

CAA DELAYS EASA LICENSING IMPLEMENTATION

The CAA has announced that the introduction of new EASA pilots' licences in the UK will be delayed until 17 September 2012. It explained that due to the complexity of the transition to the new licence format, and changes to the associated requirements and infrastructure, the original 1 July 2012 date was not achievable.

The EAA Regulation on pilot licensing came into force in April this year but the transition period to April 2014 or April 2015 (depending on aircraft category) means that most UK pilots will not be disadvantaged by the delay.

While it is always easy to be critical with hindsight, most observers could foresee a problem with implementation of the EASA Regulation was inevitable. Even as late as April no acceptable means of compliance had been published, due in most part to delays at EASA.

Ray Elgy, Head of Licensing and Training Standards at the CAA, said, "We apologise for any inconvenience caused to pilots and organisations that were making plans based on the 1 July date, but we ask them to stick with us while we get this job done properly. It is disappointing that the timetable has moved in this way. However, it is vital that this transition is done correctly.

"The UK will still be one of the very first countries to introduce the new licensing regime and the extended period of transition allows flexibility for many operators and individuals to choose when to convert."

Pilots are advised to read the detailed information on the CAA website for further information.
www.caa.co.uk/eupilotlicensing

MEDICAL DECLARATIONS

Though the EASA licensing regulations have unfortunately caused a great deal of confusion for many pilots, for the majority there is a three-year transition period, so they have little to worry about in the short term. However, for those with the old UK PPL or the JAR PPL who have been operating with an NPPL Medical Declaration, it has looked as though from 30 June this year they would need to make alternative arrangements to remain legal as the exemption allowing the use of the NPPL Medical Declaration was due to end then.

CAA has now confirmed that the exemption will be extended, hopefully to the 17 September 2013, but the exact date has yet to be finalised. This will allow licence holders time to obtain a medical that matches their licence, or a licence that matches their medical, taking into account that the LAPL medical should become available from 17 September this year. Keep an eye on the LAA website where we will post further news as we get it.
www.laa.uk.com

LICENCE SUSPENSION FOR OLYMPICS INFRINGEMENTS

The CAA has formally announced what action will be taken against pilots who either accidentally or deliberately infringe the Olympic R112, P114 and P111 zones, and it appears that a low-tolerance policy will be adopted. Atlas Control will report all infringements and pilots involved will immediately have their licences suspended pending an enquiry.

However, the CAA is keen to retain its current level of non-prosecution of genuine mistakes where the pilot exhibits an open and honest attempt to rectify the situation with maximum co-operation, but if a pilot tries to turn off his transponder and sneak out unnoticed then the full force of the law will be brought to bear.

Matt Lee, Head of the CAA's Aviation Regulation and Enforcement Department, explained, "Over the past few years we've worked well with the GA community to ensure that the CAA's reaction to airspace infringements is a sensible one that improves flight safety. We want to continue with that policy during the Olympics but we also have to realise that any infringement of the security restrictions could have a major

impact on air traffic movements in the South East of England, causing costly delays.

"An infringement could also affect events at Olympic venues, and if military action is taken there will be considerable cost. Given the wide consultation, notification and publicity in place for these airspace restrictions any pilot who subsequently infringes is unlikely to be someone displaying the attributes the CAA requires of a licence holder. It is important that we all play a part in ensuring the future reputation of UK aviation."

Word of possible additional restriction of airspace should there be a spate of infringements and military action comes from Phil Roberts, Assistant Director of Airspace Policy at the CAA. "We believe that it is vital that pilots are particularly vigilant during the Olympic period. If we see a number of infringements that result in military interceptions, and knock-on disruption to major airports, then there is a real risk that the concessions that we have been able to agree to date will be rescinded and action will be taken to restrict access to airspace even further."

TRANSAIR ONE MIL. CHARTS.

Ever wanted a planning chart for UK and Ireland on your office or clubroom wall but lack the space to use the three taped together half mil charts? Well Transair has come up with the answer and has recently introduced a UK and Ireland 1:000,000 scale wall planning chart, plus a folded version (printed both sides) that can be used in the aeroplane. The wall chart measures 130cm wide by 117cm high.

The charts contain a wealth of planning information – ATIS, Tower, Volmet and FIS frequencies, Airspace up to FL105 for UK and FL75 for Ireland, fuel availability and traffic patterns, Danger areas and MATZs and more. The charts are laminated and also contain the final two letters of the ICAO airfield designators, so useful when planning on your GPS.

Priced at £16.99 for the folded chart and £17.99 for the wall chart, they make a useful addition to your UK and Ireland planning tools. Available from Transair.
www.transair.co.uk Tel 01273 466000.



PLEASE SEND YOUR CONTRIBUTIONS FOR INCLUSION IN LA NEWS TO:

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ENGINEERING ONLINE – A SURVEY

Over the last several months, we've been working hard to update our IT systems so that they're fit for moving the Association forward. So far this has involved updating the 'back office' membership and engineering databases, improving the look of the website and (very soon) a new-look online shop.

The next phase of the project is to use the website to provide improved access to engineering services, allowing members to better track work affecting their aircraft and helping save administrative costs. But before we embark on this, and to help us develop ideas and priorities, we'd like to know what you think. We're looking for your feedback on which web-based features you would find useful, for example would you like to

apply for modifications electronically or to see the current status of your Permit revalidation application?

We've set up an online survey and we'd very much like you to contribute. We'd be very grateful if you could visit <http://kwiksurveys.com?u=engineeringonline> and take part. Although it would be easy to simply 'tick all the boxes', we very much hope that you could help prioritise what you feel is and isn't important, essentially what would give 'the biggest bang for buck'. If we can't include everyone's ideas immediately, we'll store them up for further phases. There is a link to the survey on the magazine page of the LAA website at www.laa.uk.com

Thanks for your help!

US CONTAINER SPACE

Member Peter Ormrod is importing a Stampe from Baltimore and has space available in a 40ft container. He will be happy to talk to anybody who may wish to take the space. Contact Peter on peter@stormpetrel.net

LAA RALLY UPDATE

The LAA Rally website has recently been updated with more details about the event, plus the campsite pre-booking facility is now open. Pay-on-the-weekend camping is £30 per unit but by pre-booking you can pay £20 per unit and save £10. This fee enables you to camp any length of stay from Thursday night 30 August to Monday morning 3 September. Hot showers and regularly serviced WCs are available on site.

The first two marquees are now virtually sold out, leaving marquee three still to fill and plenty of outside space still available; this is well up on the same time last year. A fourth marquee will house the Homebuilders Centre and Fleamarket, plans for both of which are progressing well. The food area in the exhibition area will be larger this year with more vans and more choice. You can check Rally Information on the LAA website www.laa.uk.com under Events/Rally 2012



US Classics like the Aeronca will grace the skies over Turweston in July. See the LAA website for a video chat about G-IVOR by Peter White, plus other owners talking about their aircraft

N-REG & US CLASSICS AT TURWESTON

To coincide with a Silverstone Classic motor-racing event, Turweston aerodrome – www.turwestonflight.com – is holding a two-day fly-in on 21 and 22 July. The event is labelled as 'N Registered and American Classics' so whether you fly an N-reg Queen Air or Cirrus, or a G-reg classic such as a Luscombe,

Cub or Aeronca, you will be made most welcome. With extended hours and hopefully a hot summer forecast, there will be a barbecue on the Saturday evening and camping will be permitted. From Aeronca to Waco, Turweston will be the place to go on 21/22 July.

NIGHT FLYING CHANGES

The CAA has announced a change to night flying regulations that will remove the requirement for aircraft flying at night to operate under IFR. The change comes into effect from 8 June 2012.

Night VFR is permitted throughout Europe and the CAA statement explains, 'The changes are being made to take into account new and emerging European Aviation Safety Agency (EASA) regulations for pilot licensing and rules of the air. The CAA comments that most of the requirements for VFR at night are similar to the existing Instrument Flight Rules, so UK pilots will be able to continue flying at night as normal provided they hold a valid Night Rating or Qualification. Pilots who hold an

Instrument Rating or IMC Rating will continue to have the choice of flying IFR at night.'

This change in regulation does not affect Permit to Fly aircraft, as they are limited to day VFR operation only, though discussion continues with the CAA to allow Night and IFR operations.

Safety Notice (2012/007) (www.caa.co.uk/docs/33/SafetyNotice2012007.pdf) explains and includes a detailed comparison chart highlighting the differences between the new VFR and existing IFR requirements. There is a link to the Safety Notice from the magazine page of the LAA website at www.laa.uk.com

ONEGA ENDS CSA AGENCY

Omega Aviation Ltd has announced that it will no longer be acting as agents for Czech Sport Aircraft, manufacturer of the PS-28 Cruiser, formerly known as the SportCruiser. In a statement, Onegar's Ben Fitzgerald-O'Connor says that, "As an ethical business it is our policy only to promote that in which we believe in 100%. This brings a long and emotional journey to an end, and we wish CSA's remaining staff the best of luck in the future. We're continuing to support owners and supply parts, so existing owners need have no concerns as to ongoing airworthiness or support." Onega can be contacted on 0207 536 6356 or via email at ben.fitzgerald@onega.net

> NEWS

NEW LISTENING SQUAWKS

As of 28 May 2012 for Leeds Bradford, and 30 June 2012 for East Midlands, new listening squawks will come into force. The code for Leeds Bradford will be 2677 and the frequency to monitor 133.125MHz, and for East Midlands the code will be 4572 and the frequency 134.175MHz. Pilots wishing to route close to either airport's airspace can select the appropriate transponder code and frequency in order that ATC can contact them should they need to.

The full list of UK frequency monitoring codes from 30 June will be:

Belfast Aldergrove	7045	128.500
Birmingham	0010	118.050
Bournemouth	0011	119.475
Doncaster	6170	126.225
East Midlands	4572	134.175
Leeds Bradford	2677	133.125
London City	0012	126.825
London Gatwick	0012	132.700
London Heathrow	0012	132.700
London Luton	0013	129.550
London Stansted	0013	120.625
Manchester	7366	118.575
Solent	0011	120.225
Southampton	0011	120.225

ANGLO-IRISH VENUE CHANGE

Literally a day or two after the last magazine went to press, news came in that the venue for the Anglo/Irish fly-in had changed from Newcastle (Ireland) to Clonbullogue, which is located almost due west of Dublin. For details of the event contact Harry Bennisson on 07961 809807.

BOB COLE LECTURE AT TURWESTON

As a mid-week highlight of the third joint CAA/LAA flight test course, Bob Cole, former CAA Test Pilot, is to give a presentation at Turweston explaining some of the huge variety of lessons he has learnt during his career testing all types of aircraft, from LAA types to fast jets. Bob has been responsible for the testing of many of the types that are now common on the LAA fleet, including the very first RV types to be seen on these shores as well as many exotic and unusual types.

The talk will be given on the evening of Wednesday 13 June between 1815 and 1945 local time in the panoramic conference room above the LAA offices at Turweston Aerodrome. This talk is open to any LAA and BMAA members, free of charge, and knowing Bob's abilities as a raconteur we are sure it will be amusing as well as informative for any pilot interested in how the aircraft we fly are evaluated.

LAA and BMAA members are welcome to drive or fly in to the event, with the timing of the lecture having been set to accommodate last departures before the airfield closes at 2000. Visiting pilots are, however, reminded that Turweston is PPR on O1280 705400, and are asked to take care to observe the airfield's published noise abatement procedures. The tower will remain operational until 2000 and both 100LL and UL91 fuel is available.

Last year many members took advantage of the excellent weather to fly in, and the conference room was filled almost to capacity. So that we have an idea of numbers for the lecture, could members wishing to attend please email Penny Sharpe in advance, penny.sharpe@laa.uk.com or phone 01280 846 786.



FIRST 'OXFORD' SPITFIRE

The first of what is hoped will be a full Squadron of Mk26B Replica Spitfires is making good progress at Enstone as the 12 shareholders exercise the skills they learned at an LAA ET Working in Aluminium course at the end of 2011. Project Co-ordinator Paul Fowler has now been appointed the UK Agent for Supermarine, manufacturers of the kit, and expects to be ordering kits two and three imminently. The impressive MT electrically-controlled, three-blade propeller has recently arrived for the first aircraft and delivery of the V6 250hp Isuzu engine conversion is eagerly awaited.

Paul explained, "This has not been a learning curve, it has been a vertical climb for us all but they do say you will find the build of your second aircraft very much easier than you did your first! The LAA ET course was extremely useful and we will be sending future teams of builders to learn the basic skills as the project grows."

ET Aluminium course tutor Gary Smith recently visited the build in order to fine-tune the next courses, planned for 16/17 June, specifically for Spitfire builders. www.spitfireclub.co.uk

SWIFT LEASES WOMBLETON

Swift Aircraft has announced that it is now the leaseholder for Wombledon Airfield in North Yorkshire, with Europa Aircraft and Swift TG Maintenance within easy reach. Swift Aircraft plans to revive the airfield by improving the runways, Tower and hangar facilities. Swift TG Maintenance will be relocated at the site by August 2012 and there are plans to locate Europa Aircraft and Aviation and Marine Engineering (AMEL) as soon as possible, pending approved planning applications.

Swift owner David Stanbridge explained, "We hope that Wombledon Airfield will become the main hub for our aviation operations and be home to some exciting new developments in British aviation history. The Swift range of light aircraft will be the only UK designed and built aircraft for 20 years and it's with this range that we hope to prove to the world that the UK remains at the forefront of aeronautical innovation." www.swiftaircraft.co.uk



ITALIAN TAX CHANGES

The luxury tax applied by the Italian government on light aircraft, and its application to visiting aircraft registered outside Italy, has been reconsidered and, for visitors at least, is now more tolerable. The point at which the tax kicks in for non-Italian registered aircraft is now 45 days, which should suffice most visitors' requirements. And the rates applied to Italian aircraft have been halved in the up to 1,000kg (€0.75 per kg) and 2,000kg (€1.25 per kg) categories. Gliders, motor gliders and balloons are flat-taxed at €450 and historic aircraft (registered over 40 years) and kit-built aircraft are among a number of exempted categories.