

# General Aviation Partnership

18<sup>th</sup> May 2023

Together we will



Do the  
right thing



Never stop  
learning



Build collaborative  
relationships



Respect  
everyone

# Agenda

- Welcome – Chair
- GA Programme Update –Chair/Steve Hofmann
- GAP Survey - results and next steps – Chair
- GASCo Safety Update – Mike O'Donoghue

## 5 Minute Break

- DfT and Cross-Government Update – Adam Spalding
- Comms Update –Alex Blomley
- AOB – All
- Close – Chair



# Welcome

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# GA Programme Update

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# GA Programme 2023-24 Overview

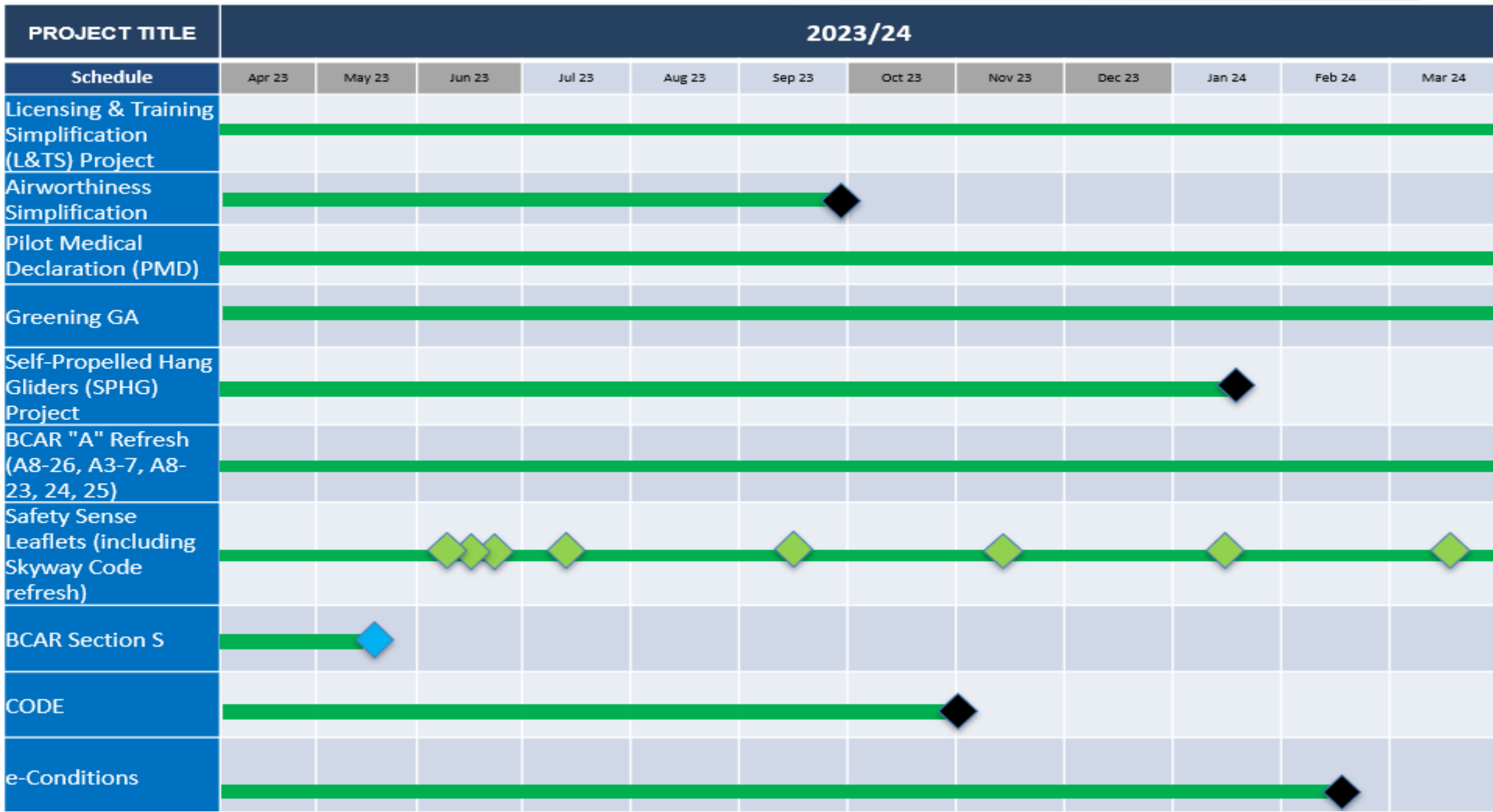
May 2023

# Scope of the 2023/24 Programme

- DfT funding from the previous two financial years reduced by 25%
- CAA re-defined it's project scope to match the revised financial resource
- Some flexibility built into the portfolio to introduce or reduce the scope of projects subject to change control approval

Project Title	Summary Description
Licensing & Training Simplification (L&TS) Project	Continuation of the simplification and rationalisation of Flight Crew Licensing and Training
Airworthiness Simplification	Continuation of simplification and rationalisation of Airworthiness guidance material
Pilot Medical Declaration (PMD)	Continuation of the review of Pilot Medical Declaration (PMD) process
Greening GA	Exploration of opportunities to implement guidance or policy which supports greener technologies in the GA Sector, incorporating T2 (Airfield Innovation) and T4 (Innovation in Power & Fuels)
Self-Propelled Hang Gliders (SPHG) Project	To review existing guidance and regulations applicable to sub-70kg aircraft and determine whether current guidance and levels of oversight for this class of aircraft are sufficient.
BCAR "A" Refresh	Broader review and update of BCAR Section's (A8-26, A3-7, A8- 23, 24, 25)
Safety Sense Leaflets (including Skyway Code refresh)	Ongoing review, refresh and development of the Safety Sense Leaflet Library and an updated edition of the Skyway Code
BCAR Section S	Review and update of British Civil Aviation Regulation (BCAR) Section S in consultation with GA Sector Stakeholders – Completed
CODE	Publication of CO Trail findings and follow-up policy review.
e-Conditions	Joint (CAA & RAeS) review of CAP 1220 and AAIB Safety Recommendation response to G-HIZA accident

# GA Programme Major Milestones 2023/24



# Planning Considerations & Summary

- A broader CAA SARG reorganisation is in progress with the creation of a Future Safety and Innovation business area.
- Some projects may require Impact assessment to support the rulemaking process this is a capability which remains immature and the CAA relies on support from the DfT currently
- GA Programme projects are dependent largely on GA Unit resource. This work is in addition to their operational roles which can be subject to unforeseen demands, typically safety related.



# GAP Survey - results and next steps

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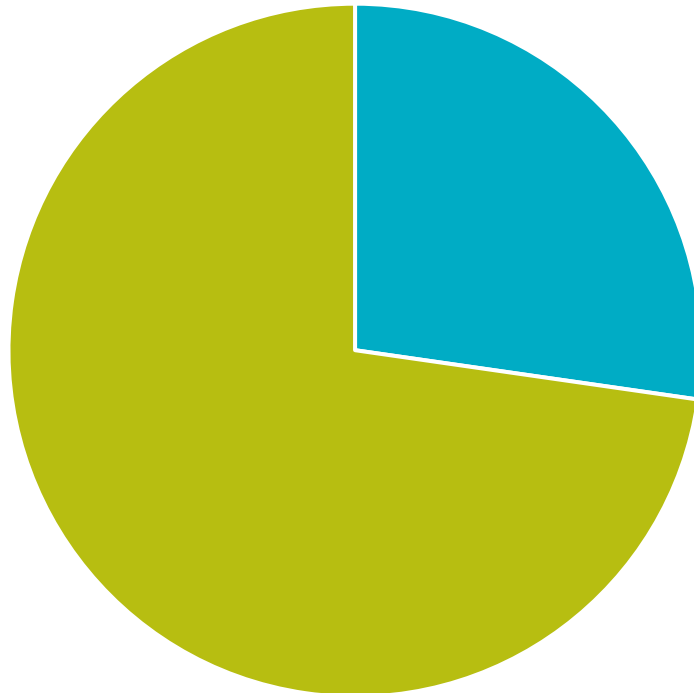
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# GAP Engagement Survey 2023

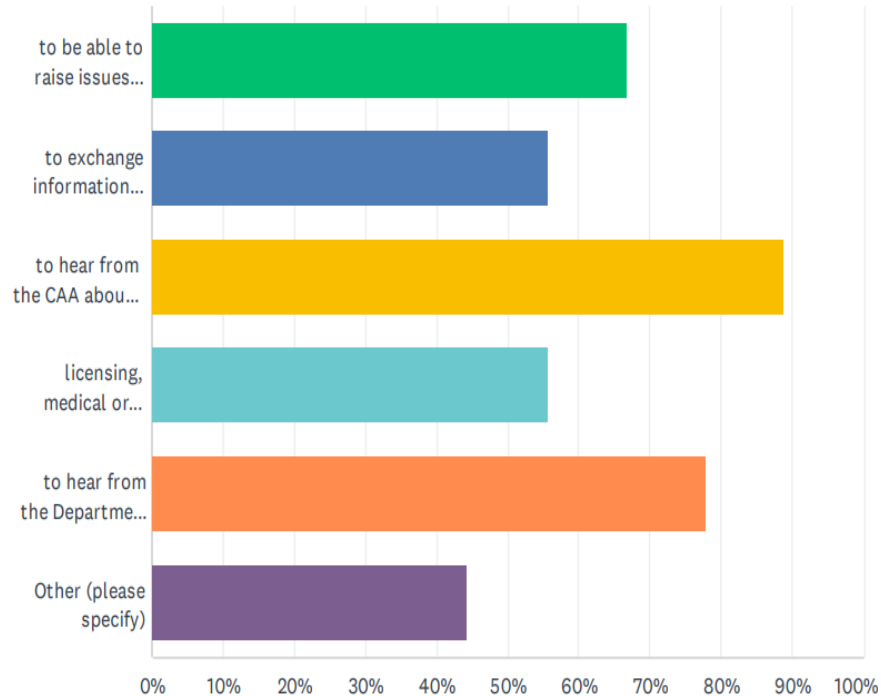
The survey was an opportunity for GAP members to provide feedback on the current GAP meeting agenda and schedule.



- **27% of the GAP members engaged with the survey**
- Responding organisations:
  - AOPA UK
  - BGA
  - BHA
  - CHIRP
  - Flying Farmers Association
  - General Aviation Alliance
  - GAAC
  - Light Aircraft Association
  - PPL/IR Europe



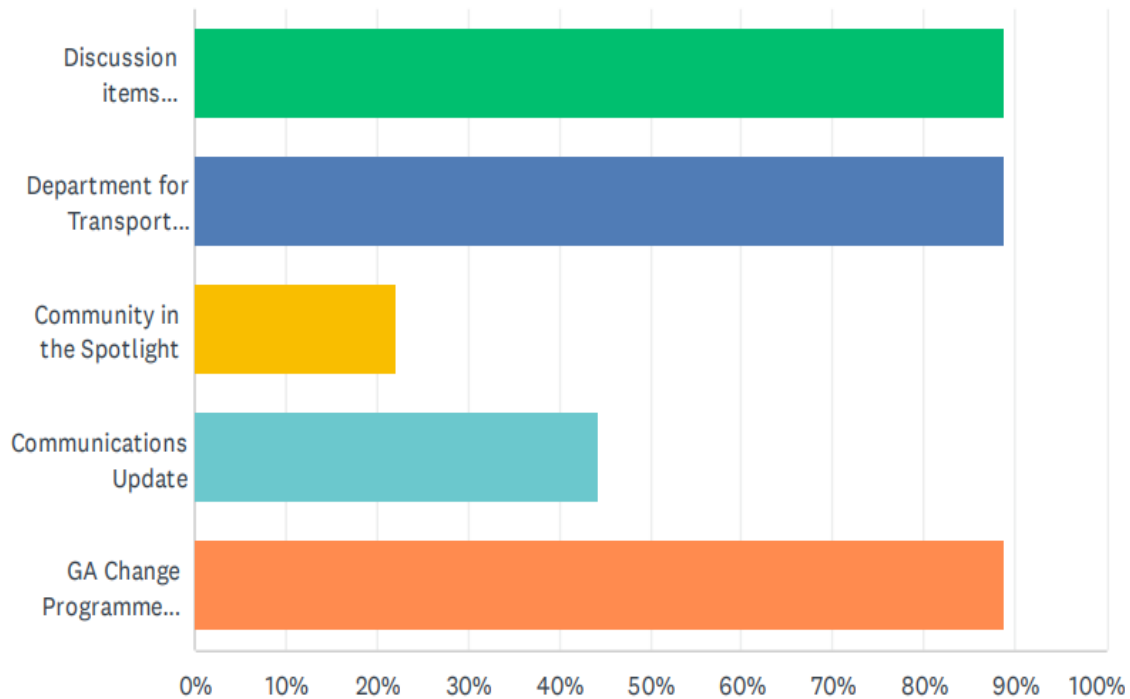
# GAP Engagement Survey 2023



With most responders confirming they attended all or most GAP meetings, we look to why the responders attend. Top three reasons are:

1. to hear from the CAA about policy and future plans
2. to hear from the Department for Transport
3. to be able to raise issues directly with the CAA's GA team

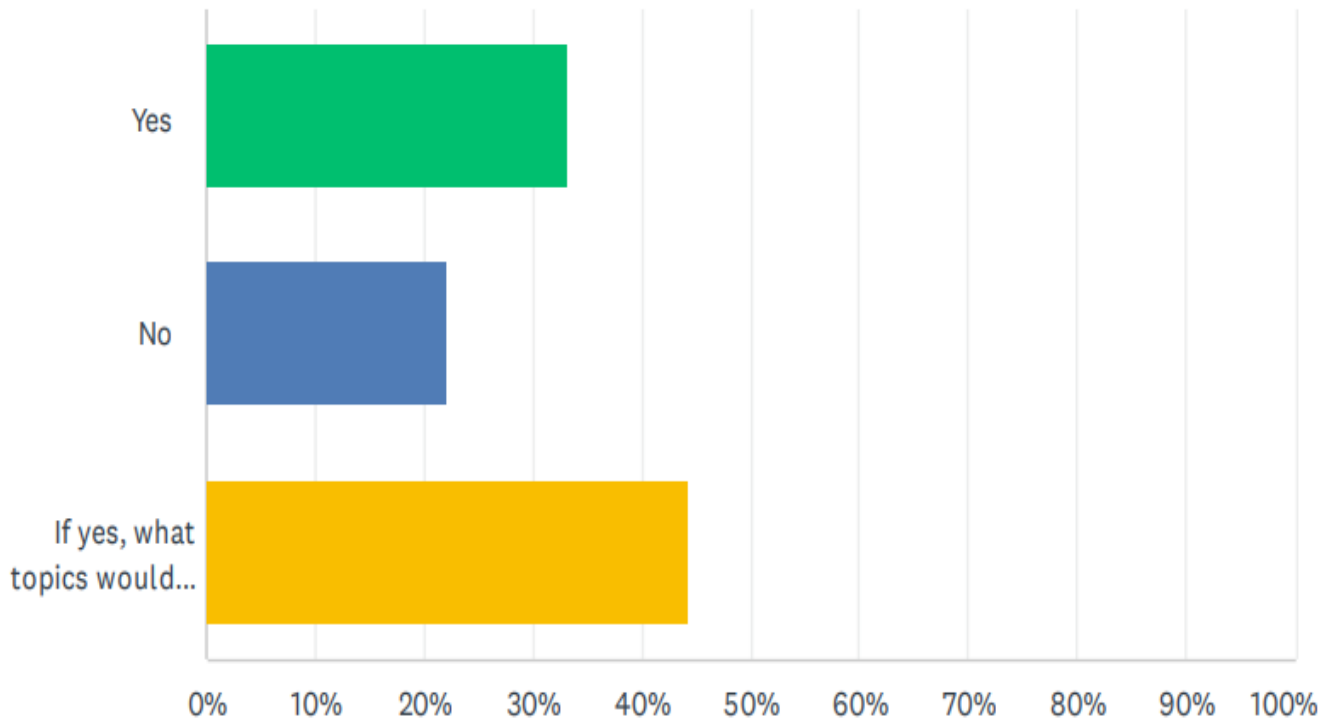
# GAP Engagement Survey 2023



The top three current agenda items, responders would like to see remain include:

1. Discussion items (briefings on subjects the membership request to be updated on)
2. Department for Transport update
3. GA Change Programme Update

# GAP Engagement Survey 2023



The majority felt it would be useful to have a dedicated agenda item on safety and safety related themes:

- Report on safety stats and how this could influence action
- Emerging and reoccurring safety issues

# GAP Engagement Survey 2023

Thank you to those of you who took the time to complete the survey. Following the feedback we are considering the following changes to GAP:

- GAP meetings will now be x3 times a year. This is due to the renewed focus on Policy updates and future plans (primarily the GA Change Programme), updates from DfT. This will allow for more comprehensive updates.
- The agenda will include a 30-minute update from the Department for Transport on policy and regulatory matters.
- Community in Spotlight will continue but will not be part of the GAP agenda.
- We will introduce a safety data section.
- More time allocated for questions and AOB.



# GASCo Safety Update

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# GASCO



Safety  
Update

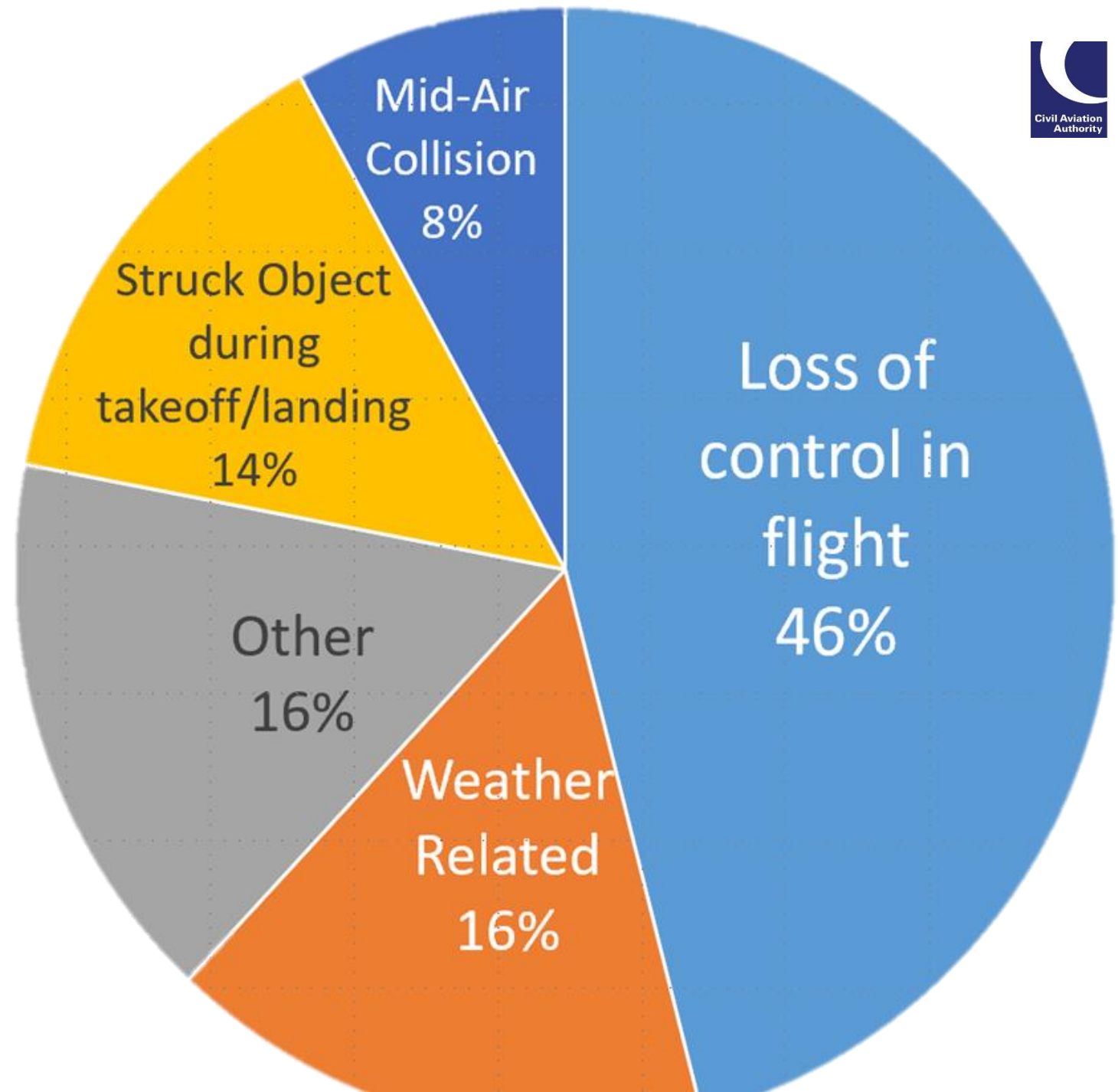
General Aviation Partnership Meeting  
Thursday 18<sup>th</sup> May 2023





# Fatal Accident Causal Factors

*AAIB analysis published in 2018  
based on the previous ten years*



# Council - Safety Information Exchange



To bring together in conference representatives of voluntary organisations, government departments, statutory authorities and individuals

## Members' reports are made under the

**Chatham House Rule** to ensure that all disseminate flight safety information among the users of GA aircraft;

Regulations	<b>Pilot Medical Declarations</b>
Member Report	Six incidents since the start of the year. Breakdown: 70% operational; 30% <b>Mechanical</b> (this follows normal pattern)
Protest Group - Potential Risks to GA	Concern about risks caused by environmental protests and disruptions spreading to smaller airfields
Member Report Distraction	<b>Distractions</b> e.g. tow bar & refuelling
Drones	Fear that GA could become overwhelmed by the magnitude of the commercial drone effort

# SIE (Continued)

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Member  
Report

Focus on duty of care, **human performance**  
and **'fit to fly'**

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Member  
Report

**Recency** including the number of landings and  
take-offs was also a significant causal factor

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Member  
Report &  
General  
Discussion

Improving the survivability of rotorcraft  
accidents notably fire prevention. Prompted  
a discussion on appropriate clothing for  
flying.

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Member  
Report

In a safety review for 2022, the following  
factors had been identified:

Highest occurrence was navigational error

The next highest occurrences were 'MAC/  
Airprox' and **'Loss of control - ground'**.

Half of them occurred during the **landing phase**  
of flight. This is being addressed by a safety  
campaign within the organisation.

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Member  
Report

Concern that flying schools were not  
equipping their fleets with EC devices

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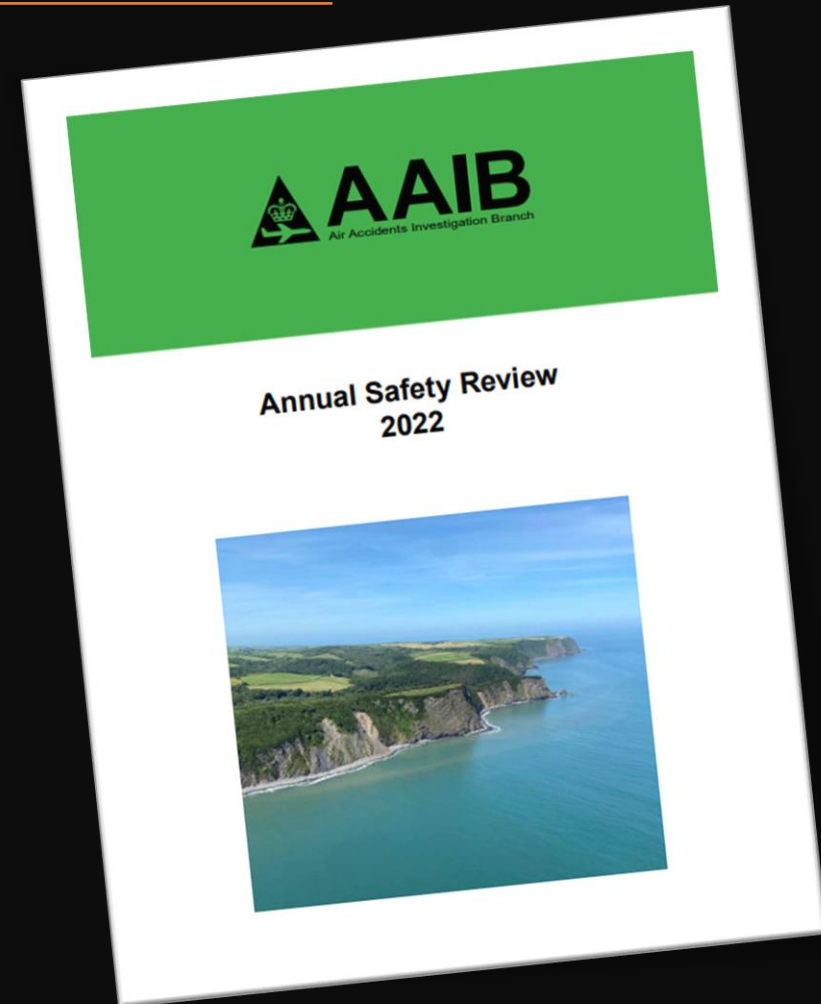
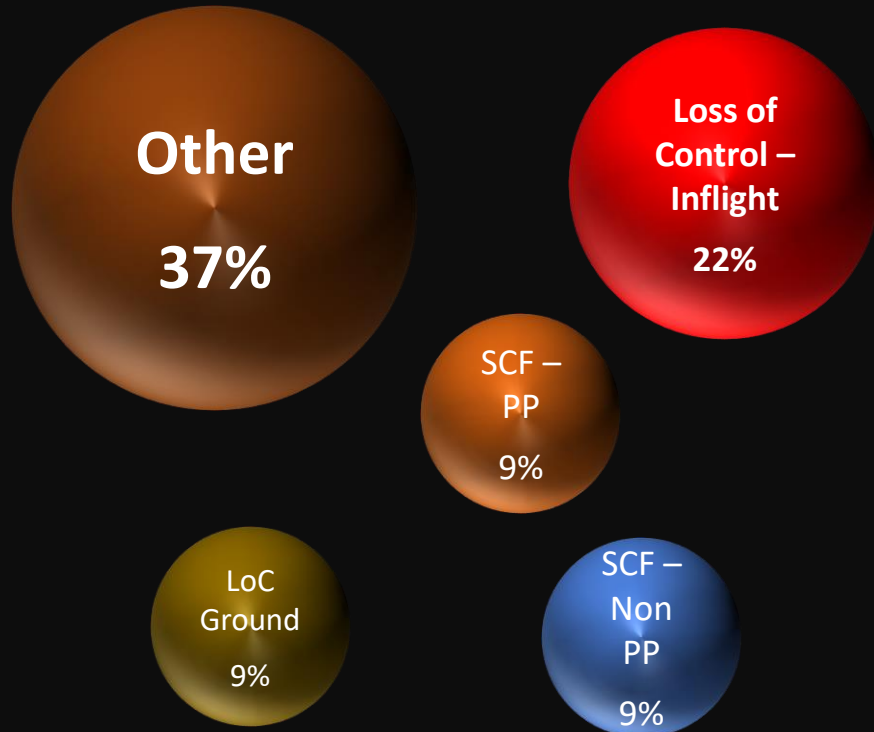
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Statistical  
Analysis

In 50% of the fatal aeroplane accidents  
between 1980 & 2019 the pilot had less than  
100 hours on type whereas only 10% had less  
than 100 hours total demonstrating that **hours**  
**on type** are the dominant feature.

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# AAIB 2022 Annual Safety Review





### **Safety Recommendation 2022-005**

It is recommended that the UK Civil Aviation Authority require ab initio pilots to undergo training in the management of partial power loss situations in single-engine fixed-wing aeroplanes.

9 Jun 22

**How to Treat?**

### **Safety Recommendation 2022-006**

It is recommended that the UK Civil Aviation Authority provide detailed guidance on techniques for managing partial power loss situations and to promote their use by instructors and examiners when conducting training for a rating revalidation in single-engine fixed-wing aeroplanes.

9 Jun 22

**Safety Campaign(s)**  
**SSL**

**Articles *incl Trg.com***  
**Webinars**

**Seminar**

**Safety Evenings**

**Initial Training**

**Recurrent Training  
and Review/Test**

*Similar to AQP in CAT*

### **Safety Recommendation 2022-007**

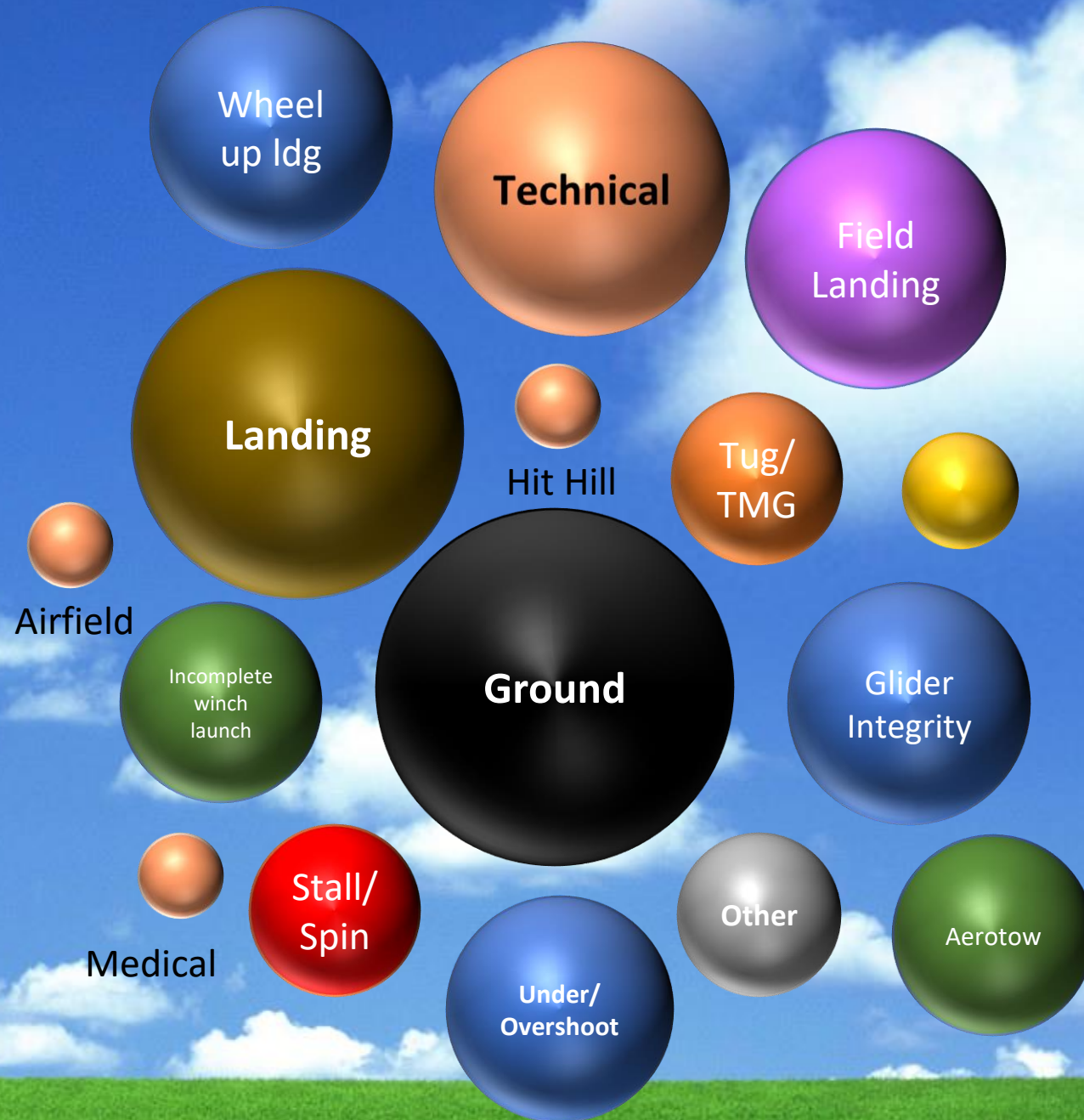
It is recommended that the UK Civil Aviation Authority updates its General Aviation safety promotions to include information for pilots regarding techniques for managing partial power loss situations in single-engine fixed-wing aeroplanes.

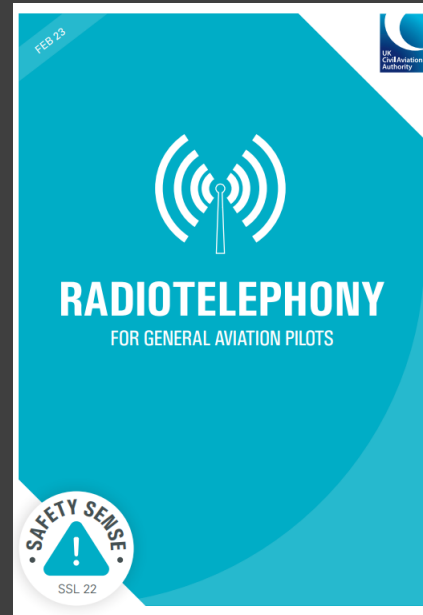
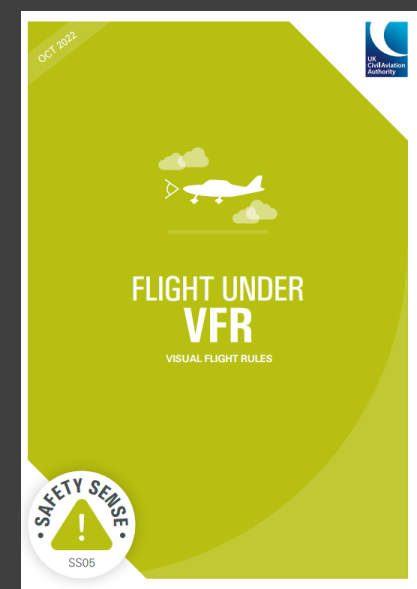
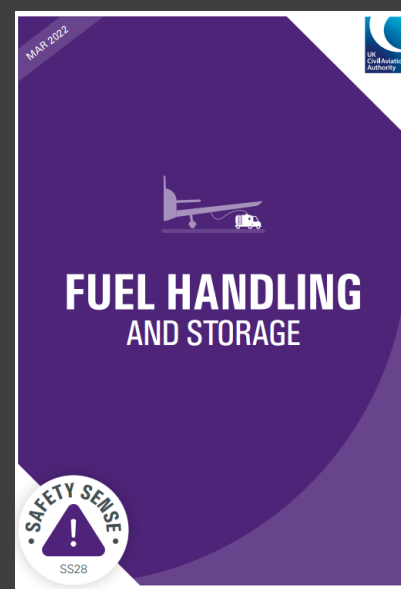
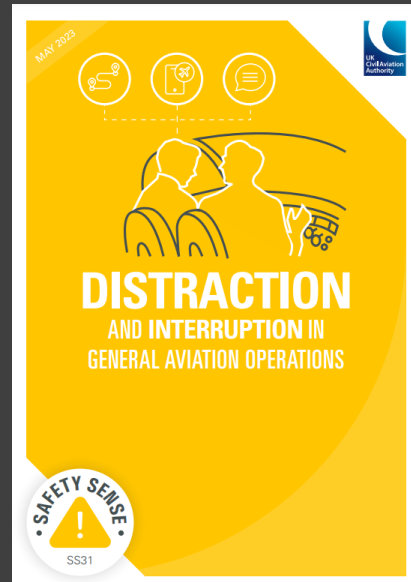
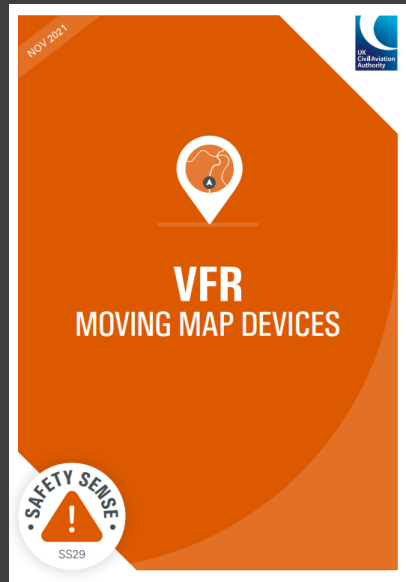
9 Jun 22

### **Safety Recommendation 2022-013**

It is recommended that the Civil Aviation Authority promote the use of the recording facility on Garmin 1000 instrument systems and its potential benefits.

15 Jul 22





Safety Sense Leaflets



# Fatal Accidents – Last 12 months

## Microlights

**1 June**

*P&M Pegasus Quik: G-CCPC: Nr East Fortune Airfield, Scotland*  
The sole occupant was killed when it crashed near the airfield

## Helicopters

**20 June**

*Guimbal Cabri G2: G-CJEK : Nr Burton in Lonsdale, N. Yorks*  
The privately owned helicopter crashed in a field not far from the intended landing site. Both occupants were killed and the helicopter destroyed by fire.

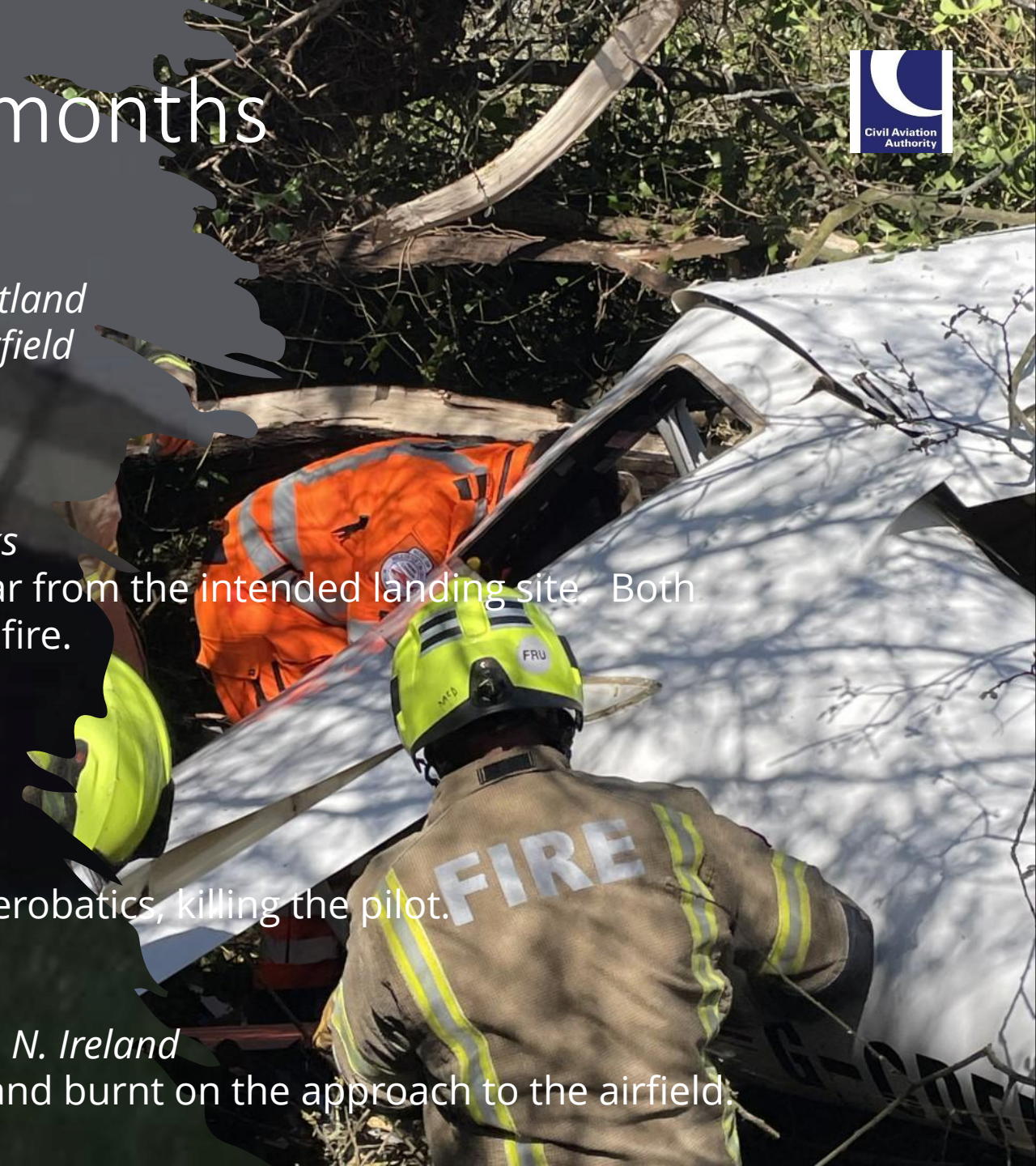
## Aeroplanes

**26 August**

*Pitts S-1D G-BOXV: Shobdon, Herefordshire*  
The aircraft crashed on the airfield while performing aerobatics, killing the pilot.

**19 July**

*Aeroprakt A32 Vixxen: G-ENVV: Nr Newtownards Airfield, N. Ireland*  
Both occupants were killed when the aircraft crashed and burnt on the approach to the airfield.





# GA Occurrence Reports between Nov 21 and Feb 23

Based on  
766  
Reports

Engine  
Failures/  
Malfunctions  
160

Maintenance  
Reports  
91

Runway  
Excursions  
75

Landing  
Accidents  
incl Hard  
Landings  
66

Runway  
Incursions  
49

IFR Level Bust  
or non  
compliance  
with  
instructions  
44

Electrical  
Problem or  
Failure  
33

Taxiing  
Accidents and  
Events  
30

Loss of Comms  
28

Comms Failures  
(Incl Headset)  
19

Smoke  
and Fire  
Events

ATC  
Coordin...  
10

Hit  
Obstacl...

Tyre Failures incl  
Burst Tyres on  
landing  
25

T/O, Landing  
and Taxi  
without  
clearance...

Wrong  
Aerodrome  
or Runway  
13

Landing Gear  
Failure/Coll...

Weather  
Related  
7

Distractions  
6

Avionic  
s  
Failur...

Failure  
to  
Comp...

Hatch  
Open  
d in...

Flap  
Failure  
4

Pitot  
Covers,  
choc...

Wake  
Turbule  
nce...

Fire  
Smoke  
4

Engine  
Fire...

Part  
Fe...

Pro  
p...  
Brak  
e...

Landing  
witho...

Bird  
Strik...

Sev  
e...

C...  
H...  
L...

L...  
D...  
E...

ASI  
Failures  
4



Electrical  
Fire Smoke  
in Cockpit...

Contro  
l...


A...  
B...  
A...  
S...  
C...  
T...

L...  
D...  
E...

NOV 2021






**VFR**  
MOVING MAP DEVICES




SS29

MAY 2022




**DISTRACTION**  
AND INTERRUPTION IN  
GENERAL AVIATION OPERATIONS




SS31

MAR 2022





**FUEL HANDLING**  
AND STORAGE




SS28

OCT 2022



**FLIGHT UNDER VFR**  
VISUAL FLIGHT RULES



SS05

JULY 2022





**LOSS OF CONTROL**  
STALL & SPIN AWARENESS




SS30

FEB 23



**RADIOTELEPHONY**  
FOR GENERAL AVIATION PILOTS



SSL 22

JULY 2022



**DITCHING**  
LIGHT AIRCRAFT ON WATER



SS21





2020  
Autumn  
Electronic Conspicuity



2020  
December  
Winter Flying



2021  
July  
Carbon Monoxide



2021  
Spring  
Return to Flying



2023  
January  
Rejected Take Offs



2020  
December  
Towbars



2021  
February  
Weight & Balance



2021  
April  
Avoiding Mid-Air Collisions



2023  
April  
Airspace Refusal

## Clued Up Magazines and Articles

### Links

- Safety sense leaflets
- Stay in Control Safety
- The Skyway Code
- Carbon monoxide
- Trim runaways
- Winter flying
- Flying in Cloud
- Virtual voyage
- Safety Animations



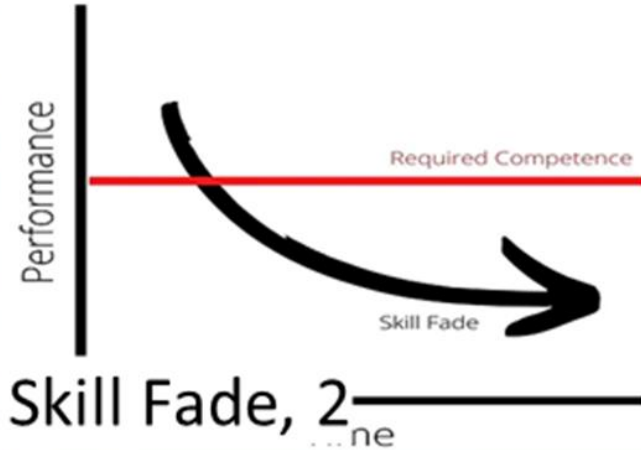
# CAA Safety Campaign - Webinars

**ASTRAL AVIATION**  
**CONSULTING**



**Weather**

- Sky Watching - Clouds for Pilots
- Weather Guide to planning
- Weather Forecasts - Decision Making, 3



**Reporting: Just Culture**

GA Reporting - Mythbusting, 2

**R/T Proficiency Arrivals and Departures and R/T, 2**

**Aviation Human Factors**

Single Pilot CRM, 2

Examination Preparation

Top Tips for a successful PPL Exam Flight, 1

Emergency Handling, 1

**Loss of Control, 1**



# GA Occurrence Reports between Nov 21 and Feb 23



Based on  
766  
Reports

Engine Failures/ Malfunctions 160	Maintenance Reports 91	Landing Accidents incl Hard Landings 66	IFR Level Bust or non compliance with instructions 44	Loss of Comms 28	Tyre Failures incl Burst Tyres on landing 25					
	Runway Excursions 75		Runway Incursions 49	Electrical Problem or Failure 33	Comms Failures (Incl Headset) 19	T/O, Landing and Taxi without clearance...	Wrong Aerodrome or Runway 13			
		Taxiing Accidents and Events 30		Smoke and Fire Events	Landing Gear Failure...	Weather Related 7	Distractions 6			
				Hit Obstacl...	Avioni... Failure (incl EFIS)	Failure to Comp...	Hatch Open... in...	Flap Failure 4	Pitot Covers, chock...	
				ATC Coordina tion...	Wake Turbul... Encou... 5	Fire Smoke 4	Engine Fire...	Part Fel...	Prop Swin... 2	Brake Failure 2
					ASI Failures 4	Landing witho...	Bird Strik...	Se... Tur... 2	Lost	...
						Electrical Fire Smoke in Cockpit...	Cont... Prob...	A... Br... A... Su...	C... C...	L... T...

Human Factors & Reporting

# What are your Safety Strategies?

- 1 Plan your flight
- 2 Use Threat and Error Management  
(TEM)
- 3 Remember you're a human being!



# The Key to avoiding Loss of Control

Good Threat & Error Management

Awareness of Angle of Attack ( $\alpha$ )  
and Load Factor

Remember you're a human



# Improving Resilience

Train  
Practise  
Discuss  
Brief your plan  
(Eventualities)







# *GASCo Flight Safety Magazine – Summer Edition*



The final part of the Met Office trilogy ✓

A feature about flying into a new airfield for the first time

An article about upset training and recovery from unusual attitudes ✓

# Seminars & Webinars

Ditching & Sea Survival Seminar - 29 June 2023

Balloon Safety Webinar - June 2023

Weather Decision Making Seminar at the Met Office – 12 October 2023

Monthly Airspace Infringement Avoidance Webinars (next 6 June 2023)

Electronic Conspicuity (Seminar & Webinar – TBD in conjunction with CAA)







## 2023 Events

Private Flyer – North and South  
Aero Expo at Sywell  
Blackbushe Open Day  
Military Civil Air Safety Days  
Safety Evenings



## Captain Alfred Gilmer 'Lamps' Lamplugh

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*"Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."*

circa early 1930s





# 5 Minute Break

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# DfT and Cross-Government update

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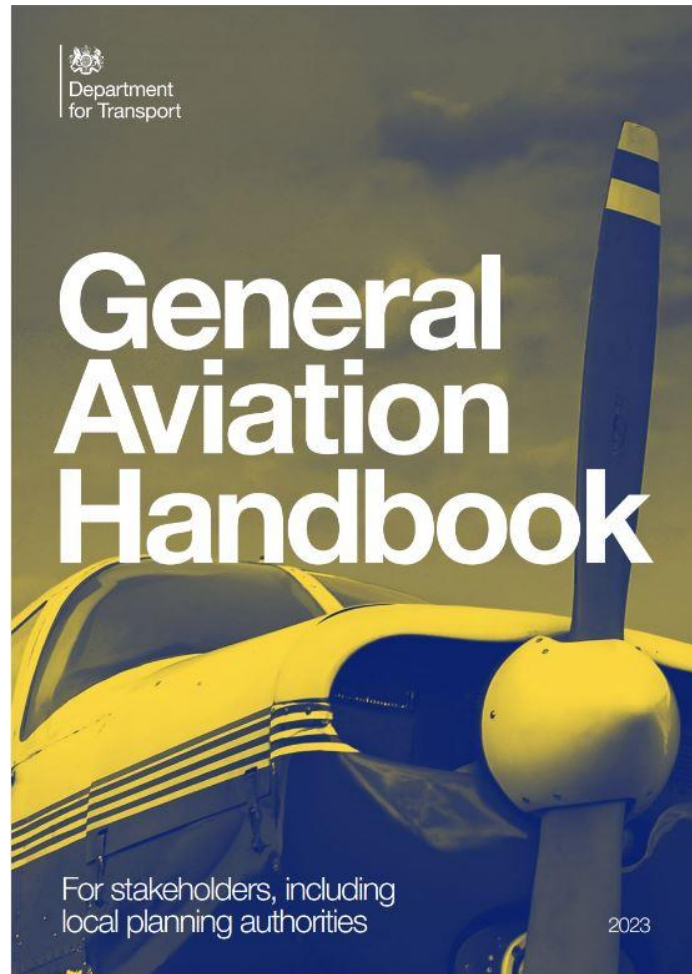
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# DfT Update - GA Partnership

May 2023



# GA Handbook



- Approved by Ministers
- To be shortly published on GOV.UK
- We encourage the sector to utilise / promote this tool amongst non aviation stakeholders, including Local Authorities
- **THANK YOU!!!!!!**



# Policy

- **GNSS**

Five landing sites have been successful in their bid for funding as part of the GNSS (Phase 3) programme.

[Press Release: CAA](#)

- **Airspace**

First 'Airspace Modernisation Programme' sub-group (Aviation Council) met in April.

Work ongoing to develop Electronic Conspicuity specifications, including a Technical Coordination Group to work with industry to develop these.

Policy concept developed to enable industry to take part in a trial to enable RPAS to operator BVLOS.

## NEWS

[Home](#) | [Cost of Living](#) | [War in Ukraine](#) | [Coronation](#) | [Climate](#) | [UK](#) | [World](#) | [Business](#) | [Politics](#) | [Culture](#)

[England](#) | [Local News](#) | [Regions](#) | [Dorset](#)

### Henstridge: Air ambulance to get low visibility landing system

14 April



DSAA

Dorset and Somerset Air Ambulance is based at Henstridge Airfield

# GA Carbon Footprint - Research



- Commissioned research to baseline the carbon emissions emitted by the GA sector in the UK.
- Strengthens the narrative on the environmental impact of GA to counter misunderstanding.
- To be shortly published on GOV.UK

## 3.5 Derby Airfield (Category 3)



### Airfield operations summary:

Derby Airfield is a private family run business and is the only CAA licensed aerodrome in Derbyshire. It offers flight training and aircraft maintenance alongside more general airfield operations. There are ~18,000 flight movements in a year with a significant proportion of these flights coming from training activities. The airfield has no gas supply meaning the predominant sources of ground emissions are electricity consumption and ground vehicle fuel consumption.

### Decarbonisation opportunities and challenges:

The airfield has recently been connected to a 3-phase electricity supply and has investigated installing solar panels on the roofs of hangars with the possibility of battery storage. It was deemed that a 50-70kW system could be installed on hangar roof space, but solar glare was a potential restriction that needed to be considered. There is currently no official decarbonisation strategy for the aerodrome. However small steps such as a progressive upgrade to LED lighting site-wide are being



# Skills

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- **International Women's Day**

Ministerial engagement across the aviation sector

- **Research – Cost/accessibility of pilot training**

This project has been completed and the report will shortly be published on GOV.UK

- **Aviation Ambassadors Update**

[AviationAmbassadors@dft.gov.uk](mailto:AviationAmbassadors@dft.gov.uk)





Home Office



General Aviation Consultation:  
Advance information requirements for international flights



## Home Office GA Consultation

On Monday 24 April the Home Office launched a consultation on ‘General Aviation: Advance information requirements for international flights’. The consultation can be found online here:

[Advance information requirements for international General Aviation flights - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/advance-information-requirements-for-international-general-aviation-flights)

We are seeking views from the GA sector on these proposals to introduce new regulations requiring persons responsible for international GA flights to submit information online and in advance, about flights to and from the UK and persons on board for immigration and policing purposes. These regulations would be underpinned by a civil penalty regime.

**We encourage you to take the time to read the proposal and respond to the consultation using the online form or emailing the dedicated consultation inbox directly. The consultation closes on Friday 16 June.**

## Third Party Applications

Pilots, owners or operators of GA flights using existing third-party systems already connected to the Government's border systems would continue to be able to use those to submit GARs.



**Airbox (Runway HD)**



**Cloud Aviation (Gendec.eu)**



**OnlineGAR (including SkyDemon)**



**RocketRoute**

## Useful Contact details

If you need any help accessing and using the sGAR service, **you can email the Submit a GAR support team at:**

[GARSupport@Homeoffice.gov.uk](mailto:GARSupport@Homeoffice.gov.uk)

**You can call the Submit a GAR team on: 0845 468 0084**

From overseas: +44 (0) 845 468 0084

This is a 24/7 support service.

Accessing consultation information and/or providing online feedback -

[Advance information requirements for international General Aviation flights - GOV.UK \(www.gov.uk\)](#)

GA Home Office consultation inbox:

[generalaviationconsultation@homeoffice.gov.uk](mailto:generalaviationconsultation@homeoffice.gov.uk)

# Comms Update

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Work Stream	
Safety Sense Leaflets	Recently published SSL Distraction with more in the pipeline. Ambition to publish 1xSSL per month
JC – Occurrence Report	Publish an Occurrence Report case study on Air Display in April and our next case study is planned for June.
Safety Animations	Flying over Glider Sites just be published. Unintended Spin is in the pipeline
2023 Ambition	To focus on the top safety risks to GA, but also to highlight some of the oversight roles we undertake to share the range and breadth of our work
AAC	There are number of recent workshops worth highlighting: Skill Fade, Human Factors and Radiotelephony <u><a href="#">Astral Aviation Consulting</a></u>



# AOB

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# Close

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# Thank you for Attending

