General Aviation Partnership

Quarterly Meeting
23rd February 2023

Together we will

Agenda

- Welcome – Chair

Section One – Discussion Items

- EGNOS – Stuart Rankin
- ACOMS – Tom Gratton/James Herrington
- DVOR/NDB Rationalisation – Update on Progress and Timelines - Paul Moffat, NATS

10 Minute Break

Section Two – Community in the Spotlight and Updates

- DfT Update – Adam Spalding
- Community in the Spotlight: CH!RP – Steve Forward
- Comms Update – Alex Blomley
- AOB
- Close

Welcome

Together we will

Do the right thing

Never stop learning

Build collaborative relationships

Respect everyone

UK Civil Aviation Authority

EGNOS

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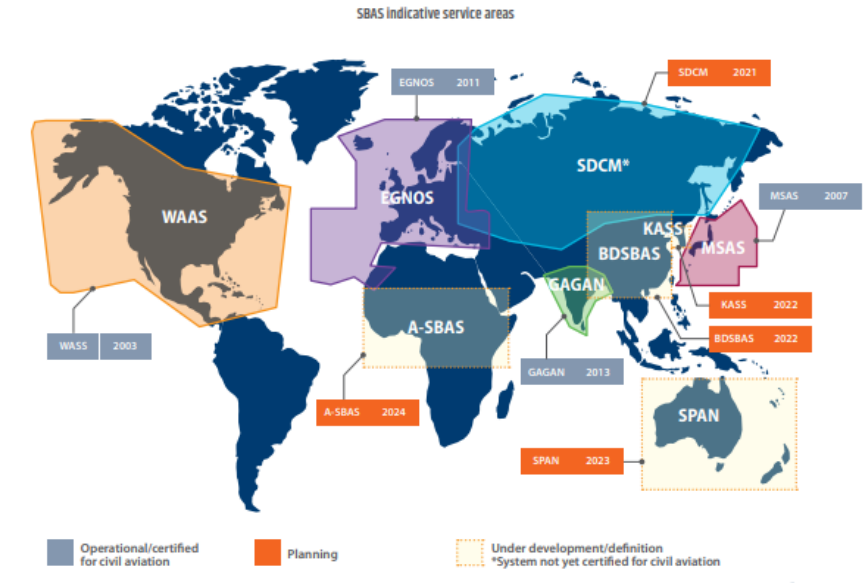
What is EGNOS?

EGNOS (European Geostationary Navigation Overlay Service) is a pan-European satellite navigation system. EGNOS augments the US GPS satellite navigation system and makes it suitable for safety critical applications. EGNOS is one of 10 SBAS available or under development.

EGNOS consists of 3 geostationary satellites and a network of ground stations. It provides a signal containing information on the reliability and accuracy of the positioning signals produced by GPS. This provides multiple benefits:

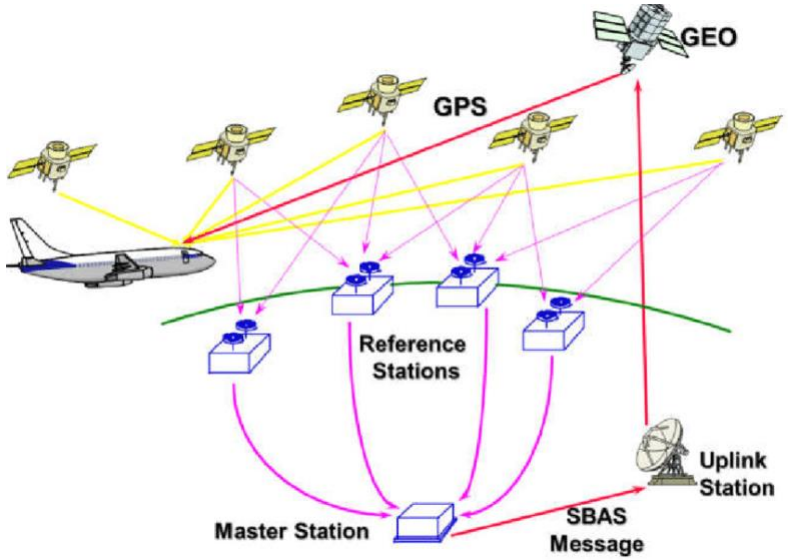
- The ability to receive the EGNOS open service free of charge in Europe
- Access to the EGNOS Safety of Life service to enable safety critical tasks
- The ability to resolve location within 1.5m
- Provision of vertical and horizontal guidance for aircraft



What's Happened?

In June 2021 the UK decided to terminate its membership of the European Galileo and EGNOS programme. As a result, the UK's access to the EGNOS SoL (Safety of Life) service provision was terminated.

Whilst the signal in space is still available and receivable (this has not changed), the signal can no longer be used for certain functions. As a result of the UK's withdrawal from the EGNOS programme the ESSP (European Satellite Services Provider) terminated the EGNOS Working Agreements with aerodromes. The signal in space can continue to be received by avionics equipment



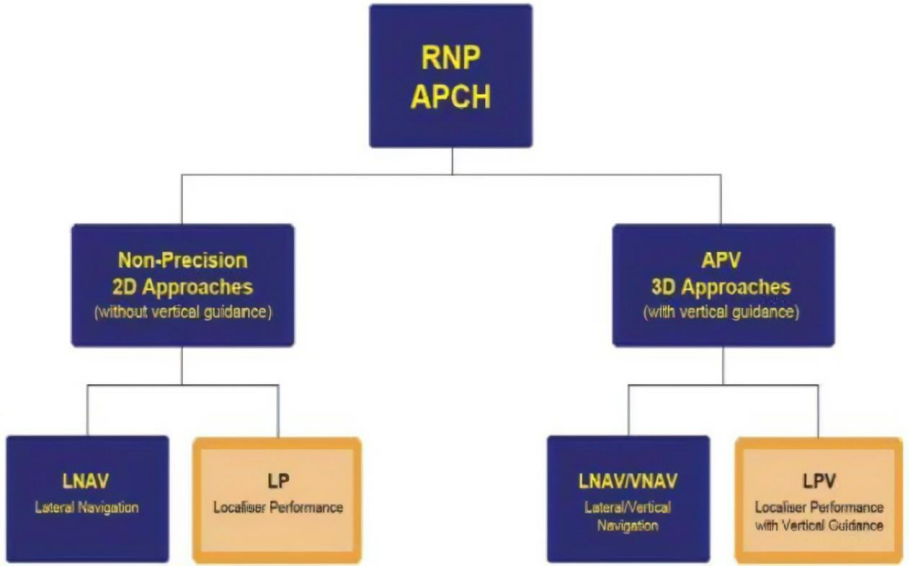
What does this mean?

As a result, LPV procedures were initially NOTAM'd as unavailable and were subsequently withdrawn.

LPV Stands for Localiser Performance with Vertical guidance. LPV enables GPS receivers to be used for approach to a suitably equipped runway with minima similar to CAT1 ILS. Descending to a 200ft decision height.

Other RNP instrument approach elements are still available, including LNAV, LNAV/VNAV(BaroVNAV), where the vertical guidance is provided through the aircraft barometer.

- Crown Dependency aerodromes including Jersey, Guernsey and Alderney have separate arrangements for EGNOS SoL access and are able to retain their LPV procedures.
- Pilots can continue to utilize the EGNOS signal and do not need to 'deselect'



Permitted Approach Types

Approach Application	Long Name	Type	Source	Permitted
LNAV	Lateral Navigation	Non Precision	GPS ABAS (RAIM)	Yes
LP	Localiser Performance	Non Precision	GPS SBAS	Yes
LNAV/VNAV	Lateral Navigation/Vertical Navigation	3D Approach with vertical guidance (APV)	GPS ABAS BARO	No
LPV	Localiser Performance with Vertical Guidance	Approach Procedure with Vertical Guidance (APV)	GPS SBAS(SoL)	No

What is happening to ‘re-enable’ LPV?

In order to once again enable LPV approaches, the UK requires access to a SBAS service which can provide a SoL service. The UK Government has stated that re-admission to EGNOS is unlikely, therefore an alternative service would need to be established.

In reality, this means that the UK would need to run its own SBAS service. Work is ongoing to explore the possibility of enabling such a service:

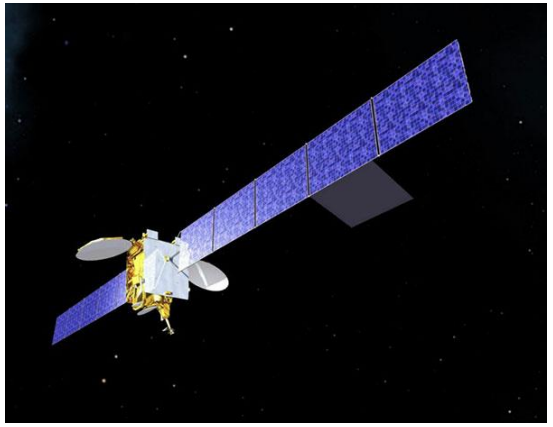
- Space-Based Positioning Navigation and Timing Programme (SBPP) established
- Project to explore the capacity for an additional SBAS signal is underway
- Exploration of options for UK SBAS is being led by SBPP
- The business case for such a provision is being explored

UK SBAS Test Bed

The US SBAS test bed is led by Inmarsat, with Goonhilly and GMV NSL. The project established a ICAO compliant UK SBAS test signal, broadcasting a GNSS Signal in Space.

The project utilised existing in-orbit geostationary satellite assets (Inmarsat I3-F5) and associated data processing/monitoring hardware and software from GMVNSL. Signal uplink originated from Goonhilly Earth Station. The initial stage of the project demonstrated:

- A national SBAS test and development signal utilizing an additional PRN code, secured for the project.
- Interoperability between UK SBAS and EGNOS
- A roadmap for the potential evolution of UK SBAS into a full operational capability to support safety critical applications.



Government

Central Government recognise the need to deliver crucial navigation services for aviation and maritime and to regenerate UK strategic capabilities in the PNT domain

This is not just for current aviation applications but also for future transport applications such as AAM and other automated vehicles.

Both DfT and BEIS have recently stood up PNT offices to focus on the UK PNT capability. A large part of this capability is associated to access to a SoL SBAS capability. Government and DfT are currently investigating the potential benefits to developing this capability in the longer term.

It is important that the two capabilities of UK-SBAS and UK-GNSS (primary PNT) are separated. Both are being explored but they are not the same undertaking.

Links and further information

CAA Clued Up Article – GPS Approaches

Information on UK SBAS Test Bed

CAP773

Legacy Space Based PNT Programme

UKSBAS News Coverage

ACOMS Project

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About Us

James Herrington

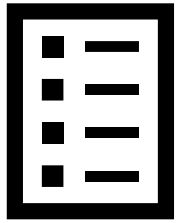
Business Change Analyst

Tom Gratton

Product Owner and Airspace Regulator

Agenda

- UK Airspace Users
- Challenges
- Future service
- ACOMS – What does this mean for me?



ACOMS and UK Airspace Users (Sponsors)

ACOMS = Airspace Co-ordination and Obstacle Management Service

Aerial Surveys & Flight Trials, Calibration & Research Flights, Air Displays, Flypasts and Fly-ins, Airspace Restrictions, Captive Balloons, Cranes or other tall structures and Obstacles, Drones, Model Aircraft, RPA, Dropping Articles, En-route Obstacles, Exercises (Civil and Military), Explosives, Filming, Gliding, Paragliding, Paramotoring, Parachuting, Hot Air Balloons, Kites, Meteorological Balloons, Lasers, Searchlights, Fireworks, Sky Lanterns, Rockets & Underslung Loads

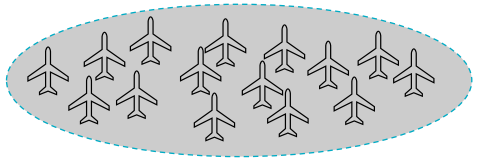
Impetus for change

"Activity numbers are increasing across the board with a 10% cumulative growth of all activities since 2017 (Inclusive of reduction during Covid-19 pandemic)

*CAP 1096 and the growth in **RPAS** will see a huge increase in the number of applications. The current manual process & staffing levels, hampered by failing technology is not fit for purpose to manage this growth"*

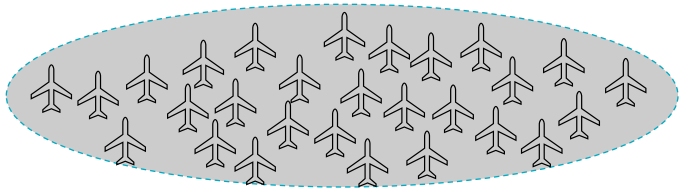
UAA activities:

2022



c.6,500 p.a. Unusual Aerial activities inc GA

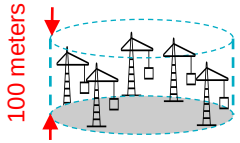
2026



c.8,000 p.a. Unusual Aerial activities inc GA

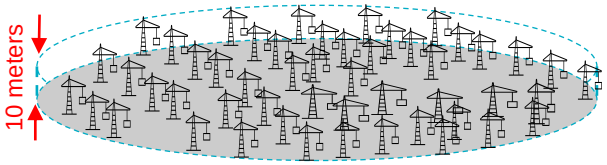
CAP 1096 (cranes & obstacles):

2021/22



c.1,000 p.a. cranes in scope of current regulation

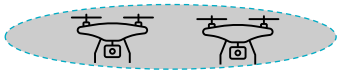
2025/26



c.100,000 p.a. cranes in scope of new regulation

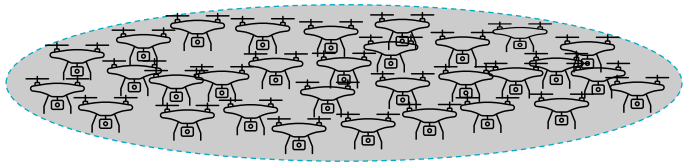
RPAS:

2021



C183,925 p.a. open cat DMARES active operator ID

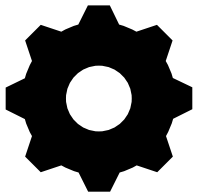
2030



c.900,000+ p.a. open cat DMARES active operator ID

Manual Process – current solution

- Manual case creation
- Manual 2D & 3D mapping
- Manual confliction checks
- Manual NOTAM creation
- Manually create and publish communication



Challenges

- Application status
- Case management
- Mapping
- Checks/handoffs
- Management information
- Technology

Service Goals

Reduce risk of failure and improve system performance

Increase operational efficiency

Increase digital uptake

Reduce application error and calls for guidance

Cost avoidance

Improve safety

Increase sponsor & stakeholder satisfaction

Explore opportunities to improve the service

Design Principles

Easy to use, tailored system

Clear communication & transparency

Enhanced internal user experience

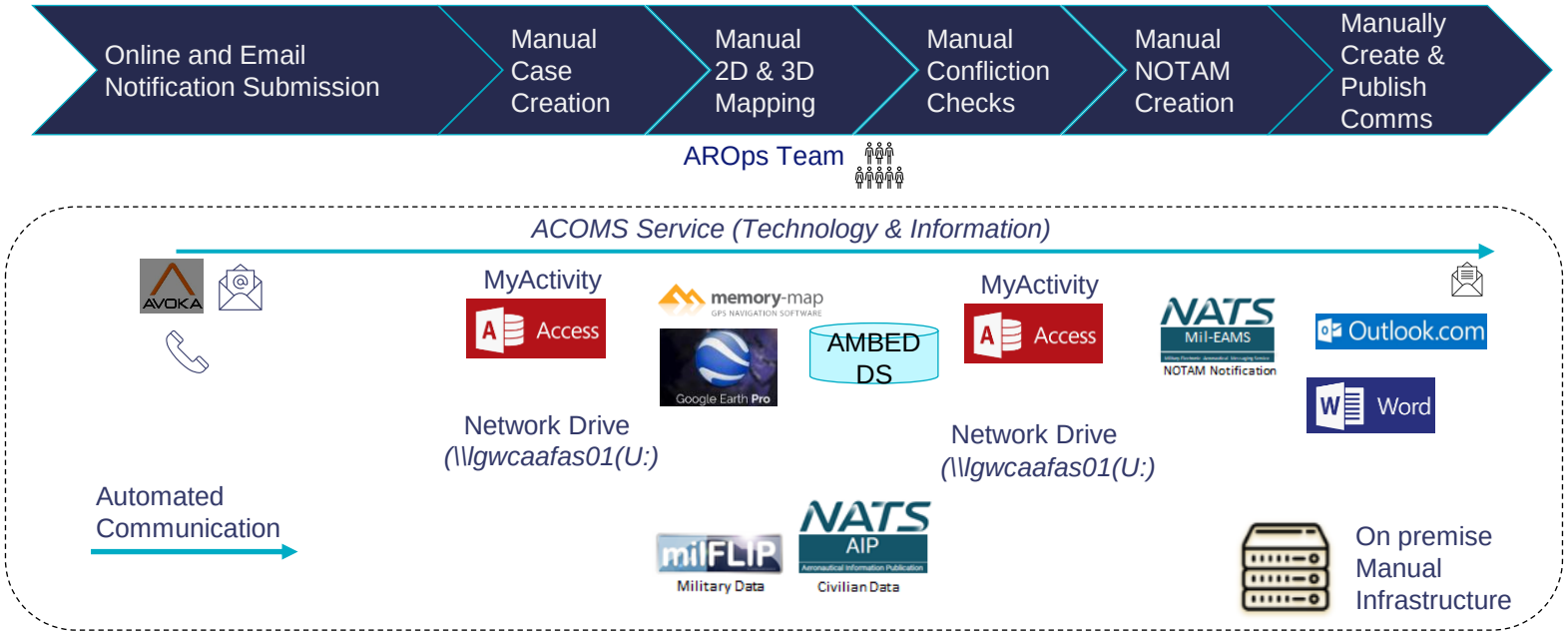
Integrated/whole CAA service

Trusted partnership

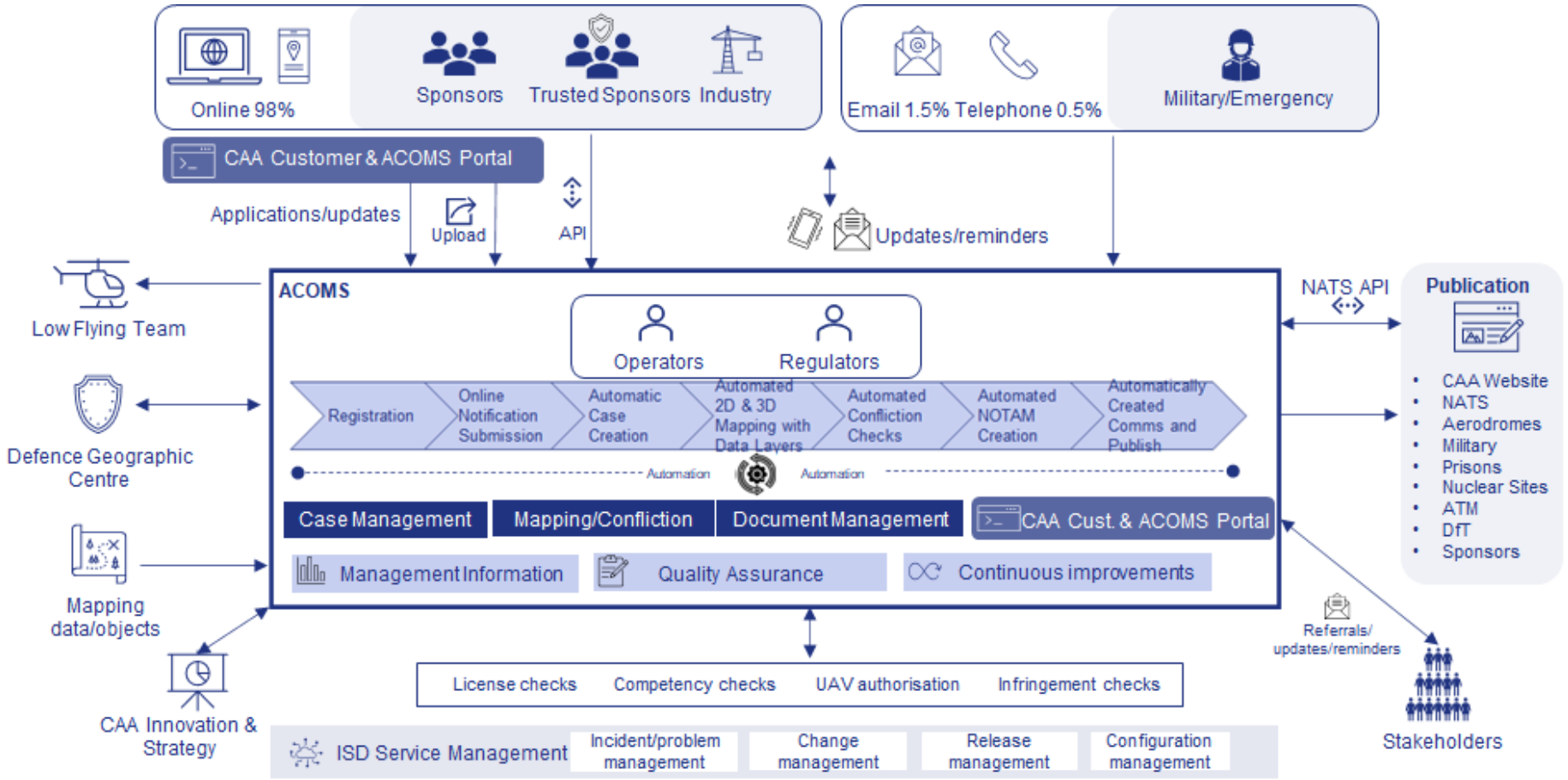
Use data to manage and improve

Technology and standards

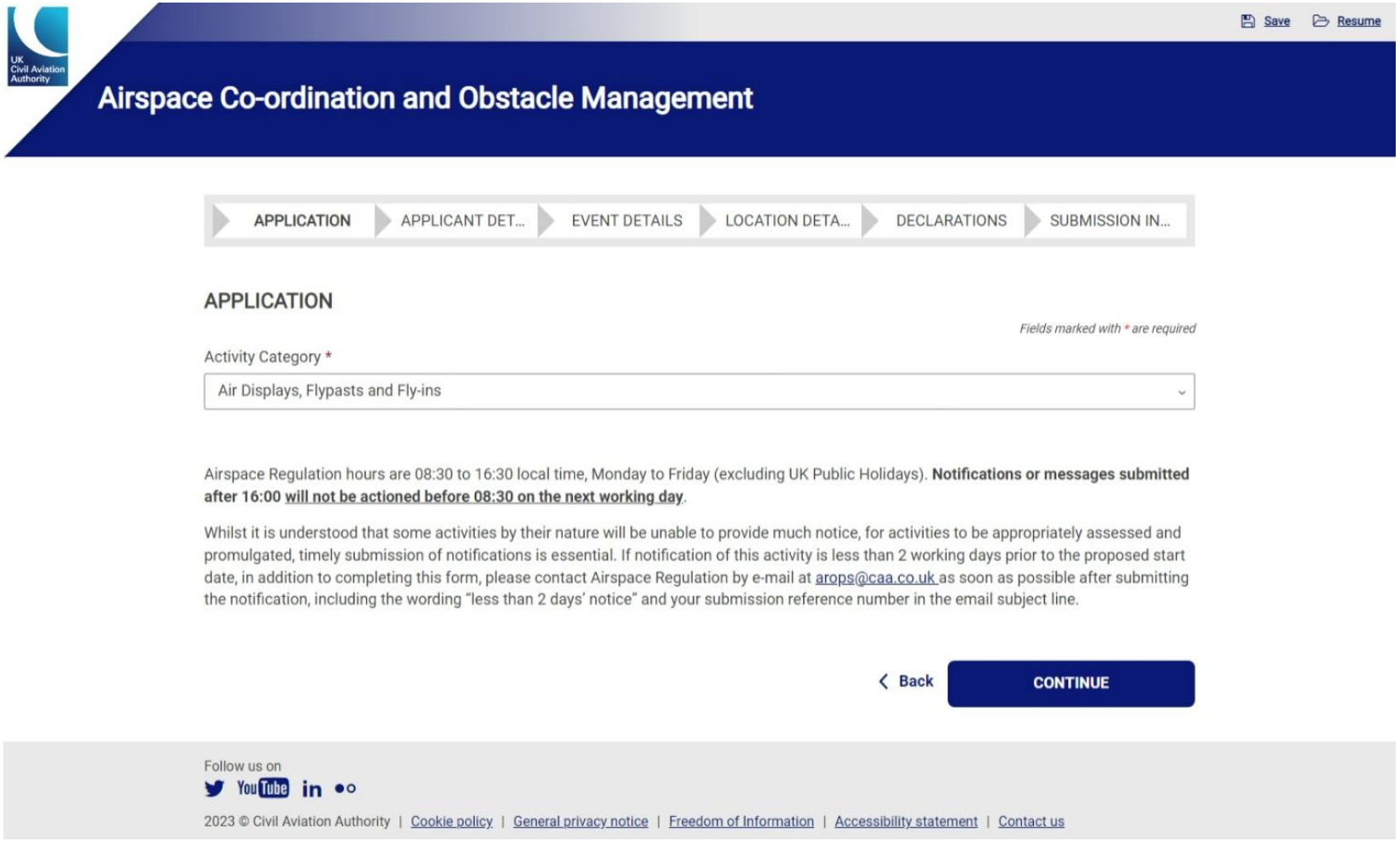
ACOMS – Current Service



ACOMS – Future Service



Current online notification form



ACOMS – When are we building it?

Key release dates

Q1 2023

First phase release to pilot group

- Individual crane/obstacle notifications
- Batch (more than 1) crane / obstacle notifications

Q2 2023

Full release

- Map for processing – obstacle/crane on map for case management
- Include Northern Ireland maps for sponsor submissions
- All activities can submit and be processed
- Automation for cranes / obstacles

Q3 2023

Future priorities

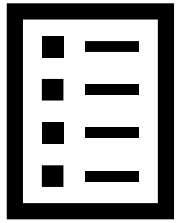
- Scope for future initiatives and developments

In summary

- UK Airspace Users ✓
- Future service ✓
- Challenges ✓
- ACOMS – What does this mean for me now?

  - No change in notification

  - Behind the scenes changes and improvements



UK Civil Aviation Authority

Thank you!

acoms@caa.co.uk

NATS - DVOR/NDB Rationalisation – Update on Progress and Timelines

Together we will

DVOR / NDB Rationalisation

Update on Progress and Timelines

Contents

- Introduction
- Project Recap
- NATS (NERL) Project Progress
- Airport Progress
- Timelines
- Questions
- Future Plans

Introduction

- NATS are keen to discuss and update the General Aviation community on the progress of the project.
- Over the past 18 months we have progressed a great deal and are now at the point where we are very close to being able to switch off the first few DVOR's and NDB's which are within the scope of the project.
- Although GA doesn't have a direct dependency on the VOR's (published procedures within the AIP) we know the DVOR's and NDB's have long been used by GA for navigational purposes.
- As we near the point of switch off (after a long running project), we want to update on progress, and ensure that GA are aware of timelines and plans around the rationalisation project to ensure they are prepared.
- NATS are attending the General Aviation Partnership Meeting (CAA forum) this month to provide a similar brief to them on the plans.

Project Recap

- The current navigational infrastructure was originally established to support aircraft navigation, in an environment before the development of sophisticated avionics and satellite-based systems, when aircraft were required to fly point-point routes directly over the supporting ground navigation aids (NAVAIDs).

- In line with what is now called the Airspace Modernisation Strategy, the project to remove the dependency on the impacted NAVAIDs was developed in consultation with the CAA and was approved by a UK National ATM Advisory Committee (NATMAC) formal consultation in 2008-9.

- The ground-based navigation aids (VOR's and NDB's) owned & used by NATS in the UK are becoming obsolete and difficult to maintain.

- The navigation equipment in aircraft is now more advanced and therefore aircraft are less reliant on these conventional NAVAIDs. The project was established to reduce the number DVORs within our estate from the remaining 45 to 19 in order to benefit from operational cost savings.

- The DVORs and NDBs are situated on land that is costly to rent and some sites have been identified for future developments for housing, airport expansion and other uses.

Project Recap

The facilities which are still to be withdrawn are shown below:

DVOR's (25)		NDB's (7)
Barkway	Lambourne	Burnham
Benbecula	London	Chiltern
Biggin Hill	Lydd	Epsom
Bovingdon	Machrihanish	Henton
Brecon	Manchester	Westcott
Brookman's Park	Mayfield	Whitegate
Daventry	Midhurst	Woodley
Detling	Ockham*	
Dover	Perth	
Gamston	Southampton	
Glasgow	Turnberry	
Goodwood	Trent	
Inverness		

Project Recap

The VOR's which will reaming are as follows:

19 DVOR's Remaining following Rationalisation	
Aberdeen (ADN)	Belfast (BEL)
Berry Head (BHD)	Clacton (CLN)
Compton (CPT)	Honiley (HON)
Isle Of Man (IOM)	Lands End (LND)
Ottringham (OTR)	Pole Hill (POL)
Saint Abbs (SAB)	Seaford (SFD)
Stornoway (STN)	Strumble (STU)
Sumburgh (SUM)	Talla (TLA)
Tiree (TIR)	Wallasey (WAL)
Wick (WIK)	

Project Recap

The Locations and coverage (3500 ft) is as follows :

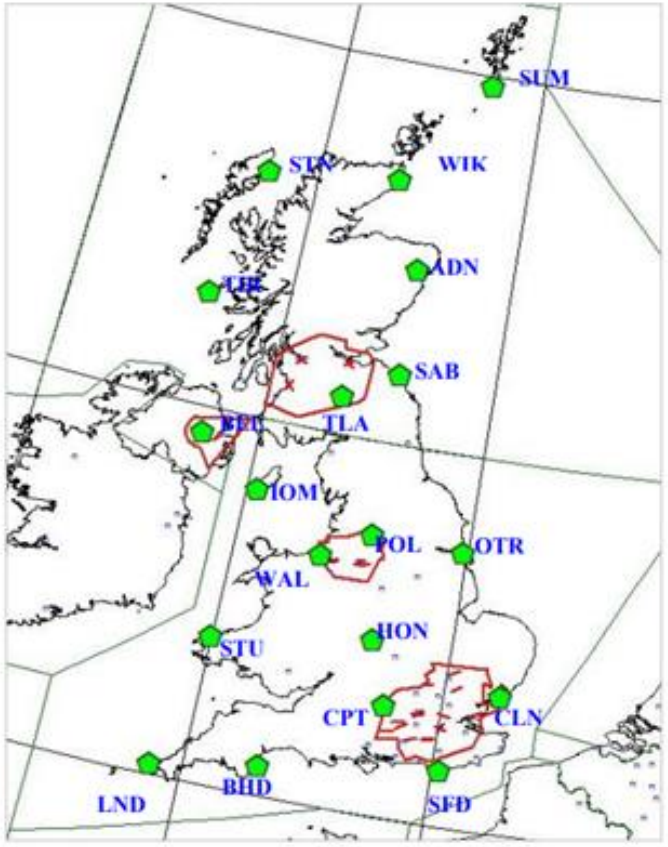
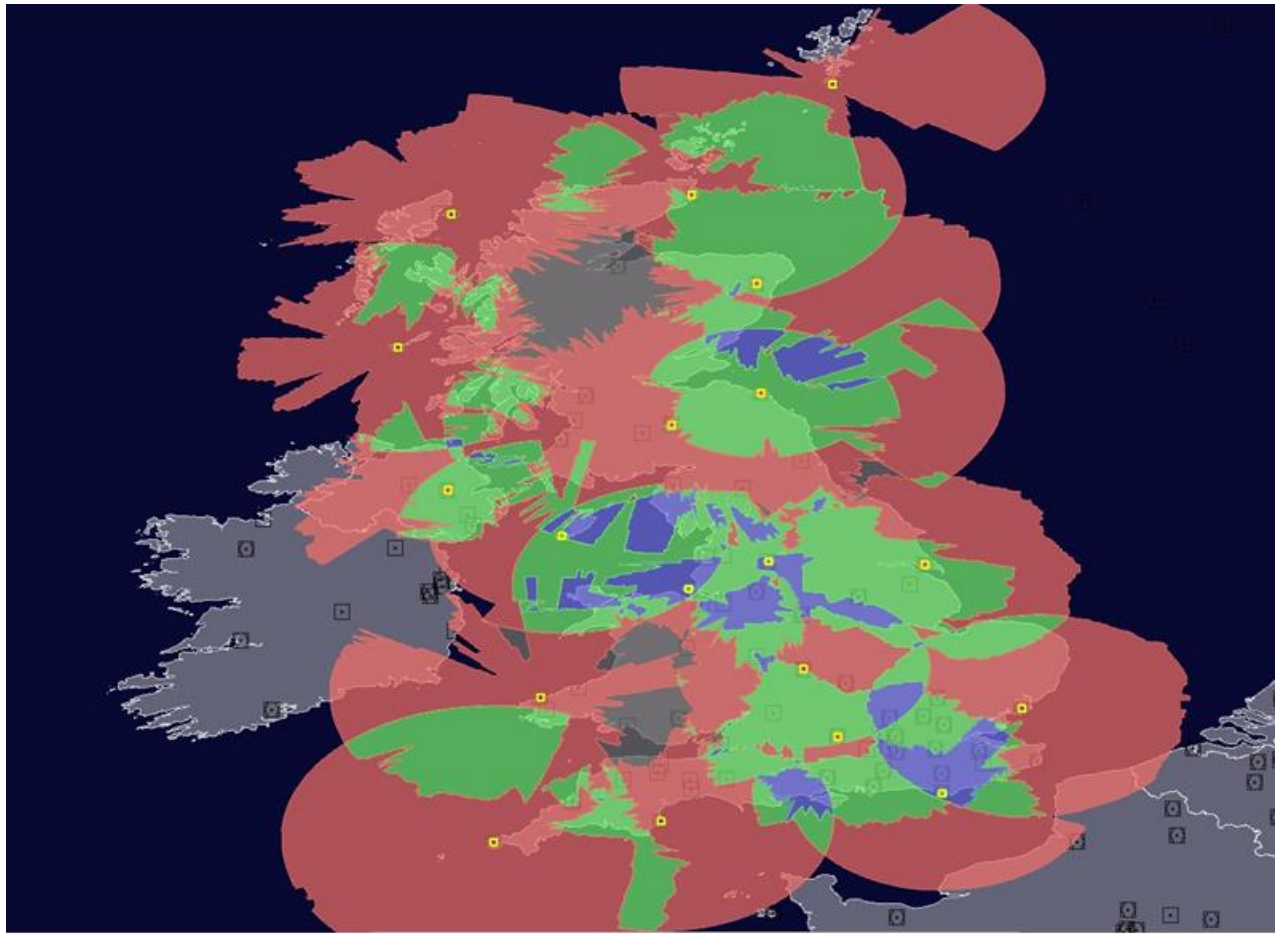


Figure 1 – Illustration of proposed VOR network post rationalisation



*The VOR coverage plots have been simulated using DEMETER, a simulation tool which has been commissioned by EUROCONTROL for this purpose across all ECAC states. The tool provides coverage and redundancy predictions at given altitudes, provided by VOR/DME services and multi-DME services. Red – No redundancy, Green / Blue – Full redundancy

NATs (NERL) Project Progress

- The Project has worked to remove all En-Route Dependencies from the DVOR / NDB network.
- The Enroute Network (routes) is now a minimum of RNAV5 standard with an increasing number of RNAV1 routes.
- No conventional Standard Terminal Arrival Routes (STAR'S) remain in the UK, all have been redesigned to RNAV5 and in some cases RNAV1. This was completed in May 2022 with the final ACP deployment's which included most of the STAR's into the 'Manchester TMA' airfields.
- The Project is now working with airports to support them in removal of their own dependencies and co-ordinating timelines and plans for switch-off.
- Impact Assessments for each of the facilities are currently being planned and/or written. Several are ready for submission to the CAA to seek permission to switch-off certain facilities in the near future in line with current guidance .

Airport Progress

- The impacted Airports were written to by NATs and more recently the CAA to advise on timelines and plans.
- 40+ were identified as having some sort of impact as a result of the rationalisation project. These impacts range from things as small as the change of the name of a point in space, through Visual Reporting Points (VRP's) being based on VOR Radials, through to Standard Instrument Departures (SID's) and Instrument Arrival Procedures.
- As of the 1st of January 2023 the airports are liable for the cost of the upkeep and ongoing costs associated with the DVOR's / NDB's which are within scope. This was discussed and agreed via a series of stakeholder workshops facilitated by the CAA.
- All airports are now working towards removal of their specific dependencies via a variety of different processes (CAP 1781, Periodic Review of procedures, Textual Amendments to the AIP, etc).
- Several Airports have now completely removed their dependencies which means we are nearing the point in at which facilities can be switched off and removed from service.
- The MoD are also impacted and are also working to remove their dependencies and are scheduled to complete across the country by the end of 2023.

Timelines

- Jon Round from the CAA, wrote to the airports advising that starting on January 1st 2023, the airports would have a maximum of 36 months to remove any remaining dependencies, subject to agreeing terms with NATS on the extension of service of the required DVOR's / NDB's.
- In terms of the total time to switch off all the facilities then they should all be switched off prior to 2026, but most will be well before that.
- We are about to submit the Impact Assessments to seek the switch off of the following facilities in the coming months:

DVOR	NDB
LYD (no dependency remaining)	WHI (Liverpool NANTI 2V SID)
MAC (no dependency remaining)	WCO (No dependency remaining)
OCK (+DME) (end of Dec 2023)	

Timelines

- NOTAMs will be published in advance of switch-off's occurring.
- Where a new name is required for a point in space, which is the case at WCO, this will happen at the same AIRAC date at which the facility is switched off.
- We are discussing with the CAA regarding publishing an AIC, or adding to the AIC Y 111/2022 to give a bit more sight of future timelines and plans.
- We don't have a fixed timeline as the order is dictated by the final airfield for a particular NAVAID, removing their dependency.
- Gatwick and Heathrow have a big impact as they utilise so many of the NAVAIDs. They are progressing well with the work via CAP 1781 and other methods. We expected them to be complete prior to the end of 2023 which could then add quite a number of potential switch-off's depending on other airports' progress.
- The MoD are the other stakeholder with a large dependency, which we expect to no longer be required by the end of 2023.

Future Plans - DME

- The DME rationalisation project has already started. We are currently discussing with the CAA the requirements for this and will engage with all relevant stakeholders when we have that feedback.

Questions

Thank you

10 Minute Break

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DfT Update - GA Partnership

February 2023




Civil Aviation Authority

Skills

- In January 2023, the Department appointed 13 **Aviation Ambassadors**, 3 of whom are from the GA sector. Our volunteer Ambassadors aim to promote the sector as an exciting career opportunity for young people and to promote wider aims of the Reach for the Sky Programme.

- 11 successful recipients of the Reach for the Sky **Challenge Fund** have been announced. Organisations meeting the criteria for the fund were able to apply for a share of £700,000, with funding decisions agreed by a joint panel of the Department for Transport (DfT) and the Civil Aviation Authority – which manages the fund on DfT's behalf.

- DfT has commissioned independent research to investigate current funding models for pilot training. The research, which will report in the coming weeks, sets out recommendations to help industry and government work together to improve the accessibility of the profession, by addressing the high cost of pilot training.

- Thanks to all who completed the Generation Aviation engagement survey. The survey will be repeated on an annual basis.

Policy & Programme

- We have been working with Ministers to consider how we can leverage our GA work to align with wider Government and DfT strategic objectives, namely in Skills, Decarbonisation, Innovation and Trade. We continue to work closely with the CAA to ensure our GA aims are consistent and to deliver against our priorities.

- The GA Advocate met the Minister for Aviation in January. The Minister was pleased with the work underway on GA. The Minister is keen to better understand the issues facing the sector which only Government can unlock and where there is a clear need for government to intervene.

- We continue with our ambitions to publish a handbook for external stakeholders, and local authorities. We have been working through a number of comments from other government departments and other stakeholders and we remain hopeful to publish the handbook this spring.

CAA Independent Public Body Review

- The Call for Evidence for the CAA Review closed at the end of January and we will now be working through the responses to understand the key themes that the sector has identified.

- The lead reviewer, Jeremy Newman, has continued to engage with industry and held a roundtable of GA Stakeholders on 8 February to better understand the specific issues facing the GA community.

- We would like to thank everyone who has responded by taking the time to let us know their thoughts.

- Review findings are due to be published on completion of the review, in early summer 2023.

Safety

- The next safety industry engagement forum will take place on 14th March.

- The agenda is likely to include an update on the Retained EU Legislation Bill (REUL), and an open item on how we can more effectively engage with stakeholders to communicate rulemaking plans.

Community In the Spotlight – CH!RP

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CHIRP

Confidential Human Factors Incident Reporting Programme

GA Partnership

23rd February 2023

Steve Forward
Director Aviation

CHIRP Update

CHIRP
Confidential Human Factors Incident Reporting Programme

AVIATION

CHIRP's Mandate & Role

Speaking truth unto power / safety valve

CHIRP's Mandate & Role

CHIRP's Mandate

- ICAO Annex 19 'Safety Management' Ed 2 (Chapter 5) and ICAO Doc9859 Safety Management Manual Ed 4
  - States shall establish a voluntary safety reporting system to collect safety data and safety information not captured by mandatory safety reporting systems.
- UK (EU) Regulation No 376/2014 (Articles 3, 5 & 16)
  - Requires Member States to safeguard the confidentiality of reporters;
  - Makes provision for independent systems for collection and processing of safety information that might not otherwise be captured.
- CAA Civil Aviation Publication CAP 1180 – UK State Safety Programme
  - Acknowledges CHIRP as the UK independent confidential voluntary reporting scheme.

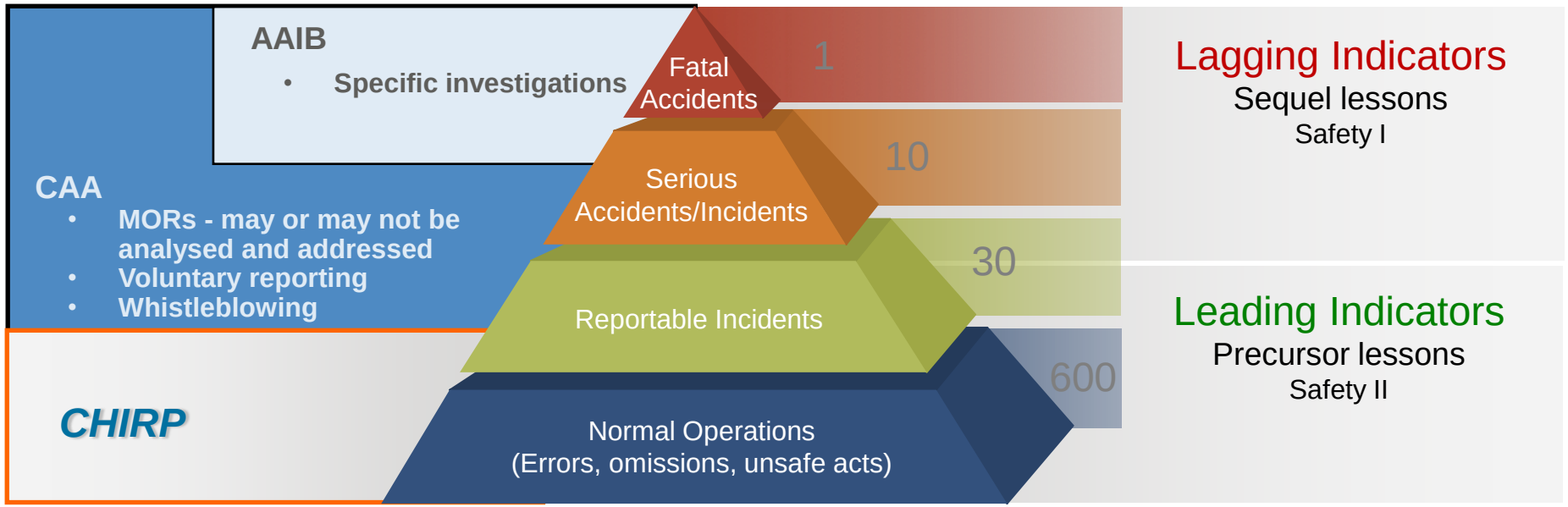
CHIRP's Mandate & Role

CHIRP's Role

- Mission – the 'What'
  - To help improve aviation and maritime safety and build a Just Culture by managing an independent and influential programme for the confidential reporting of human factors-related safety issues.
- Desired Strategic Outcomes – the 'Why'
  - Better leadership, awareness and attitude towards safety issues.
  - Improve safety culture by changing behaviours, so that practices, processes and procedures are as safe as they can be.
  - Safety outcomes identified in CHIRP reports are adopted by regulators, managers and individuals.

CHIRP's Mandate & Role

Reporting Relationships



Reactive Lessons
Behaviours, cultures or activities that have resulted in a safety incident or accident

Proactive Lessons
Behaviours, cultures or activities that, if left unchecked, could result in a safety incident or accident

CHIRP's Mandate & Role

Overview

- History
  - Commenced 1982, in current charitable form since 1996
  - Founding member International Confidential Aviation Safety Systems (ICASS) group in 1990
- Focus
  - Human Factors and confidential reporting
  - Non-punitive, non-judgemental, Just Culture
- Funding
  - By CAA but fully autonomous charitable trust independent & external to regulator
- No statutory authority
  - Voluntary reporting
  - Regulator / industry conscience
- Panels of peers (Advisory Boards) with rigour & credibility as experts in own right
  - Flight/Cabin Crew, ATC, General Aviation, Engineering, Drones, Ground Handling & Security
  - Impartial and unbiased consensus views and advice

CHIRP's Mandate & Role

Structures

Reports

Aviation Secretariat

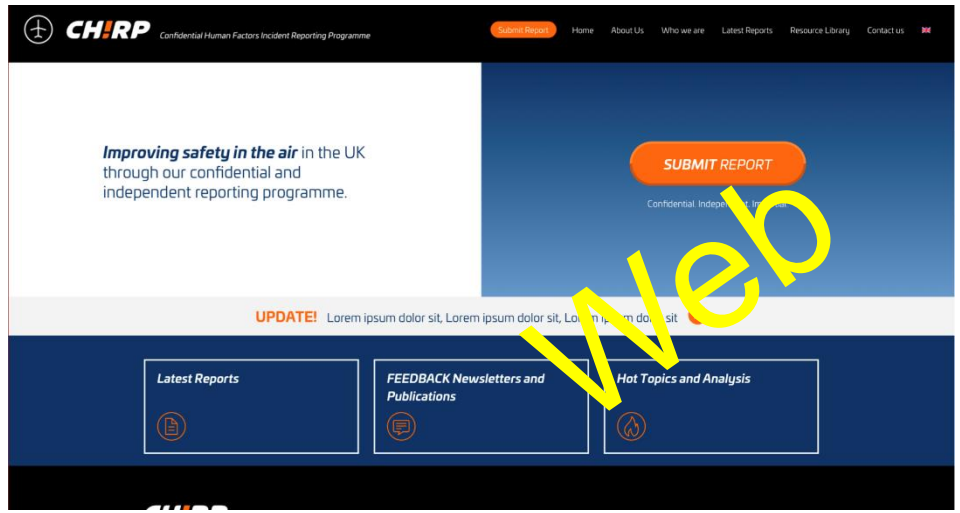
Director Aviation
Cabin Crew Programme Manager
Engineering Programme Manager
Drone/UAS Programme Manager
Ground Handling & Security Programme Manager

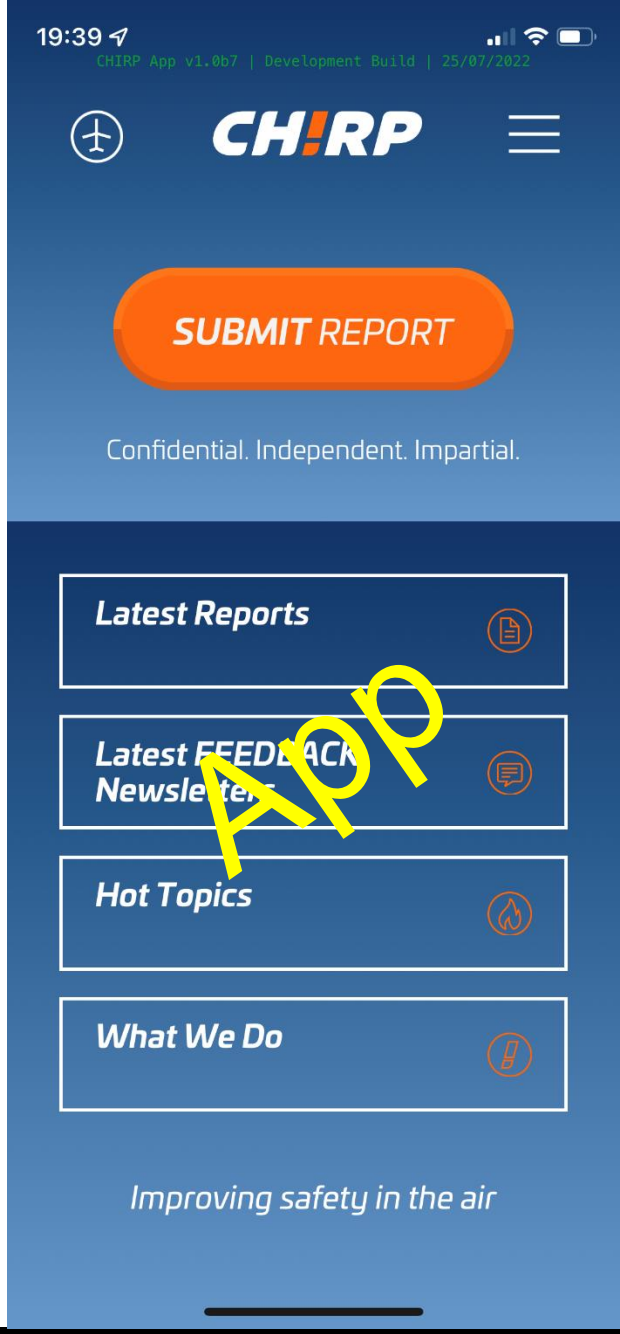
- Air Transport Advisory Board
- Cabin Crew Advisory Board
- General Aviation Advisory Board
- Drone/UAS Advisory Board

CHIRP's Mandate & Role

Outputs

- Formal responses to reporters
- Quarterly FEEDBACK newsletters for each Advisory Board
  - Effectively one newsletter per month
  - AT FEEDBACK – 37,000 Pilots, ATCOs, Engineers
  - GA FEEDBACK – 38,000 Pilots, ATCOs, FISOs, Engineers
  - Cabin Crew FEEDBACK –hard & soft copies to relevant operators and Trades Unions
  - All newsletters available on website and App
- Notes and position papers on specific issues to regulator
- Occasional 'Aviation Insight' articles
- Website, App, Social media





mail@chirp.co.uk
www.chirp.co.uk

CHIRP's Mandate & Role

What's the Reality?

- Safety valve/Safety net
  - Another route to promote change when all else fails
  - Provides a vital safety net for collecting reports that would otherwise have gone unwritten
- Whistleblowing
  - Confidentiality & discretion without regulator involvement
  - Mitigation against safety concerns not being reported
- Agony Aunt
  - Provide 'wise' counsel
  - Provide information
  - Point people to the right sources / contact points
- Champion causes / act as advocate
  - Regulator / industry conscience
- Provide perspective and promote Just Culture
  - Impartial, independent and unbiased
  - Human error or human saves?


AIR TRANSPORT Measuring pilot skill

Pilot error! what about pilot saves?

Dr Robert E Joslin FRAeS, Associate Professor, College of Aeronautics, Embry-Riddle Aeronautical University asks, when designing automated flightdecks, whether we should be measuring those everyday interventions by pilots that prevent small incidents becoming larger accidents.

The National Transportation Safety Board has reported that, over the past 20 years, 85% of accidents were attributed to pilot error, defined as an action or decision made by the pilot that was the cause or a contributing factor that led to an accident.

A pilot to the rescue

CHIRP's Key Issues

Current GA Topical Issues (2022)

- Failure to follow procedures (F2FP)
  - Complacency, application of procedures, knowledge of procedures, understanding of procedures
- Handling/aircraft operation
  - Recency & familiarity, situational awareness, airmanship, weight & balance, winter/bad weather operations, icing, IMC training, press-on-itis
- Defences
  - TEM, insufficiently ready, insufficient awareness of risks
- Communication
  - Clarity of written & spoken communication
- Organisation/club cultures & relationships
  - Resilience, self-induced and external pressures to fly, personal relationships, toxicity, Just Culture, trust
- Change management (esp post-COVID)
  - Risk assessments, communication of changes
- NOTAM relevance & display
  - NOTAM awareness, non-relevant NOTAMs, filtering of NOTAMs by electronic planning aids, NOTAM taxonomy
- Airspace
  - Awareness of, infringements, mixed IFR/VFR airspace, risk assessments, communication of airspace changes

CHIRP's Mandate & Role

Strengths & Weaknesses

Strengths

- Independent, external to regulator, non-mandatory
- CHIRP as a trusted brand by industry, regulators and reporters
- Engagement with reporters as an intermediary with the 'system'
- Panel of peers with rigour & credibility as experts in own right
- Access to highest levels of CAA
- Non-punitive, non-judgemental, Just Culture

Weaknesses

- Analytical capabilities
- Resources overall vs case workflow
- Bandwidth to engage in every worthy cause
- Ability to feedback to wider community
- UK-focused (but some international linkages and engagement)
- Reliant on altruistic contributions by Advisory Board members
- Reliant on industry and the regulator 'doing the right thing'

CHIRP

Summary

- Human Factors reporting provides valuable intelligence on precursor risks and hazards.
- Confidential, voluntary reporting provides a vital safety net for collecting reports that would otherwise have gone unwritten.
- A user-friendly system to encourage reporting – www.chirp.co.uk
- CHIRP is a well-connected part of the UK safety ‘team’

CHIRP

Key Principles

VOLUNTARY

Voluntarily submission of reports concerning events related to safety for the purpose of system alerting, understanding and learning

CONFIDENTIAL

Protection of identity through disidentification of persons, companies, and any other identifying information

INDEPENDENT

Trusted, unbiased dissemination of safety information and advice

JUST CULTURE

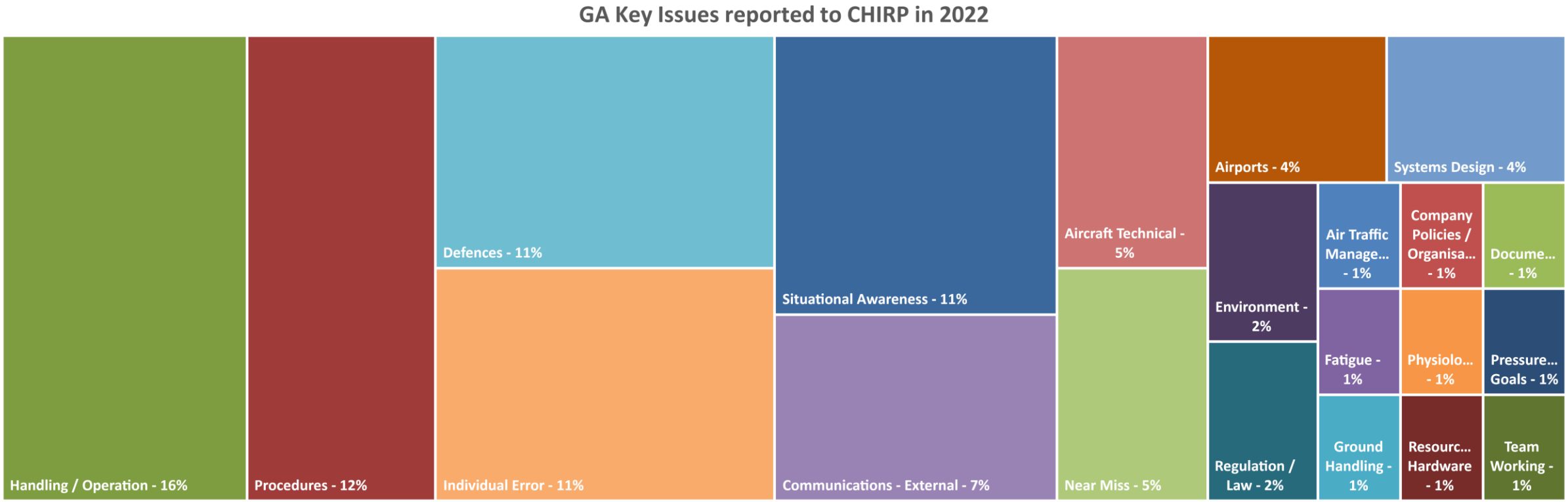
Non-judgemental safety net for reporting occurrences that might not otherwise be reported

Questions?

...the degree to which computers intrude into our lives.

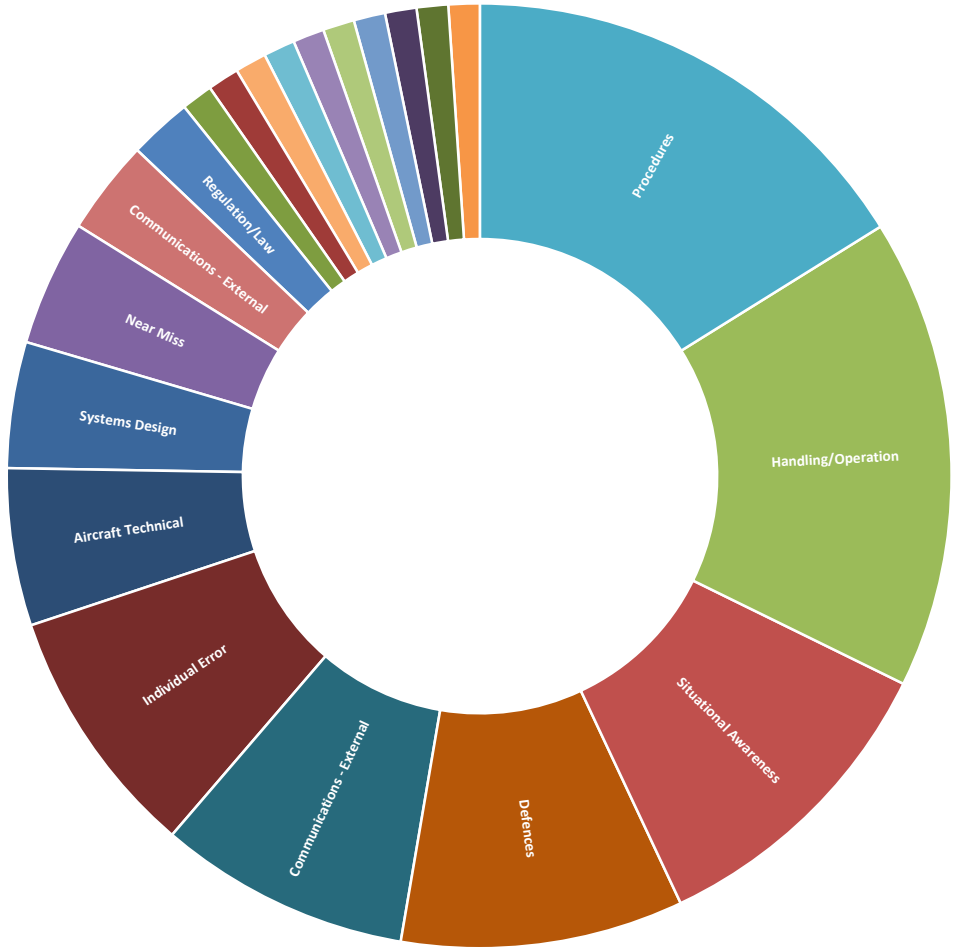
CHIRP Key Issues

GA – 2022 (83 entries)



CHIRP Key Issues

GA – 2022
Detailed breakdown



CHIRP

Confidential Human Factors Incident Reporting Programme

Communications

Together we will

Do the right thing

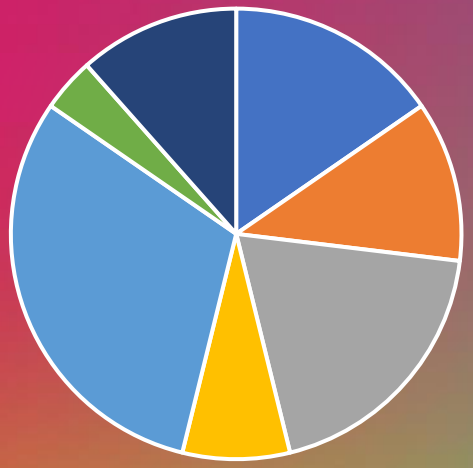
Never stop learning

Build collaborative relationships

Respect everyone

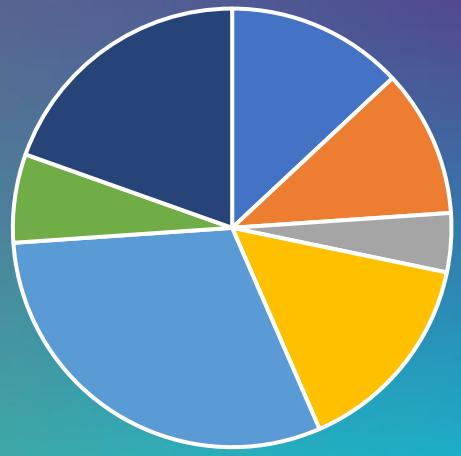
10,768 SkyWise subscribers across all GA categories

2021 Communication/engagement actions

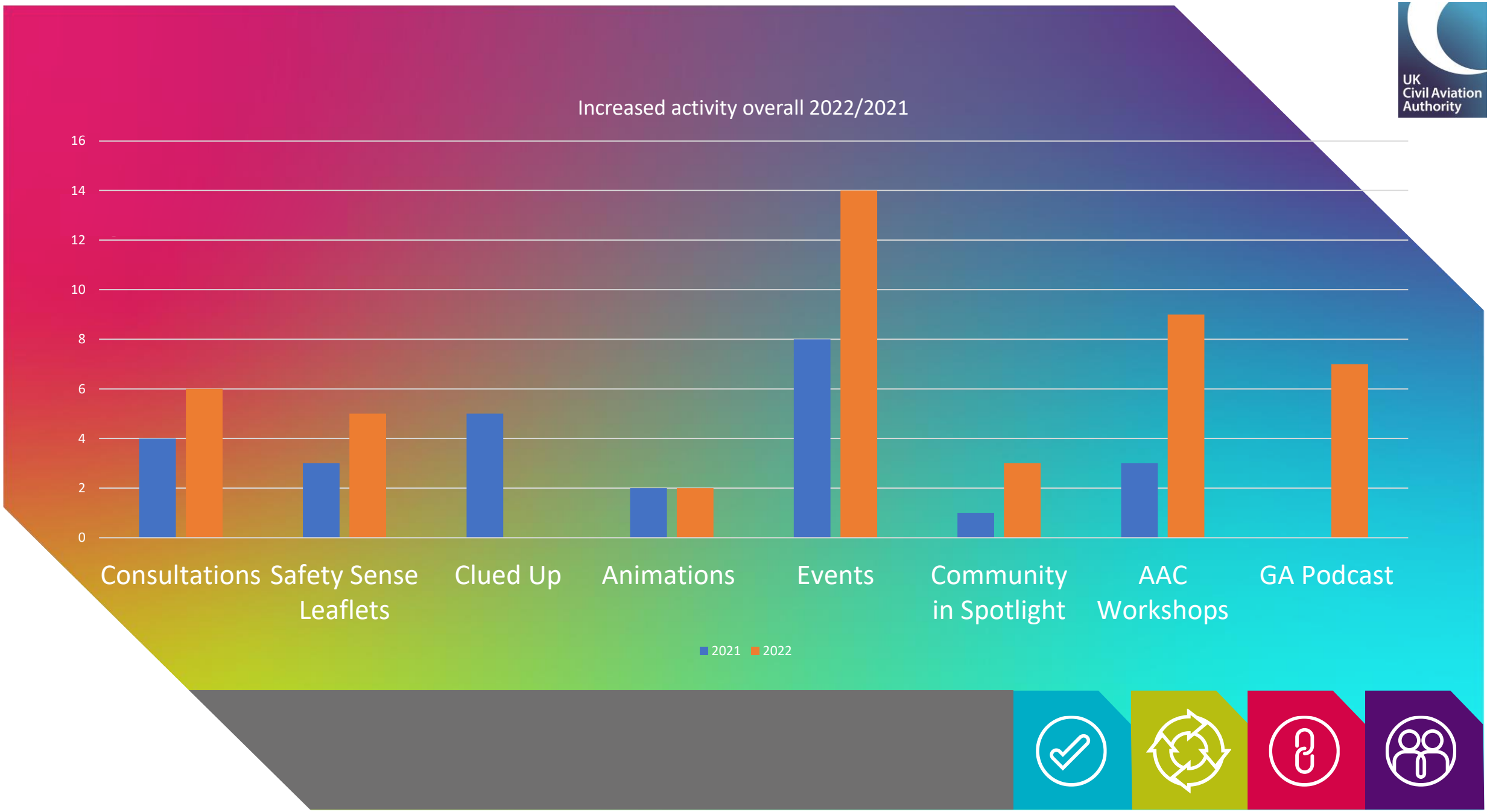


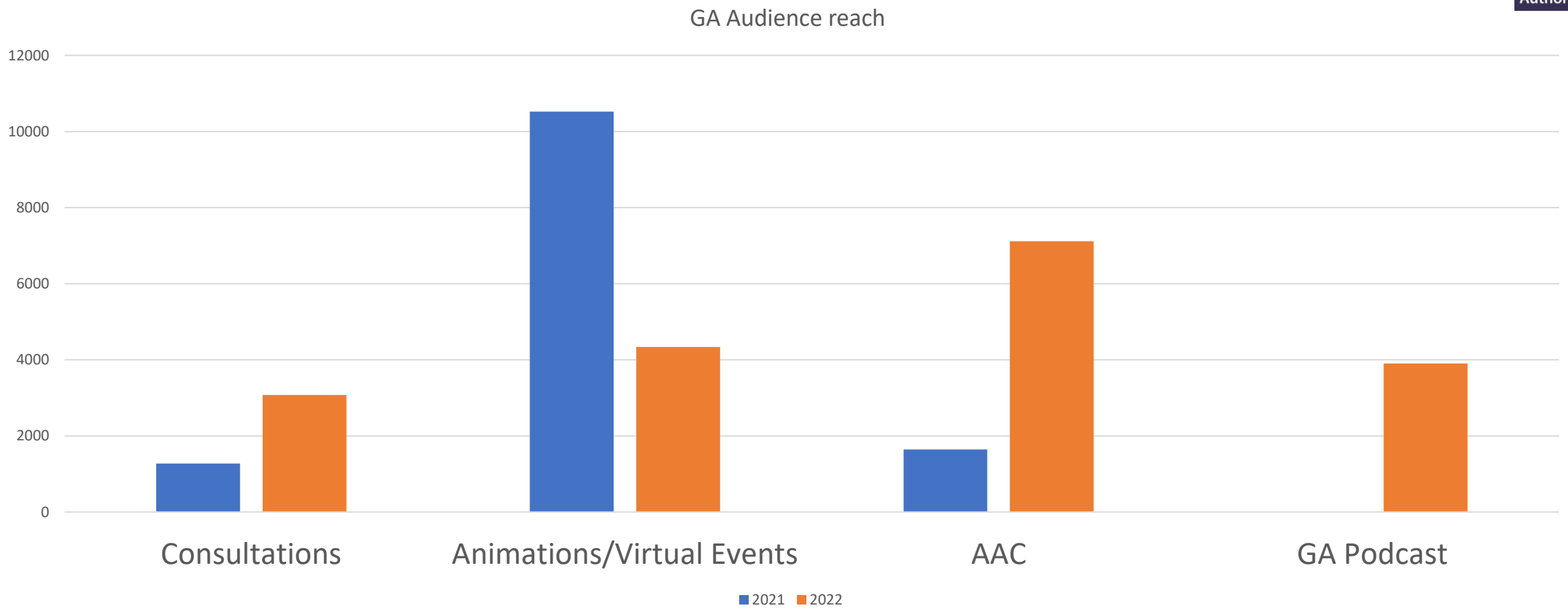
consultations
SSL
Clued Up
Animations
Events
Community in Spotlight
AAC

2022 - communications/engagement actio



Consultations
SSL
Animations
Podcast
Events
Community in Spotlight
AAC


Increased activity overall 2022/2021
16
14
12
10
8
6
4
2
0
Consultations
Safety Sense Leaflets
Clued Up
Animations
Events
Community in Spotlight
AAC Workshops
GA Podcast
2021
2022


GA Audience reach
12000
10000
8000
6000
4000
2000
0
Consultations
Animations/Virtual Events
AAC
GA Podcast
2021
2022

10,768 S10,768 SkyWise subscribers across all GA categories

Work Stream	
Safety Sense Leaflets	Recently published SSL Radiotelephony. Ambition to publish 1xSSL per month
JC – Occurrence Report	Publish an Occurrence Report case study every other month highlighting an MOR case study and use an example to highlight best practice and Just Culture.
Community in Spotlight	CHIRP to be published with GAP meeting minutes and presentations. AOPA are planned next visit.
Women of Aviation Campaign	Quarterly comms piece to highlight Women of Aviation both today and historically. Looking to stakeholders for collaborative efforts e.g. BWPA and LAA
Ambitions for 2023	To support more grass roots events and oversight responsibilities of the CAA and to produce more engaging content e.g. vlogs, blogs, videos and podcasts. Developing closer comms working relationships with AAIB – e.g rejected take offs.

AOB

Together we will

Do the right thing

Never stop learning

Build collaborative relationships

Respect everyone

Close

Next meeting: Thursday 18th May 10:00 – 12:30

Together we will

GA Programme Update

Together we will

CAP 2146 Project Ref	Project Name	Status	
S1	Rationalise and Simplify UK GA FCL	In progress - consultation complete and Phase 2 underway	
S2	Rationalise and Simplify UK GA Maintenance Regs	In progress - Developing High and Low utilisation maintenance planning guidance	
S3	Exploration of GA Medical Requirements and end user experience	In progress – consultation complete and comment disposition underway	
T1	Review UK Instrument Ratings	Incorporated into S1	
T2	Exploration of developing opportunities for innovation at airfields	In progress with scope informed by de-carbonising GA report	
T3	Introduce the equivalent of a Skyway Code for airworthiness	Delivered - Airworthiness Code	
T4	Explore opportunities for innovation with bio-fuels and electrification.	In progress with scope informed by de-carbonising GA report	
T5	Offer greater delegation to the British Gliding Association	In progress, expected to complete in Q1 2023	
T6	Scope ways the CAA can encourage more innovation in manufacturing	Scope absorbed into S2	
T7	Safety Standards Acknowledgements and Consent Class 5 (Fast Jets) implementation project	Delivered	
T8	Complete a comparison study with other NAAs' practices	Delivered	
T9	Form a Diverse and Inclusive GA Change Panel	Scope absorbed into strategic projects	

CAP 2146 Project Ref	Project Name		
T10	Scope the development of an app or some other device / channel which can be used at any time by individuals to provide feedback	Cost benefit rational not evident and existing channels sufficient	
T11	With the Department for Transport, review the current stakeholder forum arrangement to maximise effective collaboration	Delivered (GAP)	
T12	Via the GA Change Panel – set up a network of CAA GA ambassadors across the GA community	Delivered	
T13 (*Now combined with T3)	Establish an 'Improvement of Clarity and Guidance' crosscutting programme	Delivered under T3	
T14	Form a Diverse and Inclusive GA Change Panel (And invite someone not part of GA Community)	Scope absorbed into strategic projects	
T15	Historic Aircraft work to support DfT	Closed & De-Scoped	
T16	e-Exams Part 66l	Delivered	
T17	e-Exams BFCL	Delivered	
NA	Sub 70kg	In progress (scoping)	
NA	Remunerated Training in PtF PH2	In progress	
NA	A3-7 / A8-26 Review	In progress	

Complete | On-Track | Delayed | No Plan

CAP 2146 Project Ref	Project Name	Status	
NA	Carbon Monoxide Trial CODE	Trial complete, CAA policy position under review	
NA	Safety Sense Leaflets	In progress	
NA	450-600kg BCAR Section S amendment	In progress	
Q1	Pursue action to enable LAPL holders to fly in Europe	Delivered	
Q2	Allow UK Part 21 aircraft to be flown on a national licence	Delivered as part of Q1	
Q3	Help CAA AAA colleagues to emphasise and publicise CAA facilitation of GNSS approach deployment exploring possibilities to further simplify the application procedure	Delivered (led by AAA)	
Q4	Emphasise and publicise the creation of the Airfield Advisory Team, working closely with them to help wherever possible	Delivered via GAP and media coverage	
Q5	Revert to previous rules for Visibility and Distance from Cloud Minima for flying in VMC	Delivered	
Q6	Clarify the law on cost-sharing flights and use of the 'cost sharing website'	Delivered (CAP2270)	
Q7	Improve clarity of information and guidance on medical requirements	Absorbed into scope of S3	
Q8	Increase sharing of data with our association colleagues	Delivered (GAP)	

Complete	On-Track	Delayed	No Plan

CAP 2146 Project Ref	Project Name	Status	
Q9	Find ways for the CAA to promote UK manufacturing if possible	Absorbed into scope of T6	
Q10	Explore options to encourage more carbon-neutral technology	Absorbed into scope of T4	
Q11	Explore ways to reduce the cost of maintenance and cost of regulation of historic aircraft (wherever within CAA control)	Absorbed into scope of T15	
Q12	Scope the possibility of targeting the Flying Instructor and Examiner community (non commercial aviation) with a dedicated channel to meet their needs, possibly through representation at the CAA's GA Partnership	Delivered with GAU engagement	
Q13	Undertake 'listening sessions' at GA airfields or conduct geographically targeted or sector-targeted 'virtual listening sessions'	Absorbed into scope of T2 and AAT	
Q14	Make use of external experts skilled in technical writing to help deliver the cross cutting task force objectives or deliver some training to those who will write the Quick Guides	Delivered (SME supporting SSL's)	
Q15	Brief Scoping Study to review further suggestions for efficiency and collaboration	Absorbed into scope of T8	
Q16	Undertake 'listening sessions' at GA airfields or 'virtual webinars' specifically for those who are not part of the GA community	Undertaken on a case-by-case basis vis the AAT	

CAP 2146 Project Ref	Project Name	Status	
W1	Appoint a CAA GA 'just culture' champion who is a current GA pilot and member of GA Unit staff and..	Delivered	
W2	Ensure they are part of the Infringement Coordination Group process and also the GA point of contact for all Alleged Breaches of Air Navigation Law and other Mandatory Occurrence Reports (	Delivered	
W3	Build closer ties between the Airfield Advisory Team and CAA GA Unit Operations and Licensing team, sharing intelligence regularly	Delivered	
W4	Establish closer links between the CAA, delegated authorities and flying clubs	Delivered	
W5	Pursue further engagement via both the Change Panel and alternative communication channels to help disseminate and gather views	Delivered	
W6	Integrate the GA Change Panel with the new communication channel	Delivered	
W7	Begin using Facebook and LinkedIn (the most popular social media platforms across all age groups) with a dedicated GA channel	Delivered	
W8	Feel able to make some wide strategic change, even with additional costs and use the GA Change Panel and possible CAA GA ambassadors to help with successful and empathetic implementation of these changes	Absorbed into scope of S1,2,3	
W9	GA Unit to work with CAA's central Strategy and Policy team on how best to engage with this sector (non GA community - local communities)	Delivered (via AAT)	

CAP 2146 Project Ref	Project Name	Status	
W10	Ensure the CAA and GA Change Panel engages with kite flyers	Absorbed into scope of S1,2,3 as required	
W11 (same as W6)	Begin using Facebook and LinkedIn (the most popular social media platforms across all age groups)	Delivered	
W12	As part of our drive for increased clarity and guidance we make use of CAA Strategy and Policy team expertise and advice on best practice	Delivered (greater CAA DfT collaboration)	

Complete | On-Track | Delayed | No Plan

Thank you for Attending