

# General Aviation Partnership

*Quarterly Meeting  
November 2022*

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# Agenda

- Introduction and Welcome – Kevin Woolsey (Chair)

## Section One – Discussion Items

- GA Advocate - Mike Pearson
- Low Flying Frequency - Sqn Ldr Osborne
- EU Exit - Vera Jakimovska and David Oastler

## 5 Minute Break

- Innovation in Airspace Integration- Rory Hedman and Frederic Laugere

## Section Two – Community in the Spotlight and Communications

- Community in the Spotlight: BHPA
- AOB – DfT update, Comms update, GA Change Programme update
- Summary and Close



# GA Advocate



# General Aviation Advocate

## Mike Pearson

## GA Advocate initial brief:



Provide Independent Advice to the Secretary of State for Transport and the Aviation Minister

To ensure the Department for Transport can effectively consider the specific needs of GA by....

- 1) Collating and distilling GA views on the impact of policies of relevance and measuring support.
- 2) Meeting Stakeholders wishing to make a case for government for policy change.
- 3) Assisting the GA sector in prioritizing its concerns
- 4) Working in the GA sector to help present its position on a range of issues in relevant government departments.
- 5) Engage with the remotely piloted aircraft and drones sector to support integration with GA

## Initial priorities:



Stakeholder engagement to deliver the aims of the **General Aviation Roadmap 2021** and the more detailed aims of the **Flightpath to the Future 2022**

These include targets to achieve:

- 1) Skills and STEM projects
- 2) Airfield Protection (SAN)
- 3) Airspace reform and the delivery of the AMS Airspace Modernisation Strategy
- 4) Regulation and Safety post-EASA
- 5) Policy and Governance around GA for Business

# My Interpretation of the brief:

Access all areas

Listen

Understand

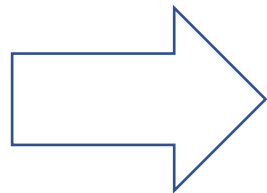
Challenge

Report

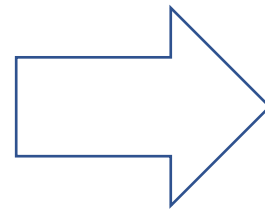
(Resolve)

Progress

(Deliver)



Strategy/Policy



Projects

The first eight weeks...





**We want the  
UK to be seen as  
the best place in  
the world for GA,  
but what does  
that look like?**

Thanks to everyone who has helped me over the last few weeks.

# Questions ?

General Aviation Advocate  
Mike Pearson

# Low Flying Frequency

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# VHF Low Level Common Frequency 130.490

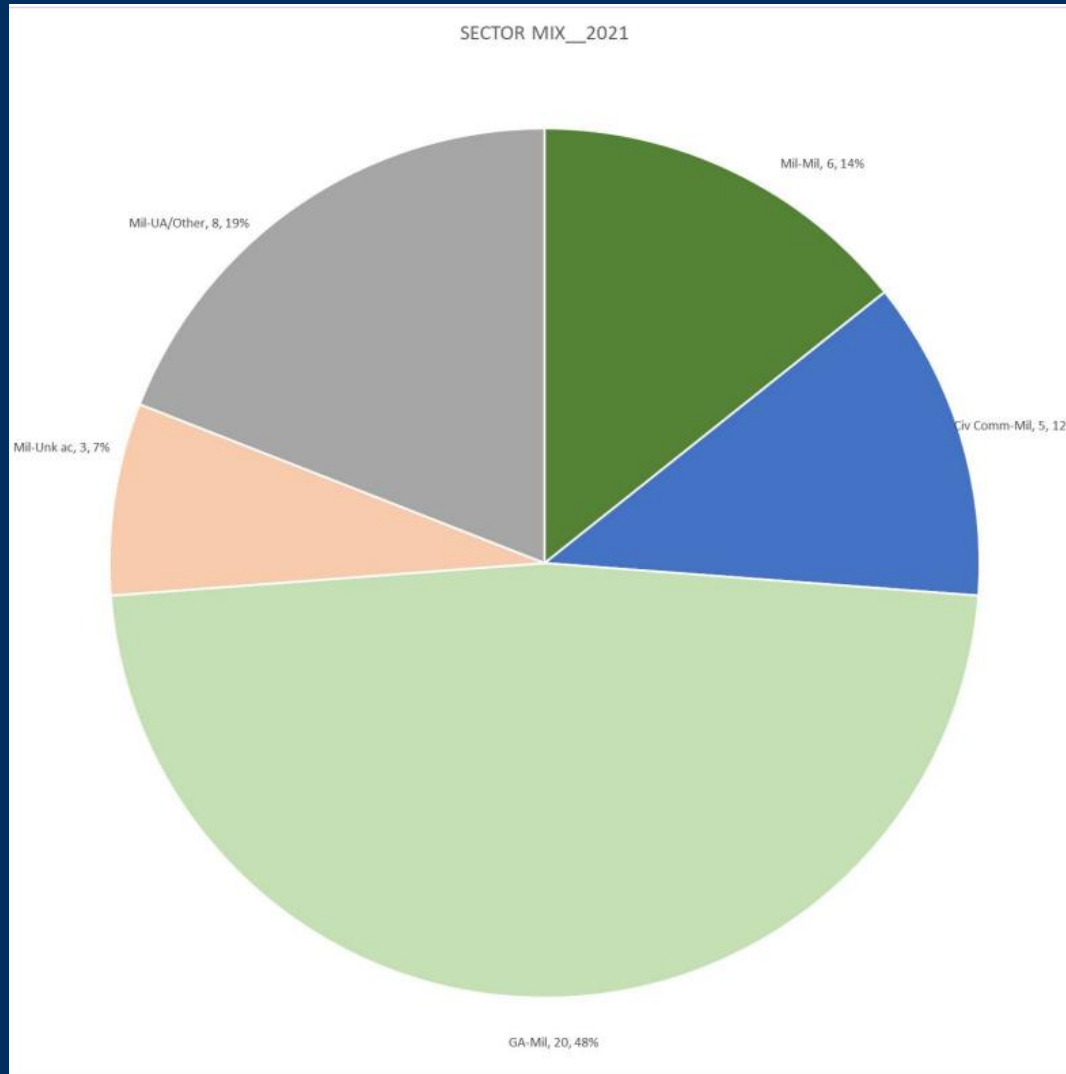
Sqn Ldr Stuart 'Ozzy' Osborne

# VHF LL Common – Why?

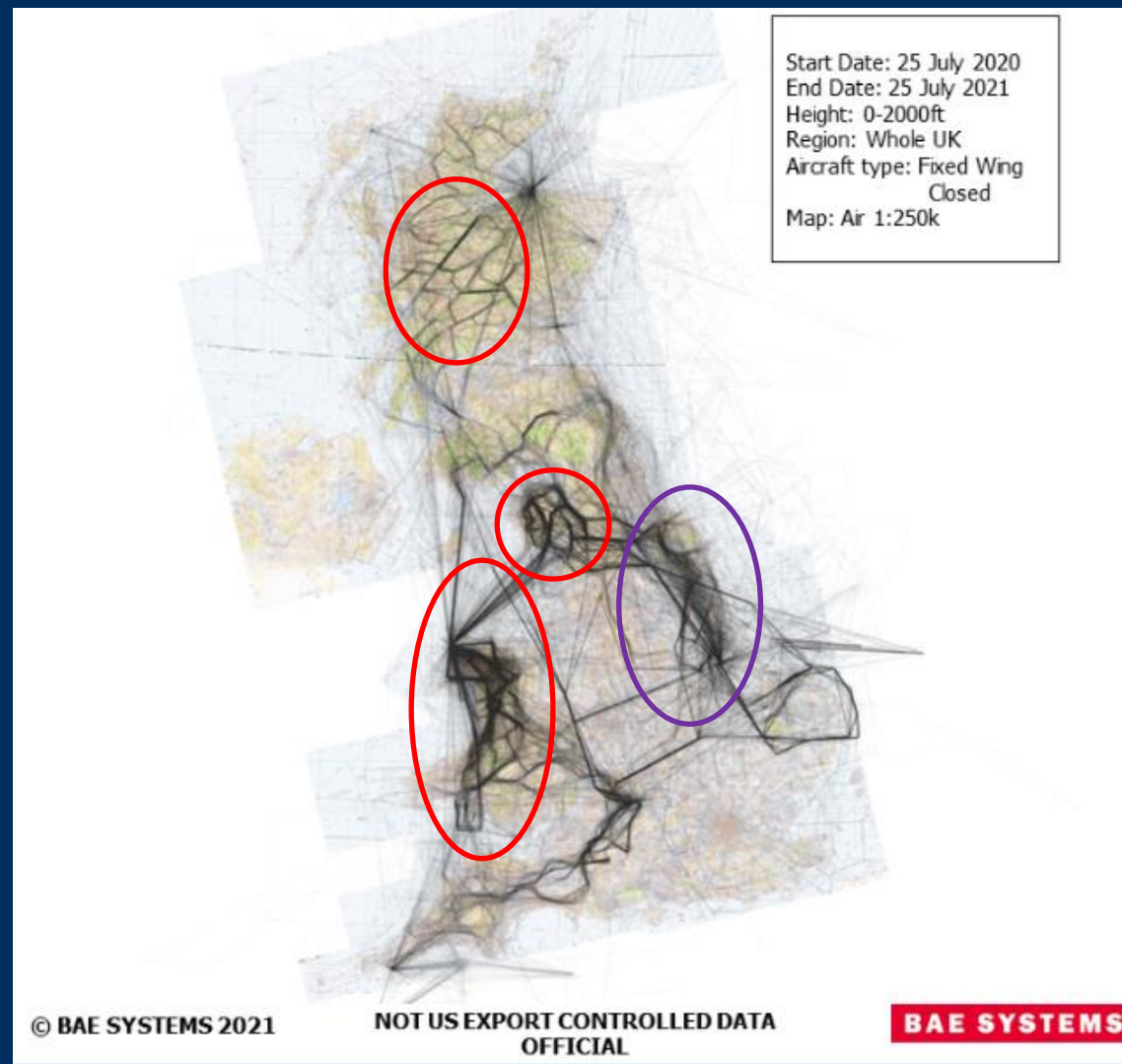
- There are very few robust barriers to MAC at LL
- Military low flying has reduced. GA flying below 2000ft agl has increased
- In 2021 – 76% of all Airprox and 83% of all aircraft-to-aircraft Airprox took place at or below 3000ft altitude
- In 2021 – 76% of all Airprox and 95% of all aircraft-to-aircraft Airprox took place in Class G Airspace



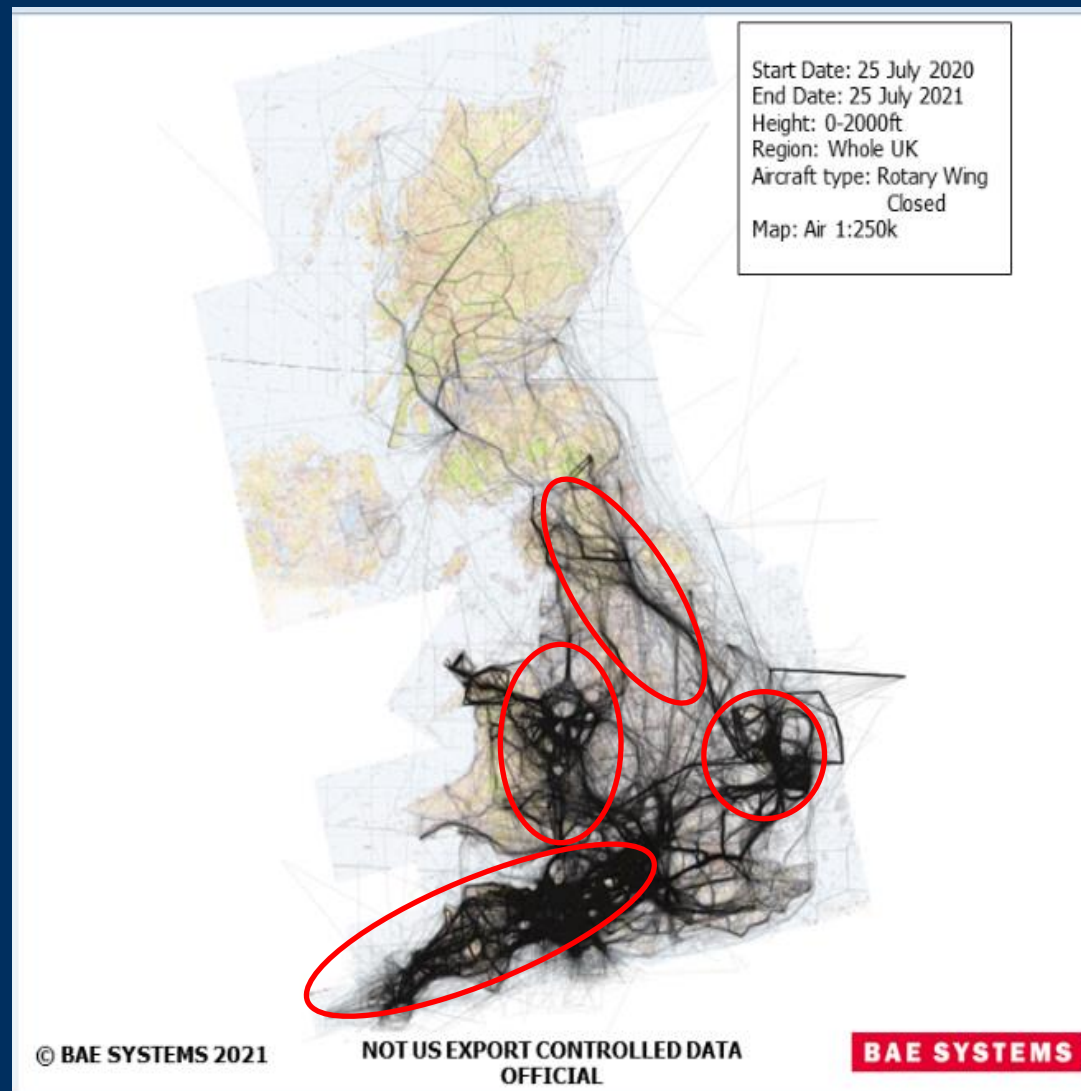
# VHF LL Common – Why?



# VHF LL Common – Why?



# VHF LL Common – Why?





# VHF LL Common – Trial

## Air Safety Matters

The RAF Safety Centre Briefing Note



ROYAL  
AIR FORCE  
Safety Centre

Issue 47



## New VHF Low Level Common Frequency Trial - 'Hear More, See More'



## VHF low level common frequency trial

New VHF Low Level Common Frequency Trial

[Home](#) / [General aviation](#) / [Safety](#)

With an increasing trend of Airprox between military and civilian users in the UK Low Flying System (UKLFS), the CAA is supporting a military led trial of a VHF Low-Level (LL) Common frequency to be used across the UK so members of the GA community can be better integrated with other users of low level airspace and to help build situational awareness for all users. This should, in turn, reduce the risk of Mid-Air Collision. In 2015, a similar trial was carried out in Scotland, which proved to be very successful.

The trial: 'VHF LL Common' will launch from 1 June 2021 to 1 June 2022, as an information service on the VHF Frequency 120.400. It is available for use by all

# VHF LL Common – Trial

4. Should Low Level Common endure as a VHF frequency?

[More Details](#)

● Yes	80
● No	6
● Maybe	40

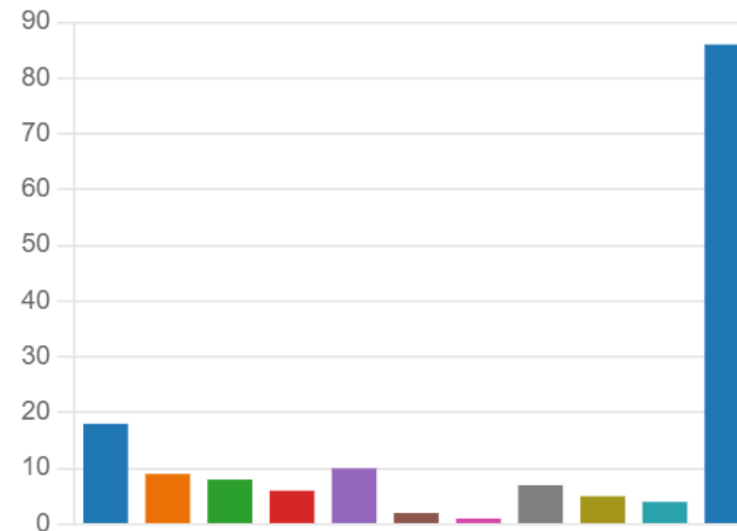


# VHF LL Common – Trial

3. Click on the areas where you have had active communications with **non-military** users on VHF Low Level Common.

[More Details](#)

● Wales	18
● Cumbria	9
● Scotland	8
● Lincolnshire	6
● South West England	10
● Yorkshire Dales / Moors	2
● Northumberland	1
● Lake District	7
● South East England	5
● East Anglia	4
● Other	86



# VHF LL Common – Trial



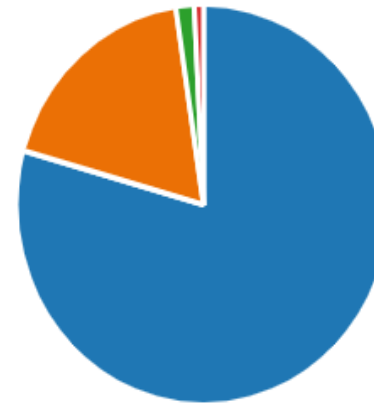
*“I have used this airborne to deconflict with SAR aircraft in the Scottish Highlands to great effect. This de-confliction would not have been possible, with the inevitable degradation to flight safety, without a common frequency”*

# VHF LL Common – Trial

2. How many times have you received information on VHF Low Level Common from **non-military** users that has assisted with deconfliction?

[More Details](#)

● Never	100
● 1-5 times	23
● 5-10 times	2
● 10 or more times	1



# VHF LL Common – 130.490

- **It is not SAFETYCOMM**
- Using this frequency should not take priority over obtaining a Lower Airspace Radar Service (LARS)
- If nothing heard, do not assume there are no aircraft nearby
- Use all measures available to avoid Mid-Air Collision, and always maintain an effective lookout scan



# VHF LL Common – Next Steps





**QUESTIONS?**



# UK-EU Exit

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# Today

- Context
- EU Exit programme status summary
- Questions/feedback

## Context

- The European Union (EU) Withdrawal Act allowed the CAA to continue recognising EASA issued certificates, approvals and licences for the operations and/or maintenance of UK registered aircraft, for a period of two years from 31/12/2020.
- On 31/12/2022 this automatic recognition (“saving period”) ceases.
- The scope of the saving provisions is broad including personnel (e.g. pilot, engineer) licences and organisational approvals in different regulatory areas (e.g. airworthiness maintenance and management, training organisations, third country air carriers, flight simulator devices, air navigation service providers who provide air traffic services at the boundary of UK airspace).
- Our assumption is that the existing Trade and Cooperation Agreement (TCA) between the UK Government and European Union will see no significant expansion short to medium term.
- This means that holders of EASA issued licences require UK CAA approvals from 1 January 2023, needed for continues provision of services to UK organisations (including operation or maintenance functions for UK registered aircraft).



# Context

## What have we been doing to address this situation?

- The CAA has established an EU Exit programme to support industry and CAA readiness for 'EU Exit' at the end of 2022.
- Regular engagement with the aviation industry about what permissions are required to continue to operate in the UK aviation system after the end of 2022, the action business and individuals have to make and the deadlines for applications if they are required by the end of 2022.
- We have evolved our application and approval processes in some cases to make it easier for the applicants and the CAA to issue new approvals.
- Over the last 12 months, we have increased the capacity of our teams assessing and issuing the necessary approvals.
- Our objective has been to minimise the potential for service disruption and any impact on UK business.



## Status summary

- Thousands of applications for permissions across the different areas of aviation safety regulation have been received, including:
  - 6500 pilot licences and 3000 aircraft engineer licences;
  - 180 regular scheduled carriers who require Third Country Operator certificates;
  - 400 applications from non-UK airworthiness organisations;
  - 7 ANSPs who provide air traffic services at the boundary of UK airspace;
  - 350 flight simulator devices.
- We expect to have assessed and issued the significant majority of these applications by the end of 2022 where the applications have been submitted in a timely way.
- There are some residual risks that may impact some individuals and organisations that we are actively seeking to manage to the extent we can. This relates to instances where we rely on other entities to provide required data, or to apply for UK permissions.
- Overall, the progress of work to date continues to meet the programme objective, as we continue giving this work close support and attention.



# Questions or comments

# Further information

<https://info.caa.co.uk/uk-regulations/>

<https://info.caa.co.uk/uk-eu-transition/>

# Innovation in Airspace Integration

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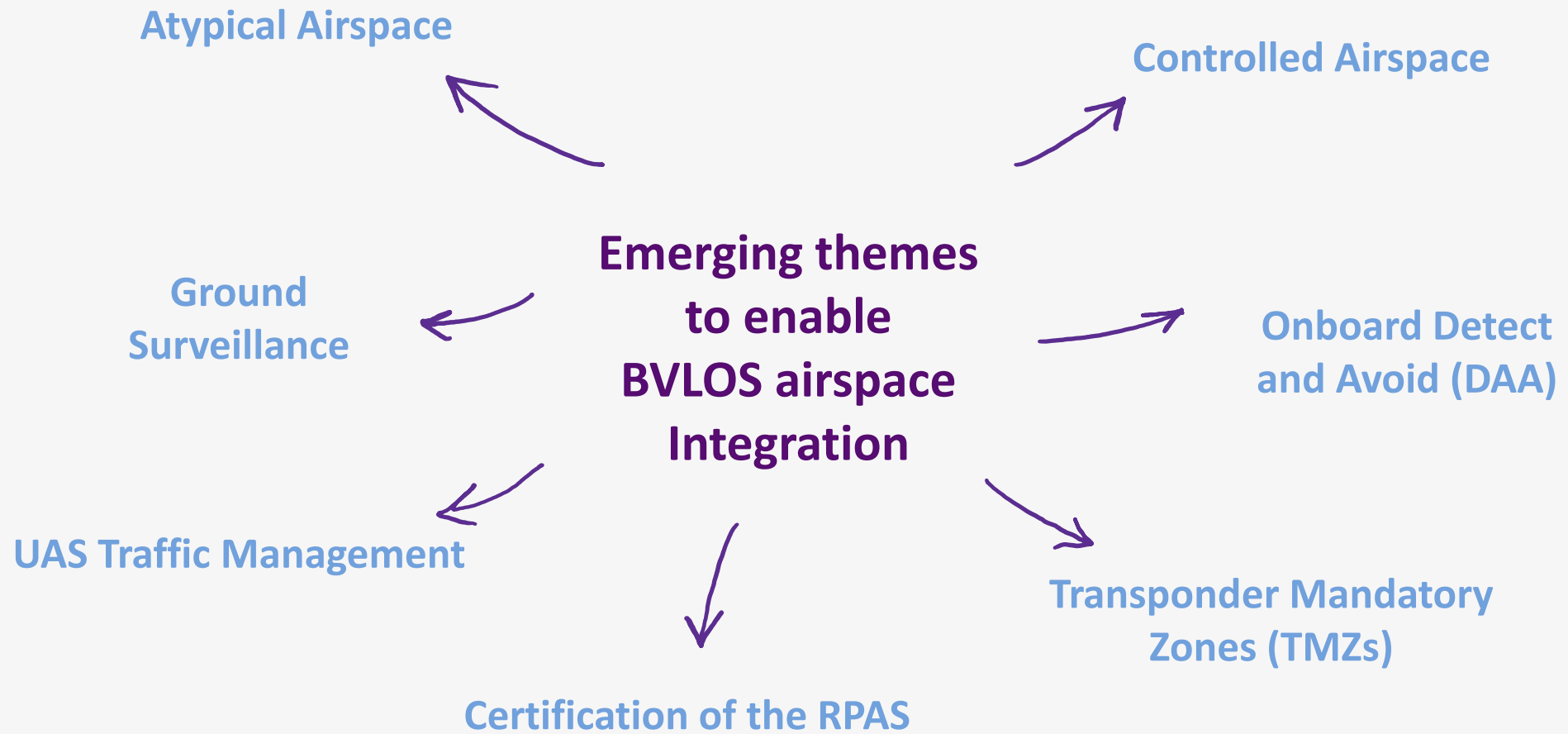
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# The Landscape of Innovation in Airspace Integration



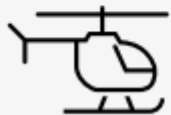
# The CAA's BVLOS Integration Challenge

## CAA's BVLOS Challenge Objective:

To enable routine specific category BVLOS operations by 2024

## Built around Four Critical Pillars:

Flightworthy  
aircraft



Competent  
pilot



Safe  
operator



Airspace  
integration



# 'One CAA' response to innovation



## 'One CAA' response to innovation in Airspace Integration

### Air Modernisation Strategy

Prepare and Maintain a co-ordinated strategy and plan for the use of UK airspace up to 2040, including modernisation

### Innovation Futures

Monitor trends in Innovation (Horizon Scanning), Define the CAA strategy and Lead the CAA's response through the BVLOS Integration Challenge

### Innovation Advisory

Help Innovators to maximise the regulatory readiness of their Innovation, prior to starting an application; Research gaps in policies, risks, and mitigations associated with innovation, through Sandbox projects and experimental trials

*Gateway service  
Sandboxing  
Industry collaboration*

### SARG, AvSec, and CMG

Develop policies and capabilities; Assess applications; Deliver regulatory oversight; and Provide subject matter expertise into Innovation activities

*Capability teams  
Transformation team  
RCO team*

# Community In the Spotlight

## BHPA

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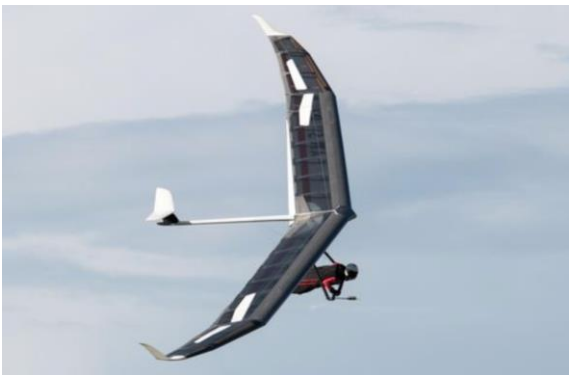
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# Hang Gliding and Paragliding in the UK



# Aircraft types (and variants)

## Hang gliders



## Paragliders



## Parascending



## Microlights



## SSDRs



# Approximate numbers of participants (2019)



## **BHPA membership**

**7,600**

PG (inc. SPHG)

6,000

HG (inc. SPHG)

1,000

PA

200

SSDR & PtF

400

900

**Non BHPA participants**  
(mostly powered  
paragliders)

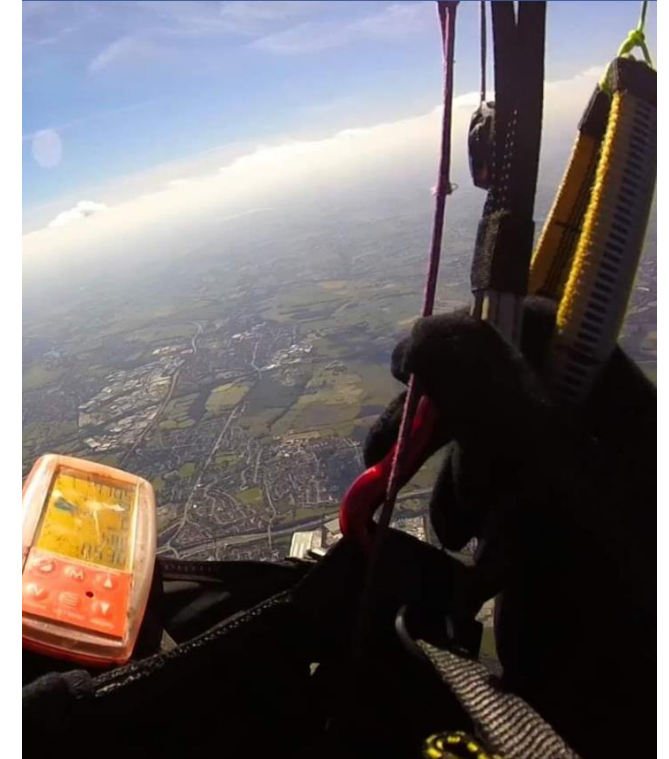
**c. 1,500**



# Flying equipment



Paraglider harness



Hand-held GPS (left) and altimeter / variometer (above)



# Types of flight – hang gliding from hills and mountains.



Video clip

# Types of flight – paragliding from hills and mountains.

## Solo flight training.



Video clip

# Types of flight – paragliding from hills and mountains



Video clip

# Types of flight - speedflying



Video clip

# Types of flight – winch launching paragliders



Video clip

# Types of flight – parallel tow launching (trial)



Video clip

# Types of flight – aerotowing hang gliders



Video clip

# Types of flight – powered paragliding (paramotoring)



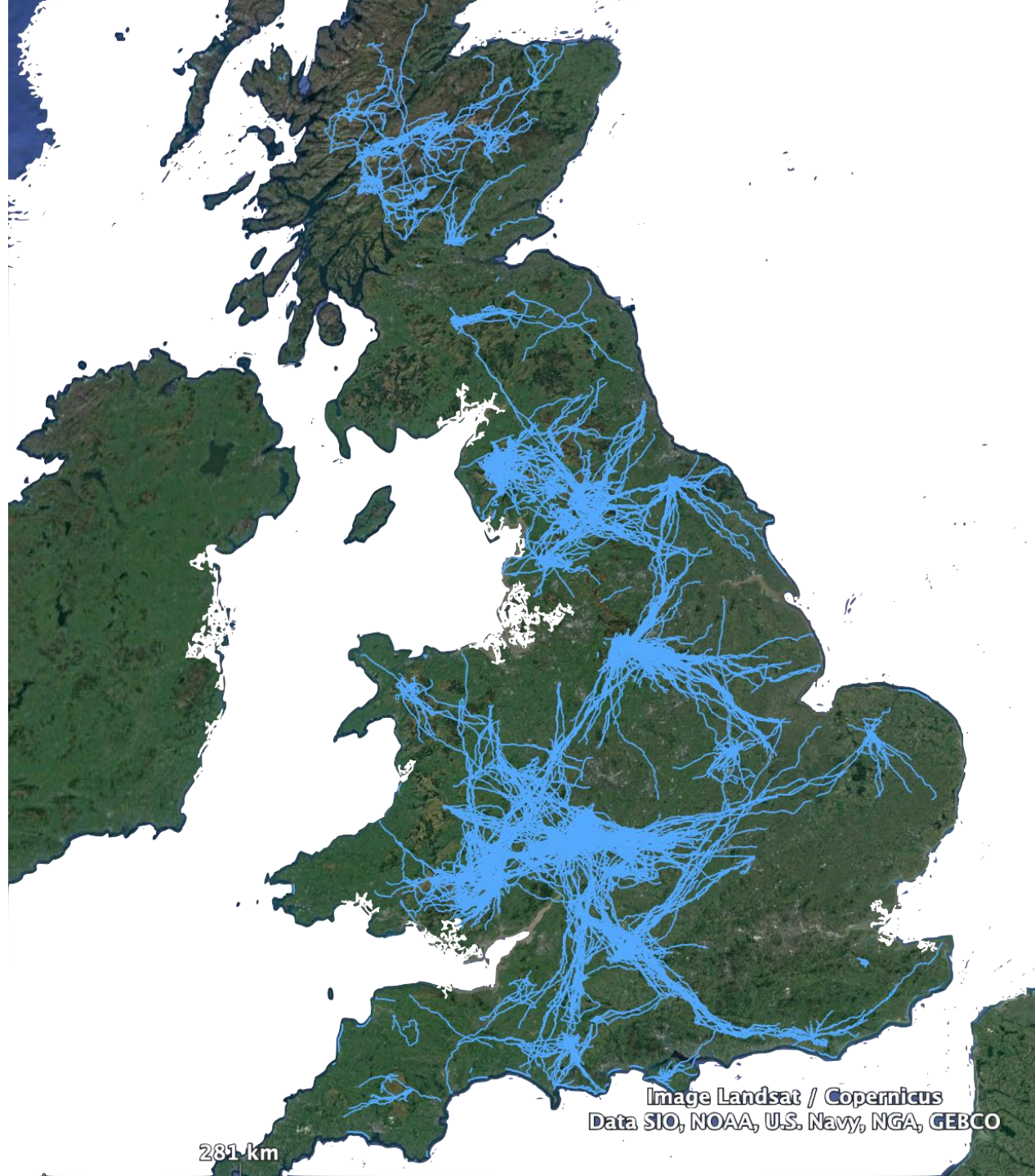
Video clip



# Density



# Unpowered flight - distances



281 km

Image Landsat / Copernicus  
Data SIO, NOAA, U.S. Navy, NGA, GEBCO



# European incident and accident database



or  and

There are 2787 entries for all wing types

Displaying page 1 out of 279

[ [Next](#) ] - [ [Bottom](#) ]

- Gathers incident data from a field of over 110,000 European pilots in 21 EHPU member countries.
- Used for incident analysis, statistical analysis and safety awareness across member bodies.

Date	Pilot	Location	Wing Type	Summary	Injury
19.05.2021	Male <b>Age:</b> 56 <b>Rating:</b> CP	Cefn Eglwysilan United Kingdom <b>Wind Strength:</b> 25-30 Km/h Moderate Turbulence	Paraglider <b>Wing:</b> Advance Sigma 9 <b>Launch Type:</b> Foot	The paraglider collapsed in a gust during a top landing and the pilot impacted heavily, sustaining injury.	Seriously Injured: <i>Hands, Arms, Shoulder</i>
13.05.2021	Male <b>Age:</b> 50 <b>Rating:</b> CP	Mappleton United Kingdom <b>Wind Strength:</b> 10-15 Km/h <b>Conditions:</b> Calm Not Turbulent	Paraglider <b>Wing:</b> Advance Alpha 6 <b>Launch Type:</b> Foot	The pilot was flying on a coastal site close to high tide. They performed a beach landing on a limited landing area. The pilot mis-judged the approach, landing in ankle deep seawater. The wing overflew the pilot and landed in the sea. Helpers reported that disconnection of the harness from the wing was hindered by plastic inserts in the speed system Brummell hooks, making recovery of the equipment from the sea more difficult.	Unhurt
07.05.2021	Male <b>Age:</b> 76 <b>Rating:</b> Pilot	Bradwell Edge United Kingdom <b>Wind Strength:</b> 15-20 Km/h <b>Conditions:</b> Moderate Light Turbulence	Paraglider <b>Wing:</b> Ozone Mantra 3 <b>Launch Type:</b> Foot	The pilot approached to top land at the downwind end of the top landing area, close to a known area of rotor. The paraglider was seen to collapse and descend vertically and the pilot impacted the ground.	Minor Injuries



# CAA Paramotor infringements project (started October 2018)



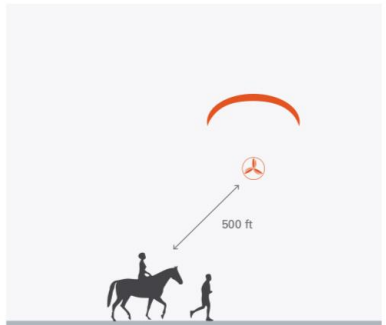
## THE PARAMOTOR CODE

Paramotoring (or powered paragliding) is growing at a rapid rate in the UK. Together with other forms of leisure aviation, it contributes to make our skies some of the busiest in the world.

Unlike other forms of leisure aviation, the law currently allows anybody to fly one of these aircraft without holding a nationally recognised licence. Even though these aircraft are exempt from many of the requirements applying to more complex powered aircraft, there are still some laws that you need to adhere to.

This information leaflet is designed to help ensure that paramotor users in the UK can easily access the information they need about how to fly their aircraft safely and legally, without endangering others.

Our objective is not to stop paramotor users having fun - it is to encourage flyers to ensure that they have suitable knowledge about the rules that help safeguard air users, aircraft and people on the ground.



## More information

- Proper training at a paramotor school will make the sport safer for you and those you share the air with. You will learn not only the practical skills in order to fly safely, but the legal requirements and key aspects of essential knowledge.
- Even if you already fly a paramotor, consider furthering your knowledge by attending a school with a training syllabus that covers the rules designed to safeguard air users and those on the ground.



- For further information on the rules and regulations concerning paramotoring, refer to the Skyway Code, available at [www.caa.co.uk/skywaycode](http://www.caa.co.uk/skywaycode)

*This information leaflet is published by the Civil Aviation Authority, with the assistance of the British Hang Gliding and Paragliding Association*

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The BHPA assists CAA with:

- Identifying non-BHPA schools and hotspots.
- The production of an awareness campaign (Paramotor Code)
- Identification of pilots for IET.



CAA individual exemption for a BHPA licence holder to fly tandem powered SPHG with wheels.



# Electronic Conspicuity (EC).



The BHPA has made its concerns around EC widely known:

- Compatibility of CAP 1391 device with HG and PG, significant signal obscuration.
- Signal saturation from gaggles of HG and PG.
- HG and PG low manoeuvring speed in relation to heavier and faster aircraft.
- Mandating EC will drive a proportion of pilots to fly 'rogue'.
- HG and PG fly in close proximity using see and avoid to maintain good lookout and separation. Using a screen instead of good lookout will increase risk of MAC.
- Interoperability is essential across platforms. FLARM and novel solutions such as 5G - may be a driver for further uptake.
- BHPA is participating in the Obstruction Beacon Trial.
- BHPA published its EC Position Paper in August 2022 and has circulated it widely. Link: [https://www.bhpa.co.uk/documents/members/index.php?doc=BHPA\\_EC\\_Position.pdf](https://www.bhpa.co.uk/documents/members/index.php?doc=BHPA_EC_Position.pdf)



# EC rebate scheme.

- Over 10% of BHPA membership have made use of the scheme.
- For those members who have used the scheme to buy a device, the majority have opted for a FLARM enabled device.
- Members who mostly fly powered PG and HG have bought SkyEcho 2 in preference to others.



# DfT Update

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# DfT Update - GA Partnership

November 2022



# Ministerial Changes in DfT

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- We now have a new ministerial team at the Department for Transport.



Our Secretary of State is the **Rt Hon Mark Harper MP**.



Our Aviation Minister is **Baroness Vere of Norbiton**.

- We look forward to working with our new Ministers on GA!

# Public Body Review of the CAA

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- On 30 August the Secretary of State announced a review of the CAA, to include **governance** of the organisation, **efficiency** and **effectiveness** in delivering its services now and in the future, and **accountability** as independent regulator and the CAA's relationship with DfT.
- This forms part of the Cabinet Office Public Bodies Review Programme.
- The **lead reviewer is Jeremy Newman**, who brings a wealth of experience through his role as a panel member of BEIS's Competition and Markets Authority and as a former Chief Executive of BDO, the accountancy firm. The Lead Reviewer will be supported by an expert **Challenge Panel**, which will scrutinise the review at key points and test the findings and recommendations.
- The review will run into Spring 2023. We are currently in the information gathering phase and the Department will shortly launch the call for evidence which we would welcome your views on. We will share once this has been opened up to the public.
- If you need to contact the Review Team please use this email address: [CAAReviewTeam@dft.gov.uk](mailto:CAAReviewTeam@dft.gov.uk)

# GA Policy Update

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- **GA Handbook:** We continue to develop a handbook for non-aviation stakeholders to publicise and raise awareness of the value of the GA sector, including airfields.
- **Airfield Advisory Team (AAT) Update:** An additional member of staff has been recruited to join the team and we expect them to be in post from January 2023. We have asked the AAT to provide DfT with a detailed report on the opportunities, trends and risks affecting airfields based upon their operational level support to date.
- **Decarbonising GA Research Project:** We commissioned research to identify decarbonisation challenges and opportunities across the GA sector as well as examples of how decarbonising activity has been adopted by some airfields. The report is now complete and we plan to publish this on GOV.UK shortly.

# Aviation Skills: Generation Aviation

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- **Generation Aviation** aims to raise awareness of aviation careers and increase the number of people applying for jobs in the sector. The multi-phase programme will see us working with industry and outreach partners.
- The **Generation Aviation launch week took place the w/c 31 October**; the week saw HMG and the aviation sector host a series of engagement, recruitment and outreach events. These events were aimed at students, those already in other careers looking to make a future in aviation, as well as those already in the industry who are keen to progress or seek new skills and roles.
- We want to make sure this covers the whole aviation sector, including GA, given the important link between GA, aviation skills, training organisations and aviation career opportunities and will continue to engage stakeholders as this progresses.

# Aviation Skills: wider updates

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- Our **Reach for the Sky** programme has become the outreach branch of Generation Aviation. It will encourage people to consider aviation careers with a focus on underrepresented groups and young people. As part of Generation Aviation, we launched the **Reach for the Sky Challenge Fund**, a £700,000 skills funding competition. Bids are open until 19th December 2022 and applicants will be reviewed and awarded funding on a rolling basis.
- We have closed applications for the 2023 **Aviation Ambassadors** and will notify applicants of the results in the coming weeks. Our volunteer Aviation Ambassadors aim to promote the sector as an exciting career opportunity for young people and to promote wider aims of the Department's Reach for the Sky and Generation Aviation programmes.

# Questions?

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# AOB

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# GA Change Programme Update

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# Tactical Projects

- **Skyway Code for Airworthiness.** Document has been published and is now available on the CAA website.
- **CO Detector (Project CODE).** The survey is now closed following 12 months of data gathering. The latest quarterly report has been published. An overall summary report will be issued soon.
- **BCAR S and A8-26:** Working Groups involving SMEs from CAA and stakeholder organisations have, or will soon, be working together on these updates.
- **SSAC Class 5:** Consultation Response Document has been published. Publication of the revised CAP1395 will complete in Q1 2023.
- **Safety Sense Leaflets:** A new SSL on 'Flight Under VFR' has been published



# Strategic Projects

- **Licencing and Training Simplification.** The policy proposal has been finalised and a consultation published on the 18<sup>th</sup> October. This will run until the end of 16<sup>th</sup> December.
- **Pilot Medical Declaration (PMD).** Consultation/Questionnaire published on the 24<sup>th</sup> October and runs until the 1<sup>st</sup> week of December.

# Comms Overview and Next Quarter

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# Comms Overview and next quarter: GA

Work Stream	
Just Culture webpages	Created a communications hub for Just Culture. This will be added too as relevant and useful content comes forward. Astral Aviation Consulting hosted a workshop on Just Culture where Christopher Mason attended a panel on JC
Autumn Virtual Voyage 2022	Work is underway to produce the Autumn VV.
Consultations – Licensing Simplification & Training	Full communications campaign to support the consultation. Dedicated webpages has been created and a number of different platforms are being used to support this.
GA podcast	The use of the GA Podcast continue. We are using the platform to cover specific topics through the use of a ‘Bonus’ edition and we will have a fuller quarterly episode before the end of 2022.
Community in Spotlight	BMAA case study published over the summer. Our next case study with the BHPA will be published shortly.
CODE	The 12 month survey has now come to an end and we have closed the survey. The final data report was published and we are now awaiting the final report.
Safety Awareness	Continue to consider topics to share. Most recently Night Flying but there are more topics being worked on over the next few months



# Close

Next meeting 23<sup>rd</sup> February 2023 – 11:00 – 13:30

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