

## Mode S Transponders – The Next Step

This CAA proposal really could see the beginning of the end to our sport unless we all and I do mean every pilot responds. Access the documents on the web sites and read and understand them. Do prepare to make your voice heard to keep gliding costs reasonable and protect our freedoms.

How many of you have followed the links to the BGA website and the CAA website and read something about it? Everyone, I hope. However, I suspect that many of you have not yet had time to get the whole picture. Please do make that time. A couple of hours of your time could help make a big difference to the future of gliding in the UK.

If you want and need help to put together your response to these proposals you are not alone. The BGA have recognised this and have put a great deal of material on their website and have organised the consultative meetings around the country.

### Responses – Ideas/Examples

In the meantime the message from the presentation is that the proposals are not cast in stone and the CAA will listen to all reasonable arguments provided there is sufficient weight of response in both quantity and quality. **Quantity** relies on **EVERY ONE OF US** responding using the on-line form, email or letter. **Quality** relies on each of us using **OUR OWN WORDS** to explain how the proposals would affect our club and us as individuals – the following are possible examples but there are lots of others:

**Technical** - “I haven’t got the space or weight capacity in my glider” or “I cannot physically fit sufficient battery power to run my basic instruments and safety instruments (Flarm and Moving Map) as well as a Mode S transponder”, for example. Maybe send a photo of your panel and ask them where you can fit a transponder.

**Financial** - “I am a poor teacher who can’t afford the significant cost of installing in my syndicate glider” or “my glider is only worth £500 at present so it is economic nonsense to spend £2,000 to £5,000 to fit a transponder”, etc

**Operational** - “I have 2,000 hours flying gliders and one of the most enjoyable parts are flying in wave, often up to 15,000 ft” for example when I go on club expeditions to wave flying clubs.

“I fly an old glider that has no power source at all and is worth perhaps £1500 therefore I shall be unable to continue flying.”

Mr Phil Roberts of the CAA stated at the Lasham meeting that the ‘CAA has no intention of stopping people flying or closing down any clubs’.

**Future** – “I am just learning to fly but I have ambitions to go on our club expeditions and learn to achieve these wonderful wave flights at between 10,000 and 20,000 ft that I see photos of and read the descriptions from pilots” in Sailplane and Gliding magazine.

These are just a few ideas of the sort of responses that you can customise to your own situation or opinions and then explain the impact of the proposals on you. There are many more that I'm sure you can bring to mind. The CAA has asked for "constructive" ideas if possible so suggestions that "gliders could be allowed into TMZ's (sorry, Transponder Mandatory Zones – in case you haven't yet read the documents!) without transponders as a special case" or "gliders could be allowed above FL100 without transponders" would be better than "I don't agree with Option 3 or Option 2". Again, please come up with your own ideas and words.

The BGA website is being updated regularly with the latest advice and, rather than overload your inbox with attachments, I will simply show the links to follow:

<http://www.gliding.co.uk/bgainfo/airspace/modes2008.htm> This page has useful links on the right hand side to:

**Introduction and some Questions and Answers** – 6 pages written by the BGA

**BGA Draft Response** – 8 pages that give some ideas/ammunition/facts and figures that you could use in your replies but please make sure you use your own words in your replies. This draft is updated periodically and is intended to be the overall response from our umbrella organisation on our behalf. However it is no substitute for the personal customised response that shows how the proposals will affect individuals directly.

**Backgrounder** (strange title!) – 4 pages by the BGA in reply to a request by the CAA for information about the altitudes that gliders operate at.

Here are the links.

<http://www.caa.co.uk/default.aspx?catid=1698&pagetype=90&pageid=9307> CAA website main page with links to the various CAA documents.

<http://www.caa.co.uk/default.aspx?catid=810&pagetype=90> CAA table summarising changes.

**Next ?**

Remember the deadline for replies is end of May so there is plenty of time to respond.

If you feel able and are well enough informed then please prepare and send your response **as soon as possible** to the CAA by one of the following:

- Online [Consultation Response Form](#)
- By email to: [modesconsultation@caa.co.uk](mailto:modesconsultation@caa.co.uk)
- By post to: Mr Andy Knill, Head of Surveillance & Spectrum Management, Directorate of Airspace Policy, Civil Aviation Authority, CAA House, 45-59 Kingsway, London, WC2B 6TE.

You may feel you can best express your concerns and/or the impact on you and/or your counter proposals by email, email attachment or by letter – avoiding the constraints of the on-line response form format. If you do, don't forget to be clear about "where you are coming from", or aspire to come from, (e.g. wave soaring XC

glider pilot or owner of low value glider or your expertise) and which of the CAA's "Options" you are referring to.

Don't be put off by the advice that your response must not copy that of others. That's true. But there is a danger of believing you must think up your own original arguments against these proposals. That wouldn't be true. Good if you can come up with something new but there are only so many counter arguments that can be put up – you are bound to be repeating points made by the BGA and/or others. The important point is to not repeat the words that have been used by others.

### **And finally ....**

After sending off your response -

Complete the BGA Response Tracking Form (2 minutes).

Many thanks

Carr Withall