



Introductory Meeting of the eVTOL Safety Leadership Group (eVSLG)
1 November 2021 10:00-12:00 GMT
MINUTES

Co-chairs:

Matt Rhodes (MR)	Bristow Helicopters
Rick Newson FRAeS (RN)	Civil Aviation Authority

In attendance:

Julian Firth	Air Accidents Investigation Branch
Ollie Dismore	British Helicopter Association
Steve Standing	Civil Aviation Authority
Marilyn Pearson	CAE
Rob Weaver (RW)	Eve Air Mobility
Mike O'Donoghue	General Aviation Safety Council
Will Fanshawe	Halo Aviation
John Ilson	Joby Aviation
Max Fenkell	Joby Aviation
Colin Russell	Lilium
Wg Cdr Ian Fortune	Military Aviation Authority (Rapid Capabilities Office)
Andrew Sage	NATS
Sam Wright	NATS
Paul Harper	Vertical Aerospace
Gareth Salt	Virgin Atlantic
Frank Hitzbleck	Volocopter

Secretariat:

Angela Lynch	Civil Aviation Authority
Gavin Rutter	Civil Aviation Authority

Introduction

Members were welcomed by the co-chairs to the first meeting of the eVSLG. They reconfirmed the strategic purpose of the group: to help establish a dedicated safety forum for this developing sector.

Co-chair RN underpinned the need for transparency and a commitment from members to actively share information within the forum. He gave assurances that commercially sensitive topics would be handled as such, with CAA representatives on hand to assist with the consolidation of any confidential data for example.

Each of the members introduced themselves, their organisations and shared their hopes and expectations for the group.

RN reflected that the group's membership was well placed to achieve the objectives set out in the draft ToRs, but closer exploration of these at this meeting would also give rise to considerations of any current competency gaps that need to be immediately addressed or at a later stage.

Safety Leadership Group Context

RN gave a short presentation on the Onshore and Offshore Helicopter Safety Leadership Groups; explaining the rationale behind their initiation, their safety aims and their achievements so far. CAA Safety Reviews documents [CAP1145](#) and [CAP1864](#) were highlighted for reference as part of this.

Some parallels were drawn between the current UK rotorcraft sector operations and potential future eVTOL operations. Both in terms of the types and environment of operations, but also in terms of complexity and the involvement of a lot of different stakeholders.

Members agreed however, that it could not be assumed that all helicopter risks will necessarily apply to eVTOL operations, or that existing certified fixed wing aircraft and rotorcraft comparisons would cover all future risks the sector will face. It will be necessary to identify what is unique about eVTOL. This underpinned members' agreement that the establishment of this separate group to focus purely on eVTOL presented a better forum at present than simply adding eVTOL under an existing group.

It was noted that there would be similarities and differences, also with wider aviation operations, such as Remotely Piloted Aircraft Systems' (RPAS) safety.

RN highlighted the systemic approach to risk assessment developed under the CAA, which includes identifying specific root causes of risks. SS added that risk reporting would be key to this approach being effective. In this respect it was noted that the CAA could also support the group under its system-wide risk assessment approach, to share proposals and eventually – with industry input – form Guidance Material, Acceptable Means of Compliance and appropriate regulation.

On the topic of risk management, RN also highlighted the [Egis report](#), commissioned under the Future Flight Challenge (FFC), looking at future flight operations' safety identification and management (completed July 2021). This report had contributed to the case for establishing this group. In particular he pulled out two recommendations from the report: