

**STRATEGIC REVIEW OF GENERAL AVIATION IN THE UNITED KINGDOM
TERMS OF REFERENCE**

A Objectives and scope

1. A CAA-initiated and -chaired strategic review of General Aviation is to be carried out jointly by representatives from the General Aviation community, UK Government and the CAA.
2. The objectives of the review are to agree and record:
 - (a) A description of General Aviation in the UK
 - (b) Relevant aviation sectoral trends and major future developments, including in General Aviation, in the UK, the EU and overseas
 - (c) The economic, social and other benefits (quantified so far as possible) of General Aviation to the aviation industry, and to the wider UK economy
 - (d) The historical and existing UK policy in the context of General Aviation, making relevant international comparisons, particularly in the EU
 - (e) Key strategic issues for UK General Aviation
 - (f) Conclusions and recommendations that will aim to influence future policy-making in relation to General Aviation by the CAA, Government and the EU
 - (g) Major current developments and issues which are likely to have important implications for UK General Aviation, including but not limited to:
 - i. access to airports
 - ii. access to airspace
 - iii. impact of local authority decisions and planning processes on the availability and retention of existing (and development of new) General Aviation airfields
 - iv. security issues
 - v. application of existing airspace policy including equity issues
 - vi. the Single European Sky initiative including changes in airspace classification
 - vii. Air Traffic Management services including the provision of Lower Airspace Radar Services
 - viii. the strategic impact of the European Aviation Safety Agency (including potential delegation of some functions to industry) requiring close liaison with the Regulatory Review
 - ix. overview of safety performance and relevant international comparisons
 - x. impact of regulatory and taxation systems
 - xi. implications of General Aviation activities for other users, and for the community generally (including, so far as practicable, environmental impacts)
 - xii. use of foreign-registered aircraft based in the UK, including related aspects of pilot licensing, medical standards and instrument ratings
 - xiii. reduction in pilot/engineer numbers and the underlying reasons
 - xiv. impact of innovation and new technology, noting impact on environmental issues

xv. Unmanned Aerial Vehicles

- (h) Methods and effectiveness of consultation and dialogue between General Aviation interests and CAA/Government/regional bodies

B Principles

3. In developing recommendations the review must take into account:

- (a) The need to ensure that safety standards currently achieved in the UK are at least maintained and preferably improved and that the risks to civil aviation are properly controlled and managed effectively
- (b) The relevant legal framework, including CAA and Government statutory responsibilities and current and proposed obligations under ICAO, EC and EASA regulations and procedures, although the review may indicate any areas in which those responsibilities or obligations are considered to be an unnecessary or undesirable constraint
- (c) The regulatory cost base facing General Aviation in the UK

and the following underlying principles:

- (d) The workings of the Review Team shall be based upon best available information for which further research may be required
- (e) 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
- (f) 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 an annex thereto
- (g) Wherever possible, nominated representatives will attend all meetings; where alternates are used, they must be aware of, and be committed to, agreements already reached

C Membership

4. The following will comprise the Review Team:

Chairman:

Alex Plant – CAA Economic Regulation Group, Economic Policy and International Aviation

CAA:

David Chapman – Safety Regulation Group, Operating Standards Division
John Hills – Safety Regulation Group, General Aviation Department
Alex Hartland – Safety Regulation Group, Flight Operations Policy
Graham Forbes – Safety Regulation Group, Personnel Licensing
Simon Wragg – Directorate of Airspace Policy (also representing MoD)
Mark Smailes – Directorate of Airspace Policy

Government:

Ann Godfrey – Department for Transport, Air Traffic Management
(Ministry of Defence interests are represented by Gp Cpt Simon Wragg, CAA DAP)

General Aviation:

Roger Dunn – General Aviation Safety Council (GASCo), PPL/IR Europe
Charles Henry – General Aviation Awareness Council (GAAC)
Roger Hopkinson – Popular Flying Association (PFA), GA Alliance
Jeremy James – Helicopter Club of Great Britain (HCGB)
David Roberts – British Gliding Association (BGA), Royal Aero Club of the UK (RAeC), Europe Air Sports (EAS)
Martin Robinson – Aircraft Owners and Pilots Association (AOPA)
Mark Wilson – British Business and General Aviation Association (BBGA)

Secretariat:

Trevor Metson – CAA Economic Regulation Group
Dave Miller – CAA Economic Regulation Group

D Assumptions

5. The Review Team will make all reasonable endeavours to:

- (a) Gather and consider information on matters concerning General Aviation in sufficient detail to inform the Review
- (b) Ensure that adequate liaison will be maintained with all General Aviation associations represented on the General Aviation Consultative Committee
- (c) Ensure that adequate liaison will be maintained with other relevant representative bodies, for example those for airports, airlines and air navigation service providers, as appropriate
- (d) Ensure that adequate liaison is maintained with the CAA's Regulatory Review of General Aviation which is being undertaken in a similar timeframe

E Protocols

6. The team's work will, wherever possible, solicit comments from other relevant parties, and 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, and to submit comments.
7. Appropriate and reasonable actions will be taken to ensure all General Aviation representative bodies contribute to the deliberations.
8. There will be brief minutes recorded at each meeting and an action list.

F Deliverables/Output/Tasks

9. Prepare and present to the CAA Board by 30 June 2006 a report, including an Executive Summary, which details the strategic issues relating to, and impacting on, General Aviation, including inter alia:
 - (a) information required by the objectives
 - (b) an assessment of the environment in which General Aviation functions in the UK and how this may change
 - (c) relevant international comparisons
 - (d) the benefits General Aviation brings to the aviation industry and the UK generally (including social and economic factors)
 - (e) options for improving the way General Aviation functions and the benefits it brings
 - (f) how those improvements would impact upon General Aviation, the wider aviation industry, the CAA, Government and the EU, and the wider community
 - (g) conclusions and recommendations that will influence future policy-making by the CAA, Government and the EU

G Budgetary Control

10. 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.