



## Questions and Answers from the 2020 Annual General Meeting

### Financial Reports

What explains the 1:3 increase in convention expenses from 2018 to 2019?

- We had more conventions in 2019 than in 2018 (Montebello, Innisfail and Cornwall conventions in 2019).

What percentage of membership fees go to the Freedom to Fly Fund?

- Approximately \$8/ year of membership.

Are there cancellation fees for the postponed 2020 IAOPA conference?

- There were no cancellation fees, we have booked the same facilities for this time next year.

What are the prospects for restoring the Freedom to Fly Fund to over \$1 million?

- The fund has been depleted over the past few years in order to defend our freedom to fly. The membership fees have been increased to restore the funds used.

What has been the loss on our investments this year to date?

- As of June 2019, our year to date performance was at -3.11%. We are quite pleased with this performance given the circumstances. The portfolio is balanced with 60% shares and 40% fixed income. The shares have bounced back in recent weeks. In the fixed income portfolio, we have longer duration bonds.

How much money was lost during the LIFT Gala?

- The LIFT Gala was wholly funded by the Flight Safety Foundation. Although we currently find ourselves with a \$45,000 deficit, however, WestJet Pilot Association has donated \$100,000 to the foundation. Once we have received this donation (we are giving it some time due to the pandemic) we will see a \$55,000 profit.

### General Business

Why did we not vote for the new directors?

- The pro forma approval of directors by the members wasn't necessary since they had already been elected in their areas.

Saint-Roch-de-l'Achigan airport update, is there the budget to keep up the fight?

- We can continue the discussion offline. We have looked at the budget with the Freedom to Fly Fund and we're looking at what could be done.

*Advance, promote and preserve the Canadian freedom to fly.*

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Clarification on the flows of funds between the related parties?

- We have three entities, COPA, Freedom to Fly Fund and Flight Safety Foundation. COPA does the management work for the three entities and then charges the time to the three entities, this is why there are interacting flows. We offer management services to the Soaring Association of Canada as well.

What are the present requirements for flight schools and rental pilots?

- Flight training falls under provincial rules, look into your province's regulations for information on how to proceed. The provincial health authority sets the rules for policies.

Will 50-year pins be sent to qualified pioneer members?

- Yes they will be.

How many paid members do we have?

- 14,713. Our membership is declining, but as a proportion of the number of pilots in Canada, we are remaining stable.

What is COPA doing regarding drone regulations?

- Go see COPA Flight – JC.

Will the COPA strategic plan be published on the website?

- The Key Strategic Goals will be shared with our members.

With the current political climate and businesses making efforts to improve diversity, what is COPA doing to improve diversity and have more representation of BIPOC?

- Looking at our board of directors, we are well represented by members that are white and male. We are happy to be welcoming more women, we now have several female directors and staff members including our new President. We embrace diversity in all it's forms.

With the need for further recruitment, what are COPA's plans regarding the NextGen youth program?

- COVID has changed how we've approached the NextGen initiative (soon to be re-named) but I would like to thank COPA Flight 8 in Ottawa, they have adapted to our environment by having the GROUNDED presentations that are targeted to COPA members under 35, though we welcome anyone who is interested in the topic. So far, we've had discussions on mountain flying, survey flying, airlines and a COPA town hall. We're hoping to continue those and we're starting to see more younger people joining after finding out about COPA through our youth initiatives and our social media channels. In the future, hopefully we can have more events and specifically youth fly-ins at the regional level. We will need help with COPA Flights across the country to help us with that.

Might there be future regional meetings to bring pilots together, especially younger pilots?

- Yes, though a nice side-effect of COVID is the use of all this technology that allows meetings with people from across the country. It allows people from coast to coast to get involved. We will help Flights to get involved, learn best practice, and accomplish whatever their particular goal is.

How is COPA assisting Flights with virtual meetings?

- We are providing a “COPA Guide to Online Meetings” to help the Flights and members run their events and meetings virtually.