

# General Aviation Partnership

*Quarterly Meeting  
July 2022*

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# AMS Consultation Response

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# Airspace Modernisation Strategy Update – Seven Key GA Elements

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AIRSPACE MODERNISATION LEAD  
CIVIL AVIATION AUTHORITY

# AMS Update - Seven Key GA Elements

- Radio Mandatory Zones in lieu of the current Aerodrome Traffic Zone, regardless of the licensed status of that airfield.
- Surveillance Mandatory Zones (TMZs) in support of FIS provision for operations in Class G including GNSS approaches and BVLOS integration.
- Enhance airspace sharing arrangements – switchable airspace.
- FIS-B (Flight Information Service – Broadcast) & TIS-B (Traffic Information Service – Broadcast) deployment.
- UK Flight Information Services replacement.
- Flight Plan data - voluntary submission and sharing of the intention of flight.
- Electronic Obstruction Beacons.

# AMS Consultation – GA Feedback Headlines

- No overbearing objection to any one concept from multiple consultees.
- Consultees required more detail about most elements.
- Some fundamental misunderstandings i.e.
  - Compulsory flight plan requirement for all flights
  - Airspace reclassification/strict ICAO service provision would require large volumes of new CAS.
- Clarification required over operating modes and frequencies for new services.
- “Nothing in it for my operation”.
- Uncrewed vehicles must integrate with the rest of GA
- GA operations must retain ‘freedom to roam’ and not be increasingly funnelled.

# Seven Key GA Elements – Further Engagement

The AMS Team will;

- Produce targeted, graphically rich, storyboard type engagement for each of the seven key GA elements (in the style of IAOPA GA questionnaires)
- Elaborate on each element with additional detail including operating frequencies, modes, prospective procedures etc with the caveat that these elements form part of a Strategy and the detail will come with operational deployment.
- Articulate how each and every element contributes to the AMS vision for future GA operations.
- Continue to listen and act upon feedback received from the GA community.



Discussion / Questions?

# DfT Update

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## **Leadership election and DfT update**

- Summer recess - 21 July to 5 Sept
- New PM - 5 Sept
- Conference season autumn – 22 Sept to 17 Oct
- Civil Service values of integrity, impartiality, honesty, objectivity
- DG for Aviation, Maritime & Security: Rannia Leontaridi

**Policy and Governance:** *to ensure security, safety, airspace, space, consumer and economic regulation are proportionate.*

- **Flightpath to the Future and Aviation Council**
- **Independent Review Panel**
- **Recruitment of next GA Advocate**





**Airspace:** *Increasing access to airspace and ensuring GA is effectively represented*

- **Airspace Trust:** increasing representation in airspace issues
- **EC:** Surveillance Standards Project
- **GNSS:** developing Phase 3 and tracking uptake/ impact
- **EGNOS/SBAS:** continued work to develop evidence/options

**Regulation and safety:** *Proportionate approach to regulation/enforcement in GA, given the different types of activities and specific needs*

- **CAA GAU funding**
- **Aviation Safety Rulemaking programme and industry forum**
- **End of EU exit savings period**





**Skills:** *Supporting the recovery of the aviation sector by retaining skills and inspiring the next generation of aviation professionals*

- **22-point plan on summer disruption measures** ([UK government action to minimise disruption in the aviation sector and protect passengers - GOV.UK \(www.gov.uk\)](#))
- **Generation Aviation:** Working with aviation industry, including GA, to raise awareness of aviation careers and opportunities
- **Aviation Skills Recruitment Platform:** evolve the ASRP after relaunch in June, ensuring it remains fit for purpose, including for GA) and the 'go-to' tool for aviation recruitment.
- **Challenge Fund**
- **Outreach:**
  - Partnership with Stansted Aviation College - outreach events for students.
  - TalentView Aviation - work with colleges and universities to increase utilisation, helping to make entry-level aviation careers more visible.
  - Day-to-day outreach work by the CAA.
- **Aviation Ambassadors programme**
- **Research:**
  - **Cost of Pilot Training:** to identify commercially and legally compliant options
  - **Future Aviation Skills:** to help understand skills needs of future



# PBR Principles

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# Performance Based Regulation

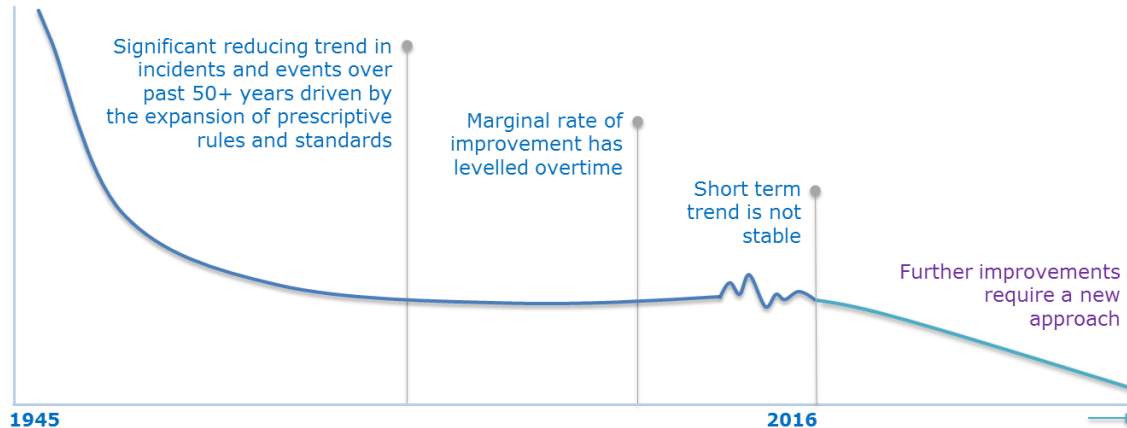
- Concept vs Compliance-Based Regulation
- Background
- Internal Process for Oversight
- Complexity & Baseline Levels of Oversight
- Performance, Confidence, and Future Oversight
- Link to Regulatory SMS
- Specific Questions

# Concept

- CBO assumes acceptable safety can **only** come from **total compliance**; *follow the rules and you will be safe*
- Oversight loop **closes on evidence of compliance**; *not* performance or achievement
- PBO encourages regulations to focus on **deliverable safety objectives**
- Avoid prescribing **mandatory methods of compliance** to achieve these
- The point is the level of **performance achieved, demonstrated, and evidenced**



# Background



- Want to improve further
- Adoption of ICAO Annex 19
- Government 'Better Regulation Principles'
- EASA rules for Competent Authorities (ARA/ARO.GEN.305)

- 'Oversight must be **Proportionate To** and **Targeted On** the biggest risks'
- Must be **Accountable** for decisions
- Oversight must be **Consistent** and **Transparent**
- 'Oversight programme must be developed taking into account the specific **nature** of the organisation, the **complexity** of its activities, the **results** of past certification and/or oversight activities, and shall be based on the assessment of associated **risks**'



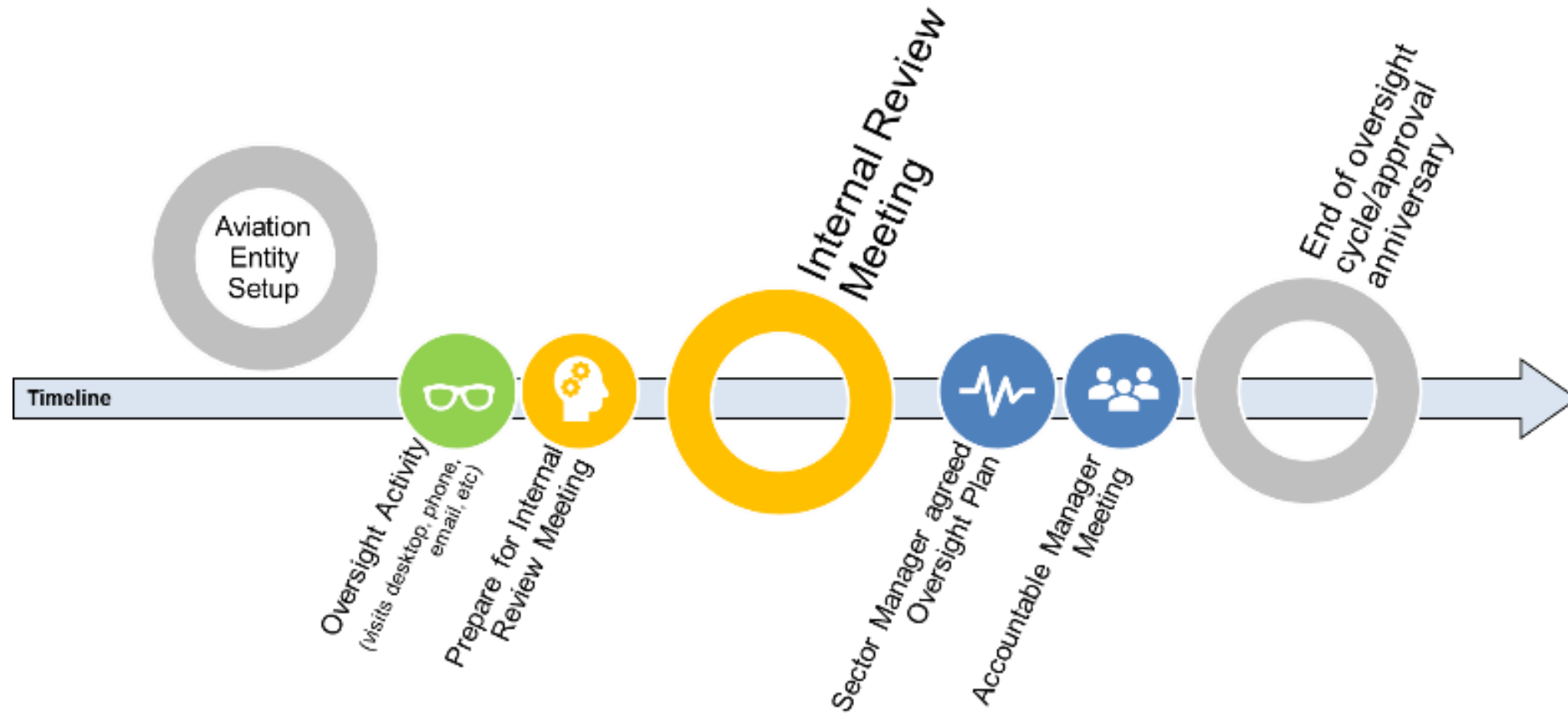
# Background

- Want to improve safety performance
- ICAO call for new approach to state-level oversight in Annex 19
- EASA describe a new approach to risk-based regulations and leading safety performance indicators as key strategic goals
- UK Government introduces Better Regulation Principles, ensuring our regulatory activity is “***targeted, proportionate, and based on a comprehensive understanding of risk***”



# Internal Process

- In GA, often applied in a Sectorial manner, rather than against individual entities



# Internal Process – GA Sectors

- Pilot Training
- Balloons & Airships
- Flying Displays
- Parachuting
- Ex-Military Aircraft
- Airworthiness – Design & Production
- Airworthiness – CAO
- Microlights
- *LAA*
- *BMAA*
- Operations



# Complexity & Baseline Oversight

- Per EASA requirements, complexity is used as a start point for activity before audit activity, organisation performance, and safety risk identification come into play
- Not fixed; organisations and sectors can change
- Consistent approach (UK Govt BRP); similar organisations or areas are measured under the same conditions
- Similar levels of complexity equals similar baseline levels of oversight

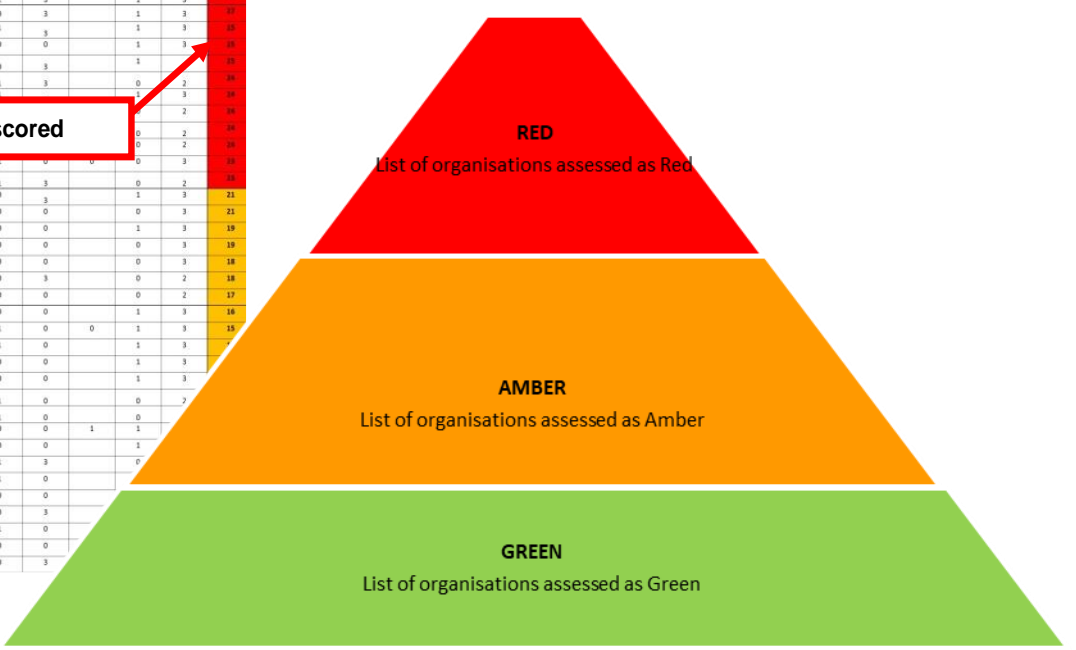


# Complexity & Baseline Oversight

Organisation	ADC Number	Entity Number	Flight Ops Inspector	Sector	Total number of staff employed for the operations	Number of AEROPERATORS operated (see 4.1)	Number of AEROPERATORS operated (see 4.2)	Number of AEROPERATORS operated (see 4.3)	Number of airports where aircraft are permanently based	Number of pilots employed (both full time and temporary) / contact	Number of Types operated	Sectors per Avion	social	ETOPS	Step Approach	Special operations (part 139)	Low Visibility Operations	Performance based navigation	Cabin Crew control	Depressure procedure	Aircraft Leasing (wet or dry)	Long haul / Short haul	Area of operation	Organisation complexity cat	
					1 <= 25 2 <= 11 3 <= 11 4 <= 200 5 <= 500	2 <= 3 4 <= 8 5 <= 100 6 <= 200 7 <= 300	8 <= 15 9 <= 20 10 <= 30 11 <= 40 12 <= 50	13 <= 15 14 <= 15 15 <= 15 16 <= 15 17 <= 15	18 <= 15 19 <= 15 20 <= 15 21 <= 15 22 <= 15	23 <= 15 24 <= 15 25 <= 15 26 <= 15 27 <= 15	28 <= 15 29 <= 15 30 <= 15 31 <= 15 32 <= 15	33 <= 15 34 <= 15 35 <= 15 36 <= 15 37 <= 15	38 <= 15 39 <= 15 40 <= 15 41 <= 15 42 <= 15	43 <= 15 44 <= 15 45 <= 15 46 <= 15 47 <= 15	48 <= 15 49 <= 15 50 <= 15 51 <= 15 52 <= 15	53 <= 15 54 <= 15 55 <= 15 56 <= 15 57 <= 15	58 <= 15 59 <= 15 60 <= 15 61 <= 15 62 <= 15	63 <= 15 64 <= 15 65 <= 15 66 <= 15 67 <= 15	68 <= 15 69 <= 15 70 <= 15 71 <= 15 72 <= 15	73 <= 15 74 <= 15 75 <= 15 76 <= 15 77 <= 15	78 <= 15 79 <= 15 80 <= 15 81 <= 15 82 <= 15	83 <= 15 84 <= 15 85 <= 15 86 <= 15 87 <= 15	88 <= 15 89 <= 15 90 <= 15 91 <= 15 92 <= 15		
BRITISH AIRWAYS (PLC & BA Limited)	GB441 & GB2405	ENT0008	Cpt. Frank Zubiel	ADC_Led_Large	5	5	0	0	2	10	3	4	1	1	1	0	1	1	1	3		1	3	90	
EASJET AIRLINE CO LTD	GB2091	ENT0010	Cpt. Russell Woodland	ADC_Led_Large	5	0	0	4	10	1	5	1	0	0	0	0	1	1	1	1	0	0	2	90	
FLYBE LTD	GB2383	ENT0002	Cpt. Russell Woodland	ADC_Led_Large	5	5	0	0	3	5	1	3	1	0	1	0	1	1	1	1	3		0	3	90
MONARCH AIRLINES LTD	GB2384	ENT0002	Cpt. Russell Woodland	ADC_Led_Large	4	5	0	0	2	5	1	1	1	1	0	0	1	1	1	1	3	1	1	3	90
THOMSON AIRWAYS LTD	GB2385	ENT0002	Cpt. Russell Woodland	ADC_Led_Large	4	5	0	0	1	5	2	2	1	1	0	0	1	1	1	1	3		1	3	90
THOMAS COOK AIRLINES LTD	GB2386	ENT0002	Cpt. Russell Woodland	ADC_Led_Large	4	5	0	0	1	5	2	1	1	1	0	0	1	1	1	1	3		1	3	90
JET2.COM LTD	GB598	ENT0015	Cpt. Peter Shaw	ADC_Led_Large	4	5	0	0	1	4	1	1	1	1	0	0	1	1	1	3	1	1	3	90	
VIRGIN ATLANTIC AIRWAYS LTD	GB534	ENT0009	Cpt. Paul Hutchinson / Peter Shaw	ADC_Led_Large	4	5	0	0	1	5	1	1	1	1	0	0	1	1	1	1	3		1	3	90
LONDON EXECUTIVE AVIATION LTD	GB2070	ENT0077	Cpt. Tim Ramsdale	ADC_Led_Biz	2	0	4	2	2	2	4	0	1	0	1	0	1	1	1	0	3		1	3	90
TITAN AIRWAYS LTD	GB1212	ENT0019	Cpt. Alex Rattray	ADC_Led_SmallMedium	3	3	1	1	1	2	2	0	1	1	0	0	1	1	1	1	3		1	3	90
GAMA AVIATION LTD	GB1068	ENT0033	Cpt. Russell Woodland	ADC_Led_Biz	2	0	3	2	1	1	3	0	1	0	1	5	1	1	0	0		1	3	90	
DHL AIR LTD	GB2176	ENT0016	Cpt. Malcolm Kavanagh	ADC_Led_Large	3	5	0	0	1	3	1	1	1	1	0	0	1	1	0	3		1	3	90	
ATLANTIC AIRLINES LTD	GB2290	ENT0021	Cpt. Mike Murtagh	ADC_Led_SmallMedium	3	4	3	0	1	3	1	0	1	0	0	0	0	1	1	1	3		0	2	90
AIRTRANKER SERVICES LTD	GB2388	ENT0041	Cpt. P. Hutchinson	ADC_Led_Biz	3	1	0	0	1	1	1	0	1	1	0	5	1	1	1	1	3		1	3	90
EASTERN AIRWAYS (AIR KILROE LTD)	GB2068	ENT0020	Cpt. Mike Murtagh	ADC_Led_SmallMedium	3	0	5	0	1	3	1	1	1	0	1	0	0	0	0	0		1	2	90	
BRITISH MIDLAND REGIONAL LTD	GB1197	ENT0026	Cpt. Stuart Hill	ADC_Led_SmallMedium	4	0	4	0	2	3	1	1	1	0	0	0	0	0	0	0		0	2	90	
LOGAN AIR LTD	GB2105	ENT0022	Cpt. Stuart Hill	ADC_Led_SmallMedium	2	0	5	1	1	3	2	1	0	0	1	0	0	0	0	0		0	2	90	
TAG AVIATION (UK) LTD	GB2131	ENT0028	Cpt. Simon Drabinsky	ADC_Led_Biz	2	1	3	0	2	2	5	0	1	0	1	0	0	0	0	0		0	3	90	
BA CITYFLYER LTD	GB2412	ENT0018	Cpt. Mike Murtagh	ADC_Led_SmallMedium	3	3	2	0	1	3	1	0	1	0	1	0	1	1	1	3		1	3	90	
GLOBAL SUPPLY SYSTEMS LTD	GB2169	ENT0014	Cpt. Lars Axelsson	ADC_Led_Large	3	3	0	0	1	2	1	0	1	1	0	0	1	1	0	3		1	3	90	
FR AVIATION LTD	GB1900	ENT0067	Cpt. David Bedford	ADC_Led_Biz	2	0	4	0	1	2	1	0	1	0	0	5	1	1	0	0		0	3	90	
HANGAR & AOC LTD	GB2380	ENT0069	Cpt. Oliver Dobson	ADC_Led_Biz	2	1	3	0	1	3	0	1	0	1	0	1	1	1	0	0		1	3	90	
DIAMOND EXECUTIVE AVIATION LTD	GB2339	ENT0060	Cpt. Malcolm Kavanagh	ADC_Led_Biz	2	0	0	5	1	1	1	0	0	0	0	5	0	1	0	0		0	3	90	
COBHAM FLIGHT INSPECTION LTD	GB2334	ENT0056	Cpt. David Bedford	ADC_Led_Biz	2	0	1	2	1	1	2	0	0	0	1	5	0	0	0	0		0	3	90	
DIRECTFLIGHT LTD	GB1060	ENT0061	Cpt. Ben Bamber	ADC_Led_Biz	1	1	0	1	1	1	1	0	1	0	0	5	0	1	0	3		0	2	90	
2 EXCEL AVIATION LTD	GB2299	ENT0036	Cpt. Ben Bamber	ADC_Led_Biz	1	0	1	5	1	1	1	0	0	0	0	0	0	0	0	0		0	2	90	
AIR CHARTER SCOTLAND LTD	GB1291	ENT0039	Cpt. Stuart Hill	ADC_Led_Biz	1	0	1	2	2	1	1	0	1	0	1	0	1	1	0	0		1	3	90	
TWINJET AIRCRAFT SALES LTD	GB2129	ENT0029	Cpt. Ben Bamber	ADC_Led_Biz	1	1	1	0	1	1	1	0	1	1	0	0	1	1	1	0	0	1	3	90	
ACROPOUS AVIATION LTD	GB2363	ENT0030	Cpt. Russell Woodland	ADC_Led_Biz	1	1	1	0	1	1	1	0	1	1	0	0	1	1	1	0		1	3	90	
ARAVCO LTD	GB2326	ENT0034	Cpt. Alex Rattray	ADC_Led_Biz	1	2	1	0	1	1	1	0	1	0	1	0	1	1	0	0		1	3	90	
EXECUTIVE (UK) LIMITED	GB2316&GB2423	ENT0038	Cpt. Lars Axelsson	ADC_Led_Biz	1	0	2	0	1	2	0	0	1	0	1	0	1	1	0	0		1	3	90	
AURIGRY AIR SERVICES LTD	GB373	ENT0023	Cpt. Brian Watt	ADC_Led_SmallMedium	2	0	1	3	1	2	1	0	0	0	0	0	1	1	1	0		0	2	90	
BLUE ISLANDS LTD	GB2189	ENT0024	Cpt. Russell Woodland	ADC_Led_SmallMedium	1	0	2	0	1	2	1	0	0	0	1	0	1	1	1	0		1	3	90	
XCCLUSIVE JET CHARTER LTD	GB2220	ENT0087	Cpt. Russell Woodland / Phil Cullen	ADC_Led_Biz	1	0	2	0	1	1	2	0	1	0	0	0	0	1	0	0	1	1	3	90	
CORPORATE JET MANAGEMENT LTD	GB2303	ENT0058	Cpt. Russell Woodland / Brian Watt	ADC_Led_Biz	1	0	3	0	1	1	1	0	1	0	0	0	1	1	0	0		1	3	90	
BAE SYSTEMS (CORPORATE AIR TRAVEL) LTD	GB2171	ENT0045	Cpt. Peter Shaw	ADC_Led_Biz	1	0	1	0	1	1	1	0	1	0	0	0	1	1	1	3		0	3	90	
CELIO AVIATION LTD	GB2375	ENT0031	Cpt. Tim Ramsdale	ADC_Led_Biz	2	1	1	0	1	1	1	0	1	0	1	0	1	1	1	0		1	3	90	
DO SYSTEMS LIMITED	GB2391	ENT0062	Cpt. Phil Lintom-Clarke	ADC_Led_Biz	2	0	0	2	1	1	1	0	0	0	0	5	0	0	0	0		0	2	90	
INTERFLIGHT (AIR CHARTER) LTD	GB851	ENT0073	Cpt. Lars Axelsson	ADC_Led_Biz	1	0	1	0	1	1	1	0	1	0	0	0	0	0	0	3		0	2	90	
THAIR (BERMUDA) LTD	GB2168	ENT0027	Cpt. Phil Lintom-Clarke	ADC_Led_SmallMedium	1	0	1	0	1	1	1	0	1	0	0	0	1	1	1	0		0	2	90	
ZENITH AVIATION LIMITED	GB2390	ENT0088	Cpt. Phil Cullen	ADC_Led_Biz	1	0	1	0	1	1	1	0	1	0	1	0	1	1	0	0		0	2	90	
LYDIAIR LTD	GB2196	ENT0078	Cpt. Phil Lintom-Clarke	ADC_Led_Biz	1	0	1	2	1	1	1	0	1	0	0	0	0	0	0	3		0	2	90	

**Taxonomy and criteria questions**

**Rating scored**



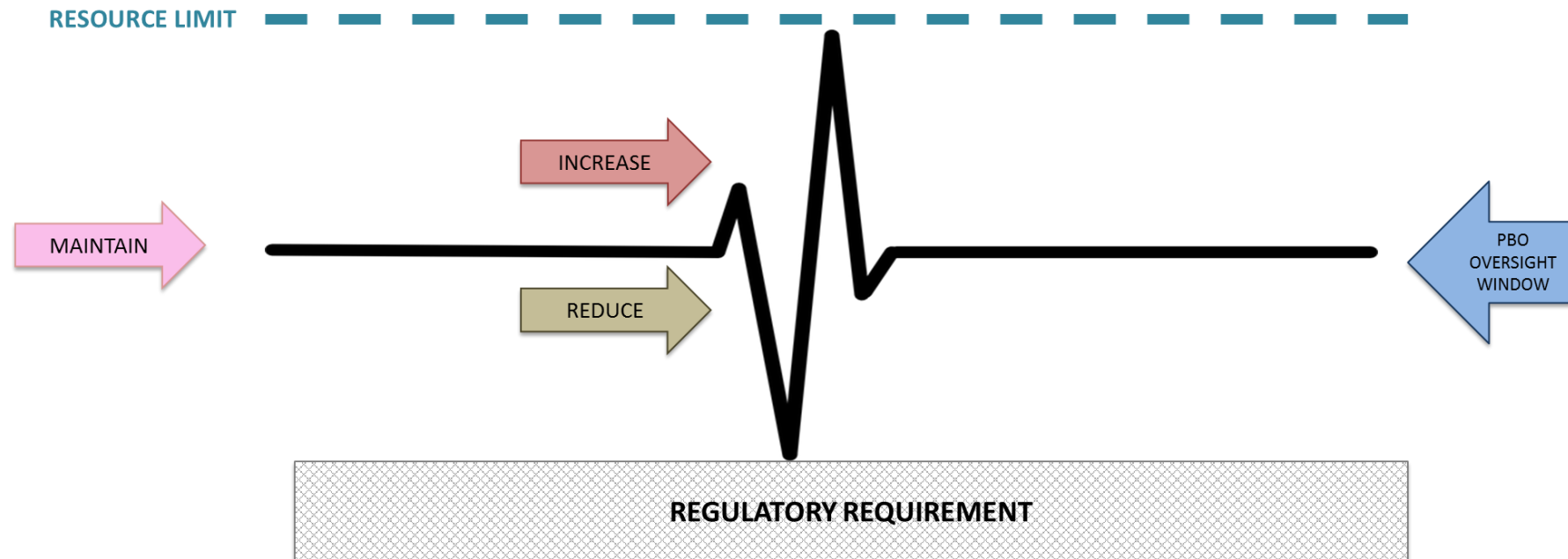
# Performance & Confidence

- Oversight activity commences, but includes unplanned and unexpected activity
- Local safety meetings, exercise debriefs, whistleblowers, ad-hoc info from MORs, desktop audits, planned on-site audits
- Entity audits allow us to understand individual organisation performance
- IRMs let us assess sector-wide performance
- IRMs focus on **safety risks identified, approach** to them, and the **actions** to enable that approach; *not* raw compliance



# Future Oversight

- Allows targeting of resources available to *evidenced* risk
- Can vary in focus, type, periodicity and volume
- Can increase or decrease





# Link to RSMS



Fig 1

# Specific Questions

- PBO *can look like* CBO, especially after a long break or reset such as COVID
- Applications can often **require demonstrations of compliance**, before PBO takes over
- Decisions on **what** the CAA regulates; such as AW standards for 600kg microlights, personnel licencing (via BMAA), or content of A8-26; are **separate** from application of PBO
- Increased delegation per industry appetite, and changes to the funding model **do still fit** within the PBO system
- Specific Qs raised in Assessment Paper on Stakeholder Comments into PBR/PBO vs CBO – *to follow*



# GA Policy Update - Tactical

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# GA Change Programme - Tactical Projects

## Progress highlights since the last GAP Meeting:

**Safety Sense Leaflets.** Following the success of the 'Strip Flying' SSL, which was published in May, work on the latest SSL on 'Loss of Control' has been completed and this was published in early July. Work is almost complete on a further SSL on 'Ditching', which will be published in the coming weeks. This project to update/refresh our SSLs is being well received by the community and they are available on the GA Safety Guidance and Resources section of the CAA website.

**Air Worthiness Skyway Code.** This document will be called '**The Airworthiness Code - A Maintenance Guide for Light Aircraft**'. The final draft is going through formatting and graphic design with our third-party provider. We expect this to be ready for launch in September.

**Carbon Monoxide Detectors (CODE).** The second quarterly report has been published and is available to the public on our website. The June survey has been launched and the 3rd Quarterly Summary is now in development for publication in July or early August. There are only two months of data gathering left of this 12-month project and once the data gathering phase is complete, we will then develop recommendations on the utilisation of CO Detectors in GA. 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:

**450-600kg BCAR Section S.** A consultation on proposed updates to the next edition of CAP 482, British Civil Airworthiness Requirements (BCAR) – Section S – Small Light Aeroplanes, will be launched in July. The proposed changes follow on from the 2021 revision of the UK microlight aeroplane definition to incorporate the new 600 kg microlight classification into law. BCAR Section S is the main certification code for microlight aeroplanes in the UK and specifies the initial airworthiness requirements as well as acceptable means of compliance for small light aeroplanes in the UK. The technical requirements in BCAR Section S have been revised to reflect the increased maximum take-off mass and stall speed limits in the new microlight aeroplane definition.

**SSAC Class 5.** The SSAC Class 5 project is to introduce fare paying passenger trips in fast jet aircraft. The final draft of the Revised Annex has now completed an internal review, and a focussed public consultation is to be launched in the first half of July. Final delivery is planned for Q4 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 Policy Update - Strategic

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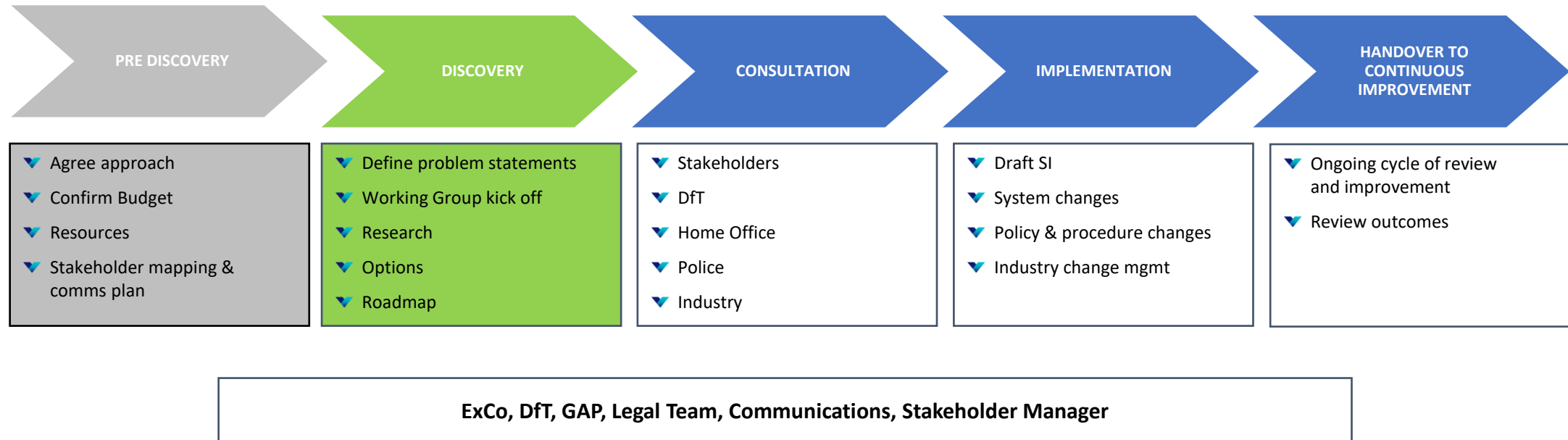


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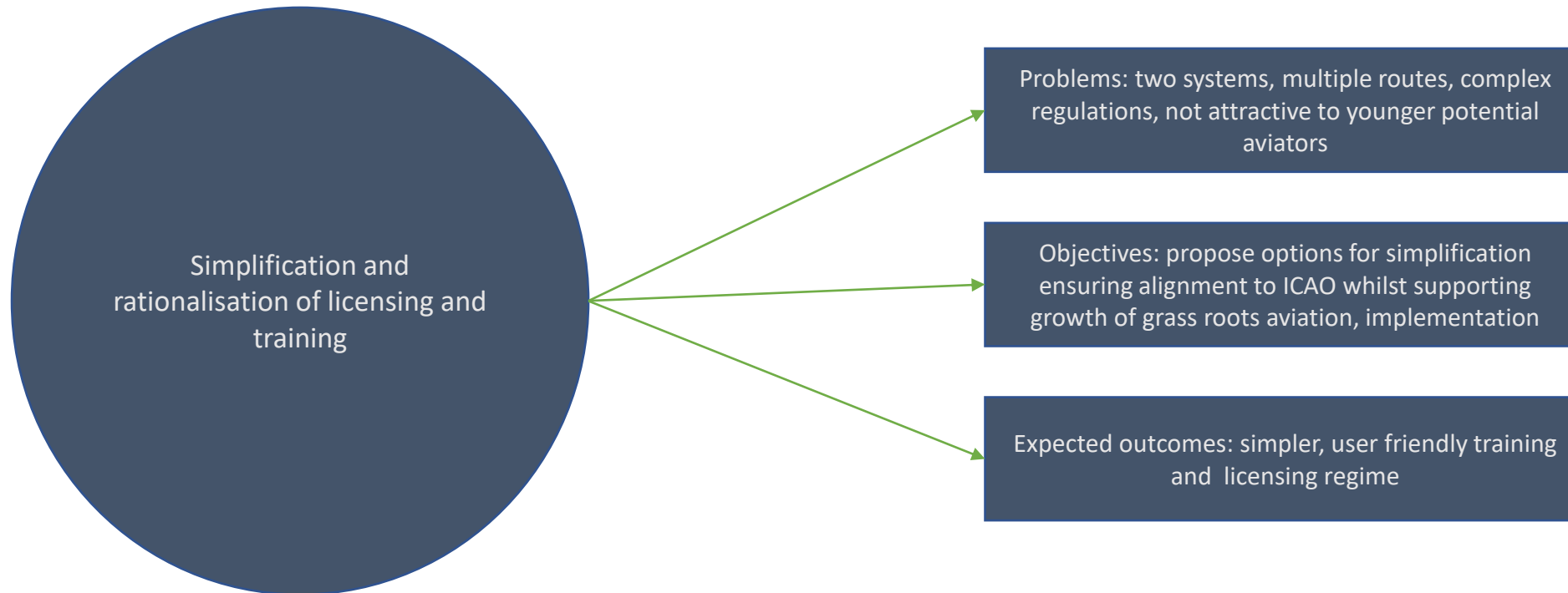
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# Project stages





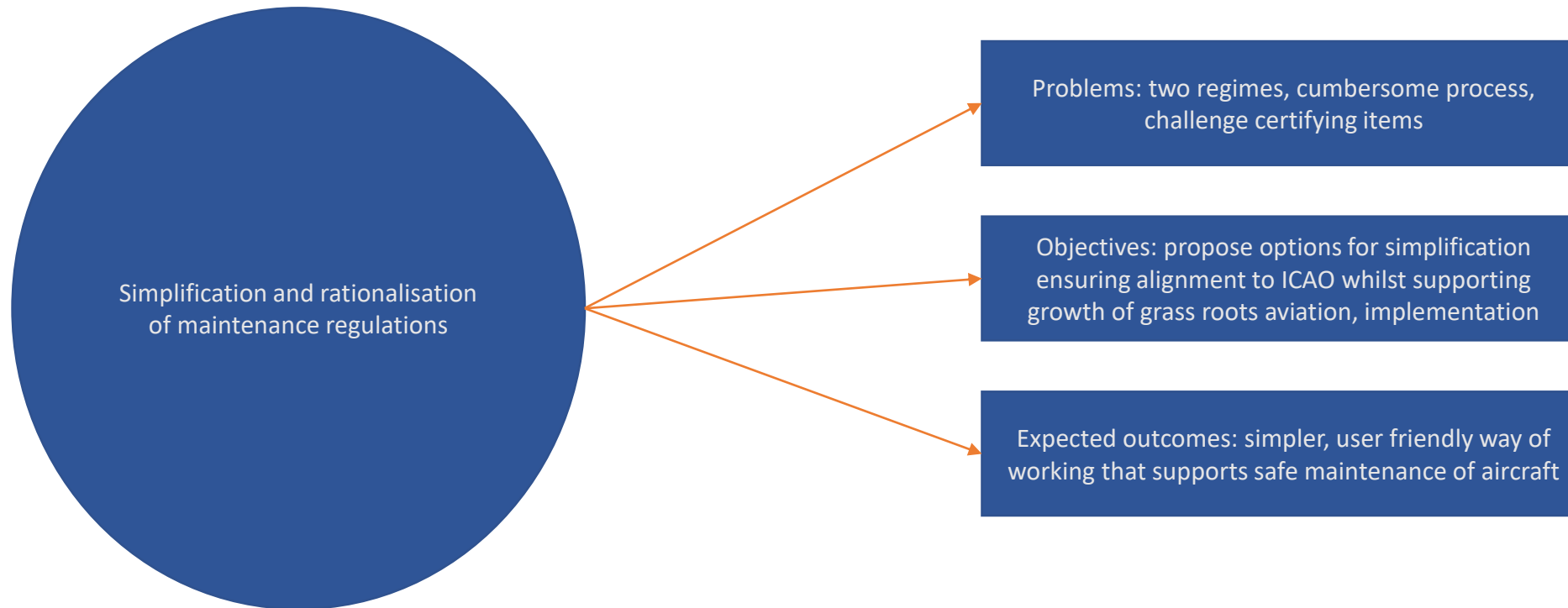
# Project Overview SP1



Current status: **DISCOVERY**

GA Pilot Licence CAP2335 paper will open for consultation in August. Face to face promotion of the paper is due to take place at the LAA Rally in September before the consultation period closes.

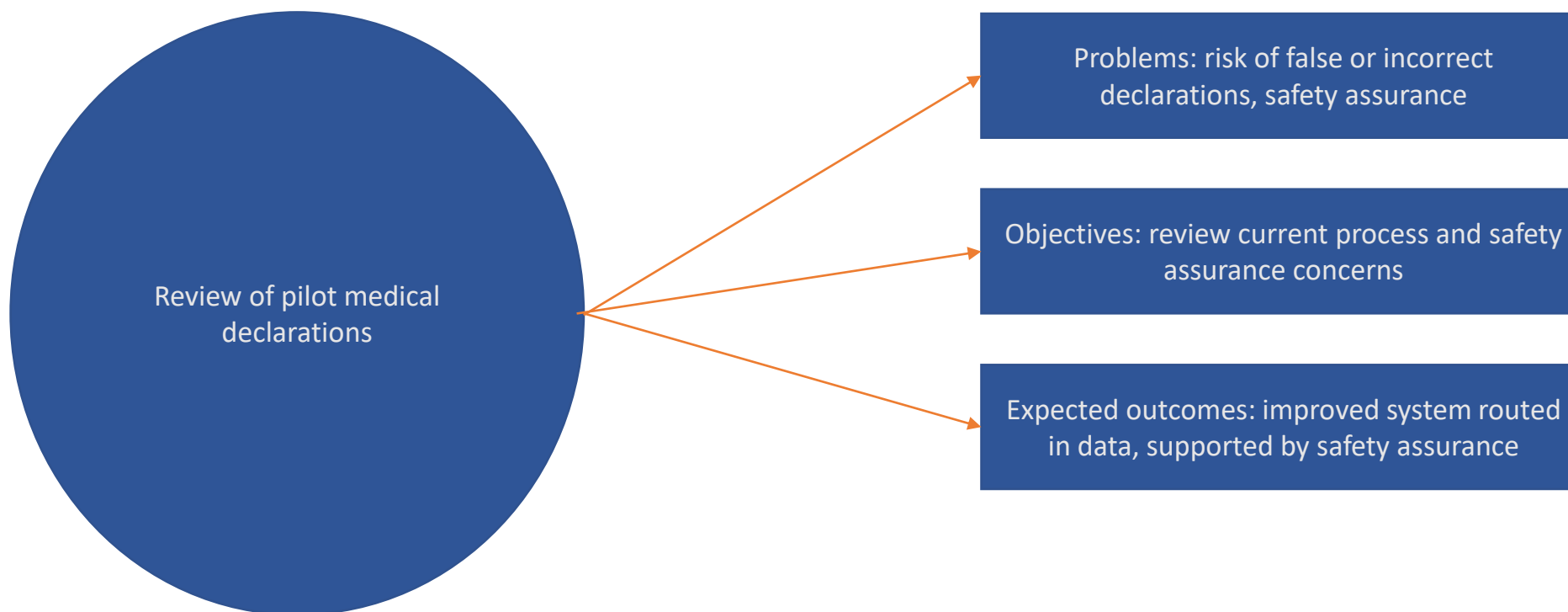
# Project Overviews SP2



Current status: **Discovery**

The project has officially started. First Working Group meeting has taken place and the session was very collaborative. Next step will be arranging the second Working Group meeting.

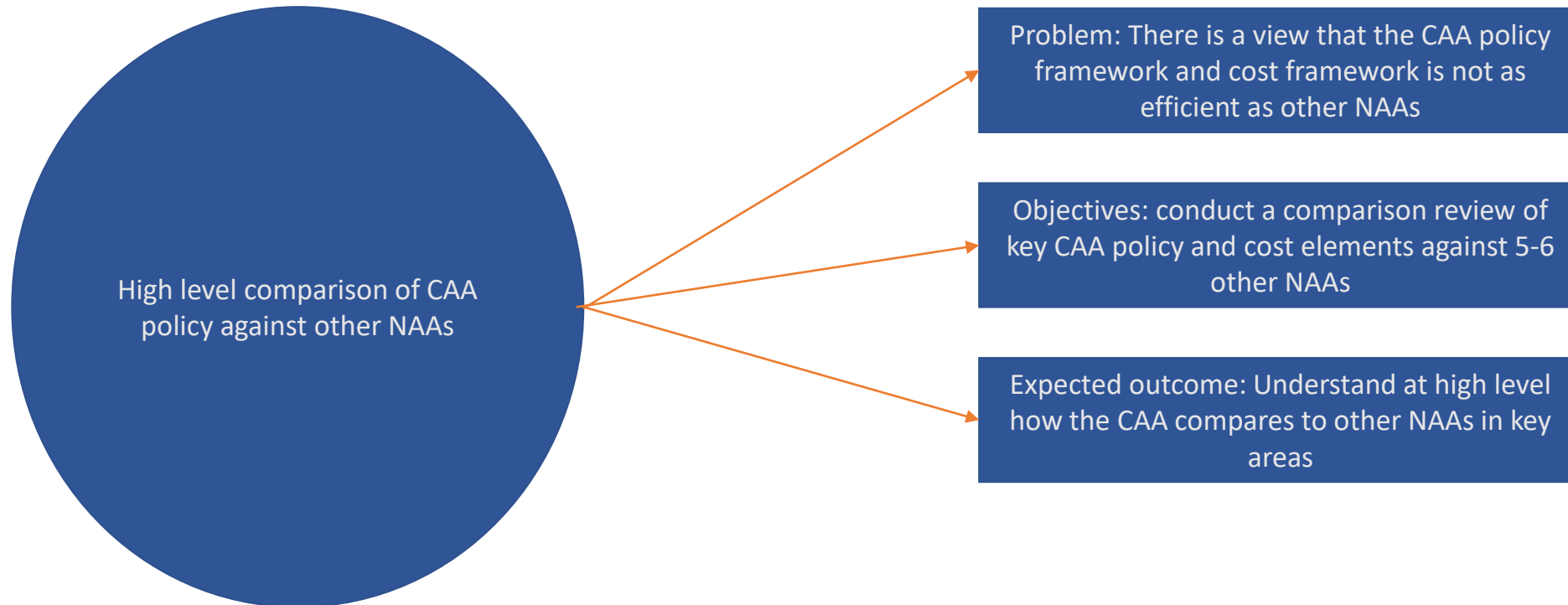
# Project Overviews SP3



Current status: **Discovery**

The project has officially started. Working Group No 4 meeting will take place in July. PMD analysis work is currently being undertaken for pilot medicals and this is due to complete also in July.

# 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.

# Community In the Spotlight - BMAA

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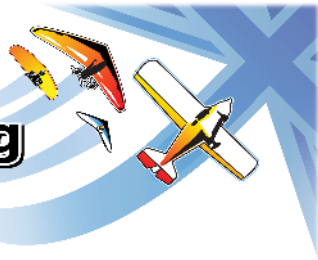
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# British Microlighting

[www.bmaa.org](http://www.bmaa.org)





# Introduction



## Rob Hughes

- Triple Business & Languages degrees
- Small business owner (house developer)
- Events & exhibitions organiser
  
- BMAA CEO since October 2021
- BMAA Council since 2004
  - Chairman (7 yrs)
  
- FAI Sports Director, then Secretary General





## Who is the BMAA?

### A trusted organization!

- A8-26 approval
- Permits & licences issued from Deddington
- Service levels - digital files, database, cloud working
- Flight over built-up areas, NPPL, noise restrictions
- SSDR, 600kg, self-declaration medical... etc.





## What is microlighting?

### Affordable and accessible aviation

- Lower cost
- Lightweight, single seat 'starter' options
- SSDR deregulated
- Developed training syllabus
- Instructor network
- Effective airworthiness system
- Geographic spread of clubs and schools





## Team

### Staff members

Roger Patrick – Chief Technical Officer  
Rob Mott – Chief Inspector  
Mark Bailey – Design Approval Engineer  
Kelly Thacker – Business Manager  
Karen Judd – Membership administrator  
Aaron Bliss – LIAC Administrator  
Zoe Kent – Office Administrator  
Rob Hughes – Chief Executive Officer

### Contractors

Angie Parry Stone – Bookkeeper  
Dave Simpson – Quality Manager  
Geoff Hill - Microlight Flying  
Norman Burr – Microlight Flying  
(Flight Training & Safety Officer)



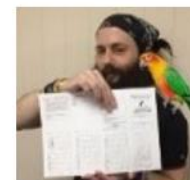
ROB HUGHES CHIEF EXECUTIVE



ROB MOTT CHIEF INSPECTOR



KELLY THACKER OFFICE MANAGER



AARON BLISS NPPL GENIUS



ROGER PATRICK CHIEF TECHNICAL  
OFFICER



KAREN JUDD MEMBERSHIP SECRETARY



MARK BAILEY AIRWORTHINESS ENGINEER

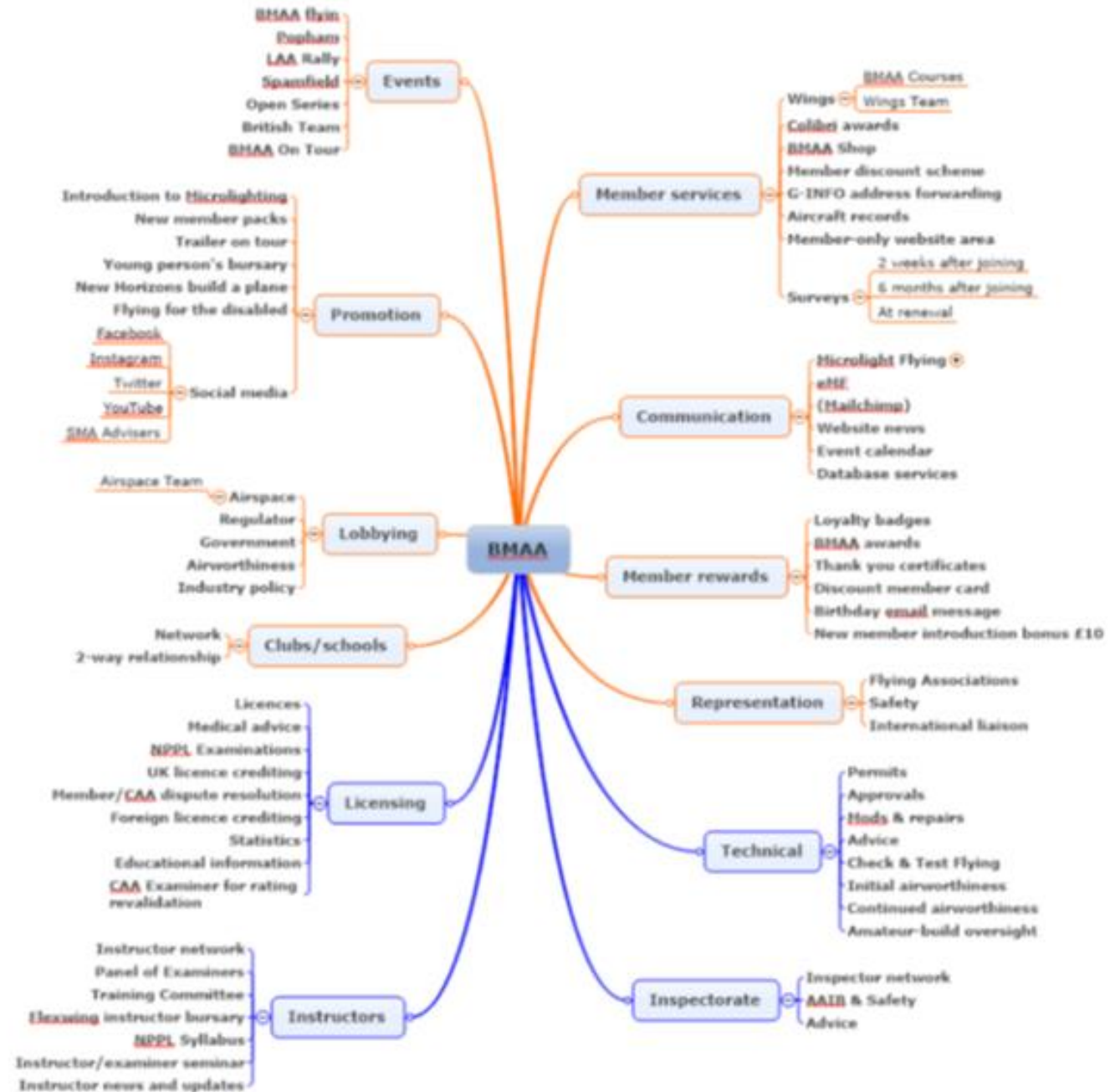


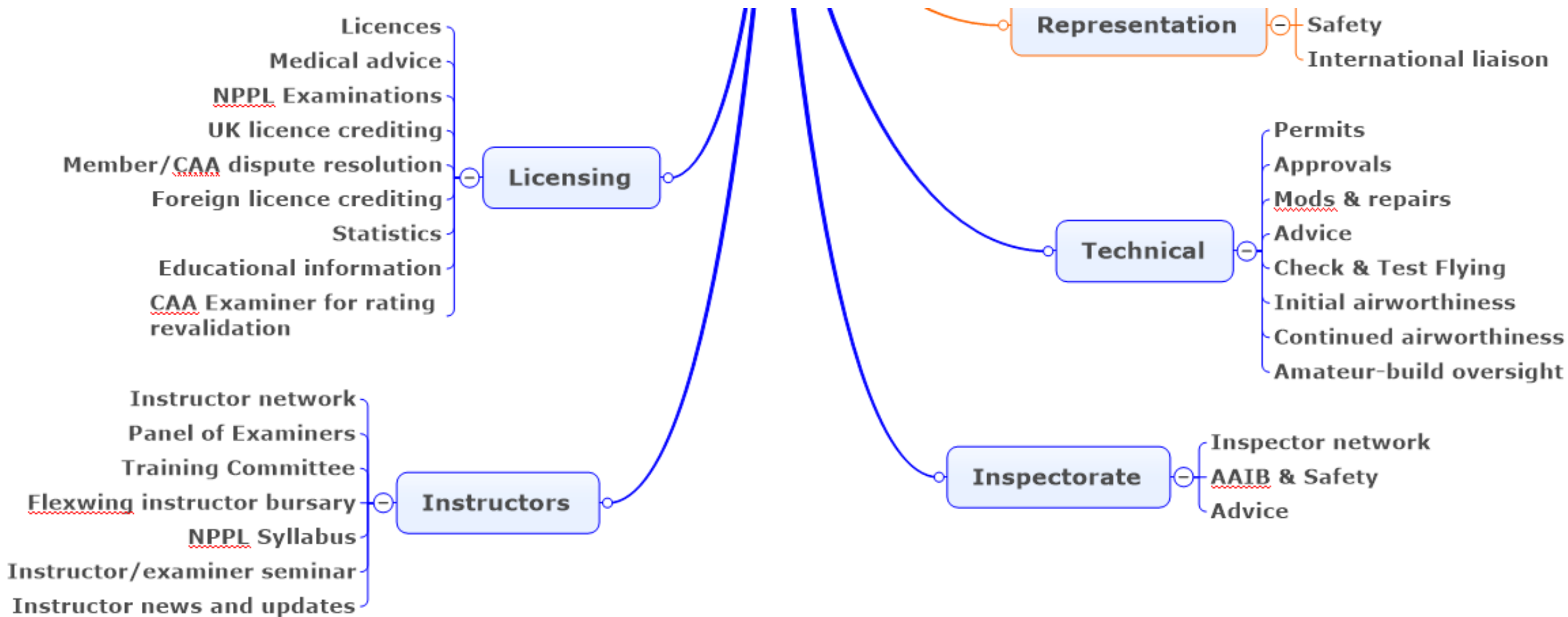
DAVE SIMPSON TECH QUALITY MANAGER





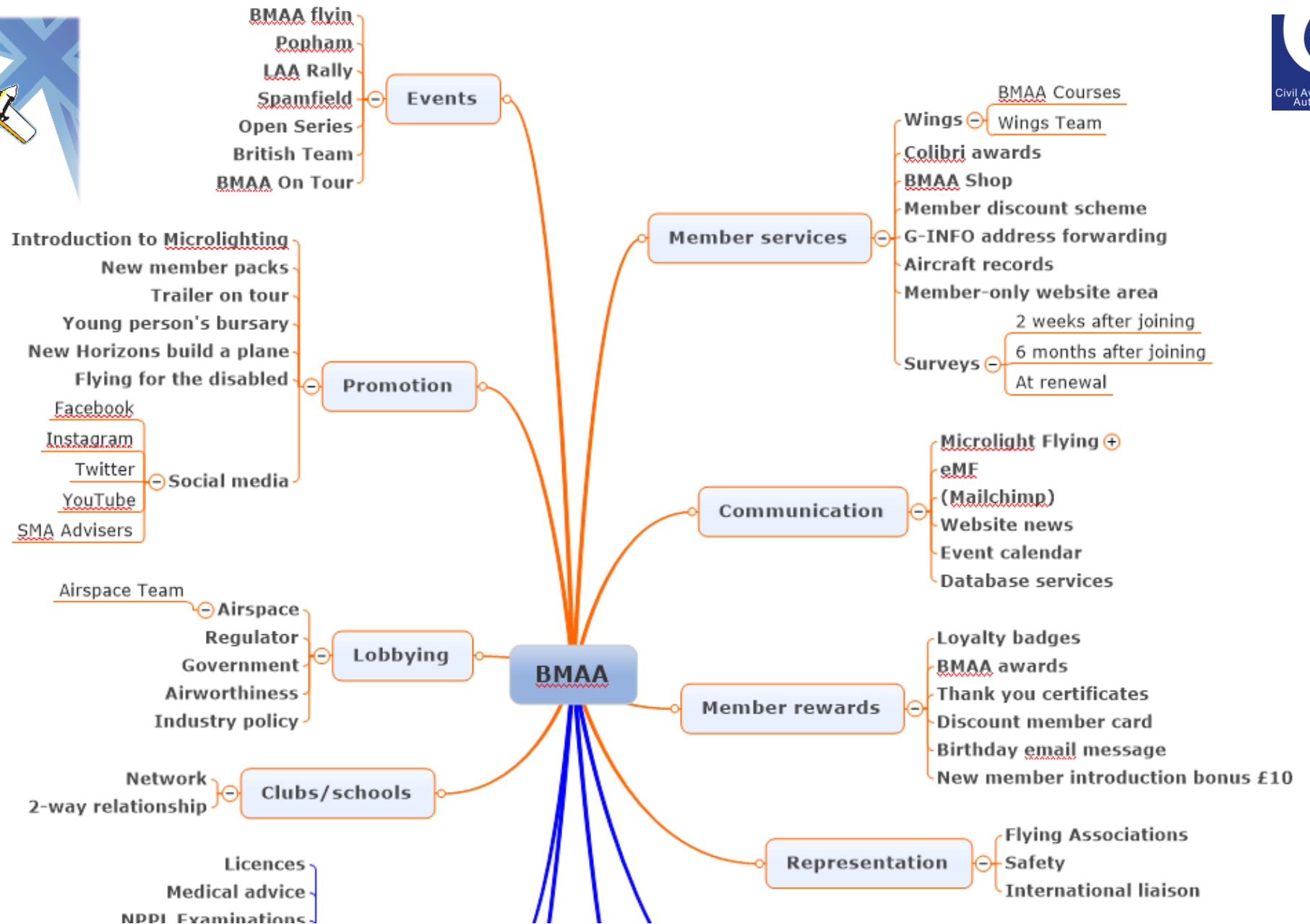
## Technical & Club Activities







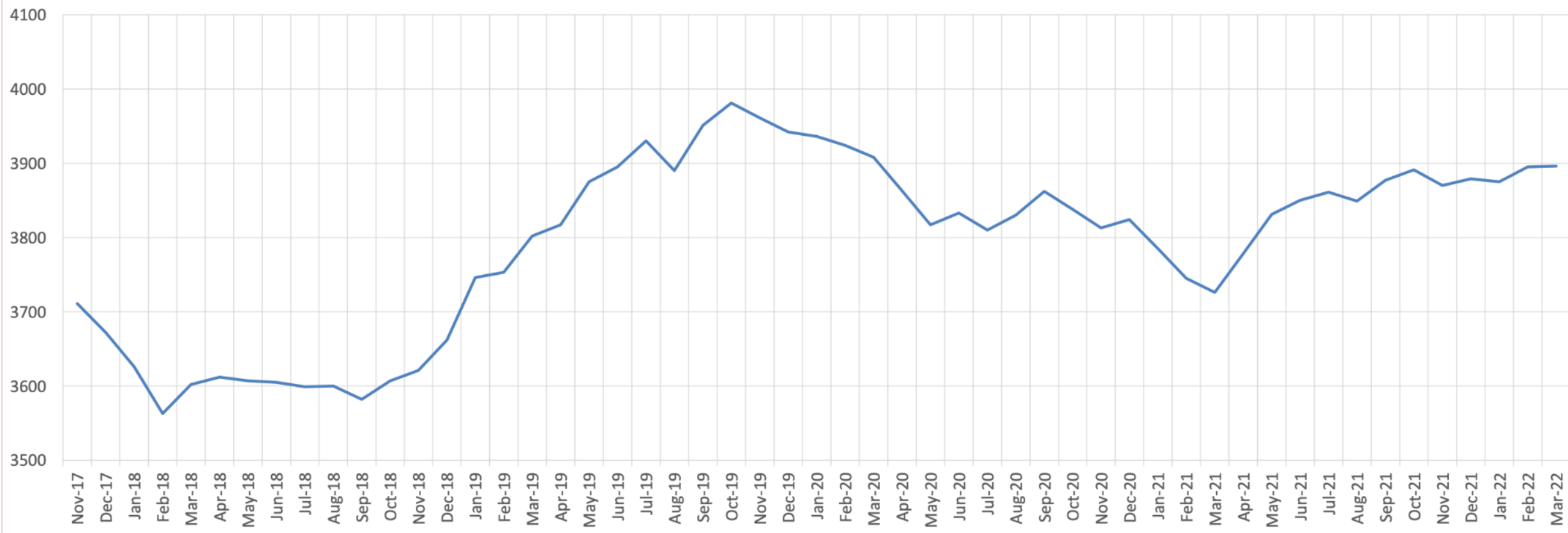
# Analysis





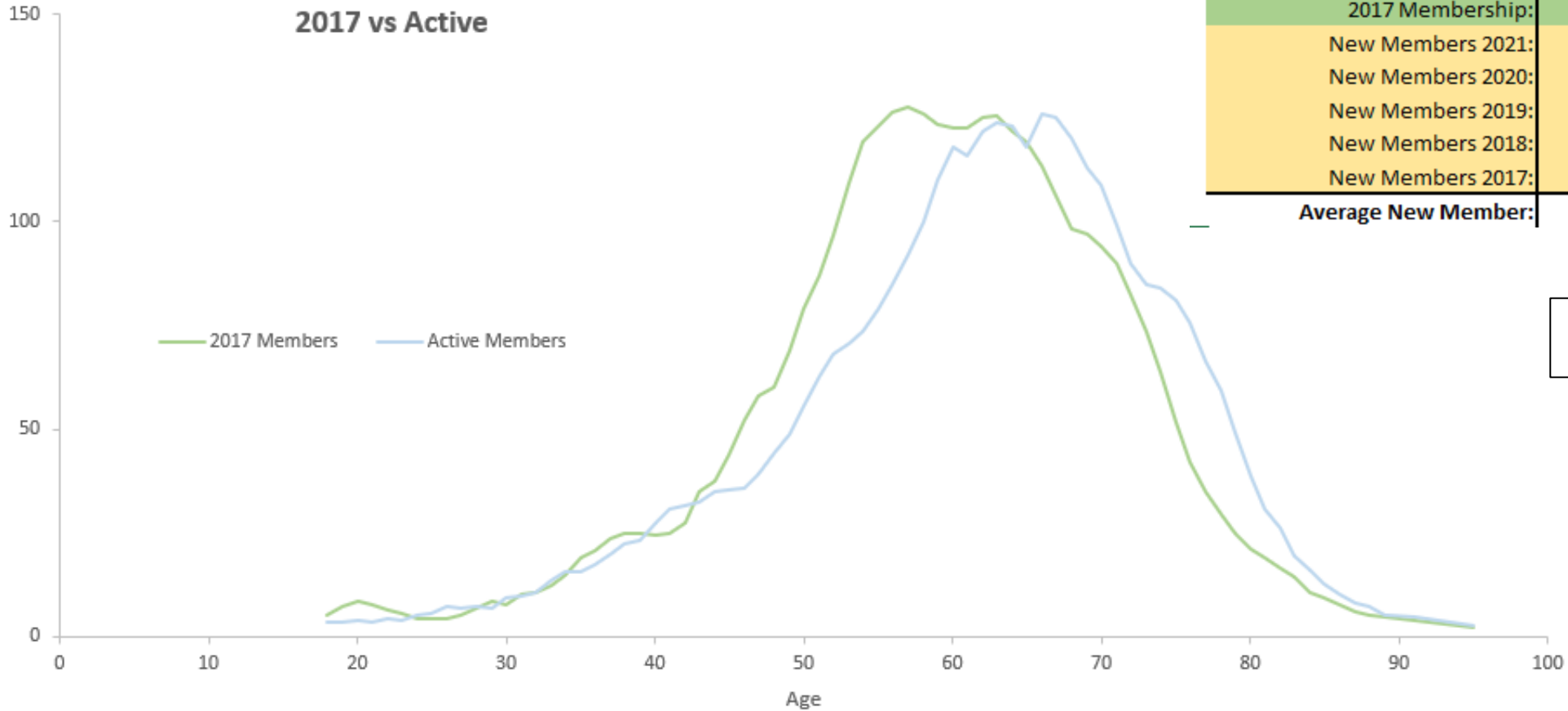
# Membership

Total membership at month end





# Membership



## Membership Average Age Summary

Membership Sub-Group	Average Age	Std Dev	Total
Active Membership:	59.4	13.3	3575
2017 Membership:	55.0	16.5	3665
New Members 2021:	49.5	16.5	377
New Members 2020:	47.9	17.2	332
New Members 2019:	50.1	16.6	639
New Members 2018:	49.3	16.5	413
New Members 2017:	47.7	17.1	325
<b>Average New Member:</b>	<b>48.9</b>	<b>1.1</b>	<b>417</b>

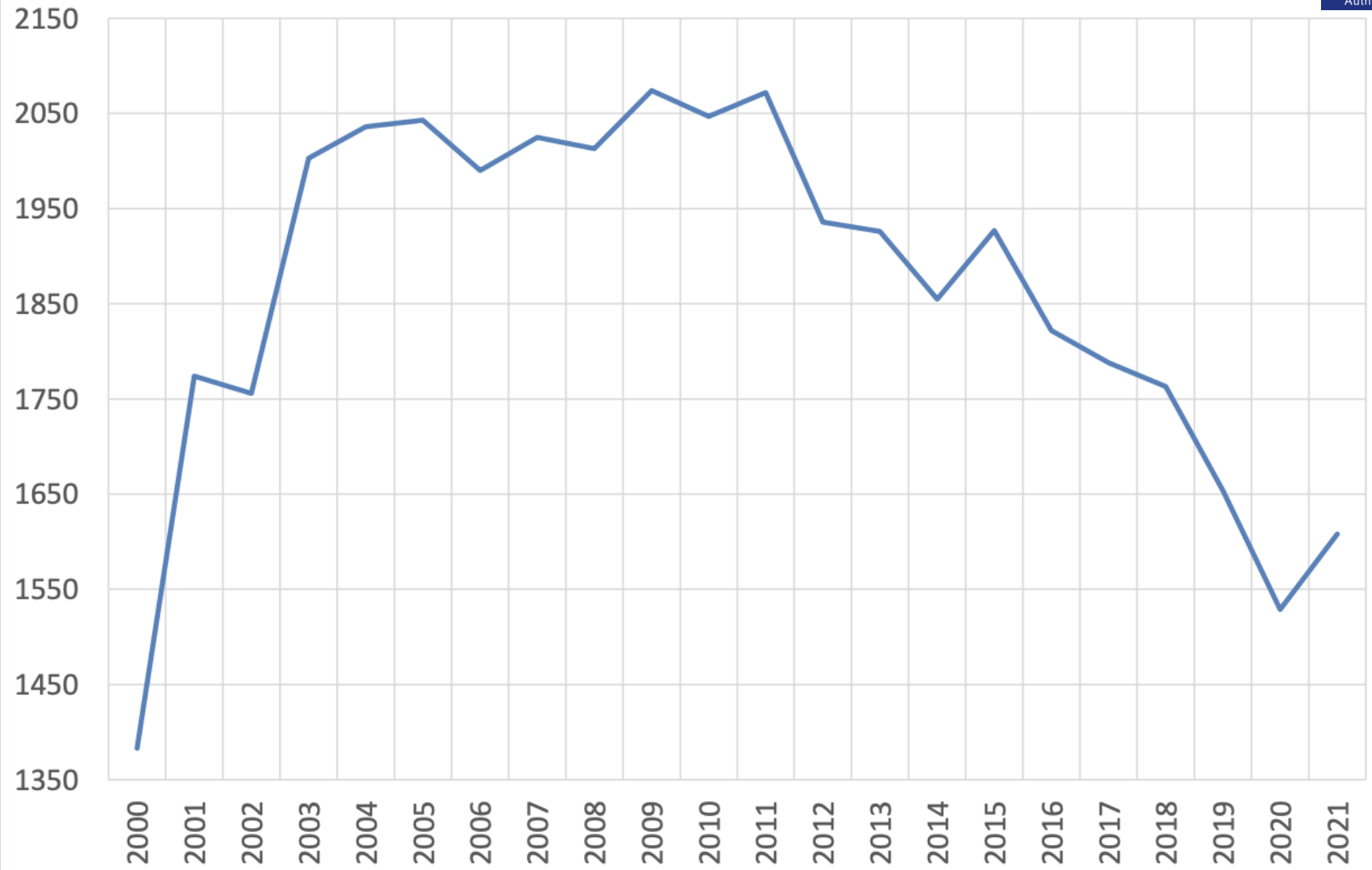
96% male





# Permits

Permits by financial year 2000-2021





- Availability of new aircraft
- Parts supply
- Instructors
  
- New flexwing – DeltaJet 500
- New kit flexwing
  
- Flexwing Instructor Bursary

# Flexwing flying



# 600kg

## What does this mean?

- 'Payload' modification +22.5kg
  - Skyranger, Ikarus C42, more to follow
- New types
  - Eurofox (560kg)
  - SportStar (600kg)
  - Skyranger (600kg)
  - Exodus Deltajet (500kg)
  - Ikarus C42B (540kg), C42C (560kg)
  - WT9 Dynamic
  - TL Sting, Sirius, Stream
  - Flight Design CTLS
  - Eurostar (525kg)
  - ...





YouTube



Build a  
Plane

**British  
Microlighting**

www.bmaa.org



Communications

**BMAA NEWS**



To fly, to dream

Youth Bursary





## To-do list

- 600kg approvals
- A8-26 airworthiness review
- Licence review – seamless!
- Develop service (online, digital)
- Commercial aspect of British Microlighting
  - Clubs, schools, instructors, manufacturers, suppliers





“We want the UK to be seen as the best place in the world for aviation and this starts at the grassroots”

Flightpath  
to the  
Future

General  
Aviation  
Roadmap





# Any questions?





# British Microlighting

[www.bmaa.org](http://www.bmaa.org)





# Thank you for Attending

