GENERAL AND BUSINESS AVIATION STRATEGIC FORUM

Tuesday 6 October 2020 10:30-12:30
Via Microsoft Teams conference call

In attendance:

Roger Hopkinson (RH)	General Aviation Alliance, GAA (Chair)
Marc Bailey (MB)	British Business & General Aviation Association, BBGA
Martin Robinson (MR)	Aircraft Owners & Pilots Association, AOPA
Phil Dunnington (PD)	General Aviation Champion
David Harding (DH)	Deputy Director of Aviation Safety Policy, DfT
Elena Barcan (EB)	Head of GA Policy, Strategy & Stakeholders, DfT
Adam Spalding (AS)	Head of GA Policy, DfT
Jon Round (JR)	Head, Airspace, Aerodromes and ATM, CAA
Rebecca Roberts-Hughes	Deputy-Director, Strategy & Policy, CAA
Jim Frampton (JF)	Acting Head, GA Unit, CAA
Glenn Bradley (GB)	Interim Head, Flight Operations, CAA
Laurence Baxter (LB)	GA Policy Officer, CAA (Secretary)

Apologies:

Richard Moriarty	Chief Executive, CAA
Rob Bishton	Director, Safety & Airspace Regulation Group, CAA

1. Introduction and apologies

The Chair noted the critical juncture at which the UK aviation sector sat, amid Covid restrictions and continuing uncertainty over UK's relationship with the EU post-transition, making the role of the GBASF as important as it has ever been. He also noted the apologies received.

2. Airspace Modernisation Strategy Governance / Airspace Change

[Paper 1: AMS Slide pack]

a) AMS Governance Structure (including ACOG)

RR-H provided an AMS update. The CAA has undertaken a consultative review of the AMS. The governance structure has been developed with input from Cabinet Office regarding its infrastructure programme delivery. The Forum discussed which initiatives of those outlined (Slide 4 of the accompanying presentation) were most relevant to general aviation, and there was debate over the concepts of 'airspace integration' and 'flexible use of airspace' and the extent that they should take into account the needs of general aviation.

b) ACOG Briefing

[Paper 2: ACOG Scenario Briefing]

MS provided a detailed briefing on the ACOG plan giving the post-COVID scenarios and the pandemic's impact on the current appetite for airspace change. Overall, the outcomes suggest a mix between a U-shaped recovery (where demand returns in phases so that pre-crisis traffic levels are reached in 2024/25) for short-haul and possibly an L-shaped recovery for longer-haul (where the demand returns more slowly and remains below pre-crisis levels for a prolonged period) due to changing business customer demand. Further considerations included:

- The phased return of some airports to the programme and uncertainty about how and when to re-mobilise it;
- The shortage of funding and resources to develop and deploy airspace changes;
- The increased importance of environmental performance as one of the key drivers for airspace modernization;
- The increased importance of airspace integration as a principal driver for airspace modernization;

Documents
Document Sharing Hub
Full document details: UKCAA CAP214704 2021

- The application of the Government's aviation policy framework and the CAA's regulatory airspace change guidance;
- The need to maintain clear alignment between the development of the UK Airspace Change Programme and reforms to the European air transport network.

The Forum discussed how airspace modernisation would be proportionate to the capacity of both investors and users. There will also need to be a much better understanding of the flexible use of airspace and how can be is employed, including taking into account system-wide information management.

3. Minutes from the last meeting [Paper 3: Minutes July meeting]

The minutes from the last meeting, held in July 2020, were adopted with no amendments. The CAA is authorised to publish them on the CAA website.

4. Review of actions and matters arising [Paper 4: Actions Log 2020]

Action 109: *3-5 main GA priorities for the Airspace Modernisation Strategy:* Chair is still awaiting formal response to the paper circulated at the Forum on 10/9/19. JR would speak to some relevant issues during his Airspace update [Agenda item 4(e) below], but Chair would still like a formal response circulated to the Forum. **Closed and will continue to be taken forward as part of AMS with RRH.**

Action 116: *Paper to Secretary-of-State:* agreed to keep this action open and to pursue it when appropriate. **Action**: **DH to arrange meeting with RH**

Action 118: *Chair to set up Secretary-of-State/Aviation Minister GBASF briefing:* committed by Terms of Reference to report to Secretary-of-State by earlier this year, but Covid had delayed this and it was agreed that this should be picked back up early in the new year. **Action: DH to discuss how the new Aviation Minister is to be briefed on the Forum in context of GAA Annual Report.**

Action 123: *Creating a high level one-page activity plan (similar to the EASA roadmap) to show progress and generic terms:* DH prepared a short slide pack on the steps taken by DfT/CAA to achieve this. **Action: keep open and will coordinate with Forum before next meeting. Action DH**

Action 124: *Meeting to discuss flight training issues and the impact of the UK's exit from the EU:* **Action: being picked up in this meeting under Item 6.**

Action 125. *Network of airfields:* list under Item 6. Would need investment of £100-150K for consultancy. DH has been working with various parties with view to developing a more substantial long-term strategy. **Action: update at next meeting.**

Action 126: *Temporary Danger Areas "Paper of Concern"*: paper circulated. **Item closed.**

Action 127: *Discuss the potential to allow flight training schools to do FAA licences in the UK*: covered in this meeting under Item 7. **Item closed.**

5. Airspace [Paper 5: Airspace Update]

a) GNSS Update:

- A shortened, more proportionate version of the CAP1616 follow-up document capturing non-airspace issues (lighting etc) would be provided in the next few months
- Kemble: work on its GNSS approach is in progress, and expected to be complete within the next few weeks.
- EGNOS: Reps are engaging with DfT to represent the concerns of the sector should this capability not be supported post Brexit. DfT are aware of the associated concerns and have briefed the Secretary-of-State.

b) Electronic Conspicuity:

- CAP1391 Electronic Conspicuity (EC) devices is being updated to accommodate major changes and improvements to handheld devices.

Documents
Document Sharing Hub
Full document details: UKCAA CAP214704 2021