

ANNUAL MEETING OF CAA / MODEL AIRCRAFT ASSOCIATIONS

1 December 2015, 10:45

CAA House, London

MINUTES

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Attendees:

George Duncan	GA Unit, CAA	(Chairman)
Sue Duncan	GA Unit, CAA	(Secretary)
Dave Phipps	BMFA CEO	
Manny Williamson	BMFA Development Officer	
Jim McGlyn	SAA Safety Officer & Vice Chairman	
Bill Grimsley	SAA Chairman	
Dave Johnson	LMA Chairman	
Tony Hooper	LMA Chief Examiner	
Rob Buckley	LMA Secretary	
Robin Sleight	BARCS Chairman/BMFA Honorary Secretary	
Dave Miller	AUS, CAA	

Apologies:

Gerry Corbett	Programme Lead UAS, CAA
Simon Dale	First Person View UK
Simon Wythe	RCHA-UK
Stuart Nicholas	RCHA-UK

1. Acceptance of Previous Meeting Notes

The notes of the previous CAA and UK Model Associations meeting held on 26 November 2014 were accepted as being an accurate record. The 2015 minutes will be distributed within 7-10 days of the meeting.

2. Accident, Incident and Airprox Reporting – BMFA

The CAA reported that during 2015 there were 2 reportable midair collisions involving model aircraft and full sized aircraft. The first collision occurred at Shoreham to the north east of the aerodrome. A visiting aircraft had arrived in a non standard manner and flown directly over the established model site. The second collision occurred at Malvern. Both accidents have been investigated by the AAIB. The first accident report

has been circulated for comment prior to publication but the second report is still under investigation.

There were 30 reported airproxes and 30 MORs in 2015 which is significantly up from the 10 reports received in 2014. The vast majority of the 2015 reports relate to the use of drones rather than the traditional model aircraft.

There is a general concern that some of these occurrences are caused by the uber-hobbyist who is attempting to fly well beyond visual line of sight. The associations reported that the number of instances seen on forums has reduced and that there is strong resistance to any such postings.

The CAA agreed to share the summary of reports including those for drones with the associations.

The BMFA reported that an article had been published in the current edition of the BMFA news magazine to re-iterate the safety message regarding ensuring positive separation between any aircraft and model aircraft in the event of a late sighting.

ACTION:	The associations agreed to continue to share accident notifications. The CAA agreed to inform the BMFA of MORs for model aircraft and also to include drones.	ALL
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3. Permanent Sites – CAA Charts –

Dave Miller explained about the strategy to reduce the number of NOTAMs. NOTAMs should not be issued for any “permanent activities” and the maximum time period for a NOTAM is generally only 90 days.

Following from the previous meeting, the BMFA agreed to send a list of the model clubs that had been vetted by the BMFA for inclusion in the UK AIP. The BMFA agreed to send this directly to Dave Miller.

Once an entry has been made in the UK AIP then the CAA/NATS charts can be updated with a symbol to represent the activity.

The flight planning software packages such as Skydemon use the AIP for specific information on their charting solutions.

ACTION:	BMFA to forward site info direct to Dave Miller at AUS (cc George Duncan CAA) for inclusion in the UK AIP and CAA charts.	BMFA / CAA
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4. Review of the LMA Over 20 kg Scheme & LMA Audit

The LMA reported a rise in the popularity of laser kits for over 20kg models. The Jet Model Association (JMA) has been working closely with the LMA. The LMA reported that there were approx 120 new models under construction.

The LMA also reported a change in the inspection procedure for high profile models. When a high profile model is proposed, the inspections are now more rigorous with 2 inspectors assigned to inspect and observe the flight test programme.

The LMA reported that if the UK weight limit was changed from 20kg to 25kg then approximately 25% of the current fleet would fall outside the scheme.

There was an increase in the number of overseas models being inspected under the scheme. Approximately 50 permissions were issued for overseas models based upon LMA recommendations. To make a reciprocal arrangement easier for members travelling to other EU countries, the CAA agreed to amend existing permissions, when requested, to include an entry for the Maximum TakeOff Mass (MTOM). The LMA agreed to modify the application form to distinguish whether or not an entry for MTOM is required.

ACTION:	LMA to amend Certificate of Design and Construction to include MTOM. LMA to amend application form to distinguish when an entry for MTOM is required.	LAA
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5. CAP 658 – Update

The CAA reported that there are currently 4 pending amendments to the CAP. The option to delay the amendment was discussed but it was agreed that it would be better to proceed with the amendment early in 2016.

The results of the changes to the EASA legislation could take a number of years (Basic Regulation change circa 2018) to become implemented.

ACTION:	BMFA to submit any proposed amendments to CAP658 by 14 February 2016. The CAA will circulate a amended draft to the associations. CAP 658 TO BE RE ISSUED FEBRUARY 2016-PUBLISH IN MARCH.	CAA / BMFA
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6. EASA NPA

The CAA gave an update on the progress of the EASA NPA. The EASA opinion is due to be published on the 14 December 2015.

There are three proposed categories – OPEN, SPECIFIC and CERTIFIED. It is proposed that the vast majority of recreational activity would fall into the OPEN category. There may be specific circumstances where some recreational activity may fall into the SPECIFIC category. It is not anticipated that any activity would fall within the CERTIFIED category.

The CAA stated that there is also a government strategy being developed in 2016. A cross section of industry would be consulted in May 2016. Gerry Corbett has more information if required by the associations.

BARCS raised the concern that a one-size fits all approach does not work for all areas of recreational flying. Glider soaring currently is permitted within visual line of sight using gliders of 3 or 4 metre wing spans. These gliders are fully controllable at heights exceeding 1500 feet.

ACTION:	BMFA to liaise directly with Gerry Corbett to distribute safety promotional paperwork to distributors and manufacturers.	BMFA / CAA
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7. First Person View – General Exemption / Mass Limits / Height Limits (956 7 April 2014)

The CAA proposed to renew the general exemption (current expiry 30 April 2016).

The BMFA raised a concern that the new activity of drone racing was not entirely covered by the existing exemption. Recently a new representative specialist body has been set up to represent the activity within the BMFA.

The activity is primarily at an organised event with visual marshals who maintain a lookout for aerial conflicts from other aircraft. Drone racing takes place in a forest along cleared tracks. The activity usually occurs below the tops of the trees.

The CAA agreed to look at the general exemption to incorporate wording to allow this activity. The BMFA agreed to send the draft wording for the exemption

ACTION:	BMFA to send draft wording for incorporation of organised/ sanctioned drone racing events within the General Exemption and the CAA to renew the General Exemption in April 2016.	CAA / BMFA
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8. High Risk Activities

The CAA asked the associations to identify areas within the recreational and sporting areas that might be considered medium risk. Predominantly most activity would fall into the low risk category, but where members of the public are involved, some activities could be considered as a medium risk.

The associations reported that the use of high speed turbine models at public events has already been banned.

The associations agreed that generally model displays open to the public could be considered as a medium risk. The associations agreed that there were already procedures in place (CAP658) to actively manage and mitigate the risk.

ACTION:	Associations to review existing activities and identify any areas considered to be medium risk with respect to the EASA NPA.	ALL
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9. Model Display Inspection

The CAA inspected two displays – Weston and Long Marston. The display at Weston Park was held in October as an evening display. The runway at Weston Park was lit by LED lights along a 400 metre section which greatly aided orientation for the pilots.

The BMFA have updated the Display Organisers Handbook which includes guidance for scrutineering and agreed to send a copy to the CAA.

ACTION:	The CAA would inspect three displays in 2016. BMFA to send a copy of the BMFA Display Organisers Handbook.	CAA / BMFA
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10. AOB

Exclusion Zones

The SAA raised a query regarding the definition of exclusion zones. There are no defined exclusion zones within the ANO or CAP658. The issue arose from a planning permission application however the CAA cannot advise in planning matters. The BMFA

suggested that there may be some merit in examining the noise controls to achieve a separation distance to prevent noise complaints.

Metal Helicopter Blades

The BMFA raised the issue of metal helicopter blades and reported that there had been very little change from the position last year. The BMFA agreed to continue to monitor the position for a further 12 month period.

******* PLEASE NOTE CHANGE OF DATE FOR NEXT MEETING *******

Next Meeting – TUESDAY 06 December 2016

10:45 hrs CAA House, London