

CIVIL AVIATION AUTHORITY
MINUTES OF THE 534th BOARD MEETING HELD ON
WEDNESDAY 16 OCTOBER 2019, AVIATION HOUSE

Present:

Dame Deirdre Hutton	Chair
Mr Richard Moriarty	
Ms Katherine Corich	(Skype)
Ms Marykay Fuller	
AVM Ian Gale	(Skype from 11:30)
Mr David Gray	
Mr David King	
Ms Anne Lambert	
Mr Michael Medlicott	
Mr Paul Smith	
Ms Kate Staples	Secretary and General Counsel
Mr Mark Swan	
Mr Chris Tingle	
Mr Graham Ward	

Apologies:

None

In Attendance:

Mr Peter Drissell	
Mr Tim Johnson	
Mr Richard Stephenson	
Mr Rob Bishton	
Mr Philip Clarke	
Ms Barbara Perata-Smith	Minute taker
Mr Steve Forward	for item 5
Mr Andrew Walker	for item 6
Mr Matt Claydon	for item 6
Ms Nicky Keeley	for item 8

I. APOLOGIES AND INTRODUCTIONS

1. There were no apologies.
2. The Chair noted that this was Mr Swan's last Board meeting, as he would be leaving the CAA on 8 November to take up his role as Head of the Airspace Change Organising Group (ACOG). Mr Bishton had been appointed as the new Director of SARG and would take up the role on 6 November and he would observe today's meeting.
3. The Chair added that this was also Mr Gray's last Board meeting and Mr Clarke's first attendance as the new Business Manager, replacing Mr Weston.
4. Finally, the Chair noted that there would be a 'Meet the Board' event at 13:30 in the Aviator restaurant.

II. CONFLICTS OF INTEREST, PREVIOUS MINUTES AND MATTERS ARISING

3. No new conflicts of interest were declared.
4. The minutes of the September Board meeting would be agreed at the November Board. This was because an early draft rather than final draft of the September minutes had been included in the October Board pack in error.
5. The Chair asked that the list of actions was reviewed to ensure it was up-to-date.

ACTION: Mr Moriarty, Mr Johnson, Mr Clarke.

III. CHAIR'S UPDATE

6. The Chair gave an update of recent meetings and events she had attended.
7. These included a visit by the Secretary of State (SoS) to Cranfield University to see progress being made on innovative technologies there. She had a productive conversation with the SoS during that visit. She also attended the European Policy Forum, which had focused on market access for vulnerable consumers in regulated industries. The Chair praised the quality of the discussion, particularly the presentation by the speaker from Citizens Advice that analysed the distinction between vulnerable consumers and those targeted by price differentials. Mr Gray also attended and agreed with the Chair on the value of the meeting.
8. The Chair commented that Which? would like to get more involved in the aviation market and will make contact in the near future.
9. The Board noted the update.

IV. CHIEF EXECUTIVE REPORT (DOC 2019-071) BY RICHARD MORIARTY

Key live issues

10. Brexit - Mr Moriarty commented that the CAA was content that its contingency plans it had agreed to develop were now significantly advanced including support to the

Government's Yellowhammer Operation. Mr Johnson noted that one of the biggest risks was the state of preparedness of small and medium sized enterprises in the UK's aviation and aerospace sector. The CAA had taken reasonable steps to mitigate this through the publication of extensive guidance on the CAA's dedicated Brexit website and recently writing to all those it regulates.

11. Should the UK exit the EU on 31 October with a no-deal, CAA would implement the next phase of its Brexit programme and this would involve, where required, supporting the Government with discussions about the UK's future relationship with the EU and EASA.
12. Mr Moriarty added that CAA would work to maintain a close relationship with EASA. In parallel, we would be working to give other states continued confidence in the UK's aviation regulation framework.
13. Mr Johnson commented that EU Air Service Agreements were managed by the DfT and were in place.
14. Mr Moriarty summarised the Government's priorities for aviation from the Queen's speech, including legislation on air traffic management, drones and airline insolvency. Additionally, a recent meeting with DfT indicated the SoS's desire to be closely involved in airspace modernisation and accelerate the planned review of the airspace classification. This would place a premium on the time of all parties, including the CAA, NATS and ACOG, to work in a coordinated way.
15. Mr Johnson added that DfT was planning additional work on supporting GA, including work on the implementation of GNSS approaches and revitalising GA aerodromes. The CAA was working with DfT to ensure the objectives of the workstreams were well defined and that the opportunities and risks were identified and owned by the appropriate parties.
16. Drone Registration and Education Scheme – Mr Johnson confirmed the development of the system was complete and reflected some recent changes agreed with DfT. The service would be going live on 5 November 2019. The charge had been set at £9, with future enhancements to system functionality having been removed from the cost case to achieve this lower figure. Mr Johnson confirmed that he had made clear to DfT that should any enhancements to the system be required in the future than the funding for this would need to come from either increasing the user charge or through additional taxpayer funding.
17. Boeing 737 Max 8 – Mr Swan noted that a Joint Authorities Technical Review was available for the Board to read. A summary would also be presented at the November Board meeting. The report covered the type certification by the FAA. Mr