

# FLYING BETWEEN CANADA & U.S. - Border Crossing Issues



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# Flying to the States and Back

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

# We'll talk about the following things

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

**When flying in Canada and the U.S. there are very few differences and the flying rules are almost the same.**



# Flying in the USA

- Very similar rules to flying in Canada
- Flight plan not mandatory for VFR in USA but an excellent idea anyway. Plan or itinerary in Canada.
- Circuit entry at 45 degrees to downwind from outside
- Military Operations Areas (MOA's) are common
- "Flight following" is a great help – English only
- Ask to "say again" if you don't understand
- Canadians can overfly US airspace e.g. to Maritimes without eAPIS or passport/Canpass but flight plan needed

# Aircraft categories

## **Certified Aircraft:**

**Aircraft that have an airworthiness certificate equivalent to US standard airworthiness certificate may fly in the U.S. and Canada.**



# Experimental/ Homebuilt/ Amateur built or Canadian Ultralight:

All these aircraft require a Special Flight Authorization (SFA) which must be carried on board.

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

[http://www.faa.gov/aircraft/gen\\_av/ultralights/sfa/](http://www.faa.gov/aircraft/gen_av/ultralights/sfa/)

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

# U.S. Ultralight aircraft:

Because they are not registered, cannot get blanket authority to operate in Canada. Special authority from TC is required and may be granted on an individual basis.





# U.S. LIGHT SPORT ( LSA )

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

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

[http://www.tc.gc.ca/eng/civilaviation/standards/maintenance-regsdocs-standardised\\_validation-2946.htm](http://www.tc.gc.ca/eng/civilaviation/standards/maintenance-regsdocs-standardised_validation-2946.htm)

# Canadian Owner Maintenance Category Aircraft

**Canadian Owner Maintenance**

**Aircraft are prohibited  
from operating in the U.S.**



# DOCUMENTATION

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

Pilot Document/Licence/Certificate

Restricted Radiotelephone Operator Certificate

Medical Certificate

Passport

# **DOCUMENTATION cont.**

**Visa Document – if required**

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

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

# Aircraft Documentation

**Registration Certificate (temporary certificate not acceptable)**

**Airworthiness Certificate**

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

# Aircraft Documentation cont.

**Radio Station Licence**

**Weight and Balance info**

**Proof of Liability Insurance – required in Canada**

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

# Aircraft Documentation

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

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

[https://waivers.faa.gov/aap/te\\_pages.p\\_login](https://waivers.faa.gov/aap/te_pages.p_login)

# Aircraft Documentation

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

**U.S. Customs Service Decal**

**There is an annual US \$27.50 Customs fee. It is best if this is paid in advance as some Airports of Entry may not carry the decal.**

**Decal and Transponder Online Procurement System (DTOPS).**



# Annual Customs Decal

- Buy the annual sticker for \$27.50 – it saves time when you arrive in the US - <https://dtops.cbp.dhs.gov/> and you'll need to register first, then register the aircraft, then request the sticker
- When the sticker arrives, attach it somewhere near where you enter the aircraft
- The sticker can also be purchased when you land in the US port of entry but it saves time to do it in advance. It's specific to your aircraft.
- Arrives in just a few days. One per year needed

# EQUIPMENT

**Charts, Canada Flight Supplement, FAA  
Airport/Facility Directory, AIM**

**Two way radio**

**ELT 121.5 MHz or 406MHz**

**Survival Equipment.**

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

**A fire extinguisher is required in Canada**

# PLANNING FOR BORDER CROSSING

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

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

# PLANNING FOR BORDER CROSSING

When flying to the U.S. the first landing must be at an U.S. Customs and Border Protection (CBP) Airport Of Entry (AOE).

U.S. CBP requires that you file an Electronic Advance Passenger Information System (e APIS) manifest.

<http://www.cbp.gov>,

# eAPIS

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

# eAPIS enrollment

- Go to <https://eapis.cbp.dhs.gov/>
- Select enroll
- Input the requested information. You need to do this and receive your account info first.
- Input the information for all your passengers
- You'll need passports/addresses/dates of birth
- You need to carry passports to fly to the US

# PLANNING FOR BORDER CROSSING

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

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

# **PLANNING FOR BORDER CROSSING**

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

**An e APIS Manifest does not meet this requirement.**



# PLANNING FOR BORDER CROSSING

**You need to arrive within 15 min of your recorded ETA. If your ETA changes, alert CBP via Flight Service while enroute. Upon arrival wait for Customs official.**

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

# PLANNING FOR BORDER CROSSING

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

**[www.cbsa-asfc.gc.ca/do-rb/services/aoe-eng.html](http://www.cbsa-asfc.gc.ca/do-rb/services/aoe-eng.html)**

**An activated Flight Plan is required.**

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

# **PLANNING FOR BORDER CROSSING**

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

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

# PLANNING FOR BORDER CROSSING

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

**Upon your arrival at your Canadian airport of entry, if there is no customs official present, contact CANPASS office to report your arrival and await further instructions.**

**Remember to close your Flight Plan.**

# PLANNING FOR BORDER CROSSING

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

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

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

**NAV CANADA the Air Navigation Service provider in Canada also charges quarterly user fees for foreign registered aircraft. The quarterly fee for up to 4400 lbs. is \$17.**

# CANPASS

- Allows you to clear customs by phone entering Canada
- Allows you to land at “airports of entry” even if customs is closed and many more airports.
- Download form E672 from CBSA-ASFC site
- <http://www.cbsa-asfc.gc.ca/prog/canpass/menu-eng.html>
- Normally takes about two weeks to arrive, but can take up to 6 weeks according to their web site
- Can significantly reduce your route home vs. airport where customs is open

Is needed for every passenger or cannot be used

# Example Flight – To Somewhere in the US

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

# Example Flight – The Return to Canada

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



# Summary for Canadians

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

# Happy Flying!

