

All change for the better

The landscape of general aviation regulation has made a seismic shift in favour of the industry with European countries unanimously declaring that a more efficient way needs to be found to regulate GA.

A French-led team of experts has been tasked to begin planning a clean-sheet approach to GA regulation, and it has been urged by EASA's Board of Management to "be broad in your thinking" – even to the extent of comparing GA regulation to that of boats and cars, and looking at American systems of regulation for possible guidance.

The expert group, which will include International AOPA and Europe Air Sports, will be given the job of establishing the ground rules for the regulation of GA, with Matthias Reuter, the European Commission's Director General for Transport, suggesting: "Maybe the first rule should be that there should be no rules unless safety is affected."

The new approach suggests a widespread acceptance that current and proposed regulation is stifling the industry unnecessarily, and that standardisation across Europe needs to be less rigid. IAOPA, which has been pushing for years for the European Commission's own White Paper on a sustainable future for general aviation to be taken seriously, believes the new situation presents opportunities which must be grasped to ensure the future viability of GA. In the meantime, it has been suggested that EASA's future plans should be put on hold while a new way forward is established.

To begin with IAOPA will be looking for:

- the retention of the 'registered facility' for flight training instead of the 'Approved Training Organisation' system proposed by EASA;
- the unwinding of the CAMO structure for maintenance of non-commercial aircraft, which underpins the Part M maintenance requirements;
- the retention of the UK IMC rating in a more flexible licensing structure;
- rules which are proportionate, and designed solely to increase safety;
- risk-based regulations aimed at specific problems, for which there is evidence of need.

These would be some of the first gains from a whole new perspective on GA regulation which would replace the current idea of "uniform standardisation at any cost" with a looser, more flexible and responsive system tailored to address risk. The change of direction came after AOPA Chief Executive Martin Robinson gave a Powerpoint presentation based on a paper on GA regulation that was put together

with EAS to the Management Board of EASA – made up of representatives of all the governments of Europe – in Cologne on March 13th. EASA also made a presentation, described by Martin as "a good critical look at themselves", in which they suggested that perhaps the Basic Regulation – the EC's outline document which governs what they do – may have to be amended. The Agency looked at the current state of play, and at its approach to regulations. Originally, their delegate said, the Basic Regulation was not thought to call for the prescriptive approach EASA has taken, but it was decided later to leave less room for flexibility. (This was thought to be a reference to the hold that lawyers have over EASA, which carries no liability insurance and has much of its regulation written in an opaque and legalistic way.)

The IAOPA/EAS paper, put together by Martin Robinson and David Roberts of Europe Air Sports, sought a new approach which clearly differentiated between GA and commercial air transport. Martin's presentation provoked a surprising response, with country after country recognising that there needs to be a new direction for regulating GA across Europe.

Iceland, France, Spain, Ireland, Austria, Poland, the Netherlands, Switzerland, Denmark, the UK, Italy and Sweden all supported calls for change. France's call for action was accepted by all, including the European Commission, and to an extent, EASA itself.

After the meeting Martin Robinson said: "I had to pinch myself coming out of the room. I had expected a fight, with the government representatives defending the current approach and resisting change. Not a bit of it; there has been a sea change across the continent, and IAOPA's co-ordinated approach of lobbying influential national figures has paid off."

The genesis

At a meeting of the EASA Advisory Body (EAB) – on which IAOPA has a seat – in November, Martin produced a paper which reiterated IAOPA's concerns at the poor way rules are developed for general aviation in Europe and the need for better regulation. The Part M maintenance requirements, it said, were having to be revisited, which cost both the industry and the regulator time and money – far better to have got them right in the first place.

The EAB agreed that regulation should be evidence-based and proportionate to

risk, and the Chairman of the EASA Board of Management, Mike Smethers, invites IAOPA to make a full presentation to the Board. Martin Robinson and David Roberts of EAS worked on a paper, which Martin turned into a Powerpoint presentation to the full Board of Management.

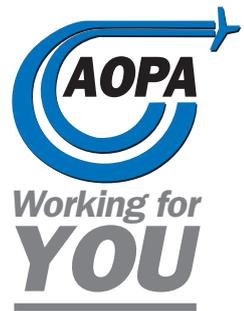
In it, Martin pointed out that ICAO Annex 6 specifically states that GA need not be regulated in the same way as Commercial Air Transport (CAT) and places the burden of safety on the owner-pilot. It says that where there are no fare-paying passengers, the government does not owe the same duty of care to participants as for CAT. Martin quoted the European Commission's own White Paper on a sustainable future for GA and questioned whether we were going down the right

road to deliver on it. He referred to Part M and its problems and spoke of the need for safety data and trend analysis, on which the encouragement of industry best practice could be based. Only as

a last resort should regulation be imposed.

Martin made the following notes of each country's reaction. Some delegates spoke through interpreters, so there may be room for ambiguity in the details, but the overall thrust was the same. **Iceland** said the Part M regulations were clearly deficient and must change. "Everyone is against it," the delegate said. "GA is simple, and it needs simple regulations." **France** thanked Martin for the presentation and said that French GA took a much more aggressive stance. "The question is, have we taken the right global approach to GA safety?" the delegate asked. "Is it adaptive enough to the real risks? What do EASA's changes mean with respect to loss of business, and how can we improve the current position? We need to start with a clean slate, look at the US market and compare it to Europe." The delegate proposed a paper setting out a new strategy.

Ireland said it was supportive of the IAOPA/EAS presentation and backed the French call for a review. "Ireland sees a big shift towards Annex 2 (non-EASA aircraft) with people moving out of the regulated sector because of complexity and expense," the Irish delegate said. "Part M is too complex and too expensive, and CAMOs are a big issue – Ireland is



struggling just to set one up.”

The delegate from **Spain** supported the French proposal and suggested that most of GA cared little for freedom of movement across borders if it depressed activity at home. Self-regulation and industry best practice should play a greater role. **Austria** said EASA's continued airworthiness and FCL regulations were causing problems, and future requirements for air traffic services ignored topographical issues that were important in the Alpine regions. “GA needs room to manoeuvre – it has a special position,” the Austrian delegate said.

Poland said it was wrong to compare GA to CAT, and suggested that the regulation of boats and cars be looked at as a model. The **Netherlands** said GA needed a special regime which was evidence- and risk-

based. “What’s the problem with GA?” asked the Dutch delegate. “Mainly human factors, and how can you regulate human factors? Keep it simple. Do you really need safety management systems for aero clubs?”

The **United Kingdom** said the French proposal “might be the right approach” and asked whether this meant EASA-Ops would be delayed. **Switzerland** said every day they received many complaints, and the need for a solution was urgent. The delegate supported the French approach and stressed that whatever came out of it needed to be risk-based. **Norway** said that its Annex 2 aircraft were under local oversight, through the agency of a national association. “Should GA safety be compared to sailing?” the delegate asked. “There were 120 lives lost at sea last year, somewhat higher than in GA. Self-regulation is better for GA, if there is the

political will to do it.” **Denmark** said Part M was complicated and while they didn't agree with it in the beginning, they thought it was working okay. But, they added, there should be a review. The **Czech Republic** backed the call for a review to find the right balance. **Italy** asked why it was necessary to issue a new ARC every year and pointed out that taxes were also killing GA in Italy. **Sweden** supported the French proposal and said that continued airworthiness, Ops and FLC together represented a “total system approach” which was not fully understood. Part M provided no better control than what went before, and there was a need to find a proper balance for GA.

Safety first

Matthias Reuter, the European Commission's Director General for Transport, said an expert group should



Chief executive's diary:

A little less regulation...

March 13th 2012 may well go down in aviation history as the day general aviation rule-making changed direction. On that day the countries of Europe united to say that a new way must be found to regulate GA. The story is well covered in these pages, but I must say it was quite a surprise to hear a government delegate propose that we look at how America regulates GA. Up to now, the mere mention of America has caused European officials to react like vampires to sunlight; the notion that America could teach us anything is anathema to many.

But there's been a growing realisation that with GA, they're hobbling what could be a profitable, job-creating industry with tremendous potential. Europe has 100 million more people than America, yet our GA industry is only 35 percent of the size of America's. In the US general aviation is worth \$103 billion a year; in Europe, €20 to €30 billion... so you see, we've got vast room for growth. And that would mean more jobs, greater prosperity, more tax income.

Why is European GA tiny and US GA vast? It is not all down to regulation but that is a large part of it; of course fuel price has an impact too. In the US, the industry leads regulation; as equipment becomes available, the regulator will look at it and intervene if it's dangerous. Here, regulators in conclave will decide what kit we must have, even if it hasn't been invented yet. Costs and complexity drive owners onto the N-register, which takes money out of Europe. American regulation is risk-based and underpinned by evidence. In Europe, rules and compliance

and audits and fees and charges are real obstacles to survival, much less growth. So I was a happy chappie as the states lined up in Cologne to express their concern; it just goes to show that if you bang your head against a brick wall long enough, it will fall down.

One way or another it's been a frenetic couple of months. Since I wrote up my last diary I've done a lot of travelling in my role as Senior Vice President of International AOPA, talking to governments and pilot organisations on behalf of the global Association. On February 3rd I went to Oulu in Finland, a wonderful and idiosyncratic town famous for off-beat events that lighten the long Arctic nights – the world air guitar, wife-carrying and welly-throwing championships are held here. I was supporting the newly-invigorated AOPA Finland at this Arctic Aviation meeting. Thanks to the warming effect of the Gulf of Bothnia the temperature rarely gets far below minus 40, which it did on both days I was there. This didn't stop hardy local pilots turning out – we had 70 to 80 people on both days. I gave a presentation in English on the work of IAOPA, the only non-Finnish talk of the weekend; but forgive me, I'm told the Finnish language has 17 cases so I didn't even try it on. It's apparent that the Finnish CAA doesn't have a clear understanding of European requirements on things like medicals; they're saying they won't accept medicals signed off by a family practitioner, but if they refuse a LAPL holder entry on that basis, they'll be in breach of laws that



Finland has signed up to. And if they let LAPL holders in but don't allow their own pilots the same privileges, what then?

On February 6th I took the Robinson Road show to Brimpton, where I was warmly received on a very foggy evening. We had about 50 people in, and I spoke about national and European institutions, and how AOPA seeks to influence them.

Then on the 9th I took part in a discussion at the CAA about the future legal powers they will have once the Civil Aviation Act has been amended. The Authority's new powers include sanctions and fines; that's going to be interesting.

Next day I went to Bristol at the invitation of AOPA member Don Wallace and met with Paul Davies, the airport's operations director, and Shaun Browne, the aviation director. Bristol is getting a reputation for being GA-unfriendly, which is a major problem, what with Filton closing – there's nothing else in that part of the world. But we had a very positive meeting. The management want to keep the existing GA at Bristol and agreed to set up a GA users' committee to foster a regular interface with GA. It's important that they establish a balanced relationship, and AOPA will take part at the beginning to give what help and support we can. The airport will look at the possibility of encouraging GA at times of day when it doesn't cut across their CAT, and would establish a pricing regime to help it along. Interestingly, they prefer GA pilots with IMC ratings because, they say, they have a better understanding of what they're being asked to do. But Don and I came away having established a dialogue which should continue in the right spirit.

On the 11th I went to the AOPA Members Working Group at White Waltham

look at which part of GA we were talking about – was business aviation to be included? – and it should be informed by the Commission’s White Paper, which recognised the need for sustainable GA, with sustainable fees and charges. He suggested the EC’s ‘micro enterprises’ rules, which markedly reduce the regulatory compliance demands on smaller businesses, might be used to address the issues. “Maybe the first rule should be that there should be no rules unless safety is affected,” he suggested. “But while 27 different sets of rules is not what GA wants, there is a need for a new approach.”

Summing up, Chairman Mike Smethers thanked Martin Robinson and the Agency for the presentations and said that an expert body of no more than about ten

Maybe the first rule should be that there should be no rules unless safety is affected

representatives, including IAOPA, EAS and EASA, meet to produce a scoping document that set out its aims and objectives, and that this document should be ready by June. He said that comparing GA to CAT was not logical, but it was a better idea to equate it with other

activities, as had been suggested. Over-regulation of GA, he said, could lead to some people operating illegally. He understood, however, that EASA was driven by CAT, and carried GA along in its wake. He suggested that EASA-Ops might usefully be put on hold, and urged the group that is currently reviewing Part M to “think broadly”, look at self-regulation, and to be open to anything. While standardisation had a role, there should be less hard law and more flexibility.

Afterwards Martin Robinson said: “To see the whole Board of Management moving unanimously in our direction was quite refreshing, after all the years we have spent lobbying on these issues. This could herald a new age for GA in Europe, and one that delivers a sustainable future and a growing GA sector, which has got to be good for everyone – Europe, EASA, and industry.

“To start with I’m going to recommend that we look again at the need to introduce ATO requirements when we should be keeping registered facilities as they are, and that we should unwind the CAMO structure for non-commercial operations. And these sentiments certainly enhance our chances of keeping the IMC rating. I’m grateful that the French have taken this on as they seem to have great influence and the desire to get it right, especially when they are backed by all the others.” ■

– reported in these pages – and on the 13th I had an interview with the consultant hired by the CAA as part of an examination of the whole Authority and its approach. All credit to the CAA for examining itself in this way; the CAA is in my opinion in need of modernisation – we suffer higher fees and charges because of its labour-intensive, prehistoric systems.

On the 15th and 16th I attended the second meeting of Eurocontrol’s Agency Advisory Body in Brussels. This is the amalgamation of various groups and committees which looked at aspects of Eurocontrol’s vast body of work. It’s all been so fragmented that it’s been very difficult to get a handle on it. Now, the AAB provides an overview, and it’s very useful. Much of the business relates to CAT, but we know that 8.33 radio will be discussed in the AAB.

On the 21st I met with AOPA member James Chan to talk about airport access, fees and charges. We discussed my visit to Bristol, where interestingly, the management accepted that self-handling is perfectly okay... more on that in a future magazine. On the 28th and 29th I went to the first meeting of the Interim Deployment Steering Group (IDSG) which is the body that takes care of the first SESAR deployment packages. While it has a life of about two years, it is likely to morph into the body that will provide governance to the full SESAR deployment programme. There’s a sub-group on which AOPA’s Ben Stanley sits – he does the technical stuff and I do the policy.

Back in London we had the AOPA Executive Committee on March 2nd, and I was able to update the Board on issues like the Civil Aviation Act and the CAA improvement programme. On the 6th I attended the BBGA conference – this is an annual event which is well attended and

well organised and provides an opportunity to meet other industry colleagues and discuss the issues of the day, as well as listen to interesting presentations. Thank you, BBGA.

Next day I had a meeting with Patrick Ky, head of SESAR, during the ATC Global event in Amsterdam. This is a sort of Farnborough Air Show for ATC; I discussed with him where he thought SESAR was heading, and how GA’s involvement should be maintained. I would also like to thank the consultancy Helios for their hospitality. It’s a fascinating event; many big industry players, Airbus, Boeing, Thales, are all competing to provide ATC solutions, and there are companies there providing everything from runway lights to training consoles for ATC training. Patrick Ky remains very supportive of GA’s involvement. On the 8th I attended the EASA Advisory Body meeting in Cologne, where among other things we discussed with the Agency how they intend to carry out a risk-based standardisation process as the new head of standardisation takes up the reins. We wish Trevor Woods success in his new role. He’s from our own CAA, and is well respected in the industry. The EAB also endorsed the IAOPA/EAS paper ahead of the Management Board meeting. Don’t underestimate the importance of their backing; when the likes of Rolls Royce, Airbus, IATA, the manufacturers, the regional airlines and business aviation endorse our position it makes life so much easier.

On the 9th, 10th and 11th I hosted and chaired the IAOPA Europe Regional Meeting in London, which is well covered elsewhere in these pages; and on the 12th I went to the Airspace & Safety Initiative Co-ordination Group meeting which reviewed progress to date on the various initiatives to reduce the number of airspace infringements. One of the main concerns is

collision in class G airspace, particularly GA on GA. While there may be low-cost electronic traffic alerting systems available in future, we will try to ensure that see and avoid remains the basis for Class G use. However, we continue to support new low-cost portable technology that enhances see and avoid. At lunchtime I met with Tim Scorer, the aviation lawyer who has been giving legal advice to AOPA members for more than 30 years; afterwards I went back to the office to meet the chairman of AOPA Russia, Vladimir Turin, who was looking at how AOPA UK does things. At 1800 I was at Gatwick en route to Cologne – a busy day.

And the 13th was, of course, the EASA Management Board meeting mentioned above and elsewhere. On the 14th I went on to Paris by train to a Eurocontrol workshop at their Experimental Centre looking at a TCAS systems which might be made available for GA aircraft. While they’re going in the right direction, their price point is still way beyond most GA pockets. Even the poor man’s TCAS comes in close to £10,000. This sort of thing is likely to be offered but not mandated.

On the 15th I was back in the office catching up with outstanding issues, and I managed a discussion with our Chairman George Done to follow up on what I’d said at the Executive Committee. On the 16th it was down to Gatwick for the CAA’s Safety Regulation Group Finance Advisory Committee, where we discussed the progress of the CAA’s study of how it might modernise its systems and business practices. They’ve been working on this for more than a year and they have ambitious and radical plans, and I applaud them for what they’re doing... if it succeeds it will be good for all of us.

Martin Robinson

Get a gold medal in Olympics planning

By Timothy Nathan

“If you see a military aircraft close to you, and you aren’t sure what it wants you to do, turn away from London immediately and call 121.5.”

That was the biggest and most dramatic statement in a fascinating day on 10th March, when the Airspace and Safety Initiative made a presentation to 450 pilots about the forthcoming Olympics period. The large lecture theatre was packed and apparently people had to be turned away – a great pity as it was an excellent day, full of senior and knowledgeable people making every effort to ensure that the Olympics passes without a disaster and with as little disruption as possible.

The foreseen possible disasters include an actual or attempted terrorist attack using an aircraft and an innocent aircraft being shot down because it is seen as too threatening to ignore. But even though those two outcomes are extremely unlikely, there is a big reputational risk if a light aircraft causes disruption to Commercial Air Transport, especially if that affects participants or heads of state.

The CAA made the point that the increase in traffic is expected to be massive – they are expecting half a million extra airline passengers, 150 head of state flights and innumerable extra BizJet and GA movements. They are activating as international entry points, with slots, an extra 40 airports and airfields, and have increased Airways and TMA dimensions to cope. The south east of England is one of the busiest pieces of airspace in the world on an ordinary day; the three days before and three days after the Olympics will take it to breaking point. One incursion, whether to controlled, restricted or prohibited airspace could have knock-on effects to our freedom to fly for years to come. The CAA were not pulling their punches! They also told us that the chances of prosecution were considerably higher, as the stakes and disruption would be greater.

Although Southend, Manston and Farnborough get zones, most of the temporary controlled airspace is above

2,500 feet, a lot of it at flight levels. The average AOPA member will be able to avoid it by staying low, so the focus of the day was on the Prohibited and Restricted Areas, P111 and R112 from 14th July to 15th August and P114 from 16th August to 12th September. There will also be a Restricted (though Prohibited to us) area over Weymouth and NOTAMed RA(T)s to cover other events around the country. All these areas have been set up by the military as a “proportionate response to a perceived risk” and are intended to create a “known air environment.” They will have “assets” in place to monitor activity in these areas and to intercept any which are unknown or deviate from what is known about them.

The Government, military, CAA, NATS and other bodies, such as SkyDemon, are bending over backwards to allow us to continue with our flying lives despite this disruption. It behoves AOPA members to think how much worse and more

reasonably hope for.

Apart from an area between Tottenham and Brookmans Park, the whole of the Prohibited Zone will be within the Heathrow and City CTRs and should not be particularly inconvenient to most AOPA members. It is the restrictions within the Restricted Zone which will be the most onerous.

Essentially, **you must have working Mode C or Mode S** and you will need to file a flight plan between 24 and 2 hours before your intended flight(s). This must be done either in person with a flight planning office (ie, no faxes or emails) or into the AFTN using AFPEX, SkyDemon, EuroFPL or whichever online tool. You will get a response, both via AFTN and a text to your mobile phone, which might be an approval code, a rejection because of capacity or an approval code for a different time. If you can accept that different time, you just do it without further ado, but if you cannot you are asked, for the sake of the rest of us, to cancel so that someone else will get the slot.

If pilots or operators attempt to fool the system by applying for speculative slots, they will be spotted by those 50 assistants, and the fearsome Wing Commander Dawn Lindsey will be on the phone, probably threatening any future access to the system.

Your flightplan must be addressed to EGGOLYMP and include entry and exit points to the zone, with EETs, and must only include three letter radio aid designators, range and bearing from a radio aid or LatLong. Human readable descriptions, such as M25/M23 junction may not be used and will result in rejection (with a reason given.)

While it is acknowledged that many VFR pilots have little or no experience with

flightplans, and even for those who do, these flightplans are even more strict and onerous than usual, Tim Dawson of SkyDemon has jumped into the breach. He is offering everyone free access to SkyDemon Light (<http://www.skydemonlight.com>) during the games, with free automatic generation and filing of plans. All the user has to do is to click and drag on a map on the computer screen and SDL will work out everything else, package it up neatly and file it. This



If you see one of these up close, turn away from London and call 121.5

draconian this could have been, and indeed was in Vancouver, Athens and South Africa. NATS are providing 12 extra radar consoles and some very sophisticated software, and the RAF and RN are providing 48 LARS controllers and 50 Air Traffic Assistants to ensure that we can get on with our lives. Our part of the bargain is to behave responsibly, to follow the rules and be flexible. The solution was the very best AOPA could negotiate, and we believe that it is as good as we could

will be far and away the easiest way to deal with the situation, and the whole GA community owes a debt of gratitude to Tim who is doing it, as he says himself, out of the goodness of his heart.

There will be another "File a Flightplan Day" on 5/6 May and SDL will be available on that weekend for people to practice. You can ask questions or get help with how to format flightplans from olympicsairspace@caa.co.uk. There is also much more information at www.airspacesafety.com/olympics

Once you have your approval number you must depart, or cross the zone boundary if inbound, within 30 minutes of your planned time. There is no further leeway on that, and you will not be accepted into the airspace a minute earlier or later. Even if there are delays beyond your control, you simply have to re-file. However, you can link together two plans for out and back, such that you get both approvals or neither.

Once in the air, or approaching the zone from outside, you must call Atlas Control on the existing Farnborough North and East frequencies with your call sign and approval number (no approval number, no clearance) and service required. *Nothing more*. You will be given a squawk and a contact frequency and you will then be given a LARS service by an experienced controller. **You must fly your planned route.** If you need to change your route, or divert because of weather or technical reasons, then tell the controller, and safety will come first.

Aircraft will be able to fly in the circuit of airfields within the zone without a flightplan, but only if they can squawk and by prior notification to Atlas. They will have to remain within 3nm of their airfield.

The highlight of the presentation was from two pilots who will be intercepting errant aircraft, in Typhoons, Pumas or a combination. If you are going to fly in the Restricted Zone, or anywhere near it, you *must* get familiar with standard interception procedures, and these will mostly be adhered to, but there are exceptions. The interceptors will not have much time to make decisions and will be expecting a positive and rapid response from intercepted aircraft. Whether it is a fast jet or a helicopter, it will make its presence felt. It might fly right across you, showing its upper surface, fly so close that you can hear it and feel its wash, it might even fire flares. You should acknowledge that you have seen them by wagging your wings and turning immediately onto the course they initially turn on to. The Pumas will have big boards with instructions, such as FOLLOW ME. The interceptors should make it very clear what they want you to do, but the watchword is, if you are in any doubt:

TURN AWAY FROM LONDON and CALL 121.5 ■

Don't forget Farnborough!



All the hullabaloo about the Olympics may distract you from the restrictions that surround the Farnborough Air Show, which this year runs from July 2nd to July 7th – it's been moved to avoid a clash with the Games.

Farnborough ATC briefs as follows:

Airshow validation week starts on July 2nd and runs to the 7th. Every aircraft flying as part of the show must demonstrate their displays for the Flying Control Committee. To protect this operation an RA(T) will be put in place, but the WOD-OCK corridor is opened to allow GA transit access, subject to ATC workload. The nature of validation means that inadvertent infringement of the airspace will normally involve stopping the display. With more than 50 aircraft required to demonstrate over 100 displays, the effect can be catastrophic for timetabling. Please watch out for the temporary holds to the south and north of Farnborough which will be used by aircraft waiting to for validation.

On July 8th the airspace changes, for the first time, into the 'small' RA(T) for the afternoon. This is to protect the final arrivals for the static display – normally the very large commercial airliners.

The show starts on the following day with the airspace alternating between 'small' and 'large' RA(T)s. The small RA(T) protects the large number of aircraft that have to arrive and depart outside of show time, the helicopters – more than 600 movements in the first four days – and the demonstration flights. The large RA(T) protects the displays themselves. These gradually get longer over the week, culminating in the public displays of over four hours at the weekend.

Then it gets more complicated. On July 14th the RA(T)s get incorporated into the Olympics security Restricted Zone (R112) and all the regulations associated with that need to be observed. Be careful how you flight plan if you want to transit the airspace – the WOD/OCK corridor will still be open but transits through the large RA(T) may be difficult. The main heliport closes for the weekend, but there are over 600 helicopter pleasure flights in the show area each day.

Coinciding with the introduction of the Olympics temporary controlled airspace is Fly Away Day on the 16th July, where all the static and flying display aircraft are required to depart unless they have special permission to stay. This means 150 departures on top of the normal 150 aircraft movements. Farnborough ATC have chosen to have a CTR/A the same shape as the RA(T), primarily because local pilots are used to flying with these restrictions. So, on the 16th July, the 'small' RA(T) morphs seamlessly into CAS(T), still surrounded by the Olympics Restricted Zone (R112), but now with further Olympics CAS(T) to the west. Farnborough has tried to keep the latter as simple as possible in terms of bases – 2,500ft and 3,500ft in the west and following existing airspace boundaries so ground landmarks are still useable

Farnborough LARS West will still operate, but LARS North and East will be closed until August 16th. London FIS is still available as well as Southampton, Odiham, Benson and Brize Norton. ■

Dysfunctional pilots

The CAA has an opinion on Viagra, as Dr Ian Perry, AOPA's Consultant in Aviation Medicine, reports

A professional pilot informed the UK CAA that he was taking the medication Tadalafil, which has a trade name of Cialis, manufactured by Lilly. This is one of a group of medications/preparations/chemical agents, called the PDE5

Inhibitors that are used in the treatment of Erectile Dysfunction. The others are Sildenafil, which is more commonly known as Viagra, produced by Pfizer, and Vardenafil, known as Levitra, made by Bayer.

Why, you may ask, should this group of medications give rise to any concern to the UK CAA? The Medical Department of the CAA wrote to the pilot and told him that he could not fly for 50hrs after taking Cialis (this has now been amended to 36hrs) or 15hrs (amended to 12) after taking Viagra, and for the same length of time for Levitra, as there was a risk of side effects. This came as a surprise to the pilot, as he had been taking the medication for over two years on the advice of his cardiologist, and he had informed the CAA at that time that he was taking the medication, since it was first prescribed for him. He had never been aware of, or suffered from, any side effects. There are many cardiologists who prescribe Cialis with anti-hypertensive medication, as the antihypertensive medication can and usually does reduce libido with loss of erectile function, in both men and women. The PDE5 Inhibitors can restore libido by improving erectile dysfunction. This is of course important when relationships become very strained or even break down due to a loss of normal sexual function between couples.

The manufacturers of Viagra (Pfizer) are apparently this year producing a combined medication with an antihypertensive, to overcome the effects of the loss of libido. It must be stated that Sildenafil (Viagra) was originally produced as an antihypertensive, the erectile side effect subsequently becoming the main reason to prescribe the medication.

It has to be said that this group of medicines are now taken by a wide range of normal people, both men and women, all over the world, to enhance their sexual performance. In many countries it can be purchased over the counter without the need for a prescription, but the efficacy

cannot always be guaranteed.

I asked the FAA Medical Department for their opinion and was told that the FAA had issued an "advisory" not to fly for 36 hours after taking Cialis.

Where is the scientific evidence to introduce such a ban? The Department of Transport (DVLA) has no information for HGV or other drivers about this type of medicine. How is such a ban going to be policed? Will all flying instructors have to ask all pilots about to go solo if they have taken such products? How embarrassing,



as most people will not discuss such problems even with their GPs. Anyone can now go onto the internet and get the medication privately.

What are these side effects that the UK CAA takes so seriously as to ban flying after taking these medications? There has been no previous correspondence or

notices published anywhere in the medical or aviation literature advising a ban on flying activities following ingestion of these substances.

There are certain medical conditions which preclude the use of PDE5 Inhibitors in that they can make the underlying problems worse. Pre-existing cardiac conditions where sexual activity is inadvisable, certain ischaemic conditions, optic neuropathy, liver impairment, very low blood pressure, a recent brain haemorrhage or recent heart attack, are included in the manufacturers contraindications. This also includes various bleeding disorders and other illnesses. Anyone contemplating taking

any of these medications must check that they have no problems listed and that they are not taking any contraindicated medications which could interact with the proposed treatment.

The side effects which can occur that are published in both manufacturer's literature include headaches, dizziness, visual disturbances, flushing, palpitations, gastro intestinal upsets, nasal congestion and possible serious cardiovascular events. The most frequently talked about side effect is a possible visual change due to possible protein changes. This is talked about but not described in detail. It is only a possibility, and not a certainty.

I can find no other information which is of value. I would welcome a sensible scientific discussion

between the interested parties, as I consider this information banning flying after taking this type of medication to be very serious, with rather more wide-ranging social and other implications than may have been first considered by the authorities. It could be described as opening Pandora's box. ■

The UK CAA has today issued the following guidance table and advice to its AMEs.

Medication for erectile dysfunction Phosphodiesterase Type 5 (PDE5) inhibitors.

Generic name	UK Trade Name	Minimum time between dose between dose and flying
Sildenafil	Viagra	12 hours
Vardenafil	Levitra	12 hours
Tadalafil	Cialis	36 hours (there is no mention of the dose)

Other trade names are used outside of the UK.

UK CAA Notes for pilots

1. You should discuss the appropriate dose with your GP/AME.
2. Never take PDE 5 Inhibitors in conjunction with any other medication without discussing potential interactions with your GP/AME.
3. Choose an extended off duty period to try the medication for the first time in case of side effects.
4. The side effects that are important for flying are all those listed above, plus a possible sustained erectile effect with the potential for distraction from the flying task.
5. You should not obtain this medication other than by prescription to ensure product quality. The contents of medication obtained in other ways, particularly over the internet cannot be assured.



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Solent crossings

AOPA's Lee-on-Solent rep Robert Hill attended a meeting of the Solent Airspace Users Group hosted by NATS at their corporate headquarters. Controllers from Southampton, Bournemouth, Goodwood and Farnborough attended, as did CAA and RAF personnel managing Atlas comms for the Olympic Games.

Many subjects were covered, among them Solent airspace transits, the subject of much disparaging comment from pilots. Solent and Southampton say they do have a policy of trying to give airspace transits. Data was presented showing some 300 to 800 transits a month transits of the Solent CAS, and 300 to 1300 ATSOCAS services a month. East-west transits are easier to accommodate than north-south due to runway orientation. It is suggested that you plan your flight path outside controlled airspace, and if given a transit, treat this as a benefit. While this is far from what was promised when Class D was imposed, it's become a fact of life. Better that way than expecting a transit and suddenly having to replan in mid-air.

When a pilot is given a transit, or simply working Solent, it is essential they request an ongoing frequency change. Leaving the

frequency unannounced causes ATC a great deal of trouble as they are obliged to make checks to ascertain the aircraft is OK, involving phone calls to other ATUs and D&D.

There is no Mode S at Southampton but they expect to be upgraded in the future. Bournemouth does have Mode S. Training traffic is also possible during quiet periods.

Squawk 0011 and listen to Solent or Bournemouth, as appropriate.

Solent figures very high on the UK airspace infringements – in fact is the fourth-highest in the UK. In 2007 there were 140 infringements, in 2011 there

more than 80, ranging from one or two per month in the winter to 14 or 15 in April and May. There were four in the first two weeks of 2012.

A good presentation was given on causal factors, made possible by the honest answers from pilots who have been contacted after an infringement.

In order:

1. Navigation – misidentification of land features (46)
2. Planning – poor/incorrect preflight preparation (41)
3. Navigation – misread chart (38)
4. Distraction – pilot workload (36)
5. Handling – unplanned change in route/alt (24)

Poor or incorrect preflight preparation was the highest causal factor in pilots with 100-plus hours. ■



Airbox Aware winner

The winner of AOPA's monthly Airbox Aware draw is Richard Berliand, who is based at Redhill where he flies a Stampe and a Cirrus SR22. Richard has an FAA CPL IR and an IMC rating with some 750 hours total time. The name of every new member joining AOPA goes into a draw each month for an Airbox Aware, the highly-regarded anti-infringement tool that is promoted by NATS, among others.



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CAA fiddles with the LAMP

The EASA Management Board's fundamental review of the Agency's regulation of GA, and the Part M Task Force's objective of simplifying implementation and regulatory issues in GA, may not come in time to save the GA maintenance industry from diverting valuable resource from the basic job of keeping aircraft airworthy. The CAA is proposing the introduction of a further administrative procedure in order to comply with the demands of an EASA audit of the CAA that deemed the current procedure based on the Light Aircraft Maintenance Programme (LAMP) not fully compliant.

Maintainers are faced with the prospect of compiling a schedule for each individual aircraft to a Generic Maintenance

Programme Template (GMPT), consultation on which closed mid-March. Although it is too early to assess the general reaction from the industry, one maintainer's comment suggested that this will cost the aircraft owner the equivalent of at least two days' labour. This may turn out to be unduly pessimistic, but extra work is required to set up the system and this will inevitably be borne by the customer. Maintenance was never a flight safety issue even before Part M, the LAMP having stood the industry in good stead for many years, and there must surely be ways of spending the extra cost of the GMPT on something that really does make a difference.

The covering letter to the CAA consultation says: "The template has been

developed with the assistance of industry stakeholders, who were strongly in favour of a replacement for LAMP". Indeed, industry feedback revealed that: "The preferred use of manufacturers' instructions was something to be promoted, particularly with the more modern and technically advanced GA aircraft". These statements have left some stakeholders wondering if they were at the same meetings. (See 'LAMPS going out all over Europe' in report of AOPA Members Working Group.)

A sting in the tail of the letter registers the assumption that a non-response to the proposal equates to agreement. The majority of maintenance organisations are small to very small business enterprises struggling to keep viable, and most of them are simply under too much pressure of work to divert time and effort towards producing a balanced and considered response. – *George Done* ■

Get your bonus day at Duxford



Duxford is running a full programme of Bonus Days this year, starting on April 14th with the Safety Bonus Day, at which you'll be able to have all your questions about Olympic airspace and procedures answered.

If you've been to a Safety Bonus Day at Duxford you'll know the drill and no doubt you'll be keen to come again. If you haven't, it's a mixture of formal and informal expert presentations and opportunities to chat to the professionals. The presentations are repeated, so you can come and go as you please without missing anything.

AOPA will have an expert presence, so if you're not clear about anything from EASA-FCL to SESAR or you don't know a FAB from the EAB, this is the chance to find out.

The programme also includes:

Olympic Airspace Team:

What the restrictions are about and how to keep flying.

NATS:

How to avoid controlled airspace infringements and demonstration of Aware GPS and SkyDemon; radar replays of real events.

NATS:

'Farnborough (London) LARS' – talk to a controller about services outside controlled airspace

London Information FISOs:

How we can help you.

AFPEX:

Filing flight plans, including for the restricted area.

AIS:

Notams and mapping for the Olympics and more.

CFI Corner with Carol Cooper:

ask all the questions that have been bothering you; licensing, renewals, ratings, procedures, training – anything.

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Met Office:

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GASCo:

Let's Talk about Safety

There's a discounted landing fee, and if the weather's poor or you have to drive in for any other reason, you can get in free as long as you pre-book. Phone 01223 833376 for PPR, slot and briefing (even if coming by road). And remember, Duxford is home to one of the world's most impressive aviation museums.

Bonus Days arranged for the rest of the summer include:

12th May: Duxford RV Bonus Day – weathered off last year, fingers crossed for 2012. RV pilots and other interested folk are welcome to fly in.

9th June: Duxford LAA Bonus Day – For members of the Light Aircraft Association and their aircraft, together with a contingent from the French RSA to celebrate the 65th Anniversary of both associations. See the LAA magazine or website for more details.

8th July: Duxford Pup and Bulldog Bonus Day – Arrive in a Pup, Bulldog or any Miles or Auster aircraft. Talk by Jeremy Miles.

23rd September: Duxford AOPA Bonus Day – For AOPA members, prospective members and anybody interested in AOPA activities. Come along and meet AOPA folk and guest presenters – also take time to visit the museum.

Remember, there's a discounted landing fee and free admission to Europe's premier aviation museum. In all cases, phone 01223 833376 for PPR, slot and briefing.

Further information about the Bonus Days and information for fly-in visitors can be found at <http://duxford.iwm.org.uk/> ■