



← Canada

# CANADA



The Centers for Disease Control and Prevention on December 2 ordered all passengers and air crew entering the United States to have a negative COVID-19 test within one calendar day of departure, or documentation that they have recovered from COVID-19, regardless of their vaccination status. More details and requirements can be found in the article [here](#).

Effective August 9<sup>th</sup>, American citizens and permanent residents of the United States, who currently reside in and will be travelling from the U.S., and who qualify as fully vaccinated, will be able to enter Canada. More details and requirements can be found [here](#).

Starting November 8<sup>th</sup>, the US/Canada border is open for tourism travel. For requirements for foreign nationals and US citizens, see [here](#).

## Flying to Canada: Pre-trip Preparation

Some of the worlds most beautiful natural landscapes and incredible cities lie just across the Canadian border. This two-minute video gives an overview of the process, as well a brief description of many of the items.

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## PREPARATION

# PREPARING FOR YOUR FLIGHT

The pilot in command must have a current:

- **Passport**
- Pilot certificate with an English proficient endorsement
- Medical certificate (BasicMed not accepted)
- **Restricted radiotelephone operators permit.** For more information on **FCC requirements**, [click here](#).

## Passengers

- Each passenger must have a current **passport**
- Children traveling with only one parent must have a notarized statement of approval from the absent parent stating the dates of the trip.

## Aircraft

All U.S. registered aircraft must have:

- A valid Airworthiness Certificate. If a Special Airworthiness Certificate - Experimental, download, print, and carry this form - [https://www.faa.gov/aircraft/gen\\_av/ultralights/sfa/media/tcauth.pdf](https://www.faa.gov/aircraft/gen_av/ultralights/sfa/media/tcauth.pdf)
- A permanent registration certificate (no temporary certificates/pink slips)
- A **radio station license**. For more information on **FCC requirements**, [click here](#).
- Operating limitations information
- Weight and Balance information
- If the aircraft is registered in another person's or corporation's name, we recommend you bring a notarized letter authorizing use of the aircraft in Canada.
- An ID data plate
- 12-inch registration marks if you're crossing an ADIZ to get into Canada (primarily affects those flying in from Alaska)

- Transponder with Mode C - **TSA waivers** are still required and mandatory for all international flights for aircraft not equipped with a transponder.
- Either a 121.5 MHz or 406 MHz ELT
- **Charts** - Both U.S. and Canadian are needed.
- As is the case here in the U.S., all flights from Canada to a foreign state (i.e. the U.S.) must be on a flight plan. **CAR 602.73, .74, and .75** contain the details. Part VI of the CARs is comparable to our part 91.
- Department of Homeland Security (DHS) decal affixed to window. (See ordering information in the eAPIS and DHS section below.)
- Aircraft with fuel tanks installed in the baggage or passenger compartments must have Form 337 on board.
- Verify insurance coverage for flight into Canada. Private aircraft must be covered with liability insurance. Proof of liability coverage needs to be carried onboard. **AssuredPartners Aerospace** provides coverage for AOPA members. Contact AssuredPartners Aerospace at 800/622-AOPA(2672) or email [FDK.insurance@AP-Aerospace.com](mailto:FDK.insurance@AP-Aerospace.com) for more information.
- The amount and types of coverage are based on the aircraft's gross takeoff weight as shown below. All amounts are in Canadian currency.

\$100,000 public liability only
\$500,000 public liability only
\$1,000,000 public liability and \$300,000 passenger liability per passenger on board

## eAPIS and DHS Decal Requirements

- All pilots crossing the U.S. border either way are required to use Custom and Border Protection's (CBP) Electronic Advance Passenger Information System (eAPIS) to provide crew, passenger(s), aircraft, and trip information. The eAPIS information must be filed at least one hour before departing from or arriving in the United States, but pilots can file as far in advance as they wish, giving the option to provide information for the return trip via Internet before leaving home. (This does not apply if you overfly Canada going from one U.S. airport to another without landing - eAPIS is not, then, required.) AOPA Foundation's Air Safety Institute has a free online course, "**Understanding eAPIS— A Pilot's Guide to Online Customs Reporting**" that guides pilots step-by-step through the online reporting process.
- **An annual DHS user fee decal for the window of the aircraft (\$29.96)** – allow a few weeks for delivery. You can **buy decals online**. For decal questions, call (317)-298-1245 or send an email to [decals@dhs.gov](mailto:decals@dhs.gov). You can **download a paper application here**.

## Clearing Canadian and U.S. Customs - what to expect

### Going to Canada: CANPASS is still required.

- There is no need to contact U.S. customs on departure - eAPIS filing is sufficient.
- The pilot will need to contact CANPASS by phone **(888) 226-7277** or **(204) 983-3500**, prior to takeoff in the U.S. and, again, by phone after landing prior to exiting the aircraft. The first call must be made no less than two hours more than 48 hours before the border crossing. The pilot will be given an ID number that must be provided upon arrival. Only very rarely are pilots asked to await an official to provide an inspection in Canada.
- Pilots who frequently travel to Canada directly from the United States on a small private aircraft should apply to enter the **CANPASS Private Aircraft program**, which makes clearing the border easier for private aircraft carrying no

more than 15 people (including the crew) and traveling to Canada from the United States. This program allows members to access more airports and provides expedited clearances for low-risk, pre-screened travelers.

## Returning from Canada

- The first landing in the U.S. must be at a designated airport of entry with a customs office. These airports are referred to as "Designated International Landing Rights and User Fee" airports. Prior to departure, make direct telephone contact with the customs office at the U.S. destination airport, and notify of ETA at least one hour before and no more than 23 hours before the ETA. (Do not rely on entry of "ADCUS" in the flight plan.)
- After landing at the U.S. airport, taxi to customs office and wait in or next to the airplane for customs officers to inspect airplane prior to exiting the plane or immediate tie-down area.

## ICAO Flight Plan

- Use of an ICAO flight plan is currently required if the flight will enter international airspace. While an ICAO flight plan and an FAA flight plan are similar in many ways, there are some important differences. Some items are the same on both forms: aircraft ID or tail number; aircraft type, fuel endurance, and number of people on board. New items on the ICAO flight plan include a Wake Turbulence category, and Type of Flight. The biggest change, though, is found in the equipment suffixes box, box 10. The ICAO codes used to denote the type of equipment on board the aircraft are different than the codes used by the FAA. To find out more, please **view this short AOPA video**.

## Canadian Fees

- Invoices for Canadian fees are mailed later.
- NAVCAN user fee charge is \$72/yr. or \$17.85/quarter (CDN\$) for use of the ATC system.
- Landing fees are charged at some tower-controlled airports.

### Canada will start phasing in space-based ADS-B starting in 2023.

Both Nav Canada and Transport Canada have confirmed that aircraft using controlled airspace above 12,500 feet in Canada (class A and B) will have to be equipped with ADS-B capable of transmitting to Nav Canada's Aeron space-based ADS-B system by February 23<sup>rd</sup> of 2023.

To be compliant, aircraft must have ADS-B antennas on the top of the aircraft capable of transmitting 1090 MHz extended squitter signals to satellites. The mandate for Class C, D and E controlled airspace will be phased in starting after 2025, to allow time for equipage.

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## DEPARTURE

# DEPARTING THE U.S.

- Pilots crossing the U.S. border must be in communication with ATC and on a discrete squawk code.
- All aircraft must be on an activated IFR, VFR, or Defense VFR if you are flying through the ADIZ from Alaska.
- All aircraft must make their first landing at a Canada Border Services Agency (CBSA) **airport of entry**.

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## ENTRY

# ENTRY INTO CANADA

You are required to provide advance notification to CBSA by calling 1-888/CAN-PASS (226-7277). You must provide notification no less than two (2) hours but no more than 48 hours prior to your arrival. A filed and activated flight plan is required for border crossing, and your first landing in Canada must be at an **airport of entry**. You will be required to provide the customs office with information about yourself, passengers, your flight, and airport of entry. After arrival at your airport of entry, if there is no customs officer present, immediately contact the Canadian CANPASS office again at the same number and receive an arrival report number or be advised to await a customs inspection.

Thanks to an agreement between the FAA and Transport Canada, flying an experimental aircraft into Canada is now easier than ever. All that is needed is the document Standardized Validation of a Special Airworthiness Certificate—Experimental, for the Purpose of Operating a United States-Registered Amateur-Built Aircraft in Canadian Airspace which details the restrictions (minor in nature) applicable in Canadian airspace. **Download the form and carry it with the aircraft at all times in Canada.**

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## IN CANADA

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## Flight Operations in Canada

To access weather information and file flight plans while flying in Canada, contact Canadian Flight Service by calling 866/WX-BRIEF (992-7433). This telephone number can only be used within the borders of Canada. More specific flight services and local weather advisories can be obtained by contacting the **individual Flight Information Centres** within each Canadian province.

For remote areas, take tiedown equipment with you and have your ADF or GPS in good working order. Slot reservations are required for Toronto Pearson International Airport for VFR and IFR aircraft. A Mode C transponder is required when flying into any terminal control area and Class C airspace in Canada. Mode C transponders are also required in some Class D and E airspace, normally associated with some terminal areas and some control zones. The terminal charts (VTAs) and the Canada Flight Supplement provide the details.

Certain rifles and shotguns for sport, competition, or survival and ammunition are permitted in Canada, but be sure you declare them when going through customs. An advance permit is required from Canadian authorities for certain restricted firearms.

Canada has MF, or mandatory frequency areas at some non-towered airports. The type of reports to be made via radio are very similar to our CTAF traffic advisory reports, but they are required when in Canada.

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## OVERFLIGHTS

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Overflights that originate and end in the United States require that the pilot must file a flight plan, and Canadian regulations must be observed when flying in Canadian airspace. Write "Canada overflight" in the remarks section of the flight plan.

Note: The Canadian government charges U.S.-registered aircraft for ATC services based on the aircraft certified gross weight. The current fee is \$21.92 CAN per quarter for aircraft under 2 metric tons (4,410 lb gross) and \$73.22 for aircraft between 2 and 3 metric tons (up to 6,614 lb gross). See the **NavCanada Guide to Charges** for details for aircraft in higher weight classes. Also, weight-based fees for use of the airport terminal may apply at some airports.

A foreign-registered aircraft is charged on the basis of the first recorded arrival into a Canadian aerodrome or entry into Canadian airspace, excluding flights between two points in the U.S.

eAPIS is not required for Canadian overflights if taking off and landing at U.S. airports.

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## RETURN

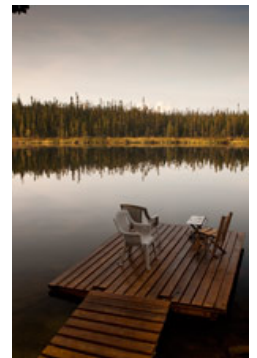
# RETURNING TO THE U.S.

- Your first landing in the United States must be at an **U.S. CBP airport of entry**.
- File an eAPIS arrival manifest (if you filed eAPIS reports for both legs of your trip before you left the U.S., you do not have to file again).
- File and activate a VFR, IFR, (or Defense VFR flight plan if you're flying through the Alaska ADIZ).
- Pilots crossing the U.S. border must be in communication with ATC and on a discrete squawk code.
- Call U.S. CBP at least one hour and no more than 23 hours before your planned U.S. arrival time.

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## ADDITIONAL RESOURCES

- [Canadian Airports of Entry](#)
- [Canada Border Services Agency \(CBSA\)](#)
- [CANPASS](#)
- [AOPA Online PIC](#)
- [eAPIS: Frequently Asked Questions](#)
- [Canadian Owners and Pilots Association \(COPA\)](#)
- [Transport Canada](#)
- [International Information from FAA](#)
- [Information on the Zika Virus](#)
- [Info: First Class Medical Certificates for Second-in-Command \(SIC\) Pilots](#)
- [Purchase Charts](#)



## U.S. Customs and Border Protection (CBP)

- **Airports of entry** (where CBP Inspections Services are normally available)

- **CBP Private Air APIS Guide**
- **CBP User Fee Decal Information**