

# GENERAL AND BUSINESS AVIATION STRATEGIC FORUM

**Tuesday 11 May 2021 10:30-12:30**  
**Via Microsoft Teams conference call**

## **In attendance:**

Roger Hopkinson (RH)	General Aviation Alliance, GAA (Chair)
Marc Bailey (MB)	British Business & General Aviation Association
Martin Robinson (MR)	Aircraft Owners and Pilots Association
David Harding (DH)	Deputy Director of Aviation Strategy, DfT
Jai Nathan (JN)	Head of GA Policy, Skills & Stakeholders, Safety and CAA Division, DfT
Rebecca Christie (RC)	Head of Airspace Modernisation and Resilience, DfT
Richard Moriarty (RM)	Chief Executive, CAA
Rob Bishton (RB)	Director, Safety & Airspace Regulation Group, CAA
Jon Round (JR)	Head of Airspace, ATMs & Aerodromes, CAA
Glenn Bradley (GB)	Head of Flight Operations, CAA
Neil Winbolt (NW)	GA Programme Lead, CAA
Laura Greenslade (LG)	PA to Head of UAS & GAU (Secretary)

## **Observers:**

Phil Dunnington (PD)	GA Advocate, DfT
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## **Apologies:**

Sophie O'Sullivan (SLOS)	Head of Remotely Piloted Aircraft Systems Unit & General Aviation Unit
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## **1. Introduction & apologies**

The chair opened the meeting and proposed an amendment to the agenda in order for MB to be able to update on Aviation Services and Network of Airfields before having to leave the meeting.

As part of the introduction, the chair updated the forum on some of the things that have happened since the last GBASF in February:

- GBASF attended the CAA Board
- The DfT GA Roadmap has been released
- The CAA Change Programme consultation response document has been released
- Good progress has been made on the AMS reset
- The ATM unmanned aircraft bill went through last week

## **2. Agreement of minutes from the last meeting**

Approved subject, one small amendment, no further comments were made. CAA will publish them on the CAA website.

## **3. Aviation Services**

MB provided a briefing paper to the forum regarding Aviation Services in advance of the meeting. MB raised the main points from the briefing paper at the meeting.

DH commented on the STEM proposal and agreed with MB that DfT have largely been focussing on supporting the sector through COVID, however DfT do still have their long-term skills programme in place which is traditionally focussed on Diversity and Inclusion and Reach for the Sky objectives. DfT want to have a future aviation skills strategy to think about the skills needed e.g. decarbonisation skills, green skills etc. DfT are also working on a separate piece of work around outreach, looking at how to attract people to aviation careers.

RM thanked MB for promoting the skills agenda and encouraged the progress of this. RM made MB aware that the CEO's of the major airlines were of the understanding that this platform was about helping their staff that were being made redundant due to COVID. RM suggested it is made clear in communications going forward that this is not just about helping those made redundant due to COVID, it is a much broader platform about skills for the future etc. RM will continue to promote the skills agenda at CEO level going forward and he is keen to be one of the ambassadors for this work in the conversations he is having.

## **4. Network of Airfields**

MB provided a briefing paper to the forum regarding Network of Airfields in advance of the meeting. MB raised the main points from the briefing paper at the meeting.

DH commented that DfT are doing work on what can be done to protect airfields through the funding system and working with MHCLG on whether more work can be done on planning guidance and local authority guidance for GA.

DfT have also delivered the Airfield Development Advisory Fund working with the CAA, the report from this project will give DfT a sense of the issues that airfields are facing. Linked to this, DfT are developing work on mixed use options for airfields and whether there is scope to branch out beyond aviation activities to generate more commercial viability which there has been interest in.

DfT have been doing research on defining typologies of airfields and looking at different factors that influence their economic and social value and local contributions.

**Action: DH to share research on defining typologies of airfields with the forum when ready.**

## 5. EGNOS

MB provided a briefing paper to the forum regarding EGNOS and the impact of loss in advance of the meeting. MB raised the main points from the briefing paper at the meeting.

MB noted that the GA community need to get a response from government and its agencies that states whether or not they are going to apply to negotiate an interim lease for EGNOS and if not that they accept that the UK will go in to tier 3. It is very important to be open about how this progresses.

DH commented on the next steps - the government are going to work on what a demonstrated project might look like on a replacement, this will need a lot of work as a longer term solution will need to be considered e.g. a business case will need to be done, need to consider value for money etc. DfT are looking at other options around the signal that will be there but there are restrictions around what that signal can be used for, and this affects insurance of anyone that uses it. DfT are also looking at whether there are any other alternative systems that could be used that could have a similar affect (though the options still need to be thought through).

GB stated that the only part of EGNOS that we are losing is the vertical component.

## 6. GTTF system

MB provided a briefing paper to the forum regarding the GTTF system in advance of the meeting. MB raised the main points from the briefing paper at the meeting.

## 7. Action Log review

116 DH to discuss with Chair about paper to Secretary-of-State and report back **Update: pending DfT and review of engagement generally**

118 Chair to set up Secretary-of-State/Aviation Minister GBASF briefing **Update: RH has spoken to the Ministers support staff and they will respond with a series of dates**

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 **Update: closed**

124 Strategic Discussion on Pilot Training – noting opportunities post Brexit. DfT and MR to report the outcome of this meeting at the next GBASF **Update: add Pilot Training as an item on the next GBASF agenda in order for MR to provide an update**

125 MB and DH to discuss network airfields offline and pick up again at the next GBASF **Update: closed but add to the next GBASF agenda under network and skills to ensure an update is provided**

130 At RB and RH next 121 meeting, discuss what the CAA can do to help simplify regulation **Update: on-going**

131 JR to respond to MR question: If it's not possible to reach a settlement with the EU on the continued use of the EGNOS safety of life service and where the ESPAS signal will still remain useable without an EGNOS working agreement, will the CAA allow and approve LNAV PLUS V for approaches in IMC whether it's a no signal performance commitment in compliance with ICAO annex 10 SARPS? **Update: ongoing - covered in this meeting**

132 MR to send JR links to ICAO and EASA regulation **Update: closed**

133 Review the various engagement meetings raised (including GBASF itself) at GBASF/CAA Board. Follow through to be discussed **Update: closed**

## 8. DfT position & progress

### a) Covid-19 and recovery

DfT have worked with the CAA to have COVID Recovery stakeholder engagement sessions.

DfT have set out their domestic roadmap stating how GA will progress with each stage of the COVID recovery process.

There will be an announcement this week with regards to stage 3 of the roadmap.

There has been continued work on COVID support measures, some of which DfT have not been able to secure specific access from the sector but continue to flag where there are opportunities for cross government support and extension of the furlough scheme etc.

DfT have been working closely with MB on the impacts of COVID on business aviation and trying to push ideas forward. DfT have been working with DHD to get another GA business aviation airport as a designated port for red list country arrivals.

### b) Brexit

DfT have published the GA Roadmap which was released in April 2021 and alongside that received a written ministerial statement from the minister of aviation on GA in the UK. DH would be interested to hear any feedback from the GA community on both these papers.

RH commented that clarity of the engagement plan and the individual projects would be useful.

The CAAs publication of the Post EASA GA opportunities consultation response was also released which DfT have been working collaboratively on with the CAA.

There have been some operational issues with regards to EU exit which the CAA have been managing with various issues coming through to DfT. DfT are trying to keep the sector updated.

### c) DfT GA Programme

DfT continue to progress funding that has been allocated between DfT and CAA to deliver some of the GA programme.

DfT are looking at where legislation will be needed to support changes to aviation safety regulations, to allow some of the post EASA opportunities to be delivered. There has been some progress made already.

RH suggested that it would be helpful for DfT/CAA to engage more clearly with the GA community on current priorities and make it clear what is being worked on. NW suggested that the DfT and CAA work together to create a simple infographic demonstrating the current situation, what the GA community can and can't do and what the plans are for the future and aspirations having looked at what the important topics are.

### d) Airfields (incl ADAF)

DfT continue to deliver the Airfield Development Advisory Fund. Over 3,000 hours of advice has been provided to the 92 airfields and other organisations. Now looking to finalise what the findings show and what this might look like for future policy.

DfT are looking at whether there is funding available for some of the decarbonisation opportunities.

### e) Airspace

DfT are continuing to work on the increasing representation of GA in airspace decisions in supporting AMS and the Airspace Classification review work.

Electronic Conspicuity – DfT are now discussing what the options for a strategy might look like with the CAA. This will then be taken back to ministers to engage with the sector to help inform the strategy. The device fund continues to be taken up with over 3,500 device applications.

RC explained that the ATM unmanned aircraft bill is now an act that now has the powers. DfT are now working through the secondary legislation required, to look at what needs to be done in terms of guidance etc. Any decision to compel a sponsor to take forward a change or provide the ability for someone else to take it forward for them would be a Secretary of State decision. The bill states that this could be delegated to the CAA but this is just an option, it is not the intention DfT will be working on at the moment.

RM expressed his thanks to everyone that has worked on the bill over the last few years.

DfT have also secured the £5.5million in funding for the Airspace Modernisation which has been vital in helping DfT to re-mobilise that piece. ACOG and the CAA are working with the sponsors to get the activities started again.

## 9. GA Unit position & progress

### GA Change Panel

The CAA ran a consultation on post EASA opportunities late last year, though the CAA were not just looking at post EASA opportunities, they also wanted to establish how they could work better, more efficiently and effectively with the GA community.

Some of the feedback received in the consultation was that enabling a wider subset of the GA community to have a voice was vitally important, and the mechanism proposed for doing that is through the GA Change Panel. 83% of respondents to the consultation agreed that a GA Change Panel was a good way forward. The GA Change Panel will not be replacing any existing forums. As a first step the CAA and DfT have a workshop planned on the 26<sup>th</sup> May to look at how they can best ensure the GA Change Panel will work effectively with the existing stakeholder forums.

NW listed the objectives of the GA Change Panel from the Terms of Reference.

**Action: NW to send a copy of the GA Change Panel TORs to the forum after the workshop on the 26<sup>th</sup> May**

## 10. Airspace position and progress

JR raised that it is very important to be clear on what the UK will/will not have with regards to EGNOS, post the date in June when the decision is made.

### GA Strategy – Airspace

JR commented that the below issues can be actioned within two projects his team are working on which is the Airspace Classification teams activity along with Electronic Conspicuity:

- Access to CAS for VFR traffic
- CAS being of the required size, volume and usage to justify its existence

### Electronic Conspicuity

JR raised that it would be helpful for this forum and for leaders of groups to get behind the outline proposal that the CAA are going to take forward which states the CAA will have voluntary standards and exemptions for those where it is appropriate like model flying and for microlights etc.

### Measuring volumes of controlled airspace

The joint activities of both the Airspace Classification team and the new powers that the SoS has, to call in any airspace change where controlled airspace is growing, deals with the concern of measuring volumes of controlled airspace.

## 11. AMS position and progress

Over the last month SL has been concentrating on better defining the Airspace Modernisation group as well as how the CSP airspace elements are working with the AAA elements.

SL and team have two funding streams to manage; the Future Airspace Strategy Implementation (FASI) support grant from the DfT to support the airport sponsors of the FASI changes (£5.5million) and the AMS support change fund, the money is ready but SL team is slightly behind on setting this up.

SLs team are doing a refresh of the Airspace modernisation strategy, but there is not intent to undermine or remove any of the work that has already been started. There will be some rationalisation of the workstreams in the strategy and part of the rationalisation is to ensure SL doesn't grow the AMS in terms of headline initiatives as there are new areas that SL needs to factor in, one of which being integration of BVLOS and VFR GA.

The team have held feedback and listening sessions with stakeholders, one of the points raised in these sessions was around engagement, so the team will put together an engagement plan which will be published for stakeholders to be able to view.

The stakeholder group that will be formed will be diverse to ensure maximum input.

SLs team are working closely with RC around the ATM and UTM act. RM commented that it is hoped that these powers never have to be used but they are needed to encourage the right conversations.

## **12. Any other business**

RM raised that the forum are committed to ensuring that there is a future pipeline of people coming in to aviation and energising the next generation. Some of the feedback the CAA have received is around the language used and that it doesn't reach out to non-traditional sources of talent. One of the tasks that the CAA will do, is to look at its own language to ensure it does reflect a more inclusive perspective.

### **Upcoming meetings**

- Wednesday 21 July 2021, 10.30-12.30, Location TBC
- Wednesday 13 October 2021, 10.30-12.30, Location TBC