

COPA ANNUAL GENERAL MEETING 2021 – Q&A

Attendee 1: Generally, in meeting rules, there is a request for any questions and comments before voting. This should be included in future meetings and this one, if possible to include membership interests.

Attendee 2: At our Aeroclub AGMs, all members are allowed to move a motion and second a motion etc. The full membership is not kept out of that process.

Attendee 1: A vote is required by the membership to adjourn.

Question 1: There was an increase in the Insurance Expense, what was that related to?

Tanya: The increase in the Insurance Expense for 2020 was due to the purchase of a new Cyber Security policy and an increase in the Aviation Liability Insurance policy for COPA for Kids events.

Question 2: What has our membership done? We have expanded our membership to drones, etc. How are member numbers now and compared to last year?

Christine: There has been a slight increase in membership from last year. Drone memberships just started a month ago but we are starting to receive some drone membership.

Bill: Downward trend in membership over the last number of years. There are many theories as to what contributed to that, one is just a reduction of the number of licensed pilots in Canada. What is significant this year is we have arrested that decline and seen a slight increase because we have seen a steady decline since 2015. I was quite encouraged to see that.

Question 3: Does this mean that the amount we pay for dues is to go down?

Christine: No, funds will be used for operations.

Question 4: Just wondering about membership cards. Is that going to be an issue this year as well?

Christine: Everyone will be getting a card this year. The card will look a lot like the older white membership cards with the Canadian Flag on it. This card will not have an expiry date on it, this will be the one card that you will be keeping. You will also have access to a digital card online that will contain your expiry date that you will be able to download or save to your digital wallet.

Question 5: And for Life Members?

Lifetime member's cards do not have the expiry date on them so there is no rush to change them. If it comes that you need to replace your card, you will then receive the new card. We are happy to send the digital card if needed in the meantime. Please email the office at copa@copanational.org.

Question 6: In the past, we tried to maintain the Freedom to Fly Fund to a million dollars. Is the board planning on moving any surplus into the fund from COPA this year or the coming year?

Back in 2019, the Board recommended an increase in membership fees. At the time, the board indicated that a portion of the increase would be used to contribute to the Freedom to Fly Fund and that was done and we contributed \$52,213. We are rethinking that process, perhaps it is not the best use of membership fees. Membership fees are predictable and should be used for operations. On the other side, we had been using Investment income for operations which is unpredictable. We have taken a portion of membership fees from 2020 and 2021 as previously stated to the membership. What we intend to do now is subsidize the Freedom to Fly Fund with 60% of COPA's Investment income. Looking back at the investment income over the last three years, it would have averaged about \$75,000 a year. We will start with transferring a percentage of investment income to Freedom to Fly in 2022.

As Trekker has pointed out, the Freedom to Fly Fund has slipped significantly below the \$1 million mark. It is currently sitting about \$750,000, and there is a lot of demand for the Freedom to Fly Fund and we didn't have the means to replenish that fund. We feel this is a better way to help replenish the fund, while it is not a predictable amount from year to year, it has the potential to be a significant amount. This is for information; it is a change of practice from what we told the membership we were going to do.

Henry: From an accounting principle, it generally relates revenue from a relevant expense. Hence from that principle, membership revenues would go to cover membership costs. Also, from a management accountability perspective, adding investment returns to the COPA revenue somewhat takes away from managements accountability for year-end results because they are so unpredictable. The board and management establish a budget/plan and maintain or increasing revenues by our membership is part of that plan. The CEO and her team manage and control the expenses as part of that plan. Therefore, that accounting principle and the accountability perspective it makes sense to measure the performance of the organization without these gains or losses because they are so variable having them go to the Freedom to Fly Fund some years, we will be able to do more and some years less, but this will not impact the day-to-day operations. It will allow the board a clear line of sight to hold management accountable for meeting the strategic objectives as well as our budget plan for the year.

Question 7: The Canadian Aviation Regulatory advisory council has asked for comments in regards to the NPA on the changes to the VFR conditions. Our Buttonville flying club is very concerned in regards to this because we think it's going to have a significant impact, not just in the few words they changed and put in, but long-term stuff they've hidden in the

document as policy considerations. What's the current COPA position and what's going to happen because I think this significant impact long term on VFR flying in Canada for our members and I would like to know what's going to happen? We feel fairly strongly, I don't how the other flights are but feel it's pretty bad.

Christine: We are fully aware of the NPA. As you might recall, we did send in a couple of our E-Flights a request for our members to send their comments to Peter Campbell, who has gathered all of the comments, and I know you have had a couple of conversations with him as well. We are preparing our response. We are having a technical meeting scheduled for next week to gather all of the information that we have collected including statistics. There is a very specific way that Transport Canada needs to be responded to for them to acknowledge the comments. We are taking it very seriously; it is on our radar and we will be providing a response before the deadline, the response will be shared with the membership.

Question 8: Are we doing some sort of a campaign in regards to this? To be blunt, Transport is pretty unresponsive. I've got a freedom of information request they have managed to ignore for 11 months now. Even my MP can't get an answer out of them. It's two weeks to that, if we want to have them understand how concerned we are I'm afraid we aren't doing enough to let them know how our flights are being affected and feel.

Christine: We are following Transport Canada's process, this is an NPA, not a Gazette I so they haven't written anything. They are looking for comments, feedback and concerns. As I mentioned, COPA sits and co-chairs the General Aviation Joint Steering Committee, which will go through that committee. We are in a great position and our member's concerns will be addressed, but we have to follow the process.

Question 9: Airport land leases have been going up exponentially as I have been going around Western Canada, going around talking to people and our land lease here in Dawson Creek has gone up 20% of the land value each year we have to pay. The thing is, we are just going to be chasing people off of airports, we need COPA to help us fight, not just us, but everyone that's going against us. What is COPA doing about this?

Christine: I believe you have been in contact with Peter Campbell on this issue. Many other airports are facing the same situation. We are working with our local chapters to try to convince the airport operator that this is not the way to generate fees, that it is a way to alienate general aviators. We are working with them as we become aware of them, we do heavily rely on our members to let us know that this is happening at their airport.

Question 10: How did you make out with the lobbying for the Luxury Tax and where does the case stand?

As of yesterday, we had almost 3000 signatures for the petition, it's still open to the end of the month. We did get some information from the PC Party, who will not support the Luxury Tax. They will strongly oppose the Luxury Tax. They have written to COPA to let them know that.

And I know they have also written to a couple of our members who are active on this campaign as well. They have shared those emails with us. If you have not signed the petition yet, please do so, we need as many signatures as possible. The more signatures we have the stronger the chances that the Liberal Government will pay attention.

Question 11: Regarding the petition, where did the 8 000 000 \$ number come from for personal, not commercial use? Don't you feel putting the number that high might alienate vs let say 1 or 2 million?

Christine: The amount was not arbitrary. It was slightly over the price of Beechcraft King Air, which carries less than 39 passengers and would fit into their luxury tax criteria. Beyond that, usage is commercial and would not fit in the luxury tax criteria.

Question 12: Are there currently any discussions between COPA and AOPA about extending the Basic Med Program into Canada?

Christine: I have had a couple of meetings with AOPA on this issue. We had a meeting with the TC medical department, the head of TC Medical who has informed us that they are talking to FAA about Basic Med, they are currently waiting on a report from the FAA Federal Surgeon to submit to Congress with their analysis up to date and as soon as that report has been submitted to congress and a recommendation is made they are interested in exploring welcoming Basic Med Pilots into Canada and they are also interested in bridging the gap in Category 4 and Basic Med. We are also participating now with AOPA at ICAO for an International Category 4 type medical that would be similar to Basic Med and would be ICAO compliant, it would be able to be used worldwide. Lots going on there, definitely going in the right direction.