Economic Regulation Group International Aviation Policy

26 July 2005

Dear

REVIEWS OF GENERAL AVIATION IN THE UK

- 1. Sir Roy McNulty's letter of 15 June 2005 put forward the idea of a strategic review of General Aviation (GA) to be taken forward by a joint CAA/industry/Government team under my Chairmanship: the letter also indicated the intention to carry out a review of the CAA's approach to regulation of GA. I am delighted to be able to say that the universal view from respondents to that letter was that these are welcome initiatives. This letter therefore seeks to move the process forward in accordance with the timescale set out by Sir Roy in his letter.
- 2. The consensus view detailed in the responses to the Chairman's letter dated 15 June 2005 indicate that the strategic and regulatory reviews should perhaps be combined but, if not, then they must be very well co-ordinated.
- 3. It has therefore been decided to commence the regulatory review earlier than originally anticipated, under the Chairmanship of David Chapman, Head of Operating Standards Division in the Safety Regulation Group of the CAA. This review will focus on what is expected to become the area of national responsibility from an operational, maintenance and design perspective and will, of course, take into account the emerging views of the Commission et al regarding the extension to the Operations and Licensing legal remit for EASA.
- 4. David Chapman and I have now had the chance to review in detail all the responses received and to consider the question of the membership of the strategic review and regulatory review teams.
- 5. As I am sure you will appreciate, this has been no easy task. Ideally, the full range of differing activities and interests within GA would be represented on the strategic review team. But the need to keep numbers to a manageable level, unavoidably means that some who have expressed an interest, regrettably, cannot be accommodated.
- 6. The approach we have taken in selecting the teams is to try to create a balance of interests and specialisms and to choose individuals whom we expect will be able to reach out beyond their immediate representative group to the wider GA community. The members will also need to be able to contribute fully to what will need to be a genuine "working" group, given the amount of material we are likely to need to collate in a relatively short timescale. We have also borne in mind the importance of ensuring the best mix of representation between the two reviews.
- 7. I want to stress that the absence of individuals or groups from the team in no way means that their views will not be listened to. As the workstreams develop, it is likely that those with particular expertise in a subject area may be asked to contribute directly; both Chairmen would welcome any direct comments at any stage during the Review. Those interested industry parties not represented on either review should either form an alliance

with a team member who could represent their views or write directly to the Chairman of the respective group indicating the issues they wish to see covered in the relevant review. To facilitate this, the Secretariat are exploring how we may develop a section of the CAA website to give information on the review as it develops. We will provide more information on the website and how it may be used in due course.

Strategic Review

8. The proposed membership of the Strategic Review Team is as follows:

CAA

Alex Plant (Chair)
David Chapman
Graham Forbes
John Hills
David Beaven
Simon Wragg (also representing MoD interests)
Mark Smails

Government

Ann Godfrey (Head of Air Traffic Management, Department for Transport)

Industry

Roger Dunn - GASCO Charles Henry - GAAC

Roger Hopkinson - PFA, GA Alliance

Jeremy James - HCGB

David Roberts - BGA, RAeC, EAS

Martin Robinson - AOPA Mark Wilson - BBGA

Secretariat

Trevor Metson David Miller

9. Sir Roy's letter set out some key issues that the strategic review would likely cover and the required output of a report to the CAA Board next summer. However, the precise terms of reference, objectives and scope will be something to be decided at the first full meeting which I hope will be able to take place early in September.

Regulatory Review

10. It is proposed that the regulatory team comprises the following participants:

CAA

David Chapman - Chairman
John Hills - Operations
David Beaven - Operations
Jim McKenna - Maintenance
Carl Thomas - Design Airworthiness

Industry

Martin Robinson - AOPA
Peter Norton - BHAB
David Roberts - Royal Aero Club
Lee Balthazar - Royal Aeronautical Society
Tom Hardie - BHPA

Chris Finnigan - BMAA Alan Robinson - GAPAN

11. As with the strategic review, it is envisaged that the regulatory review will detail its terms of reference, scope and objectives at its first meeting.

Ensuring consistency between the two reviews

12. David Chapman and I are acutely aware of the need to ensure that the two reviews are run closely together to maximize the synergies and avoid duplication. It will be noted that several individuals, including David himself, are proposed as members of both groups. This should help to ensure that there is a natural bridge that will enable the two groups to remain co-ordinated throughout the review period. We would also aim to present the results of both reviews to the CAA Board in June 2006.

Next Steps

13. The Chairmen of both Reviews will be contacting the relevant individuals independently to set up dates for the first and subsequent meetings.

Yours sincerely

Alex Plant

Chairman, Strategic Review of General Aviation

Affans