

GENERAL & BUSINESS AVIATION STRATEGIC FORUM MEETING

Thursday 6th January 2022
9:00-11:00
Conference Call via Microsoft Teams

In attendance:

Roger Hopkinson, (RH) - General Aviation Alliance, GAA (Chairman)
Marc Bailey, (MB) - British Business & General Aviation Association
Pauline Vahey (PV) - Aircraft Owners and Pilots Association
David Harding, (DH) - Deputy Director, General Aviation, Safety, Skills and CAA, DfT
Rebecca Christie, (RC) - Head of Airspace Modernisation and Resilience, DfT
Ben Banfield, (BB) – Head of Strategy and Engagement, DfT (Secretary)
Richard Moriarty, (RM) - Chief Executive, CAA
Michael MacDonald, (MM) – GA Policy Manager, CAA
Jon Round, (JR) - Head of Airspace, ATMs & Aerodromes, CAA
Stu Lindsey, (SL) - Head of Airspace Modernisation, CAA Strategy and Policy (CSP) group, CAA
Glenn Bradley, (GB) - Head of Flight Operations, CAA

Apologies: Jai Nathan, (JN) - Head of General Aviation Policy, Skills & Stakeholders, General Aviation, Skills, Safety and CAA Division, DfT, Rob Bishton, (RB) - Director, Safety & Airspace Regulation Group, CAA, Sophie O’Sullivan, (SLOS) - Head of Remotely Piloted Aircraft Systems Unit & General Aviation Unit

1. Introduction & apologies

The Chair opened the meeting with introductions and apologies. The Chair recognised the passing of the GA Advocate, Phil Dunnington, and noted all the contributions he made to the forum, as well as GA more generally.

Minutes from the last meeting were agreed.

2. Action Log Review

Action for DfT to share draft of the aviation strategic framework with members when possible, where GA will be referenced, and keep members updated on timings and scope.

Action for CAA to provide forum with an update on Performance Based Oversight (PBO).

Action for DfT to provide an update on the Strategic Airfield Network and research plans.

Action list review:

- **116** - picked up in 133 - to take off
- **118** - removed
- **123** - closed
- **124** - post Brexit/DfT - to pick up with Pauline
- **125** - SAN – DH agreed to provide an update at the next GBASF and will manage as part of the GA for Biz forum.
- **126** - removed
- **127** - tie up with 124
- **128** - removed

- 129 - removed
- 130 - simplifying regulation - remove
- 131 - removed
- 132 - removed
- 133 - who will join to represent RPAS - outstanding action to be resolved
- 134 - closed
- 135 - closed

3. DfT update

DH: despite the Sunday Times article, the DfT has not changed its ambition on supporting GA and has issued strong rebuttals on a number of areas. The team have, however, considered the risks around the programme, and information-sharing processes.

Across the programme, there has been progress on all the main pillars. On airfields, the team recently completed a 12 month review of the CAA's airfield advisory team (AAT) to consider lessons and next steps. Work on the Strategic Airfields Network (SAN) continues, as does the development of local planning guidance which has had good feedback from stakeholders. DfT are working with DLUHC in the hope to finalise in Q1 to support airfields.

On skills, work continues to promote the Aviation Skills Retention Platform to help address short term skills shortage risks. There is some concern around COVID recovery and staff shortages, and DfT are working closely with CAA to support short run skills risk. Longer term, work continues on the Reach for the Sky programme and the team recently launched the new [aviation ambassadors](#). DfT would appreciate stakeholder support and have already briefed the APPG for skills.

ACTION: stakeholders to share Ambassador info with members.

ACTION: DfT to update the GAP on the Ambassadors programme.

There was discussion on pilot training, specifically around access to finance. Members are keen to get further clarity on short term initiatives and longer term aims to fill the gap and promote diversity, and how to make the UK attractive again internationally for training.

ACTION: DfT to update at the next GBASF.

DH provided an update on the upcoming announcement on the Independent Review Panel – planned to go live end of Q1/Q2 and working to get right people and processes in place. Similarly, the team are looking at options for the GA Advocate role and plan to go live with a campaign in the coming months. Members were keen that the new person helps inspire the next generation, but focus should be on being the eyes and ears of the Minister and not overlap with ambassadors. Equally the focus should not just be on recreational GA.

4. CAA Update

MM: recovery from COVID continues, and separate teams from GA and RPAS continue to bed in changes from the organisation design work.

Strategic projects update:

The GA change programme is fundamentally a product of consultation with the GA sector, including the three strategic projects. The team are developing an options paper on licensing simplification that will go out to the community. They are also looking at holistic piece of work on lessons we can learn from international partners.

Tactical projects update:

Considerable activity continues, much of which will be shared at the GAP. A recent success has been with the Skyway code, which is currently out for consultation and hoping to publish at the end of this quarter.

MM also provided updates on: SSAC class 5 (safety standard, acknowledgement and consent) which will allow for trips in fast jets and support historic aircraft; the transition from paper to electronic exams; issuing of safety sense leaflets with best practice and advice on flying; enthusiasm from the community on the carbon monoxide detector survey; and work to make the CAP more user-focused.

MM also updated that safety oversight audits are nearly back to pre-2020 levels.

MM noted that priorities for 2022 include increased focus on the green agenda, including working with CAAi on electrification and DfT on unleaded fuel; the GA change programme; and bedding in the organisation redesign process. The CAA have prioritised priority workstreams ruthlessly.

5. Airspace update

SL provided an update on the Airspace Modernisation Strategy refresh, having done pre-consultation engagement. A draft AMS around the ICAO framework has been completed with additional changes following feedback. This has gone to the CAA board, and the team are now seeking views from DfT. A 12-week consultation on AMS will go live for stakeholders to review and provide feedback on.

JR advised that FASI activity has begun in earnest. There are aspirations around space and drone integration and the team are increasing in number to cope.

The CAP1616 review continues through various phases of consultation. There is an opportunity to simplify and streamline CAP1616 without undoing transparency. Plan to go out to consultation for Q2, subject to discussion with DfT. However, delays to FASI South could have knock on effects for CAP1616.

The Airspace classification team plan to release plans to the wider community by end of January. A considerable amount of work has been done to warm-up the community.

On Electronic Conspicuity, the industry surveillance taskforce is now operational, with Helios winning the tender contract. In Q1, the majority of work will be completed, which will then be used as a launchpad. for AMS.

6. GA for Business

MB provided an update on the development of the forum, which consists of 4 trade associations all with commercial GA interests. The forum has held several meetings with DfT, CAA and other parts of Government. Activity is focused on business elements of GA. **RM requested an intro meeting with the group.**

Objectives of group:

1. Recovery Plan for Business Aviation and aviation as a whole
2. Integrated Airspace and Airspace Modernisation
3. Regulatory Environment agile development with R&D
4. Next Generation and retention of people for aviation in all roles
5. Environmental issues including aspects like noise, new fuels and net zero

6. European access and influence internationally
7. Clear link to the Future Aviation strategy and government 'White papers'
8. Funding for major projects and the Government's role in aviation

DH advised that from a DfT perspective, the forum brings in a wider range of colleagues from other areas of the Department on aviation, and in some cases from other government departments. It is a useful forum and provides a different service and enhances other work.

7. AOB

RH keen to review attendance at future GBASF meetings.