

**AOPA Corporate Members' Committee Meeting**  
**26 January 2016**  
**50a Cambridge Street**

<b>Present</b>	Pauline Vahey	Chairman	PV
	Martin Robinson	AOPA	MRob
	Nick Wilcox	AOPA	NW
	John Walker	AOPA	JW
	Mike Rowland	Andrewsfield Aviation	MRow
	Tamsyn Illman	Flight Training London, Elstree	TI
	Ivan Kurbanov	Flight Training London, Elstree	IK
	Colin Dobney	Stapleford Flight Centre	CD
	Sue Girdler	TG Aviation, Lydd	SG
	Graham Nunn	WLAC, White Waltham	GN
	Ian Sheppard	Editor Aircraft Owner & Pilot	IS
<b>Apologies</b>	Mandy Sarney	Booker Aviation, Wycombe Air Park	
	Bruno Bruniges	Alouette Flying Club	
	Martin Smith	Martin Smith	
	Nikki Taplin	Cubair	
	Steve Morley	Blackbushe	
	Peter Wedd	Cambridge Flying Club	
	Amy Paul	Denham	

### **1. Actions from First Meeting**

The outstanding actions arising from the first committee meeting held on 7 October 2015 were reviewed as follows:

- MRob had circulated information on the changes to RTOs.
- Several members had written to MRob on their problems in dealing with the CAA.
- MRob's discussions with Government on VAT imposed on flying training were on-going.
- MRob had received support from the DfT on zero-rating the tax on any new 'green' piston engine fuel as an incentive to purchase this fuel in preference to AVGAS.
- National Marketing Campaign. MRob outlined his suggestion for a campaign, funded by contributions from Corporate Members, with inquirers resulting from the advertisements being given details of the flying training organisations in their local area. The funds could also be used to mount display stands at major national exhibitions such as the Ideal Home, Caravan or Motorcycle Shows.

### **2. Regulatory Issues**

JW alerted those present to the recent CAA publication (CAP 1371) on the UK Civil Air Display Review following on from the accident at Shoreham. The CAA's actions will undoubtedly result in additional costs and time in preparing for air displays and some sites might now prove to be untenable as display venues.

### **3. Airspace Issues**

MRow noted that there had been no follow up to a meeting that he had attended to discuss infringements of Stansted controlled airspace. MRob stated that he would take this matter up with the Airspace Infringement Working Group whose meeting he would be attending the following day. NW wondered how many infringements related to the aircraft's height and reported on the status of steps to introduce fewer Altimeter Setting Regions with improved pressure setting references. MRob noted that 85% of reported infringements

were not risk bearing. Education was the key and several members commented on the benefits of a written out-brief detailing local procedures, especially for pilots hiring an aircraft. MRow agreed to provide an example of such a brief to SG. **Action: MRow**

#### **4. The New CAA**

4.1 As a result of discussion at the previous meeting, NW noted that the CAA currently lacked the resources to carry out its allocated tasks compounded by the allocation of staff to address issues which were on the periphery of the industry needs. As an example of this, he mentioned the delay in publishing the alternative means of compliance for parties engaged in flight training for non-complex aircraft. PV proposed that a CAA representative should be invited to attend a future meeting of the Committee and requested members to forward to her topics to be discussed with the representative. **Action: All**

4.2 NW went on to give an update on EASA matters including proposals for upset recovery training and noted that the take-up for the EIR had been poor with only one issued in the UK. He commended to the members present completion of the recently issued EASA IR survey and sought feedback on the implementation of the latest FCL changes, in particular the LAPL. **Action: All**

#### **5. Shortage of Flying Instructors**

5.1 There was a lengthy discussion on this topic with many members reporting a high turnover of instructors moving onto the airlines and poor basic flying skills shown by foreign candidates on flying instructor courses. The high turnover resulted in continuity issues for students during their training. NW promoted the use of LAPL and CRI qualified pilots to assist in the training task. MRob pointed out that PPL holders could only conduct air experience flights, not trial lessons involving instruction in flying. To a query from PV, both CD and MRow stated that both their organisations targeted airline flight and cabin crew as potential instructors. CD also expressed his concern about having sufficient multi-engine / IR instructors in the future to meet the expected demand and noted that many ground school courses were geared towards the ATPL rather than the CPL market. It was suggested that the CAA might be asked to review the CPL exams required for the FI qualification. MRob proposed that a representative from CATS Aviation Training should be invited to attend a future Committee meeting as this concern could offer the right course to meet the needs of potential instructors. **Action: MRob**

5.2 In order to encourage pilots to become instructors it was suggested by MRob that a spreadsheet should be developed to show the progression required from a basic pilot licence to gaining an instructor rating. This could then be placed on the AOPA website, be published in the magazine and form the basis of one of his Flyer magazine articles. NW agreed to approach the Instructor Committee with a view to producing a suitable flow chart. **Action: NW**

#### **6. Airfields**

6.1 SG raised the issue of the future of Manston Airport in respect of a recent planning application in an adjoining local planning area for an exceptionally tall mast that would adversely affect operations at the airport in the event of it re-opening. Details of this application were passed to JW who agreed to look into the matter with a view to objecting to the application. **Action: JW**

6.2 JW updated those present on the situation at Manston and briefly referred to other sites that were potentially under threat of closure. MRow noted that an application made to a local planning authority for a Certificate of Lawful Use was dependent on having records of an activity having been carried out for a period of ten years without planning permission and with no enforcement action having been taken. JW endorsed the need for airfield owners / operators to keep records of all aircraft movements to support the making of such an application.

6.3 As a result of the first meeting, it had been suggested that an Aerodromes Sub-Committee should be formed to discuss topics specific to aerodromes with membership drawn from Corporate Members owning or operating their own airfield. However, it was noted that this would involve the relevant members attending additional meetings and that many aerodrome topics e.g. business rates, would potentially affect Corporate Members who were tenants at an airfield. It was therefore agreed that for the time being a Sub-Committee was not required and that aerodrome matters would be a standing agenda item for the Corporate Committee.

## **7. Wings Award and Mentoring Schemes**

The AOPA Wings Award Scheme had been updated and gained PROUD status from the CAA. NW suggested that for aircraft hire purposes the achievement of a certain award under the scheme could be regarded as being of an appropriate skill and experience standard in lieu of a flying hour limitation. It was hoped that much of the administration of the scheme would be done at local level with the Certificates being issued from AOPA HQ where a central record would be kept. It was agreed that AOPA would prepare a documentation pack for issue to Corporate Members detailing the scheme and the administration of it.

**Action: NW and Mick Elborn (AOPA MWG and EC)**

## **8. Any Other Business**

PV outlined the recent changes in personnel at AOPA HQ.

## **9. Date of Next Meeting**

It was agreed that the next meeting would be held on Wednesday, 6 April 2016 at 50a Cambridge Street commencing at 11:00 hours.