

**REGULATORY REVIEW OF GENERAL AVIATION IN THE UNITED KINGDOM
MEETING NO 1
9 SEPTEMBER, 1000 - 1600
DINERS 1 & 2, 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
Mr Graham Forbes CAA
Mr Joji Waites CAA
Mr Rupert Britton CAA - Representing CAA Legal Department
Mrs J Doyle CAA

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)

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

1. Confirmation of Agenda

1.1 The agenda which had been proposed for the meeting was agreed.

2. Introductions

2.1 Representation on the Review was confirmed as follows:-

AOPA, BHAB, BGA, RAeS, BHPA, BMAA and GAPAN – direct representation on the Review Group.

Feedback to, and communication with, the following organisations would be achieved through the channels indicated below:-

Organisation	Representation on Review Team via
GA Alliance	BHPA
Helicopter Club of Great Britain/ BBGA	BHAB
Royal Aero Club	BGA
AOA	AOPA
BBGA	BHPA
GASCO	RAeS
PPL/IR	BHPA
PFA	BGA (RAeC)

These arrangements would ensure that all those organisations which had responded to the letter from the CAA Chairman of June 2005 would be represented either directly or indirectly on the Group. The framework also provided a means of capturing views of all interested parties as the Review progressed. Although a response had not been received from the Historic Aircraft Association, as the organisation held associate membership of the Royal Aero Club, it was agreed that RAeC (via BGA) would represent HAA.

- 2.2 Following discussion, it was agreed that clarification would be sought from BMAA as to whether that organisation represented microlight manufacturers.

Action: Industry to confirm BMAA representation of microlight manufacturers.

- 2.3 The Strategic Review of General Aviation was recognised as being a major external interface, emphasising the need to ensure close alignment with the work of that Group. Additionally awareness of the work currently being undertaken within the Light Aviation Airport Study Group would be made available to this Group via Mr Forbes who was also a member of LAASG. LAASG was due to conclude its work in approximately two and half month's time.
- 2.4 On the question of meeting attendance, it was agreed that CAA and Industry substitutes would be permitted in order to allow discussions to be fully reported back to those representatives unable to attend. In order to do so, substitutes should be fully briefed but it was emphasised that they would not contribute to decision or policy making.

3. Draft Terms of Reference

- 3.1 The draft Terms of Reference were reviewed and amendments noted. A key observation made in consideration of the Terms of Reference was that the objective under 1.1

'Proposing a preferred model for future UK regulation of general aviation'

should be amended to read 'proposing a preferred framework', and be clearly identified as constituting the overall aim of this Review.

- 3.2 A number of further points were raised during discussion of the TORs:-

- The 9 sub bullets under section 1.1 'Agreeing and Recording' formed the main headings and structure for the final report of the Review. Each of the 9 subject areas would be developed either by separate subgroups or within the main group itself, as appropriate.

- A definition, and common shared understanding, of GA within the UK was fundamental to the Review. It was agreed that, for next meeting on 5 October, CAA and Industry would give some consideration of this definition in order to establish what should, and should not, be included.

Action: CAA and Industry to give some consideration to a definition of GA.
(see para 8 below)

- The inclusion of representation from the CAA Legal Department on the Review team reflected the fundamental nature of issues under evaluation and, hence, the need to ensure that legal advice was readily available when possible options were being put forward.
- Awareness of developments within EASA particularly on Operations and Licensing (O&L) was crucial, although opportunities to influence and feed the results of both the CAA Strategic and Regulatory Reviews into O&L developments were extremely limited. The European Commission remained the main focal point for O&L, given that EASA had not acquired legal competence in this area at present.
- One of the work packages in the Review would be to compare the accident rate for UK GA over the past 10 years compared with other selected European National Aviation Authorities and the FAA. It was suggested that John Thorpe of GASCO would be a valuable addition to this sub-group, with CAA chairing the group through Joji Waites.
- Although AOPA queried the exclusion from the Terms of Reference of foreign registered aircraft resident in the UK, believing that the reasons for this should be explored, CAA's view was that this point would be sufficiently addressed through other parts of the work programme, and did not warrant a separate debate. Similarly, such discussion on UAVs as needed to take place could do so as part of, for example, the sectoral trends workstream.
- It was confirmed that where agreement could not be reached, minority positions would be recorded in the final report. The majority view, however, would be that which was taken forward as the official position. When individual sections of the report had been agreed within the Group (with any minority positions recorded), that section would be placed on the website for further comment. It would be the responsibility of either the sub group or the main group to consult as appropriate during the drafting of their section of the report.
- It was agreed that a subgroup may invite additional representation if it was thought to be of benefit to the work of the group.
- Should overseas visits be required as part of benchmarking activities, these would be funded by CAA.
- The location of future meetings was confirmed as Aviation House, Gatwick as this was the most convenient venue for representatives.

3.3 It was agreed that CAA would amend the Terms of Reference to reflect the comments made and distribute them to industry representatives. AOPA offered to co-ordinate industry comments.

Action: CAA to amend TORs to reflect amendments made.
Secretarial Note: revised TORs attached to these Notes.

Action: AOPA to co-ordinate consolidated industry comments.

4. Working Practices

4.1 Subgroups

- 4.1.1 As noted above, the subgroups would work on developing individual sections of the report, advising the main group when their work was completed. It was agreed that, for the next meeting, CAA would produce a strawman for the development and timing of each section of the report.

Action: CAA to produce strawman for development and timing of each section of the report / work packages.

- 4.1.2 The question of programme support/management of the workstreams was raised. CAA agreed to look at how this might be resourced.

Action: CAA to look at resources for programme support.

5. Communications

- 5.1 This agenda item, intended to cover the website arrangements and liaison with other interested parties, was addressed during discussion in other sections of the agenda.

6. Liaison with Strategic Review Group

- 6.1 The close liaison with the Strategic Review was noted under 2.3 above. In recognition of that relationship, it was agreed that feedback from Strategic Review meetings would feature as a standing agenda item for this meeting.

Action: CAA to include feedback from Strategic Review meetings as a standing item on the agenda

7. AOB

- 7.1 Discussion of the use of questionnaires to gather information resulted in CAA agreeing to draft a questionnaire for distribution to foreign regulatory authorities, recognising that this would capture information on the 'as-is' situation. AOPA also offered the questionnaire exercise they were currently involved in as a further channel through which information could be usefully collected.

***CAA to draft questionnaire for foreign regulatory authorities.
AOPA to consider using their channels to seek answers to the CAA questionnaire.***

8. Definition of GA

- 8.1 Following completion of discussion of the agenda items, the meeting moved on, in the remaining time available, to hold an initial debate on the definition of GA. CAA distributed ICAO definitions of general aviation operation, commercial air transport operation and aerial work, and also EASA proposed definitions for inclusion in Article 3 of the Basic Regulation. The group agreed that the definition of GA, for the purpose of this review, should be, "An aircraft operation other than a commercial air transport operation".

Action: CAA agreed to confirm the latest EASA version of the definitions.

Secretarial Note: Updated version attached to the notes.

