

Aircraft prep

DHS decal – each aircraft needs a current annual decal. If there is no decal, then one needs to be ordered and paid for. The receipt will be sufficient for proof of purchase until the actual decal arrives.

FCC License – BEFA aircraft are covered under a fleet license. A copy of the fleet license needs to be in the plane. If there isn't one, ask Wes for a copy.

People prep: COVID-19 testing

Aircrew are exempt from the COVID test. To be aircrew, you need to be paid, which means you need at least a commercial pilot license, AND there needs to be a written contract. This should satisfy the aircrew requirement and must be presented to the border patrol officer if asked. Be careful, your definition of aircrew may not match Canadian definition of aircrew and you would get turned back if you don't have the molecular test.

All passengers and non-aircrew need to have a negative COVID-19 molecular test completed within 72 hours of departure for Canada. This is NOT the rapid COVID test. Carry a copy of the test to present to the Canadian border patrol agent.

Your COVID status needs to be uploaded to the 'ArriveCAN' App.

eApis: request for departure (from US) and request for entry (back into US) need to be completed. Do not depart until the request for departure confirmation is received from US CBP. After receiving the approval email for the request for entry, email the approval to 'seatacmgmt@cbp.dhs.gov'. Depending on the time of arrival at KRNT, you may also need to submit a 'landing rights request'. This email request should include tail #, ETA at RNT, Passenger, Crew. Email to the same CBP email as the request for entry (I sent both on the same email). CBP will ensure that someone will be at Renton. I think the normal hours are until 1800. A number that worked for me for Renton CBP was 206-769-9365.

CANPass: just like Apis for the US, you need to call Canada and give them all of the same information (passport info, entry day/time, etc). The number for CANPass CBP is 1-888-226-7277

Customs in Canada

NOTAM – see attached NOTAM regarding COVID-19 and allowable airports of entry. Essentially, go to Vancouver International Airport first to clear customs.

KRNT to CYVR (flight time 0.8 hours)

Vancouver (CYVR)

Airport of entry for ALL travelers (passenger, aircrew)

Filed: KRNT.PAE.GRIZZ6.CYVR, 8000' ... received cleared as filed from ATC (yeah!)

Filed: KRNT.PAE.CVV.YVR.CYVR, 8000' ... received clearance PAE.V287.CVV.ORBUS.V495.YYJ.V300.YVR (ugh!)

Study the airport diagram before arrival.

Whatever clearance you get on the ground at RNT, the actual route flown as directed by ATC always seems to be some form of direct to PAE, then direct CVV, then fly heading 310 to intercept the 145 radial to YVR.

Remember that tracking a radial inbound you need to dial in the reciprocal, which in this case 325 radial (using the +2,-2 technique. If you don't know what that is, ask me). On the G1000, and the GTN750, using the OBS function works great.

Be aware that the YVR VOR is not collocated with the CYVR airport. The VOR is about 7nm south of the airport.

Approaching the airport, expect ATC vectoring for a long straight in for the visual approach for RWY26L. Land on 26L and taxi clear on B or A2 taxiway. Ground control will give you progressive taxi to customs if you don't know where the customs trailer is. Customs in near Signature Flight Support FBO.

Once at the customs trailer (there isn't much there), call CANPass and clear customs over the phone. No body usually meets you at the plane.

After clearing customs, you may go to the FBO for fuel, snacks, break, etc. Or just taxi and takeoff!

Departure from CYAZ on 26L expect the Richmond 7 (RICHM7) departure.

Non towered ops in Canada – XXX (*enter name of area here*) Radio (remote AAS) is essentially tower controller but located remotely. Talk to them as you would any other tower. If the radio is not manned, then use the same radio procedures as you would at any non-towered airport in the US. The remote AAS will ask for position reports (i.e., when at the FAF, when landed and clear of runway, etc.), and will give weather and traffic information.

Arriving back in the US.

Customs arrival: call US CBP prior to leaving for the United States to update/verify arrival time and make sure that some-one will meet you. Phone is 206-769-9365.

Arrive at KRNT customs which is in a trailer near the float plane dock, the CBP officer will meet you at the plane and ask for passport, medical, pilot license, DHS decal/receipt.

Email regarding COVID notam from Transport Canada. Click on the AIC link as well

With the intent to prevent the spread of COVID-19 throughout Canada, expanded restrictions have been adopted under authority of Section 5.1 of the Aeronautics Act, directing where certain aircraft must land when **they are transporting passengers to Canada**.

(F2223/21 NOTAMN

A) CZVR CZEG B) 2108090401 C) 2110290400

E) COVID-19: FLIGHT RESTRICTIONS

UNTIL FURTHER NOTICE, WITH THE INTENT TO PREVENT THE SPREAD OF COVID-19 THROUGHOUT CANADA, ALL COMMERCIAL AIR SVC, PRIVATE OPR (CAR SUBPART 604) AND FOREIGN BUSINESS AVIATION, THAT ARE TRANSPORTING PASSENGERS TO CANADA MUST COMPLY WITH THE PROVISIONS OF THE INTERIM ORDER RESPECTING CERTAIN REQUIREMENTS FOR CIVIL AVIATION DUE TO COVID-19, ISSUED BY THE MINISTER OF TRANSPORT AND CURRENTLY IN FORCE. THIS INCLUDES A REQUIREMENT PASSENGERS TO WEAR FACE MASKS AND PROVIDE EVIDENCE OF A NEGATIVE RESULT FOR A COVID-19 MOLECULAR TEST PRIOR TO BOARDING.

IN ADDITION TO ABV, AND PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, ALL COMMERCIAL AIR SVC, PRIVATE OPR (CAR SUBPART 604) AND FOREIGN BUSINESS AVIATION, THAT ARE TRANSPORTING PASSENGERS TO CANADA MUST, FOR THE PURPOSE OF DISEMBARKING PASSENGERS, LAND AT ONE OF THE FOLLOWING AP:

- AEROPORT INTL DE MONTREAL-TRUDEAU (CYUL)
- AEROPORT DE QUEBEC-JEAN LESAGE (CYQB)
- CALGARY INTL AIRPORT (CYYC)
- EDMONTON INTL AIRPORT (CYEG)
- WINNIPEG INTL AIRPORT- JAMES ARMSTRONG (CYWG)
- TORONTO-PEARSON INTL AIRPORT (CYYZ)
- OTTAWA INTL AIRPORT (CYOW)
- VANCOUVER INTL AIRPORT (CYVR)
- HALIFAX INTL AIRPORT-STANDFIELD (CYHZ)

THIS RESTRICTION DOES NOT APPLY TO ACFT OPERATED IN THE FLW CIRCUMSTANCES:

- DIRECT FLT FM SAINT-PIERRE-ET-MIQUELON
- MEDEVAC FLT
- FERRY AND CREW REPATRIATION FLT
- CARGO FLIGHTS CARRYING ONLY AIRCREW OR AIRLINE EMPLOYEES
- TECHNICAL STOPS WHERE PASSENGERS DO NOT DISEMBARK
- AT ALTERNATE AP IDENTIFIED IN A FLT PLAN TO ADDRESS WX
- ACFT SAFETY SITUATIONS, OR
- IN THE CASE WHERE SPECIAL

AUTH

HAS BEEN GRANTED BY TRANSPORT CANADA: 1-888-857-4003.

F) SFC G) UNL)

[Aeronautical Information Circular 27/21](#) provides further explanation of the COVID-19 flight restrictions made pursuant to the Aeronautics Act, requiring that commercial air operators and private operators (CAR subpart 604 & **Part 91**) land at one of 9 designated airports.

The current flight restriction, its related exceptions or authorizations only pertain to the movement of aircraft within Canada and have no influence on traveler requirements for entry to Canada, or quarantine measures imposed upon arrival.

Regardless of the airport of entry, air travelers entering Canada, including general aviation pilots, remain subject to public health measures for all cross-border travel, per the Order In Council (OIC): [Minimizing the Risk of Exposure to COVID-19 in Canada Order \(Quarantine, Isolation and Other Obligations\)](#) issued under Canada's Quarantine Act.

Transport Canada has no authority pertaining to quarantine measures or COVID-19 testing upon arrival in Canada. Further questions regarding exemption to these requirements may be directed to the PHAC COVID-19 information line at **1-833-784-4397** or phac.emergencyorder-decreturgencecovid19.aspc@canada.ca.