

10th August 2006

We have seen some really helpful discussion amongst glider pilots regarding the complexities surrounding this vital RIA.

The closing date for the RIA is of course 29 August 2006. It cannot be over-stressed how important it is that EVERYONE responds to the consultation following the advice provided by the BGA at www.gliding.co.uk

We should not lose sight of the key points (see the BGA website) which include, for example;

1. The BGA is not opposed to the development of appropriate technological surveillance to reduce risk. The BGA is content to discuss the use of mode S transponders by sailplanes in existing controlled airspace. The BGA **STRONGLY OPPOSES** the suggestion that mode S technological surveillance of sailplanes and other sporting aviation aircraft should be required in ALL UK airspace.
2. The UK is currently alone in Europe in its suggested approach for a UK wide - regardless of airspace classification - requirement for the carriage of mode S for VFR flight.
3. The technical, operational and economic implications associated with the RIA have not been adequately addressed by the RIA authors.
4. The safety case is not proven - the solutions described within the RIA that are clearly designed to facilitate Commercial Air Transport and future UAV traffic movements do not provide the various stakeholders with a workable environment.

YOUR SPORT IS AT RISK - PLEASE FIND THE TIME TO CONSULT THE BGA WEBSITE AND RESPOND TO THE RIA BEFORE 29 AUG 06.

The CAA is keen to get its advice to the politicians. This is your **ONLY CHANCE** to have your say. Opposing a future amendment to the ANO will be very difficult if we do not make ourselves heard at this point. Please hassle all your gliding and sporting aviation colleagues to respond.

Thanks

Pete Stratten
BGA Chief Executive