

AOPA Corporate Members Committee

Notes from a meeting held at West London Aero Club, White Waltham on 7th September 2016

Present:

Pauline Vahey	Chairman, AOPA Director	PV
George Done	AOPA Chairman, notetaker	GD
Mark Green	Deputy Airfield Manager, WLAC	MG
Tamsyn Illman	Flight Training London, Elstree	TI
Ivan Kurbanov	Flight Training London, Elstree	IK
Martin Robinson	CEO, AOPA	MR
Martin Smith	Owner, Martin Smith, Booker	MS
Ian Sheppard	Editor, AO&P	IS
John Walker	AOPA Director	JW

1. Welcome and apologies. PV welcomed all to the meeting. Apologies had been received from Colin Dobney (CD, Stapleford Flight Centre), Mick Elborn (ME, AOPA), Sue Girdler (SG, TG Aviation), Graham Nunn (GN, WLAC) and Nikki Taplin (TN, Cubair, Redhill).

2. Actions from last meeting.

2.1 PV to check current situation with respect to ATOs. MR is awaiting work from EASA on 'declared' training organisations, replacing registered facilities. This may be by 20 August. It is expected that the definitions will be similar. The CAA will audit all DTOs over a period of 2 years. TI said FTL is probably going to offer Instrument Rating courses, but his organisation will need to be an ATO. There are still changes going on. MR said there is a cost balance in setting up, no one can currently set up as an RF. TI agreed we are 'stuck'. MR said the CAA keep stalling. It is likely due to the fact that RFs come under the GA department, and ATOs outside. In relation to Elstree FTL do not have a free hand, and with 8 aircraft, this represents a substantial business on a knife-edge.

Action: MR will have a diplomatic word with Mike Murphy (owner of aerodrome).

Action: MR will also send some GAAC "Fly Neighbourly" leaflets to TI.

MR advised that in relation to a noise complaint at Elstree (re the Denham fallout), it is a good idea to react quickly to show that you are a considerate neighbour.

2.2 CH (Charles Henry) to raise ATO topic with Tony Rapson.

Action: CH

MR mentioned the plans for AOPA to hold a conference for airfield operations – aimed at Corporate Members – in 2017 April-ish.

Action: MR to update as plans crystallise.

2.3 PV to circulate MR's submission on airspace.

MR's submission on the airspace consultation about the airspace change process can be found on the CAA's website.

https://consultations.caa.co.uk/policy-development/proposals-for-revised-airspace-change-process/consultation/view_respondent?uuld=721404070.

MR said there may be a clawback of airspace in the near future, e.g. at Doncaster and Norwich. There may be future problems if the third runway at Heathrow goes ahead. Re the BBC programme "Skies above Britain", it was noted that there were some negative aspects regarding GA.

Action: MR will write to CEO NATS about this.

MR suggested that David Wood, of GoFly at Old Sarum, and author of the article "A Risk-Based Approach to Airspace" should go onto the CAA Infringement WG. MR advised that 60% funding was available through AOPA for LVP (Low Visibility Procedures) approaches (as per CAP 1122) into Gloucester, Stapleford, and either Haverford West or Cranfield. Perth and Sherburn have pulled out. The AOPA experts - Ken Ashton is project manager (ex NATS, he has previously designed LVPs) and Philip Church (of Helios). LVP is an ILS type of approach down to 250 feet, and can be established for an outlay of £10,000 to £15,000 p.a. for 3 years (compared with over £1M for an ILS). There is a requirement to consult, as the approaches affect people on the ground. It should be noted that by 2020 EASA will require a vertical component in all

approaches (so no more NDB approaches!). Also note that single pilot air transport operations will be coming into the UK in the near future.

2.4 PV to check retrospective funding for 8.33 radio replacement. MR said that 20% funding will be available. Bob Liddiard (CAA) is looking after how to administer funding

2.5 JG (John Gilder, Vice Chairman, GAAC) to report on meeting with Paul Draper (PPL/IR) regarding rating of airfields. Nothing has been heard back from JG.

2.6 JW to contact Lee Flying Association regarding a planning application for an electricity interconnect building. JW has spoken to MC. John Butt is now a local councillor – he says that regarding the proposed electricity sub-station, the suppliers have to show that airfield operations are not affected.

2.7 JW and JG to work out how AOPA and GAAC can work effectively together. This will be discussed at the next GAAC meeting on 3rd November 2016.

Action: JW to raise item.

2.8 ME and GN to discuss ways of promoting Wings scheme within WLAC.

Action: PV to nudge ME and GN.

2.9 PV to discuss with MR if AOPA should interpret what the CAA puts out and be a point of contact. Also to follow up on the benefits of availability of AOPA to answer questions (using MR's wide experience), and also to provide site visits.

Action: MR will consider.

2.10 JG to talk to Royal Town Planners Institute regarding thinking in 3 dimensions.

Action: GD will remind JG at the next GAAC meeting.

3. Regulatory issues affecting flying training and aerodromes.

JW said the ANO 2016 is now effective – it affects licensing of aerodromes. Up to 5000kg aircraft are acceptable for flight training. By 2018, must convert to 8.33 kHz. MR said AOPA will try to get the Ofcom fee removed, as the reason for it has been achieved.

Action: MR

4. Airspace issues.

This item was discussed under 2.3 above.

5. Taxation and other financial issues.

MR will suggest to DfT that removing VAT for flight training is a good idea. Will use the arguments regarding competing for business (Brexit casts a new light on this). There should be alignment with universities, who do not pay VAT, that offer flight training as part of some degree courses.

Action: MR

6. Shortage of Flying Instructors.

PV said Russell Dudley of ERA (European Regional Airlines) hopes to recruit FIs from our Corporate Members who want to join the smaller airlines. MR mentioned FlyBe – AOPA can offer a service based on sending a cv to ERA to provide a pool of FIs looking to move on. GA is needed for pilots to move to flying commercially (not BA though). Instructors find it difficult to earn a living wage and many need to top up elsewhere. Single pilot IFR operations may help. There is something in the ANO about flight time per year (maximum 900 hours), but the problem is mainly to do with the terms and conditions of employment of the airline employer. The DfT, CAA and BBGA are trying to bring more apprenticeships into engineering and other areas.

7. Closure and viability of airfields.

JW issued an aerodromes update and drew attention to the very recent MoD sale of property, which included Henlow, Chalgrove and Colerne. He promised to update his list accordingly. Much discussion re Chalgrove and Martin Baker – result - lost to GA regardless. JG is trying to arrange a meeting to discuss retaining part of an MoD aerodrome for flying. GAAC is much concerned on this issue. JW said that “garden villages” fall outside planning requirements. MR suggested to JW that GAAC should advise airfields to get protection from future complaints from new housing nearby. Ideally this should be dealt with by government policy. It is also prudent exactly to define what is a “sustainable network of airfields”.

Action: JW to pass comments to GAAC.

8. AOPA Wings Award and Pilot mentoring Schemes.

As ME is not present, this will continue as a ongoing item.

9. Any other business.

MR advised the the SDMP (Self-Declared Maintenance Programme) has superseded the MIP (Minimum Inspection Programme). In fact, the former now encompasses the latter. Regarding SERA, the CAA are still discussing Class D requirements. Re Brexit, the DfT says "We're in until we're out". Re transition altitude, previous work has been binned, will harmonise in 2020 on 20,000 feet. FNTPs – the CAA has only one person available to approve these simulators – at a fee of £5,000 per FNTP II. Re GAR, there are changes in the offing. GA fees and charges have not been completed yet. Finally, to remind all Corporate Members that the CMC is available to help on any matters that affect their business. IS said he would welcome news from Corporate Members for AO&P. PV suggested maybe a page devoted to Corporate Members in the magazine? MR said that most airfields are now unlicensed. MG mentioned the Airfield Operations Group – he attends their meetings. JW had contacted the group but had a lukewarm response because he is not an airfield operator. MG offered to raise AOPA's interest with the AOG as there may be advantage in getting together on common areas.

Action: MG

10. Next meeting date and venue. Wednesday, 23rd November, 2016 at WLAC, White Waltham.

GD/2.10.16