

Report on the CAA's GAPG meeting 13/03/18

Parliament

DfT report that the Prime Minister has said we'll stay in EASA, as Associates if necessary.

The GA Strategy is still government policy, to be integrated with the overall Aviation Strategy.

Byron Davies is the government's GA Champion who will report to ministers in April on York Aviation's research into GA Network airfields.

There is a consultation by the Dept of Housing & Communities affecting Planning.

Charles Henry requests that organisations ask parliamentary questions to exercise the APPG (all party parliamentary group on aviation) which have 4 working groups on GA.

UAS Ops (Small Unmanned aircraft)

CAP 722 is under construction. Regulations will include

1. visual line of sight- max 400 feet above surface, 500 metres max distance provided the vehicle is still visible.
2. If a UAS is permitted to operate beyond line of sight there must be a system to detect and avoid Small UA – 20 kg without fuel arts 241, 94,95
3. Every UAS must remain a minimum of 50 metres from uninvolved persons & property unless permission has been specifically granted (30 metres for t/o & landing).

Geo-awareness for UAS will be required under the EASA basic regulation.

Future airspace structures

The CAA's new airspace change portal will be operational in Summer 18.

FASVIG funded till Dec 2019.

John Round (DDAP) said no increase in the CAA's powers under the airspace post-implementation review have been asked for. He proposes to 'encourage' changes with airspace owners. Not quite what his briefing sounded like at the BGA conference in February. The GA Strategic Forum representatives expressed concern that the CAA's airspace regulating powers seem totally inadequate for the modern airspace architecture. They requested a review of these powers.

Electronic conspicuity

Trials for GA airfields to receive ADS-B info funding agreed.

Skydemon live weather info broadcasts on 978 MHz, now 4 sites possibly 2 more.

Instrument approaches

13 applications for instrument approaches without instrument runway or ATC have been 'paused' for a review into how the safety cases should be considered/approve by the CAA within CAP 1122.

The CAA has found no legal requirement for traditional (ADF based) missed approaches from RNAV approaches.

Heathrow DVOR is to be removed as part of 3rd runway build, so Heathrow is working to allow GNSS fixes.

The CAA expects a draft of a helicopter approach (PinS) CAP in next few months.

Maintenance

CAA surveyors looking at staff shortages in engineering.

Maintenance & repair employs about 1% of UK engineering staff.

Number of 16 year olds entering aircraft engineering is at the lowest level for decades.

Trailblazer is a govt incentive to ensure apprenticeship training fits the requirement.

Owners face a challenge in making the transition to Self-declared maintenance. The fleet must be transitioned by end May (originally Sept 2017) or the CofA becomes invalid.

PartM light won't be with us till after Brexit. Mark Shortman (CAA) doesn't believe it will have much extra value over the amended PartM. Part 66 light licences probably in place by Autumn 2020.

Pilot training

The new regulation was not published by 19 March so did not come into effect 8 April. The CAA has produced extensive exemptions.

CAP 1637 has been published on DTOs. Declaration forms are not yet available. A CAA Exemption has been prepared to allow RtFs to continue.

Medicals

A safety case has been prepared by the CAA to allow pilots with a Medical Declaration to fly EASA aircraft in certain circumstances. However this will only be valid for 12 months & may be challenged.

8.33

CAA have applied to extend claims to 30 Sept 2018

From 1 Jan 19 all aircraft must have 8.33 radios if radios are mandatory.

GAU produce monthly lists of 8.33 on the GAU part of the CAA website, as well as the supplements.

Safety Promotion

Corporate Comms working with the EASA Safety Promotion Network

GASCo is running infringement seminars which are well received.

The GA Unit will be at Duxford SafetyDay, and at Aeroexpo,

GA Unit

Dave Evans is retiring, so GA aerodromes are being shared with AAA.

Wake Turbulence research

Liverpool University is carrying out research under the CAA to calculate safe separation distances from helicopters and wind turbines.

Mag True

I updated the meeting on the current status of the working group.

David Cockburn
Liveryman
30 March 2018