

Please note that we're dealing with international laws governing aviation, which may be somewhat different from the laws in our home countries. On top of that, we then have to deal with each country's laws on how the international law is implemented.

1) Under ICAO rules, anyone flying PIC outside of the home country must possess an ICAO-compliant medical, conducted within 2 years of the flight. So, it doesn't matter that U.S. glider pilots don't need a medical to fly at home, they MUST have a 3rd class or higher medical - no more than 2 years old -- in order to fly PIC outside of the U.S. (As a Canadian glider pilot, my medical is valid for 5 years... but, to fly in the U.S., I must have one no more than 2 years old). Quite bluntly, under international law: no medical = no fly (PIC). And yes, the club will be checking to ensure that all pilots have valid medicals. Those who do not hold valid medicals will only be allowed to fly dual.

2) Canadian pilots must possess a valid medical of Category 1, 3 or 4 in order to fly as PIC. There is little functional difference between the medical categories for glider pilots (a Cat 4 holder cannot be an instructor). If a Canadian does not have a valid medical, we have the capability of issuing a Cat 4 (self-declared) medical "on the spot", or the person will only be allowed to fly dual.

Also, if a foreign unlicensed pilot wants to fly solo, we must issue a Canadian Student Pilot Permit and obtain Cat 4 (or better) medical. Foreign student pilot permits are not acceptable (to any ICAO country).

Furthermore, under Canadian Law, if a foreign licensed pilot wishes to fly a Canadian aircraft, then that person must obtain a Foreign License Validation Certificate (FLVC). No FLVC means no flying as PIC in YSA aircraft; that is law. However, if an U.S. pilot brings an U.S. aircraft, no FLVC is needed to fly that U.S. ship (but the medical is still required!). (Similarly, I hold a FAA license to fly U.S. aircraft).

Then, if the U.S. aircraft is registered as Experimental, there is another permit that must be obtained for the aircraft, called a Validation of Foreign Flight Authority. No VFFA, no flying in Canada.

## **Recreational Flying in Canada: Foreign Licence Validation Certificate (FLVC)**

A foreign pilot licence of a visitor whose residence is outside Canada may be validated for private recreational purposes. The foreign pilot licence must be valid under the law of the issuing state and valid for the privileges appropriate to the specific purpose.

An applicant may apply for a Foreign licence Validation Certificate (FLVC) before arriving in Canada. The FLVC will be issued for a period of one year at which time the applicant may choose to renew it, or apply for a permanent Canadian Pilot Licence.

The applicant may fax a copy of their pilot licence and their valid Medical Certificate to one of Transport Canada's Regional offices.

There is a licensing fee of \$45 Cdn. applicable that may be paid by a certified cheque, money order or credit card number, (the cheque should be made payable to ("The Receiver General for Canada").

License information

<http://www.tc.gc.ca/media/documents/ca-opssvs/400-003.pdf>

<http://www.tc.gc.ca/eng/civilaviation/standards/general-circulars-gaac0601-411.htm>

Medical information

<http://www.tc.gc.ca/eng/civilaviation/opssvs/general-personnel-fore-1812.htm>