

GENERAL AND BUSINESS AVIATION STRATEGIC FORUM

Tuesday 7 July 2020
Via Skype for Business Conference call

In attendance:

Roger Hopkinson (RH)	General Aviation Alliance, GAA (Chairman)
Martin Robinson (MR)	Aircraft Owners and Pilots Association, AOPA
Marc Bailey (MB)	British Business and General Aviation Association, BBGA
Richard Moriarty (RM)	Chief Executive, CAA
Rob Bishton (RB)	Director Safety & Airspace Regulation, CAA
Rachel Gardner-Poole	Head of GA Unit, CAA
Stuart Lindsey (SL)	Manager Airspace Regulation, CAA
David Harding (DH)	Deputy Director, Aviation Safety Policy, DfT
Elena Barcan (EB)	Head of GA Policy, Strategy & Engagement, DfT
Glenn Bradley (GB)	Interim Head, Flight Operations, CAA
Laura Greenslade (LG)	PA to Head GA Unit, CAA (Secretary)

Apologies:

Jon Round (JR) Head of AAA, CAA

1. Introduction and Apologies

There were no introductions. Apologies were accepted by the Chair.

2. Agreements of minutes from the May meeting

[Paper 2: Minutes 11 May meeting]

The minutes were agreed with two minor amendments.

3. Review of actions and matters arising

[Paper 3: Action Log 2020]

RH asked that old closed actions are not displayed on the action log.

109 – *To set out 3-5 main GA priorities for the Airspace Modernisation Strategy:* **Action:RH and RB agreed to hold a separate meeting.**

114 – *MB/MR to present an item on the broader skills agenda at a future meeting. DH to share the scope of DfT research on this subject:***This action was covered under item 4 of the agenda.**

116 – *DH to discuss with Chair about paper to Secretary-of-State and report back:* **Action pending.**

118 – *Chair to set up Secretary-of-State/Aviation Minister GBASF briefing:* **Action pending.**

119 – *JR to brief at next meeting on interference of GPS signals in relation to EC and GNSS approaches:* **SL spoke about this topic as part of his general Airspace update.**

121 – MR to form a task force to further investigate pilot training issues and report back to the Forum: **This action was covered under item 5 of the agenda**

122 – DH & MB to discuss aviation services and how DfT GA Programme can help: **This action was covered under item 7 of the agenda.**

4. DfT GA programme update

[Paper 4: GBASF July slides]

DH gave a positive update from DfT which covered Airfields, Airspace, Skills, Safety and Regulation and COVID-19 restart and recovery. The GBASF noted that there was very positive progress on the aviation skills area. RH asked how this information will be shared more widely and RGP highlighted that the GAP the following week already has a scheduled agenda item for DfT to provide a more detailed update on skills.

Action item 123: DH and RGP to look at creating a high level one page activity plan (similar to the EASA roadmap) to show progress and generic terms.

5. Strategic Discussion: Pilot Training

[Paper 5: Flight Training in the United Kingdom]

MR highlighted the short and long term issues of costs when it comes to flight training in the UK and the urgent need for discussion on this issue in relation to the impact of Brexit. It was agreed that the DfT Skills team and representatives from the CAA GA Unit and Flight Operations capabilities would take part in a workshop to discuss next steps and actions to be taken.

MR also mentioned that the GA community are not clear as to what licences will be accepted when the UK leaves EASA.

RGP agreed to speak to GB offline to ensure that BREXIT communications are re-emphasised to the GA Community, ensuring normal channels of communication are used.

RH noted an email that had been circulated to stakeholders on the 6th July 2020 from the CAA with a request to provide ideas for consideration on the Post Brexit Red Tape Challenge. This was well received.

Post meeting note: After the GBASF it was agreed that DfT would arrange a meeting to discuss flight training issues and the impact of Brexit. The CAA have provided licensing reps to support items within the agenda.

Action item 124: DfT and MR to report the outcome of this meeting at the next GBASF.

6. Network of Airfields

MB proposed that the DfT look at researching a strategic network of airfields (as was done by York Aviation in 2018) focusing on recreational airfields and looking at the load on aviation going forward up to 2050. The aim would be to finish this piece of work by the first quarter of 2021. DH is very keen to get this work underway, however time and resource would be needed.

Action item 125: MB and DH to discuss network airfields offline and pick up again at the next GBASF

7. Aviation Services

MB provided an update on Aviation Services, although still keen on the next generation idea there is a cost factor and in the current climate using this idea to pull together aviation services would not work. MB suggested that we encourage getting a full picture of the people on the database to shift towards SMEs. MB has already had a discussion with DfT on this subject, established a working group and have created a potential model which will come together in the next 5-6 weeks. MB is also focusing on what we do with airworthiness and has established an airworthiness group to look at different ways of working.

8. Airspace Development Update

- a) 5G – 5G deployments in the UK will initially be permitted in the 700MHz or 3.6-3.8GHz band. Neither of which are within significant proximity to Aeronautical bands and there is currently no plans to use 1.6 GHz for 5G in the UK.
- b) GPS Personal Privacy Devices – NATS conducted a survey to monitor impact and there has been no evidence to suggest any big problems (though there were reports of a couple of issues in France), however people are encouraged to log any incident of 'unnotified' GPS jamming via MORs to help the CAA build a picture
- c) Reclassification of Airspace – the consultation went out last week. CAP 1935 was also made available externally which shows the consultation outcome review from the CAA on the Airspace Classification review - https://consultations.caa.co.uk/corporate-communications/airspace-classification-review-2019-2020/supporting_documents/CAP%201935%20ACR%20Consultation%20Response%20July%202020.pdf
- d) Airspace Modernisation Strategy – another update will be circulated with regards to COVID-19 and the effect it has had on the programme.
- e) GNSS Approaches – a new articulation of a scaled [down] CAP 1616 process has been completed; it will be published shortly. However, Wycombe Aerodrome have downgrade their service provision from ATC to Air Ground Service (AGS), meaning they will need to start their application again as their original concept was predicated on having ATC. The CAA Facilitation Team is actively engaged and the DfT's GNSS funding has been extended to the end of 2020.
- f) Electronic Conspicuity – the funding support scheme is going well and the CAA are prepared for the launch in September, awaiting go ahead from DfT.
- g) Temporary Danger Areas (TDA) – SL explained that the number of UAS TDA request are growing significantly which was of concern; but as it stands Beyond Visual Line of Sight (BVLOS) UAS operations have to be segregated. A potential solution would be using EC to enable an airborne picture that allows safety arguments to be constructed for a move away from BVLOS segregation and consequently the need for TDAs.

Action item 126: RH indicated GAA were in final stages of developing a "Paper of concern" on this matter which will be circulated

Note post meeting: paper circulated 16 July. Rob Bishton indicated situation will be reviewed and responded to

9. GA Unit Update

[Paper 6: NAA General Aviation Network]

RGP had submitted in advance the recent ministerial submission for information. Due to time, she just focused her update on progress of the International NAA Group. Initial countries are very keen to take part in this network. It will be set up remotely in the first instance given COVID19. The first meeting will include an initial smaller group of countries, and specific topics requiring technical expertise could be considered in sub-working groups of the main network which could then report back to the strategic network group. MB suggested that it would be beneficial to think about how ICAO could be involved in this network.

10. Richard Moriarty Overview

RM provided a high-level update on the CAA, focussed around COVID-19 and how the pandemic has affected the organisation financially, income has been hit hard by the crisis, some staff have volunteered to take temporary salary reductions and recruitment has been put on hold, except in exceptional circumstances. RM also mentioned the industry as a whole and the loss of jobs of many thousands of people from the Aviation industry.

11. Any Other Business

MB concluded with the issue that it is costing money for many SMEs to keep going in the current crisis, could this be reflected through the budget for next year as we are going to see more failures.

Action item 127: Discuss the potential to allow flight training schools to do FAA licences in the UK at the next GBASF meeting.

Upcoming meetings

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

Tuesday 2 February 2021 10.30-12.30 CAA Westferry House, London