

# Cabinet office: 'CAA wrong on charges'



The Better Regulation unit has ruled against the CAA on AOPA's complaint that a Regulatory Impact Assessment should have been carried out before its massive increase in charges was imposed in January.

The Cabinet Office has told AOPA that such was the scale of the increases that they met all the criteria for an RIA, and their impact should have been tested ahead of introduction.

The victory is a moral one, however, as the Cabinet Office says it does not have the power to order the CAA to conduct an RIA after the fact. Nonetheless it is a severe embarrassment to the CAA, which maintained that its price hikes – of several hundred percent in some cases – were not sufficiently important to warrant an impact study.

Despite the fact that the Cabinet Office will not order the CAA to conduct a retrospective study, AOPA is continuing its campaign for an RIA through political channels.

AOPA has also been researching the legal requirements on regulators in such circumstances and has discovered that the CAA was also constrained to conduct a Small Business Impact Test – virtually all companies in general aviation are classified as small businesses by the relevant government yardstick – and must also conduct a competitive analysis of the results of its price increases.

Furthermore, it is required that two years after the introduction of the new scheme of charges the CAA must conduct a post-implementation review – and if it finds that the impact of its actions has been materially different from its expectations, it should revert to its original system.

This also applies to European legislation, and under its provisions AOPA believes that the impact of JAR-FCL should have been tested by

the CAA in 2002. Had that been done, it would have established that the impact of JAR-FCL was far different from what the CAA had expected – their original assessment said the effect of JAR-FCL would be "nugatory", although even the CAA now admits it was a disaster – and it could have opened the way to a reversion to the pre-JAR system.

AOPA's chief executive Martin Robinson, who arranged a briefing with the Cabinet Office to discuss CAA regulation, says: "After studying the requirements on regulators from various sources and discussing these matters directly with the Better Regulation Unit of the Cabinet Office, I'm beginning to get an understanding of the detail of what's required of regulators. There are some anomalies which arise because the CAA is effectively an independent regulator rather than a direct arm of government, but the overall thrust is the same."

The claim that a Regulatory Impact Assessment should have been ordered by the CAA was made in the Helios Report, an independent analysis of the CAA's case for charge increases commissioned by AOPA, the BBGA, BHAB and GAPAN at a cost of £10,000. The report said the CAA was in breach of its obligations by failing to carry out an assessment and urged that the imposition of the fee hikes be postponed while their impact was assessed.

The CAA, however, said that the increases – which aimed to raise an extra £4 to £5 million from GA and rebate it to the airlines, primarily British Airways – did not constitute a change of policy, not were they sufficiently onerous to require an RIA. Government guidelines say that increases significantly above inflation

should be tested with an RIA. Several of the CAA's hikes run to hundreds of percent.

AOPA complained to the Cabinet Office that the CAA was not fulfilling its obligations, and has now been told that the Cabinet Office backs its position.

The Cabinet Office is in charge of the government's assault on over-regulation. The stated aim of government is to cut the regulatory burden on industry by £10 billion a year, and no regulator will be exempt. Even the 'safety' claims that often shield the CAA from scrutiny won't wash – government sources say

road and rail regulators have claimed special treatment on safety grounds, but they have been given no extra leeway.

The move against bureaucracy follows the publication last year of the Hampton Report on the burden of regulation and the establishment of the Better

Regulation Task Force, which has now been turned into a Commission with a permanent brief to tackle unnecessary and costly over-regulation.

The CAA is a tailor-made target for scrutiny, and the Cabinet Office has asked AOPA to furnish specific instances where regulation could be simplified or removed. AOPA is compiling its own list, but all members who have positive contributions to make are urged to contact the Cabinet Office direct with sensible suggestions. Keep them brief, keep them polite and remember, they're not concerned with anything other than cutting the regulatory burden – any other problems you have with the CAA or anyone else don't enter into it.

Send your suggestions to [simplicity@cabinet-office.x.gsi.gov.uk](mailto:simplicity@cabinet-office.x.gsi.gov.uk) with a copy to [info@aopa.co.uk](mailto:info@aopa.co.uk).

*Even the 'safety' claims that often shield the CAA from scrutiny won't wash*

## Who's in charge of the clattering train?

*European regulators get together to debate the issues – but the hidden agenda is all about power, says Martin Robinson*

The power struggle between the CAA and EASA was at the root of a conference on European Aviation Regulation organised by CAA chairman Sir Roy McNulty in Edinburgh in November.

The conference was a manifestation of the uneasy relationship between national aviation authorities like the CAA and the European Aviation Safety Agency, which is gradually assuming their regulatory powers. It was significant that the head of EASA, Patrick Goudou, was not at the event – it clashed with his Industry Day in Cologne.

In one respect, the CAA and the other 20 national authorities present heard what they wanted to hear from regulation director Claude Probst, the most senior EASA official there. Probst assured the conference that national authorities would in effect be the executive arm of EASA. It may seem strange that at this late stage in the proceedings the national authorities were unsure of that fact, but this was the first time it has been said unambiguously, in front of witnesses. To national authorities who did not know whether

they had a future, this came as something of a relief.

A fair and reasonable man trying to get an overview of European aviation from this conference would have been baffled. Let me set the scene with a bit of history.

EC Regulation 1592 gave birth to the European Aviation Safety Agency. All 25 EU member states must incorporate EC regulations in their national legal framework – therefore what EASA decides is law in the UK, and we cannot refuse to implement it.

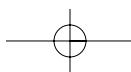
EASA takes over from the Joint Aviation Authorities, a club of countries in and around Europe who agreed on a common approach to aviation. The JAA's problem was that each member state was free to adopt its regulations as and when they saw fit. Such was the mess created – the CAA, for instance, introduced JAR-FCL on day one, while other states are just getting round to implementing it – that the EU decided a compulsory body must take over.

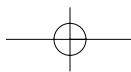
Because of major differences between member states it is difficult for some to make the necessary adjustments to cope with EASA.

At one end of the spectrum you have the UK CAA, an independent regulator which is required to recover all its costs from the aviation industry. At the other end you have national authorities that are part of their state's transport departments and are funded by the taxpayer.

In establishing EASA, Regulation 1592 initially gave the agency the power to certify aircraft, parts and products, including design. The regulation also directed the agency to develop Essential Requirements for Operations and Licences. Eventually EASA will take on responsibility for certification of air traffic control systems and for the licensing of controllers.

However, soon after the agency was set up it had to develop a 'fees and charges' regulation, as it is also required to recover its own costs from the industry. This was a tall order when you consider that 25 different state systems existed, and trying to get it right was made more difficult – in my view – by an unnecessarily short timescale for consultation. Very often in European circles, time-frames are set by regulation and cannot be altered. It's not surprising, then, that the Agency's budget ended up with a black hole in it. From this





arose concerns at the speed of the roll-out, and the Edinburgh Conference was arranged during the UK's EU Presidency to discuss many of the issues. In order to drive its message home the UK ensured that some political muscle was on hand in the form of Alistair Darling MP, Secretary of State for Transport. I was invited to the conference as IAOPA's representative on the EC's Industry Consultation Body (ICB) and the EASA Advisory Body (EAB).

The fact that Patrick Goudou was not there highlights what I think is going wrong at the moment – the power struggle. National authorities know that EASA is the only game in town, but the language is not necessarily one of co-operation. They all say they want EASA to succeed – what else can they say? – but there is always a caveat, such as "They must meet the same standards that we have." For its part, EASA probably feels it has the weight of community law to support it and will not be directed by national authorities.



Claude Probst told the conference that the JAA was a club formed by national authorities and stitched together by a very complex treaty which did not satisfy those who had to comply with the JARs, which meant that a community solution had to be found. One way or another, EASA had to be made to work.

He also made it very clear that it is no longer the responsibility of each state to develop regulations, and there is no competition in regulating. However, he said, EASA needed to have the support of the national authorities as they effectively have become the executive arm of the agency.

Sir Roy McNulty repeated that the UK wants EASA to succeed, but with the usual caveat on

"standards". I'm not sure what good it does to make statements that are little more than veiled threats when EASA is covered by binding EU regulation. Perhaps what is needed is more diplomacy – I'm not saying that that Sir Roy was wrong to organise the conference or that EASA should be required to get the basics right first before taking on extra responsibility. But Rome wasn't built in a day.

One of the predictable and unfortunate aspects of the conference was the almost total absence of any realistic general aviation facet to the discussion. On the second day I stood up and remarked that I hadn't heard the words "general aviation" uttered by anyone present. I was greeted by looks of consternation. What is this "general aviation"? Well, it has four times as many aircraft in Europe as commercial airlines, and it deserves proper consideration.

Mark Wilson of the BBGA (formerly GAMTA)

was the only GA representative invited to give a presentation, in his capacity as vice chairman of the EAB. Mark made some telling points, stressing the need for a much more workable EASA Board of Management and the requirement for a clear business model. The most important point he made was in respect of EASA not treating SMEs in the same way as large businesses, particularly with regards to the agency's fee structure.

It is clear to me that the member states, along with the Commission, need to come up with a coherent transition plan from national authorities to EASA. The problem with transitions is that costs go up, and additional funding is required. In the case of the UK the Treasury should identify what those costs are, and find a way of funding them. This would allow the CAA to work more closely with EASA, and ensure that UK civil aviation does not suffer

## No place for abuse

AOPA is concerned at the tone of some of the replies to consultations by the CAA, the Department for Transport and European bodies who seek the views of general aviation on proposed legislation. While rulemaking proposals often arouse strong passions, some replies to consultations are on (or over) the borderline of acceptability, and recently a small number have been rude and gratuitously insulting of individuals involved in framing the proposals.

AOPA's chairman George Done says: "Happily, none of these seem to come from AOPA members. Nonetheless, I think it's worth pointing out that a bit of civility goes a long way. "Not only is it unnecessary to couch these replies in impolite terms, it's counter-productive. Do the writers think that their arguments are enhanced by personal attacks? Civil servants and officials who receive letters casting aspersions on their integrity or motives are likely to bridle at such treatment, and to dig their heels in rather than be persuaded of the writers' viewpoint.

"I know for a fact that this has happened recently on one consultation, and we are all likely to be worse off for it. No matter what the circumstances, we at AOPA present our position on these consultations in civil and cordial terms, and we urge all those who reply to consultations to do the same. It costs nothing to be polite, it enhances your credibility, and it improves your chances of making an impact with your submission. It's also common courtesy, an increasingly rare phenomenon in modern times."

## Chief executive's diary:

# All it takes is work and money

Winter is supposed to be a quiet time in aviation but there hasn't been much respite recently. Just this morning a 150-page document dropped on my desk from Eurocontrol, and it's their latest proposals on harmonisation of airspace categories. Once I've read it I'll be able to work out exactly what it means for general aviation. It's vital to know what everybody else is doing on the airspace front – the EC, EASA, the JAA, the CAA, NATS, the DfT. They're all churning out paper by the skipload, and unless it's all carefully sifted you won't get the big picture – and that's what counts. Some people seem to think these agencies tell us exactly what they're planning, but the reality is that information is hard-won from forests of paperwork and personal contacts. It's like digging diamonds from mountains.

Nobody really knows everything that's going on. The CAA and the DfT even call AOPA to find out what's happening at the EC or EASA. That's because we've invested years of effort and hundreds of thousands of pounds of your money making contacts in Brussels, Strasbourg, Cologne and elsewhere in Europe where people of influence meet. We've played our part in shaping the legislation that will

govern flying tomorrow. We don't always win by any means, but we have our successes. Happily, this month I discovered that we've won a victory on the common requirements for air navigation service providers, part of the Single European Sky legislation. As we reported in *General Aviation* last year, the original proposals would have hammered small airfields by making them extremely costly to run. Now, AOPA's alternatives have been adopted and the new requirements will apply only to airfields with more than 20,000 commercial air transport movements.

All it takes is work and money.

Looking back in the diary I see that on November 23rd I went to the General Aviation Consultative Committee at Gatwick, where we had an interesting presentation from Cranfield University on causes of accidents; the work of a lot of UK committees seems to be in suspension as everyone awaits the outcome of the two major reviews of GA that are currently in train. I went to a meeting of the Strategic Review of General Aviation on



November 29th, and we've now established the work streams and programme for progress.

On December 1st I was in Brussels for a meeting of the Industry Consultation Body on the Single European Sky. The charging scheme for navigation is still open for negotiation, with the UK DfT pushing

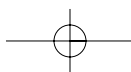
for higher TMA fees and lower en route charges in order, they say, to foster competition at airports. They still haven't decided how services like LARS are to be paid for. The Europeans suggest the taxpayer foots the bill. Dream on.

On December 2nd I met with Bob Stangerone, vice president of Cessna in Europe. Cessna sees Europe as a major area for sales growth, and we're happy to give them all the support and information we can. On December 8th I went to the CAA's Aviation Regulation Enforcement Division Christmas party and met a lot of good people. Despite our occasional differences I have the utmost respect for the

people in the enforcement branch, and I like to think we have a good working relationship – good enough for me to get invited to their Christmas party anyway.

On the 14th I had lunch

**the number of PPL issues is down 40 percent and activity is in freefall**



## CAA defends bar on journalist

CAA Chairman Sir Roy McNulty has defended the Authority's decision to exclude journalist Pat Malone from the Aviation Regulation in Europe Conference, saying only journalists whose publications had major circulations in Europe were entitled to attend.

Malone – who among other things publishes *General Aviation* magazine – has complained to the Government's Department of Constitutional Affairs over the CAA's refusal to grant him press accreditation for the event. In a letter to Harriet Harman QC, Minister for Constitutional Affairs, he said: "I believe the Authority's refusal to allow me to attend was motivated by its desire to manage publicity. I have never known an organisation such as the CAA to seek to debar all but quiescent journalists from such events."

Malone's exclusion was originally said by the CAA to be on the grounds that it was an invitation-only event and there was "no general media invite." After the conference, however, he discovered that journalists from the Wall Street Journal, Airline Business, Aviation Week, and Flight International had been invited.

Prompted by the Department of Constitutional Affairs, the CAA

Chairman wrote to Malone saying: "The event was by invitation only, on bases discussed and agreed with the European Commission... I suspect those journalists who did attend would find difficulty in agreeing with your description of them as 'quiescent'."

In his reply to the Chairman Malone said: "I was disturbed that a conference staged by a public body at which the Secretary of State for Transport was a keynote speaker and which was debating the future of aviation regulation in Europe should be closed to the press. I was aghast when I discovered that four journalists had in fact been invited. It goes against every principle of open government and public accountability that a government arm or agency should hand-pick the journalists it is prepared to have report on its business, and refuse access to others."

"As to my description of my invited colleagues as 'quiescent', I have to say that such coverage as there was of the event was not notably robust or challenging, and uncomfortable questions seem to have been avoided. The fact that the CAA felt it necessary to issue a press release to the general aviation media after the event hardly bolsters the case for my exclusion."

A former Fleet Street news executive, Malone writes on aviation matters for a range of publications, and also produces the IAOPA (Europe) e-newsletter which goes to some 23,000 pilots across the continent.

from disputes over who pays for what, and refusals to do work until money has been paid.

The second day was given over to Single European Sky issues. Interestingly, the national authorities of France and Germany spoke of how they are privatising their airports and air traffic control systems respectively, and both made reference to the fact that they were basing their systems on the UK models. The CAA should be justifiably proud of the fact that other states look at what is done in the UK in this way. This, too, is a good reason why the CAA and EASA need to work together, as it is obvious that the UK has something to add to the development of the agency and to the Single European Sky process.

Several speakers effectively highlighted the

lack of joined-up regulation. Ben Van Houtte's from DGTREN, the EC's "transport ministry", pointed out that the ICB gave the commission a chance to listen to stakeholders – but because there is no link between the Single Sky Committee (SSC) and the ICB, it seems that they operate in isolation.

The charging regulation is a good example of what I mean. The SSC forces its opinion on the Commission, which gets looked at by the stakeholders at ICB, but neither the state nor the Commission has to act upon anything that the stakeholders recommend. It seems therefore that the ICB is no more than a sounding board to make sure that neither the state nor the Commission have made any major errors in their proposals. This is a very

unsatisfactory form of democracy, as the users begin to feel that their contribution is valueless.

In Europe, as at this conference, GA is under-valued. There needs to be a fresh approach to how GA is treated at Commission level. In his speech, Alistair Darling said that regulators need to be careful so as not to over-regulate and so restrict innovation and enterprise. At the same time, he said the CAA is a first class regulator to whom the government listens, and from that standpoint the UK government is keeping a close eye on the aviation developments at European level.

Overall it was a good conference with lots of networking opportunities, and I thank Sir Roy for ensuring that IAOPA (Europe) was among the invited delegates.

with Lembit Opik MP, one of our strongest supporters in the House of Commons. Lembit is embarking on his JAA IR, a brave move for a man who already has a great deal of work on his plate. But anyone who saw him on Mastermind (specialist subject – Japanese motorbikes) will know he has an enormous capacity for squirreling away arcana, which will stand him in good stead on the IR front.

On December 15th I went to the Safety Regulation Group Finance Advisory Committee at Gatwick. You can never quite lift the veil on CAA finances – you think you get a little peek sometimes, but the curtains close again after a tantalising moment. Even the heavy-hitting lobbyists for the airlines don't really know where the money goes. Under 'any other business' I gave a Powerpoint presentation of my research on GA activity, prepared for the Regulatory Review. We've been crunching numbers – many of them CAA statistics – which show that the number of PPL issues is down 40 percent and activity is in freefall. There were some wan faces on the CAA, because this information can be used to help them set budgets, and it's not good news. A lot of the figures are the CAA's own, but they don't collate them in a way that would give them the big picture. Most of the number-crunching work was done by Ian Harnett of our Members' Working Group, and I'm extremely grateful for all his efforts.

We're not blaming the CAA alone for the state of the industry, although they

have played their part – but they can't go on blindly racking up the cost of regulation when the industry is on its knees and there are forced amalgamations and closures to contend with.

On the 16th I chaired an IAOPA (Europe) executive committee meeting in Copenhagen at which we signed the consultancy agreement with Val Eggers, the former Dutch CAA chairman, on what is now called SESAR – formerly SESAME. This is a long-term project into which IAOPA is ploughing a lot of money because it will be the cornerstone of aviation in the long term, but we won't see the results for many years. General aviation simply can't afford to be left behind on SESAR, and as usual it is IAOPA that must shoulder the financial burden. Dr Michael Erb of AOPA (Germany) is taking the lead on SESAR, and we all owe him a debt of gratitude for his work.

On December 19th I was at a DfT briefing on Single Sky issues, and on the 20th I went to the Regulatory Review meeting at Gatwick and gave my Powerpoint presentation on the downturn – more pale faces there. On December 23rd I met with Bill Dennis of ExxonMobil Aviation Lubricants, who are sponsoring the IAOPA (Europe) e-newsletter which goes to 23,000 AOPA members across the continent. AOPA hopes to be working closely with ExxonMobil on a variety of fronts in the coming year.

I had a break over Christmas, and meetings started again on January 12th

with the Regulatory Review. Next day I went to the Cabinet Office for a briefing on 'Better Regulation'. The more I understand what the government and the Cabinet Office is doing in the wake of the Hampton Report, the more the big picture becomes clearer. A lot of what is being claimed as self-started reviews of regulation is in fact being forced on civil servants everywhere, and aviation is no exception.

Looking ahead (this was written on the 12th) I have a meeting with Cabair's Steve Reed on the 16th to discuss the questionnaire that's circulating among our corporate members from which we will compile a dossier of costly and unnecessary impositions which can usefully be dispensed with – repeat inspections, re-licensing work, revalidations that seem to have no purpose other than to raise money. On the 18th I'm giving evidence to the Commons Transport Select Committee that's looking into the CAA, and on the 20th I have an Airspace Strategy Group meeting at the CAA – better get that Eurocontrol document read.

On the 26th I have another Strategic Review meeting. Partly because of reports in *General Aviation*, the Chatham House Rule has been imposed on meetings of these committees – that means we can report on them, but we're not allowed to say who said what. I'll let you know next time how that one pans out.

**Martin Robinson**



## The Buck stops here

By Pat Malone

Aviation Minister Karen Buck has offered an open door to the Parliamentary Aviation Group and says she intends to learn more about GA in an attempt to understand the broad sweep of aviation in the UK.

Ms Buck has already had one meeting with the Group and has met its members individually on an ad hoc basis, with both sides expressing satisfaction at the fact that GA has finally established a dialogue with policy-makers at the highest level.

In an interview with *General Aviation* magazine Ms Buck said: "I'm aware that there seems to be a frustration in GA that it has not in the past had avenues of communication with government, and I'm pleased to have been able to do something to improve the situation. It benefits both sides to raise the level of understanding between the government and general aviation."



The Parliamentary Aviation Group was brought together by AOPA in February 2005 and consists of the Deputy Leader of the House Nigel Griffiths MP, shadow Defence Minister Gerald Howarth MP and Liberal Democrat Lembit Opik MP, together with a number of members of the House of Lords including AOPA's President, Lord Stevens. A new recruit to the group is Lord Laidlaw of Rothiemay, a helicopter pilot.

Ms Buck says that while her primary



Aviation minister Karen Buck: the general aviation sector has been relatively quiet

sources of information on aviation are within the Department for Transport, she is keen to listen to input from all parts of the aviation industry. "I'm beginning to get a sense of what general aviation is in all its diversity," she says. "I understand that while some sectors have common interests, there are sub-sectors with discrete aims and interests, but the Parliamentary Aviation Group has a wide range of aviation interests and I was impressed by the fact that they are incredibly passionate and knowledgeable about flying. From my point of

view they are extremely useful as sources of expertise."

Seldom does a minister arrive at a department of state with an in-depth knowledge of the area which he or she will oversee, and Karen Buck is quick to admit that her understanding of aviation was circumscribed when she was appointed Parliamentary Under Secretary for Transport in May last year.

"Most ministers come into their departments relatively cold on their subjects," she says. "Obviously there are departments such as education where we all have a working knowledge of the subject from our own experience, but my experience of aviation was restricted to travelling as a passenger.

"But it's not the role of a minister to be a technical expert. It is to receive expertise, and to base your judgement on expert advice. In many respects it is useful to have a fresh eye, and to look at things with a completely open mind. It is certainly useful to receive information from all corners of the aviation spectrum."

Most ministers also juggle a portfolio of responsibilities, and Karen Buck is particularly blessed in that regard – as well as aviation she oversees Transport for London, buses and taxes, mobility and social inclusion and environmental issues, among others. Competition for ministerial time can be hot, and attention is sometimes influenced by the amount of fuss a sector kicks up.

"Political life is a balancing act," she says. "You find yourself partly responding to events and issues that arise, and partly working to keep a policy programme moving ahead. From a ministerial point of view the general aviation

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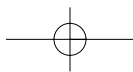


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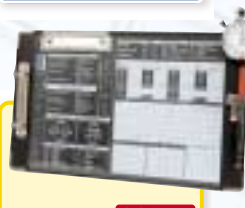
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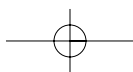


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sector has been relatively quiet, but I'm sure the Parliamentary Group will change that."

From a regulatory standpoint the sector has never been busier, and Ms Buck has high hopes of the two reviews of general aviation currently being carried out by the CAA. "The Strategic Review is asking some interesting questions, and the answers to those questions will inform our approach to general aviation for the future," she says. "We need solid data and firm information on the number of people involved in the industry, the issues surrounding training and all the things that concern the Parliamentary Group. The reviews, together with perhaps the findings of the Transport Select Committee investigation into the CAA, will provide a lot of material to inform policy decisions, and I'm very much looking forward to seeing the conclusions of the reviews."

## SESAR syndicate starts work

SESAR, the European air traffic management project formerly known as SESAME, is about to begin its definition phase proper with IAOPA on board the consortium that will develop and implement the programme.

SESAR is possibly the single most important project in European aviation right now, and it will rule the way we fly far into the future. The project aims to design a new air traffic control system from the ground up – one that owes nothing to past practice, that takes into account all known technologies, and that will be robust enough to handle air traffic far beyond the year 2020.

IAOPA has had to buy into the Airbus-led syndicate – called the Air Traffic Alliance – that is running the programme, although some funds may be available from Europe if the various phases of the project are completed to schedule. IAOPA has also had to commit to a minimum of 28 man-months of work to the consortium.

IAOPA is the only general aviation voice anywhere in the system, and feels its involvement is vital because GA risks being cut out of airspace planning by airlines, service providers and national authorities unless it is fighting its corner at the decision-making level.

Because of the way it is legally incorporated, AOPA (Germany) is leading IAOPA's effort on SESAR, and its Managing Director Dr Michael Erb will run the show.

At an informal meeting of IAOPA (Europe) in Copenhagen in December, IAOPA signed a contract with aviation consultancy ScanAvia to shoulder some of the workload on SESAR. ScanAvia is run by the former Danish CAA chairman Val Eggert, who was also chairman of the European Civil Aviation Conference and of ATM2000+, the air traffic management

programme from which SESAR has grown.

Dr Erb describes the SESAR project as being at "milestone zero", with the first definition meeting being scheduled for March 6th.

The EC, acting through Eurocontrol, has tasked the syndicate to define what the future ATM system will look like and to steer its implementation. The syndicate will first establish a phased implementation and deployment plan, then produce the detailed research and technology work programme, and finally propose the legislative, financial and regulatory framework.

## Besso's instructor insurance

AOPA's insurance advisers Besso have put together an instructor liability policy which will provide cover of up to £1 million if a student causes an accident which he or she blames on inadequate instruction.

The new policy covers legal liability "arising out of the fault or negligence of an instructor in connection with the giving of advice,

## Follow the money

Associated Foreign Exchange has joined AOPA as a corporate member and aims to provide specialist currency services to aircraft buyers in the UK.

AFEX is a Los Angeles-based international payments specialist with offices in Australia, Canada and now the UK, where its aviation division is headed by Tim Sheehan.

Aircraft buyers are often bitten by currency fluctuations between ordering aircraft and taking delivery, and losses can be considerable. The company says it can facilitate any currency exchange for any corporate or private client. AFEX Global Sales Director Stuart Holmes says: "We look forward to introducing to the global aviation market an alternative way of making cross-border payments."

Sheehan, who has more than ten years experience in aviation and foreign exchange markets, can be contacted on 0207 016 9274.

# Financial Benefits of AOPA Membership



As an AOPA member you are entitled to make use of any or all of the products listed here. You may find some of the AOPA products can save you money and, at the same time, you will be helping your Association

**The AOPA AIRCREW CARD:** This recognises and advertises that the holder has a valid private or professional pilot's licence. It provides pilot identification and help in security areas as well as offering substantial discounts at nominated hotels worldwide.

**CURRENCIES4LESS:** Offering private and corporate foreign exchange services for aviation purchases. Preferential rates and free transfer on your first currency exchange as an AOPA member. Tel: 020 7594 0594 or visit [www.currencies4less.com](http://www.currencies4less.com)

**MBNA EUROPE:** This offers preferential rate loans to AOPA members for all purposes including aviation activities. Also offered is the MBNA credit card. Ring 0800 517151. Reference number 2S 570705B.

**AVCORP:** Registration of N-registered aircraft for foreign owners through the establishment of special purpose trusts. Contact Peter Leventhal. Tel: 01452 715000 e-mail: [info@avcorpregistrations.com](mailto:info@avcorpregistrations.com)

**BESSO LTD:** This is a leading Lloyds broker for aircraft insurance, loss of licence insurance and travel insurance that covers private flying. Besso also offers AOPA members 'insurance first aid' advice. Contact Howard Pearce on 020 7480 1045 or Hazel Fackerell on 020 7480 1048.

**LEGAL FIRST AID:** The Association's honorary solicitor is Tim Scorer of Thomas Cooper & Stibbard. If you need this service contact the AOPA office in writing, giving a full account of your aviation-related problem *but do not leave it until the last moment.*

instruction, training or supervision given or provided by the insured as a flying instructor to a student under their supervision."

If an accident causing loss or damage occurs when a student is flying, whether solo or accompanied, and the student claims to have been doing only what he was instructed to do, then the instructor is covered for the personal liability he or she might otherwise face.

Besso's Paul Murphy says: "We had a scheme like this four or five years ago, but the underwriter pulled out of the aviation sector and it's taken us a lot of time and effort to find a replacement who's prepared to write the business at premiums which are affordable to the average flying instructor.

"The policy is in the name of the instructor, not the club for whom he or she is working, who would have alternative liability limitations which will not cover the instructor."

The policy provides £1 million worth of cover for a maximum premium of £220, or £180 to AOPA members. There are two separate options – one to cover the instructor while he or she is on the ground and the student is flying solo, and one which covers the instructor in the aircraft. The policy can cover fixed-wing or helicopter instructors, but microlights, balloons and gliders are excluded.

For more information get in touch with paul.murphy@besso.co.uk.

## Founder quits

David Ogilvy is retiring from the Board and from work relating to the General Aviation Awareness Council, which he founded in 1992, with effect from April 21st. This will not affect David's work on operational, safety or planning issues relating to aerodromes or airstrips, as he handles this under the banner of AOPA.

Anyone with relevant queries or problems should continue to send these to him at the Aircraft Owners and Pilots Association, 50a Cambridge Street, London SW1V 4QQ or david@aopa.co.uk.

Since records were started in 1988, AOPA has provided first-aid advice on more than 500 separate issues relating to flying sites. At present the biggest single problem concerns the proliferation of wind turbines as tall obstructions, which are causing considerable concern on safety grounds.

## Young Pilots' Tour of France 2006

AOPA normally receives an invitation each year to nominate one young pilot who is an AOPA member to take part in the prestigious Young Pilots' Tour of France over 10 days in mid July.

Edward Shields from Lydd Aero Club was the AOPA participant in 2005 and I am sure many of you will have enjoyed reading his article on pages 16/17 of the October issue of *General Aviation*.

Applicants for the Tour must be under 23 at the beginning of 2006, must provide the aeroplane (from their club or other source) and get to and from the start and finish points at their own expense. However, the successful applicant will have his or her expenses – such as board and lodging, fuel, oil and aviation charges – paid during the Tour.

Applicants are called in April each year, but any young member interested should apply to AOPA as soon as possible. Applicants will be dealt with on a first come, first served basis.

In return for being nominated to participate in the Tour, the successful applicant is respectfully requested to provide a short article for *General Aviation* with appropriate photographs if possible.

We have yet to receive confirmation from the *Fédération Française Aéronautique* (FFA) that they will be holding a Tour this year, but we are hopeful that it will be going ahead as last year. – Pamela Campbell ■

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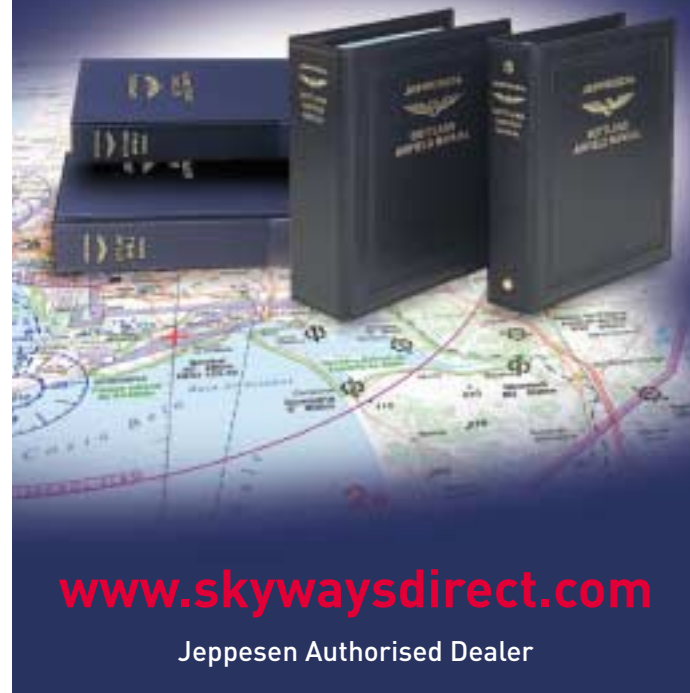
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