

GENERAL AVIATION PARTNERSHIP MEETING

Thursday 17th July 2025 - 10:00-12:10

Via Microsoft Teams Conference Call

Chaired by the CAA General Aviation Unit

Representatives from the following Organisations Attended:

Aircraft Owners and Pilots Association (AOPA)
British Gliding Association (BGA)
British Helicopter Association (BHA)
British Rotorcraft Association
Civil Aviation Authority (CAA)
Flying Farmers Association
General Aviation Alliance and Royal Aero Club (GAA)
General Aviation Awareness Council (GAAC)
Helicopter Club of Great Britain

1. **Welcome:** Chair welcomed the group to the meeting. She encouraged future agenda items to be submitted and that key messages from the meeting are cascaded by attending organisation representatives to their members.

Section One

2. **Electronic Conspicuity (EC) Update:** CAA provided an overview on the Electronic Conspicuity work to date, including a roadmap on proposed next steps. The CAA communicated the public consultation and encouraged GAP members to cascade this to their own membership to provide feedback.

Helicopter Club of Great Britain asked whether pilots will have to be equipped with different transponders. CAA stated that this would not necessarily be the case and explained that they are undertaking a piece of work in conjunction with the DfT on a potential mandate and gathering stakeholder views via the live consultation. CAA cautioned the group to not invest in any new transponders and continue using their current equipment. The group were encouraged to engage with the consultation.

BGA asked whether any work had been conducted to look at the available kit and provide independent advice on different types. CAA stated that a variety of kits are being reviewed, and the plan is to provide advice on installation, carriage etc as part of the Concept of Operations Positions.

AOPA asked as to whether any work was being conducted on how the equipment should be used to avoid the pilot being overwhelmed. CAA stated that they want to ensure that EC is an aid to the pilot and does not cause any distraction. The CAA team is working closely with the Human Factors team to cover this.

GAA asked whether the team have been observing how other National Aviation Authorities (NAA) are using EC. CAA explained that Eurocontrol have been reviewing the work that the EC team have produced and that other NAA's have expressed interest in how the UK CAA are approaching EC.

- 3. Licensing Training and Simplification Project (LT&S):** CAA provided an overview on the LT&S work to date along with the rationale and proposals that will come into force subject to parliamentary approval.

British Helicopter Club of Great Britain asked whether the information relating to the LAPL H is published somewhere. CAA confirmed that the LAPL H remains unchanged. However, the moving maps will be integrated into the PPL H and LAPL H syllabus. A further aesthetic change will be made in the consolidation of the PPL H and LAPL H syllabus, it was explained that this would make it easier for instructors and DTO/ATO's to teach.

Helicopter Club of Great Britain asked if PPL H will still be considered valid as a LAPL H. CAA confirmed that it would and that the LAPL H will continue to be issued. This is a result of it being tied to a medical.

GAAC asked if the CAA has gained any impression on how the Government view General Aviation. The CAA recognised that publicly the Government's focus had changed however the CAA were able to confirm that they continue to work closely with the Department for Transport and provide support on General Aviation expertise.

BHA asked about exam validity following feedback from one of their members. CAA explained that there are no changes to the validity period for the PPL exams for this year. There is however a proposal in the Wave 2 consultation that looks to simplify the existing PPL exam system.

The BGA noted the need to ensure UK FI SLMG and FE SLMG privileges are not lost nor inadvertently dropped into a more restrictive and costly regime. CAA confirmed that on revalidation the UK FI (SLMG) and FE (SLMG) will become FI/FE (TMG) respectively.

Helicopter Club of Great Britain raised the issue of ECGs on a class 2 medicals. CAA will discuss this with the medical department and provide further information.

Section Two

- 4. GAU Policy Update:** CAA provided an overview on Policy work to date including the proposed changes to Cost Sharing regulations subject to parliamentary approval.

AOPA asked where the future of 100LL aviation fuel sits within CAA policy. CAA confirmed that this not a topic for CAA policy to lead and would be owned by the Government and Department for Transport. CAA is positioned to support new developments but is not responsible for actively leading on the 100LL issue.

Helicopter Club of Great Britain asked whether the community will be consulted on the vertical take-off and landings (VTOL) requirements for pilots and in the aircraft. CAA confirmed that they would via a consultation.

AOPA asked in relation to Cost Sharing whether the passenger declaration form must only be completed when the flight has been advertised. CAA confirmed that if the flight is being conducted under a cost sharing arrangement, then the completion of the form is mandatory. There are situations where the form is not required, and CAA encourage the group to review the CAP on the dedicated CAA webpages for further information.

British Rotorcraft Association requested to change the word from 'passenger' to 'participant'. CAA stated that they would take this point away for review.

5. **Finance and the Scheme of Charges:** Chair provided an overview on the CAA finances to dates and asked the group to engage with the Scheme of Charges consultation when it is released and cascade this message to their membership.

AOPA asked about cross-subsidy and a potential rise in costs for the General Aviation community. CAA stated that in the current funding structure, GA does not cover its costs. CAA stated that there may be an increase in charging, but not to the extent that this would have a significant detrimental impact on industry.

6. **Communications Update:** CAA provided an overview on its recent communications work with the GA community.
7. **Any Other Business and Close:** Chair thanked the group for their input and stated that the next GAP meeting would be scheduled for November. Date to be confirmed.