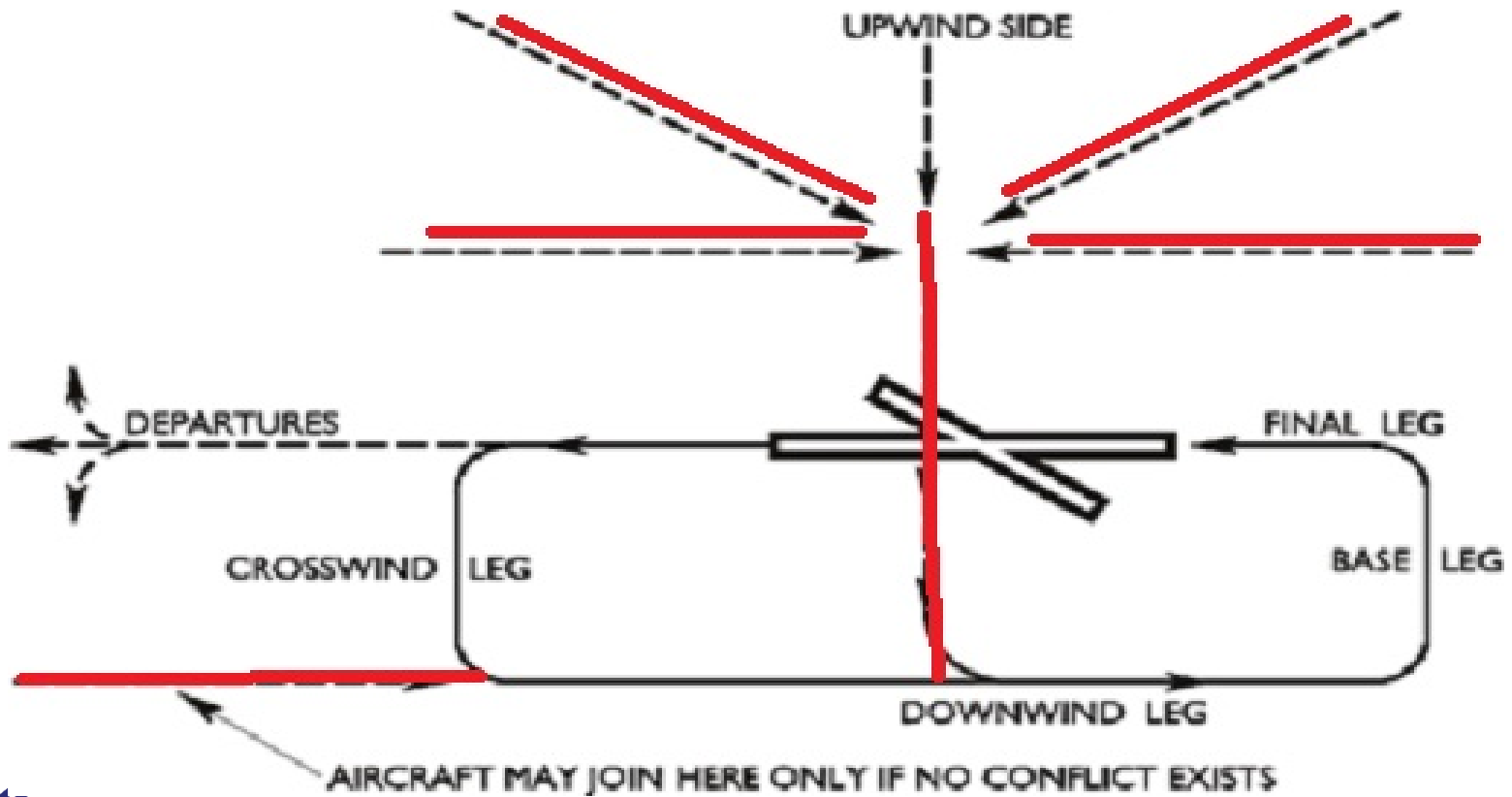


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Aerodrome Traffic Frequency (ATF)



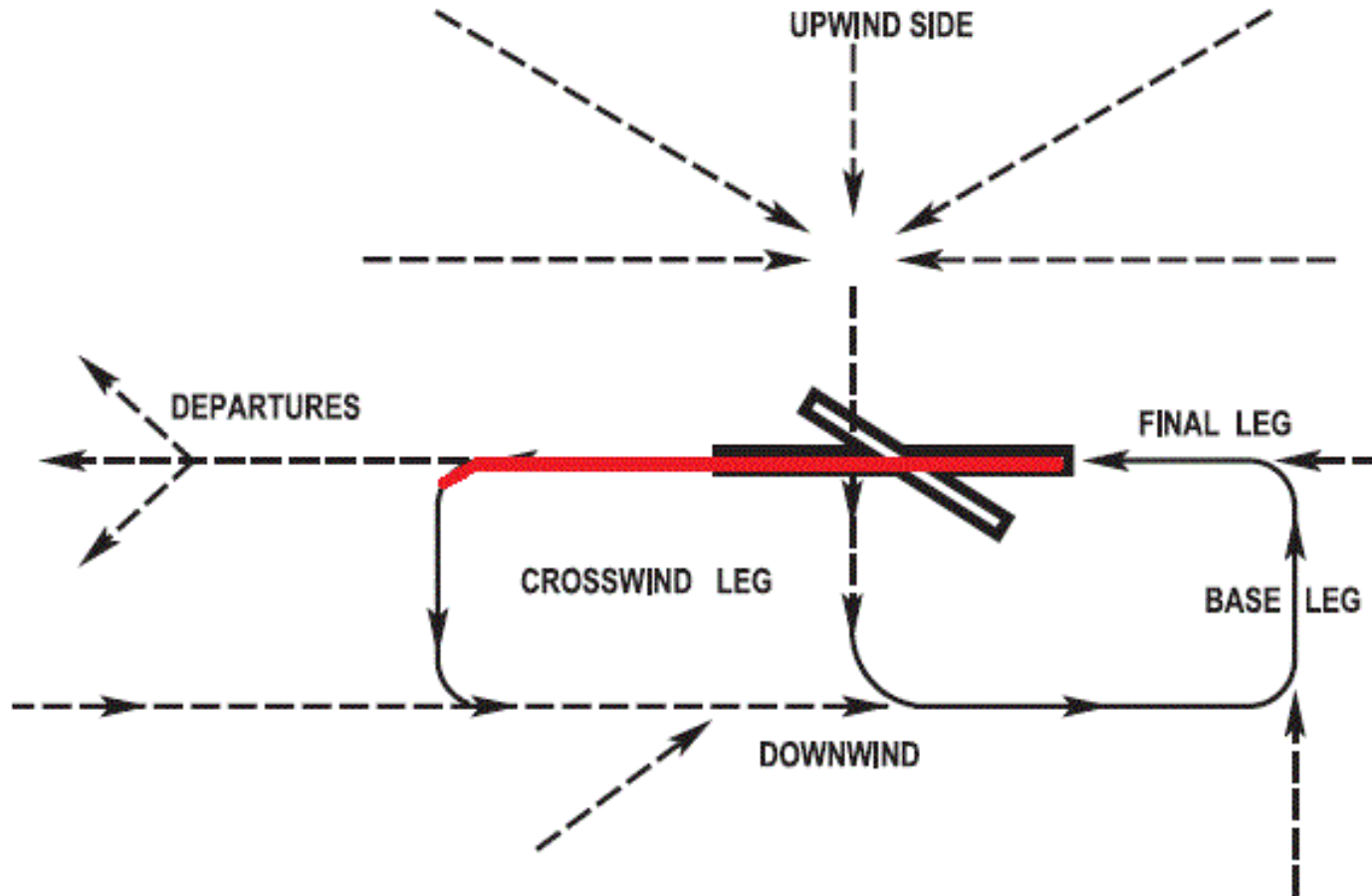
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Mandatory Frequency (MF)



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NavCanada Charges

- Annual Fee for Canadian registered propeller aircraft:
 - **\$67.20** - Up to 2 metric tonnes (4,409 lbs)
 - **\$224.44** – 2-3 metric tonnes
- Foreign-registered aircraft pay quarterly maximum, once for each quarter of stay:
 - **\$16.80** - Up to 2 metric tonnes (4,409lbs)
 - **\$56.10** - 2 to 3 metric tonnes



This charge is for Terminal and En route Services

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NavCanada Charges

- The seven major Canadian airports charge **\$9.89** / day for aircraft weighing 3 metric tonnes or less
- Aircraft over 3 metric tonnes MTOW have different base rates and can be subject to weight and mileage charges
- Consult the '*Customer Guide to Charges*' on NavCanada's website



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What are **NOT** NavCanada Charges

- Landing Fees
- Ramp Fees
- Tie-down Fees
- Terminal Use Fees
- Overnight parking fees
- Other fees ?



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ADS-B Aeronautical Study

- NavCanada Canadian ADS-B Out Performance Requirements Mandate - **Issued 2018**
- Available on NavCanada website under Level of Service – Completed Studies
- <http://www.navcanada.ca/EN/products-and-services/pages/level-of-service-completed-studies.aspx>



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ADS-B Aeronautical Study

- Class A – January 2021
- Class E above FL600 – January 2021
- Class B – low level controlled airspace above 12,500' ASL to below 18,000' ASL - January 2022
- Class C , D & E with consultation and **NO SOONER** than - January 2023



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ADS-B

- 978UAT (ground-based) mandate comes into effect in 2020 in the USA
- For the Canadian 1090ES (space-based) mandate...
- NavCanada is mandating a performance standard requirement to address a space-based system and ground-based infrastructure
- COPA, AOPA and Transport Canada are currently in discussions re the best way to proceed



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ELT Requirements

- Transport Canada has made a submission for a proposed change in the regulations regarding 406MHz ELTs
- When enacted, 406MHz ELTs will become mandatory for all Canadian registered aircraft (not foreign)
- GA owners will have 5 years to become compliant



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ELT Registration

- Foreign-registered aircraft not equipped with a 406MHz ELT:
 - Recommend a 406MHz capable PLB or EPIRB be purchased and carried on board
 - PLB ~ \$450
 - EPIRB ~ \$750



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ELT Registration

- All 406MHz ELTs, EPIRBs and PLBs must be registered with the Registry in the country of origin (CAR 605.38 (4))
- When an aircraft has a change of ownership, the CBR or appropriate Registry **must be notified and the ELT or beacon transferred to the new owner**



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Flying with a Firearm

Prohibited Firearms

- Prohibited Firearms are not allowed to enter Canada
- May be seized and forfeited to the crown



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Flying with a Firearm

Restricted Firearms

To enter Canada with a Restricted Firearm you:

- Require an Authorization to Transport (ATT) prior to arrival. To obtain, contact the Canadian Firearms Program at:

1-800-731-4000 (Canada/USA)

- Need to complete a Non-Resident Firearm Declaration, to obtain, refer to the Royal Canadian Mounted Police (RCMP) website



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Flying with a Firearm

Non-Restricted Firearms

To enter Canada with a Non-Restricted Firearm you:

- Need to complete a Non-Resident Firearm Declaration

To obtain refer to the RCMP website

Non-restricted Firearms are subject to transport and storage requirements



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Departing Canada / Returning the USA

- Pre purchase or make arrangements with CBP at airport of arrival to purchase *Private Aircraft Decal* – US\$28.24 / calendar year
- Submit eAPIS Manifest – must receive “Cleared to Depart” notice
- File Flight Plan and confirm flight plan has been opened once airborne
- Provide one-hour notice to CBP at Designated Airport



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Useful Links

Canada Border Security Agency (CBSA): <http://www.cbsa.gc.ca>

Canadian Owners and Pilots Association (COPA): <http://www.copanational.org>

Nav Canada: <http://www.navcanada.ca>

Online fee calculator:

[http://www1.navcanada.ca/OnlineForms/FeeCalculator/Fee Calculator.asp?lang=en](http://www1.navcanada.ca/OnlineForms/FeeCalculator/Fee%20Calculator.asp?lang=en)

Guide to service charges:

<http://www.navcanada.ca/EN/products-and-services/Documents/Custom%20Guide%20to%20Charges%202018%20EN.pdf>

Aviation Weather Web Site (AWWS): <http://www.flightplanning.navcanada.ca>

Royal Canadian Mounted Police (RCMP):

<http://www.rcmp-grc.gc.ca/cfp-pcaf/fs-fd/visit-visite.eng.htm>



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