

## Report on GA Partnership 14 March 2017

### GA Change Programme Update

There have been 2500 applications for Medical Self Declaration for a UK PPL since Sept 2016.

It is still difficult to provide suitable information for rescue services on Installed Pyrotecnics (escape parachutes etc) – the IT solution is expensive and the first responders have been unimpressed.

Self-declared maintenance programme will apply to ELA1 aircraft only and any transfers to the Minimum Inspection Programme should take place at ARC renewal.

On-line applications for Displays & Special Events is the only system of applying. It was acknowledged that there are issues with the form, but applicants are accused of not reading guidance. Rod Dean asked if the form could be saved halfway through, but no answer came before the meeting ended.

The CAA is conducting a Review of Occupancy limits in certain historic aircraft which are currently banned from carrying passengers for hire or reward. Exemptions will apply only for A to A flights initially. The concept for permitting the carriage of passengers in these aircraft is being assessed on the aim of the flight – is it to give passengers the experience or to carry them on a journey or other purpose (which would not be permitted).

### GNSS overlays on instrument approaches

The CAA seem prepared to accept GNSS overlays on the outbound legs of non-RNAV instrument approaches, but not on the final approach tracks.

### Air Display Review

CAA have published display risk management guidance, and the first training & assessment courses for FDDs and subsequent accreditation were to take place that week or the following week.

Separation distances which had been occasionally exempted for low performance aircraft will remain. There would be possible discussion on individual Charges cases. As a result of the AAIB report there would be a likely tightening up on DA issue, and possible escape manoeuvre training/testing in individual types.

Rod Dean asked if the pilot declaration form could be produced in advance of CAP 403, and the CAA say they'll try but the old form was acceptable.

### DTOs

There will be engagement with the GA community during roadshows, and a proportionate oversight regime is to be developed. Tony Rapson said he will support BIR (Basic Instrument Rating) training being taught at a DTO instead of restricting it to an ATO. AOPA have a conference in May & have invited the CAA to discuss this there, and to consult more on Training Organisations

### IFR clearance for permit aircraft

The LAA have 48 applicants so far with probably 100 expected overall. 11 aircraft are currently being assessed.

### **8.33 Radios**

IR (EU) 1079/2012 decrees that by 1 Jan 2018 we need 8.33 radios in aircraft at all times when a radio is required, & 31 Dec 2018 for all ground stations. The UK has planned temporary exemptions for sports flying, 30 air/ground stations and all LARS frequencies.

Funding applications using SRG 1325 should be made online. The CAA will assess the applications on 31/03/17, 30/09/17, and 31/12/17. 1500 applications have been made already.

### **Consultations**

Members are encouraged to make representation, especially on the drones issue which includes views on electronic conspicuity.

### **GAU leadership**

Jim Marren is now Manager of GA licensing & policy.

ANO 2016 corrections have not yet been published.

### **Skyway Code**

The initial draft was reviewed but is very long (150 pages with links to provide detail) and I believe will be very difficult to update, even though the GA Unit is tasked with that.