

General Aviation Partnership

5th October 2023

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Agenda

- Welcome – Chair
- Update on Pilot Licensing Project – Laurence Baxter
- Update PMD Project – Mel Prangle
- DfT Update – Mark Harrison

10 Minute Break

- GA Safety Brief – Chair and Mike O'Donoghue
- Comms Update – Alex Blomley
- AOB – All
- Close – Chair



Welcome

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Update on Pilot Licensing Project

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GA Pilot Licensing & Training Simplification Project

GAP Update

**Laurence Baxter
5 October 2023**

**United Kingdom
Civil Aviation
Authority**

Flight Crew Licence

Contents

- Project overview and Phase 2 consultation
- Phase 2: tackling the different aircraft categories
- Broad timeline

Overall approach

- ✓ **85%** agree that licensing needs reform
- ✓ **91%*** agreed that this should be an overhaul not just consolidating retained/national regulations

* Respondents who had a view, i.e. didn't select no view/don't know



ICAO-compliant PPL

- ✓ **83%*** supported reassessing the retained EU requirements that go beyond ICAO standards



UK NPPL/LAPL

- ✓ **90%*** supported a single sub-ICAO licence replacing NPPL/LAPL
- ✓ **85%** supported basing the NPPL(A)/LAPL(A) on the microlight syllabus



Integrating Sub-ICAO/ICAO PPL syllabus

- ✓ **92%*** supported integrating the syllabus where possible.
- ✓ **69%*** thought it would work without major issues

Background

- ☑ 2020-21: CAP1985 GA post-EU exit consultation: simplifying pilot licensing top issue among respondents
- ☑ Late 2021: GA strategic licensing project formed
- ☑ 2021-June 2022: proposals developed in a stakeholder working group



Phase 1 Consultation

1,246 respondents

- 18 Oct-16 Dec 2022
- Set out strategic direction for GA pilot licensing & training
- Set out broad strategic direction plus specific proposals across 5 areas.

PHASE 2

- Focus on individual licences and certificates
- Detailed aircraft categories

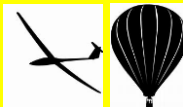
Phase 1:
Strategic
Direction

Phase 2:
Details

04/2023 -
01/2024

Phase 3:
Rulemaking/
Comms

02-2025?



Sailplanes & Balloons

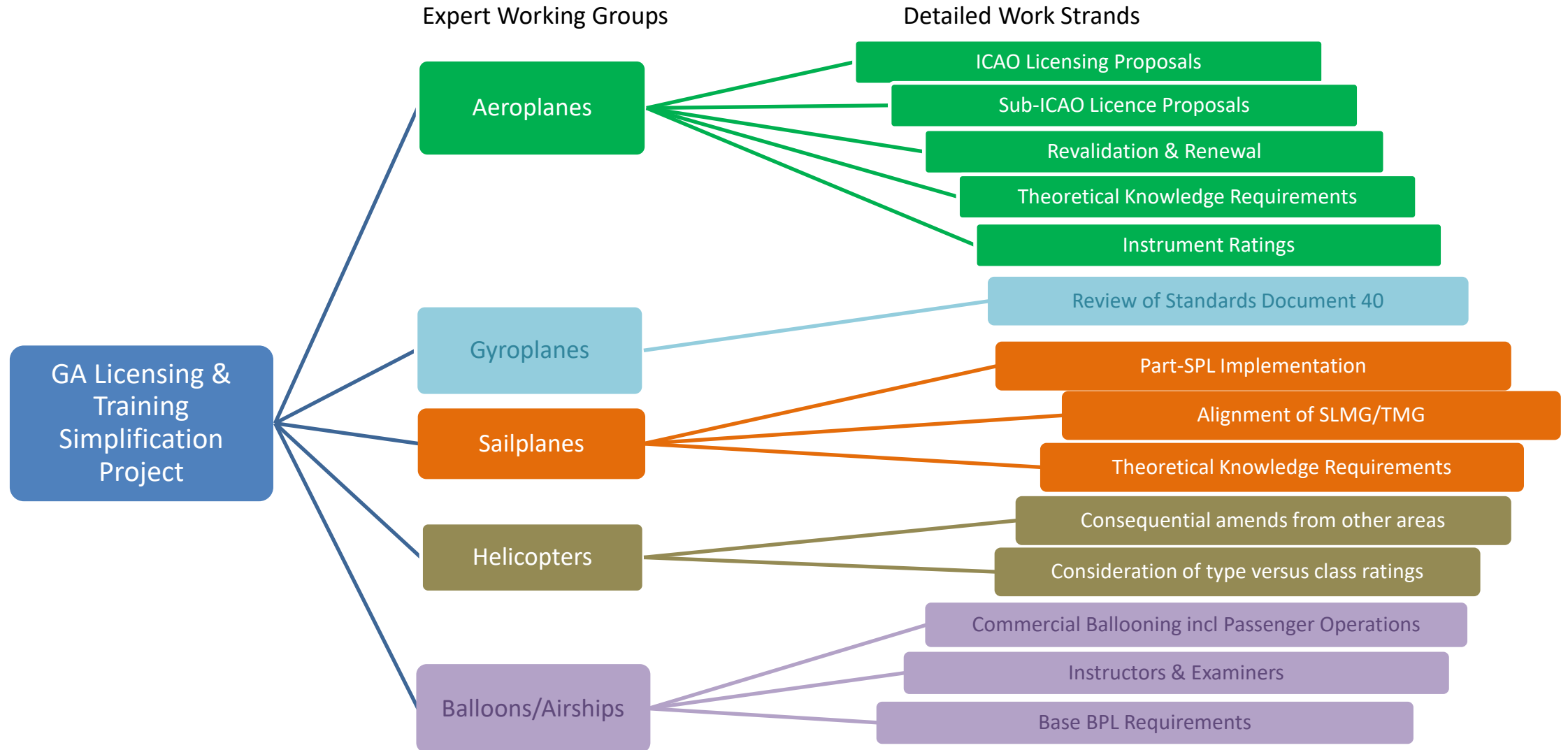
- ✓ **66%*** supported BPL with commercial non-passenger ballooning
- ✓ **58%*** supported BPL with commercial passenger rating
- ✓ **88%** supported keeping the SPL



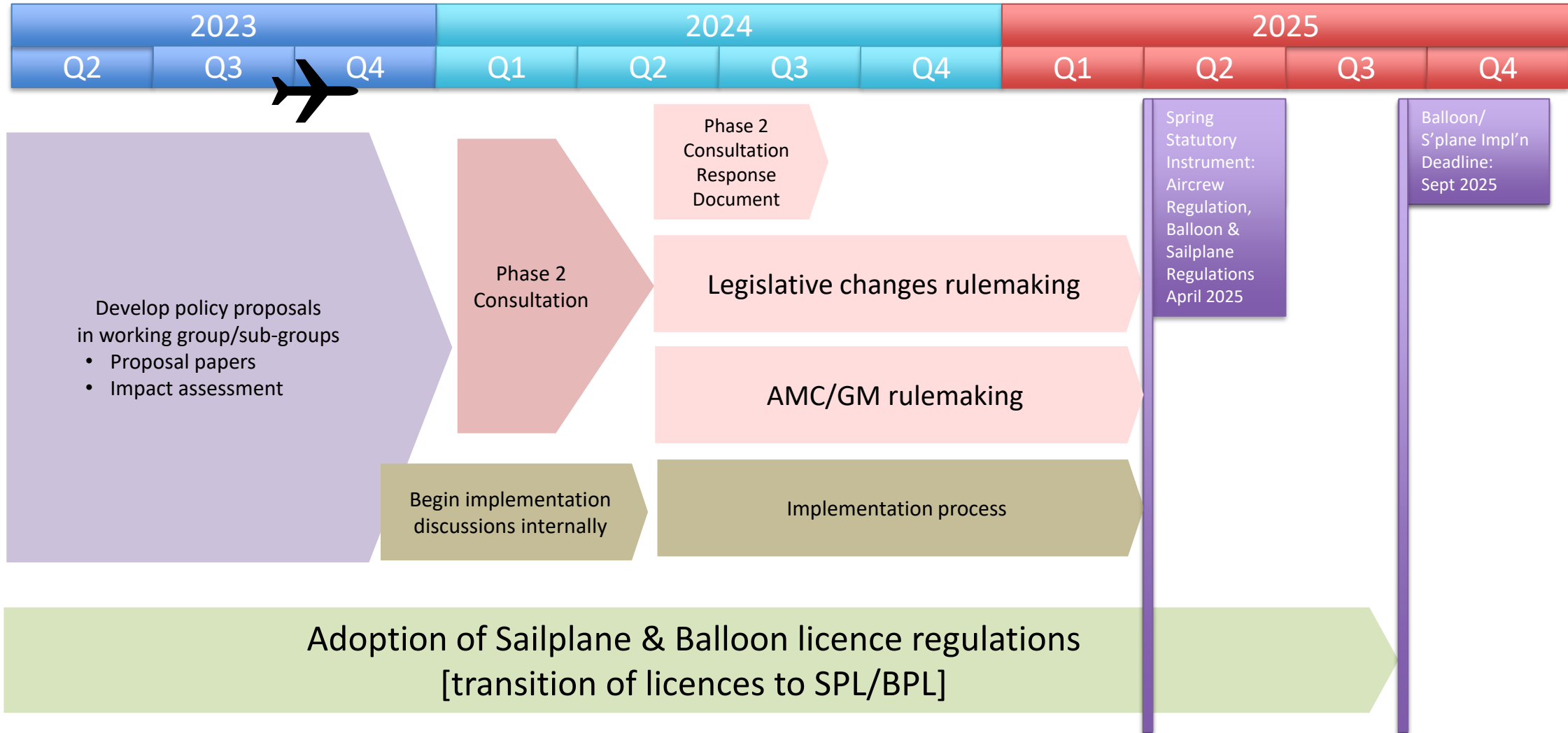
Honouring licences post-reforms

- ✓ **39%** supported 'deeming valid' existing licences/ratings
- ✓ **24%** (second choice) supported 'deemed valid until sunset'

Phase 2: Tackling the different aircraft categories



Broad Phases 2 and 3 project timeline



Pilot Medical Declaration Project

GAP Update

Mel Prangle

GA & RPAS Transformation Policy

September 2023

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Where are we now?

- In CAP 1985 CRD, S3 we committed to an exploration of GA medical requirements and benefits, including a review of the pilot medical declaration process in order to enhance the end user experience and to identify opportunities in the context of the FCL Strategic Project (simplify and rationalise).
- The PMD project started in February 2022
- Following a series of internal working groups, we ran a consultation in November/December 22 containing the questions from the original consultation prior to PMD implementation. We wanted to see if the community still had the same views and also to gain feedback on the current system
- The consultation ran for 6 weeks and received 1770 individual responses and 2 responses from organisations.
- 57% of respondents were PMD holders. We received a clear indication that the majority of respondents felt that the PMD was contributing to flight safety and was proportionate to the risk involved in recreational flying with 91% agreeing.
- We received 917 specific comments from individuals with proposed changes to the PMD system including but not limited to:
 - introducing spot checks of PMD submissions,
 - introducing more regular declarations,
 - improving the application form on the portal and also the guidance on our form and website.
- Internal working group recommenced in Mar 23 and have finalised the changes we would like to implement and we are currently drafting a consultation



Next steps

- Finalise consultation paper (October 2023)
- Publish consultation (October 2023)
- Internal discussions with SSC medical regarding improvements (Q4 2023)
- Review consultation responses (Q1 2024)
- Draft consultation response document (Q1 2024)
- Implement any changes/improvements (throughout 2024)



Any questions?



DfT Update

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DfT Update - GA Partnership

Oct 2023



Policy

- **GNSS**
 - Work continues to progress the 5 Hospital Landing Sites that are part of the DfT's Global Navigation Satellite System Programme.
 - Sherburn-in-Elmet has received approval for its GNSS Approach, and it went live in June.
 - Leeds East has received approval for its GNSS Approach, and it went live in June.

Policy

- **Airspace**

- EC Rebate Scheme – Role out continues of the scheme, covering over 7100 claims for EC devices, supported by £1.5m of DfT funding.
- EC Technical Co-ordination Group – 3rd meeting took place in September, it brought together industry, government and SMEs to discuss the CAA's Programme of work to develop new EC standards. A human factors study on EC has now concluded and highlights the benefits of EC, and also the challenges and limitations of current device set up. The report will be published shortly.
- Single Design Entity – The July Aviation Council agreed there was merit in the DfT and CAA considering whether a single entity could be best placed to lead on future airspace change coordination, initially focused on the LTMA. This is important in ensuring a fair and coordinated approach for all airspace users, which will benefit both GA and RPAS communities.

Stakeholder Engagement

- **GA Private Flyer Forum**
 - Following the closure of the GBASF in Feb 2023, in conjunction with the GAA and others, the DfT set up the GA Private Strategic Forum.
 - The Forum will meet three times a year.
 - Aim is to have a forum between DfT/CAA/GAA is to:
 - Discuss strategic issues affecting private elements of the GA community;
 - Raise awareness of key sector views;
 - Help inform Government on GA issues; and
 - Enable candid discussions between attendees;

Environmental

- **Jet Zero One Year On**

- In July, the DfT published its Jet Zero Strategy One Year on - [Jet Zero Strategy One Year On](#)

- It highlights the progress and achievements since the launch of the strategy in 2022, and sets out next steps to meet our net zero targets. This includes GA.

- The Report notes the importance that GA has in supporting wider aviation targets.

- **Zero Emissions Airport Target**

- The summary of Call for Evidence responses and Government response to the Call for Evidence is expected to be published by the end of the year.

- This will set out next steps on this work, including the implementation of the targets.

- **Jet Zero Council**

- The next Jet Zero Council is expected to meet later this month, and the focus for this meeting will be on Greenhouse gas removals.

CAA Public Body Review?

- Formally launched 30 August 2022. The review recommendations and report were published 17 July 2023 [[Civil Aviation Authority review: report - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/115444/civil-aviation-authority-review-report-2023.pdf)].
- The review focused on the **efficiency, efficacy, accountability** and **governance** between the CAA and Government.
- 444 responses via a call for evidence (287 individuals and 157 organisations) and 4 round tables discussions (including specific GA discussion).
- In total, there were **24 recommendations** – many of the DfT led-ones (11) focussed on improvements in governance, and greater clarity on roles and responsibilities. The recommendations ranged from greater engagement with those the CAA regulates and end users, to a refreshed charging model and customer service modernisation.
- Some recommendations are due to be finalised by end-Sept including beginning sign-off of our redeveloped framework agreement and publication of the CAA's consumer strategy.

Skills

- We are in the process of selecting our next cohort of Aviation Ambassadors.
- The UK is working with ICAO to launch a Global Aviation Ambassador programme.
- Applications have now closed for the second round of the £750,000 Reach for the Sky Challenge Fund.
- The UK Department for Transport is leading the development and launch of a new Global Aviation Skills Task Force.
- In May, the Department published independent research looking at the options for addressing the high cost of pilot training.
- The Department commissioned independent research into the future aviation skills needs of the aviation sector and which will be published later this year.



Home Office

Border Force – National approvals operation

Ryan Willmott

Border Force – National approvals operation

At 11pm on 31 December 2020 the United Kingdom's (UK) transition period with the European Union (EU) ended. This resulted in certain controls being placed on the movement of goods and people between the UK and the EU.

From 1 January 2021 until 31 December 2023 all non-custom and excise designated aerodromes are covered by a 'blanket' interim CoA (certificate of approval) which allows them to continue operating permitted flights until they obtain an individual CoA.

To continue operating flights post 31 December 2023 all aerodromes will need to be operating under a standard, individual CoA. Border Force have since October 2020 been engaging, inspecting and working with aerodrome owners to discuss their obligations under CEMA and support CoA applications. Failure to obtain a standard, individual CoA from the NFAU (national frontier approvals unit) by 31 December 2023 will mean that non-custom and excise designated aerodromes will be limited to handling domestic flights only.

COA requirement

[Section 21 of CEMA](#) requires aircraft entering the United Kingdom from a place outside of the United Kingdom to land at a Customs and Excise Airport. Customs and Excise Airports are airports that have been designated under the [Civil Aviation \(Customs and Excise Airports\) Order 2021](#). This does not cover GA sites and as a result, the save as permitted section of s21 is used to allow aircraft to land at GA sites.

Whilst the UK was in the EU, the application of domestic legislation such as CEMA, was impacted by EU legislation and as the UK was part of a single EU customs territory, certificates of agreements were only required if an aerodrome was handling a third country flight i.e., one from outside the EU. Following the UK's exit from the EU all international flights are now classed as third country flights, and this is the reason a CoA is required to handle anything other than domestic flights.

The content of the CoA is based on the aerodromes traffic and additional controls will be applied if the airfield is involved in the importation/exportation of goods or goods subject to additional controls.

EORI requirement

All CoA applicants are required to hold and supply a valid EORI number for their aerodromes CoA approval application, for further information on EORI and how to apply please click [here](#)

Whilst CoA aerodromes are not permitted to import or export goods, aerodromes will be brought under a customs control model and will require customs authorisation to handle international flights. This constitutes an application for a customs decision and as such, an EORI number will be required.

Border Forces – National approvals operation commenced in October 2020 and has consisted of;



Home Office



Project Pegasus

Alice Chan

Project Pegasus



DON'T LET CRIME TAKE OFF

**IF YOU SEE ANYTHING SUSPICIOUS
ABOUT THE PILOT, AIRCRAFT OR
CARGO, REPORT IT.**

What to look for:

- Attempts to test or research security around an airfield.
- Is the pilot taking unnecessary risks?
- Has the aircraft been modified?
- Are there any concealed packages?

Call 0300 123 7000 and quote "PEGASUS"
Or report online at gov.uk/report-border-crime
and quote: "PEGASUS"

 Border Force

 **NCA**
National Crime Agency

 **NPCC**
National Police Chiefs' Council



Reporting - what we are looking for

- Reports of low flying aircraft.
- Aircraft flying at unusual times of the day.
- Items being dropped from aircraft in flight.
- Poor flying behaviour and heavy or dangerous landings.
- Landing, taxiing to a remote area and persons/items being offloaded.
- **Suspicious activity** at airfields e.g. joyriders on the runways; people loitering/observing when there are no aircraft; theft from hangers.
- Paying cash for fuel or ground services.



10 Minute Break

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GA Safety Brief

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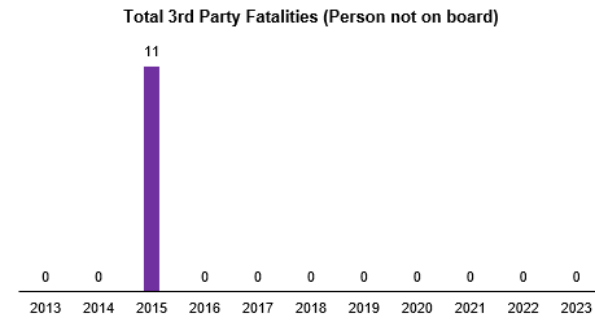
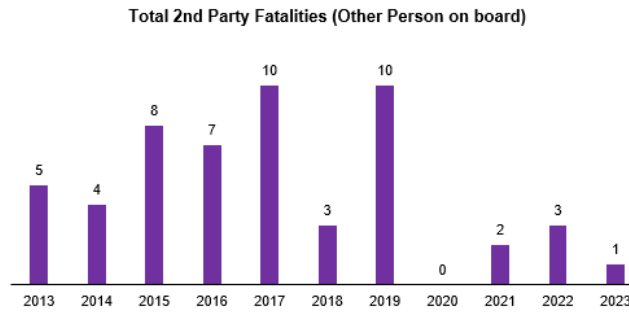
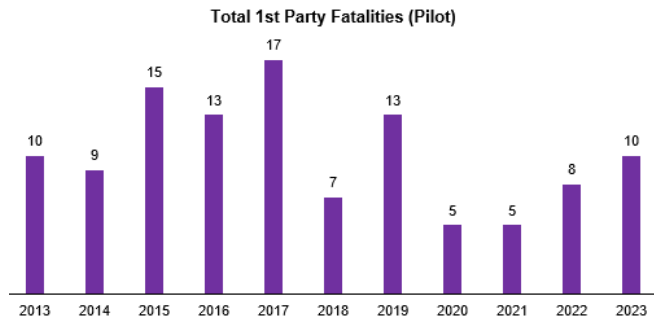
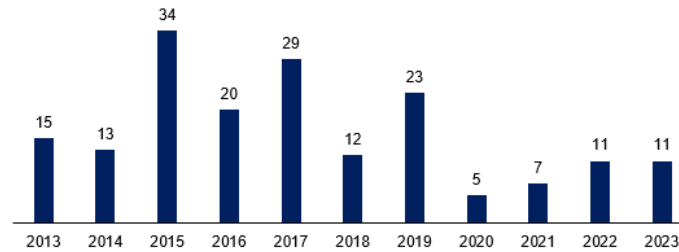
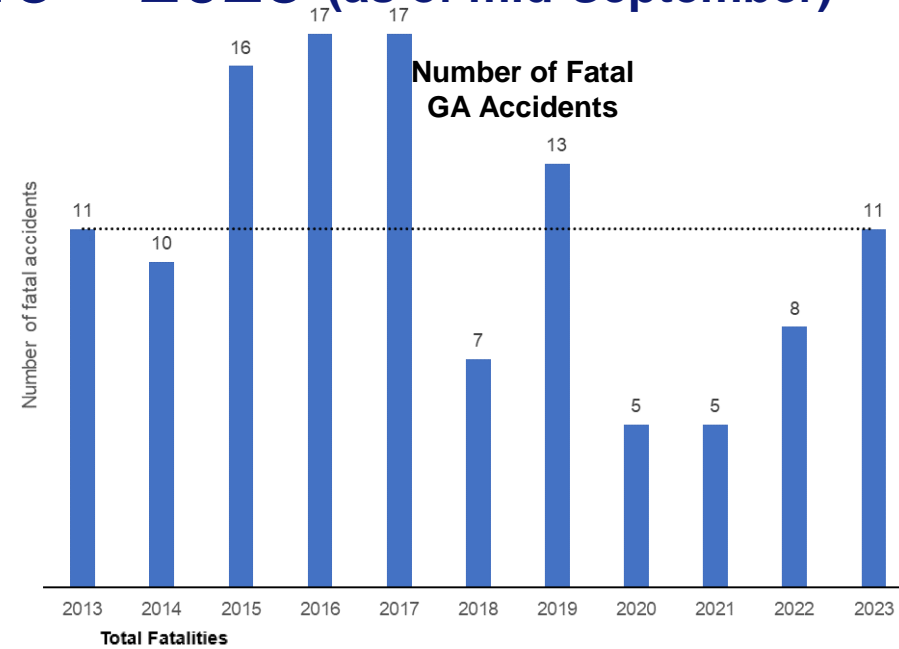


General Aviation Partnership 2023 Safety Update

**Mike Macdonald – Co-Head of GA
& RPAS Unit**

Fatal Accidents 2013 – 2023 (as of mid-September)

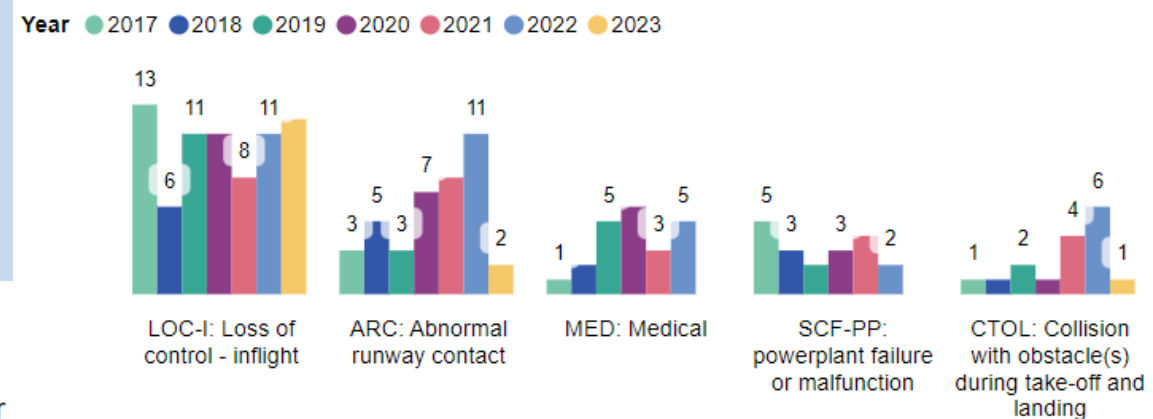
- 2023 middle of the field over last 10 years; higher numbers in 4 years and lower in 5 years.
- No fatal GA accidents until June in 2023.
- Accidents in 2023 have occurred in a concentrated period (June – Sep).



Summary of Fatal or Serious Injury Accidents in 2023 (as of mid-September)

- **Loss of control in-flight** is still prevalent in FOSIAs, 9 out of 11 fatal accidents in 2023.
- 8 (53%) of 15 FOSIAs involved an aeroplane, followed by gliders (3) and microlights (3) and 1 balloon. This is **similar to the long-term trend**.

Loss of control in flight remains top of common causes

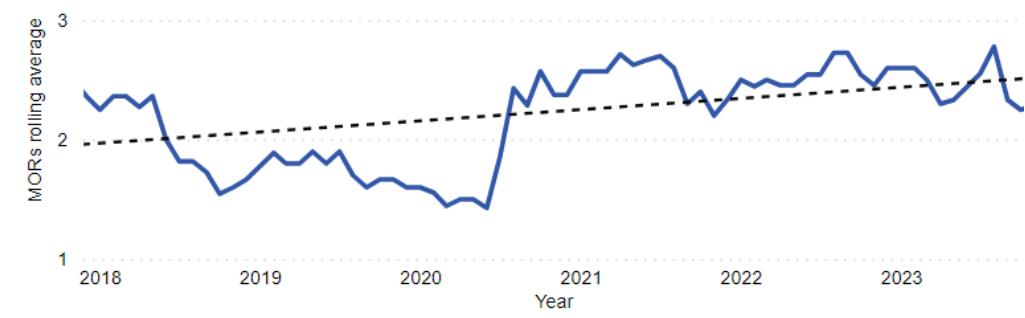


FOSIA By Aircraft Class By Year



For the **current year** there are **no specific trends** to highlight, except there's been more FOSIAs than usual in the summer months.

Rolling average of 2 - 3 FOSIAs per month.



What we are doing:

- We produce/deliver our own **GA Safety material**; we deliver safety evenings (online events) via a third-party safety provider, AAC.
- We promote CAA GA Safety material (**Skywise, social media, emails** to the GA representative organisations, **website**). This material includes:

[Safety Sense Leaflets](#)

[Skyway Code
Clued Up](#)

[Airworthiness Code](#)

[GA Safety Animations](#)

[GA Podcasts](#)

[Occurrences Leaflet](#)

[GA Safety Topics Web Page](#)

[Just Culture
YouTube Page](#)

[GA](#)

- Astral Aviation Consulting:

[Astral workshops](#)

[Astral articles and videos](#)

GA 2023 Summer Safety Campaign

- Initiated by the GA Unit in response to accidents this summer. Sent out via Skywise and supported by social media.

Loss of Control – w/c 24 July

- [SSL; Distraction and Interruption](#)
- [Stay in Control | Civil Aviation Authority \(caa.co.uk\)](#)
- [Take-off - Loss of Control — Astral Aviation Consulting](#)
- [Landings - Loss of Control — Astral Aviation Consulting](#)
- [Stalling - Loss of Control — Astral Aviation Consulting](#)
- [Spinning - Loss of Control — Astral Aviation Consulting](#)
- [Wheel spats - Loss of Control — Astral Aviation Consulting](#)
- [Loss of Control — Astral Aviation Consulting](#)

Operating in/out of unlicensed aerodromes – w/c 7 August

- [SSL: Strip Flying](#)

Arrival/Departure phase of flight and Runway excursion – w/c 31 July

- [SSL; Aerodrome sense](#)
- [Clued Up: Unstable Approaches](#)
- [Clued Up: Rejected Take Offs](#)
- [Trim runaways | Civil Aviation Authority \(caa.co.uk\)](#)
- [Take off decisions - go or no go? - CAA Safety files \(capture.fm\)](#)
- [CAP1950GALandingIssues.pdf \(caa.co.uk\)](#)
- [Arrivals, departures and RT — Astral Aviation Consulting](#)

RadioTelephony – w/c 14 August

- [SSL; Radiotelephony](#)
- [GA Podcast: Talking Radiotelephony](#)
- [Radiotelephony — Astral Aviation Consulting](#)

Loss of Control – Working Group

- This **cross-SARG WG** will commence in late September and report back by January 2024.
- Will **analyse LOC and any closely related safety issues** that the WG identifies (e.g. operating in/out of unlicensed aerodromes) with the objective of identifying any and all **trends, causes and contributory factors** to recent GA LOC FOSIAs.
- Will engage with **GA Representative Organisations**.
- Will make **recommendations on any measures and mitigations** available to us to reduce or prevent such accidents. The WG will answer the following questions:
 - **WHAT** precisely is happening? (analyse the data/intelligence to identify any trends or particular problem areas);
 - **WHY** is it happening? (identify trends, causes, contributory factors);
 - **HOW** do we mitigate/reduce/prevent? (produce options for action).

Projects delivering enhanced GA safety

- The below is a list of projects currently underway as part of the DfT-funded GA Change Programme, which will enhance safety in GA:

Project Title	Summary Description
Licensing & Training Simplification (L&TS)	Simplification and rationalisation of GA Pilot Licensing and Training
Pilot Medical Declaration (PMD)	Review of Pilot Medical Declaration (PMD) requirements and processes
Self-Propelled Hang Gliders (SPHG)	Review existing guidance and regulations applicable to sub-70kg aircraft to determine whether current guidance for this class of aircraft is sufficient.
BCAR "A" Refresh	Review and update of BCAR Section's (A8-26, A3-7, A8- 23, 24, 25)
CODE	Promotion of benefits of active CO Detectors
e-Conditions	Joint (CAA & RAeS) review of CAP 1220 and AAIB Safety Recommendation in response to G-HIZA accident on the operation of experimental aircraft under e-conditions

GA Unit – Accident & Safety Recs Activity

- 2020 Independent Review into the UK Approach to General Aviation Safety:
 - *“it is vital, as well as a requirement in law, that fatal accidents are fully investigated, lessons learned, and appropriate safety actions taken.”*
- **Head protection and throttle cut off.**
- **Lithium-ion battery fire** in flight.
- **Aircraft landed on A40.** Initial discussions focussed on **forced landings with no good options.** Astral holding workshop on this topic in December.
- **Dangerous Goods** in GA.
- Prospective Safety Sense Leaflet on **VFR into IMC.**

Questions?

GA Occurrence Reports Nov 21 to Sep 23



Based on 1017 Reports

Engine Failures/
Malfunctions

Maintenance Reports

Landing Accidents incl
Hard Landings

Runway Excursions

IFR Level Bust or non compliance with instructions

Runway Incursions

Taxiing Accidents/
Events

Loss of Comms

Electrical Problem/
Failure

T/O an...

Comms Failures...

Smoke and Fire...

ATC Coord...

Hit...

Ha...

W...

A...

Tyre Failures incl Burst Tyres on landing

Wrong Aerodr... or...

B...

A.....

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...

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Landing Gear...

B...

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T...

Land... with...

T...

C..

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P...

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E...

C...

A... H



Members' Safety Information Exchange

Common themes of Electronic Conspicuity. The BMAA Training and Safety Officer has written about this in the latest edition of *Microlight*

The BRA commented on rollover accidents occurring in larger more powerful gyroplanes

Air Pilots commented on insufficient differences training in one type leading to a serious avoidable accident

The BHPA have completed a serious incidents survey involving paramotors. The most common factor related to aircraft with high wing loading.

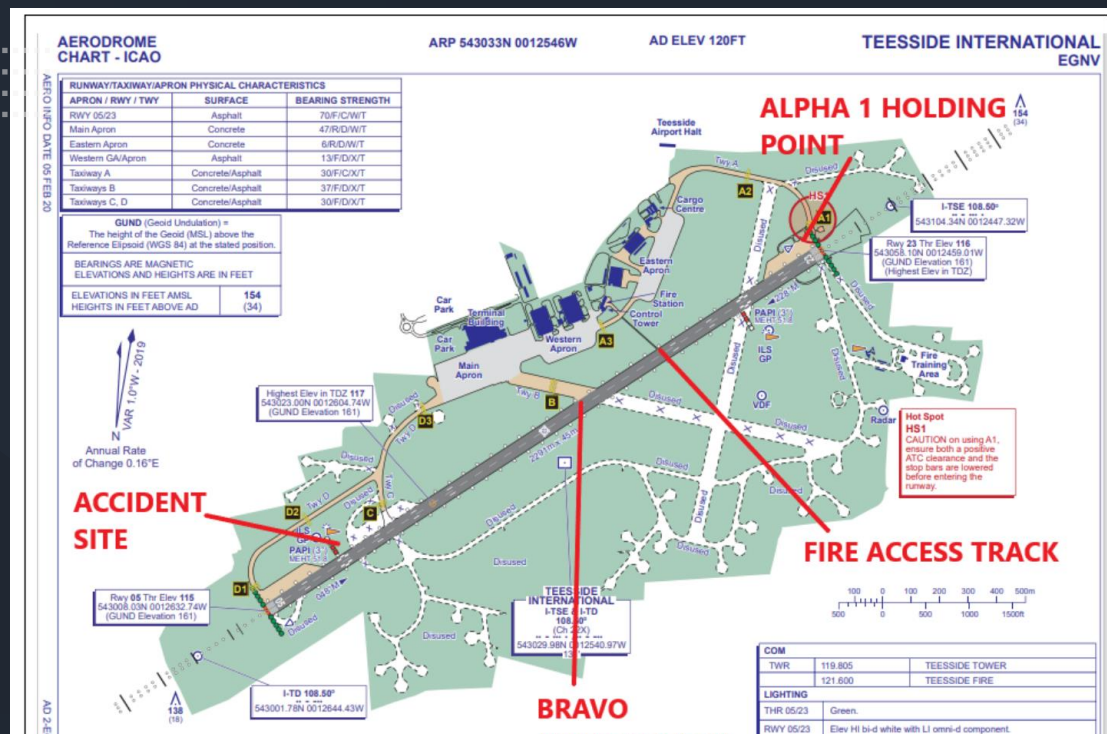
Electronic Conspicuity

GASCo Study Report
submitted to CAA

Accompanying video in final
stage of editing

Six clear bits of HF advice for
pilots emerged from the study

Partial Engine Failure



Comms Update

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Summer update

Work Stream	
Safety Sense Leaflets	Over the summer period, published Piston Engine Icing and Aerobatics.
Paramotors and powered hang gliders	Published The Paramotor Code and supporting webpages. New SkyWise category created and working with BHPA to distribute
Just Culture	July Occurrence report was on 'Am I safe'. Following a summer of positive engagements from Rob Gratton and his team, a further Occurrence Report is due in October.
CODE	Latest survey ran over the summer, launched at AeroExpo with displays of monitors at AeroExpo and LAA Rally. Produced a PDF leaflet on recommended devices and shared a GA Podcast on CODE
Podcast	Produced podcasts on 1xsummer round up activity, 1x BMX park in the sky, 1x how LAIT's work, and an update on the licensing and simplification project
Summer Campaigns	A series of activities to highlight the most significant risks identified over the summer. With colleagues from AAA and SSC, we had teams attend, undertake presentations and engage with members of the GA community at AeroExpo, LAA, and event in Scotland

Pipeline

Work Stream	
Paramotors and powered hang gliders	Animation in production to support the launch of The Paramotor Code
CODE	Finding of the survey to be analysed and published
BGA – Rigging	Working with the BGA on supportive communications content to continue to bring awareness of the topic of rigging and managing distraction
Podcast	Due out this year, 1X end of year round-up and 1x winter podcast. Also waiting on another RT focused podcast
Clued Up	Re-fuelling is due out as a reminder to all pilots on the requirements sent out in the ANO on the fuel
Loss Of Control; Spinning	Work is underway on an animation to support education and awareness of the risks of loss of control



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Summary and Close

Thank you for attending

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