

General Aviation Partnership

*Quarterly Meeting
May 2022*

Together we will



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right thing



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Build collaborative
relationships



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Agenda

Introduction and Welcome – Chair Sophie O’Sullivan

GA Policy Update – Tactical – Steve Hoffman

GA Policy Update – Strategic – Germaine Faulkner

DfT Update – Ben Banfield

Regulation Library – Andrew Wells

Community in the Spot Light – LAA – Eryl Smith

Break

Communications Update – Alex Blomley

SSC Updates – Melissa Mathur

Medical Updates – Mike Trudgill

Airprox updates – Rachael Caston

Environmental Sustainability Strategy – Barbara Perata Smith and Abigail

Grenfell

AOB – All

Close and Thank you - Chair



Introduction and Welcome

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Section One

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GA Policy Update, Tactical...

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GA Change Programme - Tactical Projects

Progress highlights since the last GAP Meeting:

Safety Sense Leaflets. The Fuel Handling and Storage SSL was published in March. We have completed work on the latest SSL, on 'Strip Sense', which will be published in the next few weeks. We are currently completing work on a further SSL, to be released in May, on 'Ditching'. This project to update/refresh our SSLs is being well received by the community. We now host these on the GA Safety Guidance and Resources section of the CAA website.

Air Worthiness Skyway Code. Following stakeholder input, this document will be renamed as the '**Airworthiness Code - A Maintenance Guide for Light Aircraft**' and the final draft is now with our Legal team for approval. It has been designed in the style of the existing Ops-focussed Skyway Code, which was well received by the GA community. Once approved, the document will go to the publisher, and we expect delivery to the GA Community in early Q3 2022.

Carbon Monoxide Detectors (CODE). The 8th monthly survey was released in the last week of April, and the second quarterly report will be published in early May and will be available to the public on our website. We are also releasing a podcast and an animation to provide further information on this important topic.



GA Change Programme - Tactical Projects

Progress highlights since the last GAP Meeting:

e-Exams. Both the Part 66 Engineer Licensing and Balloon FCL theoretical knowledge e-Exams became available on the CAA GA e-Exams platform in late March, and this project is now complete. A demonstration event was held for the BBAC and BGA to introduce the new platform to the GA stakeholder groups who will be utilising the system.

SSAC Class 5. The SSAC Class 5 project is to introduce fare paying passenger trips in fast jet aircraft. The implementation phase of this project began in the first week of April, with CAA stakeholders providing input on the workstreams to be completed to successfully deliver this project, and associated timelines. Delivery is planned for the second half of 2022 and will result in an amendment to CAP 1395.

Historic Aircraft: We continue to support our DfT colleagues with data on historic fleets and on Communications work to raise awareness of this area.



GA Tactical Projects 2022-23

Project Name	Scope	Deliverables/Timeline
Safety Sense Leaflets	Continuing review and refresh of SSL's based on considered prioritisation	Updated SSLs – approximately 1 every 6-8 weeks. Ongoing
eExams	Complete testing, development, launch and transition to BAU of Part 66L & BFCL	Introduce Part 66L & BFCL e-Exams. Complete by April 2022
CODE	Continuance of the monthly survey and quarterly reporting with final summary report and recommendations.	Produce recommendations on CO Detectors in GA fleet. Q4 2022
A8-26	Look at next steps towards revising the A8-26 regulatory framework	Finalise updates to A8-26. Q2 2023
Sub 70kg	Determine the status of this category of aircraft and (subject to determination) amend legislation and oversight needs.	Introduce updated regulation for this category. Q2 2024
Remunerated Training on Permit to Fly aircraft	Update Annex to CRD CAP1928 to explain rationale for Amateur Build aeroplanes. Finalise compliance checklist	Produce regulation for this issue.



GA Tactical Projects 2022-23

Project Name	Scope	Deliverables/Timeline
Research - Case Studies	Select several Green case studies and commission work to understand the feasibility and policy options	Commence Q3 2022
Pegasus	CAP 660 Update	Update of CAP 660. Timeline TBC
Historic Aircraft - support to DfT	Primarily Comms support to DfT activity around HA	Support DfT work on HA sector. Continuing TFN
SSAC Class 5	Completion of Class 5 definition and supporting CAP, issue AMC/GM	Introduction of SSAC Class 5 for ex-military fast jets. Q3 2022
Delegation to the BGA	Consideration of options with the BGA	Delegate further to BGA where reasonable and appropriate (not adding cost to pilots). Q3 2022
TEL	Support to DfT work.	Continuing
450-600kg BCAR Section S amendment	Revised CAP482; BCAR Section S, Microlight certification code	Update CAP 482 and certification code. Q4 2022

GA Tactical Projects 2022-23

Project Name	Scope	Deliverables/Timeline
Airfield Innovation	Paper promoting the requirements and opportunities to develop innovation at GA airfields	Paper on innovation in this area by Q1 2023
Skyway Code for Airworthiness	Publication of simple and practical Airworthiness advice targeted at the GA Pilot. The style in keeping with the original Skyway Code	Production of AW Skyway Code. Q3 2022
Annex 1 Homebuilt Balloons regulatory framework	A framework of regulatory requirements that supports this growing sector where increasing risk has been identified	Introduction of suitable and effective regulatory framework. Q4 2023
E-Conditions 2022 Review	Review of CAP 1220	Updated CAP 1220. Q4 2023

GA Policy Update, Strategic...

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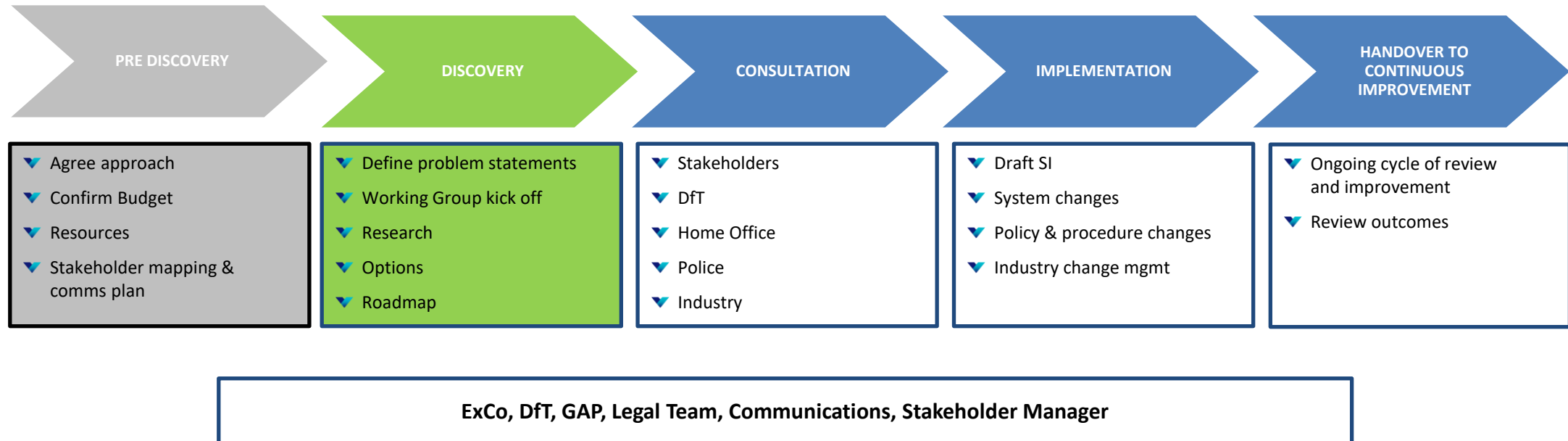


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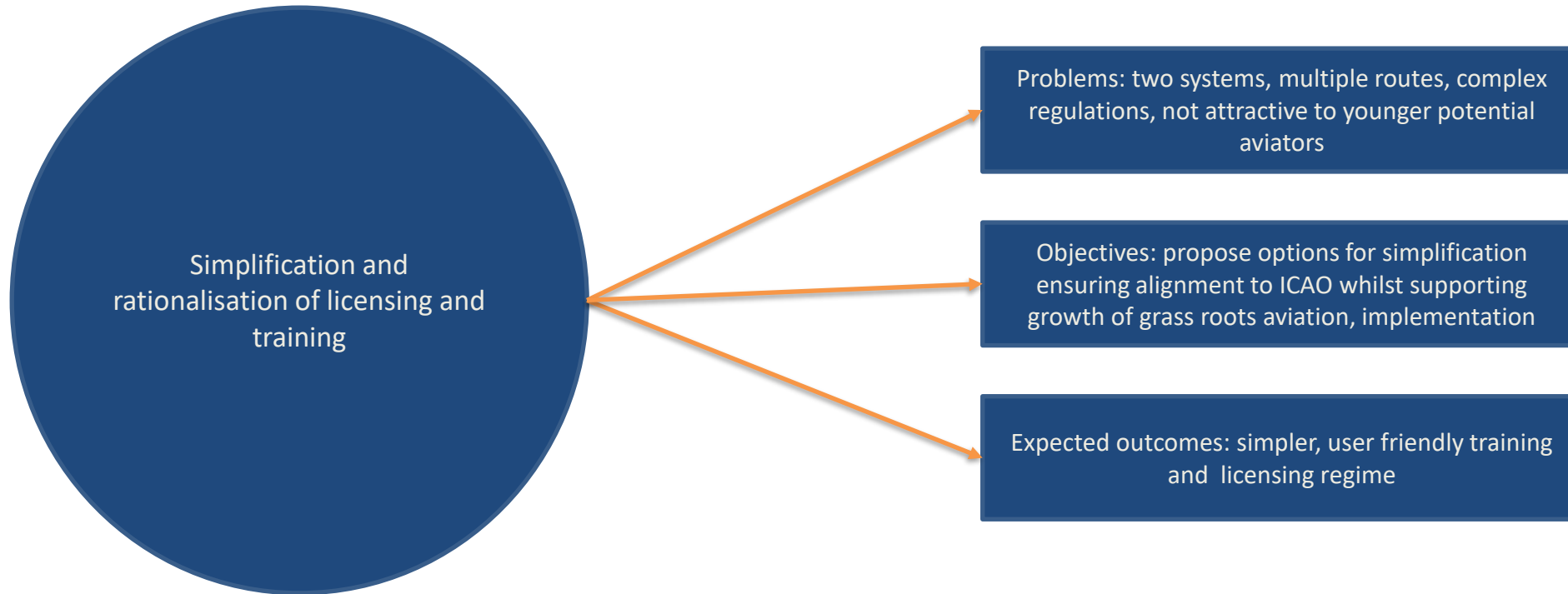


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Project stages



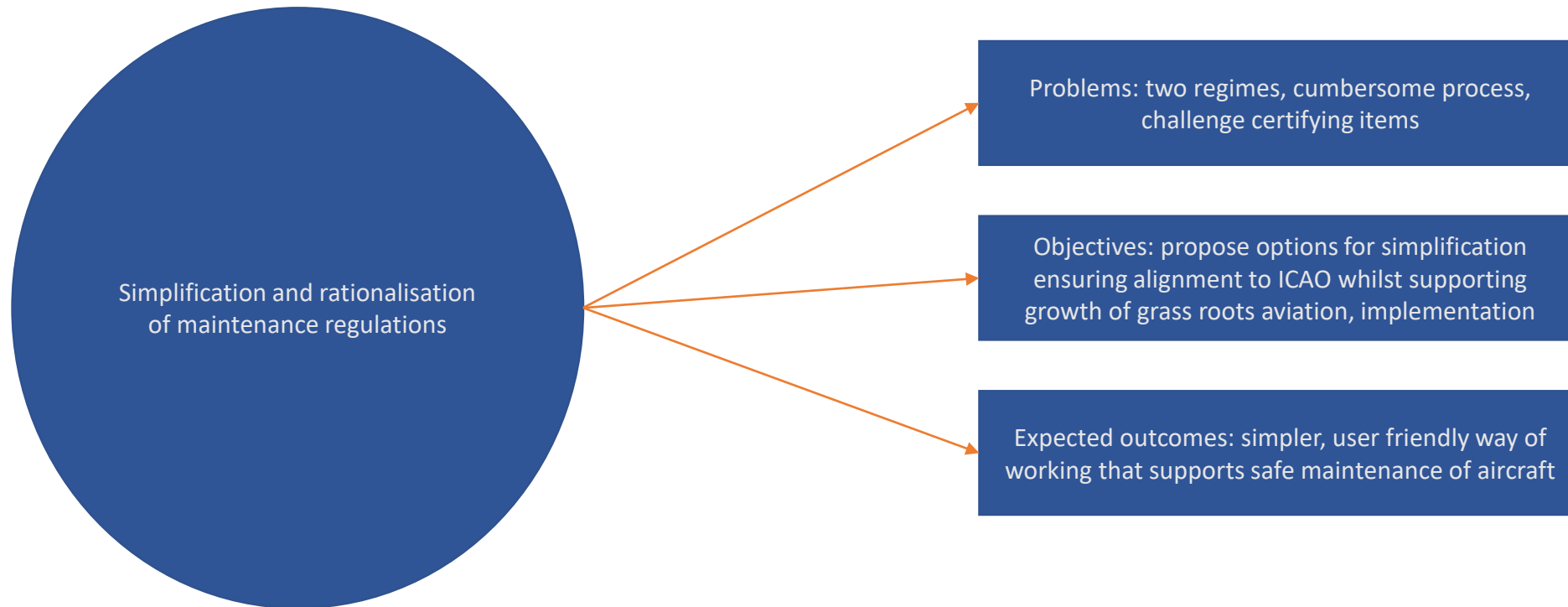
Project Overview SP1



Current status: **DISCOVERY**

Work continues on the first draft recommendation paper which the CAA will review and use as the foundation for the options paper. The date for opening the consultation has shifted from April to June.

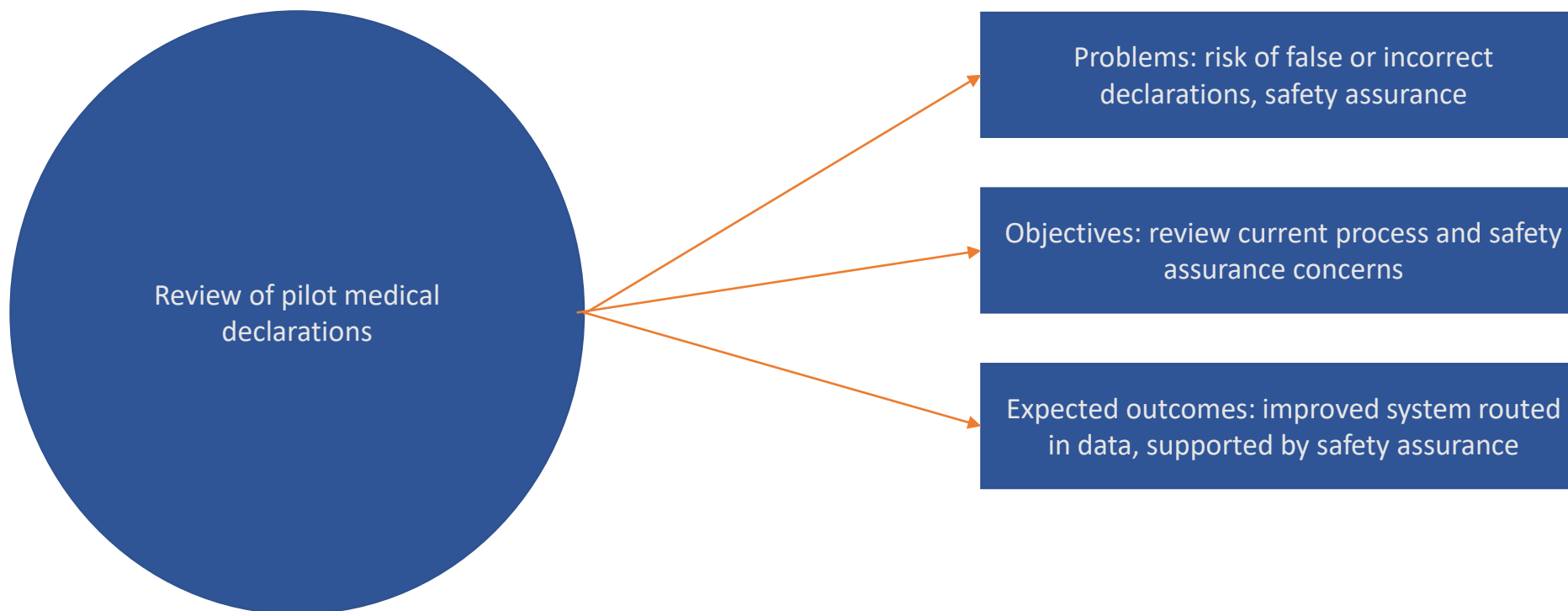
Project Overviews SP2



Current status: **Discovery**

The project has officially started. Emails have been sent regarding the working group and initial problem statements have been drafted.

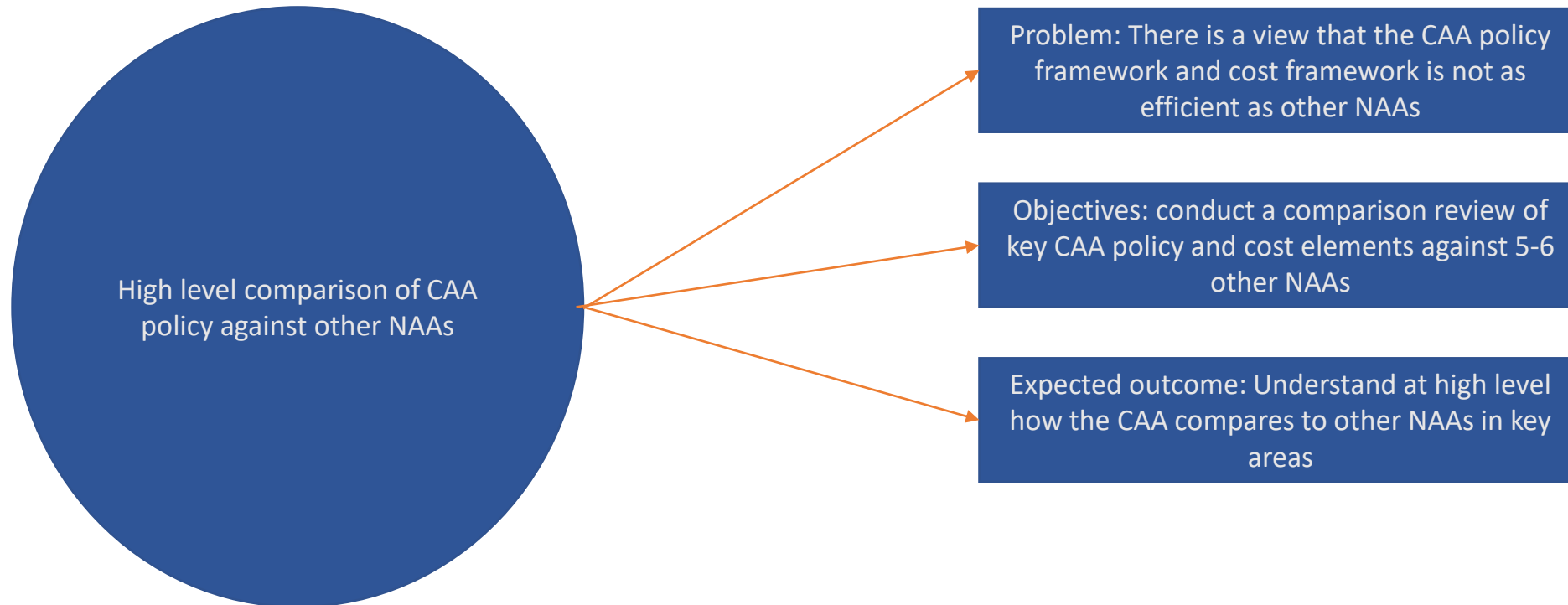
Project Overviews SP3



Current status: **Discovery**

The project has officially started. Emails have been sent regarding the working group and initial problem statements have been drafted.

Other strategic activities



Current status: **Completed**

A report has been submitted to the CAA. This is being summarised and outcomes will be shared with the community.

DfT Update

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Department
for Transport

DfT Update - GA Partnership

May 2022



DfT GA Programme Update: Highlights

- **The Independent Review Panel**
 - IRP operational from 2 May
 - More information [here](#)
- **Surveillance Standards Task Force**
 - Phase 1 of work completed
- **GA Advocate**
 - Applications closed on Friday 29 April
 - Interviews to take place in late May/June

GA Programme Update: Airfields

- **The Strategic Airfield Network**
 - Ready to kick off programme of work
- **Decarbonisation Research**
 - Initiated research to build our evidence base of the carbon emissions emitted by GA operations
 - A range of airfields will participate as case studies and the findings will be used to develop our policies
- **Airfields Advisory Team Review**
 - Undertook a review of the team
 - Working on plans to expand and increase delivery

GA Programme Update: Skills

- **Upcoming research** on key policy
 - Cost of pilot training
 - Future aviation skills
- **Work Force Shortages**
 - Working with DWP and HMT to promote aviation roles
- **Aviation Skills Retention Platform**
 - 225 business, educational institutions and training providers registered across both platforms
- **Ambassadors and Outreach**

Questions?

Aviation Regulation Library Project

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Purpose of Today's Brief

- Inform GAP members on our plans concerned with the publication and presentation of aviation regulations and associated means of compliance material;
- Note that our initial intent is to provide a combined rule, acceptable means of compliance and guidance material document;
- Highlight that this does not impact provision of other material such as the Skyway code, Safety Sense Leaflets and Clued Up;
- Seek GAP views on what content or presentation method might be missing that we can investigate inclusion in future updates.

Introduction (1)

- The European Union (Withdrawal) Act 2018 (EUWA) provided a framework for the continuity of 'retained EU law' in the UK.
- Published as Statutory Instruments, detailing 'corrections' to existing EU Regulations to make them 'operable' in UK.
- CAA has taken a service to enable us to publish consolidated regulations on the CAA website.
- CAA is required to publish certification specifications (CS), acceptable means of compliance (AMC) and guidance material (GM) on the CAA's website.

Introduction (2)

- Legislation.gov.uk has been the normal vehicle for publishing consolidated up to date versions of UK Regulations but this is currently facing an EU-Exit backlog;
- AMC, GM and CS are published as CAA Official Record Decisions;
- These are existing legal processes and vehicles that the Aviation Regulation Library may use as source material and is looking to complement these, not replace.

Consolidated regulations on CAA website



Search CAA site

Log in

Basic Regulation

Laws, AMC, GM and CS made under Basic Regulation

Home / UK Regulations / Aviation Safety / Basic Regulation,



- Information on Aviation law in the UK >
- Basic Regulations >
- Initial Airworthiness >
- Continuing Airworthiness >
- Additional Airworthiness >
- Air Operations >
- Aircrew >
- ATCO Air Traffic Controllers >

Sailplanes

Home / UK Regulations / Aviation Safety / Basic Regulation, th

UK (EU) Reg No 2018/1976 (the UK Sailplanes Regulation)

• [Law 2018/1976](#)

✕ Close

AMC/GM

• [CAA 2018/1976 Sailplanes AMC GM](#)

✕ Close

[Provide feedback for this page](#)

RTN



Regulatory Requirements

- Prior to EU-exit, EASA Easy Access Rules were used extensively by parts of the aviation industry to understand regulatory requirements.
- This presents the law and explanatory materials in a way that allows the rapid location of the required topic, informs the reader on the law and means of compliance.
- EU-exit means the EASA EAR are no longer an appropriate source for UK regulatory information. In practical terms there are increasing differences between EU and UK regulations, AMC, GM and CS.

Example from EAR

ATM/ANS.AR.C.030 Approval of change management procedures for functional systems

Regulation (EU) 2015/1793

- (a) The competent authority shall review:
- (1) change management procedures for functional systems or any material modification to those procedures submitted by the service provider in accordance with point [ATM/ANS.OR.B.010\(b\)](#);
 - (2) any deviation from the procedures referred to in point (1) for a particular change, when requested by a service provider in accordance with point [ATM/ANS.OR.B.010\(c\)\(1\)](#).
- (b) The competent authority shall approve the procedures, modifications and deviations referred to in point (a) when it has determined that they are necessary and sufficient for the service provider to demonstrate compliance with points [ATM/ANS.OR.A.045](#), [ATM/ANS.OR.C.005](#), [ATS.OR.205](#), and [ATS.OR.210](#), as applicable.

GM1 ATM/ANS.AR.C.030 Approval of change management procedures for functional systems

EU Decision 2015/601/R

GENERAL

The review by the competent authority is focused on the change management procedures and not on the project management part of these procedures that are not required by the regulations, even though they may be useful for the smooth execution of the project dealing with the change. Consequently, not all parts of a procedure may be approved by the competent authority. The approved parts should be identified in the record (see [AMC1 ATM/ANS.AR.B.015\(a\)\(8\)](#)) and communicated to the service provider.

AMC1 ATM/ANS.AR.C.030(a) Approval of change management procedures for functional systems

EU Decision 2015/601/R

MEANS AND METHOD OF SUBMITTING PROCEDURES

The competent authority should agree with the service provider on the means and method of submitting the procedures, modifications and deviations referred to in [ATM/ANS.AR.C.030\(a\)](#). Until an agreement is reached, the competent authority will prescribe the means and method of submission.

AMC1 ATM/ANS.AR.C.030(b) Approval of change management procedures for functional systems

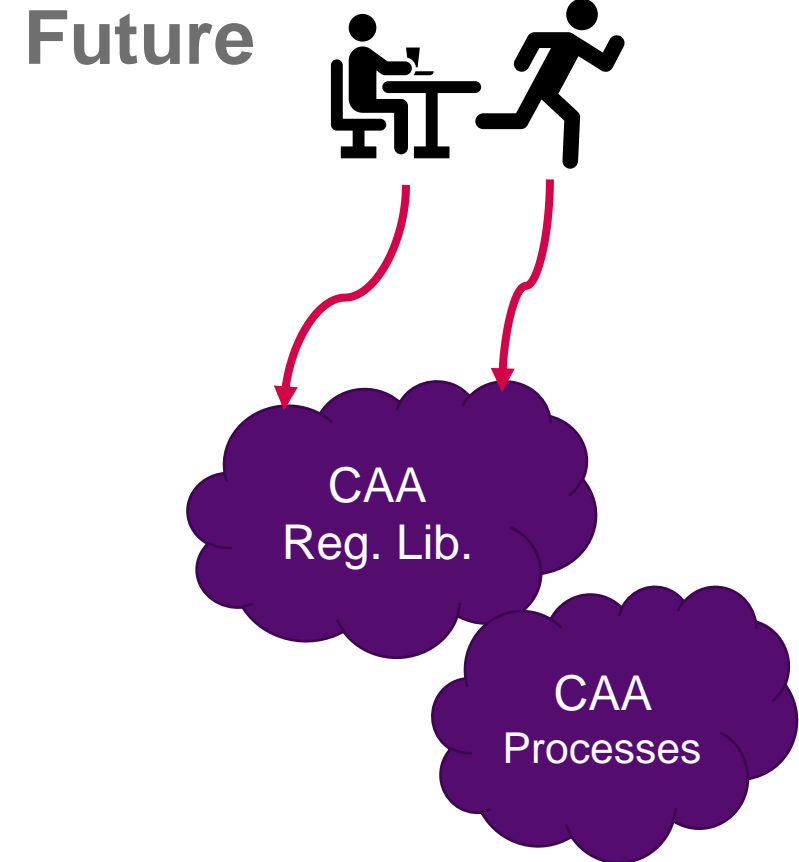
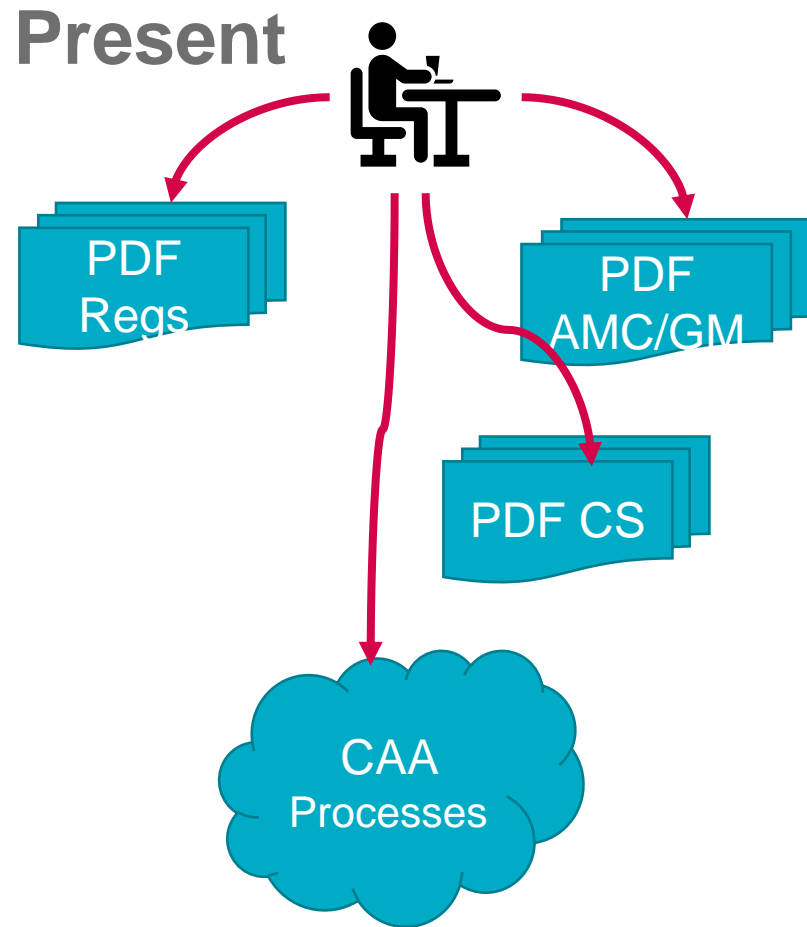
EU Decision 2015/601/R

APPROVAL OF PROCEDURES

- (a) When approving the change management procedures for functional systems as per



Customer Experience



Discussion

- The initial Regulatory Library will provide a UK equivalent of the EASA Easy Access Rules i.e. publication of sequential law and explanatory material (AMC, GM etc.) in one document.
- What is missing that might help promote better understanding of the current regulatory requirements i.e. retained EU Regs and Air Navigation Order?

Section Two

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Community In the Spotlight - LAA

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DREAM IT. FLY IT



With the Light Aircraft Association



WHO WE ARE



Founded 1946

7,800 members

**2,700 active
aircraft**

Largest powered flying members association outside USA

**1,600 build/repair
projects**

Annual Turnover

£1.3 million

360 LAA inspectors

LAA HQ Turweston

Regional 'Struts'

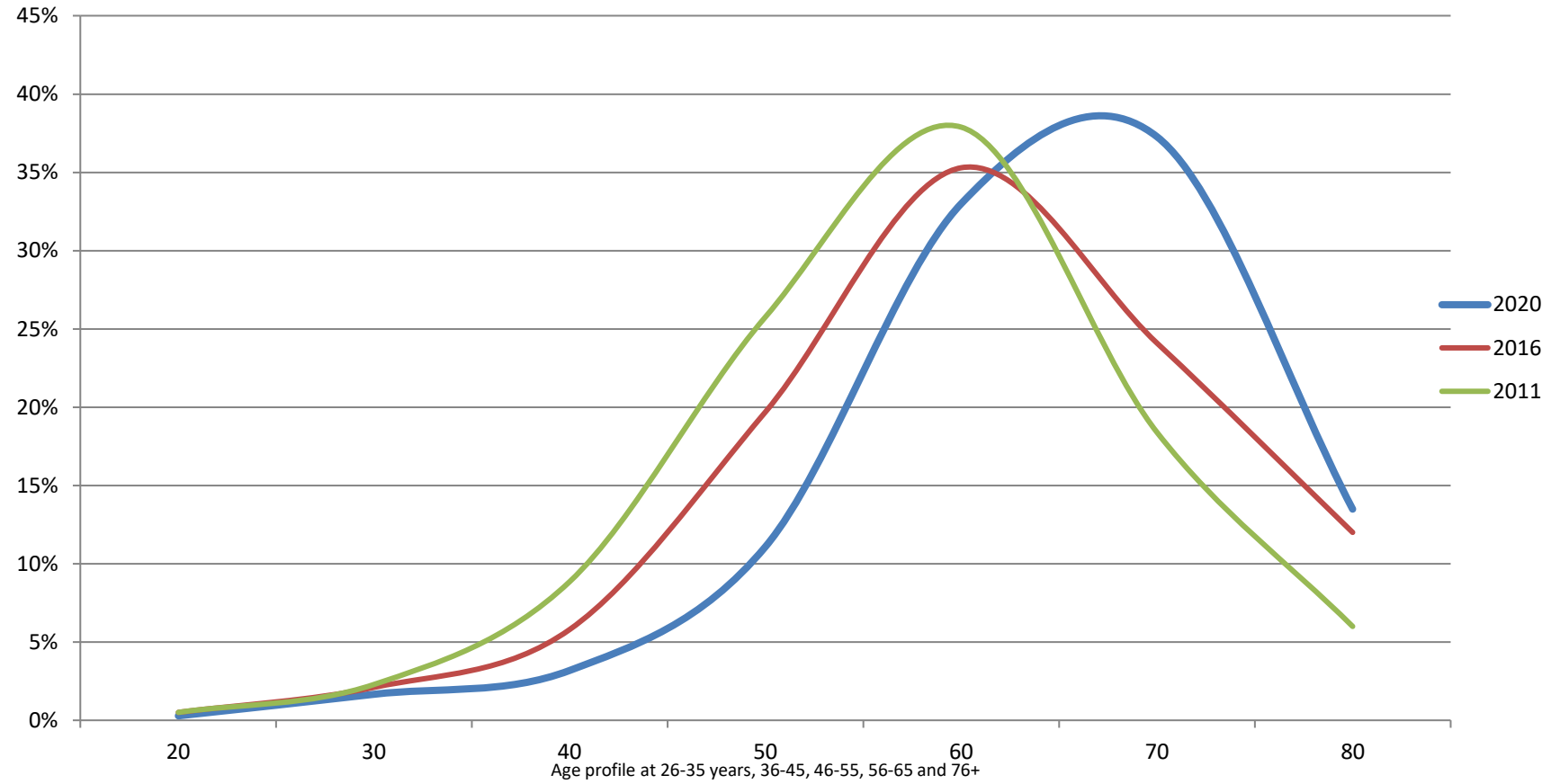
17 full-time staff

40+ CRI qualified Pilot Coaches

Recreational aviation

Affordable flying for fun

AN AGING DEMOGRAPHIC



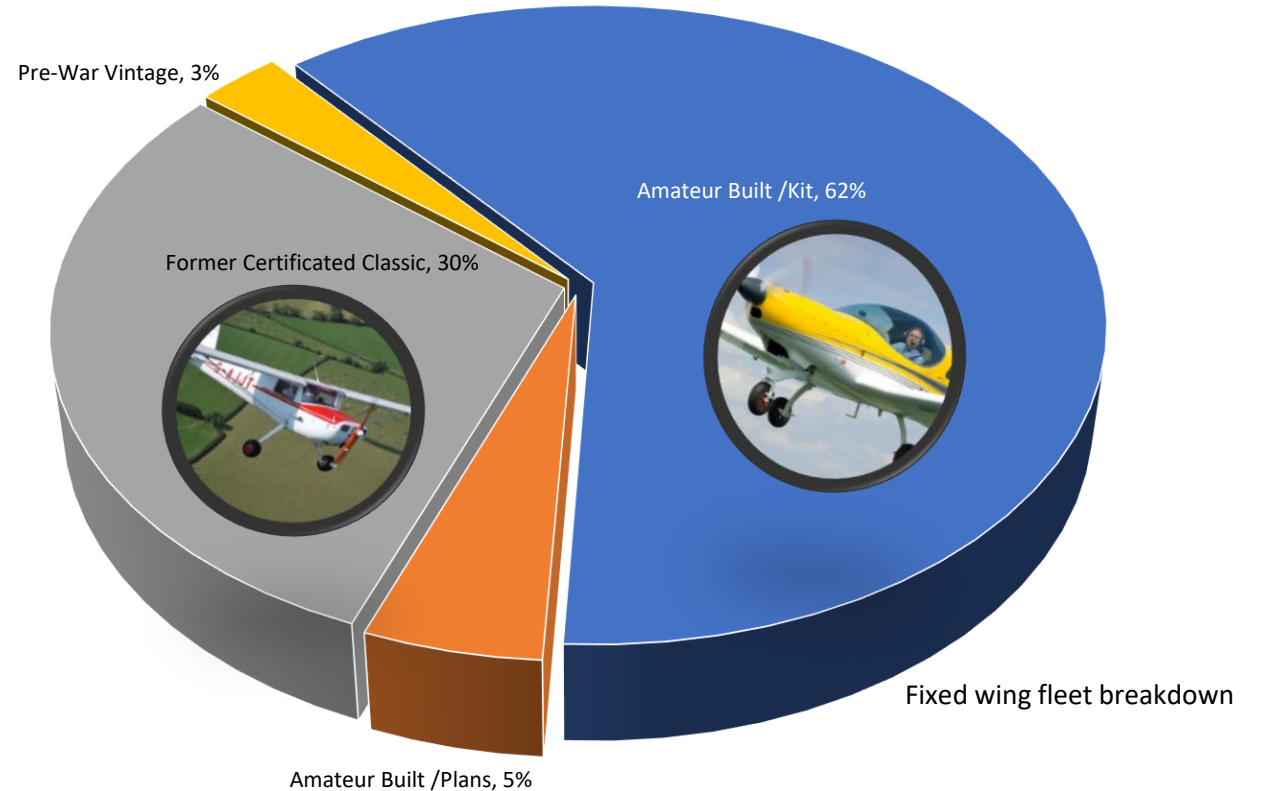
The Fleet

SSEA/Group A
c. 2200 81%

Microlight
c. 350 13%

Gyroplane
c. 175 6%

c. 1600 Projects in
build/restoration



Majority, private, single
owner or syndicate

Typical utilisation, 30 - 50
hours per annum

WHAT WE DO



Design
verification

Incident Analysis

LAA Rally, Europe's biggest
light aircraft fly in event

Training and
Education

Continuing
Airworthiness

On-site
Inspection

Pilot Coaching

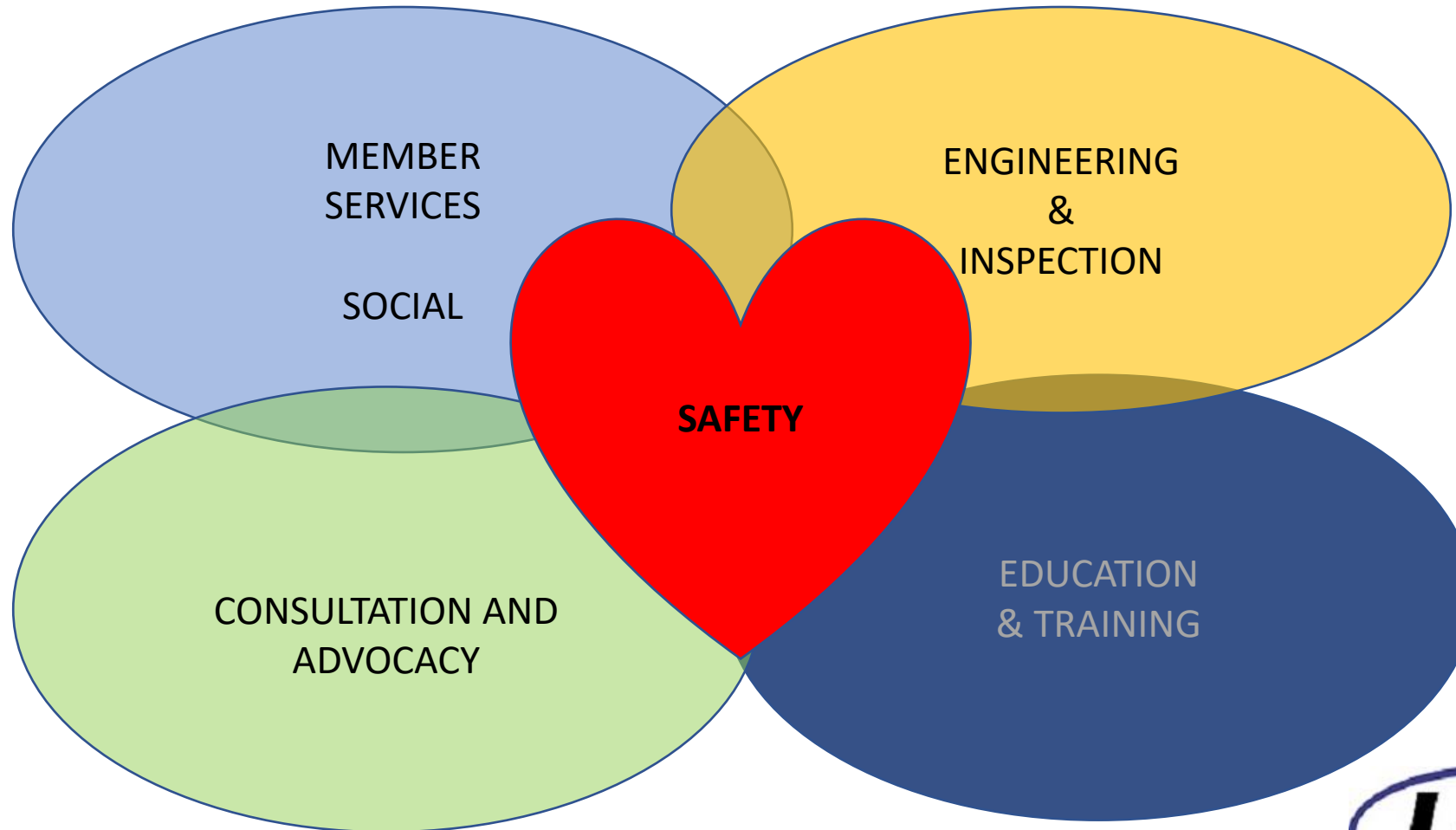
NPPL licensing
administration

CAA Delegated
Authority (A8-26)

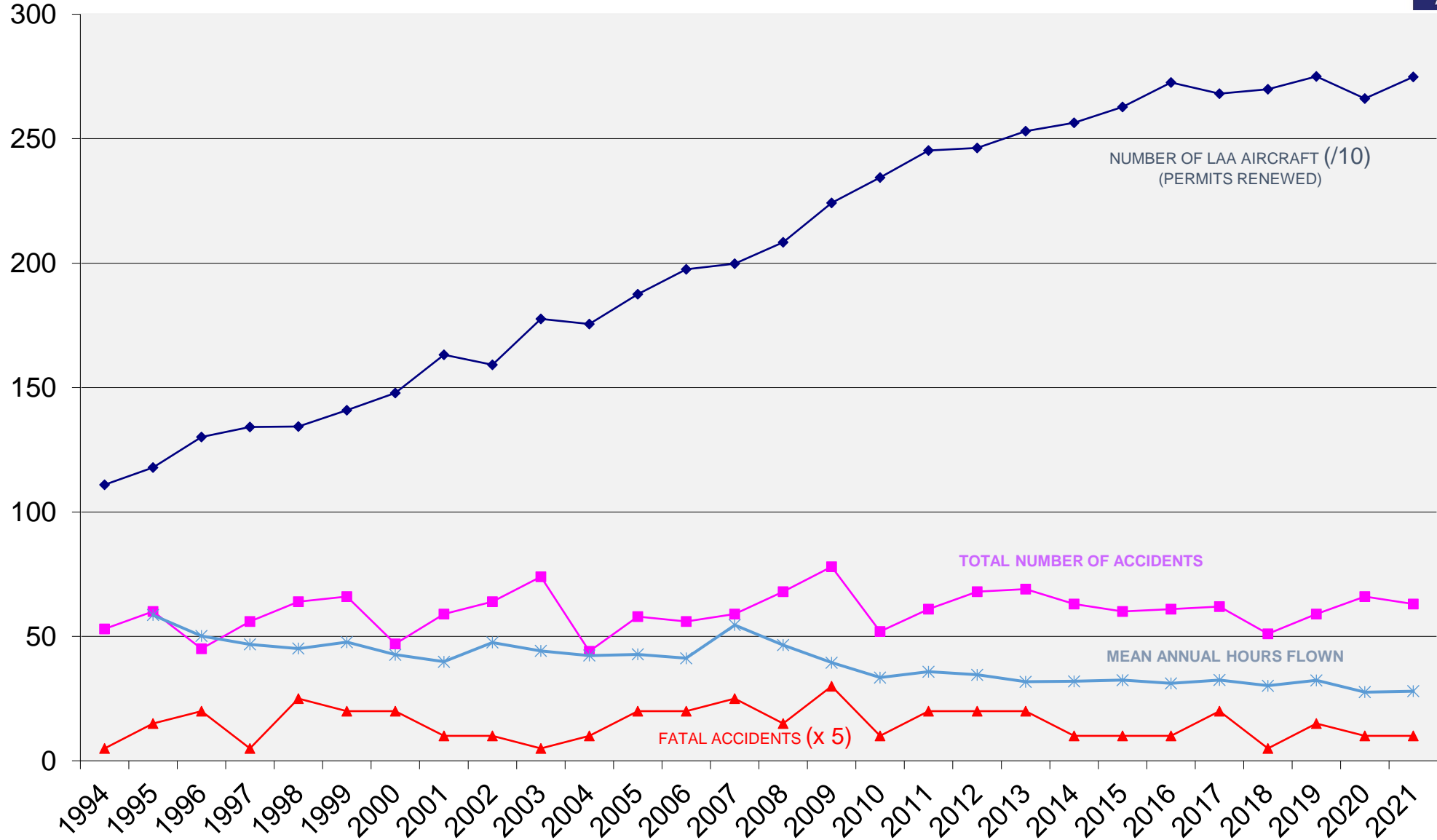
Light Aviation magazine

STRUTS

WHAT WE DO



LAA FLEET vs HOURS FLOWN, RECORDED ACCIDENTS





by Air Courtaige

INSURED BY

AIR

AIR COURTAIGE ASSURANCES

www.air-assurances.co.uk/laa

Passenger Liability

ident

nder

LAA
Light Aircraft Association

Southern Strut



**The first of many
Enthusiastic about aviation
since 1969**

Come along and meet local people bitten by the same bug!
Our members have a wealth of experience and knowledge
of aviation. Make lifetime friends.

We meet on the first Wednesday of the month near
Shoreham for social and talks, 2 fly ins per year and a free
Xmas dinner for Members.



www.southernstrut.org

GLOSTER STRUT



**Join your local Aviation
Enthusiasts Club!**

Monthly Meetings Fly ins Visits Events
Home Building 'Show and Tell' Demos
Supported Cross Channel Trips Tours

Come to a meeting and try us out

Meetings 7.30pm second Tuesday in month Victoria
Club (winter), Flying Shack, Glos Airport (summer)

www.glosterstrut.co.uk



AEROPORT DU TOUQUET
CÔTE D'OPALE



LAA
Light Aircraft Association

FLYING FOR FUN

Comes in all shapes
and sizes

Join us today
www.laa.uk.com



LAA
Light Aircraft Association

Join the Wessex Strut

Flyer, Builder, Enthusiast?

Social events
Annual fly in
Monthly newsletter
BBQs, Fly outs
Winter club talks

Support with

- flying
- pilot coaching
- restoration
- self build
- maintenance

www.wessexstrut.org.uk



LAA
Light Aircraft Association

Wessex Strut

Pilot, owner, builder, new flyer
or aviation enthusiasts?

REACH FOR...

COMING...

Join us!

- Social events & BBQs
- Guest speakers
- Monthly newsletter
- Self build
- Restoration and maintenance
- Local fly ins
- Local fly outs
- Local fly ins
- Local fly outs

www.wessexstrut.org.uk



LAA
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PLANES

NORTH EAST STRUT

Find your local Strut
or...

REACH FOR...

COMING...

Join us!

- Social events & BBQs
- Guest speakers
- Monthly newsletter
- Self build
- Restoration and maintenance
- Local fly ins
- Local fly outs
- Local fly ins
- Local fly outs

www.northeaststrut.org.uk



EXTERNAL ISSUES



1. Airspace. Pressures on Class G.
2. Future EC requirements.
3. Integration with RPAS
4. Airfields. Erosion of Infrastructure. Local complainants.
5. Tetra-Ethyl Lead/100LL. Future Fuels. 91UL Transition.
6. Environment. Sustainability, noise. *(+Positive stories too)*
7. New technologies; electric power, semi-autonomous systems.

AIRFIELDS ARE VITAL, OPEN GREEN SPACES

Unlike agricultural land, not treated with herbicides and fertilisers

No airfield owner wants the grass to grow faster!

Grassland surrounding, or on, airfields is a natural wildlife sanctuary (at no cost to the local authorities)

Sympathetic development, sustainable planting....

...CAN MAKE AN AIRFIELD CARBON-NEUTRAL



Image by Russell Savory. Stowe Maries Aerodrome, Essex.

Learning to Fly? Under 30?

THE ARMSTRONG/ISAACS BURSARY



**Have you reached your first solo?
Need support?**

LAA Armstrong/Isaacs Bursaries offer additional funding to allow young pilots to complete their courses at a time when so often money starts to run out.

Five bursaries of up to £1,500 are available each year.

Closing date 31st Dec 2021.

Full details at



Light Aircraft Association
www.laa.uk.com



An Airfield Adventure



Illustrated by
Ursula Hurst



Light Aircraft Association



OUR ASK



- Constructive Dialogue – partners not adversaries
- Engage, Consult, Not Tell
- Proportionate Co-Regulation
- Acceptable Risk Hierachy
- Full engagement in emerging AMS work programme to ensure GA needs fully understood and incorporated in solutions

We offer

- 75 years of knowledge, experience and capability
- Skilled, motivated and hands-on staff, and member capability.
- Let us play our role to achieve a flourishing GA sector that enables UK to be the best place in the world for aviation



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Communication Update

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Comm Overview and next quarter: GA

Work Stream	
GA webpages	Ongoing update and re-evaluation of GA webpages. Focus on giving user minimum click requirements to get to the information they need
Spring Virtual Voyage Spring 2022 -post release	Review post release surveys and review how this will inform future work. 1,148 online views so far and follow up surveys sent to circa 2,100 VV registrants. Planning for Autumn session and/or change and development of the offering
GAP publications	Comms will publish GAP documents including minutes and presentations to coincide with the release of the ¼ press release. Due to delayed GAP we will publish and share via SkyWise
Launch of GA podcast	GA is now going to have its own podcast with just GA content – structure 4 a year to coincide with the GA ¼ press release to include over view of content and interviews with key people to help build info shared. Can also use podcast to advertise topics of interest outside of these topics – events, stakeholder activity etc
Community in Spotlight	LAA case study published end of April to coincide with GA series and ¼ press release of GA activity - BMAA to feature at next Community in Spotlight









Comm Overview and next quarter: GA

Work Stream

Historic Aviation	Reach for the Sky published with supporting videos was published end of April. Further social media planned for end of May to coincide with the docu-film Lancaster being released. GA comms continue to support DfT ambitions on raising awareness of Historic Aviation and its link to STEM and the importance of inspiring the next generation. E.g. visit ideas, content and materials etc.
CODE	Comms continue to support production and release of monthly survey and continue to consider proactive CAA comms opportunities for the project. Released Q2 data report and CODE animation
Events	Full comms effort planned for AeroExpo with ambitions of producing GA podcast, videos and photography.



GA Engagement Brands		Audience	Aims
Virtual Voyage		<ul style="list-style-type: none"> For: All GA members Type: one to many communications Method: Broadcast live via CAA Zoom Events with post event comms activity incl. playback video and post-event pack Distribution: CAA webpage, press release, SkyWise, Social Media Frequency: Twice yearly – spring and autumn editions 	<ol style="list-style-type: none"> To distil safety messages that are relevant at time of broadcast (covid recovery vs. winter flying). To update on CAA Change Programme. To update on CAA services that impact the GA sector such as licensing, medical and infringements.
Clued Up		<ul style="list-style-type: none"> For: All GA members Type: one to many communications Method: Magazine articles and online access via CAA website Distribution: SkyWise, Social Media Frequency: Ad-hoc 	<ol style="list-style-type: none"> To distil specific safety messages (such as active CO detectors) or community specific topics (such as historic aircraft overview).
Safety Sense Leaflets		<ul style="list-style-type: none"> For: All GA members Type: one to many communications Method: Article format published on dedicated GA webpages via CAA website Distribution: SkyWise, Social Media Frequency: Ad-hoc 	<ol style="list-style-type: none"> To distil specific safety messages (such as case of passengers). Safety Sense Leaflet series is being redesigned and relaunched to both update the content and align with its co-brand SkyWay Code
Communities in Spotlight		<ul style="list-style-type: none"> For: GAP members Type: GAP update Method: GAP attendance and online access via dedicated GA webpages on CAA website Distribution: TBD Frequency: Quarterly 	<ol style="list-style-type: none"> To drill into specific communities across GA (ballooning; sailplanes; microlights; DTO and ATOs etc) and bring awareness to their unique challenges and successes to the GAP members. To allow the CAA to gather specific community feedback on engagement; appetite for delegation and input into our strategic programmes.
Skyway Code		<ul style="list-style-type: none"> For: All GA members Type: one to many communications Method: Dedicated GA webpages via CAA website. Distribution: Press release, SkyWise, Social Media Frequency: Ad-hoc 	<ol style="list-style-type: none"> To provide private pilots with easy, quick access to the key information (live and v3). To provide maintenance organisations and engineers with easy, quick access to the key information (in progress).
GA Quarterly Press release		<ul style="list-style-type: none"> For: All GA members Type: one to many communications Method: Press release on CAA website Distribution: SkyWise Frequency: Quarterly 	<ol style="list-style-type: none"> To update on deliverables over the previous quarter – both within and outside of the CAA GA Change Programme.

Section Three

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Discussion Items

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SCC Update

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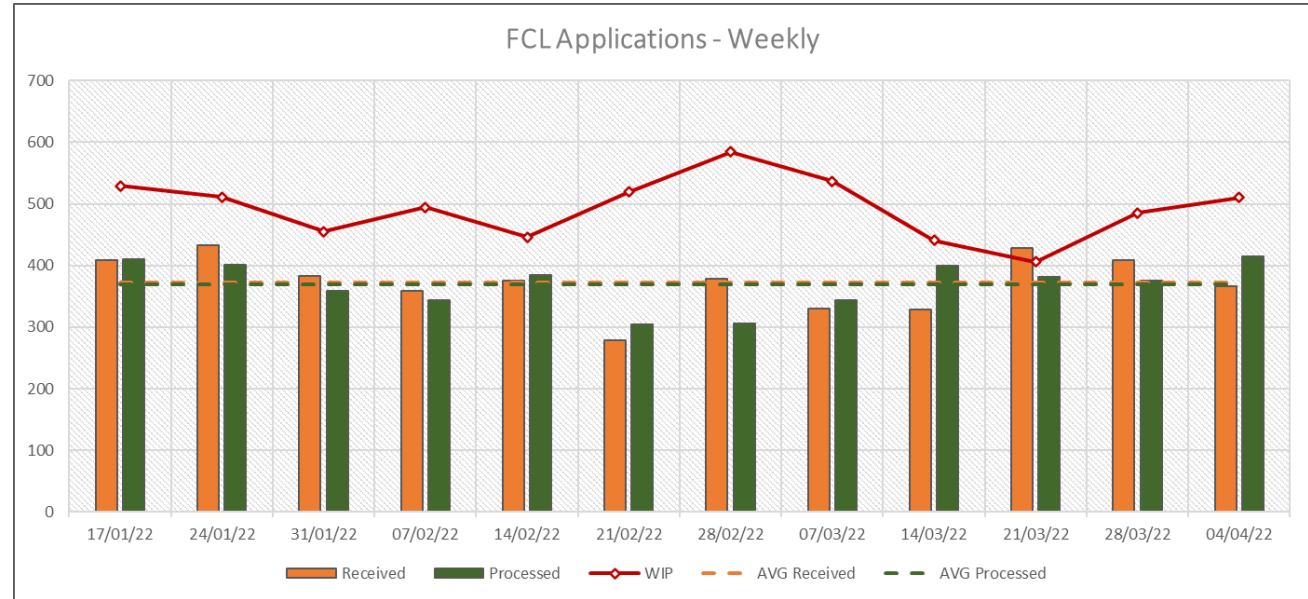
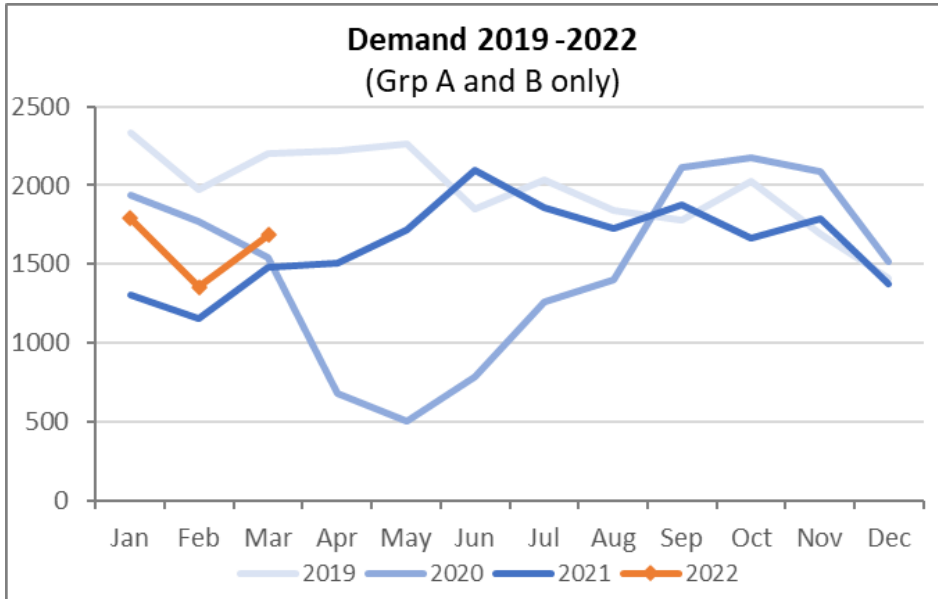


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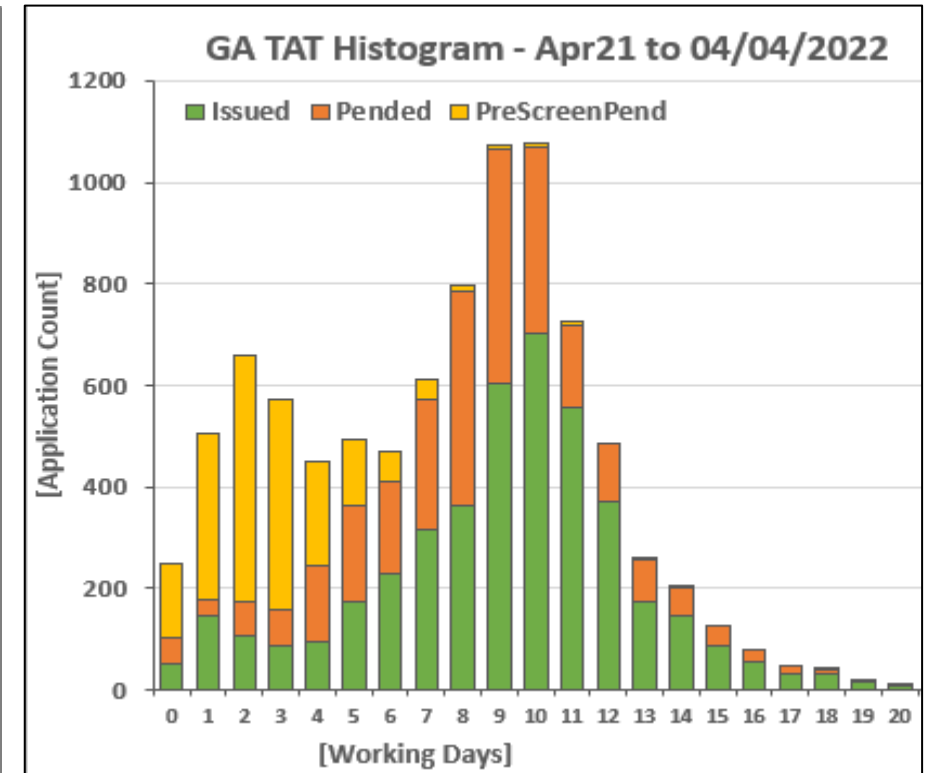
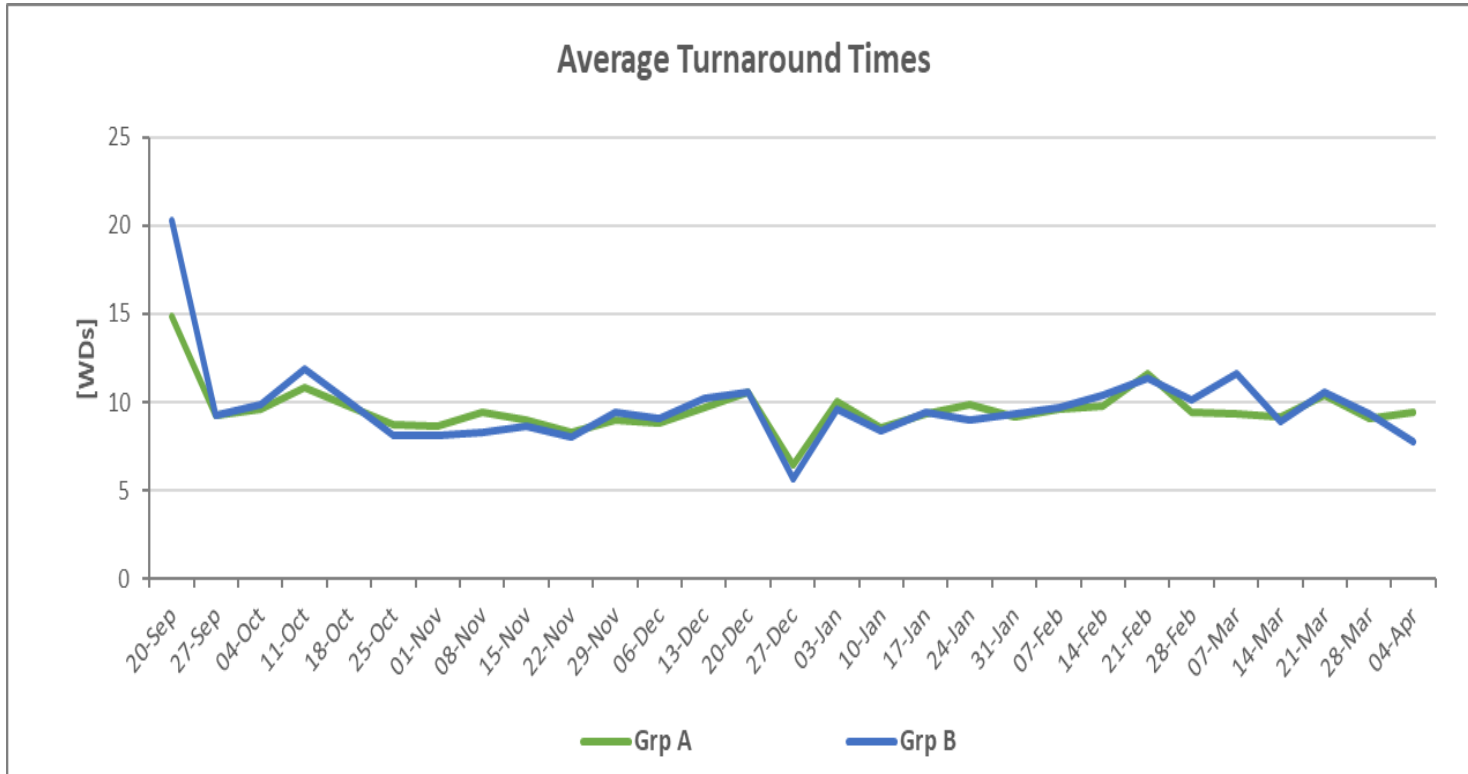
Flight Crew Licensing Demand & Productivity



Demand volumes have increased vs last year as expected.

During January – April, we have recruited both replacement and additional Licensing Officers. All new Officers are now trained on PPL's and will commence training on CPL's in the summer months.

Flight Crew Licensing Turnaround Times



Average TAT trends at around 10 working days.

Histogram shows last 9 months volumes of applications vs time to issue.







Service delivery has mostly been consistent over the last 6 months.

FCL - Top Pend Reasons & Improvements

Top pend reasons

Pend Reason	% Jan 22- Mar 22	VS Apr 21 – Jan 22
Missing Logbook(s)	12%	-1%
No certified copy of current licence supplied	8%	-3%
Logbook supplied but not signed	8%	New
No Course Completion Certificate supplied	8%	Par
Insufficient log book hours	5%	+2%
ID supplied but not certified	4%	-1%

Improvements implemented 21/22

<p>46 improvements to live online forms</p> 	<p>20 online forms developed</p> 	<p>26 PDF forms withdrawn</p> 
<p>'Selfies' accepted as ID Verification for licensing applications</p> 	<p>List of 'Recognised Professions' for document certification introduced</p> 	<p>Automated status updates introduced for EU conversion applicants</p> 

Improvement focus for 2022:

- ✓ Right First Time (RFT) rates and pending reasons continue to be analysed for each application type to continually improve individual forms
- ✓ Cross-departmental review of requirement to assess logbooks & flying hours on-going; focus on removing the need to see logbooks as part of an application (where confidence in training school allows) to make the process less onerous for applicants, training organisations and the licensing team
- ✓ Course completion certificates are being consolidated to minimise the number of different documents that need to be completed.
- ✓ Cross-departmental review of requirement to examiner recency on-going
- ✓ Working towards facilitating automated application status updates

Medical Update

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Agenda

- Before you ask.... How's my flying going?
- Cellma
- AMEs
- Certificatory backlogs
- PMD
- Out reachbuilding the next generation,



Cellma

- Cellma, the IT system that supports aeromedical certification and PMD
- 1 year in on. It's still settling in and causing some frustrations for AMEs, ourselves and pilots.
- The anniversary has resurrected some problems. Our strategy is to allow this to stabilise before a phase 2 program in the Autumn.
- Relatively few issues with PMD and a large number of pilots have taken advantage of this system

AMEs

- AME numbers have reduced (140 to 120 over the last 2 years)
- A reduction in Class 2 medicals, a consequence of the broader adoption of the PMD, has reduced the demand for AME appointments
- Most activity surrounds transport hubs
- AMEs are available but their geographical location may not be as convenient for the GA community.
- We are not empowered to direct where businesses may be established



Certificatory Backlogs

- Aviation recovery has stressed the system (surge in demand, NHS backlogs and migration of licences – out and now return)
- Turn around times are monitored and stand at 8 weeks.
- Complex cases with multiple specialist inputs can take longer but this reflects the gathering of evidence not the regulators decision (although we are often blamed for this)
- We endeavour to provide timely, proportionate and evidence based decisions.
- My staff are all passionate about aviation and carry out this work because they want people to engage in aviation and space activity safely.



Outreach

- Aero Expo - Kemble
- CAMF
- Representatives from your own particular areas ?
- Trainees ASM

Questions?



PMD

- We continue to work with our GA colleagues on the pilot medical declaration review
- We want to safeguard the opportunity we have for a self regulating medical approach. This is dependant upon trust and collaboration

Airprox Discussion Update

Together we will



Do the
right thing



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relationships



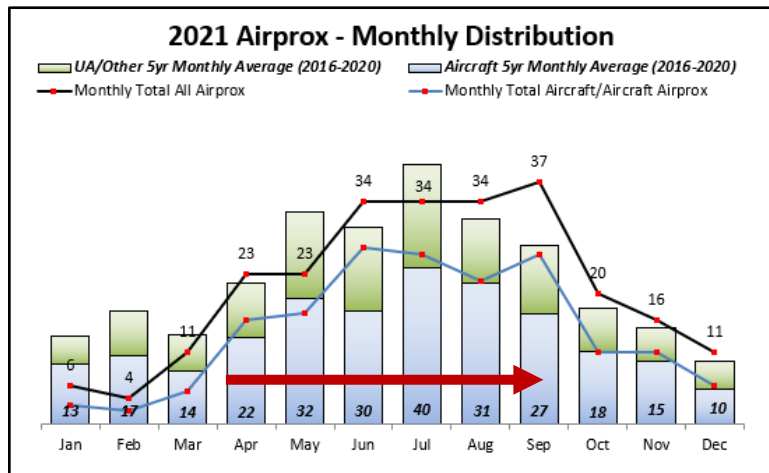
Respect
everyone

UK Airprox Board



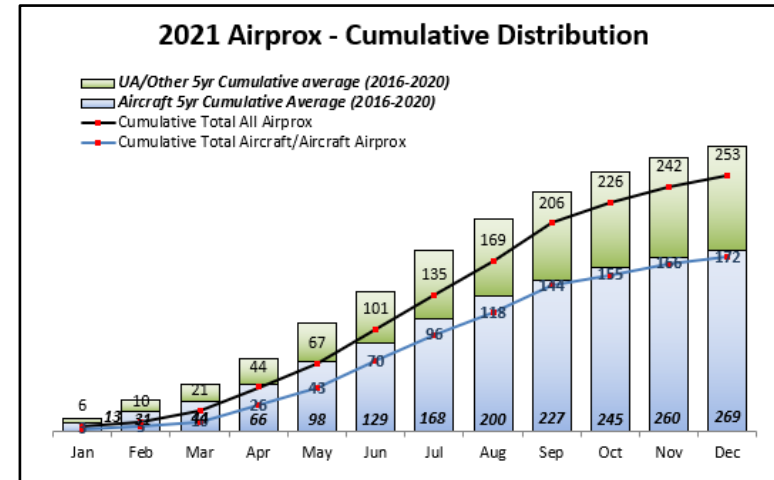
Airprox Notifications (2019_20) and 2021 comparison

2020:
163 Total, 118 Aircraft to Aircraft

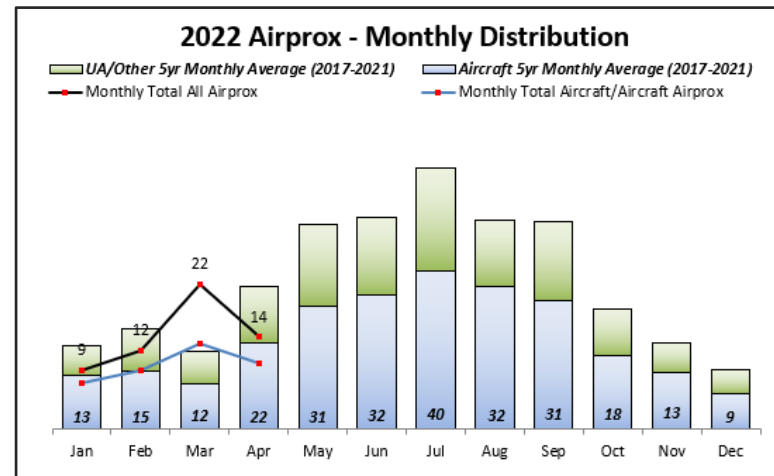


GA RETURN TO FLYING

2022 Prediction:
302 Total, 210 Aircraft to Aircraft

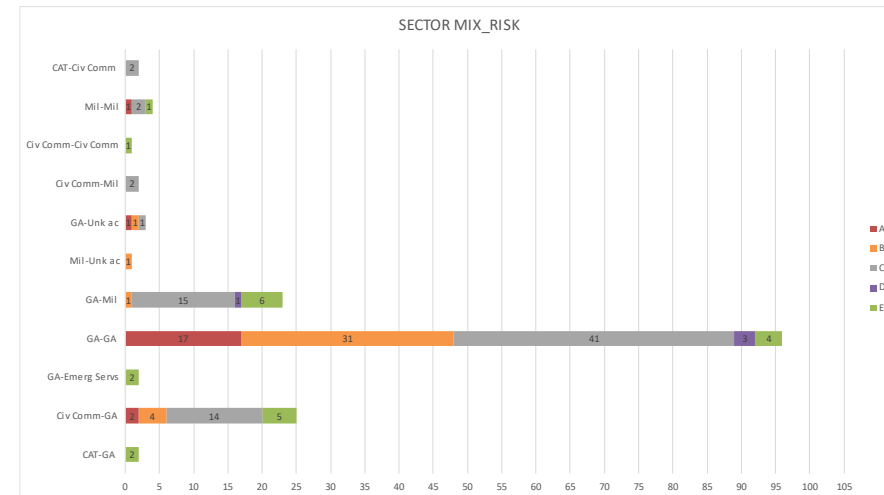
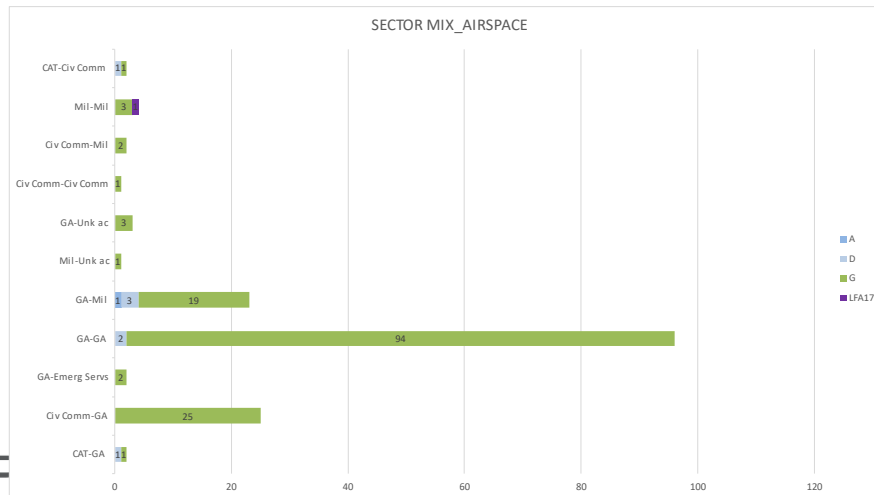
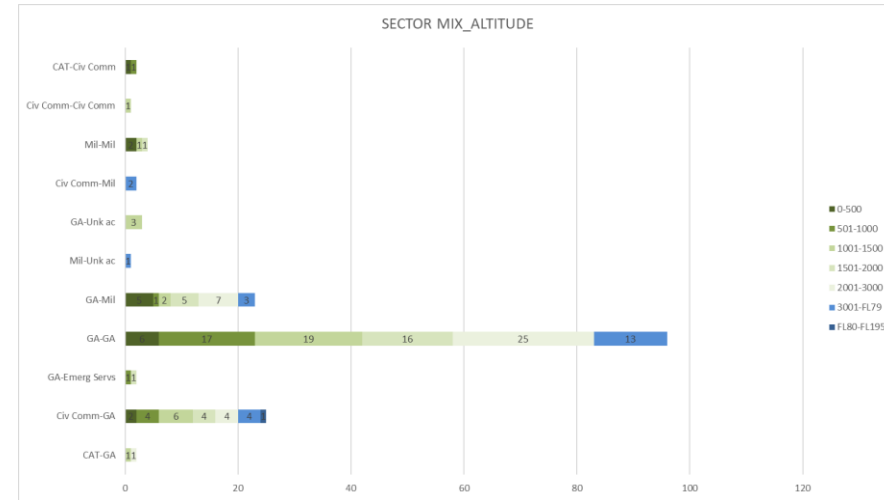
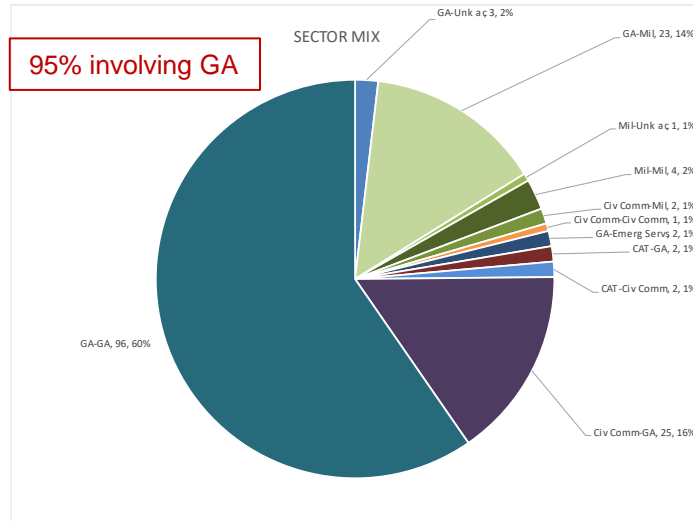


2021:
253 Total, 172 Aircraft to Aircraft



2021 Overview all ac to ac Airprox

All ac to ac

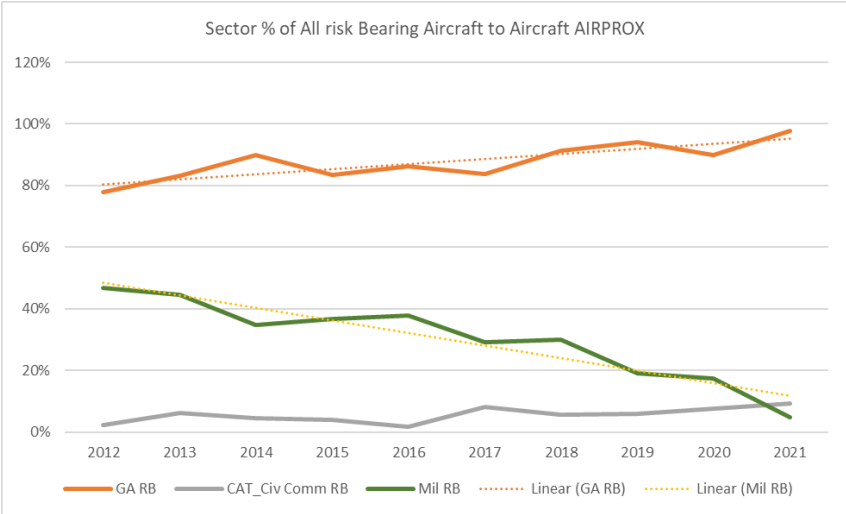
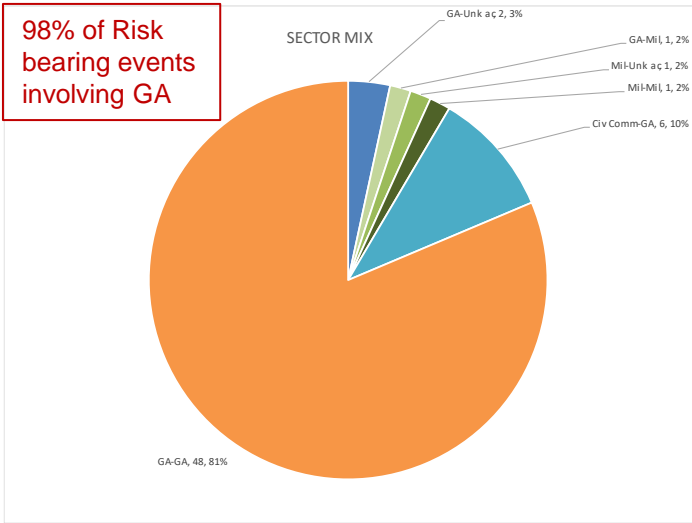


2021 (to date) Risk Bearing ac to ac Airprox



Note – 65% ac to ac events have been evaluated to date

Key Area: GA (Sports/Rec)
 98% of risk bearing Airprox involve a GA ac



Steady trend upwards to total dominance of the risk Bearing occurrences

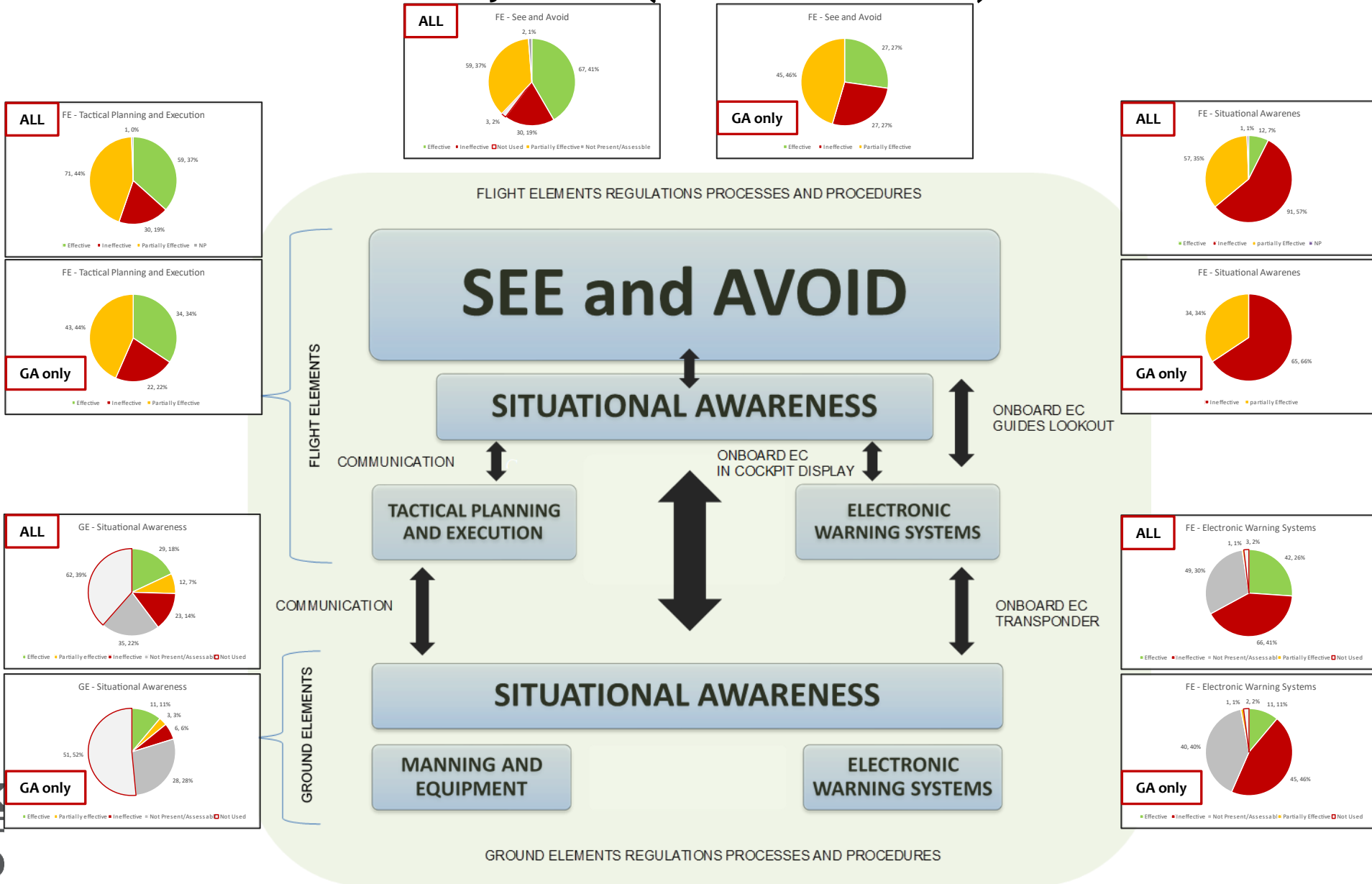
Note- % do not add up to 100: 2 ac are involved in an Airprox and will therefore be counted in both sectors (where those sectors are different)

Significant Developments



- Stats collection and collation and Analysis:
 - Real time vs once per year
- Sectorisation:
 - Breakdown of the Airprox landscape immediately available
- Barrier and Contributory Factor development
 - Captured specific to airprox (not previously done)
 - Allows an in depth insight into sector differences and allows us to identify target areas.
- Barrier interactions (conceptual model)
 - Developed through in depth study of the relationships between the barriers demonstrating the key linkages which require attention

Barriers and Contributory Factors (ac to ac encounters)



Common Themes for the community to address



- Airprox analysis has consistently highlighted the key areas:
 - Compatibility of EC
 - Appropriate use of ATC services
 - Planning including choice of routes, NOTAMs, Wx, etc
 - Understanding of value and use of Basic service, Listening squawks, and responsibilities when flying VFR in Class D airspace and/or flying IFR in Class G
 - Threat and Error management in general
 - Lack of familiarity with circuit procedures and/or services provided by and responsibilities of AGOs, FISOs and controllers
 - Quality of look out

Environmental Sustainability Strategy

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STRATEGY OVERVIEW

Our strategic aim, roles, policy positions and prioritisation of impacts



What is the purpose of the strategy?

The CAA's environmental sustainability strategy is designed to bring coordination to all the activities we do where sustainability is central or where environmental objectives are taken into account as a material factor in the exercise of our functions, thus providing clarity on our roles, policy positions and the way we prioritise environmental impacts to our stakeholders and our colleagues.

What is our strategic aim?

The strategic aim provides the central narrative – a vision and a focus, in effect – for all our environmental activities to anchor to, so that we can work together to improve environmental performance across the aviation and aerospace sector.

What are our roles?

Our strategy clarifies how our general regulatory role aligns with delivering our sustainability ambitions. Starting from defining our different roles as a leader, a regulator, an influencer, a communicator and an observer.

Policy positions

- We recognise that supporting and advising government as they set out the objective and targets for emission reduction is a key role for us.
- Sustainability is a long-term challenge: the strategy is agile and will evolve as we get better at understanding the issues and how we can address them.
- Equally, sustainability is not the only issue: we have many priorities, some more proximate. We will not ignore these, and we will calibrate our efforts accordingly as we go forward.

Prioritisation of impacts

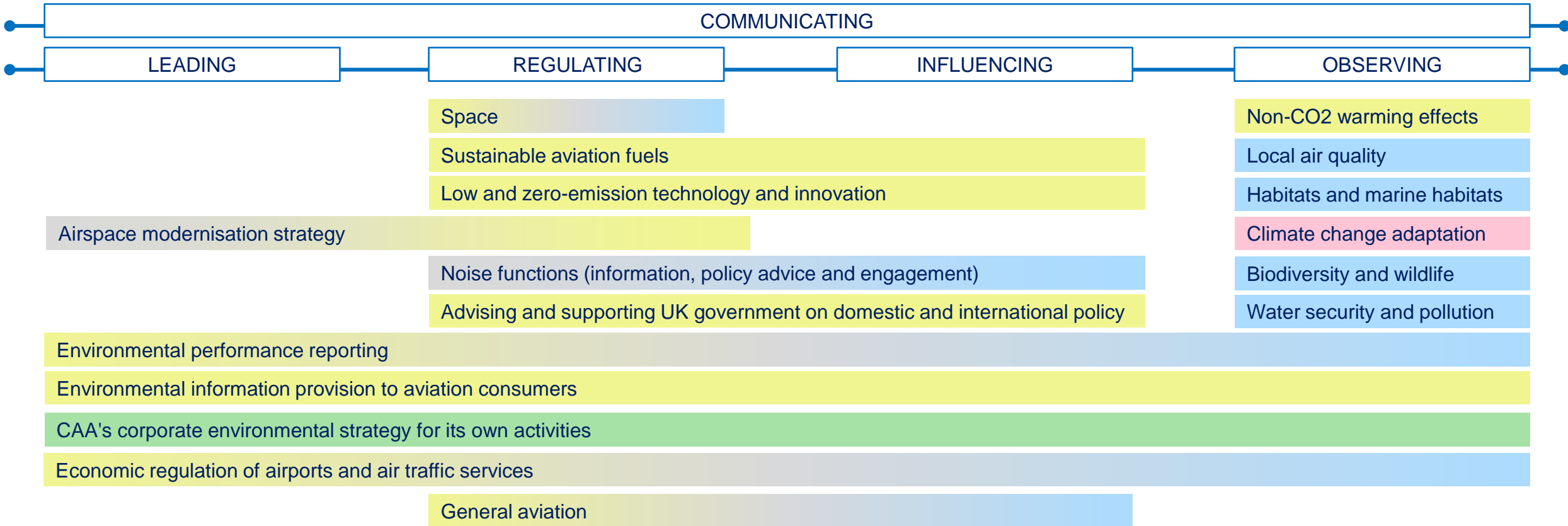
We have set out an informal prioritisation of environmental impacts where there is no existing legislation or policy guidance to steer our decision-making.

Delivery

We are in the process of recruiting for our Sustainability Team, which will oversee and deliver the work programme. We are also recruiting for the CAA's new Environmental Sustainability Panel, who will provide expertise and challenge to ensure the environment is properly taken into account in our work.

OUR ENVIRONMENTAL SUSTAINABILITY STRATEGY AT A GLANCE

WORKING TOGETHER TO IMPROVE ENVIRONMENTAL PERFORMANCE ACROSS THE AVIATION AND AEROSPACE SYSTEM, BY:



WE MEASURE PROGRESS

WE USE REGULATION TO ENABLE AND CHALLENGE

WE PARTNER WITH OTHERS

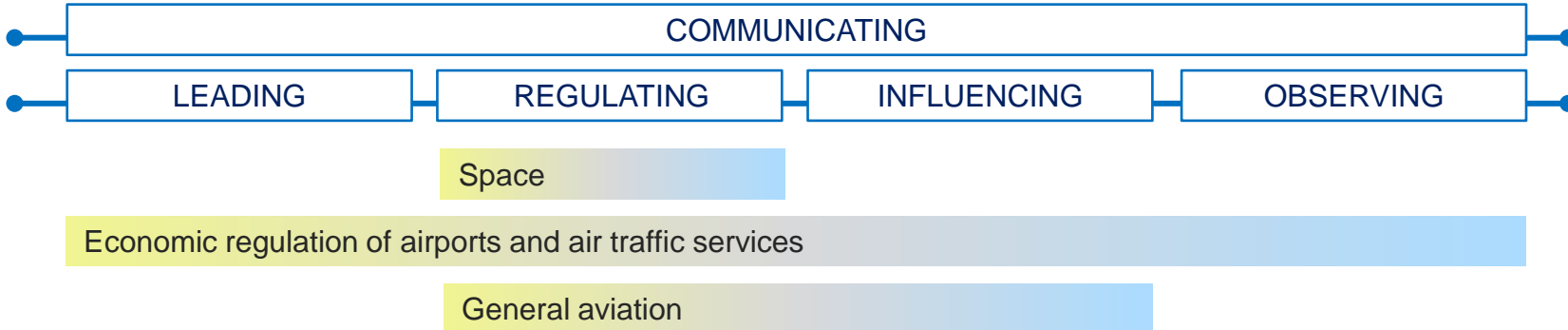
WE ARE A CUSTODIAN OF THE LONG TERM

WE KEEP OUR OWN HOUSE IN ORDER

◆ EMISSIONS ◆ NOISE ◆ LOCAL IMPACTS ◆ ADAPTATION

OUR AREAS OF WORK

Using our powers and duties to take account of the impact on the environment in our regulation and oversight



KEY MESSAGES

- 1) This is an area where we regulate but the environment is a secondary duty.
- 2) The environment has started to appear more prominently and we are working on a legislative gap analysis to better understand our future approach.

The regulatory areas on this page are examples of a few domains where there may be opportunities to deliver the sustainability ambition.

These include the economic regulation of airports and air traffic services, space and General Aviation.

General Aviation

Our activity in this area is tied to government policy and ambition, in relation to the greening of

the General Aviation.

We will continue to engage with government to support activity in their GA Roadmap that prioritises sustainability.

DfT have commissioned Frazer-Nash to conduct a research project into the carbon impact of the GA sector, including opportunities for improvements and case studies. This work will be complete in summer 2022 and at this point we will select a number of the case studies and commission a piece of work to understand the feasibility and

policy implementation options for the CAA.

DfT continues to explore options to support the sector implement new, greener technologies to support the Government’s wider Net Zero ambitions.

We will continue our work to support the on-going Project TEL to understand the benefits of unleaded fuels.

SHORT-TERM DELIVERABLES

We will continue to work with DfT on the data analysis phase of a project to set out the transition to unleaded fuel for the GA community to inform future action	During 2022
We will conduct a legislative gap analysis to highlight areas, such as these, to understand whether we can deliver our sustainability ambition within the current regulatory framework or if changes as needed.	Q1 2022

Close and Thank you for Attending

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