



## GENERAL AVIATION PARTNERSHIP MEETING

Thursday 5<sup>th</sup> October 2023 – 10:00 – 12:30

Via Microsoft Teams Conference Call

### Representatives from the following Organisations Attended: Aircraft Owners and Pilots Association

Aircraft Owners and Pilots Association (AOPA)  
British Balloon and Airship Club (BBAC)  
British Business and General Aviation Association (BBGA)  
British Gliding Association (BGA)  
British Hang Gliding and Paragliding Association (BHPA)  
British Microlight Aircraft Association (BMAA)  
British Rotorcraft Association (BRA)  
Civil Aviation Authority (CAA)  
Department for Transport (DfT)  
Border Force  
Flying Farmers Association  
General Aviation Awareness Council (GAAC)  
General Aviation Alliance (GAA)  
General Aviation Safety Council (GASCo)  
Historic Aircraft Association (HAA)  
Royal Aeronautical Society – General Aviation Group  
British Skydiving  
Helicopter Club of Great Britain  
PPL/IR Europe  
The Royal Institute of Navigation/Air Pilots

- 1. Welcome:** Chair welcomed the group to the meeting. He thanked those in the room who have contributed to the collaborative work that has gone into the flagship projects of GA change programme. He asked that any agenda items for future meetings be submitted well in advance to allow CAA to organise speaking material.

### Section One

- 2. Pilot Licensing project:** CAA gave an overview of progress on its licensing & training simplification project. They explained that proposals are being finalised for consultation early next year. CAA thanked participants for their contributions during stakeholder working groups on the project.

BBAC asked if CAA plans to identify the experience of those who respond to the phase 2 consultation. CAA said it has a responsibility to take account of all views equally, however they would consider identifying the experience of respondents if it is useful in forming views on technical proposals.

AOPA asked if the CAA plans to diverge from EASA licensing standards and if this will impact UK Pilots' ability to fly abroad. They also asked if CAA would keep its commitment to avoid gold plating regulation. CAA confirmed that it is not their goal to align with EASA, but they do take developments on the continent into consideration when making policy. CAA's goal is to get the best outcome for UK pilots.

BGA asked what the biggest risk of delivering the project on time, before the hard legislative deadline in December 2025. CAA said the biggest issue is the complexity of the project and ensuring the wide range of proposals are brought to fruition with the limited resources available.

3. **Pilot Medical Declaration Project:** CAA gave an overview of its PMD review project, explaining the planned timetable and next steps. They highlighted that a public consultation will be launched at the end of the month.

AOPA suggested that PMDs should be permitted for student pilots. CAA said this is one of the issues being looked at.

4. **Department for Transport update:** DfT gave an update on recent personnel changes in their GA team. They then gave an update on the GNSS rollout which is taking place at five hospitals for emergency helicopter deliveries.

GAAC said there were a number of issues with planning authorities approving high rise developments around hospital-based helicopter landing sites. DfT agreed to meet with GAAC separately to discuss the issue.

DfT gave an update on airspace modernisation, explaining that proposals for a single design entity are in discussion. AOPA asked if government intends to expand route charges to all of GA to recover the costs of airspace modernisation. DfT said nothing had been decided and the issue would be brought to consultation when appropriate.

Members asked questions about the new Strategic Private Flyer forum and how they can get information. DfT explained it is in an early stage and getting established. Several members called for greater GA representation on the Aviation Council now that the GA Advocate role no longer exists.

DfT gave an update on their work on sustainability in aviation, saying they continued to work towards net zero by 2050. DfT highlighted their recent Jet Zero update report.

DfT updated the group on the recommendations given to the CAA following the recent conclusion of the Government's arm's length body review. The recommendations focus on improvements in governance and improving clarity on the roles and responsibilities of each organisation.

DfT gave details of its recent work on aviation skills. AOPA said they were disappointed in the recent Cost of Pilot Training report as nothing is being done to tackle the unaffordability of flying training. GAAC also suggested that current apprenticeship policy is not doing enough to encourage those from underprivileged backgrounds into aviation. DfT agreed to meet with GAAC and AOPA to discuss the issue. They also offered to provide a skills update at the next GAP meeting.

5. **Border Force – National approvals operation & Project Pegasus:** Border Force Updated the GAP on their work to ensure GA airfields can receive international flights following the end of temporary Post-Brexit Arrangements. Border Force also explained project Pegasus, which aims to improve reporting of suspicious behaviour by the GA community. They encouraged GA associations to use their Partner Pack for materials to use in promoting the scheme.

## Section Two

- 6. GA Safety Brief:** Chair presented the latest GA safety data compiled by the CAA. He also explained the CAA's summer safety campaign, which highlighted the guidance available to pilots on common safety issues.

BHPA pointed out that CAA's statistics were based on fatal accidents which the AAIB have investigated. They suggested that these statistics probably do not include the paragliding community as AAIB delegate these investigations to the BHPA. Chair agreed to consult the data team on whether these statistics are also included in the overall picture.

GASCo presented the safety themes it has identified through its work with the GA community this year.

Chair suggested that reporting culture, especially related to infringements, should be an agenda item at the next GAP.

- 7. CAA Communications:** CAA gave an overview of its recent communications work with the GA community.
- 8. AOB:** BHPA asked if any progress had been made on the CAA's project looking at Sub 70kg paramotors. Chair explained that there have been no recent developments.

**Proposed Date for the next General Aviation Partnership Meetings is:**

**Thursday 15th February 2024, 10:00am-12:30pm**