



British Model Flying Association **CLUB BULLETIN**

9th February 2007

Issue no 169

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**IMPORTANT !!!
SECRETARY PLEASE NOTE**

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AS APPROPRIATE TO YOUR CLUB MEMBERS**

**PLEASE NOTE THAT AN UPDATED COPY OF THE "EVENTS AND CONTEST
CALENDAR" IS AVAILABLE FROM CHACKSFIELD HOUSE ON RECEIPT OF A
STAMPED ADDRESSED ENVELOPE**

TO ALL TECHNICAL COUNCIL MEMBERS

**There will be a Meeting of the Technical Council on Saturday 3rd March 2007 at 11.00am
which is to be held at: Chacksfield House, 31 St Andrew's Road, Leicester LE2 8RE. Tel:
0116-2440028 Fax: 0116-2440645. Email: admin@bmfa.org**

AGENDA

- 1 Apologies for Absence.
- 2 Request for permission to be absent.
- 3 To verify the voting strength of the meeting.
- 4 Correction and adoption of the Minutes of the Technical Council Meeting held on 21st October 2006.
- 5 Matters/Actions Arising from the meeting on 21st October 2006 that are not included elsewhere on this Agenda.
- 6 To review the set agenda for the first meeting of a Technical Committee each year.

- 7 To appoint the current year representative to the Awards Committee.
- 8 To discuss the CIAM Agenda (**PLEASE MAKE SURE YOU BRING YOUR CIAM AGENDA WITH YOU**).
- 9 Nationals updates from the Power Nationals Co-ordinator and Technical Committees to include:
 - a Discussion on any flightline problems
 - b Nationals results requirements
- 10 To discuss multiple use of DE Licences for Single Airfields. (*Comp Sec*)
- 11 Proposal from R/C Power Technical Committee to discuss the issue of excessive smoke output from model engines, and its effect on the public image of model flying.
- 12 To receive any reports from Technical Committees. (Preferably in writing and not concerning Agenda Items.)
- 13 To receive a report from the Competition Secretary to include:
 - a The receipt and ratification of any contests for the FAI Calendar.
- 14 To receive any reports from Council, Sub-committees or Elected Officers.
- 15 Any Other Business.
Please note: Items for Any Other Business should be handed, or sent, to the Office Manager in writing before the meeting commences.
- 16 Date of next meeting.



Report on the Technical Council Meeting held on 21st October 2006

The following proposals for CIAM Rule changes were seconded and carried unanimously.

Class F1D – INDOOR MODEL AIRCRAFT

3.4.7. Steering

Update the current rule for appointment of a substitute steerer by replacing the entire paragraph.

Rule 3.4.7 e

The decision to steer is the responsibility of the competitor who must steer the model unless a substitute steerer has been agreed with the contest officials.

In the case of poor sight, a medical doctor's affidavit certifying that the competitor's corrected vision is inadequate can be submitted under the following conditions:

- a) The better eye's vision is no less than 6/12 (metres).
- Or
- b) The results of a binocular vision test show that the competitor's binocular vision is either medium or non-existent.
- Submission of this affidavit to the contest organiser or event director will permit the competitor to appoint a substitute steerer.

Prohibition of Thermal Detecting Devices in Free Flight, classes F1A, F1B, F1C, F1E, F1G, F1H, F1J, F1P and F1Q.

All mechanical, electronic and other devices that are used to detect the presence of thermal activity are prohibited on the flight line and within 800 metres of the designated line. A single streamer per

competitor for the indication of wind direction is allowed. The streamer is not to exceed 2 metres in length and may not be flown higher than 2 metres above the ground.

The devices prohibited will be:

- All electronic meters/recorders that indicate and or record changes in wind speed or temperature.
- Bubble generating machines.
- Streamers other than provided for within the rule.
- Natural materials such as “fluffies” the airborne seeds of bull rush.
- Any other devices that augment the natural ability of the flyers to detect thermal activity.

A wind speed recorder will still be required to ensure that the wind speed limitation rule can be applied. This equipment must be retained by the Contest Director and use of such equipment by any other person on the flight line or within 800 metres shall not be permitted.

During discussion if was felt the second paragraph contained in the ‘purpose of the rule’, should be changed. To that end the above proposal was carried with the proviso that an amendment is made accordingly.

FAI Sporting Code Volume F5, Radio Control Electric Powered: Page 18, rule 5.5.6.2 Section b)

Delete the line “Battery is limited by either weight or number of cells”.

Replace with “Battery is limited by weight”.

The above proposal was carried on the proviso that the ‘Reason’ is put forward as follows: “This is on the grounds of safety but also will have a positive effect on the promotion of F5D and electric flight in general”.

F5B Class, Section 5.5.4.1 b) Model Aircraft Specifications.

In section 5.5.4.1 b) Model Aircraft Specifications replace the lines:

Type of battery Nicd or NiMH
Maximum size of (only) cylindrical cells. 24 mm diameter, 45 mm length (including pole)
Maximum number of cells 16

with the lines:

Type of battery - NiMH or LiPo
Maximum 10 cylindrical NiMH cells up to 24mm diameter, 45mm length (including pole)
Maximum 600gms of Lithium Polymer cells.
Maximum battery energy allowed per flight - 1750 watt.minutes

Date: 23/10/06
Proposal submitted by: British Model Flying Association
Sporting Code Volume: Volume F2
Heading of section: Section 4 – Technical Regulations for Control Line Contests
Class: Annex 4 A – Class F2A Judges’ Guide
Number & heading of the paragraph: Draw for Flying Order
Page number if appropriate: Page 43
Type the instruction in the space below:

Change the 8th bullet point and insert two new bullet points as shown.

Type the text changes in the space below (show deletions as ~~strike-through~~ and additions as **bold underlined**):

Draw for Flying Order

- It is recommended that the draw should be arranged so that competitors fly at five minute intervals.
- The draw should be arranged so that competitors from one nation are not required to fly within fifteen minutes of each other.
- After the draw has taken place, it should be split into three equal groups, A, B and C.
- For round one, group A flies first, followed by group B and then group C.
- For round two, group B flies first, followed by group C and then group A.
- For round three, group C flies first, followed by group A and then group B.
- There should be a ten minute break at the end of each hour of flying.
- Re-flights (**second attempts**) should take place at the end of each round.
- **Replacement attempts may take place at the end of the group in which the attempt was scheduled, or in the scheduled ten minute break at the end of each hour of flying.**
- **Replacement attempts and second attempts shall be taken in the original draw order.**

Date: 23/10/06
Proposal submitted by: British Model Flying Association
Sporting Code Volume: Volume F2
Heading of section: Section 4 – Technical Regulations for Control Line Contests
Class: Annex 4A – Class F2A Judges' Guide
Number & heading of the paragraph: Rule 4.1.13 Start of Timing
Page number if appropriate: Page 44
Type the instruction in the space below:

Change the 3rd bullet point and insert a new bullet point as shown.

Type the text changes in the space below (show deletions as ~~strike-through~~ and additions as **bold underlined**):

Rule 4.1.13. Start of Timing

- The chief timekeeper should determine when the pilot has placed his handle in the pylon - NOT the judge who is observing the conduct of the pilot.
- The chief timekeeper must call when the pilot has placed his handle in the pylon.
- **For manual timekeeping** ~~He~~ will call "two" when, after the pilot has placed his handle in the pylon, the model aircraft first passes the height marker. He will then call "one" as the model aircraft again passes the height marker.
- The timekeepers start timing the next time the model aircraft passes the height marker.
- The timekeepers should preferably be positioned one behind the other, not side by side.
- **When an electronic timing system is used, the chief timekeeper will initiate the primary timing device when he observes that the pilot has placed his handle in the pylon. As he does so he will call "in" and the backup timekeeper will immediately initiate the backup system.**
- The judge who is observing the pilot must call if the pilot removes the handle from the pylon.
- The timekeepers and circle judges must use the official practice session to train in their individual and collective duties.

Date: 23/10/06
Proposal submitted by: British Model Flying Association
Sporting Code Volume: Volume F2
Heading of section: Section 4 – Technical Regulations for Control Line Contests
Class: Annex 4E – Class F2A Organisers' Guide
Number & heading of the paragraph: 6.5.1.6 & 6.5.1.14
Page number if appropriate: Page 63
Type the instruction in the space below:

Change paragraph 6.5.1.6 and insert a new paragraph 6.5.1.14 as shown.

Type the text changes in the space below (show deletions as ~~strike-through~~ and additions as **bold underlined**):

6.5.1.6. Just outside the entrance there shall be a line control ~~square area~~ fenced off with a low fence or a rope. In this ~~square area~~ the line length ~~15.92~~ **17.69m** will be marked by marks firmly fixed to the ground. The marks should preferably be of the edge type, and the edges not wider than 2 mm.

6.5.1.14 When a duplex electronic timing system is used, the sensors shall be placed in a shaded area facing away from the sun. Care should be taken to ensure that no moving shadows cross the sight path of the sensors.

Date: 23/10/06
Proposal submitted by: British Model Flying Association
Sporting Code Volume: Volume F2
Heading of section: Section 4 – Technical Regulations for Control Line Contests
Class: F2A – Speed Model Aircraft
Number & heading of the paragraph: 4.1.17 Classification
Page number if appropriate: Page 10
Type the instruction in the space below:

Change paragraph 4.1.17 b) ii) as shown.

Type the text changes in the space below (show deletions as ~~strike-through~~ and additions as **bold underlined**):

- b)
- ii) In the case of an optical electronic system, the senior speed judge ~~should~~ **shall** check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. If there is any anomaly, the backup system ~~should~~ **shall** be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), **or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail,** the competitor ~~should~~ **shall** be given a replacement attempt. If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used. If an uncertainty in excess of 12/100 seconds remains, then the competitor has the choice of choosing the slowest recorded speed or being allowed a replacement attempt. His decision must be given to the Circle Marshal without delay, and is irrevocable. **Replacement attempts shall be scheduled to take place within one hour of the original attempt.**

Date: 21/10/06
Proposal submitted by: British Model Flying Association
Sporting Code Volume: Volume F2
Heading of section: Section 4 – Technical Regulations for Control Line Contests
Class: F2A – Speed Model Aircraft
Number & heading of the paragraph: 4.1.6 Line Tests (to be made before each attempt for an official flight)
Page number if appropriate: Page 7
Type the instruction in the space below:

Add a new second paragraph as shown.

Type the text changes in the space below (show deletions as ~~strike-through~~ and additions as **bold underlined**):

4.1.6. **Line Tests (to be made before each attempt for an official flight)**

The radius is measured from the axis of the pivot on the pylon, to the axis of the propeller. Where two propellers are employed, the axis of symmetry is taken as the reference for measurement.

A load to a maximum of 1Kg may be applied during the line length check.

A load test shall be applied to the assembled control handle, lines and model aircraft equal to 50 times the weight of the model aircraft and this test shall be applied separately to the safety strap when attached to the competitor's wrist.

In each case the pull shall be applied three (3) times, slowly increasing to maximum load and releasing rapidly. The pull test should be made on the handle grip, not near the point of attachment of the lines (see sketch).

The diameter of the lines shall be checked at random distances on at least three points along the length of each line.

CIAM Judge/Technical Sub-Committee nominations.

Technical Committees submitted their recommendations.

Report on the Full Council Meeting held on 6th January 2007

Appointment of Council

Council Members were formally received or co-opted as appropriate, and Delegates and Members of appointed Sub-Committees were ratified.

Ratification of PRO

A proposal was carried unanimously to co-opt Stuart Marsden as PRO.

Proposal

A Proposal for a motion of no confidence in two elected officers, namely the Records Officer and Hon Treasurer was received.

An amendment was tabled to delete the words "a motion of no confidence" and replace them with "Council issue a vote of censure".

The amendment was carried.

The substantive proposal was defeated.

The following proposal from the Honorary Treasurer was carried unanimously.

That the allocation of any surplus from the non-competition activities of the Radio Control, Control Line and Scale Nationals (“Power Nationals”) shall be as follows:

- Fifty percent into the Nationals Reserve fund
- Fifty percent to be distributed to team travel funds

The Nationals Finance Meeting (consisting of the Honorary Treasurer, Nationals Coordinator and Chief Executive) shall have the authority to vary the percentages, subject to the requirement that the amount distributed to team travel funds shall be not less than fifty percent.

The element for team travel funds shall be proportioned thus:

- An equal amount shall be allocated for the number of individual members (for whom BMFA pays entry fees) of teams for World and European Championships ratified in the following calendar year, for disciplines flown at the Power Nationals.
- A new sub-committee chaired by the Honorary Treasurer and also consisting of the Competition Secretary and the treasurer of each relevant technical committee will meet between the first Full Council meeting of the calendar year and the end of the financial year.
- This sub-committee has the power to vary the amounts per team based on anticipated travel costs due to location and accessibility of the respective competition venue, and any additional constraints relating to each discipline. Costs for this committee shall be charged to the following Power Nationals account.
- The agreed amounts shall be paid into the relevant disciplines’ team travel funds.
- Each Technical Committee shall retain their existing ability to vary the amount paid to each team member within their disciplines if they so wish, or to retain funds for support of known future events with higher anticipated costs.

There was a discussion whether the proposal should also include R/C Silent Flight. Hon Treasurer agreed that the proposal is put forward as written for this year and that he goes away and discusses it with the Tech Sec and comes back in May with an amended proposal for future years, which would also include Silent Flight.

Ratification of Team Managers, Assistant Team Managers and Teams for World/European Championships 2007.

F1A, F1B, F1C WC Teams – subject to appointment of a Team Manager.

F1E WC Team Manager and Team.

F1D EC Team Manager and Team.

F3J EC Team – subject to appointment of a Team Manager.

F3A WC Team Manager and Team.

F3C WC Team Manager and Team.

F3D WC Team Manager and Team.

F3B WC Team Manager and Team.

Space Senior and Junior Teams – subject to appointment of a Team Manager.

F2A, F2B, F2C, F2D Teams and F2A, B, C, D Assistant Team Manager.

A proposal was carried to appoint pro-tem Team Managers for Free Flight and Control Line on the understanding that there will be a permanent Team Manager before the Championships, to carry out the tasks at the event.

A proposal was carried that Mike Whillance who is the current reigning European Champion be funded to the same amount as a European Championship team member (£225) to compete in the 2007 European Championships.

2007 Contest Fees

FREE FLIGHT

Juniors:

Notes
All classes/all events Free

Season Tickets: Not available

Centralised: 1st class £5
Subsequent classes £1

<u>Area Centralised:</u>	Day ticket	£3	Plus any Area charge for the site
	All classes included in the day ticket		
<u>Team Selection:</u>	Seniors	£15	
<u>Nationals:</u>	Registration:	£8	
	1st class	£6	
	Subsequent classes	£6	
	Unlimited classes	£25	
<u>F1E Meetings</u>	Same as Area centralised		

CONTROL LINE

<u>Juniors:</u>	All classes/all events	Half price	All Speed classes = one fee
<u>Season Tickets:</u>	Not available		
<u>Centralised:</u>	1st class	£15	All Speed classes = one fee
	Subsequent classes	£10	
<u>Team Selection:</u>	All classes £15		
<u>Nationals:</u>	1st class	£tba	All Speed classes = one fee
	Subsequent classes	£tba	
	Unlimited classes	£tba	

SCALE

	RC	CL	FF	Indoor
<u>Juniors:</u>	Half price			
<u>Season Tickets:</u>	£50	n/a	n/a	n/a
<u>Centralised:</u>	£12	£10	£5	£3 + £10 registration per entrant
<u>Team Selection:</u>	£15	£15	n/a	n/a
<u>Nationals:</u>	£25	£15	£14	£8

INDOOR

<u>Juniors:</u>	All classes/all events	£10	}		
<u>Season Tickets:</u>	Not applicable			}	
<u>Centralised:</u>	Not applicable			}	Provisional, depending on
<u>Team Selection:</u>	All classes	£10	}	venue.	
<u>Nationals:</u>	1st class	£10	}		

SILENT FLIGHT

<u>Juniors:</u>	All classes/all events	Half price	
<u>Season Tickets:</u>	F3B	not available	[5] single day events
	F3J	£32	[4] single day events
	F5B	not available	[6] single day events
<u>Centralised:</u>	F3B/F5B	£10	
	F3J	£10	
	F3F	£5	
	EPP pylon	£5	
<u>Team Selection:</u>	F3B/F5B	not applicable	
	F3J	not applicable	
<u>Nationals:</u>	F3B/F5B	£tba	
	F3J	£tba	

RADIO CONTROL

RC Pylon (i/c)

<u>Juniors:</u>	All classes/all events	Same as Seniors
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<u>Season Tickets:</u>	Not available	
<u>Centralised:</u>	Single event	£15
<u>Team Selection:</u>	All classes	Not applicable
<u>Nationals:</u>	All classes	£20

RC Pylon (electric)

<u>Juniors:</u>	All classes/all events	Same as Seniors
<u>Season Tickets:</u>	Not available	
<u>Centralised:</u>	Single event	£10
<u>Team Selection:</u>	All classes	FOC
<u>Nationals:</u>	All classes	£20

RC Helicopter

<u>Juniors:</u>	All classes/all events	£
<u>Season Tickets:</u>	Not available	
<u>Team Selection:</u>	All classes	£10 per round (two rounds)
<u>Nationals:</u>	F3C	£30
	Sportsman	£20

RC Aerobatics

<u>Juniors:</u>	All classes/all events	Same as Seniors
<u>Season Tickets:</u>	Not available	
<u>Centralised:</u>	FAI	£22
<u>Team Selection:</u>		Not applicable
<u>Nationals:</u>		£30

IMAC Aerobatics

<u>Juniors:</u>	All classes/all events	Same as Seniors
<u>Season Tickets:</u>		Not available
<u>Centralised:</u>	Two day (Woodvale)	£12 (members and non-members)
<u>Nationals:</u>	1st class	£25

Trophies

Proposals were carried unanimously to adopt the following trophies into the Society.

“Baikonur Trophy”

“Eric Coates Trophy”

British Record Claims

The following British Record Claims were ratified.

Name	Nigel Hawes/Brian Collins–BMFA No 101754/120581	
Class	F5E–S Distance in a straight line	
Site	Across English Channel	Date 8 th July 2006
Distance	22.5 Miles	

Name	Andrew Ellison – BMFA No 63845	
Class	R/C Electric Power Assisted Glider	
Site	Kay House Farm	Date 16 th July 2006
Duration	151 mins 44.2 secs	

Name	Ian Dowsett – BMFA No 056513
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Club Bulletin

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9th February 2007

Class S1B Altitude
Site Baikonur Russia Kazakhstan Date 25th September 2006
Altitude 316 metres

Name John Jacomb – BMFA No 208203
Class S3A Duration Rocket
Site RAF Barkston Heath Date 20th August 2006
Duration 10 mins 03 secs

Name Duncan Bainbridge – Pilot - BMFA No 027286
Michael Orchard – Pitman – BMFA No 044253
Alex Delgado – Pitman – BMFA No 088200
Class Barton B Team Race
Site RAF Barkston Heath Date 28th August 2006 (R/C, C/L, Scale Nationals)
Duration 07 mins 02.5 secs

Name David Laycock – BMFA No 086469
Class Open Indoor HLG
Site Elms School Colwall Indoor Sports Hall Date 17th November 2006
Duration 0 mins 19.87 secs

Proposals

A proposal was carried unanimously that the Technical Committee Treasurer's now be appointed as the Budget Holders for the relevant Training and Excellence budgets.

A proposal was carried unanimously that in the event of the loss of our sole sponsors, BAE Systems, for the Flight Challenge, that the BMFA pledge to financially back the subsequent event for 1 year to a maximum of £10,000 until a new sponsor can be found.

*****CLUBS PLEASE NOTE*****

Below is a letter we have received from the General Aviation Awareness Council (GAAC), which is self explanatory, followed by background information. We implore you to consider the information provided and take the necessary action.

12 January 2007

DISTURBING NEWS –

PPS3 PUTS AIRFIELDS AT RISK DESPITE "ASSURANCES" on "BROWNFIELD" DEFINITION

Attached is a vital note explaining the Government's position on the potential "Brownfield" development of Airfields.

It is essential reading and we ask you to write to your MP immediately to ensure that Airfields do not come under threat as a result of the 'weakened' planning guidance.

On November 21, the Minister for Aviation stated:

"We (the DfT) understand the value of maintaining a network of general aviation airfields – not just to you (the GA Community) but to all of us. And I can confirm today (November 21 at CAA Conference) that we are looking at how to move this forward, including the possibility of a national policy statement."

In order that the GAAC may co-ordinate this campaign, we should welcome copies of your correspondence to your MP and or the Minister.

Yours sincerely

Charles Henry FRAeS

Chairman GAAC

PPS3 – Housing
Implications for General Aviation (GA)

1. Background

- 1.1 The Government is placing continued emphasis on brownfield, or previously developed, land to accommodate at least 60% of all new housing in England and Wales. The definition of brownfield, or previously developed, land is to be found in planning guidance issued by Central Government. This has, until recently, been embodied in Planning Policy Guidance PPG3 – Housing.
- 1.2 In the context of this definition a footnote to PPG3 made it plain that, while all of the land within the curtilage of a site is also defined as previously developed, there was an important exception. That stated:
- “However, this does not mean that the whole area of the curtilage should therefore be redeveloped. For example, where the footprint of a building only occupies a proportion of a site of which the remainder is open land (**such as an airfield or hospital**) the whole site should not normally be developed to the boundary of the curtilage.”* (Own emboldening).
- 1.3 This meant that an airfield, which may only have a very small area of land covered with buildings, should not all be treated as previously developed land. This was a sensible approach, especially given the Government’s stated aims that development should be sustainable.
- 1.4 As the majority of airfields are located in relatively remote rural areas, it is highly likely that a major re-development of such a site would have poor physical and functional linkages to settlements. This would render future occupants heavily dependent upon the car and therefore be unsustainable.
- 1.5 PPG3 was to be revised by a new Planning Policy Statement PPS3 – Housing. There was national consultation on the draft PPS. The GAAC, together with many individuals and organisations having an interest in GA, wrote expressing concern about a small – but significant – proposed change to the advice.
- 1.6 The draft of PPS3 did not include the important footnote (paragraph 1.2 refers) and all representations centred on a request for its re-instatement.

2. PPS3 – Housing

- 2.1 PPS3 – Housing was issued on 29th November 2006. Despite all the representations made, and indeed assurances from MPs that this was just a “slip of the pen”, it does NOT include the vital footnote. This is serious.
- 2.2 PPS3 does contain a paragraph that states:

“There is no presumption that land previously developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.”

However, while this reflects the gist of the previous advice, it is far less specific and makes no reference to airfields. Furthermore, it does not give any guidance on the quantum or distribution of development.

- 2.3 Given that there is a continuing emphasis upon developing brownfield, or previously developed, land (paragraphs 10, 36, 40, 41 and 44 of PPS3 refer, for example), this renders airfields increasingly vulnerable.

2.4 While the isolated rural locations of some sites mean that they will fail other tests such as sustainability (paragraph 1.4 refers) it leaves those sites that are closer to centres of population as clear targets.

3. **Where now?**

3.1 PPS3 has been published so there is nothing that can be done to change that. However, the concern of all those who originally objected should be re-iterated to the Department for Communities and Local Government (DCLG), the successor to the Office of the Deputy Prime Minister (ODPM). Local MPs should also be advised and questions asked in the House, so there may perhaps be a written reply that could give some comfort.

3.2 Such an approach may have some benefits, as it would seem that PPS3 is actually in a state of "limbo" and there is currently a policy vacuum. Paragraph 8 states that:

"Local Planning Authorities are not required to have regard to this statement as a material consideration when making decisions on planning applications until 1st April 2007. However, this statement may be capable of being a material consideration, in particular circumstances, prior to this date."

3.3 Bearing in mind that PPG3 has been cancelled, it is extremely unclear what is supposed to happen until 1st April 2007. However, this confusion does seem to present an opportunity for the GA world to continue to make its case through political channels, although it should again be stressed that the PPS cannot now be changed.

3.4 Other Central Government advice, such as that embodied in PPG13 – Transport, does balance the case a little by emphasising the importance of GA.

3.5 Furthermore, it is timely that the CAA has recently published its Strategic Review of General Aviation in the UK which supports, recognises the worth of, GA. This Review is going to be all the more important now, given the likelihood of increased pressure to develop vulnerable flying sites and the need for a balance to be struck when Local Planning Authorities are considering future development proposals for such sites.

Anna Bloomfield BA(Hons) MRTPI
Planning Co-ordinator, GAAC
1st December 2006