

GENERAL & BUSINESS AVIATION STRATEGIC FORUM MEETING

Wednesday 13 October 2021

10:30-12:30

Conference Call via Microsoft Teams

In attendance:

Roger Hopkinson, (RH) - General Aviation Alliance, GAA (Chairman)
Marc Bailey, (MB) - British Business & General Aviation Association
Martin Robinson, (MR) - Aircraft Owners and Pilots Association
David Harding, (DH) - Deputy Director, General Aviation, Safety, Skills and CAA, DfT
Rebecca Christie, (RC) - Head of Airspace Modernisation and Resilience, DfT
Sophie O'Sullivan, (SLOS) - Head of Remotely Piloted Aircraft Systems Unit & General Aviation Unit
Jon Round, (JR) - Head of Airspace, ATMs & Aerodromes, CAA
Rob Bishton, (RB) - Director, Safety & Airspace Regulation Group, CAA
Stu Lindsey, (SL) - Head of Airspace Modernisation, CAA Strategy and Policy (CSP) group, CAA
Glenn Bradley, (GB) - Head of Flight Operations, CAA
Phil Dunnington, (PD) - GA Advocate
Ben Banfield, (BB) - Head of Strategy and Engagement, DfT

Apologies: Richard Moriarty, (RM) - Chief Executive, CAA, Jai Nathan, (JN) - Head of General Aviation Policy, Skills & Stakeholders, General Aviation, Skills, Safety and CAA Division, DfT

1. Introduction & apologies

The Chair opened the meeting and with introductions and apologies and welcomed Ben Banfield as the new secretary.

Minutes from the agreed, and forum content for RH to make minor changes ahead of publication.

2. Action Log Review

Research - completed

Action for Sophie on CAP1985 - Sophie to provide update as part of meeting

Item 9 - Neil Winbolt to send out panel - Germain Faulkner circulated panel and action for Sophie to send TOR for meeting

- **Action 116** - To come back to Sophie and Roger - but nothing yet. Want to find someone from ARPAS to represent at the meeting. Attendees are working on an ARPAS representative - managed by the community.
- **Action 118** - action closed
- **Action 123** - closed – remove from Action log
- **Action 124** - strategic pilot training discussion - DH and MR to bring together a group to discuss next steps.
- **Action 125** - Strategic Airfield Network on the agenda for discussion, with follow-up meeting to take place at a later date.
- **Action 131** – EGNOS, BBGA to address directly with DfT – remove action
- **Action 132/3** - closed

3. DfT position and progress

DH provided an update on DfT workstreams:

- **Electronic Conspicuity:** DfT are working closely with the CAA on EC and will make an announcement in due course on next steps with the strategy. We have worked hard with the CAA to ensure GA views have fed in to this.
- **Airfields:** DfT continue to develop the GA Local Planning Authority guidance, and are reviewing feedback and input from stakeholders. We have also agreed with DLUHC how we will communicate the guidance to GA stakeholders and local authorities when it is finalised.
- Findings from two research projects on GA policy issues by York Aviation and Ipsos Mori were published on GOV.UK this summer. DfT is keen to get more feedback from GA stakeholders on the reports to help shape future policy development and to help shape future GA research priorities.
- Continue to work with the CAA's Airfield Advisory Team (AAT) on airfield issues, providing ongoing outreach and support to specific airfields. AAT recently objected to decision affecting Coventry airport and are monitoring the outcomes and implications.

MB commented that need to view through lens of Strategic Airfield Network (SAN). DH advised from a local perspective, linked to the SAN point, it's important to be aware that another nearby airfield, Wellesbourne, is also seen as at risk, so the combined impact could be more significant to local / regional connectivity.

- **Skills:** Aviation Skills Retention Platform (ASRP): we have seen increased registrations, with 88 companies and 964 individuals registered, and over 1024 live vacancies listed. The platform is currently developing to provide further support to people entering aviation careers, with concern around supply chain resilience.
- Good progress on *Reach for the Sky* programme to deliver a skilled, diverse and sustainable workforce fit to seize the opportunities of the future, including work with outreach partners and with the CAA on skills and STEM.
- We have been finalising the recruitment of 12 new Aviation Ambassadors who are outstanding role models and will help support the *Reach for the Sky* programme by championing diversity and social mobility.
- DfT has published research on perceived barriers to entry to careers in aviation and maritime which will help inform our future skills policy.
- **Stakeholders engagement:** A lot of input from BBGA on current DfT consultations (Jet Zero, SAF and Night noise, etc) to ensure these views are fed in.
- Recently published our first GA newsletter, which has been warmly received from members of the community.

GA Advocate update: PD updated on his visit programme, with recent trip to Kemble to see the services they have available, including recycling services and training (aerobatic, etc), with optimism from the owner.

He was recently part of the group that broke the world for number of single-seat balloons in the sky (at Cirencester).

DH added that retaining the same ministers has provided a reinjection of energy and ambition. There is some concern about how quickly the wider aviation sector can ramp up given the significant shift in global travel, and the safety and wider considerations, and the implications for different parts of GA. This is something being closely monitored. DH is also keen to share the Future Aviation strategy/strategic framework at some point, but noted that this will be different to Aviation 2050 and for GA will be largely based on the GA Roadmap.

4. CAA GA Unit position and progress (Slides Annex A)

SLOS provided an update on the GA Change programme, both on the tactical and strategic projects.

Tactical: the team have completed a number of projects including launching the safety sense leaflet, CO detectors comms, changing microlight classification, going live with E-exams work (move online from paper). The winter virtual voyage was also completed to generally positive feedback, which was echoed by PD.

Projects in progress include BGA delegation, Carbon Monoxide detector survey, continued support for project TEL - move to unleaded and the Historic aircraft edition of Clued-up magazine. The team continue to deliver community asks at pace.

Strategic: Work on the business case and scope has been completed and the GAU hosted the first successful change panel discussion on pilot licencing on Monday with attendees, all of whom are experts to help guide the future of licencing.

There was discussion around the focus of the GA change panel, with members keen to get clarification and advising there are still misconceptions about its ambition. SLOS responded that the team need help from the forum and are approaching licencing as an academic piece of work, with members currently all on same page.

Delegation:

CAA's strategy is to delegate where it is safe, possible and makes sense. Have done this for some organisations already and are looking to increase this for the British Gliding Association (BGA) who already have some degree of delegated competence.

The scope includes licencing, airworthiness, competency and oversight. The CAA are keen to see where delegation is wanted and necessary across sub-sectors of GA.

SLOS admitted CAP 553 could have been better communicated to the GA community.

Discussion on performance-based oversight (PBO)

Discussion on the current safety level, with SLOS keen to understand what we mean by being "safe enough". MB advised that industry/commercial are keen to see PBO implemented, getting it into scheduled airlines initially, then business aviation. There is a general assumption that PBO would result in cost saving for the CAA and industry, though this is not always the case and can often end up with the end user being charged twice.

GB advised that the CAA undertake PBO already for all entities not just scheduled airlines but there is a gap in understanding or expectations about what PBO is and should be. When regulation changed under EASA, the CAA pressed ahead and now do PBO in all sectors but to different degrees – and it does still require some compliance-based activities even if the overall framework is about performance-based oversight. Flight operations are doing well. MB responded that he expected as wider industry PBOs in the 100s. Flight ops are good but not everything and it doesn't need to be fully integrated. The amount of oversight can be varied according to safety evidence and need.

RB suggested there is an opportunity for industry to manage its own compliance but there is a lot that still needs to be done, and industry needs to demonstrate its own maturity. The way the CAA introduced PBO wasn't helped by comms, but the team are keen to rectify. The CAA are now clear on implementing PBO from regulatory point of view, though there are different interpretations elsewhere.

Action for Marc to discuss next steps directly with CAA

5. Airspace update - Jon Round (slide Annex B)

JR provided an update on GA airspace work and achievements over the last few years, including: GNSS approach scheme and prioritisation; the EC device grant fund and set up of an EC technical standardisation working group to move the strategy forward; the airspace infringement CAP1404 being reviewed and amended with an appeal process implemented; specific outcomes on various ACPs; new SOS call in criteria added to account for any ACPs; the Airspace Classification team established to identify airspace not being used for original purpose, an AEG established; CAP 1616 published to bring transparency following GA input; extensive working being undertaken across SARG; post Brexit modified VFR criteria for Class D and developed TMZ/RMZ policy.

DH aware that airspace issues remain a priority for the sector but echoed that there have been a lot of positives. Despite the delay caused by COVID, work continues to push forward.

RC raised that GA have been integrated a lot more into the Airspace Modernisation Strategy (AMS), and that the airspace strategy board includes good GA representation. Having the same ministerial team following the reshuffle is a positive for this. RH endorsed the level of engagement on AMS however advised that there is concern from the RPAS community.

MR asked for CAA views on drones and TMZs. JR suggested that CAA will be able to facilitate integration if everyone has the technology - without it airspace will stay segregated. He advised that common technical standards (such as ADS-B) is one potential solution without increasing controlled airspace. MR/JR to pick-up conversation in more detail offline.

SL provided an update on the AMS, and has shared slides (see Annex C).

- The AMS support fund is now in place to provide money from the En-Route rate (the airlines), with £2m for CAA to support AMS this FY. Governance for the fund was finalised on 24 Sept with various conditions around its use – but which have been kept broad to give as many people as possible the ability to apply to spend on AMS related initiatives.
- CAA are working with DfT on how fines/penalties are raised as part of the ATMUA Act. It will come into effect next calendar year and allows SoS updated powers to direct Airspace change decisions.
- The AMS refresh is on track to go to consultation from mid-Nov (*postscript: Airspace Modernisation have agreed with those it has engaged with to launch the consultation immediately after Christmas*). It has been possible thanks to GA engagement in helping CAA/DfT form it, with 100 individuals participating in pre-consultation workshop sessions. The CAA are keen to ensure everyone can comment on it and ensuring alignment to ICAO frameworks.

RH endorsed the level of engagement CAA and DfT have conducted on the AMS.

6. GA and research priorities

DH provided an update on DfT research, advising that DfT are keen to understand industry priorities and have a ringfenced research budget available. Two GA research projects have recently been published, and DfT was keen to understand how best to use the GBASF on future research initiatives. DH requested GBASF member consider:

- Current research and the findings and implications for our programme and priorities
- Future priority areas

- What can we do to get GBASF to be more involved in the initial scoping

AS provided an update on Airfield Protection work programme including on the Strategic Airfield Network (SAN).

RH suggested a one-off session with GAAC and other GA reps. MB requested that SAN research should not be rushed and was keen to see full modelling of future aviation demand scenarios to allow identification of the potential network. SAN should not just focus on GA or business aviation, but the whole sector. This could allow us to put into place a system similar to that in Germany, where there are stronger protections if an airfield was under threat.

Action for DfT to organise a separate meeting, with clear TOR, on future research priorities.

MR suggested better KPIs to measure activities – for example how many hours are flown by GA. Currently neither CAA nor anyone else collect data of arrivals/departures. These are needed to before developing the SAN. SLOS advised that organisations are reluctant to share data on flying activity which limits the evidence base. MB suggested DfT should push to get organisations to share data, whilst MR suggested we start with what's available.

7. Aviation services

MB suggested we strike from the agenda going forward as the topic is being picked up at the GA for Biz forum.

8. AOB

MR state it would be his last GBASF as he would be stepping back. AOPA will confirm GBASF representative in due course