



LSA Community Noise Forum

12th November 2024

1. Light Aircraft – Practice EFATO



Practice Engine Failure After Take Off

An engine failure after take-off can be considered as a failure of the engine to produce power any time from the point after the wheels leave the ground until the aircraft reaches 1000ft above the ground. It is a serious and potentially very dangerous situation and is the cause of many fatal accidents. It is widely considered as the single most stressful situation a pilot of a fixed-wing aircraft can experience. This is due to the slow speed of the climb out, low altitude and very small reaction time to mitigate the situation..

Therefore, practicing for this occurrence is a standard part of the flight training syllabus, especially when flying single engine aircraft.

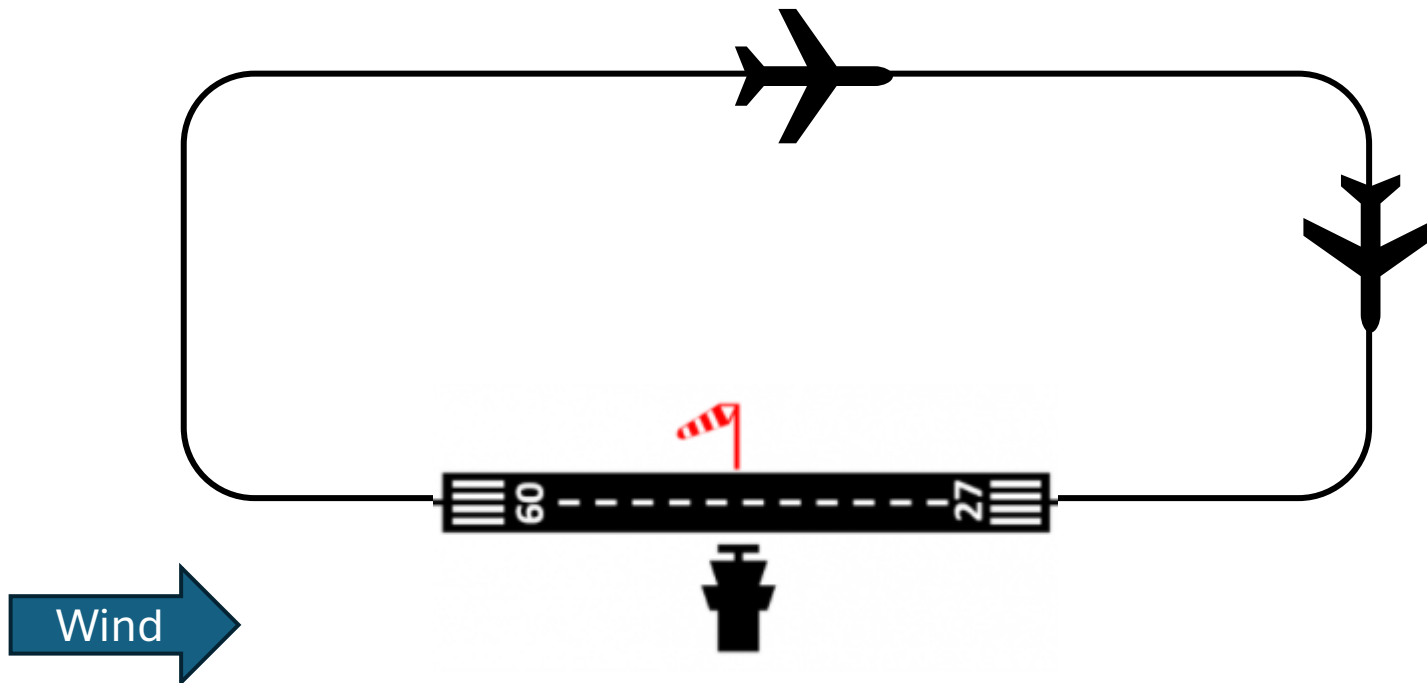


2. How are they flown?



Headline

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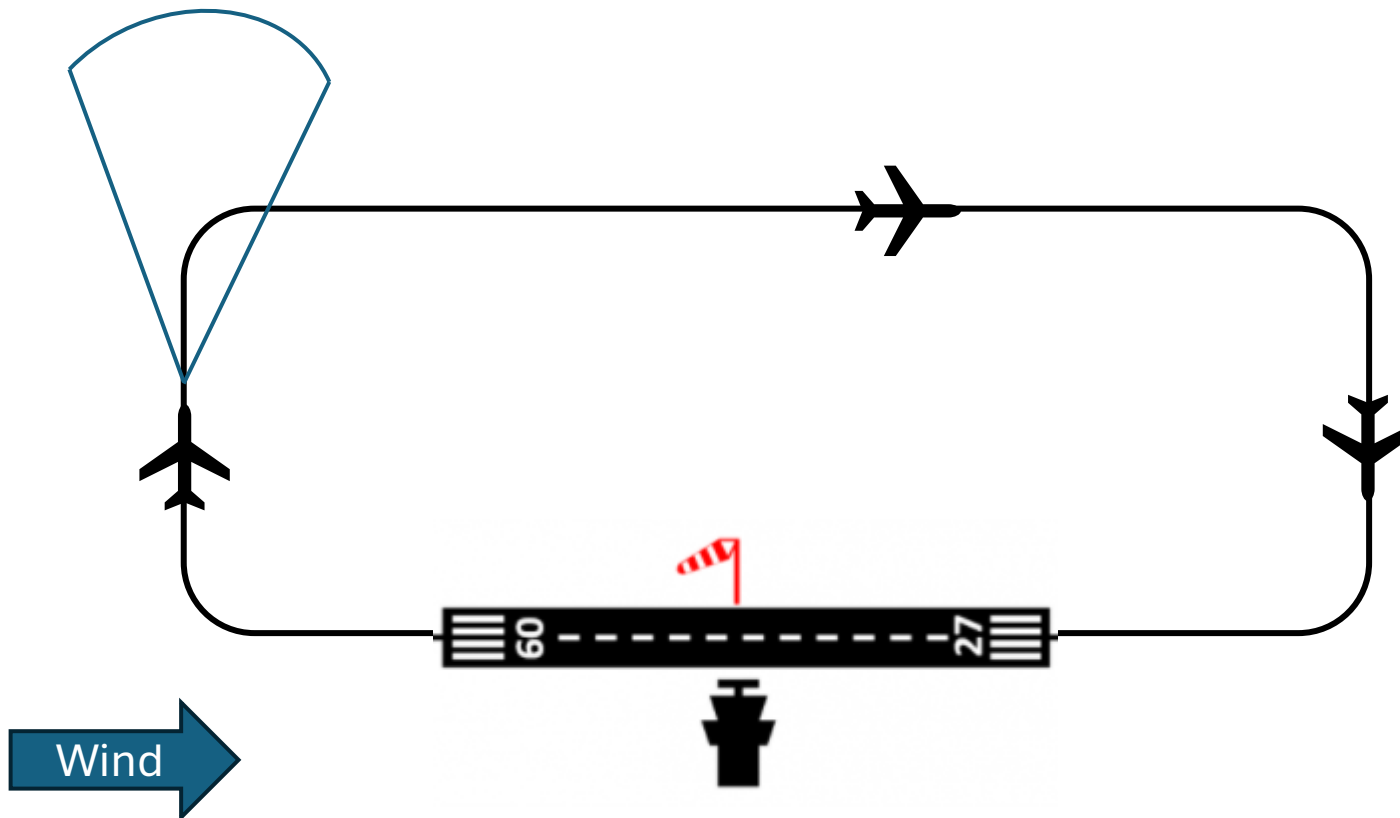
The sequence of actions is as follows:

- 1) Reduce pitch to achieve and maintain the best glide speed. This usually involves a large pitch nose down.
- 2) Select the most appropriate landing area ideally within 30 degrees each side of the nose (i.e. into wind). The choice will be limited, and the most appropriate landing area should be chosen, even if all choices are deemed inappropriate!
- 3) Perform the crash drill to secure the aircraft. This includes actions that immediately prevent the engine from re-starting.
- 4) Brief the passengers.
- 5) Fly the aircraft to the landing area.



2. LSA Procedures - Fanstop

FANSTOP: I am initiating a practice engine failure after take-off. (Used only by pilots of single engine aircraft.) The response should be, “REPORT CLIMBING AWAY” (*CAP 413 Radiotelephony Manual*).



To ensure aircraft remain clear of densely congested areas, single-engine aircraft departing from runway 23 may only commence a fanstop following an early right turn after take-off. Controllers should request pilots to report when ‘climbing away’.

1. Introduction to drone flying and the UK rules



Civil Aviation Authority Guidance

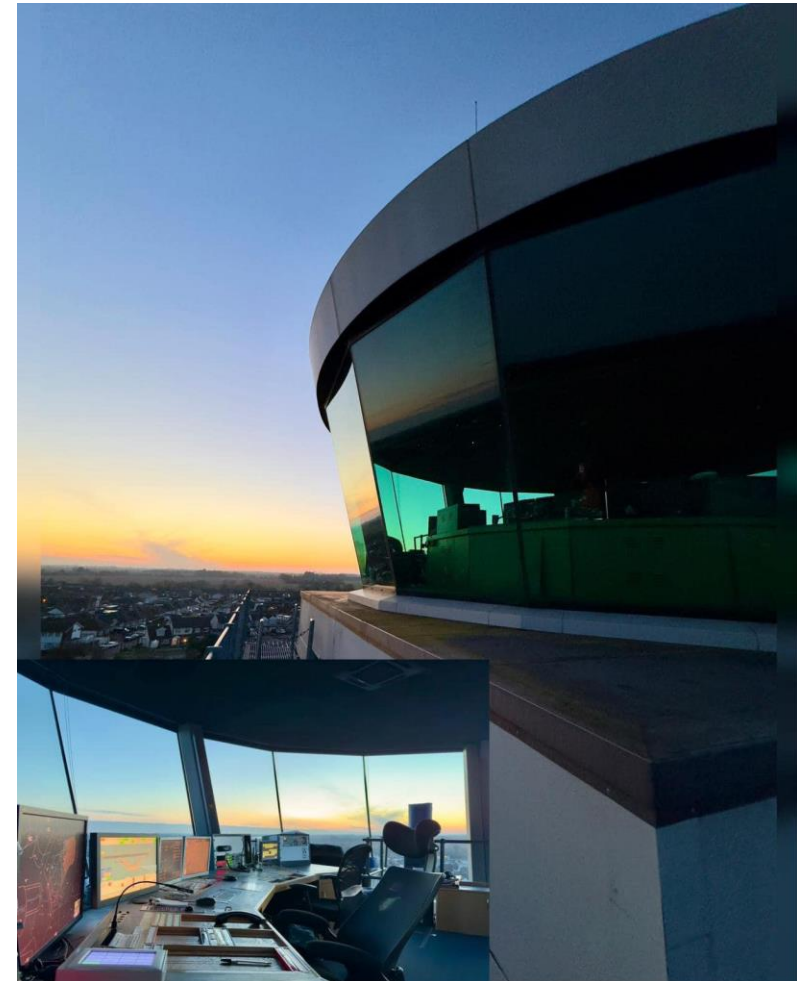
The UK's drone rules are based on the risk of the flight – where you fly, the proximity to other people, and the size and weight of your drone.

The rules don't apply if you are flying indoors. Flights within buildings, or within areas where there is no possibility for the drone to escape into the open air (such as a closed netted structure) are not subject to aviation legislation.

The main rules and advice are covered in our [Drone and Model Aircraft Code](#).

Key rules include:

- Never fly more than 120m (400ft) above the surface
- Always keep your drone or model aircraft in sight
- Never fly in an airport's flight restriction zone unless you have permission



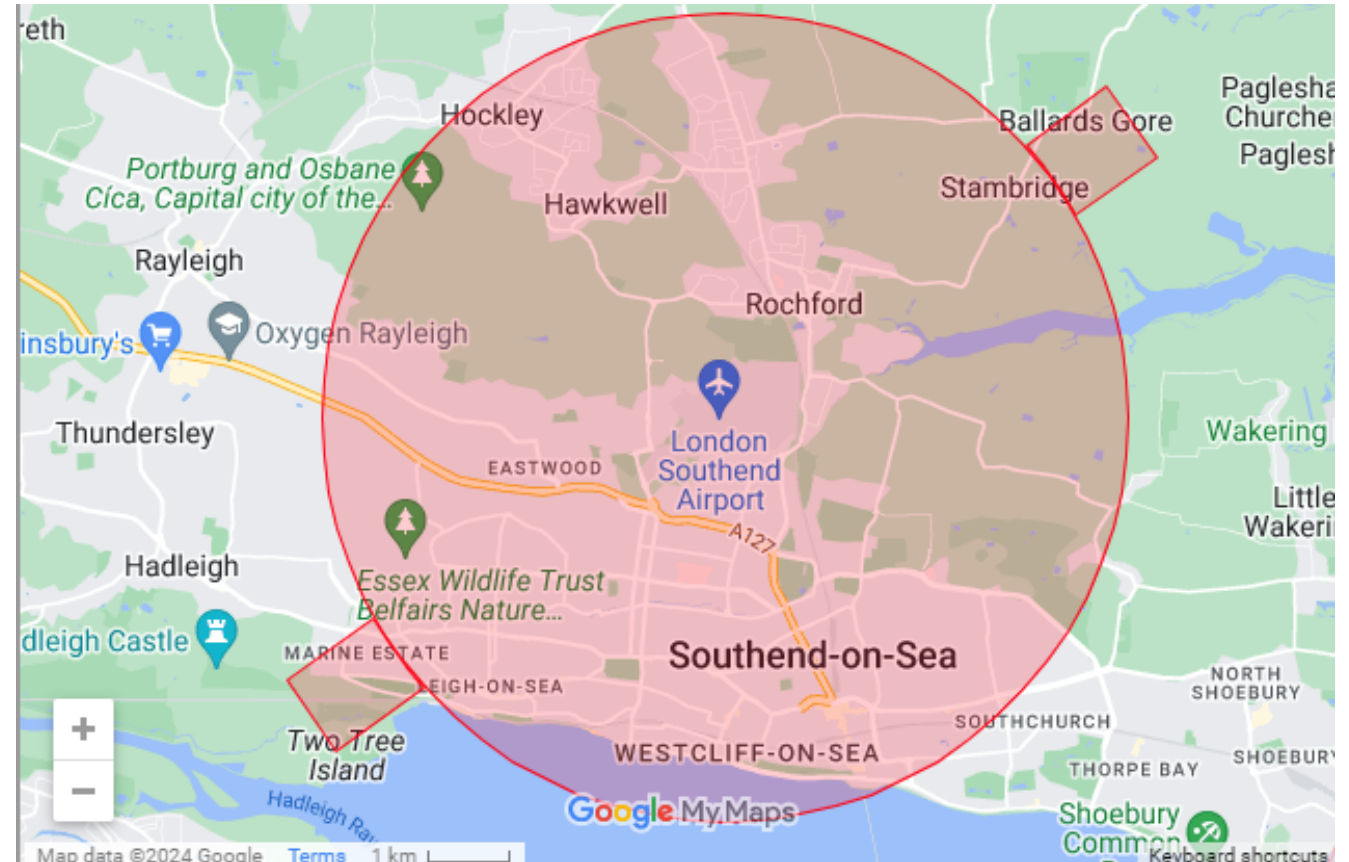


1. Flight Restriction Zones

The LSA Flight Restriction Zone

The LSA FRZ consists of two elements:

- A **zone** with the same dimensions as the existing Aerodrome Traffic Zone used by traditional aviation. This is a 2 or 2.5 nautical mile radius 'cylinder' around the aerodrome, extending 2,000 ft above ground level, centred on the longest runway.
- Runway Protection Zones:** A rectangle extending 5Km from the threshold (end) of each runway away from the aerodrome, along the extended runway centreline, and 500m either side - also to a height of 2,000 ft above ground level.



1. UAS Category of Flight Definitions



Types of Drone Flights



Open: Unmanned flight presents a very low risk of harm or injury due to the aircraft's low weight. MTOW less than 25kg/VLOS/max 400ft.

Specific: Greater risk posed to public and an authorisation issued by the CAA must be held.

Certified: Drone operations that present an equivalent risk to that of a manned aircraft. Operations and licensing will be used for approval. Permission is only given with CAA consultation.



Requests for flights in the FRZ	Requests for flights above 400ft:	Requests for flights below 400ft outside of the FRZ:
<p>Each application is safety assessed considering it's location, height and impact upon aircraft operation. If approved the flight is given a permit which may contain special conditions for flight on the day i.e. call ATC on the day for permission to fly.</p>	<p>The location and requested height will decide whether this is a decision to be made by the CAA or the HoATS.</p>	<p>No requirement for approval from ATC</p>



Thank you