

GENERAL AND BUSINESS AVIATION STRATEGIC FORUM

**ANNUAL REPORT FOR AVIATION MINISTER
ON PROGRESS AGAINST GENERAL AVIATION STRATEGY AND
THE GENERAL AVIATION RED TAPE CHALLENGE**

JANUARY 2016

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Executive Summary

In March 2015 the Government issued the General Aviation Strategy as a key pillar of the Government's ambition to secure the UK's position as a global leader and to unlock the sector's potential for Jobs and growth; identified in the strategy as headline value £3bn and 38,000 jobs.

This assessment is the first in a series of annual assessments by the General and Business Aviation Strategic Forum (GBASF) on the 20 commitments in the General Aviation Strategy. It comprises a review of the European dimension together with specific matters that we believe need to be brought to Ministerial attention for action and support. To facilitate detailed assessment and clarify progress, an item by item progress review against those commitments is attached. This is used by the GBASF to review progress.

A significant amount of work has been carried out, is in hand or is programmed to achieve the strategic objectives and associated economic and social benefits. European regulatory activity is a major and problematic influence which both Government and CAA are addressing. DfT and CAA focus continues to be positive. However, the loss of the Star Chamber appears to have weakened resolve in other Government Departments. Progress in a number of areas can only be achieved with Ministerial action and support.

Specific areas requiring urgent action, as further detailed in this review, are:

- Timely and appropriate delivery of EASA's 'GA Roadmap'
- A better balance in the provision of equitable access to airspace
- Positive progress on ensuring a network of airfields accessible to GA
- Need for meaningful engagement with Border Force to optimise development of border crossing notification

The following five pages provide supporting detail. It highlights areas where specific Ministerial intervention is appropriate. We look forward to progressing that and advice as to how the necessary Ministerial support will be provided to address the issues described.

General and Business Aviation Strategic Forum
January 2015

Progress & Matters of Concern

Initiated in November 2013 and following the Government's Red Tape Challenge and with support and commitment from the CAA, the Government's General Aviation Strategy was presented in March 2015. This has been well supported with CAA, DfT and GA engagement. This section summarises the European regulatory impact reporting where progress is at risk, and specifically identifies four further areas where the GBASf considers that the need for urgent action and active support is most pressing.

The European dimension. The UK Government is committed to making the UK the best place in the world for GA. It remains an ongoing priority for the UK Government and for the CAA to remove unnecessary regulation that is imposed on GA while setting common standards that facilitate safe and free movement. Common European requirements and the transfer of competency to the European Aviation Safety Agency (EASA) has changed the nature of aviation regulation in Europe. These changes, which are focussed primarily on the needs of Commercial Air Transport, have encompassed a large proportion of General Aviation. In recent years and in parallel with the UK CAA, EASA has embarked on a programme of lighter, simpler and better rules for GA known as 'the European GA Roadmap'. This includes the importance of EASA embracing performance based regulation (PBR) and oversight (PBO), an objective risk based approach to regulation, enabling more efficient and effective safety management within both regulator and industry. UK CAA, industry and Government have played a significant role in progressing this new approach, which through organisational culture within EASA and other barriers has yet to deliver many of the changes recognised as essential to the future of GA. The current review and changes to the Basic Regulation will be vital here.

Ministers should continue to be proactive in encouraging EASA's delivery of the 'GA Safety Strategy and Roadmap' in partnership with European GA, and encourage with CAA rapid progress with PBR/PBO.

It should be noted that 40% of UK aircraft, the majority of which are GA, are regulated nationally and should benefit from the CAA's regulatory change programme.

Airspace. Airspace is a Crown asset. No flying activity can survive let alone prosper without appropriate access to airspace. Controlled airspace is restricted to aircraft specifically equipped (primarily commercial air transport) and managed by air traffic control. Uncontrolled airspace is also subject to rules to ensure a reasonable level of

safety but within the bounds of the uncontrolled airspace has very few restrictions on the aircraft type or the flying activity. The majority of UK General Aviation (GA) and others, including the military, need and use large areas of uncontrolled airspace. The conflict of growth in controlled airspace and the subsequent impact on uncontrolled airspace is a significant threat to GA.

The CAA has a mandate *'to satisfy the requirements of operators and owners of all classes of aircraft'*. The GA strategy is in part addressing this through a declared CAA 'Future Airspace Strategy' (FAS) together with a GA-led 'Future Airspace Strategy Visual Flight Rules (VFR) Implementation Group' (FASVIG) to optimise stakeholder interests (Commercial Air Transport, military and GA) with 25 agreed packages of change running through to 2017/2020. This programme is supplemented by a much needed review of the Airspace Change Process (ACP), although this is unlikely to be implemented until 2017 and itself subject to the results of a planned DfT consultation on the 'use of airspace'. A CAA initiated consultant review on the ACP process review by Helios has just been received.

Whilst encouraged by these developments, which have the potential to support the declared Government GA Strategy, the GBASF considers airspace restrictions as a significant concern for the following reasons:

- Controlled airspace has in large measure developed by individual request/application rather than through a strategic and national coordinated approach. That seems set to continue until broader, integrated strategies that take into account the needs of all stakeholders are in place
- Areas of controlled airspace have demonstrably been allocated on unfulfilled traffic projections and large volumes underutilised in part to avoid en-route charges (for example in central Scotland)
- A number of post implementation reviews – that is reviews of the original claimed need for controlled airspace - are outstanding
- There is a need for clear agreed policies and processes and tools that ensure FAS and FASVIG are fully integrated

If the UK is to be the best place in the World for GA, airspace will remain one of the most critical resources. There is a pressing need to ensure that;

- The capacity of airspace structures to accommodate GA needs is maximised
- GA aircraft are not excluded from any airspace that is not being fully utilised for its intended purpose.
- New technology in development should be system wide in which GA is not disadvantaged, enhances access to controlled airspace and, as in Europe, specific funding made available to enable equipage.

Ministerial support is needed to ensure uncontrolled airspace is protected for use by all aircraft and that GA has access to controlled airspace. Specifically ensuring CAA follow through on Helios report and FASVIG work, leading to an equitable ACP process, is a vital action. Post airspace change implementation reviews should be timely.

Network of GA airfields. As with other sectors of Aviation, a suitable national network of airfields and airstrips is an essential part of infrastructure enabling the full range of GA activity to take place, from training activity through local recreation to point to point flying. Unlike other EU states, GA (and especially recreational aviation) is 'squeezed out' of larger airfields and 'regional airports'. From a planning perspective, airfields are seen as local issues. However, airfields need to be considered as part of national transport infrastructure

The thrust of the Government Strategy is to ensure planning authorities recognise the economic and social benefit of all GA activities, including employment potential, in the planning approval process. This has been progressed by recognition of the importance of a GA Airfield Network in Government guidelines and industry led Sector Guidance for Local Planning Authorities, aerodrome owners, and operators.

Essential in that activity is the prioritisation of land use exemplified by the current Housing & Planning Bill. This will have the effect of granting automatic permission in principle for the development for housing of brownfield sites identified in Brownfield Registers, subject to the approval of a limited number of technical details. Without the promised specific caveat that Airfields 'should not normally be developed' such sites may not be excluded from the Brownfield Register; this risks airfield loss or limitation, essential to the vital GA network. Industry concerns were reflected in a Parliamentary Petition on the lack of clarity of airfields' status in brownfield classification which attracted more than 18,000 signatures.

GBASF considers this as an area of critical concern in the overall GA Strategy. Whilst the features are arguably in place for balanced consideration, the commitment often fails and, as measured by the number of licensed airfields available to GA aircraft, is demonstrated by continuing deterioration.

Ministerial direction on planning matters specifically linking it to the GA Strategy. Strengthen the supportive guidance material to statutory level.

Education and training. Whilst this is a key enabler for the GA strategy, there is specific focus on the Department of Business Innovation and Skills Trailblazers

proposal and apprenticeship initiatives. However, there is a need to look at this in the broader context of 'Aviation Services' because one cannot look at the development of skills and recruitment just for GA. The GA community is a continuum which needs all elements to be developed and resourced appropriately. If resources continue to develop in isolation our position in a European or Global context will never be optimised. It is vital that UK aviation industry takes the lead for identifying what is require and how that is achieved. To deliver this strategic plan for aviation services a partnership needs to be recognised in the same way as 'aerospace' has been for many years. Aviation services which includes leisure and sporting GA, business GA and scheduled airlines is larger in terms of wealth generation and employment when compared to aerospace.

Ministerial clarity on responsibility and focus of progress (appropriate sponsoring department) and development of an optimised approach to facilitate this important issue.

The UK is currently doing its best to encourage international trade (eg with China) and, importantly, working hard to re-establish the UK as a centre of excellence for training. UK government red tape issues have surfaced resulting in foreign student pilots being refused permission to train in the UK. On 6th January 2016 Philip Hammond met his Chinese Counterpart, introducing new steps to relax visa rules.

Ministerial intervention would seems necessary ensuring new visa rules also apply to those individuals seeking aviation training in the UK.

Border issues. Understanding the need for notification for GA flights, the GA Strategy, endorsed by the Minister for Immigration and Security, included a proposal for simpler standard pre-notification periods for GA aircraft leaving and entering UK (leaving only applies to Ireland and Channel Islands) with an associated simple electronic process. GA is finding it difficult to have any meaningful engagement with UK Border Force on this matter. There is an opportunity to both help secure our borders and assist the Governments objective of opening our doors to foreign investment. The opportunity should be taken with the current review of data management of GAR's to improve the use of data to encourage the smooth transit of genuine business activities and make organisations accountable for their clients. The concepts of 'Approved Entities' and 'Trusted Clients' need to be adopted. However, this is all based on the investment in new IT for Border Force and industry is prepared to take their part in this process.

Ministerial challenge and intervention with the Home Office is appropriate to ensure our concerns are addressed

Conclusion.

This review identifies significant progress, particularly by the CAA GA unit, but with much still to do:

- Timely and appropriate delivery of EASA's 'GA Safety Strategy and Roadmap' which is inexorably linked to and fundamental for the development and success of UK GA.
- Airspace access is a key vulnerability for GA. A systematic strategic and national approach to the provision of equitable access to airspace and recognition that airspace is a national asset rather than a commercial opportunity is absolutely fundamental to the success of the GA strategy.
- A network of airfields accessible to all GA is essential. Planning policy guidelines are unclear and should be very much more specific on this important issue. Once airfields are lost they are not normally replaced.
- Education and training are vitally important enablers for all sectors including GA. Bureaucratic change process and dogma risks undermining any opportunities for UK GA.

We are encouraged by CAA activity and proposals being considered by EASA. The DfT continues to play a vital and supportive role in progressing the overall vision and assessment of progress, while building on the promise to ensure direct strategic engagement with GA on other related departments where they impact. The loss of the Star Chamber should not weaken the drive and direction it provided within Government departments.

The following matrix provides a detailed assessment of GA Strategy progress.

2015 Detailed Assessment of progress against General Aviation Strategy and the General Aviation Red Tape Challenge by the General and Business Aviation Strategic Forum (GBASF)

“General Aviation” means all non-scheduled commercial aviation and all leisure aviation. It does not cover Remotely Piloted Aviation Systems (commonly known as “drones”.)

The Government’s General Aviation Strategy published in March 2015 contained the following:

The Government’s Vision: The UK being the best place in the world for General Aviation as a flourishing, wealth generating and job producing sector of the economy.

Aims: In order to achieve the vision the Government will undertake and inspire work across **four areas**

- Through **deregulation** for General Aviation so that it is policed only to the extent needed to comply with international obligations and to provide appropriate safety and security
- Meaningful **engagement** with General Aviation by all Government Departments on relevant future policies
- **Stimulating employment** in General Aviation in terms of how many people are involved and how much they participate
- **Supporting infrastructure** that is appropriate in its extent, capability and location to deliver a mixed, modern fleet of aircraft flying between appropriately equipped aerodromes across well-defined airspace.

The Department for Transport is working across Government engaging and collaborating with relevant bodies in other Departments, and more widely in order to achieve these aims for the whole of the UK

In the Strategy 20 commitments are made to the General Aviation Sector in order to achieve the aims and deliver the vision. The commitments are reproduced below numbered as in the General Aviation Strategy. The commitments have been grouped by strategic theme as used in the Sections of the GA Strategy with additional comments of what other activity could support realisation of the Vision.

Before the Strategy was published, the General Aviation Red Tape Challenge had provided the deregulatory impetus the sector needed and drew more responses than any other Red Tape Challenge theme to date. This led to the establishment of an independent Challenge Panel of representatives from across the sector to suggest areas in which the regulation on GA could be improved. This summary takes account of the 11 recommendations of that Panel.

In this assessment the General and Business Aviation Strategic Forum assesses progress against these recommendations and undertakings and has identified some areas where progress has been supporting the aims and vision. The activity that has already taken place is significant but more is needed. This report summarises the work and deliverables together with who is responsible for them, as well as suggesting where additional work may be needed in order to achieve the vision.

Colour code is against report status AND Progress (if that needs attention) Wording in red highlights issues:-

RED = Action/consideration required **ORANGE** = Concerns to be noted/clarified **Green** = Completed so no further action for this report. Progress will be monitored

	Commitment	Action to date	Potential for further action
Section 6 - Economic Research – Vision and Aims(Note sections 1-5 introduction)			
1	<p>We commit to engaging more effectively with General Aviation when developing, reviewing and modifying policies</p> <p>Links to General Aviation Red Tape Challenge</p> <p>Recommendation 7: The Government should develop coherent policies on GA, and this should be supported and co-ordinated across all departments</p> <p>Note: this relates to wider issues not within CAA Gift e.g. Strategic Network of Airfields and pan Government issues</p>	<p>Meetings have taken place between General Aviation representatives and the Departments for Transport and Communities and Local Government. A consultation has taken place in connection with proposed civil sanctions. General Aviation representatives have contributed to a planned consultation on airspace.</p> <p>Recommendation 7 has been largely addressed within CAA (other than Airspace) by the GA Policy Framework used to establish where deregulation or delegation can take place. This has also been supported by the ongoing introduction and roll out of Performance Based Regulation across the CAA but particularly in the GA Unit.</p> <p>Good progress has been made on the Red Tape Challenge items, which continue to be progressed under the GA Change Programme managed and driven by the CAA’s dedicated GA unit. As an ongoing and complex programme the Change Programme will be regularly updated as change is delivered and priorities potential change.</p>	<p>We may not have a complete picture of where engagement is and is not happening. DfT could seek information from government departments and the Forum information from the GA sector about opportunities that have (and have not) been taken up.</p> <p>Continue to identify new areas of Red Tape as they become known.</p>
2	<p>We will support General Aviation Sector initiatives to engage more people in General Aviation and to celebrate its achievements</p>	<p>On 19 October BBGA discussed an Aviation Services Partnership with Robert Goodwill MP. The BBGA has also invited the Minister to their annual conference.</p>	<p>General Aviation sector to come forward with further initiatives and ideas of specific help needed such as forewords and introductions and support with promoting events, press notices, attendance at aerodrome open days, prize giving’s etc.</p>

	Commitment	Action to date	Potential for further action
3 + 16	<p>We will promote apprenticeships in England and other General Aviation training initiatives</p> <p>We will work with the GA Sector to encourage the sector to develop standards in all occupations that they would like to see covered by apprenticeships in England in future</p> <p>Links to General Aviation RTC Recommendation 10: The Government should encourage the development of UK aviation skills and economic research into the sector</p>	<p>General Aviation sector involved in Trailblazers apprenticeship projects. Work on apprenticeships done by BIS through the apprenticeships programme.</p> <p>DfT currently developing Transport Infrastructure Skills Strategy for publication</p> <p>DfT exploring with BIS the potential for accreditation of pilot training.</p> <p>Trailblazers programme a major activity for apprentices.</p> <p>Economic research was carried out and published. Headline Value £3bn & 38,000 jobs</p>	<p>DfT, CAA and UK Visas and Immigration seeking to resolve issues about flying schools' Tier 4 Sponsor status. BIS "red tape" strangling process. Joint approach needed by industry, CAA & DfT to unlock situation</p> <p>BIS does not accredit licences to practice in the same way as qualifications, so funding seems unlikely.</p> <p>Broaden training to address Aviation Services across all aviation sector to recruit and encourage the next generation into all elements of Aviation. As such industry needs to lead this with our own 'Aviation Services' partnership to provide a long term strategic plan to help provide direction for Government and its agencies.</p>
Section 7 DfT and CAA Activities.			
4	<p>We will consider whether to continue meetings of the General Aviation Ministerial "Star Chamber" that met three times in 2014-15 and maintained momentum.</p>	<p>Star Chamber was appropriate for policy development. Delivery is now assessed through an annual meeting by the Aviation Minister and the UK General and Business Aviation Strategic Forum (GBASF).</p> <p>Cross departmental issues resolved bilaterally between departments, with escalation to ministers where necessary. (E.g. planning and flying schools).</p>	<p>Dissemination of this assessment to the GA sector.</p> <p>Loss of political drive a concern.</p> <p>GBASF Role/Link to Aviation Minister through DfT officials need further strengthening</p>
5	<p>We will offer financial support to the General Aviation Air Navigation Order Review</p>	<p>DfT fully supportive of this project which is assisted with section 16 grant in the 2014-15 and 2015-16 financial years.</p>	<p>None needed</p>
6	<p>We will legislate on the outcomes of the (ANO) Review in 2016 and on other deregulatory matters from the GA Red Tape Challenge</p>	<p>DfT takes over ANO Review in January 2016 and will take forward secondary legislation on the consultation results. A new secondary legislation oversight board has been set up. The GA ANO Review is one of a number of initiatives that will make changes to the ANO. Stock take carried out of deregulatory measures from the GA Red Tape Challenge and elsewhere that require secondary legislation and Ministerial decision taken on priorities.</p>	<p>None needed</p> <p>Further activity is reflected in the CAA GA Unit's programme. BIS also publishes regular updates of new regulation (https://www.gov.uk/government/collections/bis-statement-of-new-regulation#history)</p>

	Commitment	Action to date	Potential for further action
7	We will introduce proportionate and flexible civil sanctions for Air Navigation Order offences	Consultation completed November 2015 and responses are being analysed. The Government is also exploring options for slight change needed to primary legislation.	General Aviation stakeholders to respond to CAA consultations on implementation in due course.
8	<p>We are committed to working with the European Commission and the European Aviation Safety Agency (EASA) to ensure the timely implementation of the EASA GA Road Map</p> <p>Links to GA RTC Recommendation 3: The CAA should ensure that the single market, harmonisation and simplification benefits of EU regulation are realised in full</p>	<p>Significant progress has been made in delivering the GA Roadmap to deliver “Simpler, Lighter, Better Regulation” for the GA Community across Europe. Whilst the EASA commitment remains strong Under the leadership of Patrick Ky the Executive Director of EASA the work does face challenges in agreeing a common approach across all the 32 EASA Member States. The CAA and DfT will continue to actively engage in this work to achieve the best possible outcome for UK GA.</p> <p>CAA will continue to engage with EASA to promote the delivery of the EASA GA Roadmap and provide technical experts for working groups as appropriate. CAA has made an ongoing commitment to not gold-plate EASA rules and implemented them as written making the need to ensure that they are fit as proposed at the point of enactment critical.</p>	<p>This is ongoing work forming part of the critical path for the improvement of the regulatory framework for GA in the UK and across Europe. The CAA will continue to engage and influence the process across various working groups and bodies. The DfT will do likewise through its State membership of the EASA Committee and its engagement with the European Commission. It will be important to ensure that appropriate text is included in the Basic Regulation.</p> <p>We note the importance of EASA embracing performance based regulation (PBR) and oversight (PBO) enabling more effective safety management within both regulator and operators. A key opportunity for regulator and organisations</p> <p>Government/Industry coordinated response to Basic Regulation revision proposal/programme</p>
9	<p>We will seek to resolve the issue of access to Belgian airspace</p> <p><i>Note: - Belgium is a specific issue – Strategic issue is general cross border freedom of movement for nationally regulated aircraft. This operating via ECAC recommendations that need progressing.</i></p>	<p>Government is aware of the issue of access to Belgian airspace by national permit aircraft, The appropriate certification standards are still being developed by the Belgians. The CAA and the DfT have a twin track process to follow this up as part of bilateral business.</p> <p>This also addresses cross border of National Permit ex Type Certificate aircraft. This was addressed at the ECAC 3 December where a programme to address was agreed.</p>	<p>Progress Belgium specific issue</p> <p>Follow up on the decisions made.</p>

	Commitment	Action to date	Potential for further action
	<p>Airspace:</p> <p>GA Strategy highlights: Future Airspace Strategy Visual Flight Rules Implementation Group (FASVIG) Deployment plan to deliver tangible benefits for GA VFR users from 2015 to 2020</p> <p>The Government's aim is to make the UK the best country in the world for General Aviation (GA Red Tape Challenge: Robert Goodwill statement 6 November 2013).</p> <p>Transport Act 2000 in respect of Airspace legal instrument of application.</p> <p>Links to GA RTC Recommendation 2: The CAA should regulate airspace equitably as a shared resource.</p>	<p>Actions in progress:</p> <ol style="list-style-type: none"> 1. FASVIG established (and funding agreed demonstrating the ongoing commitment to this matter. Links to overall Future Airspace Strategy (FAS) 2. Airspace Change Process (ACP) fundamental element (and how ACP's in system will take account of revised process) 3. DfT: Consultation on use of airspace pending, General Aviation input sought and made into draft. <p>Note:- . Provisions in the Section 70 of Transport Act requires the CAA to exercise its air navigation functions in the manner it thinks best allowing for 7 provisions including the requirement "to satisfy the requirements of operators and owners of all classes of aircraft", but where there is conflict in the application of the 7 provisions the CAA has to apply the provisions in the manner it thinks is reasonable having a regard to them as a whole.</p> <p>The application of the Transport Act provisions and the balancing/application applied where there is conflict, has meant that airspace change particularly but not exclusively, in the southeast of the UK, has increasingly disadvantaged GA pilots to freely access.</p>	<p>The equitable access to airspace is vital for GA activity.</p> <p>The first 2 actions noted designed to optimise and improve current position. Meanwhile GA has a high level of discomfort with recent and current progress. Detail of action 3 pending</p> <p>Government and the CAA are aware of the concerns of the GA community and have been exploring how those concerns may be addressed in the consultation. Significant and critical concern for GA to be raised with minister in context of risk GA Strategy objectives</p> <p>ACP independent review by Helios published CAA plan consultation early 2106. Revised approach expected 2017 to include input from DfT consultation and any related policy change.</p> <p>Note: ICAO requires controlled airspace to be the minimum that meets the needs of the Commercial Air Transport Sector</p>
Section 8 – Departmental Policy Issues			
10	<p>We will amend planning guidance on the National Planning Policy Framework for England so that it makes appropriate reference to GA aerodromes as part of a network</p> <p>GA RTC Recommendation 8: Greater weight and consideration should be given in national, local and regional planning to the value of GA airfields including the benefits of a network of GA airfields.</p>	<p>On 13 March 2015 Department for Communities and Local Government (DCLG) amended the planning guidance to acknowledge that aerodromes form part of a wider network, and that planners need to have regard to this. This is referenced in the GA Strategy. The General Aviation Awareness Council raised General Aviation sector awareness of this.</p> <p>GA Petition with 19,000 Signatures prompted Government Response confirming that 'Airfields should not normally be developed.</p> <p>Discussions took place covering planning and brownfield development matters between General Aviation Awareness</p>	<p>GA stakeholders to take up consultation opportunities to promote an aviation-appropriate way forward over the housing/brownfield sites issue.</p> <p>DCLG (note confirmation of previous definitions) provide clarification that where the footprint of a building only occupies a proportion of a site of which the remainder is open land (such as at an airfield or a hospital) the whole site should not normally be developed to the boundary of the curtilage</p> <p>Department for Communities and Local Government needs to show, following stated commitments, how the new</p>

	Commitment	Action to date	Potential for further action
		<p>Council and Department for Communities and Local Government.</p> <p>Ministerial statements on use of Brown Field sites for development/housing causing concern (ref item 4)</p> <p>Housing & Planning Bill currently progressing through parliament. Whilst DCLG has confirmed previous definitions of Brownfield sites still valid (including airfields aspect) and they recognise GA Strategy prioritisation of land utilisation remains an area of significant concern.</p>	<p>policies to develop brownfield sites will take account of the need for airfield connectivity and develop appropriate guidance material following finalisation of Housing Planning Bill and creation of register of brownfield sites suitable for housing.</p>
11	We will circulate more detailed GA sector guidance from the General Aviation Awareness Council to Local Planning Authorities and LEPs	DfT and General Aviation Awareness Council worked together on this. On 26 March the Aviation Minister sent it to all local planning authorities and local economic partnerships and it is on General Aviation Awareness Council website. Look to sector to promote it to members.	Follow up by General Aviation Awareness Council & DfT/ Department for Communities and Local Government review of progress
12	We will encourage more proactive engagement between local aerodromes local communities and Local Planning Authorities and LEPs	Ministerial letter at 11 above started the process.	Aerodromes now have opportunity to engage with planning authorities and vice versa. This is not statutory guidance so further ministerial involvement is unlikely. Further industry (GAAC) follow through on Ministerial letter and "Guidance material"
13	We will improve guidance to GA on the use of military aerodromes	Helpline is active. Aerodrome by aerodrome guidance is available.	Input from users is needed to establish what difference the changes have made.
14	<p>We will look to introduce simpler standard pre-notification periods for GA, simplify the General Aviation Report (GAR) form completion process, through an electronic submission option and introducing a GAR HMRC Notification Consultation ends 15 May 2015</p> <p>GA RTC Rec 11: The Government should ensure that border regulations and security and airport administrative procedures do not impinge GA activity.</p>	<p>There is now an emergency telephone line for notifying changes to GAR information.</p> <p>Post consultation processes are being developed at the time of writing.</p>	<p>Understand whole GAR process is being reconsidered but have not been formally advised of this.</p> <p>Pre-notification timescales are an issue; help from DfT is needed. HMRC want to take the process in-house. GA have an issue with paying for a premium service as this is a service the government are required to undertake and GA should not be expected to pay for it, whilst BBGA operators (with commercial interest) may be content with this individual private GA operators do not want to have to pay for it.</p> <p>Opportunity to help secure borders and assist Governments' objective of encouraging foreign</p>

	Commitment	Action to date	Potential for further action
			investment. With current review of data management of GAR's improve data use to encourage the smooth transit of genuine business activities making organisations accountable for their clients. The concept that we need to embrace is 'Approved Entities' and 'Trusted Clients'. However, this is all based on the investment in new IT for Border Force and industry is prepared to take their part in this process.
15	We will consult on the proposals for requiring advance notification after Royal Assent for the Counter Terrorism and Security Act, and will aim for as much harmonisation as possible between the various advance notification requirements	It remains the case that proposals are being developed to be put to ministers.	
Section 9 – Governance			
17	Following a recommendation made by the GA Red Tape Challenge Panel we are reducing the CAA's rate of return from 6% to 3.5%	Action complete	Identify and seek to influence strategically and selectively in other areas where changes in Treasury policy would progress the GA Strategy
18	We will ensure that in exercising its non-economic regulatory functions, the CAA has regard for the growth of GA and the rest of the aviation sector Links to GA RTC Recommendation 9: The Government should actively pursue opportunities to stimulate growth of GA across all areas of policy and funding.	Proposal keenly awaited by GA in the light of the economic research on the value of General Aviation.	Guidance being developed across government on what having regard for growth means and consultation expected.
19	We will appoint a Small Business Appeals Champion to provide assurance to business General Action and other commercial aviation sectors that the CAA's appeals and complaints processes provide clear and effective routes	Guidance being developed within government. Likely to be consulted on.	General Action sector response to consultation once it takes place

	Commitment	Action to date	Potential for further action
	Section 10 – Metrics, success measures and delivery programme		
20	<p>Metrics & Success Measures</p> <p>We will continue to engage actively with the General Action community including on metrics for success, through the reports and work of the General and Business Aviation Strategic Forum</p>	<p>Package of metrics being developed in General Aviation Strategic Forum</p> <p>EU research currently taking place on the state of the General Aviation sector across the continent.</p> <p>Success measures in development</p>	<p>Assessment against measures when developed and its publication</p> <p>Once metrics are agreed the annual publication of progress against them can be a basis for engagement and reporting. Annual report from General Aviation UK Strategic Forum followed by Ministerial meeting.</p>
	Red Tape Challenge panel Recommendations not included above		
	<p>GA RTC Recommendation 1: The CAA should adopt a risk-based total-system approach to safety</p>	<p>Recommendation 1. Being actioned by CAA (started with CAP 1123) Total system approach on deregulation/delegation</p>	<p>Aviation stakeholders to respond to consultations as they take place</p>
	<p>GA RTC Recommendation 6: The CAA should promptly set out plans for acting on its stated intention to deregulate and delegate.</p>	<p>Recommendation 6 actioned. The CAA will continue its work to:</p> <ul style="list-style-type: none"> • Only regulate directly when necessary and do so proportionately • Deregulate where we can • Delegate where appropriate • Do not gold-plate and quickly and efficiently remove gold-plating that already exists <p>The current extent of CAA delegation is dependent on the industry appetite and competence to take the work on. The BMAA has been awarded an A8-26 approval and LAA are pursuing the. The awards of these approval marks the first step to those organisations taking on more responsibility and delegation should they choose to. The CAA is completing work on its strategy out to 2020 which will set out the work of the CAA with the GA community.</p>	<p>Aviation stakeholders to respond to consultations as they take place.</p> <p>BMAA expresses concern that delegation related to NPPL not progressed and not in line with GA RTC Reco 4 below. Needs review.</p>
	<p>GA RTC Recommendation 4: The CAA should ensure its changed approach to regulating GA is embedded throughout the organisation.</p>	<p>Significant progress. The continued delivery on the GA Programme of work that although primarily delivered by the GA Unit, does include contributions from across the CAA. The CAA Board has been clear that the new approach to the regulation of GA is CAA wide and will be embedded</p>	<p>Continue pressure towards deregulation.</p> <p>SCC needs review and “next stage” development including updated web material.</p>

	Commitment	Action to date	Potential for further action
		<p>throughout organisation. In the 18 months the GA Unit has been stood up it has established itself with in the CAA as a forwarding think unit and the centre of excellence for all things GA.</p> <p>The GA community still has significant concerns regarding airspace and the DfT and CAA approach to the regulation of the vital area of interest for GA.</p>	<p>Airspace concerns and issues need resolution and progress – notably confidence in programme of activity</p> <p>Stakeholders should highlight to Head of GA unit matters not meeting policy criteria</p>
	<p>GA RTC Recommendation 5: The CAA should review its approach to fees, rate of return to Government and service levels.</p>	<p>Fees and Charges review for GA is ongoing and will be reported in due course</p>	<p>Activity in progress</p> <p>GBASF Finance sub group – implementation 2017</p>