

**REGULATORY REVIEW OF GENERAL AVIATION IN THE UNITED KINGDOM
MEETING 7, 2 MARCH 2006
CONF RMS 1 AND 2, AVIATION HOUSE, GATWICK**

Present: Capt David Chapman CAA Chairman
Mr David Beaven CAA
Mr Graham Forbes CAA
Mr Robin Allan CAA
Mr Paul Mulcahy CAA
Mr Jim McKenna CAA
Mr John Marshall CAA
Mr Joji Waites CAA
Mr Alex Hartland CAA (for part of the meeting)
Mrs Sonya Dench CAA Secretariat

Mr Martin Robinson Aircraft Owners and Pilots Association (AOPA)
Mr Peter Norton British Helicopter Advisory Board (BHAB)
Mr Chris Finnigan British Microlight Aircraft Association (BMAA)
Professor Lee Balthazor Royal Aeronautical Society (RAeS)
Mr David Roberts British Gliding Association (BGA)
Captain Alan Robinson Guild of Air Pilots & Navigators (GAPAN)

Apologies: Mr Simon Baker CAA
Mr Tom Hardie British Hang Gliding & Paragliding Association (BHPA)

1. Confirmation of Agenda

1.1 The proposed agenda was agreed with the additional item under Any Other Business of the financial aspects/impact of the GA Regulatory Review.

2. Introduction

2.1 Capt Chapman welcomed everyone to the meeting and introduced Messrs Paul Mulcahy and John Marshall. Mr Marshall's attendance was due to his participation in the new Workstream 8.1.

2.2 Capt Chapman said that the aim of the meeting would be to try and close Workstreams 2, 4 and 6 in preparation for the drafting of the Review's report.

2.3 Mr Finnigan offered his assistance to Capt Chapman in drafting the report which was accepted.

3. Apologies

3.1 Apologies had been received from Messrs Baker and Hardie.

4. Approval of Notes of Previous Meeting - 9 February 2006

4.1 Prof Balthazor asked that Item 13.4 be amended to read, "experimental" instead of "research".

4.2 The notes from Meeting 6 held on 9 February 2006 were then approved.

5. Action Log Updated 10 February 2006

5.1 The action log was reviewed by all the members and updated.

Secretarial Note: Action Log Updated 6 March 2006 is attached to the minutes.

5.2 Action 02/07 - Capt Chapman said that he would ask Mrs Ricketts, DfT, for the latest position on the EC Regulation 1592 workshop planned for industry.

Post-Meeting Note: The Symposium will take place on 7 April and the Members were emailed with this information on 14 March with the advice that they should contact the DfT if they wished to attend.

5.3 Action 04/10 - Mr M Robinson said that he had received a letter from the Cabinet Office but this did not reflect the telephone conversation he had had in December 2005 concerning the Cabinet Office's opinion that the CAA should have undertaken a Regulatory Impact Assessment for the SRG Costs and Charges Review. Mr Robinson was chasing this issue.

5.4 Action 06/07 - Capt Chapman said he would contact Mr R Zilz, CAA, and would ask him to get in touch with Prof Balthazor.

Post-Meeting Note: Mr Zilz's details were passed to Prof Balthazor on 13 March 2006.

5.5 Action 06/08 - Mr Finnigan said that he would ask his Italian contact for a name for Prof Balthazor to discuss the microlight data with.

6. Workstreams/Work Plan

6.1 The Workstreams' Planning Chart and Terms of Reference were reviewed by all the members and updated.

Secretarial Note: Workstreams' Planning Chart and Terms of Reference Version 9 is attached to the minutes.

6.2 Workstream 2: Mr Beaven had produced a revised final report following the comments received at Meeting No 6, 9 February 2006. This Workstream is now complete.

6.3 Workstream 3.1: Mr M Robinson said that he had a meeting scheduled with Mr Chris Gadsden, CAA's Economic Regulation Group, to discuss trends.

6.3.1 Mr Mulcahy said that he would feedback at the next meeting on non-precision approaches as he was attending a meeting the following day on this topic with the CAA's Directorate of Airspace Policy (DAP).

Action 07/01: Mr Mulcahy to feedback on non-precision approaches following his meeting with DAP.

6.3.2 Workstream 6: Mr M Robinson said that he would suggest to Mr C Probst, EASA, that the members meet with him again later in the year to discuss the Review's report and recommendations.

Action 07/02: Mr M Robinson to contact Mr C Probst to suggest that a meeting is held with EASA later in the year to discuss the Review's report and recommendations.

7. Presentation by Workstream 3.2

7.1 Mr Hardie had emailed the Members that morning (2 March) with the results of this Workstream.

7.2 All the Members were asked to review the email and to pass any comments to Mr Finnigan by 9 March.

Action 07/03: All Members to review Mr Hardie's results and to pass any comment to Mr Finnigan.

8. Presentation of Workstream 4 Report

8.1 Mr Waites presented the draft report, Version 1, and highlighted some of the statistics contained within the document.

8.2 A discussion was held covering the following points:

- Mr Roberts asked if the report should refer to third party accidents as this could be data EASA would be interested in. It was believed that there was not a high number of such accidents.
- Mr Norton said he would be interested in seeing a comparison of commercial v private and onshore v offshore commercial helicopter accidents.
- Mr M Robinson asked if more people took up general aviation then would the accident rate increase.
- What was an acceptable accident rate for general aviation and if the rate increased would this be a cause for concern. Prof Balthazor suggested that a presentation on this Workstream should be given to GASCo as they may be able to examine/discuss what safety levels would be appropriate for general aviation. This was agreed and Prof Balthazor was asked to take this matter forward.

Action 07/04: Prof Balthazor to contact GASCo to see if they wished to examine/discuss the report and what safety levels would be appropriate for general aviation.

8.3 Mr Hardie's comments on the draft report dated 1 March were reviewed.

8.4 It was agreed that the following recommendations, comments and amendments should be considered for incorporation in the final report:

- A recommendation that future work should be undertaken on deciding the targets to be applied for general aviation accidents and whether these should be divided into the activities undertaken eg gyroplanes, microlights etc.
- A recommendation that Europe/EASA should agree on common accident data to be recorded and published by the Member States.
- A recommendation that for the UK the accident data could not show a link between the regulatory regime and the accident rates. However, it was believed intuitively that there was a correlation and this should be examined in the future.
- A recommendation that this report is debated at the GACC.

- A statement as to how the microlight accident rate had improved due to regulation.
- A statement that for the moment the regulatory model should stay as is and was fit for purpose until a further examination of the statistics or future statistics proved otherwise.
- The report should refer to Mr Marshall's Workstream 8.1 looking at the devolvement of approvals for non-EASA aircraft types and how much more quickly aircraft equipment should be approved as this could improve the accident rates.
- A comment that of the countries reviewed the UK had one of the most advanced data systems but even this had limitations.
- Paragraph 9.6 should be reworded as this was considered to be an ambiguous statement.

8.5 A proposal was made to Mr Waites that if there was time a statistician should carry out a review of the statistics.

8.6 The Members were asked to provide Mr Waites with any comments by 16 March. Mr Waites would then send out the report for final approval by 20 March with any final comments from the Members by 31 March.

Action 07/05a: All Members to send Mr Waites any comments on the draft report by 16 March 2006.

Action 07/05b: Mr Waites to send out the report for final approval by 20 March.

Action 07/05c: All Members to send any final comments to Mr Waites by 31 March.

8.7 Capt Chapman asked that the notes of the meeting reflected the congratulations of the members to Mr Waites and his team on an excellent draft report and for the work undertaken.

9. Presentation of Findings of Workstream 5

9.1 Prof Balthazor took the members through the findings of the workstream. Prof Balthazor's email dated 1 March sent to the members on 2 March refers.

9.2 The following amendments to the presentation were noted:

- Date changed to 2 March 2006.
- 12 responses had been received including 4 via AOPA.
- One State (UK) recovers the total general aviation cost from the industry.

9.3 It was agreed that Prof Balthazor would produce a draft report and circulate it to the members by 20 March.

Action 07/06: Prof Balthazor to produce a draft report and circulate it to all Members by 20 March.

10. Presentation of Findings of Workstream 6

10.1 Mr Beaven referred the Members to the table, Version 3d, which had been updated following further comment.

10.2 It was agreed that this Workstream was now closed.

11. Presentation of Workstream 7 Report

11.1 A table had been produced listing the consultation which takes place between the CAA/Industry and DfT/Industry.

11.2 It was agreed that the table would be forwarded to the Members and they were asked to pass any comments to Mr Hartland. The comments would form the basis of any recommendations.

Secretarial Note: The table was emailed to the Members on 3 March 2006.

Action 07/07: All Members to pass any comments on the table to Mr Hartland.

11.3 The Members were asked if they wished to see the consultation take a different format.

11.3.1 Mr M Robinson said that he would like to see more dialogue with organisations and more use of the CAA/Industry groups before full consultation.

11.3.2 It was also suggested that perhaps a longer time period for consultation should be used.

11.3.3 Mr Forbes expressed the view that perhaps more detail should be placed on the CAA website including items like powerpoint presentations to give Industry a broader picture of the CAA's opinion/views.

11.3.4 It was also suggested that perhaps there should be no standing groups but only topic specific groups established when required.

12. Devolvement of Approvals for Non-EASA Aircraft Types (Workstream 8.1)

12.1 Capt Chapman introduced Mr John Marshall who would now take the lead on this Workstream, instead of Mr Kevin Russell.

12.2 Mr Marshall asked that the Members contact him with any points regarding the paper discussed at Meeting 6, 9 February 2006, and also if they wished to participate in the Workstream. It was envisaged that a maximum of 2 meetings would be required.

Action 07/08: All Members to contact Mr Marshall with any points on the Devolvement of Approvals for Non-EASA Aircraft Types paper and also if they wished to participate in the Workstream.

12.3 Mr Marshall added that he would like to have an Industry position for each type followed by a CAA position on where devolvement was possible and whether Industry was capable of taking on this role at this moment in time.

12.4 Mr Mulcahy offered to assist Mr Marshall with this Workstream which was accepted.

13. Update on Strategic Review

- 13.1 Capt Chapman said that the next meeting would be held on 15 March and the meeting planned for 11 April would be used to split into breakout groups to reach agreed positions.
- 13.2 Mr M Robinson said that due to a lack of time he had suggested to Mr Plant that the Strategic Review should focus on approximately 6 key items which would make a difference for general aviation.

14. Any Other Business

- 14.1 Mr M Robinson raised the topic of the pressure on airspace and the access for general aviation at regional aerodromes. He said he would like to see a low cost GPS solution where general aviation did not have to rely on aerodromes which did not want general aviation aircraft there.
- 14.2 Mr Norton expressed the thanks of the members to Mr Beaven for his work on general aviation. Mr Beaven would be leaving the CAA on 3 March to join the Air Safety Support International.
- 14.3 Capt A Robinson raised the issue of general aviation pilots maintaining their skill and confidence but not at high cost and the use of simulators for this was discussed.

Sonya Dench
Secretary to the GA Regulatory Review
10 April 2006