

REGULATORY REVIEW OF GENERAL AVIATION IN THE UNITED KINGDOM

TERMS OF REFERENCE

1. Objectives and Scope

- 1.1 A CAA-initiated and -chaired regulatory review of General Aviation is to be carried out jointly by representatives from the General Aviation community, UK Government and the CAA.
- 1.2 For the purposes of this review, General Aviation is defined as “a civil aircraft operation other than a commercial air transport operation” where “commercial air transport” is defined as “an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire”.
- 1.3 The objectives of the review are to agree and record:
 1. A description and definition of general aviation in the UK.
 2. The history of regulation within the UK, the existing UK policy on general aviation regulation and best practise guidelines.
 3. Sectoral trends and major and future developments which are likely to affect UK general aviation
 4. The accident rate for UK general aviation over the past 10 years compared with selected other European National Aviation Authorities and the Federal Aviation Administration. Consider appropriate safety targets for general aviation.
 5. Other regulatory models used within Europe and elsewhere.
 6. The effects of EASA (through Regulation EC 1592/2002) upon future UK regulation of general aviation.
 7. Methods and effectiveness of consultation and dialogue between General Aviation interests and CAA/Government/regional bodies.
 8. Proposed options for future UK regulation of general aviation including details of:
 - Possible legal changes.
 - Costs of administration.
 - Costs to industry.
 - Advantages and disadvantages of each proposal.
 - Cost effectiveness and risk analysis.
- The scope of the review will exclude the following items:
 - a. Fractional ownership.
 - b. Unmanned Aerial Vehicles (UAVs).
 - c. Foreign registered aircraft resident in the UK.

2. Principles

2.1 In developing recommendations the review must take into account that:

- All recommendations must take into account CAA statutory responsibilities, that risks to civil aviation are properly controlled and that safety standards currently achieved in the UK are maintained. These recommendations must also take account of ICAO, EC and EASA regulations.
- The responsibility for setting UK regulatory charges is a statutory responsibility of the CAA, taking into account any relevant EASA fees and charging regulations.
- The final decision on the method and level of regulation of UK general aviation is the prerogative of the CAA Board having regard to UK legislation, ICAO obligations and EC/EASA regulations and procedures.

and the following underlying principles:

- The workings of the Review Team shall be based upon available factual information.
- The individual members of the Review Team are responsible for collecting and expressing the views of the sectors they represent and providing feedback from the Review Team.
- Where general consensus has been reached by the Review Team, all members shall be committed to taking the consensus forward; minority positions will be acknowledged, recorded and the sponsor of the position identified in the final report or annex thereto.
- Wherever possible, nominated representatives will attend all meetings. Where alternates are used, they must be aware of, and be committed to, agreements already reached.

3. Membership

3.1 The following will comprise the Review Team:

Chairman - David Chapman, Head of Operating Standards (HOSD), Safety Regulation Group.

CAA

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| John Hills | - Safety Regulation Group, General Aviation Department. |
| David Beaven | - Safety Regulation Group, General Aviation Department. |
| Carl Thomas | - Safety Regulation Group, Certification and Approvals Department. |
| Jim McKenna | - Safety Regulation Group, Aircraft Maintenance Standards Department. |
| Graham Forbes | - Safety Regulation Group Personnel Licensing Department. |
| Simon Baker | - Safety Regulation Group, Finance Department. |
| Joji Waites | - Safety Regulation Group, Research and Strategic Analysis. |
| Robin Allan | - Corporate Centre, Legal Department. |

General Aviation

- Martin Robinson - Aircraft Owners and Pilots Association (AOPA)
- David Roberts - British Gliding Association (BGA), Royal Aero Club of the UK (RAeC), Europe Air Sports (EAS)
- Tom Hardie - British Hang gliding and Parachuting Association (BHPA)
- Peter Norton - British Helicopter Advisory Board (BHAB)
- Chris Finnigan - British Microlight Aircraft Association (BMAA)
- Alan Robinson - Guild of Air Pilots And Navigators (GAPAN)
- Lee Balthazor - Royal Aeronautical Society (RAeS)

Secretariat

- Sonya Dench - Safety Regulation Group – PA to HOSD
Corporate Affairs

General Aviation members feedback to, and communication with, the following organisations would be achieved through the channels indicated below:

Organisation	Representation on Review Team via
General Aviation (GA) Alliance	BHPA
Helicopter Club of Great Britain/ BBGA	BHAB
Royal Aero Club	BGA
Airport Operators Association (AOA)	AOPA
British Business and General Aircraft Association (BBGA)	BHPA
General Aviation Safety Council (GASCo)	RAeS
Private Pilot Licence / Instrument Rating (PPL/IR)	BHPA
Popular Flying Association (PFA)	BGA (RAeC)

4. Assumptions

4.1 The Review Team will make all reasonable endeavours to:

- Review information on current SRG regulatory activities at a sufficient level of detail to inform the Review.
- Ensure that adequate liaison will be maintained with all General Aviation associations represented on the General Aviation Consultative Committee.
- Ensure that adequate liaison will be maintained with the CAA's Strategic Review of General Aviation which is being undertaken in a similar timeframe.

5. Protocols

5.1 The team's work will be transparent to any interested party. A website will be created allowing any individual to view the results of meetings and the draft report as it develops.

There will be brief minutes recorded at each meeting and an action list.

6. Deliverables/Output/Tasks

Prepare and present to the CAA Board by 30 June 2006 a report, including an executive summary, which details report which details how general aviation should be regulated once EASA has legal competence to oversee Operations and Licensing, together with recommendations covering, inter alia:

- Proposals in respect of CAA's regulatory activities including, where applicable, comparisons with other relevant organisations for both EASA and non-EASA activities.
- Information required by the objectives.
- Activities undertaken by the CAA on behalf of Government.
- Options for improvement and/or comment in the following areas:
 - Impact of recommendations on CAA.
 - Impact of recommendations on statutory requirements.
 - Impact of recommendations on general aviation.
- Any significant investment required, related to the above.

7. Budgetary Control

- 7.1 Members will be expected to fund their own participation in this activity. The Chairman and selected members of the team, if involved in overseas benchmarking activities, may recover appropriate travel and subsistence costs from the CAA. The CAA would consider additional funding only in an exceptional case.