

CIMP

United Kingdom National report.

By Peter Saundby.

During the year 2012 there were fourteen fatal accidents in United Kingdom general aviation, one occurring in France. These included six light aircraft, one helicopter, four micro-light aircraft and three gliders. Two of these accidents were of aeromedical concern, a Cessna 172 flew into a cliff face and the lone pilot had left a note of his intention before he took-off. A 79 year old paraplegic pilot flying a hand-control adapted micro-light aircraft died following a spiral dive into the ground, he had a history of asymptomatic cardiac disease and so there is a probability that cardiac incapacity was the cause.

The complexity of future medical regulations is causing concern and must lead to inadvertent transgressions. Because Annex 2 aircraft will remain under national control, the UK NPPL will continue, there are now three types of medical certification current, the EASA Class 2, LAPL and the NPPL. Not all licences are validated by all medical certificates and the aircraft that can be flown not only depend upon the licence held by the pilot but also the certification of that aircraft. A complex matrix now exists and national licences originally issued for life will be revoked.

Our Civil Aviation Authority is facing difficulties because much oversight work traditionally done by the Associations is now their responsibility under EASA, while at the same time Government economies demand a reduction of their staff numbers.

02 June 2013