



BMAA News 19/05/2020

Dear BMAA Member

Hello everyone. Once again on behalf of the Directors and Staff of the BMAA I hope that this newsletter continues to find you well and managing to cope with the difficult conditions that we all find ourselves in.

Getting back to flying

Happily, for members in England and Northern Ireland recreational flying, albeit with some limitations has been allowed to resume.

There are differences which you should be aware of. In England pilots can fly solo and with members of their household. In Northern Ireland the allowance is for **private solo flying only**. In Northern Ireland you may not share hardware with hard surfaces, this includes aircraft. So that will limit flying where an aircraft is owned by a group to a single pilot. The actual wording that we have been given is *“Private solo flights can therefore take place as long as it doesn't involve the sharing of hard surfaces. So, people from different households aren't using the same equipment, planes etc.”*. In England there is no similar restriction that I am aware of, but of course if sharing equipment thorough cleaning between pilots is an absolute must.

Preparing to fly

I have no hesitation in repeating this passage from last week's newsletter. Getting back into the air after what has been a significant layoff for everyone must be considered carefully if you are to avoid an accident. It's still much better to wait until you are fully prepared for the first flight than wrap the aircraft up into a very expensive ball of scrap and even worse find yourself in hospital. Reading some social media posts over the last few days it seems that a few pilots are scaring themselves which really shouldn't happen if the advice for preparation after a long layoff is followed.

Skills deteriorate and it's important that as pilots we recognise this and prepare. Guidance has been prepared and published on the BMAA website. This is the link <https://www.bmaa.org/after-covid-19> Please spend a few minutes reading the guidance.

If you are still in need of an extension to your pilot licence certificate then the guidance for how to get it is published on the BMAA website at the following link. <https://www.bmaa.org/information-library/pilot-licensing/pilot-licensing---instructors-and-examiners/ors4-1378>

BMAA Staff

As from Wednesday 20 May Kelly and Roger are coming back to work. Rob Mott started today. There has been an avalanche of Permit Revalidation and modification applications which will be a priority to address. It is likely that turnaround time will be longer than normal as we work through the pile, but it will be sorted as soon as we can do so, so please be patient.

We have put in place protective health measures at the office and will initially be limiting office working to two people at any one time. Most of the work can be managed by home working, which we all did successfully throughout March and I have been doing since. We cannot accept any visitors to the office, so if you have an application to drop in please either put it through the letterbox or post it to us. We won't be able to lend the weighing scales out at the moment.

600kg

I had a Skype meeting with the CAA last week to discuss progress of the 600kg project following the consultation last year. There were nearly 1400 responses, many with written comments to be considered as well as the simple choice preferences. It looks as if the team working on the consultation will be going to the CAA Board with a proposal for agreement by the Board later in May; we should then be told the outcome at the start of June. Assuming the outcome is to accept factory-built aircraft up to 600kg into National Regulation I suspect that it will be early in 2021 before the implementation phase is completed and the aircraft are available. We still don't know if they will fall into an enlarged microlight category or whether they will form a separate class. Hopefully, for simplicity they will be microlights.

3-axis microlights and EASA licenses

EASA published an AMC that allows aeroplanes within Annex 1 of the basic regulation to be used to maintain an EASA PPL or LAPL. This is a great boost for us as it means there is an incentive for EASA licensed pilots to fly microlights. The more the merrier.

Meet the BMAA

I held another Zoom meeting for members on 13 May. It was well attended and a great opportunity for members to catch up with what has been happening and to ask their own individual questions. I plan to hold another on Wednesday 27 May at 1900. If you would like to take part please go to the page on the BMAA website linked below and complete the form. Please submit any questions so that I can prepare the answers.

<https://www.bmaa.org/information-library/member-s-q-a>

Finally

I hope that you find these newsletters useful. We will try to keep you up to date with any news as it happens. We also share it on:

Facebook [<https://www.facebook.com/groups/BMAA1/?ref=bookmarks>]

The BMAA website [www.bmaa.org]

The BMAA Forum [<https://forums.bmaa.org>]

Twitter[<https://twitter.com/BMAAUK>]

and of course, through both *Microlight Flying* magazine and the electronic newsletter *eMF*

Stay safe.

Geoff Weighell

CE BMAA