

General Aviation Partnership

13 June 2024

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Agenda

- Welcome – Chair
- Airspace Infringement Review Process – Rob Gratton
- Safety Intelligence Data– Katrin Klimson

10 Minute Break

- DfT Update – Bethan Grinham
 - Light Aircraft Noise– Tim May (DfT) & Deborah Lovatt (AEF)
 - Comms Update – Marnie Burroughs
 - AOB – All
- Close – Chair



Welcome

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Airspace Infringement Review Process

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GAP – 13 June 2024

CAP1404 – The Airspace Infringement Review Process Explained



Rob Gratton
Principal, Airspace Infringements
United Kingdom Civil Aviation Authority

Scope

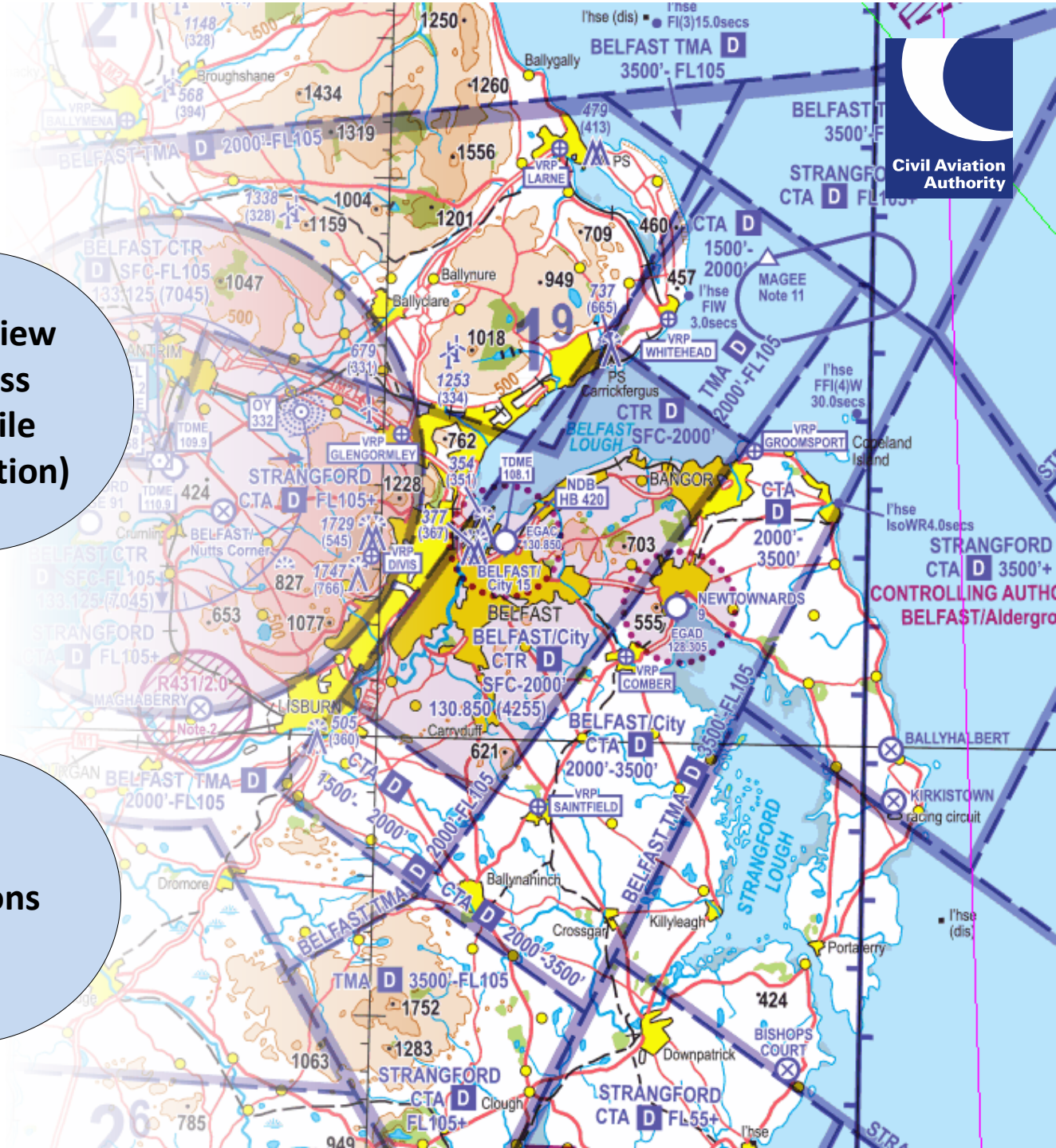
Pre-review
Process
(casefile
preparation)

Review
Process

Questions

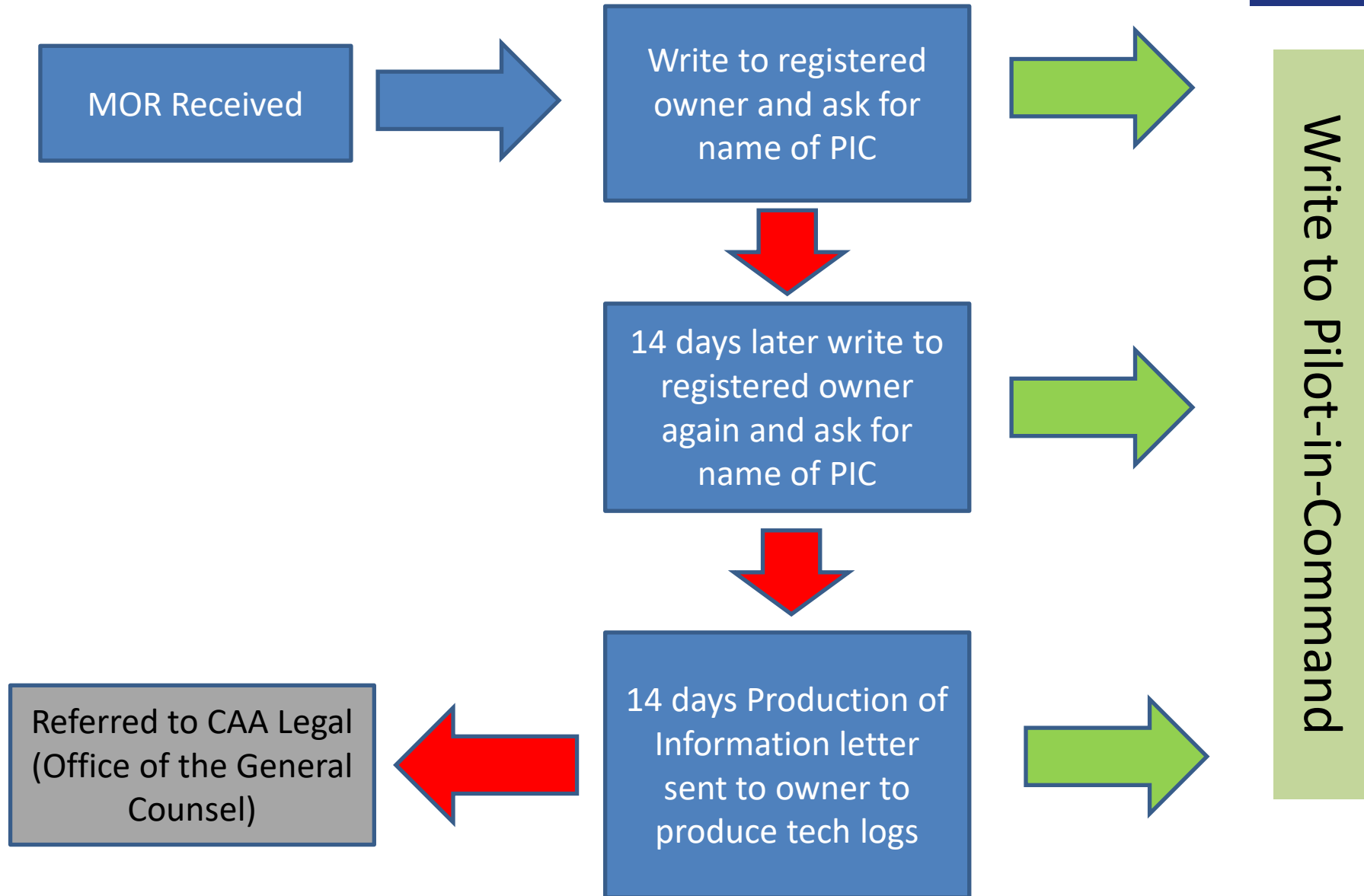


Civil Aviation
Authority



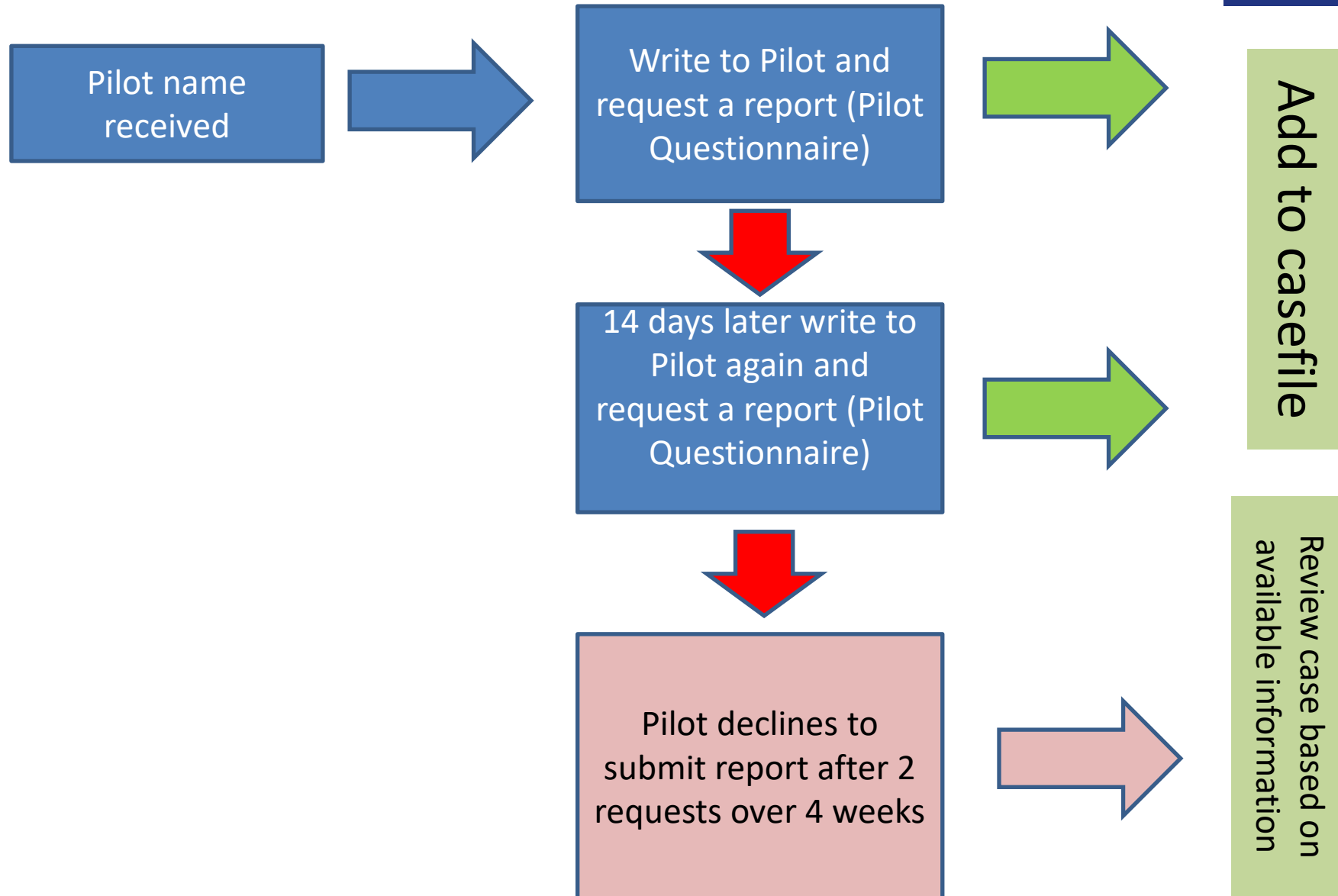
Casefile Compilation

Letter to Owner

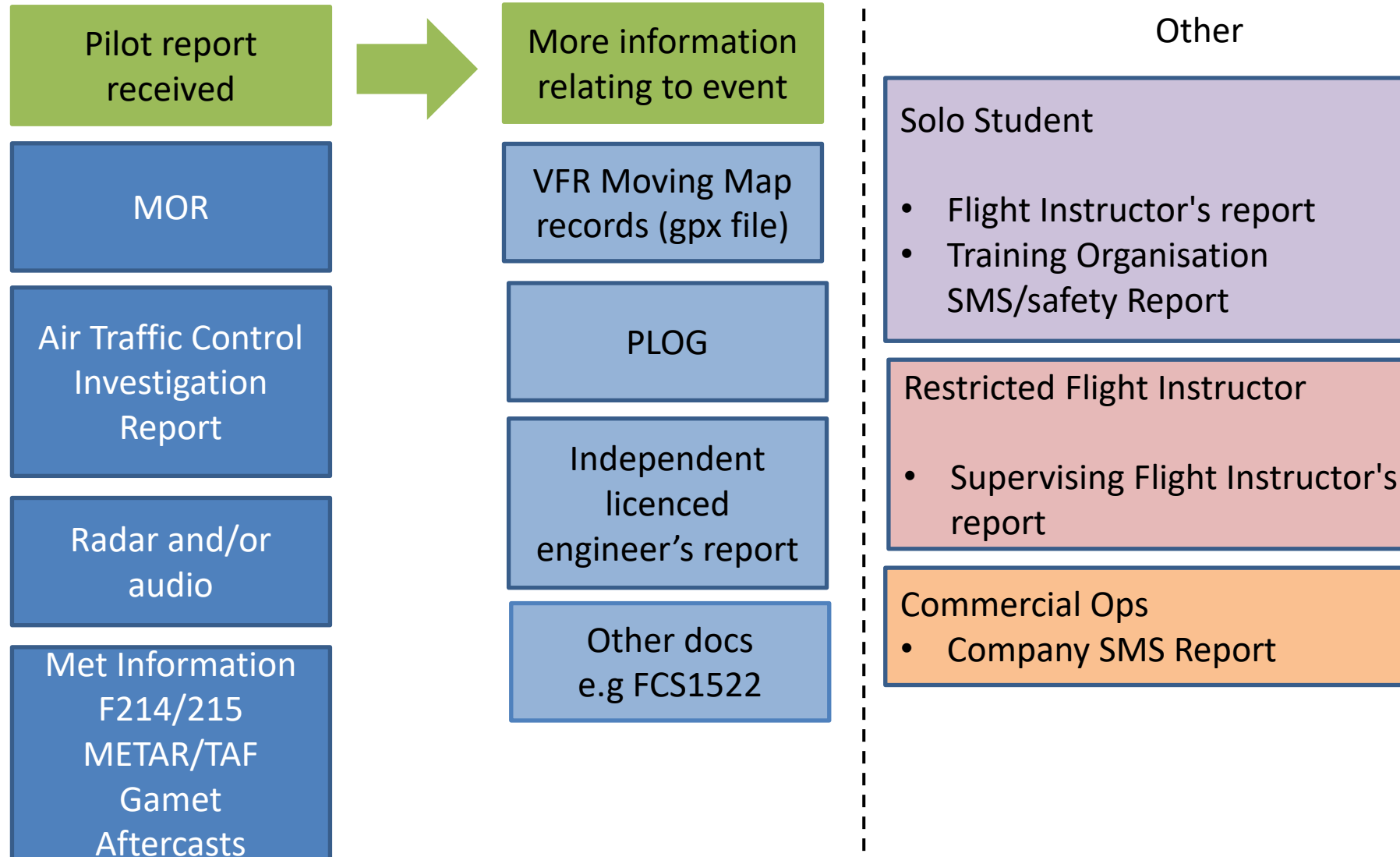


Casefile Compilation

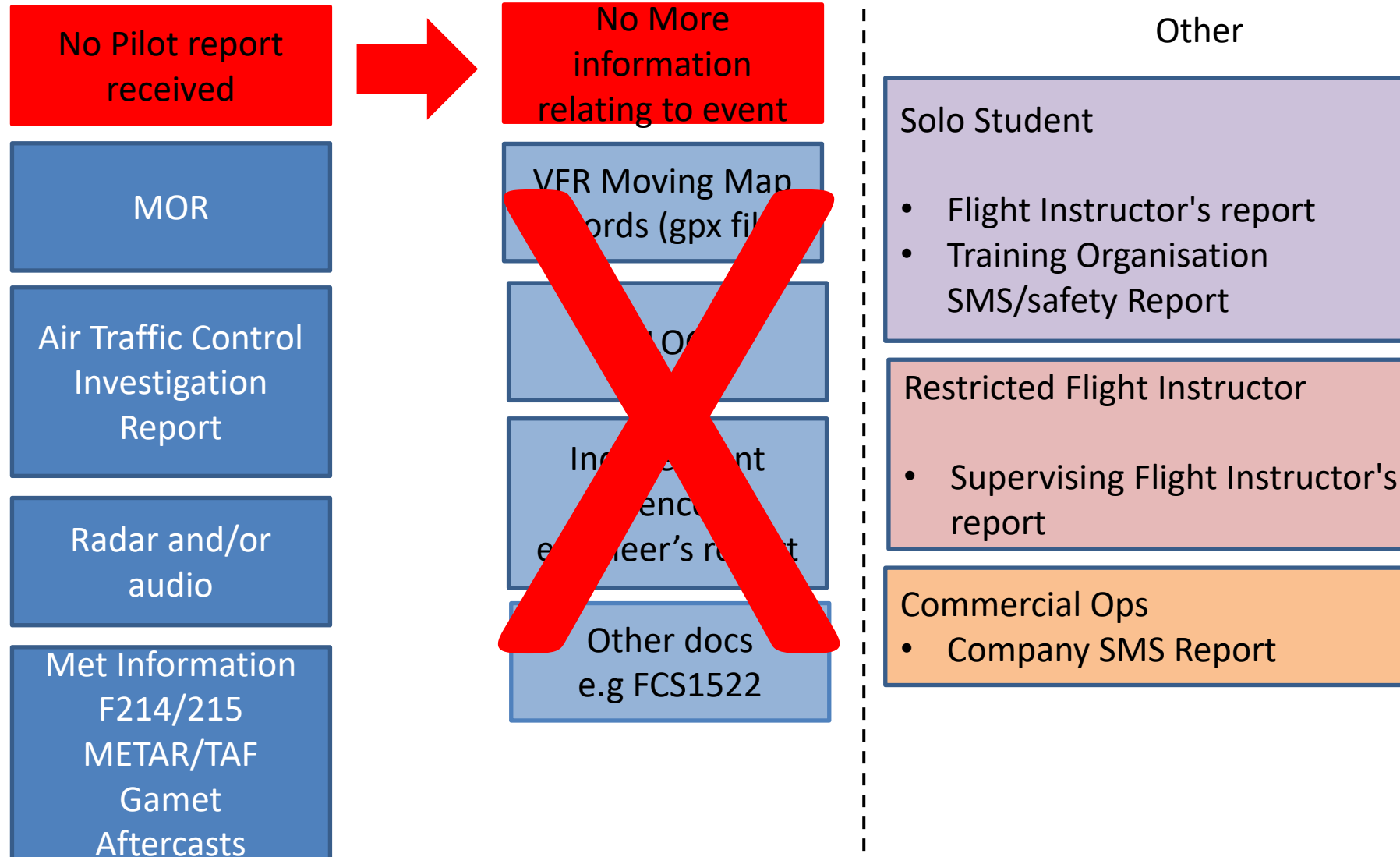
Letter to Pilot-in-Command



Casefile Compilation



Casefile Compilation





Pilot Report – Quality

Brief Outline and Cause of Incident
I normally coordinate with RAF Leeming in the vicinity
Suggestions
Suggested Actions to Prevent a Recurrence
Avoid at all times, never assume, even when no radio response

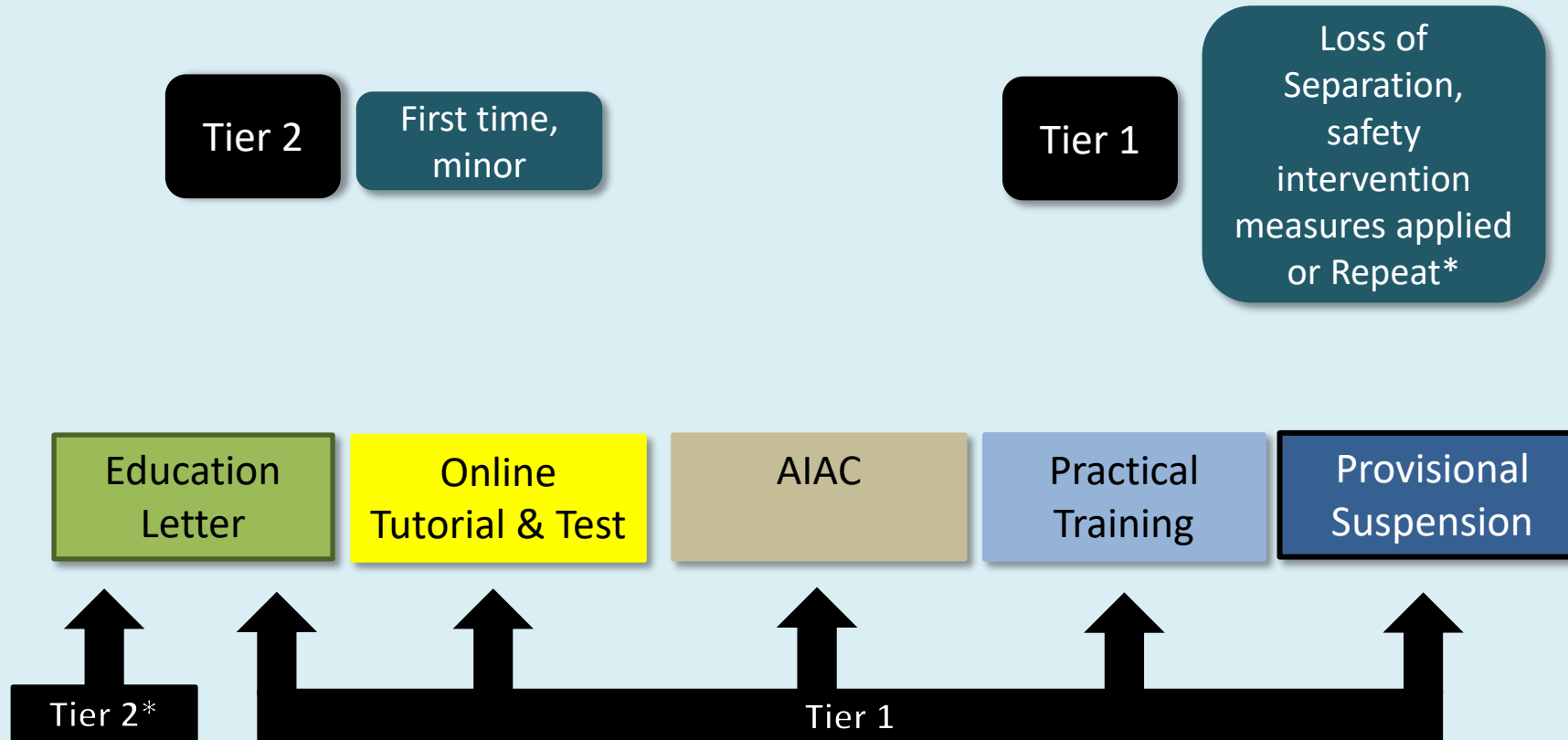
Brief Outline and Cause of Incident
Returning IFR from EGHH and cruising at 5000 ft AMSL, initiated some GH exercises tracking CPT and drifted East of CPT VOR
Suggestions
Suggested Actions to Prevent a Recurrence
Should have taken vertical margin from the lowest LTMA base in the area used for GH.

Brief Outline and Cause of Incident
cannot recall
Suggestions
Suggested Actions to Prevent a Recurrence
More margin allowed between base of airspace ?

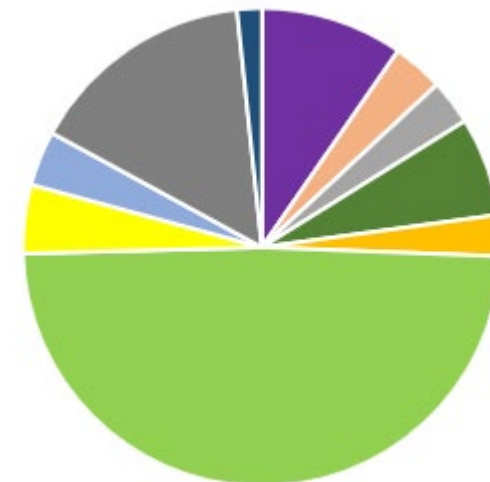
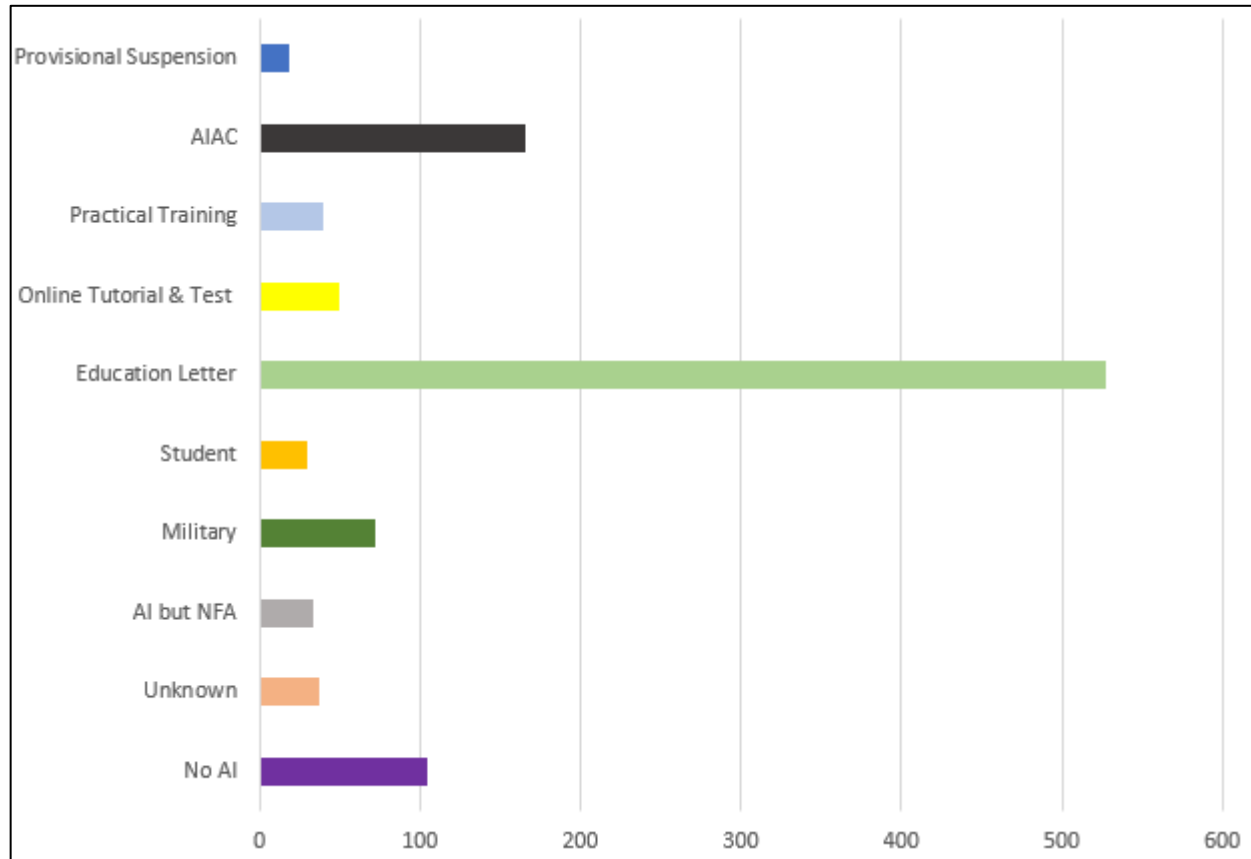


Disposal Actions

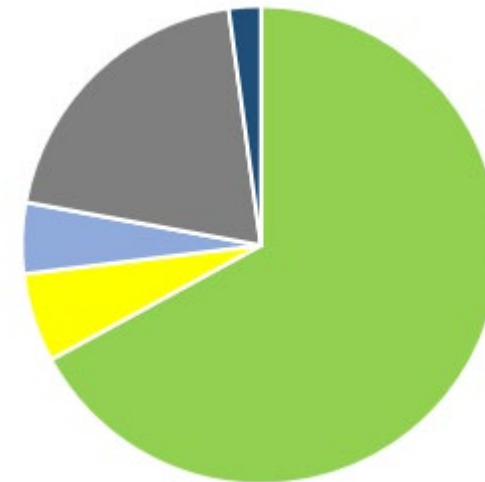
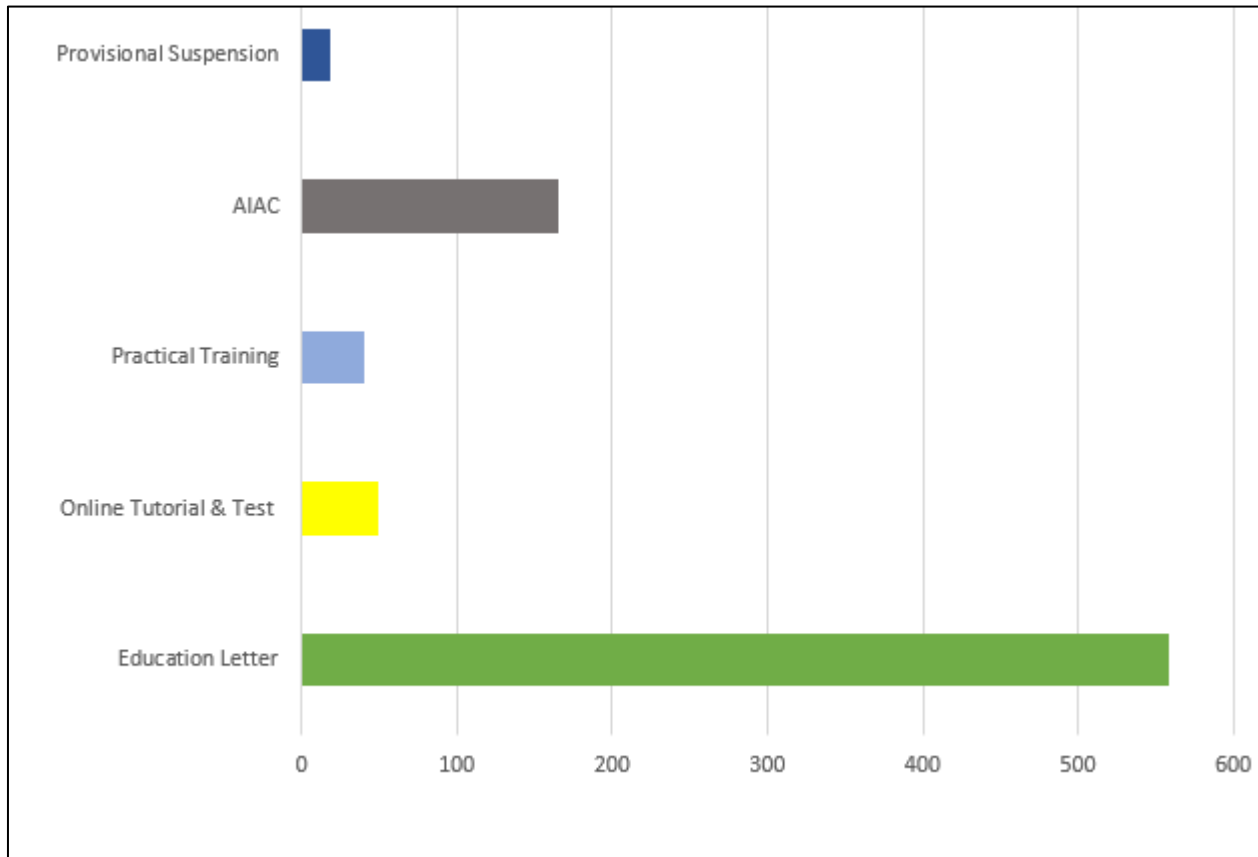
Focus on education/training to prevent a recurrence/assure competence:



Disposal Decisions - 2023



Disposal Decisions where Pilot actions/inactions lead to AI - 2023



Other Actions



- Not all AI result from pilot action/inaction:
 - Discuss with Airspace Classification Team and/or Airspace Regulation;
 - Refer to Air Traffic Management Regulation;
 - Refer to Aeronautical Information Management Regulation;
 - Refer to Aerodrome Inspectors;
 - Engage with VFR Moving Map companies.



Questions?



Safety Intelligence Data

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Overview: General Aviation Aircraft

Data sourced from G-Info as on 06-JUN-2024

17183

number of registered aircraft

13218

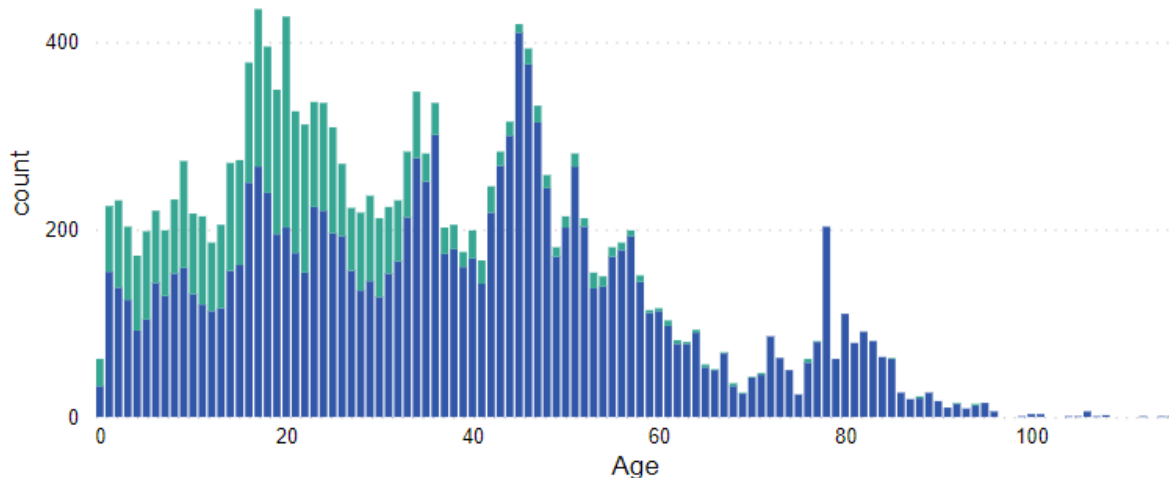
of which are factory built aircraft

3965

are homebuilt aircraft

Aircraft Age Distribution

HOMEBUILT ● False ● True



- Number of registered aircraft has largely remained the same but showing signs of decrease
- The average age of all GA aircraft is 39 years but 47 for aeroplanes and 25 for microlights.

A/c class	count
Aeroplane	8509
Microlight	3649
Glider	2568
Lighter than air	1290
Rotary wing	808
Gyroplane	359
Total	17183

A/c type	count
PIPER PA28 161	279
DE HAVILLAND DH82 A	166
PIPER PA28 181	155
P AND M AVIATION PEGASUS QUANTUM 15 912	142
P AND M AVIATION QUIK GT450 UNDESIGNATED SERIES	142
CESSNA 152 NO SERIES EXISTS	135
P AND M AVIATION PEGASUS QUIK NO SERIES EXISTS	133
VANS RV7 UNDESIGNATED SERIES	122
EUROPA EUROPA UNDESIGNATED SERIES	120
ROBINSON R44 II	116
P AND M AVIATION PEGASUS QUANTUM 15 UNDESIGNATED SERIES	115
PIPER PA28 140	115
GROB G109 B	109
BEST OFF SKYRANGER NO SERIES EXISTS	104
VANS RV8 UNDESIGNATED SERIES	102
PIPER PA28 180	98
COMCO IKARUS IKARUS C42 FB80	95
EUROPA XS	93
GROB G115 E	91
DE HAVILLAND DHC1 22	89
ROBINSON R22 BETA	89
MAINAIR GEMINI FLASH IIA	87
SCHLEICHER ASK13 NO SERIES EXISTS	86
SCHLEICHER ASK21 NO SERIES EXISTS	83
VANS RV6 UNDESIGNATED SERIES	79
P AND M AVIATION QUIKR NO SERIES EXISTS	78
EV-97 TEAMEUROSTAR UK	77
CESSNA F152	74
CZECH SPORT CZAW SPORTCRUISER NO SERIES EXISTS	73
BEST OFF SKYRANGER SWIFT NO SERIES EXISTS	72
PIPER J3C 65 65	72
SOLAR WINGS PEGASUS XL Q	70
SCHLEICHER KA6 CR	69
SCHEMP HIRTH STANDARD CIRRUS NO SERIES EXISTS	67
CFM SHADOW CD	66
SOLAR WINGS PEGASUS XL R	66
MAINAIR BLADE UNDESIGNATED SERIES	62
Total	17183

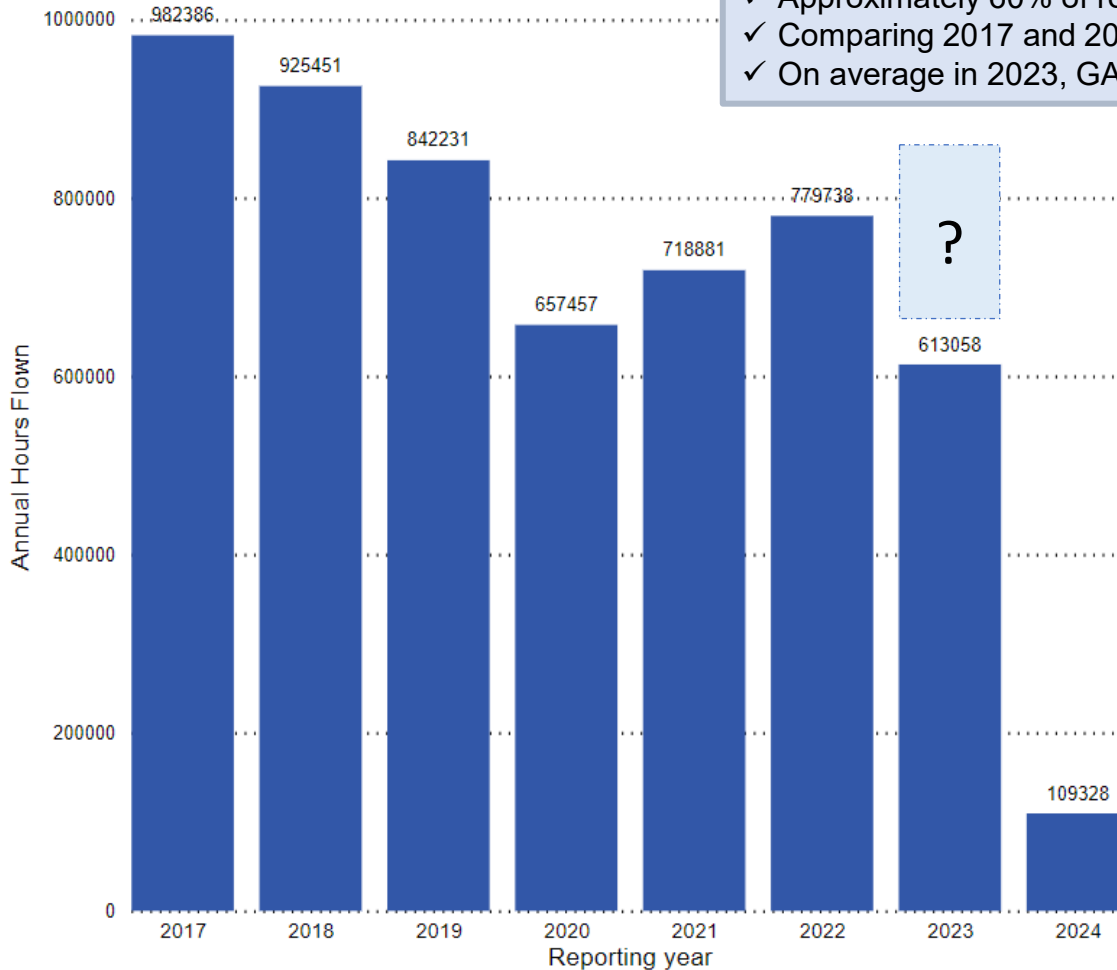


Overview: Utilisation of General Aviation Aircraft

Data sourced from G-Info as on 06-JUN-2024

CAA uses this information to normalise safety information (calculate MOR rates) as it is our only most up to date source for GA aircraft utilisation

- ✓ Approximately 60% of registered aircraft report annual hours
- ✓ Comparing 2017 and 2022, the number of GA aircraft reporting hours has decreased ~20%
- ✓ On average in 2023, GA aircraft flies 70 hours.



Caveats:

- erroneous / inconsistent hours (like aircraft reporting over 1000 hours a year). It is difficult to correct these records.
- Not all aircraft have to report hours (as this is linked to airworthiness certificate)
- It takes time to complete a year. 2023 still incomplete.

Total Number of Aircraft Reporting Hours

Reporting year	count
2024	4412
2023	10617
2022	11837
2021	12453
2020	12960
2019	13563
2018	14242
2017	14743

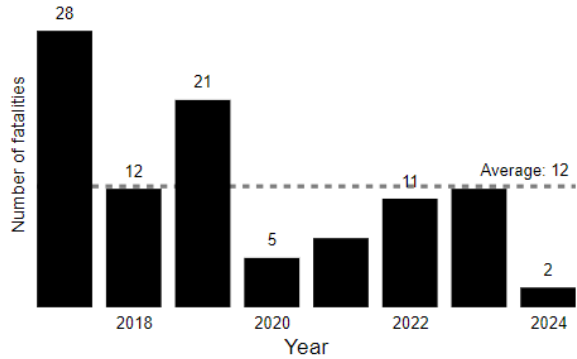
Of which reporting 0 hours

Reporting year	count
2024	124
2023	656
2022	1470
2021	1969
2020	2199
2019	1860
2018	2067
2017	2140

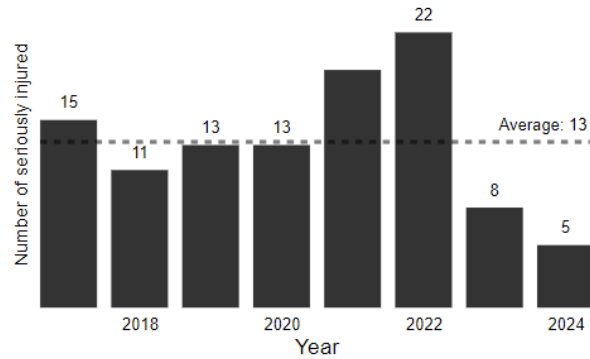
Safety Summary: 2018 - 2023



Fatalities by Year Since 2017



Number of Seriously Injured by Year Since 2017

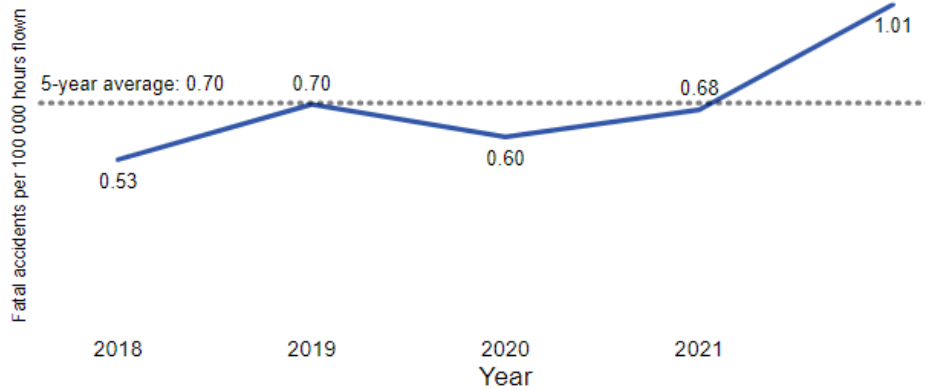


Accident and serious incidents in 2023:

- ✓ Numbers have decreased compared to 2022 but rate has remained stable, variations between aircraft classes.
- ✓ **Aeroplanes:** prevalent category loss of control on ground / abnormal runway contact. More than usual in Sept.
- ✓ **Microlights:** Engine failures, technical malfunctions in general. More than usual in June
- ✓ **Glider:** loss of control in-flight, particularly tragic month August

2023

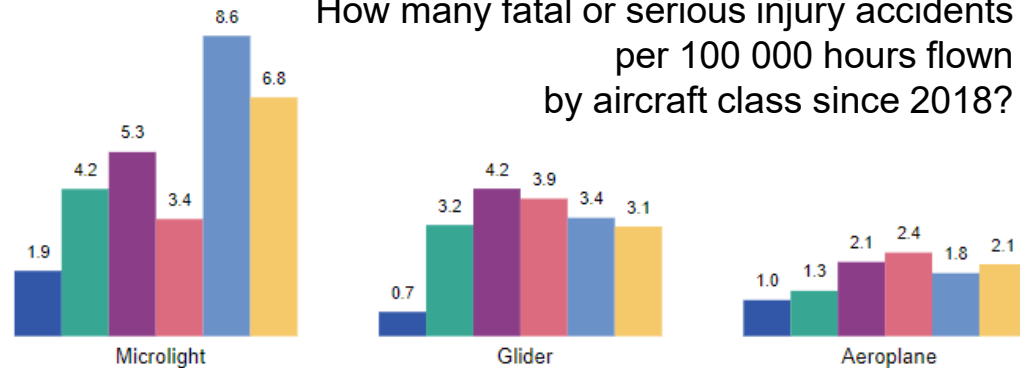
Fatal Accident Rate Since 2018 with Average



1.62
fatal accidents per
100 000 hours flown



How many fatal or serious injury accidents per 100 000 hours flown by aircraft class since 2018?



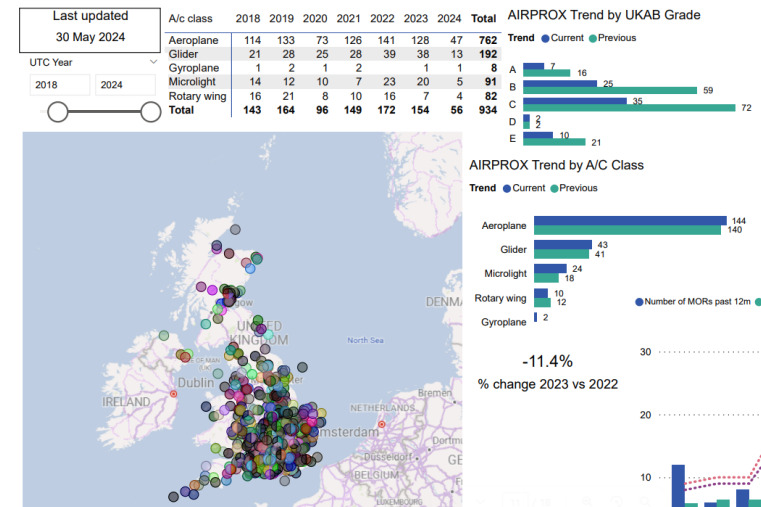
Contact Safety Intelligence for various ad hoc request or regular (monthly) feed
Safety.Intelligence@caa.co.uk Or Katrin.Klimson@caa.co.uk

Questions like:

- How many risk bearing AIRPROXs involving gliders around Lasham Airfield?
- How many MORs involving aircraft with O-360-A1AD engine and what is their average age?
- What is the accident rate for homebuilt gyroplanes over the past 5 years?

Future plans:

- External facing Power BI solution available for GA community



10 Minute Break

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DfT Update

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DfT Update - GA Partnership

June 2024



Policy

EGNOS/SBAS

- Currently being led by Department for Science, Innovation and Technology and our Position Navigation and Timing (PNT) team. They have published a 10-point policy framework on Government's approach to increase the UK's PNT resilience ([10-point Policy Framework](#)). The framework includes a policy recommendation to develop a proposal for a UK Satellite Based Augmentation System (SBAS) to replace the UK's use of EGNOS.
- Replacing the functionality of ENGOS with a sovereign UK SBAS could offer benefits across different transport modes, and for multiple CNI (Communication, Navigation and Identification) sectors.
- UK Space Agency has initiated work to develop an Outline Business Case for a UK SBAS capability, which will be completed by the end of 2024.

Policy (2)

SDE

- The first phase of the project has completed with proposals developed to establish an Initial Operating Model. Approved by the CAA board this remains subject to Ministerial approval following the General Election. This will result in a delay to the consultation.

EC

- Baringa continue to deliver a series of five Workstreams, including live flight trials, to help inform the CAA's future policy and implementation of new standards.
 - Workstream 1 is focused on capacity modelling the two frequencies. EC will be used to ensure they are future proofed.
 - Workstream 5 which is developing the Human Factors further are reaching completion. An initial review of this work is now taking place.
- An interim report for work on the Workstreams is still expected in July 24, despite delays to flight trials, followed by the final report in September 24. This final report will identify the policies required for implementing new standards.

Environmental

ZERO EMISSIONS AIRPORT TARGET

- The summary of responses and the Government response to the Call for Evidence has now been published - [2040 zero emissions airport target](#)
- This will set out next steps on this work, including the implementation of the targets.

JET ZERO COUNCIL

- The Jet Zero Council met in mid-April, and the focus for this meeting was on Zero Emission Flight and Hydrogen. The next meeting planned for the Farnborough Airshow has been cancelled following the announcement of the General Election>

Light Aircraft Noise

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Light Aircraft Survey

Deborah Lovatt
Head of Planning and Outreach



AEF's 2016 members survey revealed significant numbers impacted by LA noise

- Response rate: 59%
- 46% reported LA-related noise issues, and
- 20% reported being impacted by helicopter noise operating from both large airports and small airfields.

2021 follow up survey: experiences of aircraft noise at the height of Covid restrictions

- 55% response rate
- 78% respondents said aircraft noise had reduced (quiet, “blissful”, life changing)
- 34% reported that LA was relevant to their answer
- The survey revealed that anger about LA intensified when Covid restrictions were lifted
- We noted calls for (1) AEF to campaign to tackle recreational LA, not least helicopters and (2) a campaign for monitoring of numbers of LA aircraft and their noise impact

2022 LA-specific noise survey

Issues: LA fly at lower altitudes and at slower speeds (duration of noise events can last several minutes); circuits, aerobatics (frequency of noise events); sometimes more than one aircraft in the sky at a time (intensifying noise intrusion); older aircraft (noisy engines); helicopters (which have complex noise characteristics) were reported to be particularly intrusive.

Impacts: included annoyance, depression, inability to enjoy gardens, interruptions to outdoor conversations, and an inability to concentrate because of the noise

Exacerbating factors – a general sense of a lack of transparency and accountability

- The use of noise averaging limit over 16 hours, “which is almost impossible to breach” and is “useless for residents”
- Poor monitoring of aerodrome operations
- Some local planning authorities increasing operating hours after inadequate consultation processes and some local planning authorities permitting housing developments under flightpaths, which was felt to be wrong
- Aircraft noise pollution in areas having low ambient noise where people come to experience peace and quiet, including AONB, which can be “noisier than some parts of London”
- Poor behaviours, for example, airports failing to provide information to residents; airport consultative committees ignoring DfT guidelines; flights operated outside of restricted flying hours; ignoring noise abatement procedures; helicopters not keeping to visual flight rules or special VFRs.
- Complaints go nowhere: local authorities stating that they’re powerless to intervene; complaints to airports, airports and pilots routinely ignored; complaints to the CAA directed back to the aerodrome; little or no transparency about complaints data – including the CAA, which does not publish complaints about LA noise
- a deep sense of injustice
- feelings of helplessness

I find it astonishing that such a very small number of aircraft users are permitted to have such a negative effect on a large number of people and that there is virtually no control of this, or way of helping people affected by the noise.

Apart from horrendous and repetitive noise I am also disturbed that apparently there is nothing that can be done about it.

What AEF would like to see

- Aerodromes and the CAA to be transparent about the number of complaints they receive about light aircraft noise (currently, CAA data is not published)
- Planning policy guidance on how to assess aircraft noise and a range of suggested planning conditions that can be applied to airfield planning applications to be reinstated – something like PPG24
- A local authority commitment to investigate claimed breaches of planning conditions and to enforce them where they are proved (appreciate that there are issues around resources)
- Airfields to be good neighbours by enforcing noise abatement procedures and other noise control measures effectively
- Airfields to require newer, and quieter engines in all small planes engaged in repetitive activities like circuit flying and aerobatics, encouraging owners to retrofit other aircraft with silencers and multi-bladed propellers which are available); and
- Effective noise monitoring around airfields

Comms Update

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GA Communications

Work Stream	
Safety Sense Leaflets	Released a new Safety Sense Leaflet on VFR into IMC and an updated versions of Helicopter Airmanship and Strip Flying.
Just Culture	The next two occurrence reports on overflight of gliding sites and misunderstanding ATC instructions will be released in the summer months.
Podcasts	Spring back to flying was released in April 2024, next podcast will be released in July in collaboration with the RAF on the overflight of winch launch sites. We are also working on a podcast on engine failures after take off which will be released in late summer/early autumn.
Consultations	The General Aviation Licensing and Simplification project consultation closed at the end of May. Results are currently being analysed.
Animations	Two animations are currently being produced, one around non standard joins to airfields and glider rigging.
Clued Up	We're updating our Clued Up article on re-fuelling. We're also updating our Stay in Control articles which will come under the Clued Up umbrella.



AOB

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Summary and Close

Thank you for attending

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