



COPA Safety Program: En Route (CFIT) and Post-Lockdown Flying Seminar – Frequently Asked Questions

En Route (CFIT) Presentation Questions

1. Are the MEC and MOCA references ASL?

Both MEC and MOCA references are ASL

2. Is MOCA less safe given major deviation from planned routes?

Not really, when you make significant deviations then the MEF can give you a quick comparative safe altitude. Preplanned deviations/diversions can also have Obstacles highlighted (paper map) as well.

3. In what condition would someone use MOCA instead of MEF?

Every time that you do a VFR pre-planned straight line navigation flight between two points. Try it and you'll like it.

4. What is the DECIDE acronym?

The following links further explaining DECIDE: <https://skybrary.aero/bookshelf/books/751.pdf> and <https://www.flightliteracy.com/the-decision-making-process-the-decide-model/>.

5. For VFR pilots, what support or resources can you expect when asking for flight following?

When you are flying at an altitude sufficiently high enough to ensure CONTINUOUS RADAR COVERAGE and ATC support, and you request it, you will get "flight following". This is a very different ATC traffic management service from the weather advisory services that you'll get from a FISE, FSS or an FIC while flying En Route.

6. For the case study, can you provide a link to the TSB report?

The TSB report A18P0090 can be accessed here: <https://www.bst-tsb.gc.ca/eng/enquetes-investigations/aviation/2018/a18p0090/a18p0090.html>.

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7. What would have been a better route to take over the mountains?

This may appear to be simplistic but any route that would have given the pilots safe passage using a combination of Valley Routes. The routes would have to have allowed them to fly low enough to safely avoid the low weather and associated obstacles along those routes.

8. What about carb ice in mountain flying?

The Carb Ice charts that we used in the February safety seminar are valid year-round. Please visit <https://copanational.org/en/safety-seminar-recordings/> to watch the **Getting Ready for Spring and PDM – February 20, 2021** seminar recording.

9. Could mountain waves have any effect on possibly giving a wrong altimeter reading?

Without significantly more weather information than what we have in this report it is impossible to answer this question with absolute certainty. But based on my knowledge and experience I would suggest that mountain waves were not a factor at all and would have been a possible factor at a much earlier point to the east closer to Springbank airport.

10. Why are flights across the mountains limited to below 13,5 and 14,5 Kft.?

Who says that you are limited to these altitudes? You can go higher but you MUST HAVE Supplemental Oxygen systems onboard and the ability to use them and function as the PIC.

11. Can you please explain the benefit of installing a 406 ELT with GPS embedded versus the 406 without the GPS?

The benefit would seem obvious? If the ELT has an embedded GPS then it would not only transmit the 406 MHz beacon tone but it would also include the GPS positional data as well. This would be received by the CBR and provide very accurate location information.

12. Were the clouds reported as AGL?

GFA clouds are typically reporting cloud heights as ASL unless specifically noted on the chart. METAR & TAF clouds are reported as heights AGL.

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Post-Lockdown Flying Presentation Questions

1. Where can I learn more about Transport Canada guidance on flying during the pandemic?

CARAC messages regarding TC guidance material can be found here:

<https://tc.canada.ca/en/initiatives/covid-19-measures-updates-guidance-issued-transport-canada/covid-19-measures-updates-guidance-aviation-issued-transport-canada>

2. Can you refresh us on the TC requirements in terms of waiting times after getting a vaccination?

There are no known TC regulations regarding this.

3. How are medicals being handled this year?

It depends very much on the current health measures in your province or territory. But TC has arranged for Pilots to have their renewal done via “Telemedicine”. You can also see your regular CAME as long as he/she is seeing patients.

4. If you complete the self-paced study programs, do you need to notify Transport Canada?

No, you are NOT REQUIRED to inform TC but YOU MUST keep a record of the package completion in your personal log book.

5. What constitutes as a flight review?

Typically, a Flight Review would involve a sub-set of the Flight Test items of the license that the person who is getting the Review.

6. What are CADORS and can you receive their reports?

The Civil Aviation Daily Occurrence Reporting System (CADORS) is the name given to the Canadian national ATS safety data reporting system. The purpose of CADORS is to assist in the early identification of potential aviation hazards and system deficiencies within Canadian-controlled airspace. The operational occurrence data collected helps ensure a safer flying environment for all aircraft. Please note, CADORS can be filed on both pilots and air traffic controllers and is not necessarily synonymous with the term ‘violation’. You can learn more about CADORS through the following link: <https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/CADORS->

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[SCREAQ/m.aspx?lang=eng](#)

7. Can flight simulators help close the gap between currency and proficiency?

To a limited degree depending on the “fidelity” of the simulation.

8. What’s the link for the Transport Canada video on remaining proficient while current as a pilot?

The video can be accessed here: <https://tc.canada.ca/en/aviation/general-operating-flight-rules/general-aviation-safety-video-gallery/how-remain-proficient-well-current-pilot-video>.

In addition, the AOPA currency versus proficiency materials can be accessed here:

<https://www.aopa.org/training-and-safety/active-pilots/safety-and-technique/currency-vs-proficiency>.

9. If a non-current pilot flies with a current proficient pilot who is not an instructor, can the non-current pilot log as PIC time or is the current pilot considered a passenger?

If the non-current pilot flies with a passenger, then the pilot would have to have completed at least 5 take-offs and landings prior to the flight with a passenger.

10. I am a partner owner on an airplane. My flying partner and I do hood time together. As we are both private pilots can we legal record this as practice instrument time? What about hood time?

Do you *both* have instrument ratings? If you do then yes. if not then no.

11. If you fly more than one aircraft type, do you have to do 5 take offs and landings in each type?

If they are both airplanes then no you don’t but day and night each require their own series of take-offs and landings.

12. What documents are required to produce to TC inspectors at a ramp check?

ALL OF THE CARs required documentation for the PIC and the aircraft.

13. For night currency – is another private pilot considered a passenger?

Yes, any person other than the PIC in a single-pilot aircraft is considered a passenger

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Questions about the COPA Safety Program

- 1. Which seminars qualify for Transport Canada's two-year pilot recurrency training requirements?**
The March 20 En Route (CFIT) and Post-Lockdown Flying seminar does qualify as a 2-year recurrency requirement. Please note, you will only receive a certificate confirming attendance, if you participated in the live broadcast for at least 2 hours. Pilot recurrency training seminars will be offered in the months of March, June, September and December.
- 2. What exact details are needed in our logbooks for completed pilot recurrent training seminars?**
To record the completed pilot recurrent training in your logbook, write:
Date: March 20, 2021
Presenter's name: Peter Campbell;
and Title of the training seminar: Controlled Flight into Terrain (CFIT) and Post-Lockdown Flying
- 3. Where can I access recordings for the COPA Safety Program seminars?**
Recordings of seminars within the COPA Safety Program are made available in the members-only section of the COPA website, under the documents section: copanational.org/en/safety-seminar-recordings (please sign-in to view the page).
- 4. What other seminar topics will be covered this year in COPA's Safety Program?**
To view a full schedule of upcoming topics, please visit the following link: copanational.org/en/safety

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