



Introduction

As an American Citizen , traveling to Canada from the US is fun, easy and opens up a brand new world to the North - if you know the rules! Knowing the rules can spell the difference between a great trip and an expensive disappointment or worse.

Here is a short quiz to test your knowledge of entering and flying in Canada. I also suggest every pilot read the AOPA/COPA Guide to Cross Border Operations – and become familiar with the appropriate US FARs and Canadian CARS, before you try crossing the border as PIC.

For those that require more information please consider a membership in the Canadian Owners and Pilots Association (COPA), this will entitle you to free access to all our aviation guides, and entitle you to free consultation with member-assistance staff. AOPA members may request a email copy (PDF) copy of our AOPA/COPA Guide to Cross Border Operations.

John Quarterman (JQuarterman@copanational.org)
COPA Manager of Member Assistance and Programs
(613) 236-4901 x107

VFR Questions Section

1. Crossing the Canadian border from the central USA in my private C182, day VFR – who must I contact prior to my flight and when, and who enroute?
2. My transponder is down for maintenance – Can I still cross the border?
3. What must I declare to the CBSA in my initial call to CANPASS prior to my flight to Canada from the US?
4. The weather is no-go across my route to my Canadian Airport of Entry. – What action should I consider while enroute, to avoid a fine.
5. Two of my three passengers are not Americans. What questions should I ask them before starting my flight.
6. Starting from a private strip (without any telephone service) in New York State, I am carrying some hunters to Northern Ontario, I am planning to file a flight plan enroute and ask FSS to call customs on my behalf, to legally cross the border. Am I OK?.

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7. I am twenty minutes early in my cross-border flight because of poor planning and a great tailwind. Should I land anyway?
8. After landing at an Canadian towered airport on my VFR flight across the border, I should do a few things, what are they?
9. After landing in Canada in my US aircraft, I am planning the next leg of 100 NM. There is no Nav Canada weather terminal at the airport. There is a phone. Who should I contact, at what number?
10. While over Canada I want to check the weather at destination – who should I contact.
11. I know the US has a graphical listing of TFRs. What are the Canadian equivalents, and what should I know about them?
12. I am flying IFR (or VFR for that matter), to a non-towered Canadian airport. From what or who can I obtain the altimeter setting for the airport?
13. I am just about to enter a Canadian Class C airport control zone, and have contacted the tower with my course and position - who has then told me to stand by. Should I continue my course?
14. At my Canadian towered-airport, I am cleared to: “line up runway zero nine”. What does this mean?
15. At Gatineau airport, a FSS-Radio equipped (MF), uncontrolled airport on my way to Montreal, I stop for fuel. What first call should I give prior to entering the airport area.
16. What American pattern joining procedures might I avoid at this Canadian airport? What “circuit” joining procedure should I use instead if joining from the upwind side.

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17. I want to fly in my single-engine aircraft, down the East coast on my way to Prince Edward Island, but I have no raft or survival suits. ADIZ concerns aside, what distance from shore should I stay within to obey Canadian rules for overwater flight? What minimum equipment should I carry for the flight to stay within Canadian rules for overwater flight.

18. To fly in my turbocharged Mooney at 16,500 ft from an uncontrolled field in class G airspace outside Ottawa to a similar field outside Sault Ste Marie (Canada), I must:

In my first call I explain I am flying VFR on a flight-plan to GobbleDuck-Farm, Ontario near Sault Ste Marie. What should I expect back from the controller?

What must I do following the controller's likely reply?

19. I am visiting a Canadian airport and discover while there, that a flying club is offering flying rentals of the single-engine, light (2000 lb), "BarnStormer 200" aircraft with a prior checkout. There is a free booking that afternoon, and I have an American license and time on type. Can I do the checkout and fly solo in this aircraft?

20. I am a pilot with an American Private License, flying into a Canadian control zone at night, and I request Special VFR. Am I legal?

21. While in Canada on an IFR trip, I come across an FBO and avionics dealer offering 75% off a dual GARMIN GNS530 IFR installation for my Cessna 150, replacing my existing avionics. The install can be done in 3 days, and I plan to be there that long anyways. Should I go ahead and order the installation? What other maintenance can I have performed?



22. Having checked my progress (in my J3 cub), on the flight North to my refueling point South of the Canadian border, I establish that due to 200 knot tailwinds I can go directly to Canada without making a fuel stop. I decide to call the FSS and ask them update my flight plan to land in Canada, and mark off ADCUS on the flight plan, to advise Canadian customs.

Am I legal?

23. Airborne on the trip returning to the USA from Canada, I encounter weather and decide not to cross the border, but instead divert to a Canadian airport to wait out the weather overnight. What should I do upon landing?

24. Can I fly back into USA, from my trip to Canada, with a passenger who is not a Canadian or American citizen, and whom I picked up in Canada?

Suppose the passenger is a Canadian Landed Immigrant?

Suppose a Canadian child is picked up?

IFR Questions Section

25. VFR-on-Top is legal for Americans in Canada with what licenses or endorsements?

26. What general weather minima should I consider on my Category 1 IFR approach to a Canadian airport, considering that my flight is not a training flight?



27. On a Winter IFR flight in Canada, certain a operational approach correction procedure applies to approaches. (Not referring to icing or aircraft capability.) What correction is required?
28. Due to the largest high-pressure area ever seen in North America, the weather is a blue-sky CAVOK (TC AIM RAC 1.4) day at both my destination and my origin and in between, but I decide to file IFR for my trip from Montreal to Calgary. (I am flying a CANSO with special super long range tanks and have a copilot and potty on board). What must I file for the flight in Canada, that I would not have to file in the USA?
29. On the aforementioned trip how much extra fuel should I have on board (at least)?
30. Between Saskatoon and Kelowna, I am flying IFR on the airways in my new Turbo C182. I note that the MEA is going up substantially in one segment of the airway, (before I reach the Rocky Mountains). Should I climb before or after I reach the higher segment?



31. I am again planning on flying IFR in my new Turbo C182 equipped with Garmin G1000 Glass (Dual GPS, Dual VOR, Dual ILS, No DME, and **No ADF**). The trip will be conducted in summer in IMC conditions at both Destination and Alternate. What approaches must exist at the alternate airport if the weather is 600-2 there?

The alternate airport single precision approach is listed on the chart as:

“ILS or NDB RWY 23”

and has a missed approach to the “MOOLA” NDB. The approach is listed in my G1000 database. May I count this approach as a useable approach?

32. Prior to my approach to CARP (CYRP) using “RNAV (GNSS) RWY 10”, I must carry out a _____?

CARP is an uncontrolled aerodrome. What call should I make prior to landing?

33. Parry Sound (CYPD) as an uncontrolled aerodrome does not maintain a published altimeter setting. Normally Muskoka (CYQA) altimeter is used (when open), and when not, Wiarton (CYVV) altimeter is used. What should I check on the plate before using these altimeter settings?

When flying in the Canadian Far North, what altimeter setting procedure should I use?