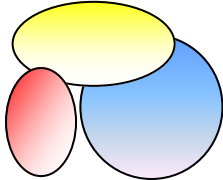




Brissle Strutter



Newsletter of the LAA Bristol Strut

April 2016

NEXT MEETING— Traffic Awareness

"What's going on with Traffic Awareness Systems" will be the subject of Steve Neale's talk at our next meeting on **Tuesday 5th April**.

Traffic Awareness (TA) is a matter of vital interest to all airspace users. The Mk1 Eyeball is an essential element of VFR operations, but has its limitations and assistance is welcomed. ADS-B is perhaps the best solution, but is expensive and may be impractical for the lighter end of GA. There are various approaches being taken and our former Coordinator Steve Neale will start the meeting by describing the current TA scene.

Of particular interest is the recently-developed Pilot-Aware (PAW) system, which offers a really low cost approach to TA. The inventor of PAW, Lee Moore, has already received an award from the LAA for his "Contribution to Air Safety". Keith Vinning, one of the PAW team, will cover recent developments of the system and plans for early full release. A PAW unit will be running live during the meeting. *If you are a Sky-Demon, Pocket FMS or Runway HD user bring along your tablet/phone if you would like to see traffic displayed on it.*

As usual, 19:30 for 19:45, Room 7, BAWA.



Inside this issue:

Next Meeting: - Traffic Aware	1
Identify the Airfield	2
Important Safety News	2
Where to go? Free Landings	2
Airfield Identification	2
Bristol LARS Information	3
CAA Links and updates	4
3rd Party Passengers Update	4
ATC Volunteer Glider Squadrons	4

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LAST MEETING – Steve Slater

We were fortunate in having as our guest the LAA CEO Steve Slater. He told us about his own flying history and aircraft ownership (Luton Minor, FRED, Topsy B, BE-2c replica, Piper Cub - clearly an enthusiast of slow flight!). He then moved on to LAA matters and his position as the responsible authority for the airworthiness of the largest aircraft fleet in the UK - at around 2600, greater than the Services and a couple of major airlines combined! All this looked after by a very small engineering and admin staff. Steve commented on the changes in attitude towards General Aviation within the CAA and now EASA, and the opportunity for real easement of some of the inappropriate constraints we have suffered in recent years. For the future there is likely to be modest expansion of the fleet in taking on some of the "orphan" aircraft presently operating on CAA Permits.

The LAA is playing a leading role in negotiations in the European forums, as well as within the UK. He encouraged personal achievement, which is being promoted by the LAA Wings Award scheme. Lastly, in this 70th anniversary year, he gave us a taste of some activities being planned, and encouraged us to seek additional members for the LAA - in particular addressing the age and gender imbalance of the present membership.

Thank you Steve, we look forward to an interesting year under your leadership.

Important flight Safety Information—

"Joint Warrior" and "Griffin Strike"

There is some important safety information regarding our flying activities in the South West. Please read the following article, describing **two joint task force training operations being undertaken in April 2016, involving large numbers of fast jets flying around the South West and beyond.**

<http://www.flyer.co.uk/pilots-wargames-over-uk-skies-in-april>



The relevant AIC Yellow 008/2016 is available on the NATS AIS website: <http://tinyurl.com/jqnpvhw>

As the article states, it will be vitally important to check NOTAMS during the periods.

**You've never been lost
until you've been lost
at Mach 3.**

Paul F. Crickmore,

Where to go...

Free Landings for April 2016 in:

Flyer ; Brimpton, Cumbernauld, Fishburn, North Coates, Strathaven, Sutton Bank

Pilot: Cumbernauld

Light Aviation ; Andrewsfield, Bodmin, Huddersfield (Crosland Moor), St. Athan (with fuel pickup).

Sunday 3rd April Wessex Strut Fly-in at Henstridge Airfield. B Free landings and Hog Roast available.

Saturday 16th April 'Weather for Private Pilots License Holders' seminar run jointly by GASCo and the RMetS in London See www.rmets.org/events for details and booking.

Saturday 30th April Ladies Day Fly In. Bodmin Airfield PPR 01208 821419 Pete White 07805 805679

Looking ahead to the summer: **Saturday 18th June 2016** at Kemble. BAC are holding a fly-in again this year at Kemble - the airfield have kindly agreed to waive landing fees, but pilots are invited to make a donation to Fly2help. PPR is required from Kemble Flight Operations, 01285 771177 <http://forums.flyer.co.uk/viewtopic.php?f=66&t=99498>

Airfield Identification

Last month's airfield given to us by Ron and Lyn

Correctly identified by: **Phillip Green; Alan George;**

Suggestions to the editor please.



BRISTOL LOWER AIRSPACE RADAR SERVICE (LARS)

We have received the following from Mark Strickland at Bristol ATC

1st Feb 2016

Lower Airspace Radar Services (LARS) were originally introduced in 1979 with the aim of improving the safety and efficiency of air traffic control services provided to aircraft in the vicinity of airfields not protected by controlled airspace (CAS). Its primary objective was to aid the flow of air traffic arriving at, and departing from, these airfields by encouraging aircraft transiting the area to receive an air traffic service (ATS). The LARS scheme is managed by the CAA, but funded by the DfT who pay individual units to provide the service on their behalf.

Today, Bristol Airport and its associated air traffic route structure is situated within controlled airspace which effectively segregates the vast majority of arriving and departing flights from traffic operating within Class G airspace. This permits the safe conduct of flight without the requirement for aircraft operating in the vicinity to notify Bristol ATC of their proximity.

Until now, NATS Bristol has provided LARS throughout the day, but as the commercial operation at Bristol Airport continues to grow we have had to take the decision to reduce the times that LARS is available in the Bristol area. **From the 1st March 2016, LARS will be provided between the hours of 1000 and 1800 local time, 7 days a week.**

NATS previously provided the service beyond the contracted hours, but as Bristol Airport gets busier, we need to focus our controllers on maintaining the operational and safety performance of the commercial operation. We understand that this may disappoint some members of the General Aviation community, but in setting the new times we have tried to focus on the hours where LARS has the most benefit..

Q. What services will not be available outside the published hours of LARS provision?

In general, pilots can not expect a service outside of Bristol controlled airspace and that portion of Airway L9 for which Bristol is responsible outside the hours of LARS provision. There are some specific exceptions to this, detailed below.

Q. What services will be available outside the published hours of LARS provision?

An Airspace Crossing or CAS entry Clearance. Bristol CAS is active 24 hours a day and the requirement to obtain a CAS entry or crossing clearance has not changed.

A 24hr FIS is provided by London Information. Please see AIP ENR 6-2-0-1 for more information.

Listening Squawk. Please see later for more detail but pilots flying close to the Bristol Control Area are strongly encouraged to use this.

An Alerting Service. This service will be provided by Bristol ATC at all times.

Specific Flights. There may be occasions when due to the nature and/or location of the proposed aerial activity controllers may elect to provide a service on the grounds of flight safety.

Q. Which flights should still contact Bristol outside the LARS provision times?

Balloonists operating in accordance with agreed procedures with NATS/Bristol Airport from Ashton Court or any other balloonist around Bristol CAS that may require entry into or beneath CAS. Note: Bath balloonists should only contact us if their flight brings them towards CAS.

Radio equipped gliders that wish to operate in accordance with agreed procedures with NATS/Bristol Airport.

Any flights that wish to *enter or cross Bristol CAS.*

Any flight *experiencing any difficulties and requiring assistance.*

Listening Squawk

Bristol has a **listening Squawk of 5077**; we strongly encourage all pilots to use this squawk and maintain a listening watch on **125.650 MHz** whenever they are operating in the vicinity of Bristol CAS. If we need to advise you of any flight safety information or we need to identify you for any other reason we will contact you. If you are Mode S transponder equipped we are able to see your registration or callsign, for all other flights we will make a blind transmission, giving your position in relation to a ground feature and request that you identify yourself.

Use of the listening squawk does not imply permission to enter Bristol CAS – you must remain outside CAS unless you are in receipt of a clearance.

Any queries should be directed to:

Mark Strickland, NATS Operations Support Co-Ordinator

E mail: mark.strickland@nats.co.uk

CAA Consultation: Proposals for a revised airspace change process

The purpose of this consultation is for the CAA to learn your views on some changes they are considering making to their airspace change decision-making process. Their objective is to optimise their process to ensure that all stakeholders are adequately consulted as part of a transparent, proportionate process. The process should be impartial and evidence-based, and should take proper account of the needs and interests of all affected stakeholders.

This is an open status discussion and the Key Dates are **15 Mar 2016 to 15 Jun 2016**

To read the full document please click on the link below:

https://consultations.caa.co.uk/policy-development/proposals-for-revised-airspace-change-process/consult_view

CAA Links:

ORS4 No.1159: Standardised European Rules of the Air - Special VFR in Control Zones

General exemption from the requirements of SERA.5010 (Special VFR in control zones) when flying within the UK in accordance with the conditions specified. <http://publicapps.caa.co.uk/docs/33/1159.pdf>

ORS5 No. 307: Official Record Series 5 - CAA Scheme of Charges (General Aviation)

This publication provides the General Aviation Scheme of Charges that will be effective as from 1 April 2016

<http://publicapps.caa.co.uk/docs/33/ORS5%20No%20307%20.pdf>

IN-2016/030: CHIRP The Confidential Human Factors Incident Reporting Programme

The purpose of this Information Notice is to describe the services provided by CHIRP - the Confidential Human Factors Incident Reporting Programme. <http://publicapps.caa.co.uk/docs/33/InformationNotice2016030.pdf>

New easy process to enable electronic identification of light aircraft announced

Recently the CAA released proposals for how GA aircraft and airspace users in uncontrolled UK airspace can use low cost and low power electronic devices (known as electronic conspicuity) to be more visible to each other.

The aim is to make it significantly easier and cheaper for pilots to be able to electronically show other aircraft their position by turning the 'see and avoid' concept into 'see, BE SEEN and avoid.'

You can see the proposals for manufacturers here <http://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Aircraft-equipment/Aircraft-equipment/>

For more information on electronic conspicuity devices go to <http://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/Electronic-Conspicuity-devices/>

The references are concerned more with the processes for manufacturers and users than with specific equipment - **come to our meeting on Tuesday 5th April to learn about equipment!**

Updated Rules on Third Party Passenger Flying Events

The LAA has updated its rules on third party passenger flying events, allowing a wider range of pilots to remain eligible to fly passengers in the light of revised CAA regulation on aircrew medical requirements

A pilot with the relevant experience set out in the rules for LAA Flying Events (see [here](#)) may fly passengers at an event, provided they are an LAA Member holding a valid ATPL, CPL, PPL, LAPL or NPPL, with the appropriate class rating for the aircraft to be flown. Pilots must also hold a current EASA Class 1, Class 2 or LAPL medical certificate appropriate to the type of pilot's licence held.

In addition, pilots up to their 70th birthday holding a NPPL, may also fly using the appropriate NPPL Medical Declaration for carrying passengers (equivalent to Group 2 DVLA standard). However carriage of third party passengers at an Event will not be permitted for pilots after their 70th birthday holding only a Group 2 Medical Declaration, or for pilots of any age holding only a Medical Declaration for solo flight or an ordinary driver's license (Group 1 DVLA standard).

There is no age limit for pilots holding an EASA **medical certificate**.

ATC Volunteer Glider Squadrons

Recently the UK Government has decided to axe 15 of the 25 Volunteer Gliding Squadrons across the UK. The following petition has been set up in an attempt to retain the units scheduled for disbandment. We would appreciate any support you as members can give us. The aim is to preserve air cadet gliding as we know it today to ensure the youth generation for air cadets can have the same opportunities as older generations to begin their careers in aviation." <https://petition.parliament.uk/petitions/124333>