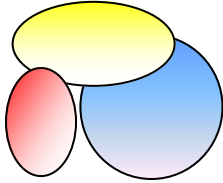




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Brissle Strutter



Newsletter of the LAA Bristol Strut

March 2015

NEXT MEETING— Hangar Chat

Tuesday 3rd March—7.45 in Room 7

You know the saying: 'The best laid plans o' mice an' men....' well that's what's happened this month. We had various plans in place but they've all fallen through so the evening will be "Hangar chat" - feel free to bring a topic or an item to talk about with the rest of the Strut - or talk amongst yourselves!. Laptop and projector will be available if you have anything to show.

Both our Chairman, Trevor, and Philip from BAC have been working hard planning our next few meetings and these will include in no particular order yet:

Glen Moreman with his talk on 'Kemble—Part 2'; Chris Bigg—Wings over Filton Part 2; Graham Clarke—Owning a Permit Aircraft; PS-28 by Hilton and Tom, Ron Colyer—electric power and also Spike Parker.

Once the dates for these various speakers have been confirmed then they will be printed in this newsletter.

All new members and visitors are very welcome to come along to our meetings and have a chat. For anyone new the directions can be found on our website: www.bristol-wing.co.uk along with past newsletters etc.

Hope to see plenty of you on Tuesday.

LAST MONTH'S MEETING—

Last month's meeting was a DIY affair, with members talking about their flying experiences in 2014. We were taken on trips to (amongst other places) Lundy Island, Snowdonia, San Francisco Bay, New York State and France.

MUST READ:

The CAA has issued a summary of the key changes in Standardised European Rules of the Air (SERA) - see <http://flyontrack.co.uk/wp-content/uploads/2015/02/SERA.pdf>

(Ignore the warning about viruses—this document is safe!)

For your convenience the document is printed on the last page of this newsletter.

The engine is the heart of an aeroplane, but the pilot is its soul.

Walter Alexander Raleigh

This is not that other Sir Walter Raleigh, who was beheaded nearly three hundred years earlier. This Sir Walter became the official historian of the RAF

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Picture Quiz

Last month's Airfield Identification from Trevor

Disappointingly we only received one suggestion to this new style picture quiz, and that was not from a Strut Member but one of our neighbouring struts. Unfortunately their guesses of either Croft Farm or Gloucester although in the close area were not correct. With the Malverns clearly in the distance it is in fact Left Hand Base for Ledbury.

A delightful grass airfield just West of the Mast, North West of Ross on Wye and on the way to Shobdon. There are no facilities there but it made a great meeting place when visiting a friend who lives in Ledbury.



We're very please to receive a contribution for this new slot from the Ron and Lyn Perry - who get around in their aircraft quite a bit!

Into which airfield is this final approach?

Answers/suggestions to the editor.

Do feel free to send in any aerial photos you have for others to have a guess at.

COCKPIT RESOURCE MANAGEMENT DAYS FOR PPLs

Avonmouth on 21st and 22nd March

On the Flyer Forums, Paul, an experienced ATPL and current bizjet pilot has been offering to run such days (apparently free) at a number of venues, including the above.

The Bristol location is 'very near the M4/M5'. Start times 0900, expected finish 1700.

'Chatham House rules'; ie, attendees will be encouraged to share relevant anecdotes without fear of repercussion.

Expressions of interest, and preferred day, can be sent to: crm@uhb.org.uk

A few spaces are still available for Saturday and plenty on Sunday (as of 25th Feb) . See <http://forums.flyer.co.uk/viewtopic.php?f=1&t=93571> for details.

Where to go...

Free landing vouchers for March 2015:

Flyer: Andrewsfield, Bagby, East Kirkby, Fenland, Henstridge, White Waltham

Pilot: Enniskillen, Eshott, Manchester (Barton).

LAA: Kemble, Lydd all month, also North Coates and Shipdham - both at weekend only.

Pilot Spring issue: For 21/3 to 12/4 Chiltern Park, Elstree, Newtownards; also Oxford. (Sat/Sun only and requires uplift of 45lt Avgas)

12th April: Wessex strut fly-in at Henstridge ie: the Sunday after Easter

Looking ahead to the summer: *BAC / Fly2help Fly-in at Kemble, Sunday 21st June 2015*

Kemble have agreed to waive the landing fees, as last year, but pilots are invited to make a donation to Fly2help.

PPR is required from Kemble Flight Operations, 01285 771177

<http://www.cotswoldairport.com/contact>

Note that if PPR is not obtained from Kemble by telephone before departure, normal landing fees will be applicable. Hopefully there will be a good number of LAA Bristol Wing aircraft there – we hope to have a BBQ as last year.

RAeS Meeting:

Thursday 12th March 2015

How to Investigate an Air Accident

The lecture will be given by: Prof. Graham Braithwaite

Venue: Concorde Room at BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG

Doors open at 18:00 with refreshments available; the lecture starts at 18:30.

Attendance at the lecture is free. If you are planning to attend the lecture, you are kindly requested to register your attendance by clicking "Register" under the relevant lecture (Limited Seats available): <http://www.raesbristol.org.uk/>

Please note that, on a rare occasion, the date might change so please register. The date on the 'Eventbrite' link is the latest and will send out notification if the dates / venue have been changed. It is also easier for them to manage the number of people.

UPDATES FROM THE CAA

ORS4 No.1087: 90-Day Rule for Private Pilots

Allows some private pilots who are outside their 90-day currency period the option to carry a passenger (who is a suitably qualified pilot) on a flight to renew their currency. <http://www.caa.co.uk/docs/33/ORS4No1087Corrected.pdf>

ORS4 No.1078: 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://www.caa.co.uk/docs/33/ORS4No1078.pdf>

ORS4 No.1084: Standardised European Rules of the Air - Visual Meteorological Conditions (VMC) Visibility and Distance from Cloud Minima within Class C, D and E Airspace

General exemption from the requirements of SERA.5001 (Visibility and Distance from Cloud Minima) when flying within the UK at or below 3,000 feet above mean sea level and within Class C, D and E airspace. <http://www.caa.co.uk/docs/33/ORS4No1084.pdf>

CAP 797 SI 2015/01: Introduction of Standardised European Rules of the Air (SERA) into CAP 797 FISO Manual

The purpose of this Supplementary Instruction is two-fold. Firstly, to defer implementation of the 'Semi-circular rule' element of Supplementary Instruction 2014/01 which introduced Commission Implementing Regulation (EU) No. 923/2012 into the FISO Manual. Secondly, to resolve an inconsistency identified between SERA requirements and the CAA intent to retain existing VMC criteria for VFR aircraft transiting controlled airspace. http://www.caa.co.uk/docs/33/CAP%20797%20SI%2001_2015.pdf

IN-2015/006: Introduction of London Southend Airport (LSA) Class D Control Zone and Control Area

In order to enhance the protection of passenger-carrying Commercial Air Transport (CAT) flights in the critical stages of flight and of other aircraft operating in the vicinity of LSA, a Class D Control Zone (CTR) and Control Area (CTA) will be introduced in the vicinity of LSA. The purpose of this Information Notice is to inform the industry of the introduction of Class D Controlled Airspace (CAS), which will replace the current temporary Radio Mandatory Zone (RMZ).

<http://www.caa.co.uk/docs/33/InformationNotice2015006.pdf>

IN-2015/009: The Future of the Instrument Meteorological Conditions Rating (IMC Rating) as the Instrument Rating (Restricted) (IR(R)) The purpose of this Information Notice is to update pilots and training organisations on the continuation of the IMC Rating or the Instrument Rating (Restricted) (IR(R)) - as it appears on Part-FCL licences. In order for the CAA to continue to issue these ratings after 8 April 2014 the requirements of Article 4(8) of the latest version of Commission Regulation No. 1178/2011 must be complied with. This will necessitate some minor changes to current administrative practices, including by licence holders and examiners <http://www.caa.co.uk/docs/33/InformationNotice2015009.pdf>

28th March 2015 - FASVIG at CAA/Government event at Duxford

CAA/Government event to take place at Duxford

The next stage of the Government's plans for General Aviation will be unveiled on Saturday 28 March 2015 when the Government's strategy for GA is made public at a joint Government / Civil Aviation Authority (CAA) event at the Imperial War Museum Duxford, Cambridgeshire.

The Duxford event and unveiling of the Government's strategy is the latest stage of a programme to fulfil the Government's aim of making the UK the best country in the world for GA and boosting jobs and growth in the sector.

Key players in the GA world will be speaking including Grant Shapps MP, Minister Without Portfolio; Patrick Ky, EASA Executive Director and; Andrew Haines, CAA Chief Executive.

Specialists from NATS will also be in attendance on the day, offering advice on a range of GA airspace safety issues and air traffic control in general.

The event is open to anyone involved in GA and will provide an opportunity to hear an update on the Future Airspace Strategy VFR Implementation Programme and the latest work underway through the European Aviation Safety Agency (EASA) and UK GA programmes.

It also follows a year of considerable progress by the CAA to ensure GA enjoys a safety regulation system that imposes the minimum necessary burden and empowers individuals to make responsible decisions to secure acceptable safety outcomes. The CAA's latest work with GA can be seen at <http://www.caa.co.uk/ga>

The event will take place from 10.30am to 3pm. If you wish to attend then please RSVP to GAevent@caa.co.uk including the number of people in your party and if you intend to fly in. Places will be allocated on a first come first served basis. Confirmation of successful registration and further information on the event will be provided nearer the date.

Those registered to attend will also have free access to the Imperial War Museum during the day and reduced landing fees are available for those flying in.

Steve Hutt

FASVIG Programme Coordinator

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CAA changes 90 day Recency Requirements

As part of its response to the Government's GA Red Tape Challenge, and its ongoing work to ensure regulation of GA is more proportionate, the CAA has changed the requirement for some private pilots to have completed three take offs and landings in the past 90 days before they can fly with a passenger.

A new exemption means that private pilots with a UK (not EASA) pilot licence or a National Private Pilot Licence (NPPL) can now fly as pilot in command with a single passenger, who is a suitably qualified pilot, without having completed three take offs and landings in the past 90 days.

To use the exemption the pilot must:

- ➔ Be satisfied that the passenger is qualified to act as pilot in command on the intended flight but that they understand that they are onboard only as a passenger.
- ➔ In order for a pilot to use the flight to regain currency they must be the pilot in command for the flight. The pilot and passenger should be clear on this prior to the flight.
- ➔ Inform the intended passenger that they do not have the recency which, without this exemption, would be required to fly with a passenger

Providing these criteria are met the exemption provides automatic approval with no need for any application to the CAA. Details of the full exemption are now available on the CAA website.

Visit to NATS ATC at Swanwick

Your secretary and chairman visited the NATS ATC Centre at Swanwick earlier this month. We were hosted by NATS GA lead Jonathan Smith and two colleagues. After a briefing on NATS, the engineering of the site and the various operating elements, we were given exposure to the different areas. The large part is taken up with three functions:

London Area Control Centre (LACC), which manages en route traffic in the London Flight Information Region. This includes en route airspace over England and Wales up to the Scottish border.

London Terminal Control Centre (LTCC), which handles traffic below 24,500 feet flying to or from London's airports. This area, one of the busiest in Europe, extends south and east towards the coast, west towards Bristol and north to near Birmingham.

Military Air Traffic Control. Military controllers provide services to civil and military aircraft operating outside controlled airspace. They work closely with civilian controllers to ensure safe co-ordination of traffic.

The overall impression was of calm, quiet, efficient operation. We were able to talk to the Flight Information Service desk (very quiet that day, with mist and fog over most of southern England) and to discuss our interactions with London Information. We also visited the military-run Distress and Diversion cell, who take responsibility for management of any emergency situation in UK, though with delegation to the best-placed air traffic service. Our thanks to the USAF for having an emergency during our visit so that we could see what goes on!

We also had a presentation and discussion on the everlasting infringement problem, with the NATS team expressing the importance of known traffic – the safety bubble that they are obliged to place round unknown traffic in controlled airspace is very disruptive to their operations. So please make the most of the available navigation aids (and with good value portable devices like Aware is there any excuse for infringement?), keep the transponder on (in Alt mode!) and use listening squawks where appropriate.

It would be possible to arrange a visit for the Strut and BAC if there is enough interest; they like groups of 12 to allow floor visits in fours to the active areas. The downside is the need to be at Swanwick before 09:45.

Please contact Mary or me if you are interested.

Trevor Wilcock



NB: This photo was lifted from the NATS website and not taken by either of us during the visit. No photographs were allowed.

SERA – all you need to know

The Standardised European Rules of the Air (commonly referred to as SERA) took effect across Europe on 4 December 2014 and in the UK superseded most (but not all) of the UK Rules of the Air Regulations 2007. Full details of the rule and the associated changes are contained in the CAA's SERA web pages at www.caa.co.uk/sera.

SERA is based on the same International standards as the UK Rules of the Air so in most respects they are identical. However, there are a number of differences to what **aviators** in the UK are accustomed to and these are summarised below.

SERA is slightly different to other European Regulations because it applies to **all** aircraft in European airspace (not just 'EASA aircraft'). Also, SERA does not address all of the areas that UK Rules of the Air historically have (for example, certain aircraft lighting requirements) and in some cases it requires States to write their own 'enabling' measures to allow some activities to take place (for example, VFR at night). It also allows for the retention of provisions that were already in place before SERA took effect, as long as these comply with and supplement SERA. The result is that the UK has retained a small number of domestic Rules of the Air and issued a number of General Permissions and General Exemptions. These can be found through the CAA's SERA web pages at www.caa.co.uk/sera.

KEY CHANGES

Visual Meteorological conditions

SERA requires aircraft flying VFR in controlled airspace to remain 1500m horizontally and 1000ft vertically from cloud and in a flight visibility of at least 5km at all times. The CAA is temporarily allowing aircraft flying VFR within Class C, D and E below 3000ft AMSL by day at 140kts or less to continue to apply the 'clear of cloud and with the surface in sight' minima as they have always done. This temporary arrangement currently lasts until 4 August 2015, and a permanent arrangement has yet to be finalised. The CAA will keep industry informed of progress with this.

Cruising levels

The quadrantal cruising levels system historically used in the UK does not exist in SERA. Instead, the semi-circular cruising level system applied throughout the rest of the world is used. To aid transition to the new system, this will now take effect in the UK on 2 April 2015.

Minimum Heights By Day

Although SERA changes the minimum height to a blanket 500ft above the surface, the CAA has used the flexibility provided in SERA to allow aircraft in the UK to fly below 500ft provided they are 500ft away from persons, vessels, vehicles and structures – in other words no change from the UK's former '500ft Rule' that people flying in the UK are used to applying. The CAA has also granted generic permissions to allow for all the long-standing exceptions to the old rule 5 that were contained in rule 6 – i.e. gliders hill-soaring, aircraft picking-up and dropping articles at aerodromes, practising forced landings and flying displays/air races/contests, to continue unaffected. Otherwise 1000ft is the minimum height over cities, towns or settlements or over an open-air assembly of persons above the highest obstacle within a radius of 600 m from the aircraft.

VFR at night

Aircraft have been able to fly under VFR at night since June 2012. SERA introduced a small number of additional requirements for aircraft flying at night. These are:

- If the aircraft leaves the vicinity of an aerodrome a flight plan must be filed. This can either be a 'paper' plan, an AFPEX plan or an abbreviated plan ('booking out').
- The cloud ceiling must be at least 1,500ft AMSL;
- The flight visibility must be at least 5km, or 3km for helicopters;
- When flying at 3,000ft AMSL or below, the surface must be in sight at all times; and
- The night VFR minimum height requirements are more stringent than the day requirements. Aircraft are to be flown at least 1000ft above the highest fixed obstacle within 8km of the aircraft, or 2000 ft when flying over high or mountainous terrain.

Special VFR (SVFR)

SERA introduced a speed limit of 140kts to aircraft flying under an SVFR clearance. The weather minima is now:

- Remain clear of cloud and with the surface in sight
- Maintain a flight visibility of 1500m, or 800m for helicopters

Rights of way on the ground

Rules on overtaking and giving way are now less specific. Aircraft and vehicles overtaking other aircraft and vehicles can now pass on either the left or the right.

The Right Hand Rule

The UK rule which required aircraft to be flown along the right hand side of line features ceases to be a legal requirement. However, it is still considered to be good practice as a means avoiding collisions with aircraft coming the other way, and so is strongly recommended.

SERA does not make any changes to pilot licenses or their conditions and limitations. Some licences include limitations such as visibility minima which may be greater than the minimum specified in the Visual Flight Rules. Therefore pilots are recommended to remind themselves of the applicable minima for their licence (you can find this on the personnel licensing pages of the CAA website).

More detailed information regarding SERA can be found on the CAA's SERA web pages by visiting www.caa.co.uk/sera.

Dave Drake CAA Project Lead for SERA

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