

CANADA OPERATIONS

CUSTOMS/ IMMIGRATIONS

US Customs

When contacting customs, ask what Immigrations notification will be required for desired port of entry; don't assume always handled by same call.

Canadian Customs/ Fees

Passport may be required- only means of ID guaranteed to be accepted. Notify 2-48 hours before flying into Canada

CANPASS

\$40 per 5 years

All aircraft must carry liability insurance, for 2301-5000# MGW \$500,000. For 5001-12,500# MGW; \$1,000,000 and \$300,000/ passenger. Additionally, proof of insurance must be carried. Call agent for either certificate of insurance/ letter stating AC is carrying appropriate coverage for Canadian requirements.

\$16.25 per quarter airspace/ ATC usage fee for recreational flying; will be billed after flight. If billed for greater amount, inform authorities flight was recreational.

FLIGHT REGULATIONS

Airspace

Class B airspace exists from 12,501' to 17,999' ASL; only IFR and Controlled VFR (CVFR) allowed. VFR flights above 12,500' squawk 1400. Expect CVFR clearance upon ATC's receipt of position report reaching 1000' prior to entry to Class B.

Class C and Class D Control Zones with operating Control Tower require ATC clearance before entering airspace.

Base of controlled airspace is generally 2,200 AGL.

Transponder required in Class E greater than 10,000' ASL in areas with radar coverage.

Cloud clearance:

Uncontrolled

<1000 AGL

Clear of clouds

1 mile day/ 3 miles night

>=1000 AGL

H- 2000', V- 500'

1 mile day/ 3 miles night

Controlled

H- 1 mile, V- 500'

3 miles

Special VFR

Clear of clouds

1sm

Aerodrome/ Class G Operations

Aerodromes are uncertified airports.

Do not over fly aerodromes less than 2000' AGL

When maneuvering near Aerodrome or cruising in Class G:

-monitor 126.7

-make position report over all nav aids stating:

- present position
- track
- altitude
- altimeter setting used
- next position and ETA

-also report before

- changing altitude
- beginning IAP
- departing IFR

Some aerodromes have associated Mandatory Frequency (MF). With MF in effect:

- broadcast intentions on 126.7 before switching to MF
- before departing IFR broadcast on 126.7 and MF
- report 5 minutes out from aerodrome on MF

ATF frequency is 123.2 if Unicom does not exist

Traffic pattern entry:

- generally enter on midfield crosswind
- with MF in effect and traffic advisory info available may join base or final straight in or at 45 degree

VFR OTT(Over The Top)

Must be IFR rated.

Day only

Departure airport must be VFR.

Arrival airport must be VFR (and must have scattered/ clear sky, visibility \geq 5 miles, no precip/ fog/ blowing snow) based on:

- TAF: ETA -1 HR +2 HR
- FA: ETA -1 HR +3 HR

Operate 1000 above clouds, must have 5000' separation between layers if flying between layers.

VFR Flight Plan

Must file FP or *flight itinerary* for all flights, unless flight is within 25nm of departure airport.

-A flight itinerary may be given to a responsible person who has agreed to notify ATC, FSS, a peace officer or a Canadian Armed Forces officer if the flight has not arrived at ETA

Open VFR FP with control tower, FSS, or community aerodrome radio station.

Close VFR FP by making "arrival report" to ATC or FSS within 1 hour.

Use Canada FP, not ICAO, for Canada-US flights

IFR

Aircraft can not proceed past OM/ FAF if RVR is less than 1200' unless:

- on training flight and have informed ATC no landing intended
- RVR is fluctuating above minimum RVR for approach and ground visibility reported at least ¼ mile

All IFR Flight Plans must include alternate. Weather at ETA must be at or above alternate minimums. These minimums may be depicted on IAP charts, but are superceded by Alt minimums published in Canada Air Pilot GEN (CAPGEN) pages.

For Eastern Canada, IFR flights in mountainous areas; min altitude is 1500' above highest obstacle within 10 nm.

When large temperature or pressure variations exist, operate at MEA plus 1000' minimum.

Miscellaneous

Oxygen required after thirty minutes above 10,000', required for all time above 13,000'.

Updated charts are not required for day VFR (non OTT).

Flight Information Center (FIC), like FSS for weather or Notams; 800-INFOFSS or 866-WXBRIEF

Required Equipment

Handheld Fire Extinguisher readily available to flight crew

At night, flashlight readily available to flight crew

First Aid Kit

Survival equipment to:

- Start fire
- Provide shelter
- Provide/ purify water
- Visually signal distress

Lifejackets for flight:

- In seaplanes
- Beyond gliding distance from land
- Greater than 50 nm from shore

Life raft with attached survival kit which can provide shelter, provide or purify water, visually signal distress for flight if:

- In single engine aircraft lesser of 30 minutes or 100 nm from suitable emergency landing site
- In multi engine aircraft lesser of 60 minutes or 200 nm from suitable emergency landing site