

Q: What was the rationale for not requiring W&B and TOLD data to be uploaded for the sortie?

A: These have never been requirements from the national perspective. Pilots are required to perform preflight planning to an appropriate level of detail; however, we do not expect them to provide documented proof of route planning, fuel planning, flight plan content or any number of other items. In the case of W&B and TOLD, the calculations must be performed to permit comparison with runway available as part of the preflight risk assessment. This comparison must be scored and will drive selection of a FRO or SFRO for the release. That process should be enough. Absent a legal requirement, there is no need to add additional weight to the process.

Q: What are CAP's expectations for the use of briefing/debriefing standards for single pilot ops? For example, is it realistic to use these before/after every cadet orientation flight?

A: The provided briefing guides are just that – guides. They are designed as memory aids to ensure that relevant items are addressed. There is no expectation that time will be spent on irrelevant items or that significant time will be spent addressing items that will be executed to standard. Single pilot briefings for cadet o-rides will logically be focused on the flight content and augmented with the Passenger Briefing Guide.

Additional questions asked during this webinar were transposed to the relevant session:

- Secure Digital (SD) card questions – **Changes to CAPR 70-1**
- CAP Standardized Aircraft Checklist questions – **Standardization (CAPS 72-series)**