REGULATORY REVIEW OF GENERAL AVIATION IN THE UNITED KINGDOM MEETING 4, 20 DECEMBER 2005 CONF RMS 1 AND 2, AVIATION HOUSE, GATWICK

Present: Capt David Chapman CAA Chairman

Mr John Hills CAA Mr David Beaven CAA

Mr Tom Llewellyn CAA Representing Mr Jim McKenna Mr Martin Frogbrook CAA Representing Mr Simon Baker

Mr Joji Waites CAA
Mr Graham Forbes CAA
Mr Robin Allan CAA

Mrs Sonya Dench CAA Secretariat

Mr Martin Robinson Aircraft Owners and Pilots Association (AOPA)

Mr David Roberts British Gliding Association (BGA)

Mr Tom Hardie British Hang Gliding & Paragliding Association (BHPA)

Mr Peter Norton British Helicopter Advisory Board (BHAB)

Mr John Thorpe Representing Professor Balthazor

Mr Chris Finnigan British Microlight Aircraft Association (BMAA)
Captain Alan Robinson Guild of Air Pilots & Navigators (GAPAN)

Apologies: Mr Jim McKenna CAA

Mr Carl Thomas CAA Mr Simon Baker CAA

Professor Lee Balthazor Royal Aeronautical Society (RAeS)

1. Confirmation of Agenda

- 1.1 The proposed agenda for the meeting was agreed.
- 1.2 Mr Hardie said that his presentation (agenda item 9) would now be given on 12 January 2006 and at this meeting he would give a brief update on the progress so far.

2. Introduction

2.1 Capt Chapman welcomed Messrs Llewellyn, Frogbrook and Thorpe to the meeting.

3. Apologies

 Apologies had been received from Messrs McKenna and Baker and Professor Balthazor.

4. Matters Arising

- 4.1 Operating Standards Division Reorganisation Capt Chapman gave a short brief on the main drivers behind the reorganisation which were:
 - The transfer of the Aircraft Maintenance Standards and Applications and Certifications Departments to the new Airworthiness Division wef 1 April 2006.
 - The imminent retirements of Messrs John Hills and Bob Commander from the General Aviation Department.

- Combining the synergies of the Policy and Inspectorate functions from the Flight Operations and General Aviation Departments.
- The use of Commercial and Non-Commercial terminology to reflect EASA's definitions.
- 4.1.1 The new Head of the Aircraft Inspectorate Department will be Captain Richard Hill (exbmi and ex-Gulf Air) and the Head of the Policy Department will be Mr John Benyon. Captain Hill is new to the CAA and Mr Benyon is new to the Operating Standards Division having previously worked in the Design and Production Standards Division.
- 4.1.2 Capt Chapman stated that the functions and commitment of SRG would not change with the reorganisation. He also did not believe that the outcome of either of the GA Reviews would alter the proposed new structure.
- 4.1.3 Capt Chapman said that the CAA website would be updated to reflect the new changes in due course.
- 4.1.4 Capt Chapman added that he did not foresee the Division losing significant staff numbers to EASA.
- 4.1.5 It was announced that Mr Beaven would be leaving the Division in 2006 to join Air Safety Support International (ASSI).
- 4.2 Queries Relating to the CAA Mr M Robinson said that there had been an increase in the number of queries being received by AOPA which appear to have been directed from the CAA eg licensing queries. Mr Forbes asked Mr Robinson to provide him with the details so that he could investigate.
 - Action 04/01:Mr M Robinson to provide Mr Forbes with the detail of the queries received for him to investigate.
- 4.3 EASA Capt Chapman said that work was now moving forward with regard to the consultation on the proposal to amend Regulation 1592.
- 4.3.1 The Austrian Presidency will take this subject up in March 2006 therefore the CAA and Department for Transport hope to have a position ready in February 2006. Consultation will be sent out in mid-January 2006 with a comment period of 3 months, until mid-April.
- 4.3.2 It is hoped that an industry symposium will be held in February 2006 with possible small workshops for industry to debate certain specific issues eg FTL, cabin crew licences/ attestations.
- 4.3.3 Capt Chapman confirmed that ATM would not be included in this work.
- 4.4 General Aviation Consultative Committee (GACC) Capt Chapman said that so far no strong nominations had been received for the 2006 General Aviation Safety Awards. Capt Chapman would therefore be writing to all the GACC members seeking nominations and if no suitable ones were received the event may be cancelled for next year.
- 5. Approval of Notes of Previous Meeting 16 November 2005
- 5.1 Mr Finnigan asked that Item 7.7.7 and the accompanying action be deleted.
- 5.2 The notes from Meeting 3 held on 16 November 2005 were then approved.

6. Action Log Updated 22 November 2005

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

Secretarial Note: Action Log Updated 21 December 2005 is attached to the minutes.

7. Workstreams/Work Plan

7.1 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 6 are attached to the minutes.

- 7.2 Workstream 1: Capt Chapman said that although the definition of GA had been approved for the Regulatory Review this had yet to be agreed for the Strategic Review. Capt Chapman was reviewing this with Mr Mark Wilson, BBGA.
- 7.3 Workstream 3.2: Mr Hardie said that he would have a raw paper available for the first week in January and would give his presentation at Meeting 5 on 12 January 2006.
- 7.4 Workstream 4: Mr Waites said that the team had most of the available data for the UK Industry and was now working on determining the causes of the accidents.
- 7.4.1 Capt Chapman said that he hoped that the final report of the Group would be considered by EASA.
- 7.4.2 Mr M Robinson asked what the CAA's Target Rate was? This is contained in the CAA Corporate Plan 2005/2006 http://www.caa.co.uk/default.aspx?categoryid=286&pagetype=90&pageid=795). The target fatal accident rate for UK fixed-wing and rotorcraft general aviation below 5700kg MTWA for 2009 is 10.8 per million flight hours, with an upper limit of 17.2 and a lower limit of 6.4".
- 7.4.3 Mr Waites said that he would discuss with Mr Dave Lewis, Aircraft Maintenance Standards Department, and Mr Howard Dyer, Head of the Applications and Certifications Department, the annual collection of data from the Airworthiness Renewal Certificates (ARC). Mr Llewellyn said that industry would be asked to record the information on the form which accompanies the ARC.

Action 04/02: Mr Waites to discuss data collection from ARCs with Dave Lewis/Howard Dyer.

- 7.5 Workstream 5: Mr Hills said that so far 5 questionnaires had been returned which included one from an NAA (Moldova).
- 7.5.1 Mr M Robinson said that he would chase the questionnaires up with his European colleagues in January.

Action 04/03: Mr M Robinson to chase his European colleagues.

7.5.2 Mr Roberts said that he would review the European Air Sports Survey conducted approximately 3 years ago to see if any of the data would be relevant to this Workstream.

Action 04/04: Mr Roberts to review the European Air Sports Survey data.

- 7.6 Workstream 6: Mr M Robinson said that Claude Probst had welcomed the proposed visit to EASA and he was now waiting for Claude to confirm the available dates.
- 7.7 Workstream 7: Capt Chapman said that the lead for this was the Strategic Review and he proposed that Mr Alex Hartland attend the next meeting on 12 January 2006 to give the group an update on this workstream.

Post-Meeting Note: Mr Hartland has been invited to the next meeting.

- 8. Update on Strategic Review
- 8.1 Capt Chapman said that the Strategic Review's Workstreams had been agreed and the group was now making progress. Although some timescales for completion of the Workstreams may be ambitious.
- 8.2 Mr M Robinson referred to the DfT's sponsorship statement on the CAA and whether this should be updated to reflect General Aviation. Capt Chapman said that one of the aims of the Strategic Review would be to produce a more definitive statement.
- 9. Sectoral Trends Presentation (Workstream 3)
- 9.1 Mr M Robinson gave a presentation on the trends in General Aviation.
 - Secretarial Note: A copy of the presentation was emailed to the Members and also placed on the CAA's website and forum site on 22 December 2005.
 - Post-Meeting Note Action 04/05: Capt Chapman to discuss with Mr M Robinson how this presentation will be taken forward into the main report and if there are any specific actions for the Group to take.
- 9.2 Mr Forbes said that a trial on non-precision approaches would be conducted in 2006 at various aerodromes. Mr Forbes confirmed the aerodromes as being: Blackpool, Exeter, Durham, Gloucester, Inverness and Shoreham.
- 10. Major and Future Developments Presentation (Workstream 3)
- 10.1 Mr Hardie said that he would give a presentation at the next meeting on 12 January 2006. He said that so far only 17 responses had been received and he asked all the members to provide bullet points by the end of December 2005. He added that he would post a form on the Forum site for use by the members.

Action 04/06: Mr Hardie to post a form on the Forum site for use by the members.

Action: 04/07: All Members to provide bullet points by the end of December 2005.

- 11. How the Amendment to Regulation 1592 will Affect the Regulation of GA Activities Presentation (Workstream 6)
- 11.1 Mr Beaven gave a presentation on this subject.

Secretarial Note: A copy of the presentation was emailed to the Members and also placed on the CAA's website and forum site on 21 December 2005.

- 12. Current UK Regulatory Model & Future Options Presentation (Workstreams 5 and 8)
- 12.1 Mr Allan gave a presentation on this topic.

Secretarial Note: A copy of the presentation was emailed to the Members and also placed on the CAA's website and forum site on 21 December 2005.

- 13. Proposed Options for UK Regulation of General Aviation (Workstream 8)
- 13.1 Mr Roberts said that the EASA Rulemaking Directorate had decided to establish a recreational aviation task group to review the whole subject of EU regulation of aircraft other than complex motor powered aircraft, used in non-commercial activities. The task group is expected to start work in January 2006 and will provide the opportunity for involvement of recognised representative organisations at EU level, such as Europe Air Sports and IAOPA, to contribute to the drafting of implementing rules for Operations and Licensing, as well as revisiting some aspects of Part 21 in which EASA now recognise some problems for lighter aircraft. Mr Roberts pointed out that the first draft Terms of Reference (ToR) will need some discussion at the first meeting of the EASA task group

Secretarial Note: The first draft ToR dated 17 October 2005 is attached to the Minutes.

- 13.2 Capt Chapman said that the members should consider what they wanted as a regulatory regime and that the CAA had currently never delegated any function. EASA was now introducing an additional aspect of qualified entities and assessment bodies and the largest possible change for the CAA would be qualified entities.
- 13.3 Capt Chapman added that at the next meeting the discussion would be on what the members wanted the future regulatory regime to look at. He said that each industry member would be given approximately 10 minutes to present their ideas and wish list. The CAA members would then respond at the following meeting on 9 February 2006.

Action 04/08: All Industry Members to present on their ideas for a future regulatory regime at Meeting 5 12 January 2006.

Secretarial Note: Capt Chapman's email dated 21 December refers to this item and members had been asked to respond by 9 January 2006 with their thoughts.

Action: 04/09: CAA Members to respond at Meeting 6 9 February 2006.

- 14. Any Other Business
- 14.1 Mr Hills Capt Chapman expressed the thanks of the members for Mr Hills' contribution to the General Aviation Department and also as a member of this Review. Mr Hills is retiring from the CAA at the end of December 2005.

- 14.2 CAA's Scheme of Charges Mr M Robinson said that he had been discussing with the Cabinet Office the CAA's Scheme of Charges and that a Regulatory Impact Assessment (RIA) had not been undertaken with this review. The Cabinet Office had discussed this with the DfT and in their opinion an RIA should have been undertaken but it was now too late. Mr Robinson understood that in the middle of next year all Government Departments had to show a plan of reducing their regulatory burden by 25%.
- 14.2.1 Mr M Robinson agreed to distribute a copy of the Cabinet Office's letter on this subject when he received it.

Action 04/10: Mr M Robinson to distribute to the members a copy of the Cabinet Office's letter when he had received it.

- 14.2.2 Capt Chapman said that there were already initiatives underway to reduce the regulatory burden and costs to industry eg a different type of Flight Operations Inspector to look after the lower end of the AOC industry, reviews of how organisations are regulated etc. The Hampton Report had stated that regulation should be proportionate to the activity and the CAA was working on a Safety Initiative strategy looking at this.
- 14.3 Reimbursement of Costs to Industry Members Mr Hardie asked if this subject was any further forward.
- 14.3.1 Capt Chapman said that due to disparate Industry Members' views an impasse had been reached. Ideally total agreement would be required from the Industry Members as to how this payment issue should be resolved.
- 14.3.2 Capt Chapman agreed to discuss this subject again with Mr Alex Plant and Ms Chris Jesnick and to report back at the next meeting on 12 January 2006.

Action 04/11: Capt Chapman to discuss the reimbursement of costs with Mr Plant and Ms Jesnick and to report back at Meeting 5.

Sonya Dench Secretary to the GA Regulatory Review 23 January 2006