



Meeting of the eVTOL Safety Leadership Group (eVSLG)
6 June 2023 14:00-16:00
MINUTES

In attendance:

| | |
|--------------------------------|--------------------------------|
| Matt Rhodes (MR) | Bristow Helicopters |
| Bryan Willows (BW) | Bristow Helicopters |
| Rick Newson FRAeS (RN) | Civil Aviation Authority |
| Kirsten Riensema FRAeS (KR) | Civil Aviation Authority |
| Chris Booth (CB) | Civil Aviation Authority |
| Jonathan Smith (JS) | Civil Aviation Authority |
| Stuart Lindsey (SL) | Civil Aviation Authority |
| Michael Pryce (MP) | Civil Aviation Authority |
| Christos Panoutsakopoulos (CP) | Civil Aviation Authority |
| James Gillian (JG) | Volocopter |
| Max Fenkell (MF) | Joby |
| Colin Russell (CR) | Flexjet |
| Wg Cdr Ian Fortune (IF) | Military Aviation Authority |
| Will Fanshawe (WF) | Flexjet |
| Mike O'Donoghue (MO) | GASCO |
| Gavin Moir (GM) | NATS |
| Sam Wright (SW) | NATS |
| Robert Weaver (RW) | Eve Air Mobility |
| Mark Brown (MB) | Virgin Atlantic Airways |
| Julian Firth (JF) | AAIB |
| Ollie Dismore (OD) | British Helicopter Association |
| Will Nathan (WN) | Vertical Aerospace |
| Paul Harper (SD) | Vertical Aerospace |
| Marilyn G Pearson (MGP) | CAE |
| Vicki Murdie (VM) | Innovate UK UKRI |
| Richard Brown (RB) | Sophrodyne Aerospace |

TABLE OF ACTIONS

| Section | Deadline | Action | Responsible |
|---|-----------------|---|--------------------|
| UK Government and Regulatory updates | June 2023 | Kirsten Riensema to distribute the CAA's Capability Delivery Plan for Piloted VTOL | Kirsten Riensema |
| Update on the Airspace Modernisation Strategy | June 2023 | Jonathan Smith to issue slide deck to members following this meeting | Jonathan Smith |
| Risk Sub-Group | September 2023 | Risk Sub-Group to meet to develop the Systems Theoretic Process Analysis of current operations. | Chris Booth |
| AOB | September 2023 | Volunteers are sought to host future meetings. | All |

Introductions, Updates and Matters Arising

The co-chairs welcomed all to meeting of the EVSLG, which was held in a hybrid format, in-person being at Aviation House, HQ of the CAA.

Introductions were made by all members reflecting the attendance of some new and different representatives.

Members were reminded of the antitrust and competition commitment for participants of the meeting. No objections or comments were raised.

The minutes of the last meeting were approved for publication on the CAA website.

UK Government and Regulatory updates

Vicki Murdie gave an update on the Future Aviation Industry Working Group on Airspace Integration (FAIWG:AI), with the FAIWG:AI having recently released a white paper entitled 'Let's get flying: our plan for action'. Even though the EVSLG is not in a position to produce Civil Aviation Publications, given that we are an industry-led group, Vicki Murdie asked the EVSLG members to closely monitor the work of the group and to contribute where possible. The success of the sector requires government agencies and industry to work together.

Kirsten Riensema then gave an update on her work as the AAM Challenge Lead at the CAA. Her main task at the moment is the development of a rulemaking approach to initially piloted eVTOL, then on to remote and autonomous operations. KR emphasized that the current emphasis of regulators worldwide is to come as near as possible to a harmonized approach with respect to the certification of eVTOLs.

In a boon for the eVTOL sector in Britain, Kirsten was able to inform members that she has been elected as chair of the ICAO AAM study group, until December 2024, which intends to formulate a long-term plan for AAM on a multilateral level.

Members asked if the material she presented could be shared with the group, which she agreed to, but requested that her presentation slides are not shared beyond members' organisations.

ACTION: Kirsten Riensema to distribute the CAA's Capability Delivery Plan for Piloted VTOL

Update on the Airspace Modernisation Strategy

Jonathan Smith, Airspace Modernisation Lead for the CAA was kind enough to provide the EVSLG with an update on the work of the Airspace Modernisation Strategy and its implications for Advanced Air Mobility.

The core principle of the Strategy is to move from the current model where types of aircraft operate in segregated airspace, to one where more forms of aviation operate in an integrated environment, equipped with devices that can detect and avoid aircraft before they become dangerously close to one another.

- Safety
- Simplification, reducing complexity and improving efficiency

- Integration of diverse users
- Environmental sustainability

Jonathan then went on to describe some of the initiatives that will be employed to bring about the fulfilment of the strategy. These included better use of flight intent data, increased low-level IFR operations and Transponder Mandatory Zones.

Once again, members asked for the presentation to be issued after the meeting, which Jonathan Smith agreed to.

ACTION: Jonathan Smith to issue slide deck to members following this meeting.

Downwash research update

Dr. Richard Brown of Sophrodyne Aerospace was guest presenter at the EVSLG to present the interim results of the work he is doing in conjunction with the CAA to investigate the potential downwash impacts of different configurations of EVTOL. This followed on from a presentation given by Dr. Mike Pryce, Emerging Policy Specialist at February's meeting.

The research is currently going through reviews by the CAA, with the findings likely to be made public in the Autumn.

Risk Sub-Group

In the March meeting of the EVSLG, a Risk Sub-Group was set up by the EVSLG with a mandate to work to establish and examine key risks facing the eVTOL sector. The group is headed by Colin Russell of Flexjet but Chris Booth, Secretariat of the EVSLG gave an update as he had to leave the meeting early. He explained that Risk Sub-Group is working closely with Warwick University to undertake a Systems Theoretic Process Analysis of current operations between Battersea Heliport and Silverstone Heliport. It is felt that the optimal means of examining risks is to base it in a real-world scenario, so current helicopter operations were seen as the best way of taking an initial step, with the remit being extended to prospective eVTOL operations in a later analysis phase.

To achieve this output, workshops have been scheduled at Warwick University's campus. It is hoped that a significant update on the progress of this exercise can be made at the September meeting of the EVSLG, and Colin Russell has kindly volunteered Flexjet's office in Farnborough as a venue for this meeting, which will take the form of a workshop to examine the findings.

Action: Risk Sub-Group to meet to develop the Systems Theoretic Process Analysis of current operations.

AOB

It was agreed in a previous meeting that in-person meetings are preferable as they are seen as more conducive to productive discussion. **Volunteers are therefore sought to host future meetings.**

Next meeting date: 29TH September 2023 at Flexjet's office in Farnborough.