

# DAA Notes: GA Partnership 21 July 20126

## General & business aviation strategic forum update:

- Meets with CAA CEO, head ga, advise minister.
- Promotes apprenticeships! They have achieved gov interest - tangible achievements awaited.
- Some advances on airfield planning etc.
- CAA return reduced from 6% to 3.5%
- Hope to make CAA responsible for GA growth
- No metrics of success!

## NATS

- AFPeX (Assisted flight plan exchange)
  - 3000 GA pilots,
  - Commercial business & airfields are charged from 2015 but £1950/annum charge was considered prohibitive for small airfields – they could not include it in their fees because the service remained free to pilots
  - Old technology - no mobile or Mac access
  - AFPeX lite available for £500 for airfields - limited messages, single mailbox.
- Alternative systems - autorouter - NATS speaking to rocket route.

## Infringement event

- Some good points
- Training? - initial & recurrent
- Equipment - more gps use?
- How do you do enforcement in a just culture - infringement awareness course?
- Ppl/ir Europe noted the data was skewed - 25% of infringer pilots were selected by CAA based on the impact of the infringement. (5% of these were using gps)
- Needs funding
- Fasvig is not trying to, nor wants to be seen as, representative.
- ? What is the international perspective - Europe and us?
- US has government funded ATC that is free to everyone!

## Government reshuffle

- New ministers
  - Transport - Chris Greyling
  - Aviation - Lord Ahmed of Wimbledon

## Referendum

- UK will leave EU in an organised way but remains a member until it has left.
- What does BREXIT mean? - will be worked by government, could be different approaches in different sectors
- A window now for interested parties to present to government!!!
- **If we have a view, need to present it for September return from holidays!!**
  - Present on: Dangers, risks, opportunities?
- Challenge of distilling a single view for GA (although DfT is used to dealing with different views).

### **Part-NCO legal requirements**

- ELT or PLB mandatory for all powered flights by EASA aircraft from August.
- Must have a journey/tech log
- No refuelling with pax onboard
- CAA seem not to know the full scope of the new requirements!

### **ANO 2016**

- Most significant change since 1989.
- Part 5, Ch 3 covers air display
- Ch 4 covers rockets
- Article 162 unchanged but article number may be different!  
**PMN** there were changes – much more words, which may reduce text needed in (new Article 86 Permissions)
- CAA suggest there will be changes later in the year,
  - Perhaps they think AAIB/police/inquest will generate new rules.
- E (experimental) conditions - incorporated in new ANO
  - Once an aircraft comes under E conditions, it cannot be flown 'normally'.
  - RAeS competition for E condition aircraft is open to other EU states (providing they fly in UK)

### **Air display review implementation**

- Remaining DAE numbers said to be 'sufficient'
- DA numbers not mentioned
- Behaviour & Attitude assessments ongoing
- Post-event Reports providing a lot of detail on events and rich source of data against which CAA can adjust its regulation
- Mentioned airworthiness issues - continuing airworthiness lessons to be shared amongst operators !!
- Future developments
  - FDD competence and criteria
  - Display human factors
  - Support DAE system
  - 'Special Events' regulation - do these need further control?
- Post-season review
  - Adjustments to requirements
  - New edition of CAP403.

### **REPORTING**

- **EASA on-line MOR user friendliness?**
  - No - but you can do it and CAA have helped to improve the standard.
  - Critical fields minimised
- **ACAM (?) reporting form**
  - Risk identification
  - Analysis of GA safety performance
  - 18% of reports are accidents

- Approx 1000 reports
- Ident of operational safety risk - to advise performance based regulation
- ? What are the perceived safety factors for your sector - and for GA.
  - E.g. Distraction of attempting to collate and comply with paperwork scrutiny rather than concentrating on actual (display) safety issues.
- ?? Where is all the work that was done before?
- ?? Strategic Safety Issues - BGA approach ?

### **CAA Activities**

- Airworthiness - largely business as usual.
  - 5 CAA surveyors do continuing airworthiness.
  - Ex-military jets - unique feedback from the industry involved.
- Clearance of GPS approaches for GA
- Safety Sense updating - air displays
- GA Unit Policy
- AAIB - Shoreham Currently working on response to S4.
  - Clarification response S1/2016 public protection
- Awaiting draft final report - expected end of this month - from AAIB

### **PMN** – Continues to be expected 'next month'

- Also supporting Sussex police inquiry
- **EASA**
  - Basic regulation ongoing weekly.
  - Proposal for new <600kg category - not well supported in EU states
    - 14 other rule-making activities that affect GA
    - Simpler lighter, FCL for GA
    - Part 21 for GA
    - Inflight recording for light aircraft!!
- **National**
  - ANO consequential activities - simplifying linked documents
  - Cap403 Cap632
  - Now 25 people in GA Unit. (Went from 16 to 6, then back up to 25.)

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