



**ROYAL
AERONAUTICAL
SOCIETY**
PRESTWICK BRANCH

Newsletter February 2021

Editorial

The editor and fellow Branch volunteers hope that this edition of the Branch newsletter will find you safe and well, with upper arms full of hope for the future.

This delightful picture presents SAL's Bulldog Series 120 Model 124 demonstrator in a close encounter with the Prestwick ATC tower, courtesy of controller John Rogers. G-ASAL was built in 1973, was also used for weapons trials and now lives locally, owned by the Pioneer Flying Company Ltd. Elsewhere you will find other references to ATC, for which I offer no apology – it's just my own personal history coming briefly to the fore.



On the evening of Friday 22nd January 2021, the last aircraft movement to be given an ATC service from the visual control room at London City Airport took place. From the following morning, operations have been provided by staff at the digital/remote tower facility located at the London ATC Centre in Swanwick, Hampshire. Controllers are now served by images from 14 HD cameras and two pan-tilt-zoom cameras on a mast on site and at a location more aligned with the midpoint of the runway - a slight shift away from the earlier tower location atop the terminal. The cameras provide a full 360-degree view of the airfield, compressed in 225°, with other relevant data presented on screen. You can see more of it on https://www.youtube.com/watch?v=li_Gz1WbBGA

A revised parallel taxiway layout has been created to simplify ground movement, even though City traffic has fallen by up to 90% in the past year.

Elsewhere, Highlands and Islands Airports Ltd - the provider of the essential aerodrome operations in the more remote areas of Scotland - is formulating similar plans to establish and provide centralised air traffic services from a facility near Inverness. The current levels of service at locations such as Benbecula and Wick are likely to be revised.

From RAeS Headquarters

The Society's former Head of Research, Professor KEITH HAYWARD FRAeS, offers a considered view of the UK's last-minute 'Brexit' deal and its implications for UK aerospace. *A portion of his article is reproduced here; the remainder will appear in a subsequent newsletter.*

The Agreement

The final agreement is a legally dense 'doorstop' of a document and omissions may count for more than inclusions. Many of the details will be subject to further negotiations and are likely to be affected by wider political interests, including European Union (EU) responses to HM Government (HMG) actions in respect of state subsidies and third party trade agreements.

This is a holding agreement, pending future negotiations; the EU and HMG are understood to be shortly addressing a longer-term set of arrangements. As matters now stand, UK registered carriers can no longer participate in the fully liberalised EU aviation market. In effect, the Chicago Convention of 1944 and its 'Five Freedoms' will shape air transport between the UK and the EU, *pro tem*: this allows for the basic four freedoms including unlimited point-to-point traffic between all UK and EU airports. The economically important 'Fifth Freedom' and the implicit 'Sixth Freedom' of onward flights from EU destinations to those outside the EU or the UK and cabotage rights of unrestricted internal operations within the European Aviation Market are currently denied to passenger operations. However, 'Fifth Freedom' rights are granted to scheduled and non-scheduled cargo flights. EU airlines have comparable operational rights in the UK, but which have hardly the same commercial implications as the loss of full access to the European Aviation Area.

The absence of scheduled passenger 'Fifth Freedom' rights is underlined in specific paragraphs of the Agreement. Non-scheduled services may have a limited 'Fifth Freedom' right, "provided they do not constitute a disguised form of scheduled service". Subject to approval from UK and EU authorities, marketing and code sharing links are permitted between UK and EU carriers with full applicable traffic rights, but ticketing must be fully transparent and airlines should not exercise traffic rights outside of those permitted by the Agreement. There are no capacity constraints other than for operational reasons.

Ownership

The ownership criteria are defined as majority ownership and "effectively controlled by" EU member states. UK airlines seeking operating authorisation will have to be UK-controlled, and UK shareholdings will no longer count as EU interests in the ownership structure of EU airlines. However, a UK carrier shall still be granted operating permissions if it is majority-owned by EU or European Economic Area, or Swiss, interest, as long as it already holds a valid operating licence and is under UK regulatory

control. A mixture of EU and UK shareholders can control UK carriers; this should avert wholesale divestment or individual airlines having to be split off from owning groups.

However, Hungarian-licensed Wizz Air is taking steps to 'disenfranchise' UK shareholders to ensure that it remains within the EU ownership rules. Ryanair is taking similar steps to ensure compliance. easyJet and IAG/BA, with either EU-registered subsidiaries or as part of larger EU company, claim that they are already in step with EU ownership rules and thus able to operate as EU carriers within the EU (subject to the "Fifth Freedom" rules on flights to and from the UK).

Both sides have agreed that further liberalisation of ownership rules could be mutually beneficial. The Agreement specifies that ownership and control issues will be subject to examination over the next 12 months by the "Specialist Committee on Air Transport".

Ground Ops and Security

Ground handling contracts and airport slot allocation are subject to the general agreement covering 'level playing fields' affecting competition policy, environmental regulations and social issues. Leasing of aircraft and crews is permitted under defined conditions and air traffic management (ATM) user charges must be "reasonable and non-discriminatory" and must reflect costs plus a "reasonable" margin.

The UK and the EU will continue to cooperate on matters directly affecting the safety of operations, including ATM and security. Each party to the Agreement undertakes "to cooperate on aviation security matters to the highest extent". This includes maintaining specific cooperation agreements.

EU air passenger rights will continue to apply to flights operated from the UK to the EU by a EU airline, or to flights operated from the EU to the UK, whether operated by a EU or a UK airline. They will not however apply to UK-operated flights from the UK to the EU. Presumably these rights will now be protected by UK consumer legislation.

From 2022, UK citizens will need visas for long-term stays in the EU. Border checks will apply; passports will need to be stamped via Non-EU citizen channels, and EU pet passports will no longer be valid for UK residents.

Another portion of Professor Hayward's presentation should appear in the next newsletter.

Branch lecture information

To ensure that you receive an invitation to our online presentations, check that you have renewed your subscription for 2020/2021. All full-time students, honorary members and Society members will be able to join the lectures without charge. Any member who may be uncertain about such online access is invited to contact the committee, which will hope to be of assistance. It is anticipated that our next lectures will be on March 8th and April 12th – to be confirmed by invitation.

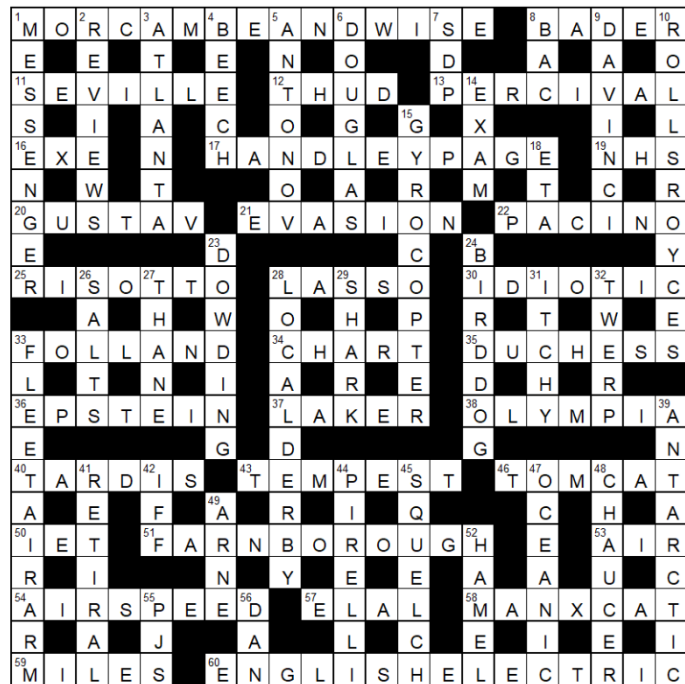
Meanwhile, I'm a tad embarrassed to include this from Dave Lacey - but all is above board !!

Flying Fridge' and Friends Results

Thank you to all those who took the time to complete the Christmas Crossword published in the pre-Christmas newsletter.

The winner this year is Ray Draper.

Congratulations Ray, I will be in touch soon to discuss your prize.



Your editor came across another fascinating video the other day, which is well worth a look if you have 80 minutes spare. It is presented by Gerald Whites who was the Chief Pilot, Special Projects, for Boeing and deals with the introduction of their B747-400 Large Cargo Freighter - aka 'Dream Lifter'. The video is one of many offered by Peninsula Seniors from their California base and they cover a broad range of aircraft types. You just Google www.pvseniors.org



This view of an LCF, at Prestwick, appears courtesy of Bob Logan

Please submit any material to Ray Draper at Rdraperj@aol.com

Earlier issues of the newsletter may be seen at www.raesprestwick.org.uk/newsletters