

GENERAL AND BUSINESS AVIATION STRATEGIC FORUM

Tuesday 2 February 2021 10:30-12:30
Via Microsoft Teams conference call

In attendance:

Roger Hopkinson (RH)	General Aviation Alliance, GAA (Chairman)
Marc Bailey (MB)	British Business & General Aviation Association
Martin Robinson (MR)	Aircraft Owners and Pilots Association
Phil Dunnington (PD)	GA Advocate
Rannia Leontaridi (RL)	Director of Aviation, DfT
David Harding (DH)	Deputy Director of Aviation Strategy, DfT
Jai Nathan (JN)	Head of GA Policy, Skills & Stakeholders, Safety and CAA Division, DfT
Richard Moriarty (RM)	Chief Executive, CAA
Rob Bishton (RB)	Director, Safety & Airspace Regulation Group, CAA
Jon Round (JR)	Head of Airspace, ATMs & Aerodromes, CAA
Glenn Bradley (GB)	Head of Flight Operations, CAA
Mike Macdonald (MM)	Head of GA Policy and External Relations, CAA
Laura Greenslade (LG)	PA to Head of UAS & GAU (Secretary)

Apologies:

Sophie O'Sullivan (SLOS) Head of Unmanned Aircraft Systems Unit & General Aviation Unit

1. Introduction & apologies

The chair opened the meeting and requested that the forum focus this meeting on looking ahead and on delivery. He noted and welcomed that Rannia Leontaridi Director General will be joining the meeting.

2. Agreement of minutes from the last meeting

The minutes from the last meeting, held in October 2020, were agreed. CAA will publish them on the CAA website.

3. Action Log review

116 DH to discuss with Chair about paper to Secretary-of-State and report back **Update: planned to cover under agenda item 7. Post meeting note: Proposal to review the various engagement meetings raised (including GBASF itself) at GBASF/CAA Board. Follow through to be discussed. Requires new action**

118 Chair to set up Secretary-of-State/Aviation Minister GBASF briefing **Update: holding until GBASF stakeholders have had their session at the CAA Board Meeting. Post Meeting note: Chairman discussed with Aviation Minister who indicated he would appreciate a specific GBASF briefing**

123 DH and RGP to look at creating a high level one page activity plan (similar to the EASA roadmap) to show progress and generic terms **Update: DH confirmed that DfT do have a draft roadmap which is currently with ministers, the timing of publication is to be confirmed as it needs to be reviewed due to the on-going position with the pandemic. DH will arrange for the draft to be circulated to GBASF stakeholders to review and comment.**

125 MB and DH to discuss network airfields offline and pick up again at the next GBASF **Update: MB shared with DH an example of what Germany have done and recommended that DfT need to do the research of the network of airfields for 30-50 so we can protect, develop and get the right strategy in place for the future of the UK.**

128 DH to consider undertaking an analysis of the effect of the loss of EGNOS on UK commercial and general aviation should assured access to EGNOS not be achieved in EU exit negotiations **Update: this will be covered on AOB**

129 JF & DH to engage with RH, MB and MR to understand business aviation interests, and how these could be captured and addressed. **Update: DH held a meeting with MB and colleagues involved in the commercial side**

of GA. DfT appreciate that issues are very different, and they are actively thinking about how they can cover those interests (potentially with a separate grouping) and how that interacts with the GBASF work. Item closed. (Note action 116 under item 3 above)

4. Airspace position & progress

- AMS project
JR provided an update on the AMS project. Listening sessions were held in the autumn where the CAA gained a huge amount of input from multiple stakeholders (including GA). The feedback from those sessions will be shared in March. The next stage of the project is for the CAA to check they have an understanding of what has been said in those sessions and try to find a way forward. This will then allow the CAA to work on the output of deliberations post March. The final output of this project will be in Q3 or Q4. The AMS project will be shaped around the current financial situation and state of the industry.
- UAS TDA proliferation
There is a lack of knowledge from applicants on what they are trying to do and the context. SLOS is in the process of arranging a meeting between GAA who deal with Airspace and the drone group to discuss what can be done to improve the situation. AAA recognise this point.

JR pointed out that he is happy to engage on any particular TDAs that give particular concern to try to put minds at rest about how the CAA are managing them as this is a particular frustration for the GA community.

- Engagement with GA on Airspace
JR and RH have set up the Airspace Engagement Group with attendees from both GA and AAA parties to work on a number of items i.e. at the moment they are taking feedback from GA parties on the latest draft of CAP 1404. There are also some other live debates happening in the meeting itself which are useful. It is important to JR that GA stakeholders talk openly about the engagement and whether they are getting everything they want having played a part in the creation of where they are going forward.

RM stressed the importance of the Airspace Engagement Group and stakeholder engagement, and encouraged the GBASF stakeholders to think about this. RH observed that the Airspace Engagement Group is going in the right direction.

RH voiced his disappointment regarding the unacceptable comments being made by a minority of GA stakeholders, some of which were threatening, towards CAA staff. RM commented on this poor behaviour stating that it can never be acceptable for CAA or DfT staff to feel physically threatened to carry out their job role, there is zero tolerance on this. All present supported that view.

- Meaning of 'best in the world'
JR's understanding of what it means to be the 'best in the world' is that we align the vast majority of the global standards, but JR is prepared to accept that if there is a very good reason, the UK may do something different and lead the world, but he would look to create as much standardisation as possible.

RH commented that one of the key things from his perspective is that aviation thrives, and this is important. Discussions are currently taking place between GBASF stakeholders and DfT with regards to forming a group on the replacement for Airspace for all and funding from government. DH expanded noting DfT are looking at more ambitious options for increasing GA representation at Airspace forums in order for the GA community to be able to have more input into Airspace decisions. DfT are looking at options such as creating a body that would receive some degree of government funding (subject to the right T&Cs), this would provide support to GA around issues on airspace change or airspace strategy issues. This is still work in progress and DfT have had a good degree of engagement from parts of the sector. DH will provide more information on this as it develops.

An update paper regarding the Airspace Change Organising Group was circulated prior to the meeting. Due to timings JR suggested that the forum read this paper offline.

5. DfT position & progress

- Rannia Leontaridi introduction
RL introduced herself to the forum and provided an overview of what the Aviation team at DfT are focussed on:
 - The GA team is very significant and continues to be at the heart of everything that the DfT and CAA do
 - DfT and the CAA are focussing on representing the GA interests at Board level