

GENERAL AND BUSINESS AVIATION STRATEGIC FORUM

Tuesday 4 February 2020 10:30-12:30
Aviation House, Gatwick

In attendance:

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| 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 |
| David Harding (DH) | Deputy Director, Aviation Safety Policy, DfT |
| Elena Barcan (EB) | Policy Lead, Policy, Skills and Stakeholders, DfT |
| Emma Foley (EF) | Strategy & Engagement Lead, GA & Aviation Safety Policy, DfT |
| Richard Moriarty (RM) | Chief Executive, CAA |
| Rob Bishton (RB) | Director, Safety & Airspace Regulation Group, CAA |
| Jon Round (JR) | Head, Airspace, Aerodromes and ATM, CAA |
| Rachel Gardner-Poole (RGP) | Head, GA Unit, CAA |
| Glen Bradley (GB) | Interim Head, Flight Operations, CAA |
| Laurence Baxter (LB) | GA Policy Officer, CAA (Secretary) |

Apologies:

None

1. Introduction and apologies

The Chair noted that Elena Barcan will be covering the role previously filled by Fiona Hau, to be described under the DfT agenda item below.

2. Minutes from the last meeting

[Paper 2: Minutes 24 Oct meeting]

The minutes from the last meeting held on 24 October 2019 were adopted with no amendments. LB is authorised to publish them on the CAA website.

3. Review of actions and matters arising

[Paper 3: Actions Log 2019]

Action 95: *MR/RH/MB to liaise with Home Office regarding technology of GAR submissions*: MR reported a meeting with the Home Office but consultation and impact assessment still outstanding. DfT agreed to liaise with the Home Office on consultation/implementation. **Action DH to discuss with Home Office and report back.**

Action 109: *3-5 main GA priorities for the Airspace Modernisation Strategy*: Chair is still awaiting formal response to paper circulated a Forum on 10/9/19. JR will speak to some issues during Airspace update [Agenda item 4(e) below], but Chair would still like a formal response circulated to the Forum. **Action JR to submit formal response to the Forum.**

4. Airspace

[Paper 4: Timeline for the delivery of a new procedure for Reviewing and Amending Airspace Classifications]

a) Overview:

- Infringements numbers look positive but far from a victory. Raw numbers suggest year-on-year decline, however Farnborough airspace changes due this are expected to lead to a rise, but there is confidence the Local Airspace Infringement Teams and hotspots communications will help to mitigate this increase.
- It was raised that there is a worrying resurgent trend of GA pilots switching off their transponders close to airspace boundaries. Such action contravenes the flight operations regulations; and is also indicative of very poor airmanship, and the community representatives might wish to highlight to this to pilots and remind them of the rules in this area.

Action item 112: Chair and MR to lead communications to community regarding dangers of switching off transponders near controlled airspace

b) Airspace classification:

- JR tabled the timeline for the delivery of a new procedure for reviewing and amending airspace classifications [Paper 4]. Process to reclassify airspace challenging timeline. A combined team across the CAA is looking to write the procedure for reviewing/amending airspace classifications in the Spring with consultation September -December this year, and final procedure/guidance published thereafter.
- DH pointed out that Secretary-of-State wants to deliver quickly in accordance with the Government mandate but DfT and CAA must flag risks and the need to avoid unintended consequences.
- Forum members welcomed the opportunity the concept offered especially the possibility of reducing controlled airspace which is not used, however members were concerned about being bound by EASA input in respect of Standardised European Rules of the Air and Air Traffic Management Implementing Regulation. JR explained the aim for continued congruence with Eurocontrol as we moved forward on the Brexit transition period.
- The Forum discussed making better use of GBASF or similar forums as a precursor to the actual formal consultation.

c) Electronic conspicuity:

- No updates since the last briefing. The CAA continues to work with DfT on a possible funding stream to aid equipage.

d) GNSS Approaches:

- Progress is continuing but significant blocker is the shortage of experts to assess and approve design applications.

e) Airspace Modernisation Strategy:

- JR spoke to parts of GBASF 3-5 *main GA priorities* paper. Post meeting note: CAA providing GBASF with formal response.
- Radar-based ICAO Flight Information Services: drawing comparisons with other countries such as France is difficult because there is a fundamentally different nature of the airspace and the way it needs to be managed.
- Flexible use of Lower Airspace: this was an integral part of discussions on delivery of AMS initiatives 9-11; the CAA is working with A4A to bring GA ideas into that work and ideas will be discussed in that sense.

5. DfT Update

a) Staffing/organisation:

- DfT shared an organogram with the current resourcing and latest staff changes: three Grade 6 staff members are now in place, one heading the CAA Oversight and Programme Delivery (Amy Mathias), second leading on Aviation Safety (Fiona Hau), third on Policy, Skills and Stakeholders (Elena Barcan). A new Grade7 staff member started at the end of January leading on Airfield Policy and a new G7 on Programme Delivery.
- New Director in place: Rannia Leontaridi who is keen to attend one of the upcoming meetings and meet our stakeholders.
- EB and DH to remain principal attendees at the GBASF.
- The weekly ministerial GA update meetings remain in place. Given the close working between DfT and CAA on multiple issues, DfT have set up a joint delivery programme board to provide assurance and governance – first meeting was held on 4 Feb.

b) DfT GA Programme Plan:

- DH described the 5 pillars of the DfT GA Programme Plan. DfT will share slides pending internal clearances.

- Policy Architecture: a step change in the way GA policy is shaped, defined and delivered.
- Airfields – main work is engagement with Ministries of Defence and Housing, Communities and Local Government to strengthen the protection of airfields in planning decisions. Potential funding options for airfields [this was subsequently publicly announced on 12/2: Airfield Development Fund worth up to £2m providing support with access to commercial advice for airfield owners, operators, local councils and associated businesses, helping them grow and increase sustainability at airfields].
- Airspace: DfT and CAA working closely on this as described under the Airspace agenda item above.
- Skills and Technology: Reach for the Sky programme focusing on increasing diversity and outreach for aviation careers, with potential funding opportunities to 2021.
- Regulation and safety: working with the CAA GA Unit to ensure regulation is proportionate and recognises the potential for delegation, deregulation and innovation.

c) Skills:

- DfT have appointed 11 Aviation Ambassadors. First roundtable was held on 31st Jan to discuss ways of working together and maximising their role to promote the programme, share good practice stories, and focus on STEM activities. Going forward, DfT is looking to work with other relevant departments and set up a Skills Taskforce – work is in progress.
- There was a brief discussion around the table in response to the Skills agenda. The point was made that the work on skills needs to be wider than GA skills or just pilot training; it needs to focus on attracting foreign students / foreign pilots. It was also flagged that if CAA cannot issue EASA pilot licenses the UK would lose out to foreign training facilities. Failure to present this will result in an exodus of flight training schools from the UK which some would argue has already started.
- It was also argued that there is a real need to understand how the operating environment is changing, the impact this has on the skills needed in the future and the need for priorities to be more strategic.

Action item 113: MB/MR to present agenda item at next meeting on pilot training

Action item 114: MB/MR to present an item on the broader skills agenda at a future meeting. DH to share the scope of DfT research on this subject

d) Brexit:

- The DfT are still working out priorities but will update the Forum when there is a clear position. The Forum requested communication around the negotiation timelines to assist community engagement. DfT will communicate these timelines when they are known.

e) Other activities:

- Regional connectivity: DH mentioned the focus on this area especially since FlyBe. The review is likely to consider the GA network as part of regional air connectivity, but will have a broader focus on issues and options, including on Public Service Obligations.
- Net-Zero Carbon Emissions in transport: DH described the Government's ambitions for net-zero carbon emissions across every mode of transport. He mentioned the De-carbonisation Plan planned for later this year but there is no clarity on timelines yet. Separately, the Secretary of State has set priorities for CAA and there have been letter exchanges on this, which are publicly available.
- DfT GA Advocate: Phil Dunnington now has a programme of activities agreed and this will be shared with the Forum.

Action item 115: DfT to share with the Forum the GA Advocate's programme of activities

6. General Aviation Unit Update

RGP presented slides summarising the current projects and work strands under way.

7. Aviation Services update

MB gave a short update and underscored the continued complications in delivering apprenticeship schemes. The Forum discussed the importance of various disciplines within aviation that need apprenticeships, with the main categories being flight operations, ground operations, and airworthiness. To this list should also be added air traffic services and manufacturing.

8. Any Other Business

a) Role and activities of the GBASF

- There was a suggestion that the GBASF needs to be more strategic in nature as was the original intent. It was agreed the Forum's Terms of Reference will be reviewed to ensure that it focuses its discussion/activities at the appropriate level, and that we would collectively be responsible for identifying topics for strategic discussion at meetings
- There was also a discussion about the Forum's definition of general aviation and incorporation of business aviation. Members agreed that business aviation is within the GA definition. While most of the discussion focuses on recreational aviation, it sometimes extends to business aviation for some issues. This perhaps should be better clarified.

b) GBASF paper to Secretary of State

- DfT is developing a short paper on the way forward for the GBASF and will consider the above points as part of that.

Action item 116: DH to discuss with Chair about paper to Secretary-of-State and report back

c) DfT funding for the CAA GAU:

- £1.6m to March 2021

Action item 117: RGP to share with other GBASF members how this funding will be spent

d) Continued UK representation in EU/EASA vs European industry groupings

- It was confirmed that the CAA has been uninvited to all EASA committees.
- However there is a mixed picture of UK representation in European-level (both EU and non-EU) industry groupings. The Forum agreed that the coordinated message should be that the UK is "leaving the EU" not "leaving Europe".

e) GBASF meeting with the Minister

- The Chair is planning a meeting with the Secretary-of-State and the Aviation Minister to provide a current GBASF "perspective"

Action item 118: Chair to set up Secretary-of-State/Aviation Minister GBASF briefing

Upcoming meetings

Tuesday 21 April 2020 10.30-12.30 CAA Westferry House, London *****Potentially Cancelled*****

Tuesday 7 July 2020 10.30-12.30 CAA Westferry House, London

Tuesday 6 October 2020 10.30-12.30 CAA Westferry House, London

Tuesday 2 February 2021 10.30-12.30 CAA Westferry House, London