

- March 2015 -



With Fly-in season quickly approaching many of us are concerned about the impact of the Notice of Proposed Amendment to the Aeronautics Act currently being proposed by Transport Canada on small aerodromes.

President's Message

I want to thank everyone who took the time to send a letter or e-mail to CARAC to let the committee know about our concerns over the impact on small aerodromes of the proposed NPA. As written, the proposal is ambiguous and open to a wide range of interpretations as to how it will impact us as pilots, aircraft owners, and especially operators of small aerodromes, like farm airstrips.

Having sent letters to our MP's too, many of us have already received notification back from them indicating that they will speak to Minister Raitt about the potential negative impact this legislation could have on the recreational flying community.

Although it is too late to send your concerns to CARAC now, it isn't too late to notify your MP and ask that he/she stands up for the aviation community and speaks out against the proposed changes impacting smaller airstrips.

We all understand the need for public consultation and the desire of municipalities to have a say in any development, but the COPA guide to responsible aerodrome development already provides reasonable guidelines that allow for both to take place. It's only when irresponsible owners selfishly let personal interests get in the way of good community practices that we experience problems under the current system.

Hopefully when the committee meets on the March 31st, COPA, UPAC and our letters will convince them to amend the wording to either eliminate the smaller aerodromes from the consultation process or at least reduce the burden on them. The future of recreational aviation may depend upon it!

I'm proud to be part of a group that is willing to stand up for itself when faced with challenges. 2015 is going to be a great year for KWRAA!

- Dan

Nav Canada Consultative Meeting – YYZ Airspace, March 14, 2015

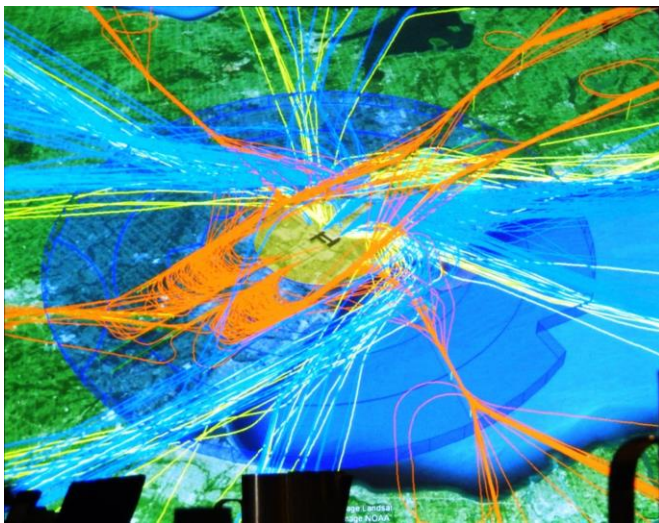
- by Lee Coulman

Recreational & Flight Training

Gary Wolfe and Lee Coulman represented the RAA, along with other organizations of recreational aircraft operations in southern Ontario, at this presentation by Nav Canada personalities Kurtis Arnold, Neil Bennett and Duncan Campbell. The agenda included a review of airspace changes since 2009 to review the efficiency and safety around CYYZ. This includes Class C airspace above 6500 ft and in the Waterloo control zone. There was also discussion about the decommissioning of VORs and the installation of replacement “T” routes. There was also some meaningful discussion of those ugly congested VFR charts. In the end, the question was “what new equipment do we need to get into the new airspace era”? When do we get free weather like our FAA friends?

CYYZ Traffic Flow

The following picture shows the radar tracks of big traffic into and out of CYYZ over 4 or 5 hour period. It is representative of a rather slack time but shows the routing of IFR traffic into Toronto (CYYZ). Traffic is brought into the area above 7000 ft and is routed to the ILS systems for final descent. Departing traffic goes high fast and onto their routes.



RADAR TRACKS: ORANGE – IFR arrivals into Rwy 08 (L/R)
BLUE – IFR departures to east.
YELLOW – Other IFR in/out of CYYZ.

This looks plenty busy but shows the organization of traffic and why the rest of us are kept low. There is further complication with Porter Airlines traffic into CYTZ, City Centre. The Dash 8's make all of their approaches and descents south over the water. All of this traffic is controlled out of the Toronto Centre, located at CYYZ and is handed off to the appropriate ATC tower at CYYZ, CYTZ, Oshawa or even CYKF, Waterloo.

Smaller traffic also communicates to Toronto Centre on the 2 frequencies of 119.3 (west) and 133.4 (east). Thus, we small ones are often kept below and outside of the CYYZ Class C “inverted wedding cake”. Actually, I can't remember anytime that I've actually been allowed into the “cake” on my VFR trips from Waterloo to CYTZ, Oshawa, Downsview and points east. This routing can be done without even contacting Toronto Centre. The area below the cake is Class E airspace, not requiring communication or a transponder.

On the VTA we see “CAUTION - Heavy VFR Traffic Below Floor of Class C Airspace”. When I travel this area I prefer to contact Toronto Terminal and keep my Mode C transponder on, unless told otherwise. I like to have some extra ATC cushioning around my seat. It's busy and sometimes circuitous, and you'll need it to get through the CYTZ Class C control zone.

MAPS

We had an opportunity to comment on the VFR maps for southern Ontario. Kurtis flashed up the VTA, Air5000 and the US Detroit Sectional. The VTA has the Common Frequency Areas (CFA) and VFR routes around CYYZ. The VFR routes to the north are identified as “Erin West”, “Aurora East” and “Orangeville West”. The discussion around the table was that there were too many routes and that a lot of people were not using them. Again, it is a little bit complicated as I'm sure we're mostly navigating by GPS and these routes and waypoints are not pre-loaded into any GPS

The Leading Edge

database. Ok, sure you can follow the map, but again I like some backups especially so close to the ground. My history takes me back to when I scraped through edge of the TCA and got a proper “instruction”. Since that stressful encounter, I always use an aviation GPS and load the “Vxxx” waypoints manually.

It’s a lot easier to report if you really know where you are. We were asked if we thought the Common Frequency Areas (CFA) were working. There was a pause and a somewhat unqualified “yes, sort of”. It seems to work in the practice area north of Waterloo/Guelph and Brampton. There are however aircraft in the Elora/Elmira/Fergus area that don’t talk on the CFA (123.025).

I find there is a general ignorance of the CFA depictions which has gotten worse with electronic charting or tablets. The electronic charts don’t show the CFAs as they are only on the back of the paper chart. Also, it’s hard to determine when to leave the local airport frequency to go on the CFA. For example, I have found some confusion around Brantford and Hamilton. One time I tried the CFA for that area as I was following the Grand River south

of CYHM, when I saw this image in my window getting BIGGER. No response on the CFA, so now I transfer from Brantford Unicom to CYHM Tower and make my calls.

The discussion came around to what we knew of airports that were misreported on the maps. There were a few and they were noted. The readability of the maps was also discussed. This is a favourite topic of mine, as the VNCs have become a mushy mess. The southern Ontario Air5000 has been festered with red roads and useless airways, seriously affecting my old eyes ability to find anything.

I’ve been using the US Detroit sectional as it’s a lot clearer, much more robust and CHEAPER Duracharts (\$7.90 at ACS). Compare that to \$17 something for the flimsy paper Canadian VTA or VNC. The US charts also have the airport ICAO identifier (“CYYZ”) for the airports, which helps with the GPS routing. The consensus around the table was the VTA and VNC were too cluttered and that broad red roads and airways should be dealt with. There was a resounding “yes” to airport identifiers. There is hope yet!

Join us on April 13 to get a ton more info!!



US Sectional

Not so cluttered and with airport identifiers

What's happening in April?

Join us April 13, 2015 for the rest of this interesting information being presented by Lee Coulman, KWRAA Director of Airmanship and Flight Safety.

The NavCan meeting also involved discussions on:

- VOR, ILS, DME, NDB
- V, T, and Q airways
- The existing Radar mosaic in Southern Ontario
- Nexrad Radar
- Mode C vs. Mode S
- Altitude encoding
- Issues and costs related to Mode C and Mode S
- Transponder hardware and antenna issues
- Transponder regulations
- Pitot/Static/Transponder checks and service
- ADS-B update
- VHF radio channel spacing requirements for the future
- The AIREON – ADS-B system

Lee will also have additional information on GPS, ADS-B and a number of safety-related items from meetings he has attended with COPA, and other groups and will be sharing this important material with the rest of the chapter.

With so much valuable information you won't want to miss the **April 13, 2015** KWRAA meeting!

Put it in your calendar now... and be there!

Upcoming Events in 2015: (Highlighted lines are KWRAA Events*)

April 13	-	April Meeting at 7:30 in the Cadet building at CYKF
May 11	-	May Meeting at 7:30 in the Cadet building at CYKF
June 6	-	London/St.Thomas RAA Fly-in Warren Field, Mt. Brydges, 10am to 3pm
June 20	-	KWRAA Fly-In at Cam Woods in West Montrose (Tentative)
July 18	-	KWRAA Fly-In at MacPat Field in Arthur
July 20-26	-	Air Venture Oshkosh in Wisconsin
August 1	-	KWRAA Fly-In at CPR3 Palmerston/Tiviotdale (Tentative)
August 14-16	-	UPAC Convention – Lubitz Field, Plattsville ON
Aug 22	-	KWRAA Fly-In at Roth Field (Between Pike lake and Mount Forest)
August 21 to Sept 7	-	Canadian International Air Show – CNE Grounds
September 14	-	September Meeting at 7:30 in the Cadet building at CYKF
October 19	-	October Meeting at 7:30 in the Cadet building at CYKF
November 9	-	November Meeting at 7:30 in the Cadet building at CYKF
November 27ish	-	KWRAA Christmas Party in lieu of a December meeting

* KWRAA events are fly-in and/or drive-in (Please advise the host in advance if you plan to attend whenever possible.)

Please Note: If you know of other fly-ins or planned fly-outs you would like to see listed here for the rest of the chapter to know about, please forward them for inclusion in the April newsletter.

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Classifieds:

Mustang II plans and parts for sale... partially completed. \$3000 OBO.

I also have a number of parts I am willing to sell separately including some aluminum sheet metal in various thicknesses, rudder pedals and a number of other small parts. Please contact me for more information. (519) 745-6463

John Valenta, 422 Lancaster St. W. Apt. 10, Kitchener ON

Reminder: If you haven't paid your 2015 KW-RAA Chapter dues, pay Mike at the April meeting!

Also: We are looking for stories and information for the newsletter to keep our members informed of what's going on elsewhere inside and outside the local chapter. Please consider sending me something to share with the members. Thanks, Dan.

Our next meeting is at 7:30 on Monday, April 13, 2015 in the Air Cadet building at CYKF.
Please plan on being there... and bring a friend who has an interest in aviation.