

GENERAL & BUSINESS AVIATION STRATEGIC FORUM MEETING

Wednesday 21st July 2021

10:30-12:30

Conference Call via Microsoft Teams

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
David Harding, (DH) - Deputy Director, General Aviation, Safety, Skills and CAA, DfT
Rebecca Christie, (RC) - Head of Airspace Modernisation and Resilience, DfT
Jai Nathan, (JN) - Head of General Aviation Policy, Skills & Stakeholders, General Aviation, Skills, Safety and CAA Division, DfT
Rob Bishton, (RB) - Director, Safety & Airspace Regulation Group, CAA
Sophie O'Sullivan, (SLOS) - Head of Remotely Piloted Aircraft Systems Unit & General Aviation Unit
Jon Round, (JR) - Head of Airspace, ATMs & Aerodromes, CAA
Stu Lindsey, (SL) - Head of Airspace Modernisation, CAA Strategy and Policy (CSP) group, CAA
Glenn Bradley, (GB) - Head of Flight Operations, CAA
Lorina Blackler, (LB) - PA to Head of Remotely Piloted Aircraft Systems Unit & General Aviation Unit (Secretary)

Observing: Phil Dunnington, (PD) - GA Advocate, Ben Banfield, (BB) - Head of Strategy and Engagement, DfT

Apologise: Richard Moriarty, (RM) - Chief Executive, CAA

1. Introduction & apologies

The Chair opened the meeting and with introductions and apologies from Richard Moriarty and welcomed Lorina Blackler as the covering secretary whilst Laura Greenslade is away.

The chair updated the forum on items that have happened since the last GBASF meeting on 11th May 2021.

- Report against the Government Programme - a meeting has been set up on 2nd August 2021, for the Chair, Martin Robinson and Marc Bailey, to meet with the Aviation Minister. (David Harding and Richard Moriarty may attend).

Areas in progress: –

- a) GA Programme
- b) AMS
- c) Post Brexit opportunities
- d) RPAS
- e) PBR
- f) CAP 1123 - highlighting inducing the burden of cost and maximum delegation
- g) CAP 1816 – Recreation Sector the independent review of the safety aspects concluded that the level of safety in GA is acceptable.

2. Agreement of minutes from the last meeting - Approved.

3. Action Log Review

- **Action 116** - DH to discuss with Chair about paper to Secretary-of-State and report back **Update:** DH – Discussed internally within DfT /GAU at CAA on Stakeholder Governance and Bodies. GA for

Business Forum and how this forum sits alongside other stakeholder groups. The Chair stated this was an important issue raised when the GBASF Team met with the CAA Board several months ago. CAA are looking at it within the GA and an update will be given later in the meeting- **Action Open - ongoing under review**

- **Action 118** Chair to set up Secretary-of-State/Aviation Minister GBASF briefing **Update:** RH has set this meeting up – **Action Closed**
- **Action 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:** Covered by DfT in the GA Strategy Roadmap Document – **Action closed to be removed from Action Log**
- **Action 124** Strategic Discussion on Pilot Training – noting opportunities post Brexit. DfT and MR to report the outcome of this meeting at the next GBASF **Update:** MB on the agenda for today's meeting item 4
- **Action 125** MB and DH to discuss network airfields offline and pick up again at the next GBASF **Update:** on today's agenda item 4(d)
- **Action 130** At RB and RH next 1:1 meeting, discuss what the CAA can do to help simplify regulation **Update:** RH – The meeting with RB was cancelled last week and will be rescheduled. RB would like more information on what the specific issues are how to take this action forward. **Action - on-going**
- **Action 131** JR to respond to MR question: If it's not possible to reach a settlement with the EU on the use of the EGNOS safety of life service and where the ESPAS signal will still remain useable without an EGNOS working agreement, will the CAA allow and approve LNAV PLUS V for approaches in IMC whether it's a no signal performance commitment in compliance with ICAO annex 10 SARPS? **Update:** MR Covered in last meeting - open Item still. MR had communication from CAA with monitoring the EGNOS signals, so LNAV, VNAV and LNAV plus V are active at pilot's risk. There is no legal certainty from DfT as this signal is used at the Pilots risk. Compliancy with ICAO Annex 10 SARPS must be maintained when using services of third country. GB - for clarity the augmented signal is not utilised in the UK. Aircraft can fly LNAV and LNAV/VNAV approaches if suitably equipped. Pilots can't take advantage of the SPAS augmented signal to fly LPV approaches. Impact analysis is based on the LPV approach on 15 (fifteen) affected airfields (ILS not counted or Channel Islands, Newcastle EGNT or Preswick EGPK), with differences in LNAV and LPB minima, some can take advantage of LNAV/VNAV minima. Most of the affected airfields are 200 feet minima on decision height on a LNAV/VNAV approach. Pilots are not able to use the augmented signal in the mainland UK, LPV minima is not used. A statement can be made available for clarity. **Action** GB/RB will discuss with comms to see how to get message out. **Open Action Removed from Log and to be revisited later.**
- **Action 135** – GA Unit Position and Progress GA Change Panel – **Update:** SLOS is going to be showing the high-level principles in today's meetings and updated ToR will be discussed at the GAP meeting. **Action Closed**

MB noted that ARPAS had been mentioned in the action item by the Chair and asked if there was a proposal that ARPAS that should be represented in the GBASF in future? The Chair responded that this action will be taken as part of a review looking at all the meetings generally - **SLOS to action.**

New Action - SLOS to consider as part of the work on the stakeholder engagement

4. DfT Position and Progress

a) Covid-19 and recovery

- DfT has update guidance for GA Government's Roadmap for easing coronavirus measures. From the 19th July to state that all national restrictions have been lifted.
- Domestic GA flying and flight training continues without restrictions. Government guidance around health measures, are still in place, including guidance for major events/large gatherings of people indoor/outdoor, international travel restrictions are still being in place. DfT will keep guidance online for the coming weeks and then review.

- DfT/CAA are working together monitoring safety aspects of the return to flying with safety campaigns and guidance.
- DfT acknowledges Covid 19 impacts are likely to persist, eg in terms of financial stability. DfT will continue to monitor promote awareness of the support measures that are in place.

b) Brexit - including Strategic Discussion on Pilot Training

- DfT/CAA consider operational impacts with of EU transition in the GA sector and post EU exit policy – this is being considered across aviation.
- GA Change Programme was based on the GA Industry consultation providing sector priorities.
- The Aviation Safety Rule-Making Programme has been established considering future rule making priorities, structured process that includes policy design, consultation and impact assessment as well as legal processes Further detail will be shared on engaged and consulted as part of this process.
- DfT has also established the Aviation Safety Industry Engagement Forum with GA representatives, and offers the opportunity for the sector to feed in views.

c) DfT GA Programme

- Since the last meeting there is progress across GA Programme, the GA Road Map and the Written Ministerial Statement on the value of GA. These are published highlighting the Government's ambitions for GA over the next 12 -18 months.

d) Airfields (including ADAF)

- The Airfield Development Advisory Fund delivered in May, with positive feedback.
- The DfT has highlighted areas where policy can be improved in mixed use of airfields. Policy is being looked. Ministers have expressed a keen desire for this to be progressed.
- The CAA's Airfield Advisory Team (AAT) provides independent aviation advice and support to both licensed and unlicensed airfields.
- MHCLG – DfT continue to discuss planning and policies matters affecting GA. DfT have limited influence on planning matters/applications, however upcoming planning reforms afford DfT the opportunity to ensure new measures best support GA's interest.
- DfT are developing guidance for Local Authorities which will promote the value of GA.

e) Airspace

- The DfT continues to work to deliver the GNSS Programme including the potential launch of phase 2.
- DfT continues to work with the CAA on the EC devices Rebates Scheme. This will be extended to the end of the financial year with over 3,800 grants helping to improve safety around GA flying.
- Work is continuing improving GA representation in airspace policy.

f) Skills

- DfT have continued to support those affected by Covid-19.
- Promoting the Aviation Skills Retention Platform which was launched in February 2021 with strong update from companies and individuals.
- The Skills Retention Platform is now offering funded training places to unemployed aviation sector workers via the CAA to help retain skills within the aviation sector.
- Work continues with the DWT and the DFE on the use of Flexible Support Fund for redundant aviation support workers. Guidance documents are being developed.
- DFE are working to protect apprenticeships, including the First Officer Pilot Cadet Apprenticeship Scheme.