

REGULATORY REVIEW OF GENERAL AVIATION IN THE UNITED KINGDOM
MEETING 2, 5 OCTOBER 2005
CONFERENCE ROOM 1, AVIATION HOUSE, GATWICK

Present:	Capt David Chapman	CAA	Chairman
	Mr John Hills	CAA	
	Mr David Beaven	CAA	
	Mr Jim McKenna	CAA	
	Mr Carl Thomas	CAA	
	Mr Simon Baker	CAA	
	Miss Anne-Marie Little	CAA	
	Mr Robin Allan	CAA	Legal
	Mrs Lynne Rich	CAA	Secretariat
	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)	
	Professor Lee Balthazor	Royal Aeronautical Society (RAeS)	
	Mr Chris Finnigan	British Microlight Aircraft Association (BMAA)	
	Captain Alan Robinson	Guild of Air Pilots & Navigators (GAPAN)	
Apologies:	Mr Joji Waites	CAA	
	Mr Graham Forbes	CAA	

The Chairman welcomed Mr Allan, Mr Finnigan and Captain Robinson to the Review Team.

1. Confirmation of Agenda

1.1 The proposed agenda for the meeting was agreed.

2. Notes of Previous Meeting

2.1 The notes from Meeting 1 held on 9 September 2005 were approved.

2.2 Para 2.1: In an amendment to the notes, it was confirmed that BHAB would provide representation on behalf of the BBGA. Additionally, GASCO had agreed representation by RAeS.

2.3 Para 2.2: Closed. Mr Finnigan confirmed the microlight industry's awareness of BMAA representation on the Review Team.

2.4 Para 3.2: Taken under Agenda item 6b.

2.5 Para 3.3: Taken under Agenda item 5. To date, AOPA had not received comment from industry on the Regulatory Review Terms of Reference.

2.6 Para 4.1: Taken under Agenda item 4.

- 2.7 Para 6.1: Taken under Agenda item 6b.
- 2.8 Para 7.1: Taken under Agenda item 4.
- 2.9 Para 8.1: Taken under Agenda item 6b.

3. Matters Arising

- 3.1 The subject of foreign registered aircraft resident in the UK was again raised in relation to the Regulatory Review Terms of Reference. RAeS highlighted the current DfT consultation on this subject and the importance of feedback to the Team on the outcomes of the consultation in terms of the issues affecting GA.

4. Project Management

- 4.1 In progression of the development and timing of the work of the Sub Groups and completion of the work packages, Mr Hills presented the first draft of the planning chart which outlined the methodologies and key dates, to be revised and developed as the review meetings progress. The work of the Sub Groups would feed into the Review Team throughout the process, with the outputs from the Groups included in the final report. The Terms of Reference and representation for each Sub Group workstream would be reviewed and agreed by the Review Team. The Terms of Reference for a specific Accident Data workstream were reviewed and agreed.
- 4.2 The work packages, as outlined, were based on the objectives of the Regulatory Review Terms of Reference and, where common topics were shared, would be undertaken in parallel with the work of the Strategic Review.
- 4.3 AOPA and BGA confirmed their attendance on the Strategic Review Sub Group looking at sectoral trends and would routinely feedback to the Regulatory Review Team on issues raised.

Action 02/01: CAA held statistical data to be made available to industry as requested.

- 4.4 Representatives from BHPA, BMAA and GAPAN offered their involvement with the Major and Future Developments Sub Group
- 4.5 Mr Chapman agreed to discuss with Mr Plant the format of the workstreams for GA Sectoral Trends and Major and Future Developments likely to affect UK GA with the aim to avoid duplication of effort for these common shared topics. A proposal for a combined Strategic and Regulatory Sub Group, and the possibility of combining the tasks and incorporating airspace elements through DAP attendance, were discussed.

Action 02/02: Mr Chapman to discuss workstreams with Mr Plant.

- 4.6 In order to achieve full correlation, further accident rate data would be collated on the unregulated areas of GA. Additionally, BMAA would liaise with BGA and CAA to establish a list of other countries for data collection on microlights and gliders, with the aim to gather overseas data through the appropriate representative groups.

Action 02/03: Mr Waites to establish a list of other countries for data on microlights and gliders.

Action 02/04: Messrs Finnigan and Roberts to feedback data collated from the appropriate representative groups.

- 4.7 Members were invited to forward comments to Mr Hills on the joint CAA/industry draft Regulatory Review Questionnaire by 21 October, prior to sending to EASA Member States and the US, New Zealand, Australian and Canadian NAAs. A copy of the questionnaire would be discussed with Mr Plant to avoid Strategic and Regulatory overlaps. The advantages of testing the Questionnaire prior to wider dissemination were acknowledged.

Action 02/05: Questionnaire distributed on 7 October. All Industry members to comment by 21 October.

Action 02/06: Mr Hills to liaise with Mr Plant for the inclusion of the strategic review questions.

- 4.8 The workstream, and its individual sub tasks, on the proposed options for future regulation of GA was considered by all to be the predominant item and the main output of the Regulatory Review. (See item 8)

Action: 02/07: Mr Allan agreed to provide a link into the DfT on the options available.

- 4.9 It was agreed that the following actions would be included as Agenda items for Meeting 3 on 16 November 2005:

Action 02/08: Mr Waites presentation on the accident rate for GA over the past 10 years using combined CAA/industry data.

Action 02/09: CAA presentation on EASA Regulation by Mr McKenna and Mr Beaven.

- 4.10 It was agreed that the following actions would be included as Agenda items for Meeting 4 on 20 December 2005:

Action 02/10: Industry to present on dimensions and issues on GA sectoral trends.

Action 02/11: Workstream to present findings on major and future developments likely to affect UK GA.

5. Terms of Reference

- 5.1 Revisions to the numbering of items in the draft Terms of Reference were noted. The need to correlate with the Strategic Review Terms of Reference in terms of aligning structure and phraseology was acknowledged.

Action 02/12: Mr Hills to revise Terms of Reference.

- 5.2 The inclusion of DfT representation on the Regulatory Review Team was considered but it was felt that, at this stage, formal DfT attendance was not required. However, future invites when proposed models were ready for review would be appropriate.

6a. Outline of Report

- 6a.1 Industry representatives were invited to review the draft outline report and forward comments to Mr Hills.

Action 02/13: All Industry members to provide comments by the end of November.

6b. Feedback from Strategic Group

- 6b.1 In further discussions of the definition of GA, the Team acknowledged that establishing one standard definition applicable across all general aviation sectors was difficult in view of the varying nature of GA activities. The ICAO and EASA definitions, and the definition used for the purposes of the Strategic Review, were all considered. It was agreed that for the purpose of the Regulatory Review only, that GA should be defined as “An aircraft operation other than a commercial air transport operation”.

- 6b.2 Mr Chapman agreed to liaise with Mr Plant on timings of the meetings and distribution of the notes from the Strategic Review meetings to members of the Regulatory team.

Action 02/14: Mr Chapman to discuss with Mr Plant.

7. History of General Aviation

- 7.1 CAA presented a history of regulation within the UK, the existing UK policy on GA regulation and best practice guidelines. Tables, chronologically presenting regulatory reduction initiatives for Licensing, Operations and Certification, presented the work undertaken by CAA in reviewing activities and areas where reductions in the regulatory oversight have been implemented. To ensure presentation of the full and complete picture, industry would provide a status report on regulation for key activities for each sector. A framework on how each GA sector is regulated or unregulated would then be produced by CAA and distributed.

Action 02/15: All Industry members to provide information on their respective GA regulated/unregulated sectors.

Action 02/16: Mr Beaven to produce and distribute.

- 7.2 A table on regulatory reduction initiatives for Maintenance had been prepared and would be circulated to Members.

Secretarial Note: Maintenance table circulated with meeting notes.

- 7.3 BGA considered a need to include additional text to review regulatory history in the context of the history of GA and offered to provide some further background to be incorporated.

Action 02/17: Mr Roberts to provide background information

- 7.4 CAA announced that Continued Airworthiness Flight Testing for EASA controlled aircraft would no longer be a mandatory requirement.

8. Proposed Options for UK Regulation of General Aviation

- 8.1 An opening general discussion commenced consideration of proposed options for UK regulation of GA. A continuous theme throughout the meeting was that in understanding and determining levels of regulation, a legal definition of what is meant by the terms Regulated, Unregulated, Devolved and Delegated was essential. Also, an understanding of the pros and cons for each of level of regulation would provide greater clarity in formulating future proposed options.

Action 02/18: R Allan to provide definitions for Meeting 3 on 16 November.

Post-Meeting: R Allan was invited to give a presentation on 20 December on the options for regulation.

Action: 02/19: R Allan to present options for regulation.

- 8.2 The Chairman suggested that GA's perception of the regulatory oversight provided by the CAA may be influenced adversely by some elements of regulation which may be perceived to be either inappropriate, over-zealous, not understood or disproportionate. He therefore suggested that an Issues Log be started and industry members of the group would be invited to raise issues for debate within the CAA. He stressed that it would be likely that some issues were outside of the remit of the CAA (eg EASA responsibility) but that the CAA would comment on the issues back to the Group or to the GACC if the response was made later than June 2006.

Action 02/20: All Industry members to consider items for inclusion in the "Issues Log".

9. Major and Future Developments Likely to Affect UK General Aviation

- 9.1 This agenda item was addressed in the discussion on Agenda item 8.

10. Any Other Business

- 10.1 No other items of business were raised.
- 10.2 A stated aim throughout was the utilisation of the CAA web site to promulgate information and as a means for industry to interactively provide information and feedback. It is envisaged that each Sub Group would establish a bulletin board page to share and publish information. Documentation from the Review Team meetings would also be included as articles for industry and public reference.

Action 02/21: CAA to investigate utilisation of the CAA Web.

Secretarial Note: A full Review Team Action Log and Document List will be updated after each meeting and attached to the notes.

Lynne Rich
Secretary to the GA Regulatory Review
10 October 2005