

REGULATORY REVIEW OF GENERAL AVIATION IN THE UNITED KINGDOM
MEETING 8, 6 APRIL 2006
CONF RMS 1 AND 2, AVIATION HOUSE, GATWICK

FINAL NOTES

Present:	Capt David Chapman	CAA	Chairman
	Mr Graham Forbes	CAA	
	Mr Jim McKenna	CAA	
	Mr John Marshall	CAA	(for part of the meeting)
	Mr Joji Waites	CAA	
	Mr Simon Baker	CAA	(for part of the meeting)
	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)	
	Mr David Roberts	British Gliding Association (BGA)	
	Mr John Thorpe	Representing Professor Balthazor	
Apologies:	Mr Robin Allan	CAA	
	Mr Paul Mulcahy	CAA	
	Mr Tom Hardie	British Hang Gliding & Paragliding Association (BHPA)	
	Professor Lee Balthazor	Royal Aeronautical Society (RAeS)	
	Capt Alan Robinson	Guild of Air Pilots & Navigators (GAPAN)	

1. Confirmation of Agenda

1.1 The proposed agenda was agreed.

2. Introduction & Aim of the Meeting

2.1 Capt Chapman welcomed everyone to the meeting.

2.2 Capt Chapman said that the aim of the meeting would be to discuss the main points, conclusions and recommendations from the draft submissions . He said that over the Easter break he would produce the first draft report. Today's meeting would be used to close the Workstreams and he asked the rapporteurs to send to him their final reports by 13 April 2006.

Action 08/01: All Workstream rapporteurs to send to Capt Chapman their final reports by 13 April 2006.

2.3 The CAA members would be meeting on 2 May to consider the embryonic report and it would then be circulated to all members by 5 May in preparation for discussion at the 12 May meeting.

2.4 Capt Chapman added that if the recommendations could not be agreed at the next meeting then the potential existed for any member to put in a minority report.

2.5 Mr M Robinson said that where possible the report would need to be co-ordinated on common areas with the Strategic Review and this was agreed. Capt Chapman said that he would not wish to see recommendations which would be contrary to the Strategic Review's report.

2.6 It was agreed that John Thorpe would attend the 12 May meeting due to his input to the review.

3. Apologies

3.1 Apologies had been received from Messrs Allan, Mulcahy, and Hardie, Prof Balthazor and Capt A Robinson.

4. Approval of Notes of Previous Meeting - 2 March 2006

4.1 Mr M Robinson asked that Item 14.1 be amended to read, "He said he would like to see a low cost GPS solution ...".

4.2 The notes from Meeting 7 held on 2 March 2006 were then approved.

5. Action Log Updated 6 March 2006

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

Secretarial Note: Action Log Updated 10 April 2006 is attached to the minutes.

5.2 Action 04/10 - Mr M Robinson said that no letter from the Cabinet Office had been received and therefore it was agreed that this item could be closed.

5.3 Action 06/04 - Mr M Robinson said that he had recently met with Mr Alex Plant and during their discussions 7 points came out which Industry members wished to focus on. The issues for the Regulatory Review were: airspace, EASA, JARs and consultation. Mr M Robinson had also proposed to Mr Plant that perhaps an interim report in June for the Strategic Review would be required, as Mr Robinson didn't believe that this Review would meet its timescales.

5.4 Action 07/01 - Mr Mulcahy would be asked to provide a statement for this action. Mr M Robinson added that not enough consultation had been held on non-precision approaches.

5.5 Action 07/02 - Mr M Robinson said that he had discussed a further EASA meeting with Eric Sivel and EASA was agreeable to the proposal. It was agreed following discussion on the MDM.032 group that a meeting in September would be appropriate.

5.5.1 Capt Chapman said that it was unlikely that the Regulatory Review would make major recommendations but one area of influence was EASA. It was understood that EASA would be using the MDM.032 group to look at GA with a clean sheet of paper. The Terms of Reference stated that an interim report on the concept for regulatory system and implementation measures should be published by July 2006. An Advanced Notice of Proposed Amendment (A-NPA) would then be issued with a 2 month consultation period. The indications were that the July timescale would slip due to the large amount of work to be undertaken and September was a more probable date.

5.5.2 Capt Chapman proposed that once the A-NPA had been published then either the Regulatory Review team should be reformed or a subgroup of the General Aviation Consultative Committee (GACC) created to discuss a joint CAA/Industry way ahead. Following discussion it was agreed that a subgroup of the GACC would be proposed and this item would be raised at the next GACC meeting on 11 July. Mr Roberts said that he would be prepared to give a presentation on MDM.032 at the GACC meeting with Mr Graham Newby.

Action 08/02a: Capt Chapman to raise the item of a GACC sub-group to consider the MDM.032 A-NPA at the GACC meeting on 11 July.

Action 08/02b: Messrs Roberts and Newby to give a presentation on MDM.032 to the GACC at 11 July meeting.

- 5.5.3 The general consensus within the group was that EASA was pushing the work of the MDM.032 group through too quickly and was possibly being used for political reasons to get Industry buy-in.
- 5.5.4 Mr Forbes asked for views on whether the CAA should look at deregulating/devolving National Private Pilot's Licences (NPPL) before EASA and this way EASA would have a system to consider. Mr M Robinson said that some of his European members did not support the recreational licence and ICAO and ECAC were looking at issues such a biometric licences and language qualifications. The Industry members said that they would wish EASA to consider a transitional system whereby a pilot could move in steps from a recreational PPL to an ATPL.
- 5.6 Action 07/04 - Mr Thorpe said he would take on this action.
- 5.7 Action 07/08 - Mr Marshall said that only 2 inputs had been received from Messrs Finnigan and Norton. It was therefore agreed that Mr Marshall would submit a report based on the "Devolvement of Approvals for Non-EASA Aircraft Types" paper, discussed at Meeting 6, 9 February 2006. Mr Marshall asked for any final comments from the Members by 11 April.

Post-Meeting Note: Capt Chapman and Mr Marshall agreed that no further action on this item was required. Capt Chapman agreed to extract the material from the paper for the draft report.

6. Workstreams/Work Plan

- 6.1 There were no comments on the Workstreams' Planning Chart and Terms of Reference as the Workstreams would be closed at this meeting.

7. Debate and Agree Output of Workstreams Including Draft Recommendations

- 7.1 Workstreams 1 - Already completed.
- 7.2 Workstream 2 - Already completed.
- 7.3 Workstream 3.1 - The following comments were made:
- Observation 1 - A statement to be added if aircraft movements at regional aerodromes have fallen due to the public using other forms of GA eg microlights and is this for cost-effective purposes and other cultural needs. Mr Thorpe agreed to provide Mr Robinson with data.
 - Lober report and 1.2 million hours flown - The number needs to be quantified and a statement made as to the accuracy of the figure.
 - Lease arrangements and putting the aircraft on the UK register could lower its global resale value - A comment to be added that this is historical and to state the current procedure.

- Gliding - Mr Roberts' statement that gliding is generally static with the number of members down, however, the quality has increased should be included.
- Flying Training - A comment to be added that pilots are going overseas more to complete flying training, if this trend can be shown.
- Data should only be used if it can be substantiated and the period examined should be stated. Instead a subjective opinion should be made and a recommendation added that the CAA data is not consistent.
- The report should be examined to see if some issues are for the Strategic Review rather than the Regulatory Review and if yes state which ones.
- Some graphs from Mr Forbes' labour supply paper should be included re: number of PPLs falling.
- Recommendation to be added that the CAA should investigate ways in which new designs can be accepted more quickly.
- Recommendation to be added that the Industry and CAA should look at initiatives to encourage new people to enter aviation.
- Safety education should be emphasised.

Action 08/03a: Mr Thorpe to provide data.

Action 08/03b: Mr Waites to provide Mr M Robinson with the GA utilisation data used in Workstream 4.

Action 08/03c: Mr Waites to provide Mr Gasden with the same data if required.

Action 08/03d: Mr Roberts to discuss Mr Hardie's comments on there being no information on anything other than UK registered powered aircraft with Messrs Hardie and M Robinson.

7.4 Workstream 3.2 - The following comments were made:

- Insurance - Statement to be added on how AOPA/BGA pay insurance for instructors.
- Fuel Costs - A statement was made that most leisure activities pay some form of tax.
- Lower Airspace Radar Service (LARS) - A comment was made that LARS would continue to be funded by the Government. Also DAP was looking at civil and military controllers to understand the roles of each.
- EU Licensing Issues - A statement should be added referring to ICAO and their work on the standard of English used.
- EU Regulation - EASA's impact should be referred to.
- The impact of security should be included for the Strategic Review.

- Mandatory Mode S Carriage - A statement was made that there is no agreement to accept Lightweight Transponders in different States' airspace as they don't meet internationally agreed standards.
- Access to Airspace/Airfields - The impact of the Single European Sky should be referred to. Also the Light Aviation Airports Study Group should be referenced. Item (g) should possibly be deleted as this work was already being progressed.
- Airworthiness/Design/Equipment Issues - The work of the EASA MDM.032 group should be referred to. Item (b) should be deleted, as a Public Transport Certificate of Airworthiness doesn't exist.
- Devolvement of Further Powers - Mr Roberts to provide wording on glider regulation.

Action 08/04: Mr Roberts to provide wording on glider regulation.

Post-Meeting Note: On 7 April 2006 the latest information received by Capt Chapman on Mandatory Mode S Carriage and Consultation on Airspace Change Proposals was emailed to the Members.

7.5 Workstream 4 - The following comments were made:

- Where stated accidents should be qualified as being fatal accidents.
- Figure 8.1 - The note should be deleted.
- Recommendation to be made that the CAA should review safety education with the possibility of a new GACC subgroup to look at this issue.

7.6 Workstream 5 - The following comments were made:

- A statement should be made, if possible, as to how much more the UK consults than other European States.
- Executive Summary - Penultimate bullet point to be reworded, "No-one is required to recover total GA regulatory cost from the industry except the UK".
- Recommendation to be added that this document be used to influence EASA debate on future regulation.
- Conclusion to be added that diverse regulation takes place within Europe.
- US figures to be separated out from other States.
- A health warning to be added on how accurate the figures are believed to be.
- It was unsure whether some figures are for new licences issued or whether they are the total number of licences in existence eg fourth bullet point of Observations. These should be clarified where possible.
- Mr Hardie's comment on the French figures to be examined.

7.7 Workstream 6 - The following comments were made:

- Conclusion to be added that the EASA MDM.032 group will have a major influence on GA.
- Recommendation to be added that a Subgroup should be formed under the GACC to review MDM.032.

7.8 Workstream 7 - The following comments were made:

- The recommendation to review the structure and terms of reference of the GACC was agreed. The recommendation to do the same for NATMAC should be deleted, as it was believed that this system worked well.
- A new recommendation should be made that GA organisations have alliances where possible on common themes.
- The recommendation concerning a single organisation to represent GA should be deleted.
- A recommendation should be added as to how parties not involved in a GA organisation/body are consulted.
- A recommendation should be made with regard to placing the list of GA consultative groups, their participants and terms of reference on the CAA website.
- Mr Forbes to provide wording on the difficulty for GA in having a single voice due to the diverse activity which takes place.
- The CAA's relationship with EASA and its obligations for consultation should be referred to. Mr McKenna said he would liaise with Mr Hartland on this issue.

Action 08/05a: Mr Forbes to provide wording on the difficulty for GA in having a single voice.

Action 08/05b: Mr McKenna to liaise with Mr Hartland on the CAA's relationship with EASA and its obligations for consultation.

7.9 Workstream 8 - Mr Allan's text was accepted and a recommendation would be made that the calculation of acceptable levels of safety for GA and target rates should be examined.

7.9.1 A general discussion was held on:

- Possible legal changes.
- Costs of administration.
- Costs to industry.
- Cost effectiveness and risk analysis.

7.9.2 Capt Chapman stated that he did not believe significant recommendations would be made within the Review's report which would affect the items above. The main recommendation would be that a group should be formed to examine the outcome of the EASA MDM.032 group.

7.10 Workstream 8.1 - Discussed under Action Log.

8. Issues Log - Summary

- 8.1 It was agreed that although the CAA had responded to some of the issues raised that these items could not be considered closed. The Summary Log would be amended to reflect this.

Secretarial Note: Summary Log has been amended

- 8.2 Capt Chapman asked that the CAA respondees action any items by 21 April, where possible, and that the Issues Log would then be taken over by the GACC.

Action 08/06: CAA respondees to action any issues by 21 April, if possible.

9. Any Other Business

- 9.1 Mr P Norton raised the issue of gyrogliding where this activity wished to have a formal system for instructors etc and currently had a loose arrangement in place with the British Rotorcraft Association (BRA). Mr Finnigan responded that the BRA had contacted the BMAA some 3 years ago with an application for the BMAA to take over this responsibility. There had been a scoped study on how this activity could be authorised, in the same way as for microlights, however, the BMAA Council had rejected this application due to various factors. Mr Finnigan said that the gyrogliding community may wish to make another application.
- 9.2 Mr M Robinson said that with regard to consultation the GA community should be persuaded to join associations as this would be in the best interests for all concerned. Capt Chapman said that the aim of the CAA was to put as much information as possible on its website for viewing by the public.
- 9.3 Capt Chapman said that the June meeting would be used to feedback comments from the CAA Board on the report. However, this meeting could be cancelled depending on the Board's decisions.

**Sonya Dench
Secretary to the GA Regulatory Review
17 May 2006**