



MINUTES

LAASG FTSG – Minutes – 02 October 2008

Ref:	Item:	Action/Info:
01	<p>Welcome</p> <p>Ben Alcott welcomed those present and outlined the target outcome for the meeting, which was a plan to develop a proposal that would be submitted to the Safety Regulation Group Executive Committee for consideration.</p>	
02	<p>Present:</p> <p>Ben Alcott - Head of Personnel Licensing Department Stephen Williams - PLD Policy Coordination Chris Finnigan - Head of PLD Policy Mark Smailes - DAP Rowan Christou - SIDD John Haffenden - AOA Geoff Weighell - BMAA David Corbett - GASCO Janet Hoare - BBGA BHAB John Cooke - LAA George Done – AOPA UK Ray Elgy - ASD Terry Slater - BGA</p> <p>Apologies:</p> <p>Dorothy Pooley Inez Bartolo Martin Robinson</p>	
03	<p>Minutes/Notes of Last Meeting</p> <p>There were no comments and the Minutes of the meeting of 14 September 2007 were accepted as a true record of the meeting.</p>	
04	<p>Matters Arising</p> <p>There were no matters arising.</p>	
05	<p>Recapitulation of work to date</p> <p>Stephen Williams briefly outlined the work undertaken since the meeting on 14 September 2007. This included the initial agreement of the SRG EC to proceed with the public consultation, and the public consultation itself.</p>	
06	<p>RAFT</p> <p>In Inez Bartolo's absence, the RAFT item was taken out of agenda sequence and covered by Ray Elgy. He outlined actions that have been undertaken as a consequence of the RAFT work, which applies mainly to special category licensed aerodromes. In particular he mentioned the Notice to Aerodrome Licensees issued in mid 2008, which detailed the changes.</p>	
07	<p>The European Dimension</p> <p>AOPA UK had, during the consultation period, raised concerns about the impact of impending EASA and EU regulation on aerodromes. Ray Elgy outlined the timetable and expected form of EU regulation on aerodromes, and stated that it did not appear, at least when compared with the latest EU proposals, that the LAASG FTSG proposals would lead to a conflict.</p> <p>There remained some debate about the scope and applicability of EASA and EU regulation, with differing criteria for including an aerodrome within the scope of EASA regulation.</p> <p>It is anticipated that the final form of EU implementing rules for aerodromes will be clear sometime in mid 2009.</p>	
08	<p>Public consultation outcome</p> <p>Stephen Williams then outlined the outcome of the public consultation process, the outstanding feature of which was the increase in response rate following the disclosure of AOPA UK's concerns.</p> <p>The result was a large majority of responses being in favour of the LAASG FTSG proposals.</p> <p>Comments were then invited on the Comment Response Document. John</p>	

	<p>Haffenden raised concerns about the potential conflict between the FTSG proposals and planning regulations, which were themselves undergoing change.</p> <p>George Done expressed some concern that the spike in response rate had been in response to the LAA's exposition of AOPA UK's concerns, rather than as stated by AOPA UK themselves. The Comment Response Document was amended accordingly.</p> <p>Janet Hoare raised concerns about the use of the phrase "unlicensed" and that this might lead to confusion. The semantics of terms used might be addressed by clarification in a revised Code of Practice.</p> <p>Janet Hoare, supported by David Corbett, proposed that the FTSG proposals should be implemented regardless of potential conflict with EASA regulation. This was not generally supported and they did not propose a formal change to the recommendations in the Comment Response Document.</p> <p>Mark Smailes raised 2 concerns, the first being that the paragraphs in the Comment Response Document relating to consistency of regulation did not refer specifically to Article 45 of the Air Navigation Order 2005. Stephen Williams explained that the paragraph was not written to exclude articles other than those specifically referred.</p> <p>Second, there was little reference to ATZ in the Comment Response Document, and he wished to clarify that the licensing of an aerodrome did not imply the presence of an ATZ.</p>	
09	<p>Proposed courses of action</p> <p>The actions in the Comment Response Document were then considered. After some debate it was proposed that the recommendations be amended as follows:</p> <p>1.3.3.1 That the LAASG FTSG proposals be implemented as soon as practicable, subject to assessment of the effect of EASA regulation on the proposals.</p> <p>1.3.3.2 That Article 126 of the Air Navigation Order be amended to permit flight training to be undertaken at unlicensed aerodromes.</p> <p>1.3.3.3 That the Rules of the Air Regulations, including Rules 5 and 6, consequently be reviewed and amended if necessary to ensure consistency with the amended Article 126 and with the LAASG FTSG proposals</p> <p>1.3.3.4 That the General Aviation industry members of the LAASG FTSG revise the draft Code of Practice to address the issues raised in this consultation, including addition of or revisions to sections covering legal liability and accountability, noise abatement procedures and responsibility for management and enforcement of the Code of Conduct.</p> <p>Stephen Williams outlined the administrative process towards the completion of a proposal for the SRG EC:</p> <ol style="list-style-type: none"> 1. Drafting of ANO amendments, 2. Revision of the Code of Practice, 3. Revision of the Comment Response Document and Impact Assessment, and 4. Drafting of SRG EC proposal. <p>It was proposed that the next meeting of the FTSG be held once this work had been completed and was ready to be put to the SRG EC.</p>	<p>ACTION:</p> <p>GA Industry Members of LAASG FTSG to revise draft Code of Practice to address concerns raised in consultation:</p> <ul style="list-style-type: none"> • Legal Liability • Accountability • Environmental Impact Abatement • Management and Enforcement of Code of Practice <p>Ben Alcott: To advise GACC meeting</p> <p>Stephen Williams: Revision of Comment Response Document and Impact Assessment of week 06-10 Oct 08 of outcome of FTSG meeting.</p> <p>Stephen Williams: Revision of Comment Response Document and Impact Assessment.</p>
10	<p>Summary</p> <p>Ben Alcott then drew the meeting to a close with a summary and to agreement that the objective of the meeting had been achieved.</p>	
11	<p>Date, time and place of next meeting.</p> <p>To be notified once actions complete.</p>	

Stephen Williams
FCL Policy Coordination x 3850

After note:

The United Kingdom's ability to amend the Air Navigation Order in the fields of flight crew licensing and aerodromes is affected by the transfer of legal competence to the European Community. Together with the Department for Transport, we will need to review the position in light of the rules being proposed by EASA in order to establish whether and how we will be able to implement the recommendation concerning the removal of the requirement to use a licensed aerodrome for flying training.