

		FIR would be using this. Further detailed information was available on the AOPA web site.	
4.	Airspace issues including infringements	<p>MR had written a formal letter of complaint to Tony Rapson, Head of the GA Unit, CAA about the interviews the CAA was conducting with those who had infringed. He quoted a specific recent case where the process and the punishment had no logic to it at all. The CAA interviewers had been a helicopter pilot and a BA captain, neither of whom had any GA experience at all. In MR's view the process and the punishment should be proportionate and fair and the CAA should not be acting as judge and jury. The questionnaire/test that was required to be passed was also being reconsidered as the pass rate was unsatisfactory.</p> <p>MR also informed the meeting that the CAA are going to begin monitoring which Flying Schools and Airfields those who infringe are trained at and hire aircraft from</p> <p>MR recommended there were some precautions that Flying Schools could take, such as talking low hours pilots through their plans before departure, perhaps having instructors more aware of where they were going on a cross country and always checking they had 121.5 on the radio.</p> <p>MR restated that if there were any infringements please let AOPA know as AOPA was happy to help out. Please email MR with chapter and verse, explaining how did you end up at X when you had planned for Y?</p> <p>Another example had been someone who did a GNSS approach at Cranfield when the airfield was NOTAMed closed. The pilot should have obtained permission as the ATZ was still open. The response had been unfair.</p> <p>MR reported that the Future Airspace Strategy FAS was looking into the proper use of airspace especially Class D.</p> <p>Another issue requiring clarification was that as of April 24th, the new Class D regulations preventing the take-off and landing but not transit, when the cloud base was below 1500 feet would have significant effect on flying training in controlled airspace such as that at Redhill and White Waltham.</p> <p>MR reported that the AOPA LPV project was making progress at Haverford west, Gloucester and Stapleford. The CAA had been identified as a major risk to the project. There would be another funding call for further applications for LPV approaches. Funds to upgrade the equipment in the aircraft up to 60% of the cost was being discussed and EASA had mandated that vertical guidance systems to be mandatory by 2020. AOPA was also getting involved in a project for the next generation of ELTs, ADSB and transponders.</p>	<p>CMC members</p> <p>CMC to report as and when</p> <p>AOPA</p> <p>AOPA</p> <p>AOPA</p>
5.	Taxation and other financial issues	MR had met with Lord Ahmed, the Aviation Minister. The DfT is to support an application to get match funding on taxation and VAT on flight training at commercial/professional level. A quote had been obtained from a GA consultancy for the study.	MR

		MR asked if any of the members present were having issues with rateable values, specifically of hangars yet?	CMC to report as and when.
6.	Shortage of Flying Instructors	<p>SA was working with Flybe training manager to keep instructor flow going. He was also working with Bucks University to get the students credits for FI hours in their courses.</p> <p>AOPA was working with a task group at EASA reviewing the CPL exams required to become an FI. 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.</p> <p>PV had met with ERAA and was working on an initiative to start a scheme not dissimilar to the old Cabair and airline sponsored scheme.</p> <p>The opportunity to train overseas pilots was discussed, it was noted that the Indian Airforce was currently at WLAC, Chinese pilots were being trained at Booker. MR suggested tendering through AOPA's Chinese connections to offer training for Chinese pilots.</p>	<p>SA</p> <p>AOPA</p> <p>PV</p> <p>CMC members if interested</p>
7	Closure and viability of airfields	JW shared his Airfields Updates, now to be found in the CMC DropBox folder. He reported that Chalgrove was now the preferred site for 3000 new homes., North Deans near Great Yarmouth was up for sale. He also explained that w.r.t the new Garden Villages, the LPA can bank these sites and because they are not in the local plan it makes it easier to get approval for housing.	JW
8.	AOPA Wings award and Pilot Mentoring Schemes	DC joined the meeting to report on the progress being made at WLAC in their mentoring and Wings Scheme. The first meeting had taken place and some concerns aired which had been addressed. There were currently about 7 volunteer mentors and the aim was for 10. WLAC of course ran their own very successful 'pastoral' schemes in the Friday Afternoon and Saturday Brunch Clubs. The next meeting was scheduled for 29 th April.	WLAC
9	Marketing	<p>MR reported that he had attended the Outdoor Adventure show at London's Excel recently where the stand of the BGA and the BMAA had resulted in 184 genuine leads for both organisations. The cost had been £6000 for the 4 days. MR asked if a similar presence from GA should be considered.</p> <p>MR informed the CMC that the annual Telford Flyer show had been cancelled for the foreseeable future.</p>	CMC members
10	Business Strategy, eNews	PV to look into producing an eNewsletter specifically for Corporates.	PV
11	AOB	<p>MS explained that medical self-declarations were not being insured on their fleet insurance, so they were unable to allow medically self-declared pilots in their company aircraft. MR suggested this was an education issue for the pilots involved as it was agreed by the group the insurance companies could not take any other action.</p> <p>There was no other AOB.</p>	

12	Next Meeting dates and venues	This year's schedule of meetings is: Tuesday 27 th June at On-Track, Wellesbourne Mountford Wednesday 13 th September at Stapleford Flight Centre Wednesday 28 th November at AOPA HQ, 50a Cambridge St.	
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