

Canadian Classic Airlines FAQ

(Frequently Asked Questions)

Q: What does CPC, EPA and WDA stand for?

A: CPC – CP Air. EPA – Eastern Provincial Airways. WDA – Wardair Canada

Q: What are the callsigns for CPC, EPA and WDA?

A: CPC – **Empress**. EPA – **Provincial**. WDA – **Wardair**.

Q: Once I join, what should I do next?

A: Please review the entire FAQ and Handbook before committing to one of the Canadian Classic Airlines. One thing to keep in mind, is that; we are a serious group of flight simmers. We like to have fun, of course, but we also are trying to be true to the former Canadian Classic Airlines that we provide; CPC, EPA and WDA. We want people who are interested in Canadian Aviation and appreciate the work that goes into recreating a historically accurate schedule and fleet. So yes, we do have rules, and the schedule will be followed; but we hope the people who are interested in joining a one of the Canadian Classic Airlines, are not just here because it is something different. If this suits you, then read on.

Q: Can I pick my own pilot id and what is my callsign?

A: No. Your pilot id will be automatically assigned the minute you sign up. When you fly a route, you should be using the flight number that the schedule is using. Example: EPA101A goes from CYYT to CYQX. You would use the callsign “**Provincial 1 0 1**” on voice and obviously EPA101A for your code.

Q: How do I choose my flights?

A: First, decide where you plan to depart from and what type of aircraft you wish to fly. After deciding on your departure aerodrome, find a suitable destination and make note of all pertinent information you will need for flight planning. In the **Pilot Center**, there are links to your available schedules for the day under “**View Flight Schedules**”. Once you click on that you see the available schedules and some planning tools under “**View Details**” and “**Pilot Brief**”. Don't forget, you must continue on from the aerodrome you last landed at.

Q: How do the schedules work?

A: First, here is a breakdown of the schedule layout under the “**View Flight Schedules**”:

- The first line is the flight number and the departure and destination for that route which is selectable, which brings up “**Schedule Details**”; the same as clicking on “**Flight Details**”.
- The second line has Departure and Arrival. These times are in local time, NOT zulu time. So make sure you know what time zone you are in. Times refer to when you Pushback from the Gate to when you Arrive at the Gate.
- The third line has *Equipment*, *Distance* and “**View Details**”. Equipment is the aircraft available for that flight (it lists a registration as well, but that is only for the database. You can use any registration for THAT aircraft type only). Distance refers to the time in hours and minutes, that it *should* take to complete, from Gate to Gate. View Details brings up “**Schedule Details**” for that flight.
- The fourth line is Days flown for that flight. “ M T W Th F S Su ” is the indicators. If I need to explain what those mean, you should slap yourself. And “**Pilot Brief**” gives you some additional info about your flight that you may find interesting.
- The fifth line is *Blocktime*. Total time from when you Pushback from the Gate to when you Arrive at the Gate. Also your “**Add to Bid**” link is there for choosing your flight.
- The sixth line is your *Route*. This is self explanatory.
- The seventh line will only show up when someone else has bid on that flight. You can still do that flight as well. You will see a remark of “This route has been bid on”.

Q: What is the forum authorization code?

A: “epa”, “cpair” or “wda”

Q: What Aircraft can I fly?

A: You may fly any aircraft in the fleet.

Q: How many hours can I fly at a time?

A: You may fly any of the scheduled flights, obviously. There aren't many flights that exceed 2 hours and therefore your daily max allowable is restricted to 14 hours, unless, of course, your flight is longer than that. We are not here so people can amass huge amounts of hours so they can be on the top of the heap. We try to be realistic about flying in real time. Your weekly max allowable (over ANY 7 day stretch) can not exceed 50 hours.

Q: I only have FS2002. What aircraft are available for FS2002?

A: At this time, we only have FS2004 and FSX packages. Feel free to use any older CPC, EPA, WDA repaints you may find. A few are available for 2002, I believe but our main priority is for FS2004 and FSX.

Q: Am I allowed to use the time accelerator in FlightSim?

A: NO.

Q: How long do I have to wait to fly my first flight?

A: Once you have been accepted, you may fly.

Q: When will my PIREP be processed?

A: As soon as possible by CP Air VA management.....usually within 24 hours.

Q: How do you stop pilots from filing incorrect hours, or too many flights?

A: All Pireps are processed through one of the logging programs. Manual pireps are only there for DIRE consequences. Example: Computer crashes will taxiing in on a LONG flight or something.

Q: How many flights do I need to do to stay current?

A: At least 1 flight MUST be flown and logged every 6 months. This gives plenty of time to cover holidays, work etc. If after 6 months a pilot has not completed a flight, he/she will be retired. So, please let me know if you will be gone for an overly extended time frame.