



THE HONOURABLE COMPANY OF AIR PILOTS

incorporating Air Navigators

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AIR PILOTS UPDATE STATEMENT ON 'BREXIT'

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Following from the Brexit Working Group report of 29 August 2016 at:
<https://www.airpilots.org/file/2417/air-pilots-brexite-report.pdf>

The Honourable Company of Air Pilots was established in 1929 as a Guild modelled on the lines of the City of London Livery Companies, to ensure that pilots and navigators were accepted and regarded as professionals. It was formally recognised as a Livery Company in 1956 and in 2014 was granted a Royal Charter in the name of The Honourable Company of Air Pilots.

Today the Company's activities are centred on sponsoring and encouraging actions to ensure that aircraft are piloted and navigated safely by highly competent, self-reliant, dependable and respected individuals. The Company fosters air pilot education and training from the initial training of young pilots to further specialist training through charitable activities, education and training, technical committee work, aircrew aptitude testing, scholarships and sponsorship, advice and recognition of the achievements of fellow aviators world-wide. This, together with the Company's world-wide membership base, keeps it at the forefront of the aviation world.

A LIVERY COMPANY OF THE CITY OF LONDON
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AIR PILOTS STATEMENT ON 'BREXIT'

UK Brexit negotiations and government future strategy must focus on delivering long-term economic prosperity and supporting the national interest. Aviation has a critical role in achieving success.

Commercial Air Transport

As government recognises¹, aviation provides the international connectivity that investment, growth and jobs need.

The UK's Civil Aviation Authority has neither the resource nor expertise to re-establish UK national regulation of air transport. Even if it did, the Air Pilots have long held that international air transport should, as far as is possible, be regulated internationally to provide consistent flight safety oversight. Additionally, it will be important for UK, like non-EU member Iceland, to continue to participate in European aviation on the same terms as EU nations and to retain the benefits of the the EU-US Open Skies Agreement.

UK airlines and the supporting UK air transport infrastructure should continue under EASA regulation which would be possible by adopting the same EASA membership as held by non-EU countries Norway and Switzerland.

Science, Technology, Engineering, Mathematics (STEM) & UK Aerospace

The highly skilled workforce required to compete in the modern world, can only develop if there is renewed enthusiasm for STEM subjects throughout our school', college' and university' student population.

A significant proportion of workers in our aviation and aerospace enterprises say they were motivated towards that career path through attending an air show or other aviation event and a vibrant UK aerospace sector will be vital both to sustain that motivation and provide employment opportunities to exploit it.

Post-BREXIT arrangements should replicate as far as is possible the current freedoms of tariff-free movement of aerospace sub-components and professionals to support and encourage existing aerospace businesses in the UK and to attract new ones.

Sustaining the Global Airline Industry

In addition to the challenges posed by Brexit, our aviation training sector (which provides world-renown instruction to student pilots and technicians) faces its own challenges:

- The schools that provide a bedrock for the UK commercial aviation are often based on smaller airfields dotted around the countryside that are under constant threat from residential building development.
- Initial pilot training in UK, although often the first step to a professional career, is penalised by the imposition of 20% VAT causing many potential students to look overseas.

In the next 20 years, some 35,000 new airliners will be required to meet the global demand for air travel² and a further 535,000 pilots and 603,000 maintenance technicians will be need training to support them. That training demand, which is a daunting challenge to the airline industry, represents a massive opportunity for UK.

Protecting our existing training airfields from non-aviation development and implementing economic measures to support existing pilot and aviation-related professional training enterprises will encourage the sector to grow. This will bring to UK more of the training needed by future generations of airline personnel, invigorate grass roots aviation throughout the UK and further instil the national enthusiasm in science and technology that will produce a smart and skilled workforce.

Supporting UK aviation is win-win.

1 Transport Investment Strategy presented to Parliament on 5 Jul 17

2 Growing Horizons Global Market Forecast 2017-2036 – John Leahy, Airbus COO, Current Market Outlook 2015-2045 - Boeing.com