

AOPA

Aircraft Owners & Pilots Association

CHANNEL ISLANDS REGION

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8th May 2008 - UPDATE - Now 195!

The **Isle of Man airport** just joined Charles Strasser's campaign on behalf of AOPA to get all airfields to accept CAA CAP 667 9.2(c) recommendation and not to charge GA aircraft making an emergency or precautionary diversion landing there.

To the 8th May 2008, no less than **195 airfields** have agreed this potentially life saving measure.

The 159 civil airfields, in alphabetical order, are - Aberdeen, Aberporth, Alderney, Andrewsfield, Ashcroft, Audley-End, Bagby, Barra, Barrow, Barton, Belfast-City, Belle-Vue, Bembridge, Benbecula, Beverley, Blackbushe, Blackpool, Bodmin, Bourn, Bournemouth, Brighton, Brimpton, Bristol-Intl., Brough, Bruntingthorpe, Caernarfon, Cambridge, Campbeltown, Chalgrove, Charterhall, Chester-Hawarden, Clacton, Compton-Abbas, Coventry, Cranfield, Cromer, Cumbernauld, Davidstow-Moor, Denham, Derby, Dornoch, Dunsfold, Duxford, Eaglescott, East-Midlands, Eday, Eddsfield, Edinburgh, Elmsett, Elstree, Enniskillen, Enstone, Fair-Isle, Fair Oaks, Farnborough, Farway-Common, Fenland, Fife, Finmere, Fowlmere, Full-Sutton, Glasgow, Glenforsa, Goodwood, Guernsey, Hanley, Hardwick, Haverfordwest, Henstridge, Hinton/Hedges, Inverness, Islay, Isle-of-Gigha, Isle-of-Man, Isles-of-Scilly, Jersey, Kemble, Kingsmuir, Kirkwall, Lamb-Holm, Lands-End, Langar, Lasham, Lashenden-Headcorn, Lee-on-Solent, Leicester, Little-Gransden, Liverpool, Londonderry, Ludham, Lydd, Manston, Maypole, Netherthorpe, Newcastle, Newquay, Newtownards, Nort-Ronaldsay, North-Weald, Northampton-Sywell, Nottingham, Oaksey-Park, Oban, Old-Sarum, Old-Warden, Oxford, Panshanger, Papa-Westray, Pembray, Perranporth, Perth, Peterborough-Conington, Peterborough-Sibson, Plymouth, Popham, Prestwick, Redhill, Retford-Gamston, Rochester, Sanday, Sandtoft, Seething, Sheffield, Sherburn-in-Elmet, Shipdham, Shobdon, Shoreham, Sleaf, Southampton, Southend, Stansted, Stapleford, Stornoway, Stronsay, Sturgate, Sumburgh, Swansea, Tatenhill, Thruxton, Tiree, Top-Farm, Truro, Turweston, Walton-Wood, Warton, Wellesbourne, Welshpool, Westray, White-Waltham, West-Freugh, Wick, Wolverhampton, Wombleton, Woodford, Wycombe-Air-Park, Yeovil, York-Rufforth.

And all 36 MILITARY MOD airfields - ROYAL AIR FORCE - RAF Benson, RAF Brize Norton, RAF Colerne, RAF Coltishall, RAF Coningsby, RAF Cosford, RAF Cottesmore, RAF Cranwell, RAF Halton, RAF Henlow, RAF Honington, RAF Kinloss, RAF Leeming, RAF Feuchars, RAF Linton on Ouse, RAF Lossiemouth, RAF Lyneham, RAF Marham, RAF Newton, RAF Northolt, RAF Odiham, RAF St.Athan, RAF St.Mawgan, RAF Scampton, RAF Shawbury, RAF Valley, RAF Waddington, RAF Wittering, RAF Woodvale, RAF Wyton. ROYAL NAVAL AIR STATION - RNAS Culdrose, RNAS Yeovilton. ARMY - Dishforth, Middle Wallop, Netheravon, Wattisham.

This concession applies to genuine emergencies and diversions to airfields other than the destination and the filed alternate airport.

Wide awareness means that GA pilots in a difficult situation can at least eliminate the cost factor as a potential worry. Publishers of Airfield Data have been asked to highlight this safety concession and so far Aerad, AFE and Pooleys have agreed to do *this* in their "VFR Flight Guide". No Response from Jeppesen/Bottlang.

Unfortunately

15 Airports/Airfields have so far decided that they **will not** implement the CAP 667 9.2(c) recommendations. Hopefully they will have a change of heart and join the majority of UK airfields that have.

Belfast-Intl., Biggin-Hill, Birmingham, Cardiff, Carlisle, Dundee, Exeter, Filton, Gloucestershire, Humberside, Leeds/Bradford, London-Luton, Manchester, Norwich, Teesside.

And

3 Airports have not been approached - London Heathrow, City and Gatwick.

In recognition of their outstanding contribution to UK General Aviation Flight Safety, AOPA has presented a "Flight Safety Award" Certificate to each of the 195 Aerodrome operators above, who have fully accepted CAA CAP 667 9.2(c) recommendation not to levy any fees from a General Aviation pilot who makes a genuine emergency or diversionary landing at their Aerodrome.

The full CAA CAP 667 9.2(c) recommendation states:-"There were a number of fatal accidents where a timely diversion or precautionary landing could have avoided an accident. In the UK there is a 'culture' of pressing on and hoping for the best rather accepting the inconvenience and cost of a diversion. This 'culture' needs to be changed, firstly by educating pilots and secondly by persuading Aerodrome owners that there should be no charge for emergency landings or diversions. *It is recommended that all Aerodrome owners be persuaded to adopt a policy that there should be no charges for emergency landings or diversions by general aviation aircraft.*"

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To all Editors: It would be appreciated if you would publish for the benefit of GA private pilots, the latest list of both the 195 airports who have agreed to waive charges for emergency and precautionary diversion landings and the 15 airports who so far have refused to do so.