

## Motion for the LAA AGM on October 18<sup>th</sup> 2020.

I move that the LAA pursues a joint BMAA, AOPA (etc.) strategy to regain GA access to, or passages through, areas where we have lost airspace, or where an Airfield's traffic use no longer justifies retention of its enlarged ATZ.

### Background

One year ago, on 10th September I wrote to the LAA concerning the progressive strangulation of airspace access to our kind of flying (copy below). Specifically our loss of any feasible north/south route past Farnborough, specifically a free route between Heathrow and Farnborough at the hitherto gap by Bagshot.

Steve Slater kindly replied indicating he would try to introduce the subject at meetings he's privy to, and limited correspondence between us followed. Since then we learn that Brize Norton/Oxford airspace is likely to join up to form another country wide virtually no-go ATZ. Similarly reduced free airspace access for Norwich and Southend has closely restricted where we can fly.

Once granted such a zone appears to become permanent and apparently our CAA has no mechanism to rescind or modify things – even if in practice the actual traffic doesn't warrant it. They are also reluctant or even appear ignorant of our desire to pursue the Corridor method as precedent for partially rectifying matters by actively taking GA flying needs into account.

In these circumstances I urge the LAA to actively pursue a strategy - if necessary jointly with other flying organisations – to find a way to roll back some of the effects of loss of GA access which has been the result of an absolute failure to consider our needs when granting exclusive controlled airspace to vested interests.

Proposed



Mike Hallam (002398).

Seconded



Stephen Slater (034052).

4<sup>th</sup> September 2020.