

GENERAL AND BUSINESS AVIATION STRATEGIC FORUM

Thursday 24 October 2019 10:30-12:30

Department for Transport, Great Minster House, 33 Horseferry Road, London

In attendance:

Roger Hopkinson (RH)	General Aviation Alliance, GAA (Chair)
Marc Bailey (MB)	British Business & General Aviation Association, BBGA
Geoffrey Podger (GP)	Independent Chair, General Aviation Safety Review (Agenda Item 6 only)
David Harding (DH)	Deputy Director, Aviation Safety Policy, DfT
Stephen Cummins (SC)	Head, General Aviation Delivery & CAA Sponsorship, DfT
Fiona Hau (FH)	Head, General Aviation Strategy and Aviation Safety Policy, DfT
Richard Moriarty (RM)	Chief Executive, CAA
Mark Swan (MS)	Director Safety & Airspace Regulation, CAA (Agenda Items 1-4 only)
Rob Bishton (RB)	(Incoming) Director, Safety & Airspace Regulation, CAA
Jon Round (JR)	Head, Airspace, Aerodromes and ATM, CAA
Rachel Gardner-Poole (RGP)	Head, GA Unit, CAA
Tony Rapson (TR)	Head, General Aviation Safety Review, CAA (Agenda Item 6 only)
Laurence Baxter (LB)	GA Policy Officer, CAA (Secretary)

Apologies:

Martin Robinson (MR) Aircraft Owners & Pilots Association, AOPA

1. Introduction and apologies

The Chair noted that Martin Robinson gave his unavoidable apologies. He will brief him separately on the outcome of this meeting.

The Chair noted that further to GBASF policy, guests Tony Rapson and Geoffrey Podger will be arriving for their specific Item 6.

2. Minutes from the last meeting

[Paper 2: Minutes 5 Sep meeting]

The minutes from the last meeting held on 5 September 2019 were adopted with no amendments. LB is authorised to publish them on the CAA website.

LB also informed the Forum that the minutes for the February and May 2019 meetings have been published on the CAA website: www.caa.co.uk/General-aviation/About-the-GA-unit/General-and-Business-Aviation-Strategic-Forum/

3. Review of actions and matters arising

[Paper 3: Actions Log 2019]

Action 93: *Discuss establishing expert groups on GA skills and technology/drones: Item closed.*

Action 94: *Mike Alcock to investigate and report back on a mechanism to adopt new EASA regulations post-Brexit: Item closed.*

Action 95: *MR/RH/MB to liaise with Home Office regarding technology of GAR submissions:* The Chair reported that this had been discussed with the Home Office. Subject to comments from MB a situation report has been prepared. There will be a future review meeting with the Home Office. **Action MB to finalise report.**

Action 102: *Aerodrome network theme: to pick up discussion and review:* Separate discussions under way and agreed to cover this as an ongoing theme under the routine DfT update. **Item closed.**

Action 108: *Future of UK-issued EASA Light Aircraft Pilot Licence (LAPL) post-Brexit:* RGP reported that the current Aircrew Regulation including the LAPL remains valid by virtue of section 3 of the European Union (Withdrawal) Act 2018 and the associated Statutory Instruments. Therefore, the LAPL will remain valid post-

Brexit, but as a sub-ICAO licence would only be valid within UK airspace operating UK-registered aircraft only. For the holder to use the airspace or an aircraft registered in another ICAO Contracting State they would be required to obtain the appropriate permissions for acceptance of the licence. **Item closed.**

Action 109: *3-5 main GA priorities for the Airspace Modernisation Strategy*: RH had circulated a paper to the Forum on 10/9 setting out 5 key aspects of Airspace Modernisation Strategy. **Item closed but to review progress at next the meeting.**

Action 110: *Presentation on DfT organisational changes regarding General Aviation*: FH gave a presentation to GBASF at the October meeting (Item 5) summarising organisation and key work strands. **Item closed.**

Action 111: *DfT/CAA discussion on secondments into CAA GAU*: it was considered to be overtaken by events, and instead DfT has provided some funding for CAA roles in GAU. **Item closed.**

4. Airspace

a) Electronic Conspicuity:

- Secretary of State aims to maintain momentum in this area. CAA to remain technology agnostic.
- There is an interest in securing an equipage funding scheme, whilst this is primarily for devices, it must also consider ground infrastructure.
- MS warned of risks in two years of supporting non-regulated non-aviation spectrum equipment.
- MS also stated that the solution must satisfy the full range of airspace users not just GA but also drones in interests of integration not segregation. It was made clear that at this stage the proposal is purely for GA users.

b) Airspace classification:

- There was discussion about the DfT requirement for the CAA to create a new process for airspace reclassification. This would be a periodic process, possibly in part modelled on the German scheme which annually amends airspace classification based on commercial movements.
- The Secretary of State has amended the call-in process within CAP1616. The criteria have been amended to include all airspace changes that result in a net increase in controlled airspace. There is potential to be an influx of call-ins as more Airspace Change Process (ACP) applications meet the criteria.
- The Forum set up an action item for DfT to set up a meeting with CAA to discuss ACP call-in process; but this has since been overtaken by the Secretary of State's amendment which includes new criterion for proposals that seek to reclassify Class G airspace (which has been discussed with CAA colleagues).

c) GNSS Approaches:

- The Helios report into options to accelerate deployment for Global Navigation Satellite System (GNSS) approach ACPs has just been received. This will be assessed, and a report made to the DfT with a proposal about how the broader vision of assisting all GA aerodromes that would like to apply for a GNSS approach without approach control to do so.
- The existing 13 ACP applications: it is the ambition of the Secretary of State to complete these as soon as possible with up to 50 in the next three to four years, and is receiving a fortnightly report on these changes. New Directions have been made to prioritise these airspace changes above all others in the system.

5. DfT Update

a) **Brexit**: no update.

b) **Making General Aviation a Priority in the Department for Transport**: FH, DH and SC briefed on the DfT's new organisation general aviation and aviation safety structure

- Scope: the section described deals with all of civil aviation with a focus on GA making. Note that 18 Full-Time Equivalent staff are allocated to the GA area and this number is set to increase.

- Organisation: Aviation Safety, General Aviation and CAA Sponsorship directorate is now led by deputy director David Harding. This includes the General Aviation and Aviation Safety Strategy team led by FH; and the Delivery, Project Management Office, and CAA Sponsorship led by SC.
- FH noted to the Forum that Emma Foley will be co-ordinating all GA/DfT stakeholder engagement.
- The GA action plan consisting of 5 pillars:
 - *Pillar 1: Policy architecture:* with a mission statement to work in partnership to make the UK the best place in the world for GA. Establishing a joint DfT/CAA governance. CAA GAU will issue regular updates.
 - *Pillar 2: Airspace reform:* delivering an efficient, safe, interoperable and integrated airspace for all users.
 - *Pillar 3: Land use planning protecting the strategic infrastructure* network and assets of GA for the next generation. This includes coordination with MHCLG on the planning system.
 - *Pillar 4: Skills & Technology:* inspiring the next generation of aviation professionals, incentivising innovation and making aviation diverse, inclusive and accessible. Including the eight Aviation Ambassadors¹, and notably the Reach for the Sky skills and training programme launched on 9 Oct (a significant milestone).
 - *Pillar 5: Regulation & safety:* ensure regulation is proportionate and recognises the potential for delegation, deregulation and innovation. This will take forward any potential Red Tape Challenge post-Brexit, bringing in closer cross-departmental collaboration including Treasury and the Department for Business, Innovation & Skills.

c) **New GA Advocate:** Phil Dunnington announced, with terms of reference at 2 days/week. DfT establishing a clear work programme and is meant to provide advice/challenge to the Minister.

6. GA Aviation Safety Review

[Paper 4: GA Safety Review Slides]

GP and TR delivered a presentation entitled a Review into the UK Approach to General Aviation Safety:

- Background: stemmed from Aviation 2050 Green Paper committing the government to fund a review into the UK's approach to general aviation safety to reevaluate the risk appetite. GP appointed by DfT as independent chair with technical support and review management led by TR of the CAA.
- Aim: to assess the level of risk to all parties: pilot, passengers and third parties, and map out the UK regulatory system compared to other states. Develop recommendations on: acceptable level of risk and how this can be achieved; how regulatory system could be fit for purpose and proportionate; and exploring how safety initiatives/education can be best delivered.

7. General Aviation Unit Update

[Paper 5: GAU Update Slides]

RGP presented the attached slides but her time discussing them was limited due to time constraints.

8. Aviation Services update

This was not held due to time constraints.

9. Any Other Business

None.

Upcoming meetings

Tuesday 4 February 2020 10.30-12.30 CAA Aviation House, Gatwick

Tuesday 21 April 2020 10.30-12.30 CAA Westferry House, London

Tuesday 7 July 2020 10.30-12.30 CAA Westferry House, London

Tuesday 6 October 2020 10.30-12.30 CAA Westferry House, London

¹ Aviation Ambassadors: Claudia Hill, Kate McWilliams, Kirsty Murphy, Patricia Mawuli-Porter, Jonathan Porter, Jo Salter, Ayala Truelove, and Arthur Williams.