

GENERAL AVIATION PARTNERSHIP MEETING

Monday 28 July 2026 – 10:00 – 12:00

Via Microsoft Teams Conference Call

Chaired by the CAA Head of General Aviation

Organisations represented included:

- BGA
- BHA
- GAA
- BHPA
- FFA
- AOPA
- LAA
- GAAC
- RAeS – General Aviation Specialist Group
- CHIRP
- BADA
- BBAC
- PPLIR

1. Opening Remarks and GA Team Update

- CAA welcomed attendees and noted apologies from members unable to attend.
- Tributes were paid to Geoff Weighell (BMAA) and David Roberts (BGA and European gliding representative) following their recent passing.
- Update provided on changes within the GA Unit and wider SARG leadership, including Michael Macdonald returning as Head of GA and recent team restructures.

Questions Raised

- Mark Shaw (BHPA) sought confirmation of key contacts within policy and air display teams.

2. Aviation Bill and GA Policy Update

- CAA outlined progress of the Aviation Bill, including proposed aviation safety regulatory reform, creation of a new rulebook framework, consolidation of retained EU and domestic aviation regulations and enhanced CAA rulemaking powers.
- CAA highlighted safeguards including DfT oversight, Secretary of State intervention powers, parliamentary scrutiny and the forthcoming Strategic Oversight of Aviation Rulemaking (SOAR) framework.
- GA Policy team priorities include licensing simplification phase 2, pilot medical declaration changes, NPPL guidance updates, airworthiness reform and support for wider regulatory reform.

Questions Raised

- John Gilder (RAeS) queried whether the Bill included measures to protect airfields. CAA confirmed airfield safeguarding is outside the Bill scope.

- Pete Stratten (BGA) requested greater clarity on future governance, oversight and consultation transparency. CAA committed to stronger engagement and improved consultation processes.
- Mike Pearson (GAA) emphasised the opportunity to improve stakeholder engagement under the new framework.
- Questions were also raised on paramotor operations. CAA confirmed reports should continue through existing MOR, ABNL and whistleblowing channels and noted work is underway on self-propelled hang glider policy.

3. Pilot Performance Programme

- CAA introduced a new pilot performance programme aimed at addressing static GA safety performance and reducing accidents associated with human factors.
- Areas of focus include loss of control accidents, handling of abnormal situations, decision making, partial power failure training, refresher training effectiveness and instructor standards.
- CAA reported that loss of control remains the leading accident category and confirmed further guidance, safety promotion and training initiatives are planned.

Questions Raised

- Martin Robinson (AOPA) queried reliability of flight hour statistics and highlighted the need to consider policy impacts on flying activity levels.
- Simon Tilling (LAA) suggested additional safety metrics, including accident rates by flight number and statistical confidence ranges, should be considered.
- CAA agreed wider measures and economic considerations could form part of future policy development.

4. Electronic Conspicuity (EC) Mandate Consultation

- CAA presented the newly launched EC mandate consultation, open until 22 September 2026.
- The proposal would require electronic conspicuity equipment for civil aircraft not already mandated to carry ADS-B and for BVLOS unmanned aircraft operations within UK sovereign airspace up to FL100.
- CAA encouraged all organisations and members to respond to the consultation by 22 September and attend the EC webinar scheduled for 11 August 2026.

Questions Raised

- Pete Stratten questioned the absence of corresponding mandates for air navigation service providers and ground infrastructure and raised concerns regarding costs falling primarily on GA users.
- Colin Butter (BBAC) raised concerns regarding practicality for gliding operations, equipment availability and alignment with existing EC devices such as SkyEcho.
- Mark Shaw requested publication of consultation response statistics and clearer guidance on device compliance, particularly SkyEcho 2. He also asked whether

there were plans for the military to be ADS-B capable. The response from CAA was that DATAM and MAA acknowledge the challenges the military faces, and the military is generally supportive of EC.

- Martin Robinson raised concerns regarding equipment availability, installation costs, detect-and-avoid integration and future air traffic service capability.
- Mike Pearson highlighted concerns around costs, implementation pace and alignment with wider airspace modernisation objectives.
- CAA confirmed further clarification on compliant devices would be provided and encouraged detailed responses through the consultation process

5. Any Other Business

- Martin Robinson raised concerns regarding ENR 5.5 charting issues, uncertainty relating to UK Airspace Design Service developments and recent medical policy impacts on pilot participation. He said he would follow up with Mike Macdonald separately.
- Tim Fauchon (BHA) requested an update regarding the London CTR Special VFR consultation outcome. This was shared in the chat function with Tim.
- CAA announced that details of the post-season GA Safety Forum would be circulated shortly and invited suggestions for future agenda items. CAA also highlighted an upcoming webinar for the wider GA community on the EC Mandate consultation.