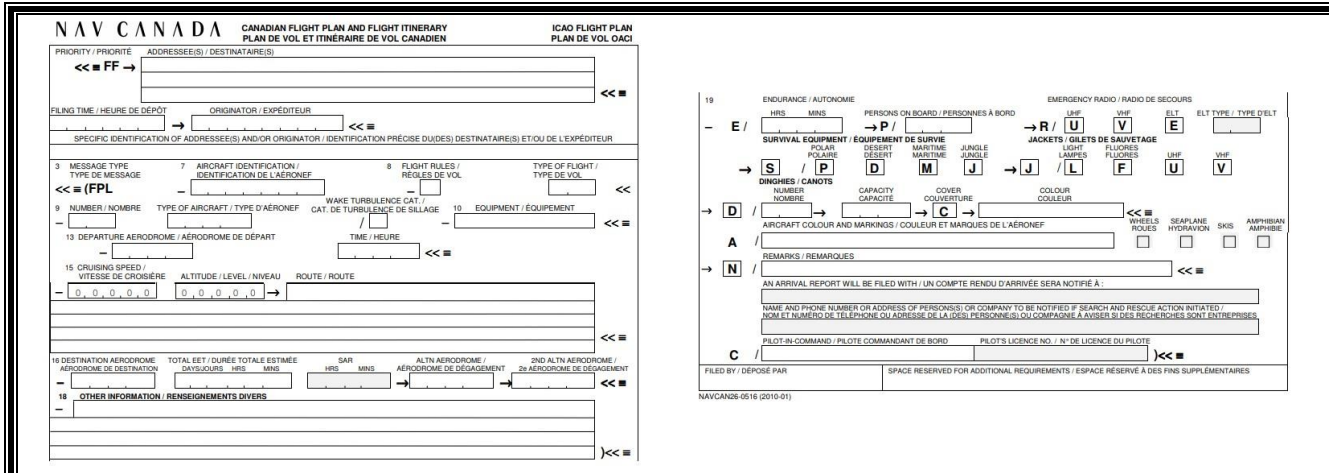


- March 2019 -



If you have been using the paper version of the ICAO Flight Plan form, this month's issue will be of interest to you. Nav Canada now has an on-line version of the form available that allows pilots to store previous flight plans and recall them to speed up filing of new plans. The system works on any internet-connected phone, iPad, tablet or desktop computer. (Note: I split the paper form into two parts to allow it to fit the format above)

President's Message

Looking for a job in the aerospace industry?

Diamond Aircraft in London, Ontario hopes to double its production in 2019 and is in the market for skilled trades as it increases its employee base by 25 percent. "Our biggest challenge is getting good, skilled people," said Scott McFadzean, CEO Diamond Aircraft Canada. "The labour pool in London, Ontario is pretty shallow right now. We are looking for motivated people in the greater London area that want a unique opportunity to join our world class aircraft manufacturing company."

<https://www.diamondaircraft.com/about-diamond/careers/>

Thanks again to Fred Grootarz of Toronto RAA for conducting our annual recurrent training for our chapter in February and handing out stickers for participants' log books as proof of meeting the Transport Canada two year educational currency requirement. To learn more about the six month, two year and five year training requirements see:

<https://www.tc.gc.ca/en/services/aviation/licens>

ing-pilots-personnel/staying-current-proficient-pilot.html

In this issue you will find a helpful article written by Geoff Gartshore, who has been filing electronic flight plans through the London FIC for a while now. If you have been hesitant about filing, or using paper forms to do flight planning, this primer will guide you through the process to make it easier and less frustrating for a new user of the CFPS system. Since flight plans or flight itineraries are mandatory for flights over 25 nautical miles from your departure point, knowing how to make this procedure quick and painless is helpful and Geoff does a great job of guiding us through the process in this article.

Thanks Geoff!

At the March meeting Harish Jadeja will be doing a presentation on drone operation and training. We will also be having a show and tell, so bring something interesting!

2019 is going to be another great year for KWRAA.

- Dan

Flight Planning Made Easy! by Geoff Gartshore

Do you ever stray outside the 25nm limit from your home field without filing a flight plan? Perhaps some of us are a bit intimidated by the process of filing a flight plan with London FIS. Maybe we are uncertain what information the FIS specialist requires and in what order he/she will request it. Perhaps lengthy preparation and filing in the past has dissuaded many of us from using the services of the London FIS to file flight plans rather than flight itineraries.

Now there is a very helpful and easy tool for filing and managing your flight plans online. Nav Canada's new tool known as the Collaborative Flight Planning System (CFPS) is accessible via the Nav Canada website at <https://plan.navcanada.ca/account/login>. You can also Google Nav Canada, then click on flight Planning, then click on CFPS.

If this is your first time as a user, click the link "I want to register as a new user".

You will be directed to a page where you register a user name or email, and a password.

Nav Canada will email you a message asking for a phone number to send a verification code.

When you enter the verification code, the system will take you back to the login page. Once logged in, you are ready for filing.

You will be taken to a summary page where flight plans (filed, active, or closed) are highlighted. Clicking on "Flight Templates" takes you to previous flight plans that you prepared and saved. Here is how to set up your first flight plan in the CFPS system...

From the Flight Template page, click on the "Create a Flight Template" tab. This will take you to an electronic ICAO Flight Plan form, just like you filled out on paper. It works on your phone, iPad, tablet, or home computer.

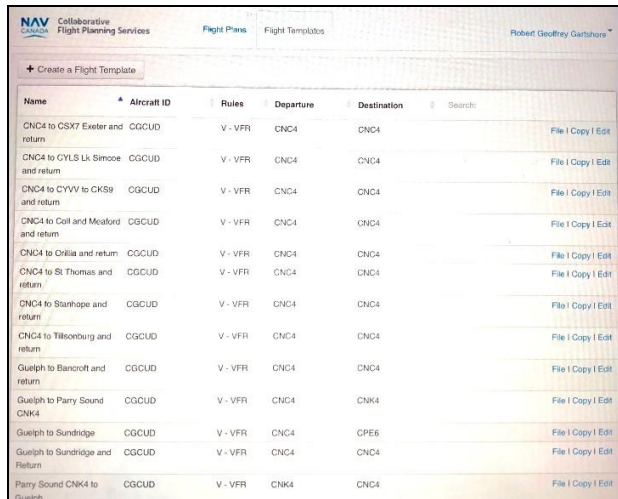
The first time you use a template, there is a brief learning curve familiarizing yourself with the manner in which data are entered. Nav Canada has helped here by flagging locations where data entry format is incorrect, then offering advice on the correct format.

It probably took me 30 minutes to fill out my first flight plan template. Once it is saved, it is ready for filing, at which point all you need to do is enter the planned departure time and click "Submit".

The beauty of the CFPS system is that you only need to enter all your required aircraft info, equipment, and SAR information once on your template. You can then save that template under a new name and use it for a future flight with all the key information already entered! Creating each new template for a future flight only takes about 5 minutes, since all required information is already present except for your departure and arrival aerodrome, flight route, and flight departure time!

The Leading Edge

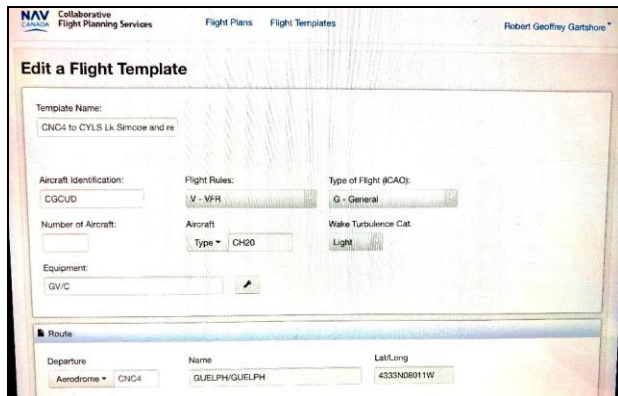
Once the flights have been entered into the system, there will be a list on the CFPS site.



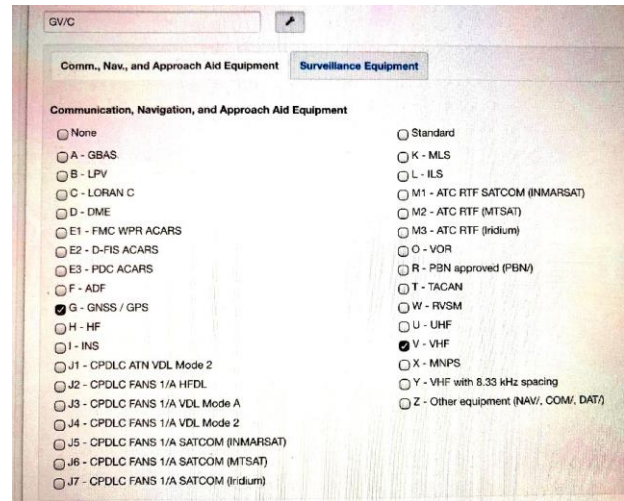
Here is a step-by-step primer on the entire process:

Step 1 - General Template Information

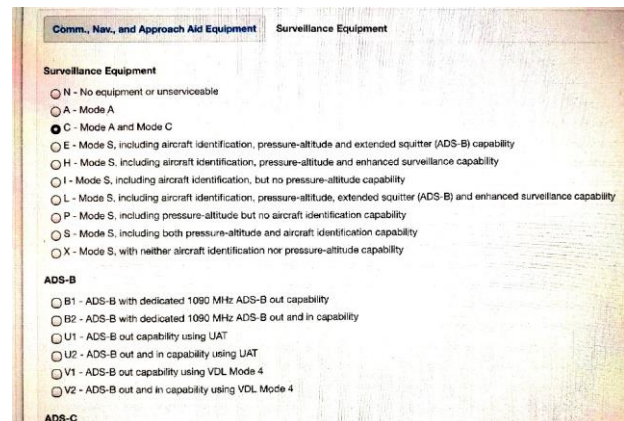
Enter your Flight Plan template name (I use departure and arrival aerodromes), aircraft ID, type, nature of flight (VFR/IFR), number of aircraft, and wake turbulence category (light for most of us). There are convenient pop-up menus for some categories to make the selections easy.



Under Equipment, there are useful pop-up menus providing choices on all relevant equipment you carry, including SAR, as shown below. Simply click on the choices that apply to you and the proper coding will appear in the information box. Examples are provided below.



and...



As a result of my choices above, GV/C appears automatically in the Equipment box.

Step 2 – Insert Route Information

When you enter your departure aerodrome, the name and GPS coordinates will automatically be entered as well, which is most convenient!

Enter your planned departure time. The template will automatically advise you of the countdown time until departure, in bold print.

Enter your route. You don't enter your departure or arrival aerodromes here, simply enter the waypoints along your route of flight, as well as any airport stopovers and duration. In the example provided, I listed Alliston, Barrie, and then Lake Simcoe airport (CYLS), with a stopover for lunch of 1.5 hr, which you must enter as 0130. If you enter incorrectly the template will highlight the error and identify the correct format!

Enter your planned cruising speed in knots – in my example I entered N108. Again if you attempt to enter info incorrectly the template will prompt you with the correct format.

Enter your planned cruising altitude. In my example I used 3200 ft asl, which must be entered as A032. If you were cruising at 12,000 asl you would enter A120. Enter your destination airport – the name and GPS coordinates will automatically be entered by the system – again nice and simple!

Enter your Estimated Elapsed Time (EET), which is the total time for the flight including any stopovers. A 4-hour EET is entered as 0400. You will receive a correction prompt if entered with incorrect format.

Enter your desired SAR time – the overdue time after which SAR will start looking for you. The standard for FIS is 1 hour after the anticipated arrival at the destination. You can amend this to a different time if you want some extra flexibility and are not sure whether you could easily contact FIS to advise (although that is the preferred approach). In the example I requested a 2 hour SAR window (entered as 0200).

Step 3 – Other Information

Enter any specialty information here such as Medivac, special handling, special equipment, etc. This has limited application to most of us.

Step 4 – Supplementary Information

Enter your estimated endurance (in my example 4 hours – entered as 0400), survival equipment, aircraft markings, special remarks, emergency contacts, method of flight plan closure, and your name/pilot license number. All of this information can be saved and stored so you won't ever have to enter it again on future flight plans, greatly simplifying and speeding up the process!

A very neat feature is the ability to provide Nav Canada a link to your SPOT tracking system (Find Me Spot), which you can find and copy from the SPOT website when you have SPOT tracking set up. During your flight, if your SPOT is turned on and tracking (breadcrumbs), the link will enable FIS personnel to track your movements to your last known position if you ever fail to arrive and/or close your flight plan. This is a bit like a 'flight following' scenario, which provides peace of mind. **Just remember to have your SPOT on and tracking during your flight!**

Step 5 – Save Changes

Click on "Save" at the bottom left of the screen.

This saves your Flight Template, which can then be used for Flight Plan filing.

Step 6 – File Your Flight Plan

Go to the Flight Template page and locate your saved template. Click on the “File” icon.

The “File a Flight Plan” page will open, with all your template information already entered. Simply scroll down the page, checking to make sure everything is entered and correct. At this point, confirm your planned departure time (UTC). If less than 30 minutes away, the program will give you a warning message to confirm that you are prepared to file. Simply amend the time if required before hitting “File”.

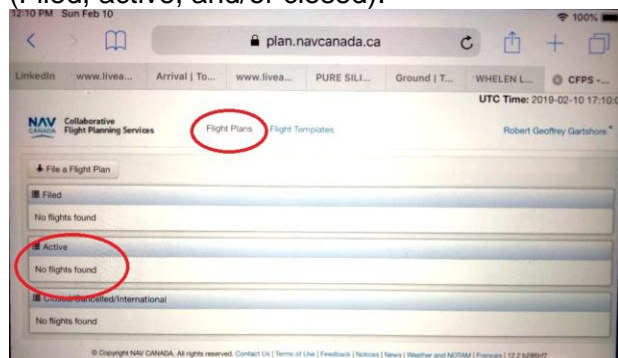
Click “File” at the bottom left of the screen to file the Flight Plan online at the London FIC.



You will see the program processing the request, and then you will see a message confirming the Flight Plan has been received and filed by London FIC. The message will also note that FIC might contact you if they have any questions about the information. I have filed over 15 flight plans using this system and have never been contacted by London FIC for clarification.

Step 7 – Check Flight Plan Status

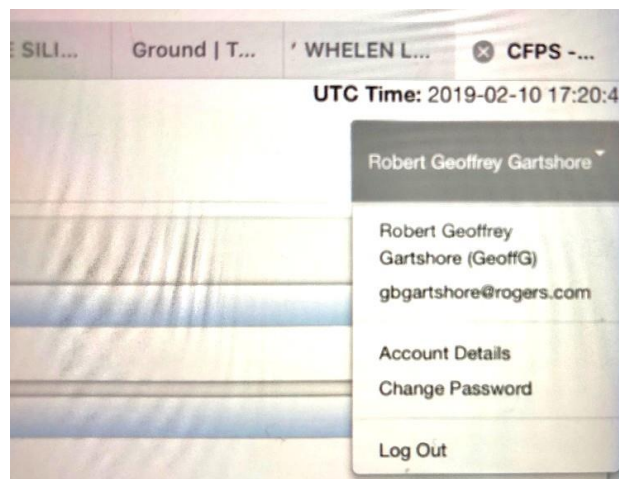
Flight plan status is shown on the page below (Filed, active, and/or closed).



This is a handy feature to confirm information, and also acts as a reminder if you have forgotten to close your flight plan. I always

close by phone, and then check this page after to confirm the plan is indeed closed, which usually happens within seconds.

Step 8 – Log out of the System



Concluding Thoughts

Note: Besides filing, you can amend, delay or cancel a flight plan using the CFPS system.

As Lee Coulman mentioned in his recent article on the London FIC, it is critical that we utilize Nav Canada services to ensure FIC personnel and services provided to general aviation remain available to us. After all, we already pay for the services through our annual Nav Canada fee. Make good use of them!

This online Flight Planning tool has totally changed my approach to Flight Plan filing, making it simple and easy. Now it is only a five minute exercise to use CFPS and file. When weather conditions seem uncertain, and/or I have a long flight planned with possible weather issues along the route, I always supplement this with a good weather briefing from a London FIS specialist. It is time well spent (typically about 10 minutes), since they have access to good weather products, and expertise that we do not in interpreting the weather. They can also assist you with your personal ‘Go, No Go’ decision, which is always the pilot’s responsibility.

If we don’t use it, we may someday lose it, so let’s not let that happen!

Geoff Gartshore, KWRAA

GCUD Zenith CH 200, Waterloo Ontario

The Leading Edge

Upcoming Events in 2019: (Highlighted lines are KWRAA Events*)

March 11	-	March Meeting at 7:30 in the Cadet building at CYKF
April 2-7	-	Sun-n-Fun in Lakeland Florida, USA
April 8	-	April Meeting at 7:30 in the Cadet building at CYKF
May 13	-	May Meeting at 7:30 in the Cadet building at CYKF
June 6-8	-	COPA National (Western) Convention in Innisfail, Alberta (CEM4)
June 15	-	KWRAA Largo Woods Fly-in near Winterbourne
July 6	-	KWRAA Fly-In – Jergenson Field – Arthur
July 13	-	Zenair Open House – Midland at CYEE - Huronia Airport
July 22-28	-	Air Venture Oshkosh in Wisconsin, USA
July 27	-	KWRAA Fly-In at Tom Shupe's in Mount Forest (Tentative Date)
August 10-11	-	Gathering of the Classics in Edenvale
August 16-18	-	UPAC Convention – Lubitz Field, Plattsville
August 17	-	Aviation Fun Day at CYKF – Waterloo Region International Airport
August 22-24	-	COPA National (Eastern) Convention Cornwall Regional Airport (CYCC)
August 31	-	KWRAA Fly-In at Roger Deming's – Kenilworth
September 9	-	September Meeting at 7:30 in the Cadet building at CYKF
October 21	-	October Meeting at 7:30 in the Cadet building at CYKF
November 11	-	November Meeting at 7:30 in the Cadet building at CYKF
November 29	-	KWRAA Christmas Party – Details to follow later in 2019

* KWRAA events are fly-in and/or drive-in.

KWRAA Executive Contact Information:

President:	Dan Oldridge	(519) 651-0651	oldridge@golden.net
Vice President:	Lee Coulman	(519) 577-5314	lee.coulman@gmail.com
Secretary:	David Wood	(519) 500-8629	david@davidwoodengineering.com
Treasurer:	Mike Thorp	(519) 338-2768	mhthorp@hotmail.com
Director:	Scott Neufeld	(519) 859-7249	scottneufeld@hotmail.com
Director:	Clare Snyder	(519) 886-8032	clare@snyder.on.ca
Director:	Mac McCulloch	(519) 831-0967	macpat@live.ca
RAA Canada:	Gary Wolf	(519) 648-3030	garywolf@rogers.com

Important Notes:

* **2019 Membership Dues** should be paid to Mike Thorp at the March meeting if you have not already paid. Be sure to bring your RAA Canada membership card with you. (You must be an RAA national member too!)

March is tentatively a “**Show and Tell**” meeting. Bring something interesting from your hangar or shop to show the other members of KWRAA! Also, **Harish Jadeja** has volunteered to do a presentation on **Drone Operation and Training** available. With the new TC legislation on drones and UAV's this could be a valuable session for all pilots and especially anyone considering buying a drone.