


UK General Aviation opportunities after leaving EASA Consultation Response Document

CAP 2146



Published by the Civil Aviation Authority, 2021

Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

You can copy and use this text, but please ensure you always use the most up to date version, use it in context so as not to be misleading, and credit the CAA.

Enquiries regarding the content of this consultation should be addressed to: ga@caa.co.uk

First published April 2021.

The latest version of this document is available in electronic format at: www.caa.co.uk/CAP2146

Contents

Contents	3
Summary: the CAA GA Change Programme for 2021/22	5
Chapter 1	7
Overview	7
Purpose of this document	7
Background	7
Structure of this document	8
Working with the GA community on the Change Programme	8
Chapter 2	9
The consultation and CAA analysis methodology	9
Engagement regarding the consultation	9
Who responded to the consultation	9
CAA analysis of responses	14
Chapter 3	18
Opportunities – Post Brexit GA Challenge	18
We asked	18
You said	19
Top priorities for change to help UK GA thrive in a post-EASA context	19
Overseas GA regulation	23
Priorities of those not part of the GA community (Group 3)	25
We did	25
Chapter 4	31
Opportunities – Engagement, Efficiency and Collaboration	31
We asked	31
You said	32
GA Change Panel	32
Engagement and outreach	32
Accessibility and clarity of CAA information	35

Change and disruption	36
Other suggestions	36
Respondents not part of the GA community (Group 3)	37
We did	37
Chapter 5	42
Next steps	42
Timeline	42
Establishing the GA Change Programme from April 2021	42
Collaboration with partner organisations	43
Changes already being implemented	43
Appendix A: GA Partnership Membership Organisations	45
Appendix B: Airfield Advisory Team (AAT) – role and remit	46

Summary: the CAA GA Change Programme for 2021/22

1. This document summarises the outcome of the CAA's consultation on UK General Aviation (GA) opportunities for change now that the UK has left the EASA system (CAP 1985¹).
2. The CAA wanted to understand:
 - how we could help the GA community (and its associated businesses and industries) flourish after leaving EASA;
 - the specific priorities of the GA community;
 - how we could engage with and work more efficiently, constructively and collaboratively with GA communities in delivering our objectives;
 - the priorities of those who are not part of the GA community when considering the future of GA in the UK.
3. We are very grateful for all the responses – nearly 1000 – that we received at the end of last year, and for the input we have had through engagement with the GA community and others. We have analysed the responses, and following clearance by the CAA Board and confirmation of funding by the Department for Transport, we have drawn up a GA Change Programme for 2021/22.
4. The following are explained in more detail in Chapters [3](#) and [4](#), but in summary, the programme is comprised of 46 initiatives:
 - **three strategic projects** – each being a project of relatively high complexity and high impact and expected to take more than 12 months from start to completion:
 - **Strategic Project 1:** the simplification and rationalisation² of GA flight crew licensing
 - **Strategic Project 2:** the simplification and rationalisation² of GA airworthiness maintenance regulations

We will work closely from the outset with the GA community, including the various GA associations, to ensure that we increase clarity and reduce complexity through a proposed simplified set of options for GA. We will then run a second consultation based upon these proposals before commencing any work

¹ CAP 1985 *UK General Aviation opportunities after leaving EASA – a consultation*, November 2020, www.caa.co.uk/cap1985 and <https://consultations.caa.co.uk/ga/uk-general-aviation-opportunities-after-easa/>.

² We explain what we mean by 'simplification and rationalisation' on page 26.

to implement them.

- **Strategic Project 3:** an exploration of GA medical requirements and benefits, including a review of the pilot medical declaration process in order to enhance the end user experience and to identify opportunities in the context of Strategic Project 1 above.
 - **15 tactical projects** – each being a project of relatively lower complexity than a strategic project, but still with either high or medium impact and expected to take between six and 12 months. A good example would be introducing an airworthiness equivalent of the very popular Skyway Code.
 - **16 ‘quick win’ activities** – not necessarily requiring its own project approach, each activity is of relatively low complexity and high or medium impact, and of up to six months duration. For example, creating a ‘myth-busting’ leaflet or quick-access guides to improve clarity and guidance on a range of topics where the CAA believes more information or greater clarity is needed.
 - **12 changes to ways of working** – not requiring its own project, but each will result in a change to some aspects of the way the CAA works. For example, appointing a CAA GA Unit member of staff who is also a practising GA pilot as a GA ‘just culture’ champion to work closely with the CAA’s airspace team.
5. As always, safety considerations are paramount. We are confident that our GA Change Programme for 2021/22 will bring benefits to the GA community while seeking to build on current levels of safety through a focus on education, the reduction of complexity and improved clarity of information and guidance.

Chapter 1

Overview

Purpose of this document

- 1.1 In November 2020, the CAA launched a six-week consultation seeking views on CAP 1985, *UK General Aviation opportunities after leaving EASA – a consultation*.³ This document summarises the responses we received and explains how we will use these to move forward.
- 1.2 The CAA wanted to understand:
- how we could help the GA community (and its associated businesses and industries) flourish after leaving EASA;
 - the specific priorities of the GA community;
 - how we could engage with and work more efficiently, constructively and collaboratively with GA communities in delivering our objectives;
 - the priorities of those who are not part of the GA community when considering the future of GA in the UK.
- 1.3 The consultation did not seek views on technical or operational concepts about how aircraft may fly, airspace design or areas outside the CAA's responsibility, such as VAT.

Background

- 1.4 The Secretary of State has set out his ambition for the UK to be the best place in the world for aviation at all levels to flourish, and for the CAA to build on the work of the General Aviation Unit to help to facilitate this. Our GA strategy⁴ complements and supports both government and our forthcoming wider CAA strategy by detailing our approach to supporting and championing GA in the UK.
- 1.5 The UK left the EASA system on 1 January 2021. The CAA made a commitment to the Secretary of State to undertake a 'Post-Brexit GA Challenge'. This will be one of the key mechanisms for enabling us to help the GA community overcome the challenges, take advantage of the opportunities and mitigate the impact of leaving EASA.

³ See www.caa.co.uk/cap1985 and <https://consultations.caa.co.uk/ga/uk-general-aviation-opportunities-after-easa/>.

⁴ CAP 1754 CAA General Aviation Strategy 2018-23 www.caa.co.uk/cap1754.

- 1.6 Having analysed the consultation responses, we have put together 46 initiatives into a GA Change Programme, commencing in April 2021.

Structure of this document

- 1.7 This document has an executive summary and four chapters:
- Chapter 1 is an overview that explains the purpose of this document and the background to the consultation.
 - Chapter 2 summarises who responded to the consultation.
 - Chapter 3 covers the opportunities for what we call the Post-Brexit GA Challenge; we summarise what you told us and how we intend to move forward in response.
 - Chapter 4 covers the opportunities around engagement, efficiency and collaboration; we summarise what you told us and how we intend to move forward in response.
 - Chapter 5 outlines next steps.

Working with the GA community on the Change Programme

- 1.8 As we embark on the Change Programme with the GA community it is worth highlighting some of the boundaries and constraints within which the programme must operate:
- ensuring that any change does not compromise safety standards
 - resource and finance considerations that may dictate the pace of change, and the GA community's appetite for change
 - where a change requires a change to secondary legislation such as the Air Navigation Order, it will be dependent on suitable space being found by the Department for Transport in the Government's wider legislative programme, which could extend implementation timelines
 - constructive collaboration with the GA community.
- 1.9 We say more about this under 'next steps' in Chapter 5.

Chapter 2

The consultation and CAA analysis methodology

Engagement regarding the consultation

- 2.1 To encourage wide engagement, on the day of launching the consultation the CAA contacted approximately 14,000 subscribers – individuals and organisations – through a direct email and a further 8000 through the CAA's Skywise platform. Two weeks before the end of the six-week consultation period, we issued a reminder that the consultation would close on 18 December 2020. We also used posts on the CAA's LinkedIn (generating 33,000 views) and Twitter (generating 44,000 views) accounts. All these communications provided a link to the consultation on the CAA's website.
- 2.2 The Secretary of State for Transport, the Aviation Minister and the All-Party Parliamentary Group on General Aviation were all briefed. We also worked with the GA Partnership⁵ many months before the consultation was launched and throughout.

Who responded to the consultation

- 2.3 We received 952 responses through our online consultation platform. There were a further 18 responses via the GA Partnership to the first question about the top three priorities, some of which were on behalf of GA associations such as the BMAA, LAA and Flying Farmers Association. We also received four formal papers from the General Aviation Alliance, British Gliding Association, PPL/IR and (on the subject of flight crew licensing specifically) AOPA. Among the 952 responses there were 26 from those who described themselves as not part of the GA community.
- 2.4 All these submissions have been added to the data and taken into account in our analysis.
- 2.5 Figures 2.1 and 2.2 below show the age and geographic distribution respectively of the 952 on-line respondents. 68% of respondents were 51 years or older. Only 4% of respondents identified as female. Both these proportions are broadly in keeping with the data we have on UK-licensed private pilots. Just over one third of respondents were based in London or the South East, with a good spread of responses across the rest of the UK.

⁵ The GA Partnership is a focal point for communication between the GA community and the CAA. It plays an active role in all stages of the CAA's policy development including prioritisation of the CAA's GA Unit work programme. Membership includes more than 30 clubs associations and societies (see Appendix A).

Figure 2.1 Age distribution of consultation participants

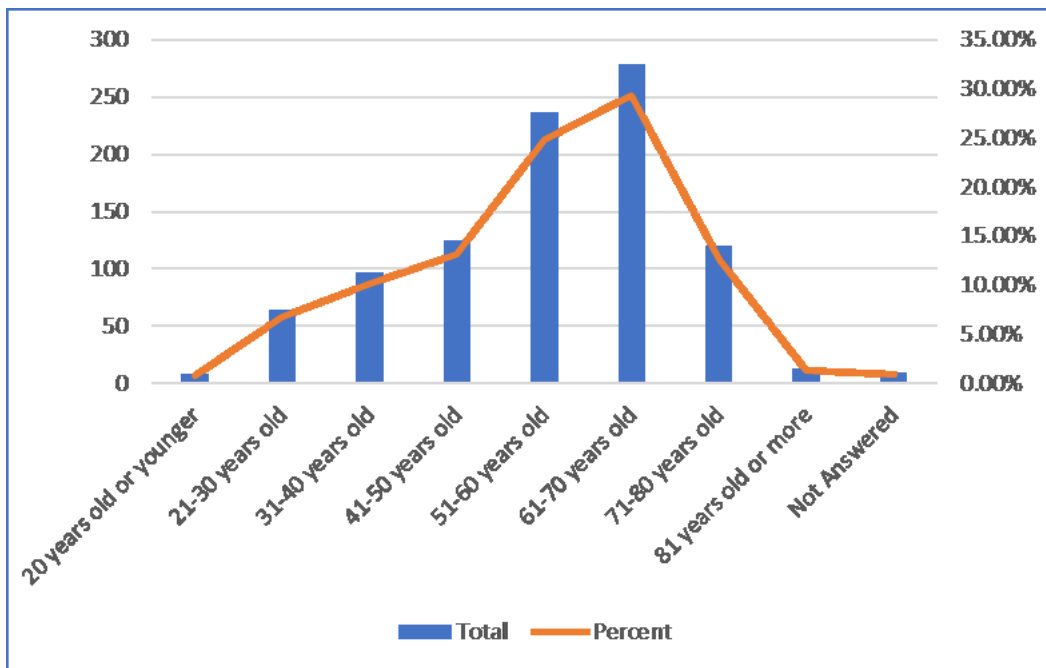
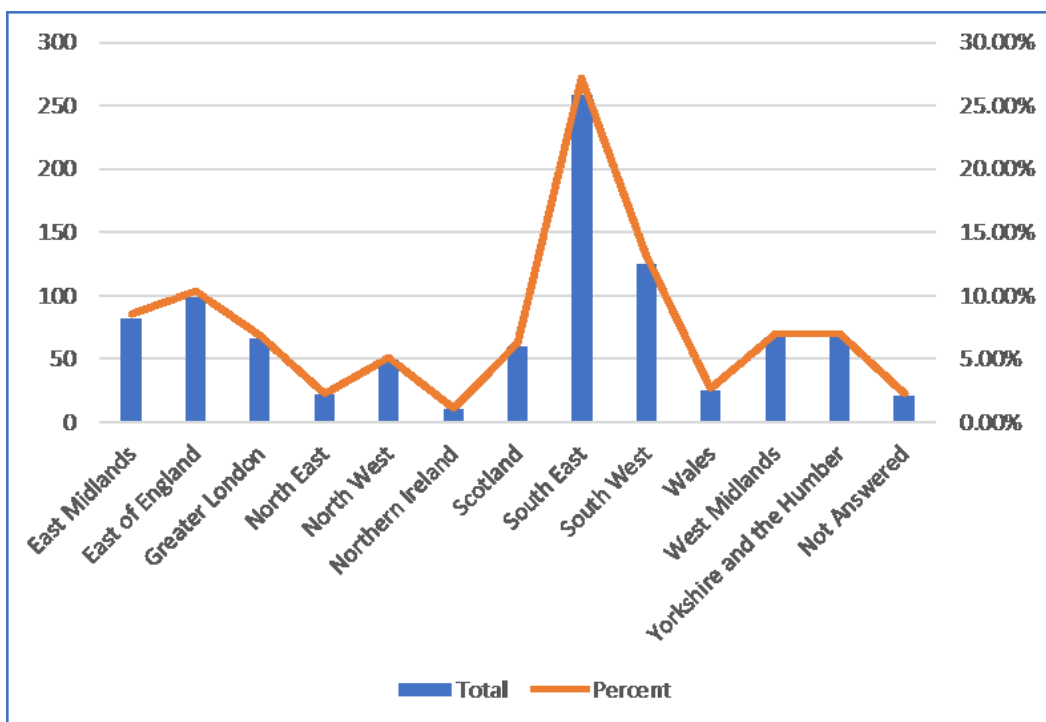


Figure 2.2 Geographic distribution of consultation participants



2.6 Figures 2.3, 2.4 and 2.5 below show that nearly three-quarters of respondents were affiliated to an aviation organisation, but most were not responding on behalf of those organisations in an ‘official’ capacity, mostly being members of a flying club.

Figure 2.3 Affiliation with an aviation organisation, club or association

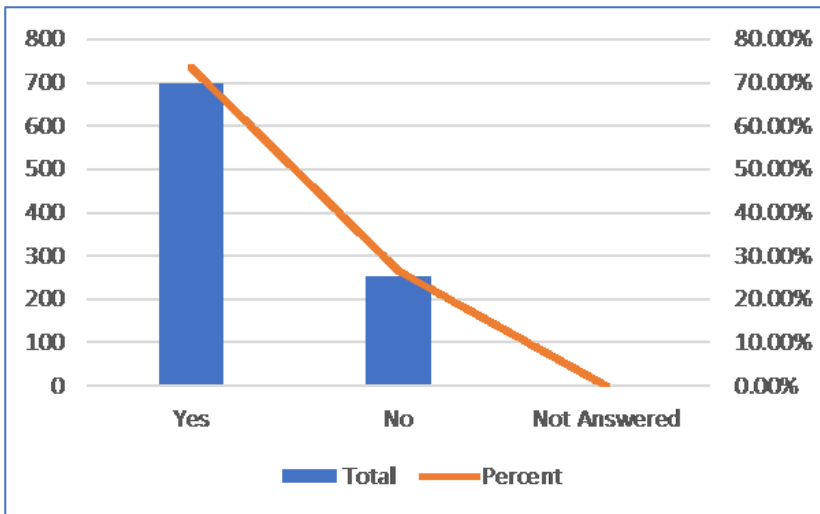


Figure 2.4 Affiliation in an official capacity

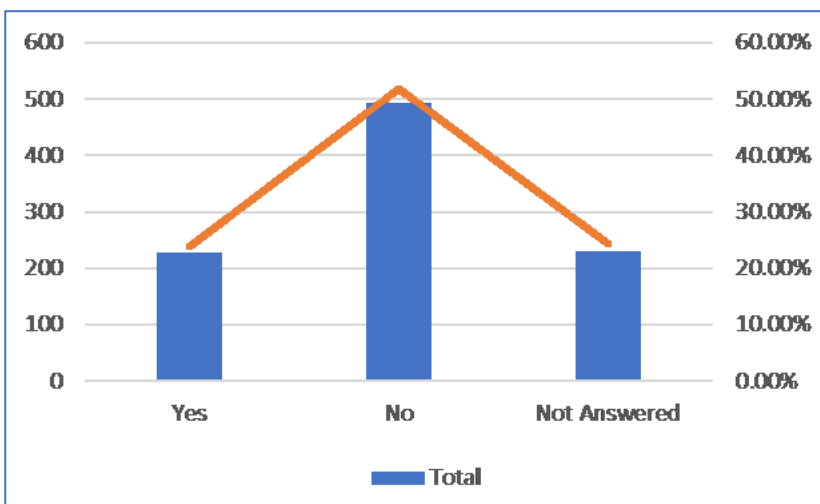
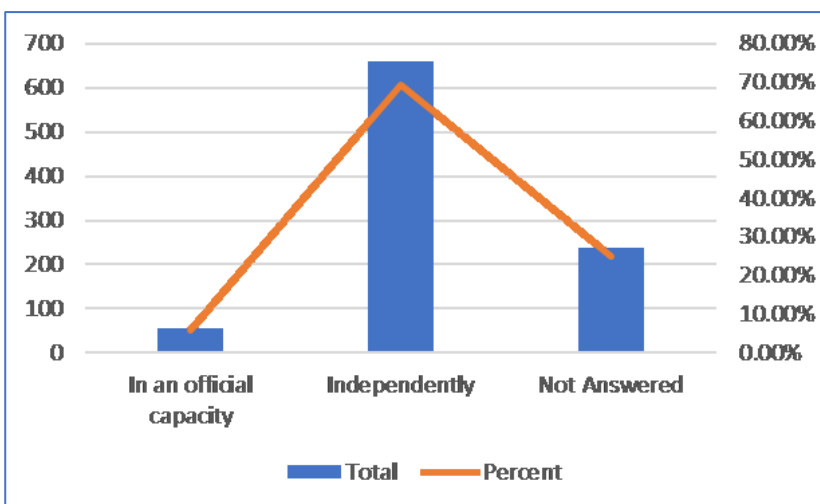
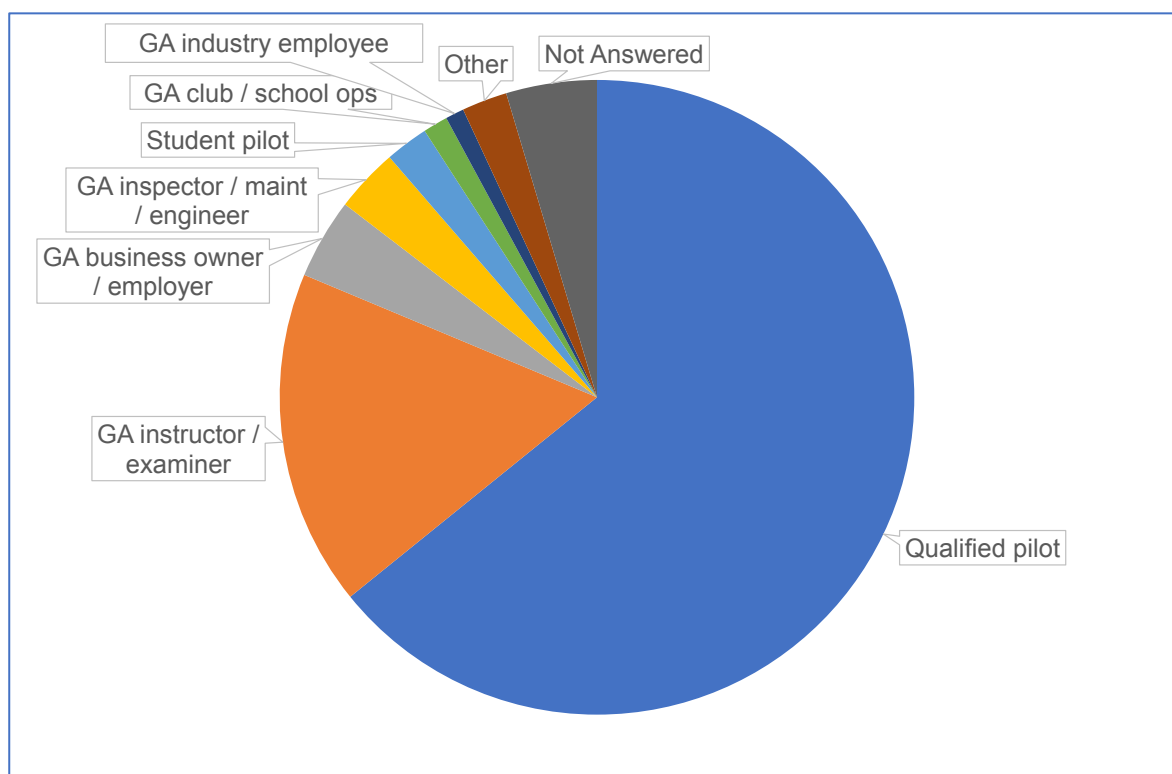


Figure 2.5 Response made in that official capacity or independently

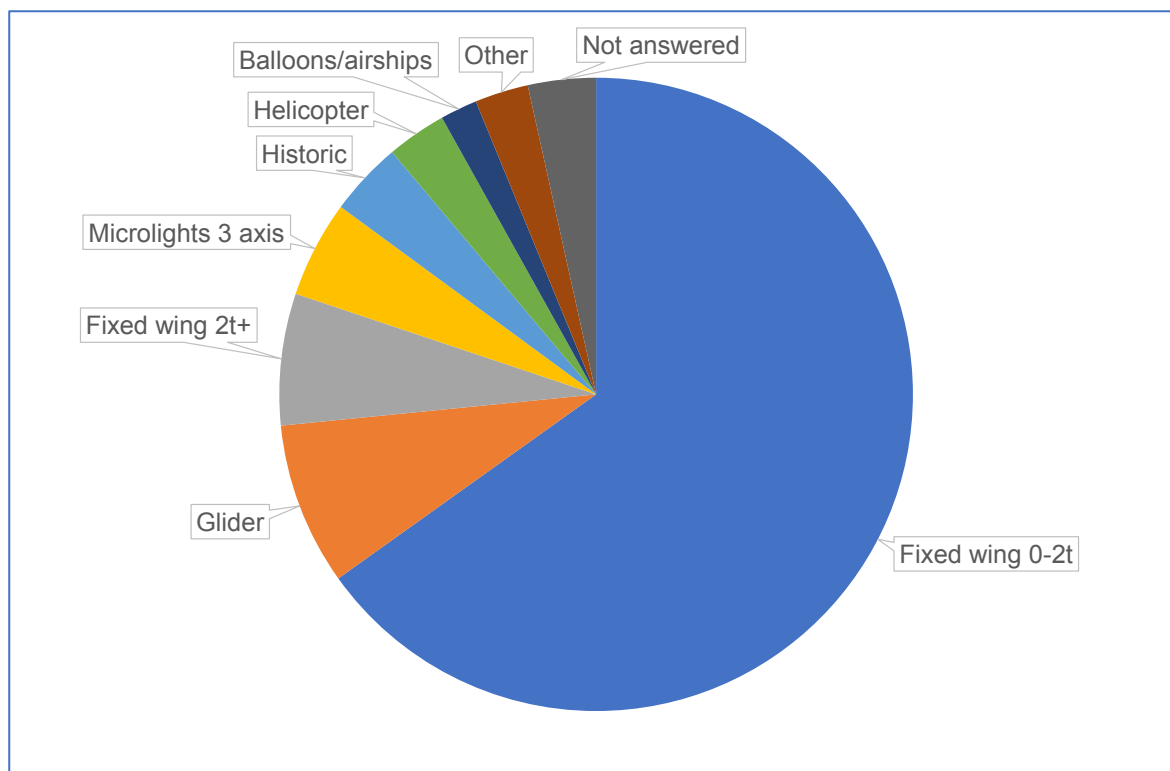


2.7 Figures 2.6 and 2.7 show how respondents categorised themselves in terms of their involvement in GA activities and the particular segment of GA of that involvement. The largest proportion of respondents described themselves as qualified pilots or flying instructors and examiners (GA activity) and flying fixed-wing aircraft below two tonnes MTOW.

Figure 2.6 How would you best describe your involvement in GA activities?



Category	Number	Percent
Qualified Pilot	611	64.2%
GA Flying Instructor / Examiner	163	17.1%
GA Business Owner and or Employer	39	4.1%
GA Aircraft Inspector / Maintainer / Engineer (Volunteer or Paid)	31	3.3%
Student Pilot	21	2.2%
GA Club or Flying School Operations	12	1.3%
GA Industry Employee	9	1.0%
GA Aircraft Builder (Volunteer or Paid)	5	0.5%
GA Manufacturing Employee	3	0.3%
GA Innovator or Designer	2	0.2%
GA Ground Instructor / Examiner	1	0.1%
Airfield Operations / Owner	7	0.7%
Air Traffic Controller	4	0.4%
Not Answered	44	4.6%
Total	952	100.0

Figure 2.7 What area of the GA community are you most involved with?

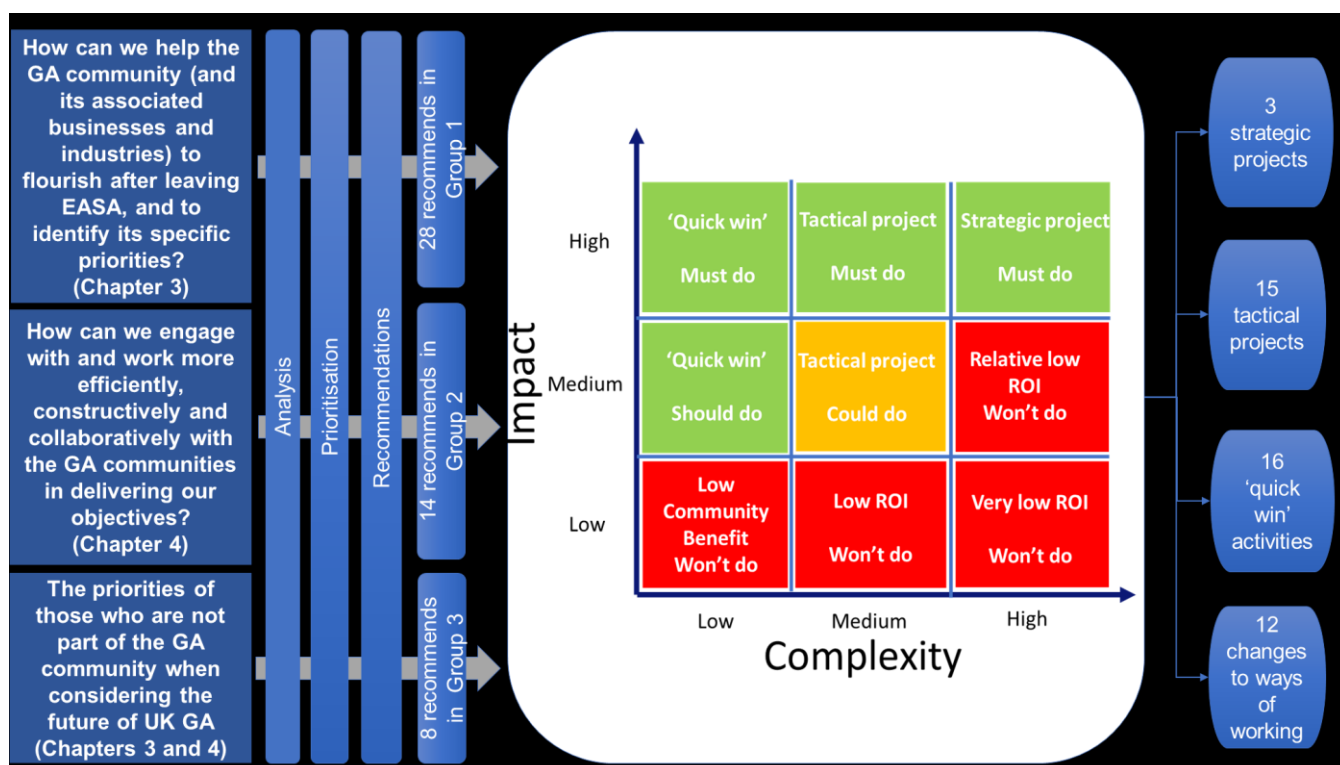
Option	Number	Percent
Balloons and/or Airships	18	1.9%
Fixed Wing 0-2 Tonne MTOW	620	65.1%
Fixed Wing 2+ Tonne MTOW	64	6.7%
Glider	79	8.3%
Hang Gliding, Paragliding or Paramotoring	6	0.6%
Helicopter	29	3.1%
Other Rotorcraft	4	0.4%
Historic Aircraft (including ex-military)	36	3.8%
Microlights Three Axis	47	4.9%
Microlights Flex Wing	5	0.5%
Model Aircraft Flyer	1	0.1%
Sub 70kg	2	0.2%
Skydiving	2	0.2%
Unmanned Aircraft Systems (Drones)	6	0.6%
Not Answered	33	3.5%
Total	952	100.0%

- 2.8 We had a lower-than-hoped return from engineers or those involved in airworthiness activities. Notwithstanding this fact there was still significant feedback on airworthiness and maintenance matters and we understand that many individuals may wear “multiple hats” within GA which will have skewed the results in figure 2.6.
- 2.9 As noted above there were 26 responses from those who described themselves as not part of the GA community. Six categorised themselves as local residents, five as retired members of the aviation community or military, two as commercial air transport (business aviation) and one was an air navigation service provider (an official response from NATS). The other 12 answered ‘other’ – most did not give us any more information, but those that did were kite flyers (including an official response from the British Kite Flying Association), members of the commercial manufacturing industry, or individuals looking to get into flying.

CAA analysis of responses

2.10 In order to develop the series of initiatives that ultimately make up our Change Programme, we analysed the quantitative and the qualitative information from the responses to the consultation. This process is summarised in Figure 2.8.

Figure 2.8 CAA analysis methodology



2.11 We began with the aims of the consultation:

- how we could help the GA community (and its associated businesses and industries) after leaving EASA (this aim is discussed in Chapter 3);
- understanding the priorities of the GA community (this aim is discussed in Chapter 3);
- how we could engage with and work more efficiently, constructively and collaboratively with GA communities in delivering our objectives (this aim is discussed in Chapter 4)
- understanding better the priorities of those who are not part of the GA community when considering the future of GA in the UK (this aim is discussed in Chapters 3 and 4).

2.12 A two-step process then followed:

- Step 1 – analysis of the 9700 items of quantitative data and approximately 5500 items of qualitative data from the consultation responses and papers received, using the weight and explicitness of the quantitative responses to create a hierarchy of priority, then gathering further insight using the qualitative results from analysing the free-text responses and grouping these into the most popular common themes or suggestions.
- Step 2 – internal discussion of these results with the CAA’s GA Unit leadership, Executive Committee and Board to produce candidate projects for inclusion in the GA Change Programme which would run through the 2021/22 financial year (and in some cases possibly beyond). Our key boundaries and constraints were taken into account such as resources, funding and safety. Each project was considered (as shown in the nine-square diagram in Figure 2.8) in terms of:
 - complexity to deliver – based on time and resources, interdependencies with other projects, activities or policies
 - potential impact of the outcome – based on the extent of benefit and the scope of that benefit to GA or other stakeholders, including the CAA itself, and demand for the change from stakeholders, or its visibility.

2.13 This analysis exercise was carried out by the CAA, we will work closely with our existing various partner organisations, groups and forums plus the new GA Change Panel when developing, delivering and embedding the outcomes.

2.14 The outcome is a series of 46 initiatives of widely differing complexity – a combination of strategic and tactical projects plus additional initiatives or activities that can be implemented relatively quickly, that together form the GA Change Programme 2021/22. The 46 initiatives may not be an exhaustive list, as the intention is that the programme be as dynamic as possible, taking input from the GA

community as we progress. We are expecting thereby to find numerous marginal gains which may not be listed as part of the programme at the outset but which we manage through continuous improvement as part of 'business as usual'. Of course maintaining a dynamic programme with a set capacity may mean that at times we need to pause or stop work on certain projects in the interests of others, in order to maximise benefits.

2.15 The next two chapters explain in more detail what respondents to the consultation told us and the individual initiatives that we intend to take forward as a result, as part of the GA Change Programme. In each chapter we have arranged this under the three headings 'we asked, you said, we did'.

2.16 The 'we did' heading in each chapter shows the individual initiatives making up the GA Change Programme 2021/22. In summary the programme comprises:

- **three strategic projects** – each being a project of relatively high complexity and high impact and expected to take more than 12 months from start to completion:
 - **Strategic Project 1:** the simplification and rationalisation⁶ of GA flight crew licensing
 - **Strategic Project 2:** the simplification and rationalisation⁶ of GA airworthiness maintenance regulations

A key principle in both of the above strategic projects will be to remain within the ICAO framework and to ensure we make the right decisions which benefit all of the UK GA sector. We will work closely from the outset with the GA community, including the various GA associations, to ensure that we increase clarity and reduce complexity through a proposed simplified set of options for GA. We will then run a second consultation based upon these proposals before commencing any work to implement them.

- **Strategic Project 3:** an exploration of GA medical requirements and benefits, including a review of the pilot medical declaration process in order to enhance the end user experience and to identify opportunities in the context of Strategic Project 1 above
- **15 tactical projects** – each being a project of relatively lower complexity than a strategic project but still with either high or medium impact and expected to take between six and twelve months. A good example would be introducing an airworthiness equivalent of the very popular Skyway Code.

⁶ We explain what we mean by 'simplification and rationalisation' on page 26.

- **16 'quick win' activities** – not necessarily requiring its own project approach, each activity is of relatively low complexity and high or medium impact, and of up to six months duration. For example, creating a 'myth-busting' leaflet or quick-access guides to improve clarity and guidance on a range of topics where the CAA believes more information or greater clarity is needed.
- **12 changes to ways of working** – not requiring its own project, but each will result in a change to some aspects of the way the CAA works. For example, appointing a CAA GA Unit member of staff who is also a practising GA pilot as a GA 'just culture' champion to work closely with the CAA's airspace team.

2.17 As always, safety considerations are paramount. We are confident that our GA Change Programme for 2021/22 will bring benefits to the GA community while seeking to build on current levels of safety through a focus on education, the reduction of complexity and improved clarity of information and guidance.

Chapter 3

Opportunities – Post Brexit GA Challenge

- 3.1 This chapter explains how, through the GA Change Programme, we will help the GA community (and its associated businesses and industries) after leaving EASA and our understanding of the community's priorities. We summarise what we asked, what you told us and how we intend to move forward in response.

We asked

- 3.2 We asked three questions on this topic in the consultation document. We shall call these 'Group 1':

What are your top three priorities to help UK GA thrive in a post EASA context, for the benefit of all?

Before describing your suggestions in the free text box (limited to 250 words), please select which area of the GA sector it best fits into, from:

- Airworthiness and Maintenance
- Manufacturing and UK Industry
- Licensing and Flying Training
- Airfields
- Rules of the Air
- Medical
- Associations and Clubs
- Historic Aircraft

Then select the type of opportunity from the following list⁷:

- Simplification/rationalisation
- Streamlining process or procedures
- Offering more proportionate regulation
- Delegating where possible, practical and wanted
- Improving clarity and guidance
- Encouraging and improving learning, safety and a 'just' culture
- Encouraging innovation

⁷ See paragraph 2.5 of the consultation document for how we defined these categories.

Are there examples of GA regulation which you have experienced overseas which you think might also be beneficial within the UK? Yes/No

If you answered “Yes”, using a maximum of 250 words, please describe the example(s) in the free text box. Please include the country(s) and the benefits you believe it would offer the UK.

For respondents who are not part of the GA community, please indicate what is important for you in relation to the future of General Aviation in the UK.

Using 1-4 where 1 is Very Important and 4 is Not Important.

- Improvement of safety e.g. for other airspace users or people on the ground
- Improvement of the local economy, jobs or skills (e.g. at a local airfield or local aviation-related business)
- Environmental improvements (e.g. greener aviation and/or noise reduction technologies)
- Improved accessibility (e.g. better transport networks for personal use)

Please provide your reasons using max 250 words.

You said

Top priorities for change to help UK GA thrive in a post-EASA context

- 3.3 The first question asked respondents for their top three priority areas of the GA sector where they believe there are opportunities for change, and what sort of change was needed. The responses clearly indicated that simplification and rationalisation was the top type of change required, in particular within GA flight crew licensing and flying training.
- 3.4 The top three priorities of those who identified themselves as part of the GA community were:
- **Simplification and rationalisation of GA flight crew licensing and flying training:** Suggestions ranged from removing the range of licences and replacing them with one simple licence and a number of ratings, to changing the examination requirements for those training to become flying instructors. Providing a seamless and proportionate path through GA licensing and ratings was also suggested numerous times. Overall this topic was chosen by 28% of all responses to this question and is the highest priority area. Although there was no clear consensus of suggestions as to how best to simplify and rationalise, there was a very clear message that change is needed in this area. The next stage of this work will need to be further exploration sector by sector. Therefore:

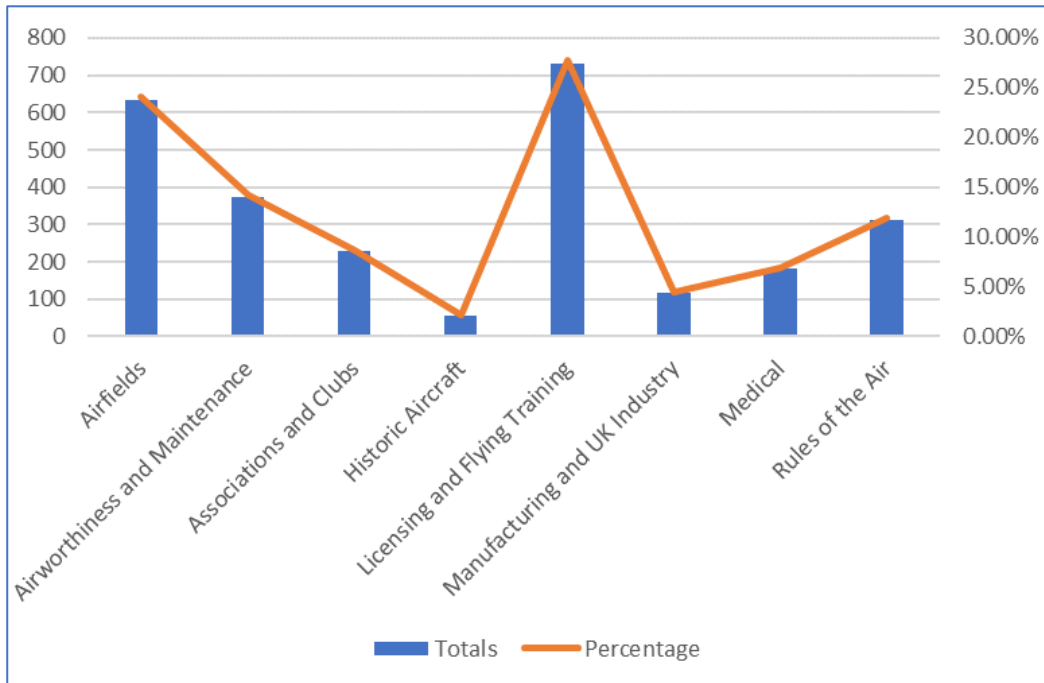
- this will be one of our three proposed strategic projects (details in next section below, under ‘We did’)
 - a ‘quick win’, which has already been implemented, is the exemption to allow national licence holders to return to flying what were EASA aircraft (currently known as UK Part 21 aircraft). A solution to regularise this exemption is also being undertaken and currently rests with the Department for Transport legal department.
- **Protection and development of GA airfields:** Many respondents were understandably concerned about the loss of GA airfields. Chosen by 24% of the responses, this topic was overall the second highest priority area. Although covered by the consultation document CAP 1985, we believe that at the time of the consultation many had not been aware of the recent establishment of the CAA Airfield Advisory Team funded by the Department for Transport, which has been established to help assist and protect airfields. We have provided more details in Appendix B. Nonetheless, we are proposing one tactical project and two ‘quick wins’ and one change to ways of working (details in next section).
 - **Simplification and rationalisation of airworthiness and maintenance regulations:** Suggestions ranged from simplifying import and export requirements, to simplifying the hours and engine maintenance requirements so that aircraft can be used for training, or allowing more owner maintenance. Chosen by 14% of the responses, this topic was overall the third highest priority area. Again, much like flight crew licensing, there was no clear consensus of suggestions as to how best to simplify and rationalise. We therefore want to undertake further exploratory work and are proposing this as one of our three strategic projects (details in next section).

3.5 The key remaining areas where the GA community felt there were opportunities for change included:

- **Offering more proportionate regulation of the Rules of the Air:** Specifically reverting to the previous rules for visibility and distance from cloud minima for flying in VMC. This is a relatively ‘quick win’ and as such we have already announced in January 2021 that this would be implemented.
- **Offering more proportionate regulation of GA medical requirements:** The majority of feedback focussed on the need to review GA medical requirements and benefits and to ensure that the pilot medical declaration is enduring.
- **Offering greater delegation to GA associations:** In particular to the British Gliding Association. In this regard, the GA Change Programme for 2021/22 will focus on offering greater delegation to the BGA.

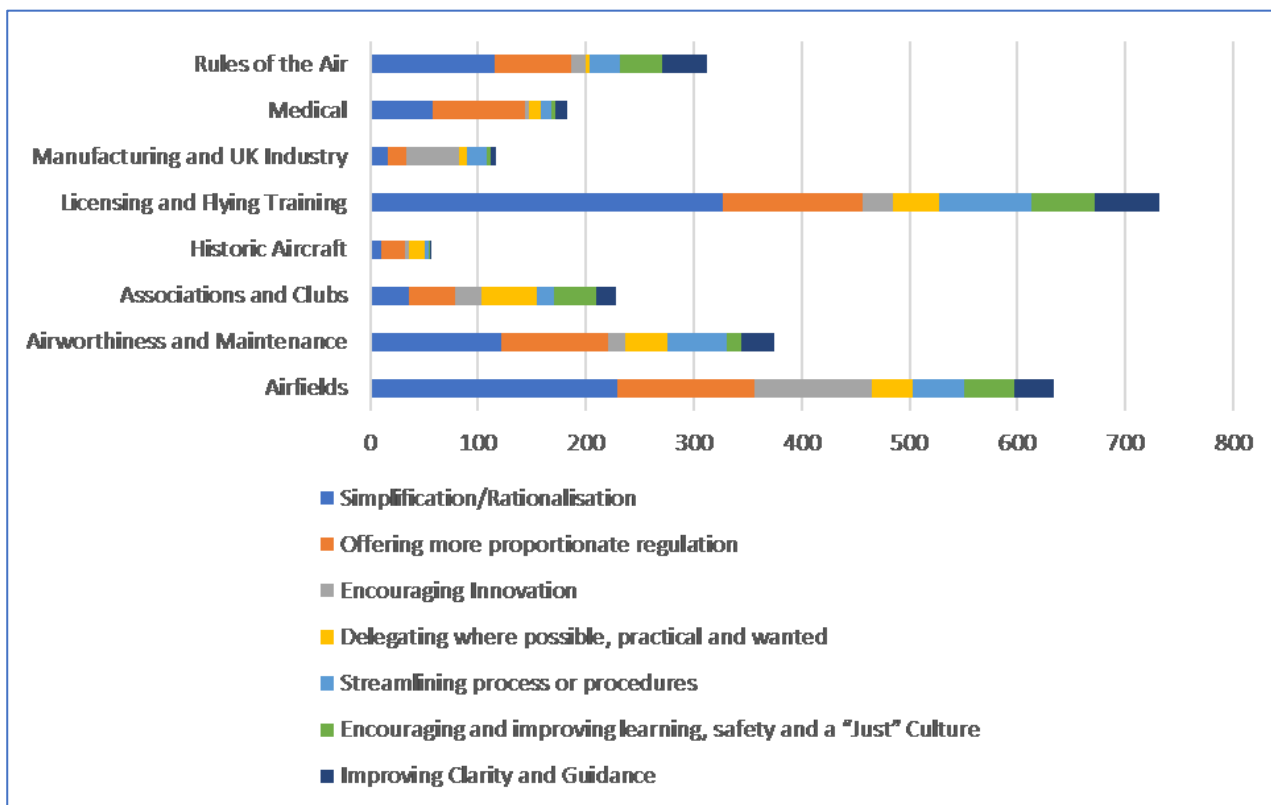
3.6 Figure 3.1 shows the distribution of responses when we aggregate all 2635 responses to this question.

Figure 3.1 Top priority opportunities for change, by GA area



3.7 Figure 3.2 below maps those results against the type of change, with the detail in Table 3.1 below it. The three top priorities have been highlighted in the table.

Figure 3.2 and Table 3.1 Top priority opportunities for change mapped against type of change



Area	Simplification/Rationalisation	Offering more proportionate regulation	Encouraging Innovation	Delegating where possible, practical and wanted	Streamlining process or procedures	Encouraging and improving learning, safety and a "Just" Culture	Improving Clarity and Guidance	Totals	Percentage
Airfields	229	127	109	38	47	47	37	634	24.1
Airworthiness and Maintenance	122	98	16	39	56	13	30	374	14.2
Associations and Clubs	36	43	24	52	15	40	18	228	8.7
Historic Aircraft	10	22	4	15	3	1	1	56	2.1
Licensing and Flying Training	327	130	27	43	86	58	61	732	27.8
Manufacturing and UK Industry	16	17	49	8	18	4	4	116	4.4
Medical	58	85	4	11	10	3	12	183	6.9
Rules of the Air	115	71	14	3	28	39	42	312	11.8
Grand Total	913	593	247	209	263	205	205	2635	100
Percentage	34.6%	22.5%	9.4%	7.9%	10.0%	7.8%	7.8%		100

3.8 In the airfield category, many responses expressed concerns about the loss of airfields, and asked us to do more to protect airfields from development. Many also used this category and the ‘Rules of the Air’ category to submit feedback on airspace issues, but, while we understand these concerns, we made clear in the consultation document that this is the subject of separate work and therefore out of the scope of this consultation.

Formal papers submitted

3.9 The key points raised by the formal papers we received were:

- the momentum and positive changes for GA from the EASA GA Project must be preserved
- There is broad support for the UK taking advantage of the freedom leaving the EASA system brings
- the UK should transition away from the ‘retained’ EU law and the associated parallel legal systems (for example ‘Part-21’ and ‘non-Part 21’ requirements) as soon as practical
- when considering alignment with EASA rules and other international standards, careful cost/benefit analysis of alignment should be made on a case-by-case basis
- the UK must remain engaged in developing international best practice and learning from other states
- the CAA should devise an effective process of policy development and engagement that involves stakeholder input and constructive challenge throughout – any such ‘Change’ or Challenge Panel must be a key element of this process.
- GA Flight Crew Licensing can be simplified

Overseas GA regulation

3.10 While 59 respondents decided not to answer this question, of those who did, opinion was divided. 50.4% of respondents said that there were no examples of GA regulation experienced overseas that they thought might also be beneficial within the UK. However, a significant number, equating to 43.4%, said that there were, and gave us examples (Table 3.2).

3.11 There was a general theme in the responses that the UK should be looking to:

- **the USA** for examples of lighter-touch regulation and infrastructure; exploring where we can adopt FAA maintenance standards and processes was the highest recurring airworthiness suggestion, and was also often cited by those who prioritised the simplification and rationalisation of airworthiness licences. FAA flight crew licensing was also cited, although not as often as airworthiness

- **Europe** for examples of better use of airspace, attitudes and local community integration; and for lighter-touch regulation of manufacturing, and specifically Germany and the Czech Republic for innovation and manufacturing
- **Australia and New Zealand** for ideas on transport integration and best practice on preservation of historic aircraft.

Table 3.2 Examples of overseas GA regulation potentially beneficial to UK

Country or region cited	No of responses (%)	Typical reasons given
USA (FAA)	256 (66.5%)	<ul style="list-style-type: none"> • Most people cited how “open and inclusive” the USA is to GA and the “relaxed and open” attitude of the FAA • Greater respect for GA from FAA/ATC etc • Much cheaper to operate • Flight following • On-line forms and licensing
Canada	8 (2.1%)	<ul style="list-style-type: none"> • Entire infrastructure for GA is better: no landing or approach fees, ADSB mandated, integration into airspace better, GPS integration • ‘Light sport’ and ‘experimental’ categories • Percentage of tax from aviation fuel sales ploughed into a fund to help small airfields • Instrument ratings cheaper and more widely available • Airworthiness requirements simpler
France	50 (13.0%)	<ul style="list-style-type: none"> • Better understanding of light aircraft ownership and integration of light aircraft into larger facilities • GPS approaches • Less insistence on handling agents and therefore handling fees • Air traffic and airspace less intimidating • Attitude of local community to GA airfields better • Electronic conspicuity better understood and integrated • Better network of airfields with connection links • Flight following and FISOs providing radar-backed surveillance • Country-wide co-ordinated system that is simple to understand
Europe	26 (6.8%)	<ul style="list-style-type: none"> • Airspace is GA-friendly • Pragmaticism • Manufacturing quicker, less regulated, more choice of types, more competition • Airfields supported by local councils and communities, seen as leisure hubs, training locations, employers, supporting local industry

Country or region cited	No of responses (%)	Typical reasons given
Australia	13 (3.4%)	<ul style="list-style-type: none"> • Colour vision testing • Credit card licences • Historic aircraft preservation (self-administration) • GA aircraft considered part of the transport system not the entertainment industry
New Zealand	10 (2.6%)	
Germany	10 (2.6%)	<ul style="list-style-type: none"> • Part-CAMO transition easier (Belgium) • Flying display regulation more relaxed in Netherlands and Belgium, with suggested better safety record • New aircraft types and greater innovation, all produced in a shorter timeframe with fewer regulations (Germany/Czech Republic)
Belgium	5 (1.3%)	
Netherlands	4 (1.0%)	
Czech Republic	2 (0.5%)	
San Marino	1 (0.3%)	

Priorities of those not part of the GA community (Group 3)

3.12 While the response rate in this category – which we have termed Group 3 – was understandably considerably lower than the others, we did learn some useful information, from which we have developed some proposals.

3.13 The key theme was that safety must be maintained when we consider all our work to help the GA sector thrive. There was also a strong opinion that the protection of airfields and the local economy was of greater interest to those who responded than issues such as the environment. We have proposed that a member who represents this group's view should be a member of the GA Change Panel. We also received feedback that this community would like to be engaged more via social media, so we will work on this with the CAA Communications team.

We did

3.14 Table 3.3 below summarises the initiatives relating to this part of the consultation (Group 1). The 46 initiatives are clearly numbered; note some initiatives may consist of a number of recommendations, this is why there were 50 recommendations overall but 46 initiatives overall are being pursued. As per our analysis methodology on page 14, once these initiatives had been assessed for complexity and impact they were assigned as either strategic projects, tactical projects, relative 'quick wins' or changes to the CAA GA Unit 'ways of working'.

- 3.15 A key principle in both the flight crew licensing and airworthiness strategic projects will be to remain within the ICAO framework and to ensure that we make the right decisions which benefit all of the UK GA sector.
- 3.16 We understand that there will be a desire to hear, now, of the specific changes that we may make to GA flight crew licensing or airworthiness regulation. However, it is too early to define what those might be. All possible options will be explored against a set of key principles which we will define in partnership, from the outset, with the GA community and the various GA associations. We will do our best to achieve the desired simplification and rationalisation that the consultation revealed. It should be recognised, however, that the goal is to reduce unnecessary complexity, not to deregulate where this could increase risk or reduce safety to third parties.
- 3.17 For example, some of these key principles may include ensuring that we increase clarity and reduce complexity through a proposed simplified set of options for GA and that we ensure that there is a seamless transition path through the GA flight crew licences and ratings. This work and options for change will likely form what we propose to call a 'Discovery Phase', and to get this right we expect it to last a minimum of six months. Once the Discovery Phase is complete, it is very likely that we will run a second consultation, based upon the proposals, before commencing the 'Implementation Phase', which we expect to take a minimum of six months. We do not underestimate the complexity of making these changes, and getting this right is clearly more important than doing it quickly.
- 3.18 Pace of change for the strategic and some tactical projects may ultimately be decided by the capacity of the Department for Transport legal department, however we will be able to partly mitigate this by effective planning, prioritisation and regular engagement

Table 3.3 GA Change Programme 2021/22: Group 1 initiatives

Strategic projects	Tactical projects	Quick wins	Ways of working
<i>Licensing and flying training</i>			
<p>S1 Rationalise and simplify UK GA flight crew licensing; a major strategic project of likely more than 12 months duration. Wide ranging scope to include (but not be limited to) the following recommends which also arose:</p> <ul style="list-style-type: none"> Review the licensing requirements for PPL flying instructors (<i>simplification and rationalisation</i>). Design a post-qualification system to improve and maintain skills and review biennial requirements (<i>encourage safety and learning</i>). Digitise application forms and licences, wherever possible, depending on the outcome of item 1 above (<i>streamlined process and procedure</i>). 	<p>T1 Review UK Instrument Ratings (<i>offer more proportionate regulation</i>).</p>	<p>Q1 Pursue action to enable LAPL holders to fly in Europe (<i>offer more proportionate regulation</i>) *Ultimately not in CAA control, but we will try all channels.</p> <p>Q2 Allow UK Part 21 aircraft to be flown on a national licence (<i>simplification and rationalisation</i>).</p>	<p>W1 Appoint a CAA GA ‘just culture’ champion who is a current GA pilot and member of GA Unit staff and</p> <p>W2 ensure they are part of the Infringement Coordination Group process and also the GA point of contact for all Alleged Breaches of Air Navigation Law and other Mandatory Occurrence Reports (<i>offer more proportionate regulation and encourage learning and a just culture</i>).</p>
<i>Airfields</i>			
	<p>T2 Launch a project which explores developing opportunities for innovation at airfields,</p>	<p>Q3 Help CAA airspace colleagues to emphasise and publicise CAA facilitation of GNSS approach deploy-</p>	<p>W3 Build closer ties between the Airfield Advisory Team and CAA GA Unit Operations and Licensing team, sharing</p>

Strategic projects	Tactical projects	Quick wins	Ways of working
	<p>connecting this to STEM and community outreach, Explore with Department for Transport potential for green development grants or financial incentives to encourage electrification (<i>encourage innovation</i>).</p>	<p>ment, exploring possibilities to further simplify the application procedure (<i>encourage innovation</i>)</p> <p>Q4 Emphasise and publicise the creation of the Airfield Advisory Team, working closely with them to help wherever possible (<i>simplification and rationalisation</i>).</p>	<p>intelligence regularly (<i>encourage safety and learning</i>).</p>
<i>Airworthiness and maintenance</i>			
<p>S2 Undertake a strategic project of minimum 12 months duration to explore where we can simplify and rationalise maintenance regulations. As part of the overall scope of this strategic project we will also include the other recommend which arose:</p> <ul style="list-style-type: none"> Explore where we can adopt FAA/other NAA maintenance procedures and processes; run a comparison study in first instance. 	<p>T3 Introduce the equivalent of a Skyway Code for airworthiness (<i>improvement of clarity and guidance</i>).</p> <p>T4 Explore opportunities for innovation with bio-fuels and electrification, making it simpler to test and innovate (<i>encourage innovation</i>).</p>		
<i>Rules of the air</i>			
		<p>Q5 revert to previous rules for Visibility and Distance from Cloud Minima for flying in visual</p>	

Strategic projects	Tactical projects	Quick wins	Ways of working
		<p>meteorological conditions (<i>simplification and rationalisation</i>).</p> <p>Q6 Clarify the law on cost-sharing flights and use of the 'cost sharing website' (<i>simplification and rationalisation</i>).</p>	
<i>Medical</i>			
<p>S3 An exploration of GA medical requirements and benefits, including a review of the pilot medical declaration process in order to enhance the end user experience and to identify opportunities in the context of the FCL Strategic Project (<i>simplify and rationalise</i>).</p>		<p>Q7 Improve clarity of information and guidance on medical requirements (<i>improve clarity and guidance</i>).</p>	
<i>Associations and clubs</i>			
	<p>T5 Run a project to offer greater delegation to the British Gliding Association (<i>delegate where possible, practical and wanted</i>).</p>	<p>Q8 Increase sharing of data with our association colleagues (<i>encouraging learning, sharing, improving safety</i>).</p>	<p>W4 Establish closer links between the CAA, delegated authorities and flying clubs (<i>encouraging learning, sharing and improving safety</i>).</p>
<i>Manufacturing and industry</i>			
	<p>T6 Scope ways the CAA can encourage more innovation in manufacturing</p>	<p>Q9 Find ways for the CAA to promote UK manufacturing if possible (<i>streamline</i></p>	

Strategic projects	Tactical projects	Quick wins	Ways of working
	<i>(encourage innovation).</i>	<i>process and procedures).</i> Q10 Explore options to encourage more carbon-neutral technology <i>(encourage innovation).</i>	
<i>Historic aircraft</i>			
	T7 Undertake a Safety Standards Acknowledgements and Consent Class 5 (Fast Jets) implementation project, working with the Historic Aircraft Association <i>(offer more proportionate regulation).</i>	Q11 Explore ways to reduce the cost of maintenance and cost of regulation of historic aircraft (wherever within CAA control) <i>(offer more proportionate regulation).</i>	
<i>Cross-cutting</i>			
	T8 Complete a comparison study with other NAAs' practices; this should be focused on several key themes such as flight crew licensing and airworthiness.		

Chapter 4

Opportunities – Engagement, Efficiency and Collaboration

- 4.1 This chapter explores how we can engage with and work more efficiently, constructively and collaboratively with the GA communities in delivering the GA Change Programme. This chapter summarises what we asked, what you told us and how we intend to move forward in response.

We asked

- 4.2 We asked seven questions in the consultation document on this. We shall call these 'Group 2'.

Would you be in favour of the CAA forming a new collaborative, diverse and inclusive 'GA Change Panel'? a) In favour b) Not in favour c) No opinion

When we are looking at issues involving GA and developing or updating policy, do you think your views are currently available or properly represented to us? a) Always b) Sometimes c) Not at all d) No opinion

How would you prefer your views to be made available and represented to us? a) Individually b) Via an association or club c) Through a new stakeholder forum d) other. Please provide reasons using no more than 250 words.

How can we be more diverse and inclusive in our outreach? a) Disseminating information through social media b) More community liaison c) Changing existing stakeholder forums d) Other (please provide reasons using max 250 words)

We want it to be easier for you to find and understand the information you need. Please select the option that best describes your view of the information made available by the CAA. a) Accessible and understandable b) Accessible but not understandable c) Not easily accessible but is understandable d) Not easily accessible or understandable

In the current climate would you be in favour of change that may be disruptive or had costs associated with it initially, but enabled a longer-term benefit? a) Highly in favour b) In favour c) Not in favour d) No opinion

Do you have any other suggestions on how the CAA could work more efficiently and collaboratively with GA communities?

Please comment using max 250 words.

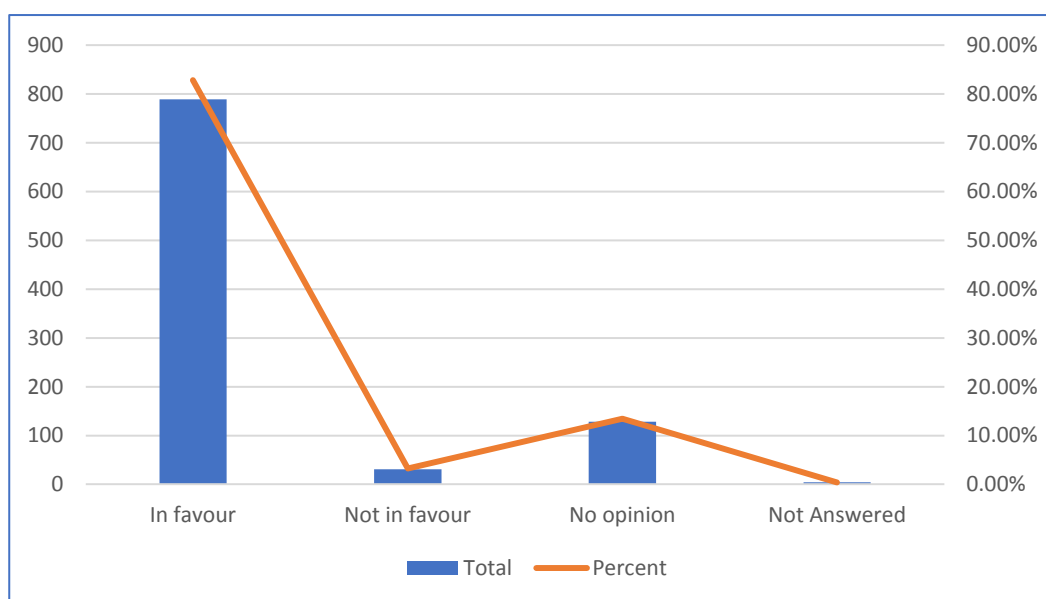
You said

4.3 Below we summarise the responses that we received to these questions.

GA Change Panel

4.4 There was clear support for forming a GA Change Panel⁸ (Figure 4.1). The reasons given by those in favour ranged from saying that they currently felt unrepresented as they did not belong to a GA association, or that they felt the association they did belong to did not always represent their views to the CAA. The reasons given by those not in favour varied, although some said that they felt the association they belonged to represented their views to the CAA well enough.

Figure 4.1 Would you be in favour of the CAA forming a new collaborative, diverse and inclusive ‘GA Change Panel’?



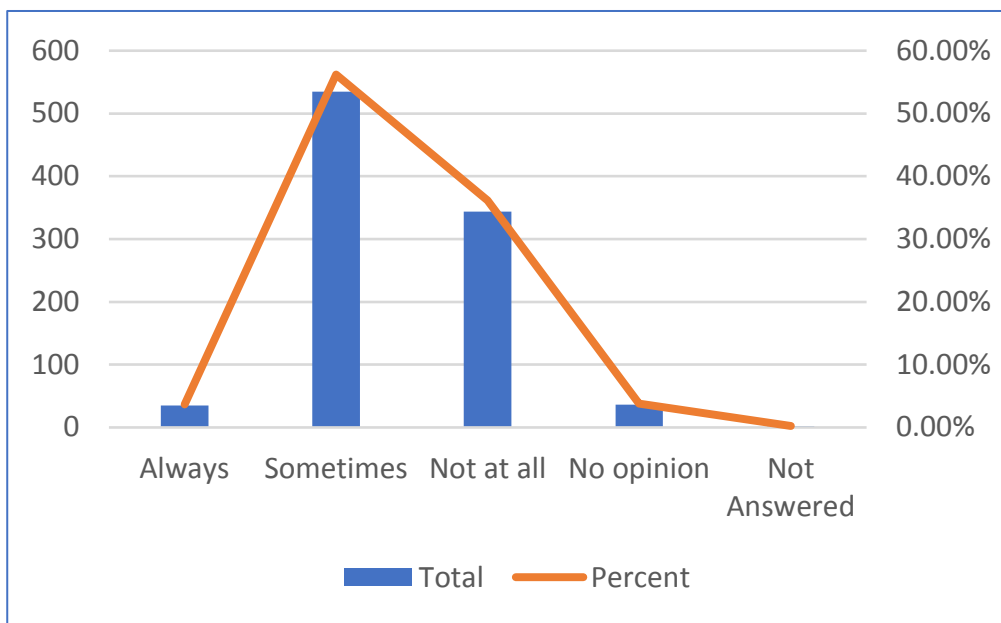
Engagement and outreach

4.5 The majority of respondents – just under 60% – believed their views are always or sometimes made available or properly represented to the CAA (Figure 4.2). However, a significant proportion, 36%, said ‘not at all’. This proportion increases to 43% if we exclude respondents who said they were affiliated with an organisation. Flying instructors and examiners was one category of respondent which had a

⁸ GA Change Panel as described in chapter 2.6 of CAP 1985 – UK General Aviation opportunities after leaving EASA – a consultation

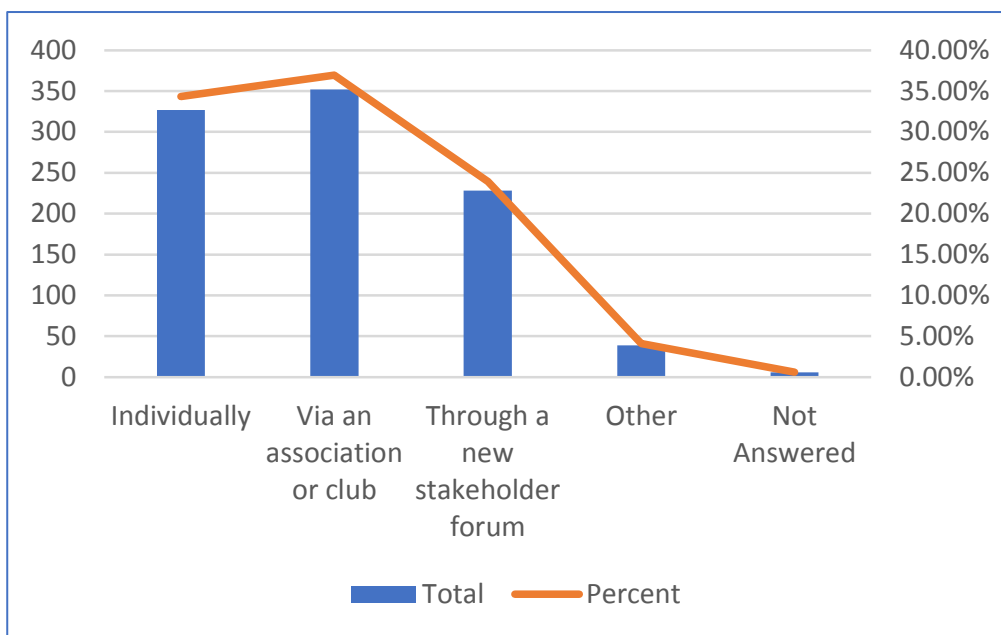
relatively large proportion (43%) who felt their views are ‘not at all’ made available or properly represented to the CAA.

Figure 4.2 When we are looking at issues involving GA and developing or updating policy, do you think your views are currently available or properly represented to us?



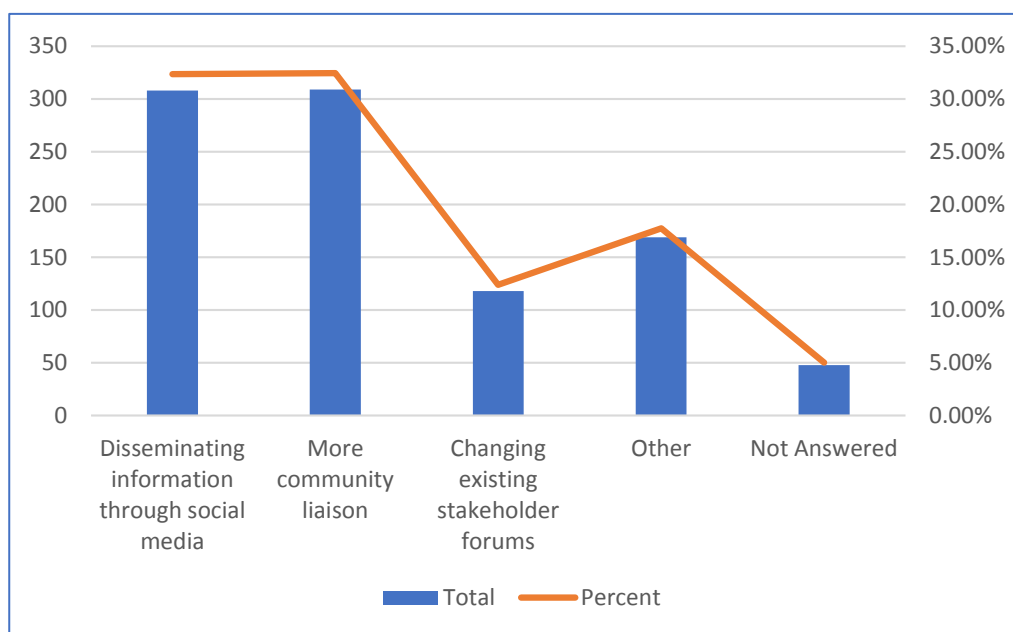
4.6 Across all respondents there was a slight preference for views to be represented to us via a club or association (Figure 4.3). If we consider only those respondents who selected ‘not at all’ for the previous question, there is a greater desire to have views made to us individually and for a new stakeholder forum. Whereas, unsurprisingly, those who are already members of an organisation tend to have a greater desire to have their views represented to us through an organisation.

Figure 4.3 How would you prefer your views to be made available and represented to us?



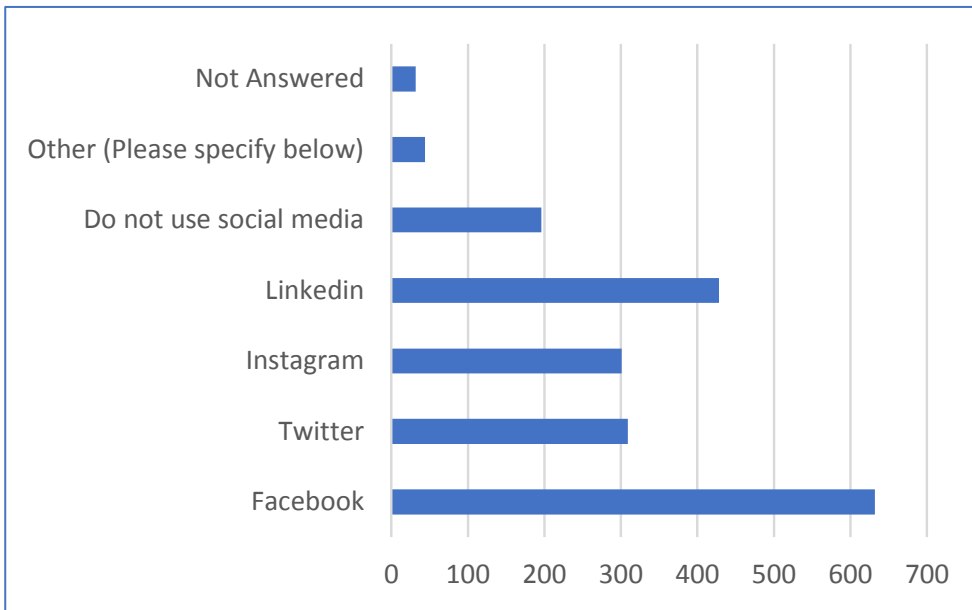
- 4.7 The main reason cited for wanting to have their views made to us individually is that an organisation or association often has its own agenda which does not necessarily coincide with that of the individual (“the cries of the individuals are often lost in the aspirations of the association leaders”). Several responses valued the work of GA organisations because they can scrutinise, consider and formulate representations better than individuals, but noted that it is essential that individuals are also able to express their views.
- 4.8 In terms of how the CAA can be more diverse and inclusive in our outreach, disseminating information via social media and more community liaison were the most common answers (Figure 4.4). Supporters of social media gave as their reasons social media being a ‘one-stop shop’ for information and having a wider reach. Supporters of community liaison gave their reasons as increased visibility, face-to-face contact with the CAA, and active engagement. Between the two, those under the age of 50 had a preference towards social media. Those who responded ‘other’ largely cited the need for a healthy mix of the two. Another common response was that the CAA should continue to use email. There were a number of comments about the need for clarity of communications, reducing unnecessary detail, use of plain English and easy information access.

Figure 4.4 How can we be more diverse and inclusive in our outreach?



- 4.9 We asked respondents to indicate which social media they used. Facebook and LinkedIn were the most popular, but Instagram and Twitter were also commonly used (Figure 4.5). 76.5% of respondents knew about the CAA’s Skywise alert system and 65.1% were subscribers.

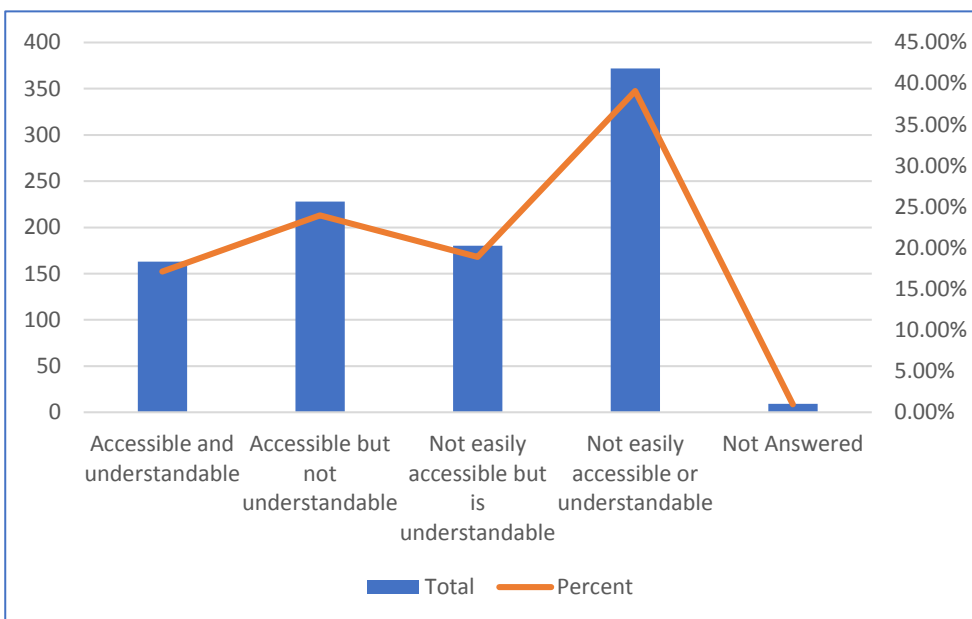
Figure 4.5 Which of the following social media websites do you currently have an account with? (Please select all that apply)



Accessibility and clarity of CAA information

4.10 Building on the comments above about the need for clarity in CAA communications, Figure 4.6 demonstrates a clear message that our information is hard to find and/or difficult to understand. We do recognise this and will be working very hard in the coming months, through a new cross-cutting clarity and guidance project, to make our information both accessible and understandable.

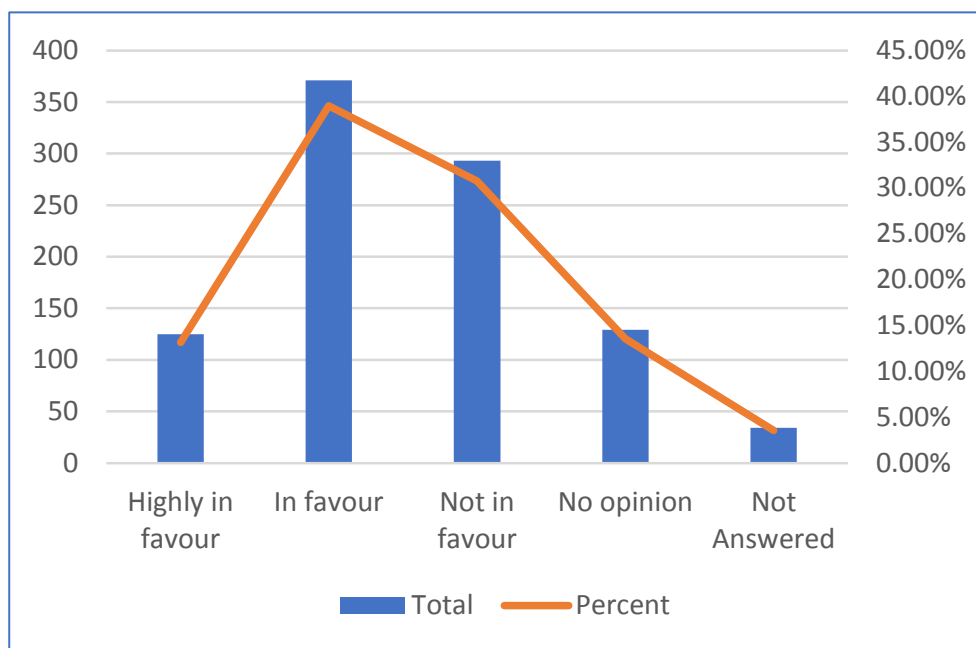
Figure 4.6 We want it to be easier for you to find and understand the information you need. Please select the option that best describes your view of the information made available by the CAA.



Change and disruption

4.11 We asked a question about the appetite for change and disruption. Overall there was a majority who would be happy to accept changes which would result in short term disruption and higher costs (at least initially) if this meant a longer-term benefit (Figure 4.7).

Figure 4.7 In the current climate would you be in favour of change that may be disruptive or had costs associated with it initially, but enabled a longer-term benefit?



Other suggestions

4.12 Just over half of respondents had some other suggestions for how the CAA could work more efficiently and collaboratively with GA communities. As well as comments already mentioned about clarity of communications and more face-to-face 'grass-roots' engagement, the following were mentioned more than once:

- offer internship programmes for undergraduates or postgraduates and undertake more research with academic institutions
- be more respectful, less 'Authority-like' and more accountable to the GA community; be more collaborative with organisations that often have better expertise and could help steer the direction of travel; allow more peer review by the GA community; listen more; build trust
- make more use of data and databases to push information to people (several said they found out about this consultation via a friend rather than from the CAA).

Respondents not part of the GA community (Group 3)

- 4.13 There was a clear desire for forming a GA Change Panel, and NATS was keen to participate, noting the importance of engagement with the GA community. Respondents saying that they preferred to be heard individually mostly gave their reasons as being that there was no access to a club or association, or that it is always better to be heard individually. A slight majority of this group of respondents thought that CAA information was easy to access and to understand. There was a suggestion that the benefits of GA for the economy, jobs and thriving local communities were more important than environmental concerns.
- 4.14 Responses to other questions were broadly in line with the GA community.

We did

- 4.15 Table 4.1 below summarises the initiatives relating to this part of the consultation (Group 2). The 46 initiatives are clearly numbered; note some initiatives may consist of a number of recommendations, this is why there were 50 recommendations overall but 46 initiatives overall are being pursued. As per our analysis methodology on page 14, once these initiatives had been assessed for complexity and impact they were assigned as either strategic projects, tactical projects, relative 'quick wins' or changes to the CAA GA Unit 'ways of working'. Below that, Table 4.2 summarises the initiatives relating to respondents who are not part of the GA community (Group 3).

Table 4.1 GA Change Programme 2021/22: Group 2 initiatives

Tactical projects	Quick wins	Ways of working
<i>Would you be in favour of the CAA forming a new collaborative, diverse and inclusive 'GA Change Panel'?</i>		
T9 Form a diverse and inclusive GA Change Panel.		
<i>When we are looking at issues involving GA and developing or updating policy, do you think your views are currently available or properly represented to us?</i>		
	Q12 Scope the possibility of targeting the Flying Instructor and Examiner community (non commercial aviation) with a dedicated channel to meet their needs, possibly through representation at the CAA's GA Partnership.	W5 Pursue further engagement via both the Change Panel and alternative communication channels to help disseminate and gather views. (to include existing partnerships)
<i>How would you prefer your views to be made available and represented to us?</i>		
<p>T10 Scope the development of an app or some other device / channel which can be used at any time by individuals to provide feedback. This is different to a consultation or survey.</p> <p>T11 With the Department for Transport, review the current stakeholder forum arrangement to maximise effective collaboration</p>		W6 Integrate the GA Change Panel with the new communication channel.
<i>How can we be more diverse and inclusive in our outreach?</i>		
T12 Via the GA Change Panel – set up a network of CAA GA ambassadors across the GA community.	Q13 Undertake 'listening sessions' at GA airfields or conduct geographically targeted or sector-targeted 'virtual listening sessions'.	W7 Begin using Facebook and LinkedIn (the most popular social media platforms across all age groups) with a dedicated GA channel.

Tactical projects	Quick wins	Ways of working
<i>We want it to be easier for you to find and understand the information you need. Please select the option that best describes your view of the information made available by the CAA.</i>		
<p>T13 Establish an ‘Improvement of Clarity and Guidance’ cross-cutting programme. To include website work, updates to forms, Plain English ‘Quick Guides’ that can be downloaded, a Skyway Code for airworthiness, more use of infographics, clear publication process and guidelines improvement etc. Use the GA Change Panel and the GA Partnership to test readability and accessibility.</p>	<p>Q14 Make use of external experts skilled in technical writing to help deliver the cross cutting task force objectives or deliver some training to those who will write the Quick Guides</p>	
<i>In the current climate would you be in favour of change that may be disruptive or had costs associated with it initially, but enabled a longer-term benefit?</i>		
		<p>W8 Feel able to make some wide strategic change, even with additional costs and use the GA Change Panel and possible CAA GA ambassadors to help with successful and empathetic implementation of these changes.</p>
<i>Do you have any other suggestions on how the CAA could work more efficiently and collaboratively with GA communities?</i>		
	<p>Q15 Carry out a brief scoping study to further review these efficiency and collaboration suggestions – identifying some more quick wins. A possible initial action is to minimise use of the word “authority” and be more willing to utilise outside expertise</p>	

Table 4.2 GA Change Programme 2021/22: Group 3 initiatives

Tactical projects	Quick wins	Ways of working
<i>Would you be in favour of the CAA forming a new collaborative, diverse and inclusive ‘GA Change Panel’?</i>		
T14 Form a GA Change Panel and invite someone to join who is not currently, specifically part of the GA community – NATS for example.		
<i>When we are looking at issues involving GA and developing or updating policy, do you think your views are currently available or properly represented to us?</i>		
T14 Form a GA Change Panel and invite someone to join who is not currently, specifically part of the GA community – NATS for example.(repeat)		W9 GA Unit to work with CAA’s central Strategy and Policy team on how best to engage with this sector.
<i>How would you prefer your views to be made available and represented to us?</i>		
<p>T15 Scope the development of an app or some other device / channel which can be used at any time by individuals to provide feedback. This is different to a consultation or survey.</p> <p>T11 With the Department for Transport, review the current stakeholder forum arrangement to maximise effective collaboration. (repeat)</p>		W10 Ensure the CAA and GA Change Panel engages with kite flyers.
<i>How can we be more diverse and inclusive in our outreach?</i>		
	Q16 Undertake ‘listening sessions’ at GA airfields or ‘virtual webinars’ specifically for those who are not part of the GA community.	W11 Begin using Facebook and LinkedIn (the most popular social media platforms across all age groups).

Tactical projects	Quick wins	Ways of working
<i>We want it to be easier for you to find and understand the information you need. Please select the option that best describes your view of the information made available by the CAA.</i>		
		W12 As part of our drive for increased clarity and guidance we make use of CAA Strategy and Policy team expertise and advice on best practice.

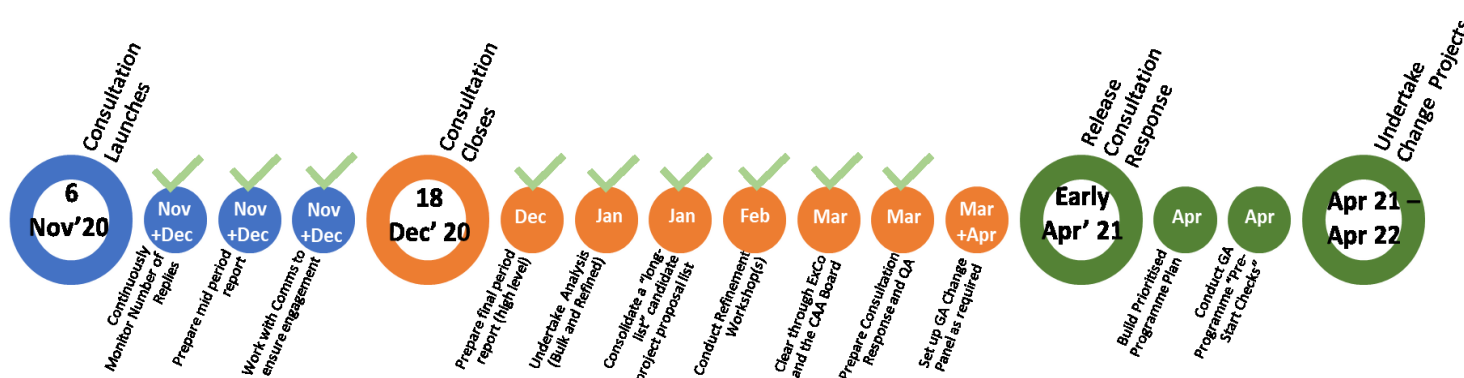
Chapter 5

Next steps

Timeline

5.1 Figure 5.1 below shows the timeline for this consultation and, at the time of writing, where we are on it, indicated by the green ticks.

Figure 5.1 Timeline for this consultation



Establishing the GA Change Programme from April 2021

5.2 As we embark on the Change Programme, in partnership with the GA community, it is worth highlighting some of the boundaries, constraints and principles to which the programme must adhere:

- the CAA has an overriding duty to ensure that any change does not compromise the current acceptable level of first- and third-party safety in the GA sector
- we need to manage both the expectations of the GA community and the impact on it, in terms of the pace and type of change
- pace of change for the strategic and some tactical projects may ultimately be decided by the capacity of the Department for Transport legal department, however we will be able to partly mitigate this by effective planning, prioritisation and regular engagement
- We will remain within the ICAO framework and ensure we make the right decisions which benefit all of the UK GA sector. This will be decided in partnership with the GA community, associations, clubs, businesses and industries

- it will be vital to the programme for the CAA to work in collaboration with the GA community for us to understand fully the impacts or implications of what we are proposing: the programme therefore includes projects not just about the way we regulate, but also our general approach to working with the GA community and other stakeholders; this may involve putting together multi-disciplinary or specialist project teams together with the GA community, which will take time to organise
- not everyone in the diverse GA sector will have the same appetite for change or for taking on additional responsibilities; the sector has gone through significant change already and we need to take account of the potential impacts
- the aviation industry generally has been severely impacted by the COVID-19 pandemic which continues to have a profound effect across individuals, businesses, associations and the CAA; this is bound to have an effect on the resources available for adopting change, particularly in those elements of the GA community that may not have access to the same resources as commercial aviation.

5.3 We are currently securing the resources and skill-sets required, as well as planning our approach to ensure effective integration of the GA Change Panel into the stakeholder landscape. We have also begun work on project initiation documents and project 'pre-start' checks.

5.4 We will publish regular, and at least quarterly, updates to the GA community on progress through the website and via our stakeholders.

Collaboration with partner organisations

5.5 We will work closely with our partner organisations, forums and associations, including the new GA Change Panel. In some cases we may decide that the most effective and efficient method of developing and delivering some of our changes will be through a formal sub-contract.

Changes already being implemented

5.6 We have already been able to implement some relative 'quick win' initiatives:

- initiative Q2 has been implemented initially by allowing Part 21 aircraft to be flown on an NPPL via a general exemption⁹; the Department for Transport are also currently working on the legal elements to make this a permanent regulation change.

⁹ Skywise alert 2021/43: ORS4 1471 General Exemption E5338.

- initiative Q5 – revert to previous rules for Visibility and Distance from Cloud Minima for flying in visual meteorological conditions has been implemented and will be enacted in late May 2021¹⁰
- initiative Q13 - while we know we have a long way to go, we have started work on this with the delivery of some engagements with the GA community, such as the ‘Virtual Voyage’ webinars
- initiative T9 – set up a diverse and inclusive GA Change Panel – activity to set this up is well underway and we are currently formulating how the panel will work most effectively alongside existing stakeholders.

¹⁰ Skywise alert 2021/14: UK to revert to previous rules for Visibility and Distance from Cloud Minima for flying in visual meteorological conditions.

APPENDIX A**GA Partnership Membership Organisations**

Air Pilots and the Royal Institute of Navigation
Aircraft Owners and Pilots Association (<i>also member of GBASF</i>)
Airfield Operators Group
Airspace for All
Association of Light Aircraft Engineers
British Air Display Association
British Balloon and Airship Club (<i>also member of GAA</i>)
British Business and General Aviation Association (<i>also member of GBASF</i>)
British Gliding Association (<i>also member of GAA</i>)
British Hang Gliding and Paragliding Association (<i>also member of GAA</i>)
British Helicopter Association
British Microlight Aircraft Association (<i>also member of GAA</i>)
British Model Flying Association (<i>also member of GAA</i>)
British Rotorcraft Association
British Skydiving
Cameron Balloons
CAA
Commercial Ballooning Association
Department for Transport
Flying Farmers Association
General Aviation Alliance and Royal Aero Club (<i>also chair of GBASF</i>)
General Aviation Awareness Council
General Aviation Safety Council
Helicopter Club of Great Britain (<i>also member of GAA</i>)
Historic Aircraft Association
Light Aircraft Association (<i>also member of GAA</i>)
PPL/IR Europe (<i>also member of GAA</i>)
Royal Aeronautical Society – General Aviation Group
Royal Aeronautical Society Engineering Group
The Light Aircraft Company
UK Airprox Board
UK Flight Safety Committee

APPENDIX B

Airfield Advisory Team (AAT) – role and remit

1. In order to meet the Department for Transport's (DfT) objective of sustaining the UK network of airfields, the CAA has set up an Airfields Advisory function with funding support from Government. The new team will provide advice to Government, licensed and unlicensed airfields and local planning authorities on matters that are relevant to CAA's functions, and will formally commence engagement with airfields from November 2020.
2. The AAT's advice will cover:
 - best practice on regulation, safety or other operational issues relating to CAA competency, existing regulations and how they might be resolved. This would build on and support airfields' own responsibility for safety and would be separated from our role as their safety regulator. This could include reviewing safeguarding assessments to ensure that a sound methodology has been used and the conclusions reasonable; and
 - how proposed changes might impact the wider aviation industry (for example, considering the potential wider impact of the closure of an airfield which housed a flight training school).
3. The AAT will engage with licensed and unlicensed airfields by improving the airfield's understanding of key issues such as changing regulatory policy and communicate their understanding of an airfield's viability, operational and business issues to the DfT.
4. The AAT will be the key point of contact for engagement with airfields or other relevant stakeholders seeking advice from the CAA to ensure consistent and timely advice, bringing in other CAA teams as required.
5. Provide a regular overview of the airfield and its position based on the CAA's areas of competence and other significant factors where appropriate, both at a sector level where critical sustainability issues arise for specific airfields, on a case-by-case basis.
6. Lead on other bespoke projects and airfield-related research subject to availability of funding that would be agreed on a case-by-case basis.
7. In achieving the above, being proportionate in its approach by focussing on licensed and larger unlicensed airfields and when undertaking those functions taking account of the impact on growth in accordance with the CAA's growth duty.