

**AOPA CORPORATE MEMBERS COMMITTEE**  
**1 FEBRUARY 2017**  
**AOPA OFFICES - VICTORIA LONDON**

**Present:**

Pauline Vahey	AOPA (Chair) (PV)
John Walker	AOPA (JW)
Colin Dobney	Stapleford (CD)
Sue Girdler	TG Aviation (SG)
Mandy Nelson	AOPA Note Taker (MN)
Martin Robinson	AOPA (MR)
George Done	AOPA (GD)
Mark Briggs	Cubair, Redhill (MB)
Ivan Kurbanov	Elstree (IK)
Tamsyn Illman	Elstree (TI)

Agenda Items		Notes	Action
1.	<p><b>Apologies:</b></p> <p><b>Welcome:</b></p>	<p>Alan Newton, Mick Elborn (ME), Ian Sheppard, Mark Green, Graham Nunn, Tony Smith, Mandy Arnie, Amy Paul.</p> <p>PV welcomed new member Mark Briggs.</p>	
2.	<p><b>Progress on actions from last meeting</b></p> <p><b>Proposed CAA/FTO issues tracking system</b></p>	<p>At the last meeting it was announced there would be a conference supported by the CAA at the RAF Club on either 25 or 26 May. The main focus for the conference will be the changes coming out of Europe relating to Registered Facilities (RF). Full details can be obtained from the CAA on how they intend to roll out the regulation affecting RFs and the change of name to Designated Training Organisation (DTO) or Basic Training Organisation (BTO). MR will contact Andrew Haines CEO of the CAA for their participation.</p> <p>With regard to auditing DTOs the CAA have said they will not carry out a base line audit of facilities, they will only audit if there is an incident. At present the fees for carrying out the audit are unknown as are the costs of registering new facilities, they are aware that they cannot excessively charge small businesses. MR pointed out that ATOs will be discussed at the conference in May.</p> <p>Update on 8.33 Radio, MR reported that he is still waiting for a response from EIB/HSBC. The CAA have stated that the forms should be available by the end of January, which as of today 1 February, this hasn't happened. There is 4.3 million euros available and these monies will be distributed on a first come basis and as long as the person applying meets all the criteria which is available on the CAA website. One issue will be that the maintainers will be overrun with people wanting to install 8.33 radios and there will not be the manpower to complete the installations before the deadline. The qualifying period to apply for funds is between Feb 2016 – March 2017.</p> <p>To enable Martin to report issues relating to the CAA dealing with pilots who have phoned for advice, PV has suggested that we make a list of all issues and to ensure that the name of the person you have spoken to at the CAA is noted along with the date and time of the conversation.</p> <p>MR updated the group on his meeting with Lord Ahmed. MR discussed with the minister the need for a review of general</p>	<p>PV</p>

		<p>aviation activity in the UK. MR obtained a quote to produce the report for £20k.</p> <p>The UK government has the desire to make GA in the UK the best in the world, however this can only be achieved with less stringent tax rules. The government does not recognise General Aviation as a part of the transport network and this issue needs to be addressed by government. The government will not give tax breaks on recreational flying.</p> <p>MR stated that he felt the network of aerodromes should start at licensed aerodromes, as this is where you will find the facilities required to support general aviation i.e., maintenance companies, training etc.</p> <p>Even though the government understands the importance of a transport network it was felt they are only interested in mass transport.</p> <p>MR found Lord Ahmed to be very supportive and he was interested in visiting airfields and writing letters, MR suggested that he come to Aero Expo and Wycombe to see first-hand what general aviation is.</p>	
3.	<p><b>Regulatory issues affecting flying training and aerodromes</b></p>	<p>MR raised a number of issues with the CAA and reported the problem is the lack of expertise at the CAA. Any new employees must be vetted which takes time, they also need to pass a test, which also takes time.</p> <p>There will be an article in the Feb issue of the AOPA magazine asking that anyone who has had a problem with the CAA responding to queries or issuing license that they notify him. He will bring this up with the CAA CEO. PV mentioned there is a need to quantify the problems and report this to the CAA.</p> <p>MR reiterated that the CAA should not be a road block to GA businesses; MR will continue to report these problems to the CAA CEO.</p> <p>SG said that as young people are our future and with the number of air shows being cancelled, there are less and less avenues to inspire young people to learn to fly. JW reported that there are a number of other issues which aren't helping such as closure of airfields, lack of display pilots due to the extra regulation as a result of the crash at Shoreham. Also, there has been a reduction of the number of facilities that offer cadet training.</p> <p>Rules for air shows have changed such that it is now becoming cost prohibitive, add this to the cost of insuring the event are just two reasons why a number of shows have been cancelled.</p> <p>SG suggested we visit schools to encourage pupils to learn to fly. PV reported that a number of the airlines already do this, Easyjet being one of them. Also, the BWPA had a STEMnet ambassador outreach programme with the Aviation Project and both BA and EasyJet pilots were participating in school visits. Also, the Joystick Club from White Waltham took their pedal cars and Tomahawk simulator to shows and into schools.</p>	MR

		<p>The STEM initiative is also helping, recently Carol Vorderman, AOPA member, presented at the launch of the APPG on encouraging more young people to learn to fly. She herself encourages STEM and is also an officer with the RAF cadets.</p> <p>The Boeing 'Build a Plane' project is just another initiative to encourage young people into aviation, supported by the RAeS.</p> <p>MR asked what WE can do to encourage people into flying. And suggested having a 'learn to fly' stand at a big non-aviation event such as the Ideal Home Exhibition, or the London Boat Show. MR asked that AOPA along with our corporate member needs to rethink about how we can get more people into learning to fly and demystify what qualifications and experience you need to learn to fly. We need to show that the ability to fly is achievable. PV mentioned SAGA magazine as another option for advertising learning to fly, promoting a corporate member as a place to learn.</p>	AOPA
4.	<b>Airspace issues including infringements</b>	<p>MR needs information relating to the underlying reason that has caused an infringement. The CAA and NATS are looking to put out an online questionnaire for those pilots that have infringed. Around the country there are Local Area Infringement Teams (LAIT). We need to encourage pilots to get to know who their LAIT Rep is and find out where infringements are occurring most and why.</p> <p>MR also requested information on pilots' experience with the LARS service. The 'Basic' Service' is the least a controller should provide, if pilots feel they're not receiving the 'Basic Service' this needs to be reported to NATS. Any issues pilots have should be reported, this all adds to improving the airspace and resolve problems with airspace.</p> <p>Affordable lightweight equipment is needed to alert pilots to traffic. A number of examples were mentioned and MR stated that all of these need to be reported to the CAA. Specifically, the case of Southend whereby the amount of airspace applied for in the initial consultation is not being utilised by the level of traffic that was anticipated.</p> <p>MR reported that he heard there is a flying club that has a notice board advising pilots of the height and direction to avoid infringing. This is a good idea as an extra level of information to remind pilots that when they depart what height and direction to avoid if they do not want to infringe.</p>	<p>CMC members</p> <p>CMC members</p> <p>CMC members</p>
5.	<b>Taxation and other financial issues</b>	<p>MR reported on the shortage of AVGAS and that there are newer greener fuels being developed, however with the addition of taxes on fuel this still makes flying training expensive, MR is in discussions with HMRC and government to rethink taxes on fuel for pilot training.</p> <p>MR mentioned two other issues that may affect pilots travelling abroad; firstly, the French are no longer offering</p>	MR

		customs facilities at many of their airfields, this information should be passed to any pilots travelling to France. Secondly, there are a number of European countries that occasionally suspend the Schengen Agreement; however, this information is not passed onto pilots until it's too late. MR has said he will ask the DfT how GA pilots can find out when Schengen has been suspended in European countries.	
6.	<b>Shortage of Flying Instructors</b>	PV had arranged to meet a representative of the European Regional Airline Association to discuss how AOPA and the ERAA could collaborate on this issue.	PV
7	<b>Closure and viability of airfields</b>	<p>TI enquired about the All Party Parliamentary Group for GA and whether these issues were discussed at their first meeting. Both MR and PV attended this meeting as did many pilots from the GA community. MR advised that the meeting was very well attended and the issue of a transport network was discussed and aerodromes will be the first issue that is dealt with. MR also mentioned that Byron Davis, who is the Chair of the APPG GA, is an AOPA member and MR would be briefing him on a monthly basis.</p> <p>, JW gave an update to his 'at risk' register.</p> <p>SG had previously thanked JW for his contribution towards the success of Thanet Council refusing permission for a trading mast to be erected near Manston Airfield, which would have posed a potential danger to airfield operation if and when the airfield is reopened.</p>	
8.	<b>AOPA Wings award and Pilot Mentoring Schemes</b>	PV reported that WLAC are encouraging pilots to register on the AOPA Wings Award Scheme, however with the AOPA Mentoring Scheme there are some reservations with regard to insurance cover. MR explained that all that was required is that the club call their insurance company to confirm that the activity was covered.	WLAC
9	<b>Marketing</b>	MR asked if it would be helpful to list certain flying schools as 'Centres of Excellence', where GA pilots could go to improve their skills. These flying schools would offer an AOPA Advanced PPL certificate course, possible subjects the course would cover would be; loss of control, pre-flight actions, NOTAMS, and precision cross country. MR also suggested that pilots who have passed the Advanced PPL course could jump straight to Gold Wings Award on the AOPA Wings Scheme.	CMC members
10	<b>Business Strategy, eNews</b>	PV asked if an eNewsletter would be a good idea to send to the corporate to keep their members up to date.	PV
11	<b>AOB</b>	AOB – MR asked that corporate members advise us of any events that are taking place at their airfield that can be included on a calendar of events, not only online but in the magazine and eNewsletter.	CMC members and AOPA
12	<b>Next Meeting dates and venues</b>	PW reported that she is planning to move the meeting around the country to encourage more participation from corporates further north. This year's schedule of meetings was agreed as: Thursday 30 <sup>th</sup> March at White Waltham Tuesday 27 <sup>th</sup> June at Wellesbourne Mountford Wednesday 13 <sup>th</sup> September at Stapleford Wednesday 28 <sup>th</sup> November at AOPA 50a Cambridge St.	