

## Report on the CAA's GA Partnership Group Meeting 17 July 2018

### All Party Parliamentary Group

Grant Shapps briefed on the APPG for GA. Apparently it believes GA provides twice as much value to the UK economy as the fishing industry currently does.

They propose that the CAA should be notified of any planning applications affecting licensed airfields. Their Airspace WG (including GNSS approaches) did not like the Farnborough decision.

Grant Shapps does not believe ADSB is the answer to airborne conflict, he supports the OGSB option.

They say they are pushing for removal of VAT on training & fuel duty.

Their Heritage group under Robert Fleming is concerned with museums & displays.

Future groups are planned on STEM, manufacturing & engineering.

### GA Strategic Forum.

The Green Paper on the Government's Aviation Strategy is to be published in Sep/Oct. Tony Rapson asks EVERYONE to respond to the green paper, please.

### FASVIG.

John Brady briefed on a joint FASVIG/NATS?CAA visit to Langan where the DFS airspace system was explained. His briefing slides explained the German system, and I can show these at the next meeting if thought appropriate. One possible valuable lesson was that DFS use FISOs to provide Flight Information Service inside Controlled Airspace. The results of the visit are being considered by NATS.

FASVIG is arguing that less CAS produces less chance of infringement; an interesting concept?

### AAA

John Round briefed that CAA is considering changing the UK airspace model towards the German one, albeit in slow time. He accepts that NATS have a controlling (ClassA) mentality which is difficult to change. He considers that electronic conspicuity may be the quid pro quo for access to CAS.

Apparently the Skyecho trial has been delayed by typical procedural blocks.

He briefed on the ACP applications. Exeter was refused but can ask again for more proportionate airspace. Farnborough have agreed the CAA's requirements.

### Airspace Modernisation Strategy.

Air Navigation Directions give the CAA the responsibility for making decisions about whether the published design of airspace can be changed. Also devise a strategy to modernize UK airspace. The 'Future Airspace Strategy' is no longer valid, so the CAA is working on this new 'Airspace Modernisation Strategy'. That has since been published and we should respond by the beginning of September. I suggest we do so, and include True versus Magnetic.

### Maintenance.

There have been performance problems with some new radios. AOPA seeking comments from owners on radio issues with EASA approved equipments. Apparently TRIG sell a mod to reduce problems which can be applied by memory stick.

Apparently the Light Aircraft Maintenance Programme (LAMP) is likely to be cancelled by December 2019 for all aircraft, so SDMP may be required for all light aeroplanes, not just LSAs.

## Licencing.

The LAPL opt-out has been extended till April 2020 because UK derogation is likely to be generally allowed in the new Aircrew Regulation.

The PPL exams question bank is still not complete, the electronic delivery platform is being worked on.

## GA Ops Section

Mark Charlwood is looking at a flight computer module on infringement avoidance which can be used by instructors during biennial training.

SafetySense leaflets have been reviewed and 2 new ones proposed, on Hand swinging & the biennial instructional flight.

ORS4 exemptions have been reviewed and reduced.

The 2<sup>nd</sup> phase of allowing Permit aircraft to be used for training is being considered; public consultation is expected.

## PART ATS

This affects service providers and requires them to align with ICAO Annex 11 and Doc 4444. Transition should be achieved in the UK by 2025 (2022 ideally).

Practice Pans may still be allowed under a flexibility to maintain the filed difference.

*PART ATS may create problems with the suggestion to align with Germany, because ICAO only allow for Control within Controlled Airspace, even though VFR traffic may be given information.*

## 8.33.

All claims for the final tranche must be submitted by 30 September.

All ground units will be 8.33 MHz by 31 Dec this year. Sporting frequencies will also change at the end of 2018. The AIP supplement giving the status of changeover is reissued every AIRAC.

Liveryman David Cockburn

23<sup>rd</sup> August 2018