



GENERAL AVIATION PARTNERSHIP MEETING

Thursday 18th May 2023 – 10:00 – 12:30

Via Microsoft Teams Conference Call

Representatives from the following Organisations Attended:

Airfield Operators Group
British Balloon and Airship Club
British Business and General Aviation Association
British Gliding Association
British Hang Gliding and Paragliding Association
British Helicopter Association
British Microlight Aircraft Association
British Rotorcraft Association
CAA
CHIRP
DfT
Flying Farmers Association
General Aviation Awareness Council
General Aviation Awareness Council
Historic Aircraft Association
Home Office
Light Aircraft Association
Royal Aeronautical Society – General Aviation Group
UK Flight Safety Committee

Apologies:

Aircraft Owners and Pilots Association
Airspace for All
Association of Light Aircraft Engineers
British Air Display Association (BADA) Chair
British Balloon and Airship Club
British Gliding Association
British Model Flying Association
British Rotorcraft Association
British Skydiving
British Skydiving
Cameron Balloons
Commercial Ballooning Association
General Aviation Alliance and Royal Aero Club
Helicopter Club of Great Britain
PPL/IR Europe
Royal Aeronautical Society – General Aviation Group
Royal Aeronautical Society Engineering Group
The Light Aircraft Company
The Royal Institute of Navigation/Air Pilots
UK Airprox Board

1. **Welcome:** Chair welcomed Simon Tilling as new CEO of the LAA. Chair also updated the group on recent organisational changes within the CAA following the departure of Richard Moriarty as CEO.

Section One

2. **GA Change programme – progress update:** Chair updated the group on recent progress of projects under the GA Change Programme. Chair committed to making the Open Innovation report on decarbonising GA available on the CAA website. Further discussion focussed on progress with the Sub 70kg project, with several members expressing a desire to participate in the working group which is soon to be set up. The BHPA suggested the project should also look at the possibility of introducing two-seat training for Sub 70kg trikes.
3. **GAP Survey – results and next steps:** CAA gave an overview of the results of the recent survey of GAP members and outlined their approach to meetings going forward. Future GAPs will take a renewed focus on policy updates and future plans (primarily for the GA change programme). Meetings will include an additional slot for DfT to present on policy and regulatory matters from across government. GAP members will also be given a breakdown of the latest safety intelligence from CAA or other industry groups. To facilitate meaningful updates, meetings will reduce in frequency to three a year. Community in Spotlight will be removed from the GAP agenda but will continue as a separate activity led by CAA.
4. **GASCo Safety Update:** GASCo presented their most recent safety data, highlighting the top 10 risks in GA. Human performance and fitness to fly were factors that featured prominently in recent GASCo reviews. GASCo also highlighted the need for more training for pilots in how to handle partial power loss emergencies. BGA added that data from their tug aircraft fleet suggested that most power loss events were partial rather than full. CAA said that partial power loss training will be specifically looked at as part of the ongoing project on GA licensing. Further discussion was had about the need to improve GA incident reporting.

Section Two

5. **DfT and Cross-Government update:** DfT gave an update on recent GA work, including the release of the GA Handbook, which is aimed at addressing misconceptions of non-GA stakeholders. The GAAC asked about progress on the review of the CAA. DfT said the review would conclude this summer. DfT also highlighted the upcoming publication of the Fraser Nash report on decarbonising GA. AOPA expressed regret that an advanced copy of the report had not been shared with GAP.
6. **Home Office – General Aviation Report (GAR) consultation:** representatives of the Home Office briefed GAP about their consultation on advanced requirements for international flights. The consultation will close on the 16th June and the GA community should be encouraged to make representations. Home Office will also be hosting online familiarisation sessions to demonstrate the new GAR online format soon.
7. **CAA Communications:** CAA gave an overview of its recent communications work with the GA community. BGA asked for information on how the CAA measures the reach of its Comms activity.
8. **AOB:** GAAC asked if any progress had been made towards zero rating VAT charged on flying training. DfT said some research had been done on the issue and that options are currently under discussion with HM Treasury. AOPA highlighted that several European flying groups were planning flyouts to

the UK this summer and asked what they should do in the event of a mechanical problem whilst here. AOPA also asked if European Permits to Fly would be recognised in the UK. CAA agreed to respond to AOPA in writing. BMAA raised problems they have faced in changing their registered address with the CAA. CAA agreed to investigate the problem. Helicopter Club of Great Britain asked about the information available on upcoming trials which are planning to demonstrate a 'drone superhighway' concept. CAA said information on these trials will be published in due course.

Proposed Date for the next General Aviation Partnership Meetings is

Thursday 12th October, 14:00am-16:30pm

Follow up on questions put forward at the May GAP:

Question: Is there a procedure for UK maintenance organisations to complete repairs on foreign registered aircraft when these aircraft are operating in the U.K., and will their own NAA recognise this work?

Given the broad nature of this question, it should be addressed to the relevant NAAs for the state of registry of the aircraft concerned. If "foreign" means from an EASA member state, there is an alleviation in Part-ML which allows the owner to authorise UK maintenance organisations to complete repair and certify the aircraft in unforeseen circumstances. Full details are in [Part-ML, ML.A.801](#). This only works for privately operated aircraft, and if the relevant NAA would accept parts released on a CAA Form 1 would be up to them. If "foreign" means on the US register then [CFR 43.7](#) applies.

Question: As part of the PMD project are any ICAO associated considerations being included in the work?

In the initial stages of the PMD project the team looked at how the FAA-equivalent works; this is the only international aspect that has been considered.

Question: The permit aircraft met flight conditions developed by EASA allowed national authorities to give a permit. Will the U.K. accept these permits?

Our information on this is that the CAA has issued permits utilising EASA Flight Conditions and then post-Brexit simply converted these to UK flight conditions, so that rationale would suggest we accept the permits as we issue them ourselves.