


G A Alliance
Presentation to
Charlotte Atkins MP
Parliamentary Under Secretary of State at DfT

by Tom Hardie
on Monday 04th April 2005
at Wycombe Air Centre

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- Welcome
- Enjoyable flight(s)?
- Tom Hardie speaking on behalf of the General Aviation Alliance
- If there are any questions during the short presentation please do not hesitate to stop me, and if I do not know the answer I am sure that one of my colleagues will be able to assist. There will also be ample opportunity during the rest of your visit to clarify any points.
- Please forgive any attempts to “teach you to suck eggs” but there are significant misconceptions about General Aviation that can, and we believe have, coloured previous decisions









What is General Aviation (GA)?

In broad terms it is ALL flying that is NOT:

- 1. Commercial Air Transport (CAT), or**
(the transportation by air of passengers, cargo or mail for remuneration or hire)
- 2. Military.**

BUT confusion can, and does, arise because:

- 1. GA aircraft can be used for CAT, and**
- 2. the Military use GA aircraft for training**



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- Within Europe there is general agreement that all aircraft under 2000kg flown predominantly under visual flight rules are GA aircraft
- Where an aircraft is used for CAT and non-CAT flying it is often the balance of the activities that allows it to be available for either. Effect one and the aircraft may no longer be viable for both.

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What is General Aviation (GA)?
The aircraft & the activities

The Aircraft:

- Models to private jets
- powered & unpowered
- some fly & some float
- jet or propellor driven
- wings or rotors
- brand new & very old
- bought or self-built

The Activities:

- pilot & engineer training
- leisure & pleasure
- competition & displays
- travel
- aerial surveys
- air ambulance
- business support

A far from complete list!

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The General Aviation Awareness Council – see pack for a print out of one of their leaflets

GA activities have environmental benefits, see
www.gaac.co.uk/planning/howgreen.htm

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What is General Aviation (GA)?

The people

~~The average GA Pilot = A white, middle class, able bodied, affluent male playing with his expensive toys~~

GA is socially inclusive being available to ALL:

- from Air Cadets, Scouts, Guides and other youth groups at one end to senior citizens at the other
- men and women can, and do, participate and compete on an equal footing
- it is enjoyed by all races and religions
- from modelling and club flying through to owning an historic jet aircraft it is practiced at all financial levels
- it is available to less able bodied, if you can drive a car you can fly an aeroplane

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British Disabled Flying Association (www.bdfa.net)

Steve Varden - cerebral palsy – co-founded Flyability
(www.flyability.org.uk)

GA is NOT just about pilots as there are the engineers, self builders, air traffic controllers, airfield managers and many other supporting people

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What is General Aviation (GA)? The UK Economy

GA is a commercial asset to UK plc:

- there are a considerable number of activities that are considered as GA, including things such as aerial photography and Air Ambulances
- there is a considerable web of SMEs supporting the activities
- it is by far the biggest source of the UK's commercial pilots
- business travel
- it is used both as a method of raising charity funding and for direct charitable uses

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Businesses

- The value of the GA Industry in the UK is estimated at £5.2 billion, with the vast majority of the businesses being SMEs.
- Being SMEs makes them more vulnerable to changes targeted at airlines and larger organisations that "overshoot"

Pilot Training:

- In 1988 an AOPA survey showed that the UK airlines recruited 43% of that year's pilots from club & private flying.
- In 2001 that was up to 60 to 70%
- In October 2004 Aerospace International magazine reported that the figure was that 86% of recruits came via the GA route

Business Travel:

- In France local Chambers of Commerce encourage GA through providing airfields with low cost fees for landing and hangarage.
- In the UK the recent Government paper on air transport effectively ignored GA
- In the UK airfields tend to be seen as a nuisance.
- GA sites need protection for the good of the surrounding economy

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What is General Aviation (GA)? Aircraft numbers

Aeroplanes requiring a Cert. of Airworthiness	7,529
Helicopters & Gyroplanes	1,052
Historic & Vintage aircraft	1,100
Microlights	2,328
Other Permit to Fly aircraft	1,500
Balloons & Airships (gas filled & hot air)	743
Gliders & Motorgliders	2,750
Hang gliders & paragliders	5,473
Foot launched powered aircraft	302

TOTAL: 22,777

Additional USA registered GA a/c in UK estimated at c1,000.
Some 1,000 of the 7,529 CofA aircraft detailed above are operated by
Airlines, thus there is a total of over 22,000 UK GA aircraft

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Data is UK Registered GA Aircraft as at 1st Jan 2004 (source CAA),
except Gliders, Hang Gliders, Paragliders and Foot Launched Powered
Aircraft as no Registration is required.

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What is General Aviation (GA)? Pilot Numbers

Professional – all aircraft types	18,234
Private – all aircraft types excluding those below	26,269
Microlight	2,328
Glider	8,500
Hang glider/paraglider	5,473
Foot launched powered	302
TOTAL:	61,106

**Significant numbers of Professional pilots also fly GA aircraft ,
both commercially and for sport/pleasure**

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Data is UK Pilots and Licences as at 1st Apr 2004 (source CAA), except Gliders, Hang Gliders, Paragliders and Foot Launched Powered Aircraft as no licence is required.

New licenses issued in the year 2003/4:

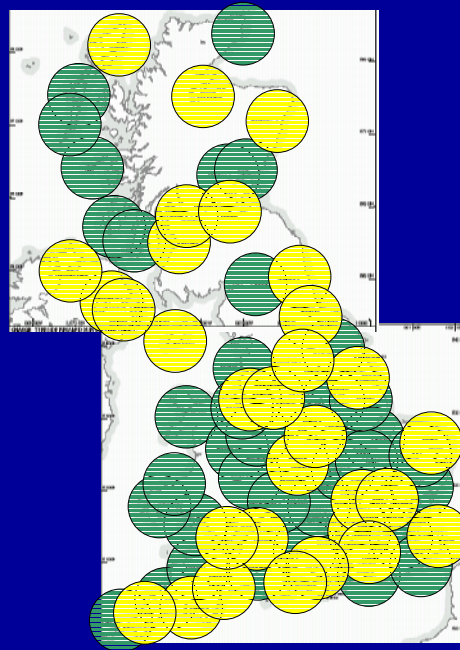
Professional – all types (mainly commercial)	2334
Private (as Private above)	<u>3708</u>
Total	6042

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GA as a business travel tool

- Aerodromes with 4 or more scheduled destinations (25 mile radius)
- Additional aerodromes licensed by the CAA

The many other airfields that are available fill virtually all the gaps



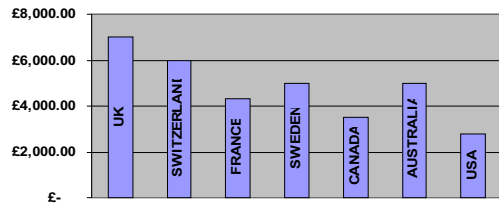
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The map only shows UK travel but applies equally to travel between the UK and Europe

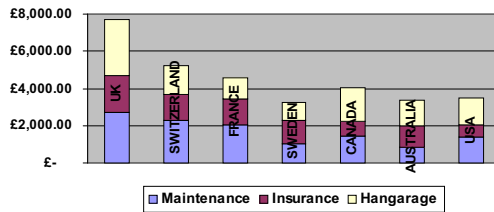
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Examples of relative costs

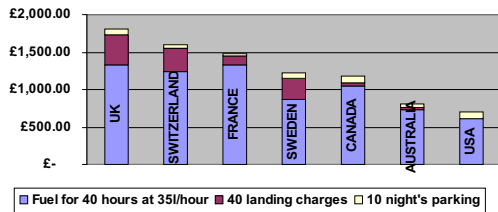
Cost of Obtaining a Private Pilots License



Fixed Annual Costs



Example Annual Operational Costs



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- This data is from a survey carried out by the GA Alliance. The figures are in the attached spreadsheet
- The costs of GA flying in UK are double those in USA, and one third higher than most of Europe. Japan is only major country with higher costs.
- The UK is the only State in Europe where GA is required to pay the whole cost of its regulation. Other States allocate costs from fuel taxes.
- In the UK GA pays fuel duty and VAT (mostly unrecoverable) whereas CAT pay no fuel taxes, no VAT on tickets and can recover other VAT that it pays.

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What is the General Aviation Alliance?

The GA Alliance is a group of people representing, as far as possible, all UK General Aviation (GA) interests. Its objective is to co-operate and consult with government departments and other relevant organisations to support and progress the best interests of GA.

The GA Alliance was formed specifically to address airspace issues and matters of common interest and concern to GA. Activities are progressed with the agreement of member representatives.

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GA Alliance Membership

Aircraft Owners and Pilots Association (AOPA)	www.aopa.co.uk
British Gliding Association (BGA)	www.gliding.co.uk
British Hang Gliding & Paragliding Association (BHPA)	www.bhpa.co.uk
British Microlight Aircraft Association (BMAA)	www.bmaa.org
General Aviation Safety Council (GASCo)	www.gasco.org.uk/
Helicopter Club of Great Britain (HCGB)	www.hcgb.co.uk
Popular Flying Association (PFA)	www.pfa.org.uk
European Association of Private Instrument Rated Pilots (PPL/IR Europe)	www.pplir.org

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Government Policies and GA?

- Despite clear benefits to the UK there are no UK declared policies in support of GA
- The UK's policy of the "user pays" is perfectly valid until the "user" is forced to use, or do something to the benefit of a third party. The policy pursued needs to be that the "beneficiary pays"
- Full application of the Cabinet Office guidelines requiring consultation with affected parties is welcomed, as long as it is enforced
- Several Regional and County Planning Policies are actively hostile to GA airfields.
- Taxation – The proportion of GA's costs that go to the Government in taxation is considerably greater than that of the Airlines

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- As will be demonstrated over the next month or so UK national politicians are more than happy to make use of GA, but apparently not actively support it over the long term?
- A main driver in EC SES policies is that the "user pays", defined as "airspace users should pay for the costs they generate". CAT places restrictions on GA's use of airspace with ever increasing amounts of controlled airspace, yet is unwilling to bear UK regulation costs on a passenger seat/km basis so that the true "beneficiary" pays.

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GA Representation and Consultation?

- within the UK a quality system of consultation has been evolved over the years. Generation of UK national positions is not using the same philosophy with respect to GA and Europe.

- the CAA has no Board member from GA

- Representation within Europe is at best minimal:

Single European Sky Committee has no GA input

ICB has only 1 GA representative (IAOPA)

EC Provisional Council has one GA observer

EASA has 2 GA representatives (IAOPA + Europe Air Sports)

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GA Access to Airspace?

- within the UK a quality system of consultation has been evolved over the years with regard to airspace design and access that, subject to safety, keeps all users "equally unhappy". So far the evidence from Europe is that the Airlines are getting things all their own way.

- there is a whole raft of often interlinked, not necessarily overtly so, impending legislation that could severely limit GA operations. The Regulatory Impact Assessments (RIAs), where they exist, are fundamentally flawed. These regulations are both SES and EASA driven

- there are the ICAO driven compulsory transponder regulations starting to come into force. There is great concern at the possible quality of the RIAs, both UK and European.

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In summary what does the GA Alliance wish to see?

- **The automatic inclusion of GA within UK & European Transport Policies**
- **UK Government recognition that GA is a valuable business tool**
- **UK Policies that reflect GA's value to the UK's long term economy**
- **Government commitment to full consultation both for internal UK matters and when formulating the UK's position on European matters**
- **Government commitment to seek fair and proper GA representation on the relevant UK and Europe Boards**
- **A fair and level playing field when considering costs, charges and taxation**
- **Adequate and equitable access to airspace and airports**

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**Thank you for your time and attention.
Any questions?**

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