

## LIGHT AVIATION AIRPORTS STUDY GROUP

### TERMS OF REFERENCE

The CAA Safety Regulation Group (SRG) oversees UK aviation requirements, which meets the relevant international regulatory obligations. While a satisfactory safety régime currently exists in UK, SRG remains open to new ideas about how safety objectives may be met in the changing operational and legislative environment. The Light Aviation Airport Study Group (LAASG), whose membership has been drawn from areas of industry and regulatory departments concerned with 'light aviation' airports, and operations, has been established to address aspects of these obligations.

LAASG aims to provide an opportunity for creative thinking and the discussion and development of industry proposals, free from the restraint of preconceived assumptions. It recognises and reflects Industry's desire to examine new regulatory concepts with the aim of meeting safety objectives in a practical, efficient and economically viable way.

2. In meeting this aim the LAASG will:
  - (a) Identify and assess the feasibility of potential changes to current regulatory arrangements and, in particular, to re-cast or eliminate inappropriate regulatory requirements and associated legislative anomalies;

- (b) Ensure that assessments of feasibility are where possible supported by verifiable data;
  - (c) Investigate and take advice on the legal implications of potential changes;
  - (d) Take account of regulatory arrangements in other States and Regions and of emerging International and European regulatory requirements and initiatives (e.g ICAO, JAA, EASA, Single European Sky) to avoid creating inconsistencies between UK, International and pan-European arrangements;
  - (e) Make recommendations for change to current regulatory arrangements,
3. The LAASG will report to the Head of Aerodrome and Air Traffic Licensing Standards Division (HAALSD) by 5 December 2005. The report will contain recommendations to the CAA intended to ensure that an appropriate level of oversight can be applied to light aviation airports whilst minimising associated regulatory costs The report will address, *inter alia*, the following aspects:
- (a) Elements of the current regulatory framework perceived by Industry as inappropriate;
  - (b) Current arrangements deemed to be inappropriate or unnecessary (including the justification for their consideration);
  - (c) Proposed amendments to regulatory arrangements;

- (d) The implications of proposed changes, including operational safety legal cost aspects.
  
- 4. Interim reports shall be provided to HAALSD as and when the LAASG considers appropriate or necessary, for example, to gain approval to continue work on a particular matter.
  
- 5. The LAASG will be chaired by Head of ASD with a Secretary and relevant representation drawn from CAA SRG staff, and members drawn from Industry who are considered best able to represent the interests of sectors affected by the matters under review.
  
- 6. A quorum shall consist of the Chairman, Secretary and at least four Industry representatives. To ensure continuity, members shall not be substituted nor represented by proxy, if at all possible.
  
- 7. The CAA SRG will host Study Group meetings (at Aviation House, Gatwick). Travel and subsistence expenses incurred by external members of the LAASG will, as is CAA practice, be borne by those members or the organisations that they represent.

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### **WORKING METHODS**

1. The Light Aviation Airports Study Group (LAASG) will meet at intervals of approximately six weeks. The frequency of meetings may be varied at the discretion of the Chairman to conduct the LAASG's work with optimum efficiency.
2. Material for consideration by LAASG members will be submitted to the Secretary and circulated to members by e-mail. When appropriate, the Chairman may request comments on such material to be exchanged by e-mail prior to discussion at meetings.
3. To make most efficient use of the time available, activity at meetings will, whenever possible, be limited to summary presentation of previously circulated material and discussion of that material.
4. The LAASG will identify topics considered to merit further investigation and record a brief summary of the potential or provisional impact or effect of each. Subsequent work packages, with clearly identified objectives and timescales for completion, will be established to conduct the detailed investigation.
5. At the discretion of the Chairman, the LAASG's work may be organised into two or more phases to facilitate the work in an efficient and orderly manner.

6. Industry representatives should endeavour faithfully to represent the widest practicable constituency of those affected by the work of the LAASG, irrespective of the organisation with which the representative is primarily associated.
  
7. Details of Industry representation, Terms of Reference and minutes of LAASG meetings will be publicly available on the CAA web site. Additional material will be made available at the discretion of the Chairman.
  
8. A dedicated SRG e-mail address has been established for communications with and within the LAASG. The address is: [laasg@srg.caa.co](mailto:laasg@srg.caa.co).