



BMAA News 26/05/2020

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

As you will know by now recreational flying has been allowed to start in England and Northern Ireland again albeit with social distancing restrictions. The Northern Ireland specific restriction for solo flying and no sharing aircraft has been questioned, but at the moment their initial rules are unchanged.

I have written to the Scottish Parliament to find out what their plans for flying are when they start to ease the lockdown measures this week. No response yet, but I will keep trying. As soon as I hear that Wales is ready to ease measures, I will contact them as well.

Flying schools

There is great pressure from some of the SEP flight training sector to allow flying schools to reopen by allowing a relief to the social distancing rules that at present rule out sharing a cockpit. The Department for Transport are fully aware of the financial pressure on training schools and their wish to open up training as soon as possible. It is unlikely that there will be any change to the 2-metre rule for some time and my own view is that we have another month before it is likely to change. However, I would like it to be the choice of the instructor and student and so will keep our needs in front of discussions at every opportunity.

Last week the CAA issued guidance to schools for preparing to get back to flight training. CAP 1924. It is available from the CAA website. There are two parts within the document which I consider misleading and have raised with the CAA. The first is about the installation of modifications designed to help prevent in-cockpit cross-contamination. It refers to them as Standard Minor Modifications and says that they can be signed-off by the owner/operator. Any modifications to BMAA aircraft must be approved by the BMAA Technical Office and only after approval can they be fitted and then signed-off by a BMAA Inspector. The error in the document does not change the actual requirements.

The other misleading parts are two passages which imply that the extensions offer in ORS4 1378 are no longer available. This is incorrect. If your Certificate of Revalidation, Instructor Certificate, Examiner Authority were current on 16 March and have expired because you have been unable to fulfil the requirements to revalidate, they can be extended by briefing up until 30 October. 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>

Preparing to fly

In the time since recreational flying has been allowed, we have seen one aircraft written off following what was partially the result of poor judgement which in turn led to the accident. Please remember that after a lay-off even the most experienced pilots will have suffered a loss of skills and

that means that you just won't be as good as you were. Please don't let that deterioration cause an accident.

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.

BMAA Staff

We are moving towards getting back a full compliment of staff. There were over 100 permit revalidation applications in the first ten days after flying recommenced and the staff that are in at the moment have done a fantastic job of processing. Over the next few days, we should be building capacity and manage the rush without too much trouble. Please bear with us.

A reminder that due to health measures that we have put in place 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.

3-axis microlights and EASA licenses

I mentioned last week that there is a credit for microlight flying to keep an EASA PPL or LAPL valid. The following link is a document that I have copied from the Europe Airports Newsletter which explains the EASA position.

https://www.bmaa.org/files/EASA_Allowance_for_Microlight_flight_time_to_PPL-LAPL.pdf

Meet the BMAA

The next members' ZOOM meeting is tomorrow 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. I will send out the Zoom invitation around midday on the 27th.

<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