



Department  
for Transport

# General Aviation Roadmap

Spring  
2021

# Our Vision

**We want the UK to be seen as the best place in the world for aviation and this starts at the grassroots.** It provides the entry point for careers in aviation, as pilots, engineers, scientists and other highly skilled professions; includes a number of vital businesses and services that are vital to the aviation sector; and is an enabler of innovation. We want GA to be a flourishing, wealth generating and job producing sector of the economy.

**The network of airfields is a national asset.** Airfields provide crucial connectivity, both for business and emergency services, but also for leisure and sporting flying. They offer potential for highly skilled, dynamic and innovative businesses to grow and flourish – be it for manufacturing and maintenance of aircraft, aviation services, flight training, and for research and innovation. Given their significant local and regional impacts, they are vital to levelling up.

As demand grows and new technology emerges, and to support our climate aims, it is vital we have airspace that is efficient and works for all users, enabling integration and a wide range of flying activities.

**Government's focus on innovation and decarbonisation will require testing and trialling** of new innovations in aviation technology and cleaner fuels. Airfields are crucial to ensuring that the impact of innovation across the Aviation sector is fully realised, and it is key that we protect, enhance and innovate GA infrastructure.

**The grassroots are also a critical enabler of the skills for the wider aviation and aerospace sectors,** and are fundamental in inspiring the next generation of aviation professionals. To be globally competitive in the future, we need a world-leading aviation skills programme, ensuring the sector is diverse, inclusive, and sustainable as it recovers for the future.

**This Roadmap provides an update on our GA Programme activities** including our work with the CAA's GA Unit, and our achievements over the last 12 months. It sets out our priorities for our ambitious future programme of work, both in the short/medium term to support the recovery of the sector and seize the opportunities following the EU transition period; and our longer-term priorities to support the aviation sector and deliver government's strategic objectives.

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**We want the  
UK to be seen as  
the best place in  
the world for GA,  
but what does  
that look like?**



**Growing GA activity: sport/leisure, commercial and business aviation – to support a thriving aviation sector and its associated services**



**Proportionate, risk-based and consistent approach to regulation that delivers high quality safety outcomes**



**Thriving commercial and private pilot training sector, and a vibrant aviation support services sector including maintenance and engineering**



**Increasing access to airspace for all users**



**Supporting an innovative, environmentally sustainable sector and encouraging the use of new technology**



**Strong international partnerships and seen as a global example of best practice**



**Inspires the next generation of aviation professionals**



**Effective and meaningful engagement with stakeholders**



**GA infrastructure that is appropriate in its extent, capability and location – and enables GA activities to thrive**

# Strategic priorities of the GA Action Plan



# Vision — Make the UK seen to be the best place in the world for General Aviation

## Policy & Governance

Working in partnership with the CAA and stakeholders on policy development; ensuring policy focus and funding to support GA activity, improve governance and ensure meaningful engagement with the sector

## Regulation & Safety

Ensuring regulation promotes safety and is proportionate and risk-based, enabling the sector to thrive, seizing opportunities for delegation, deregulation and innovation; and developing strong international partnerships.

## Airfield Protection

Supporting the strategic infrastructure network and assets of GA for activities today and to secure it for the next generation.

## Airspace Reform

Reforming and modernising airspace to ensure an efficient, safe, interoperable and integrated airspace for all users.

## Skills & STEM

Inspiring the next generation of aviation professionals, incentivising innovation and green skills and the use of new technology, making aviation diverse, accessible and sustainable.

**Since we developed  
the GA Action Plan  
over a year ago,  
there have been  
several successes  
across our strategic  
priorities including:**



## Policy & Governance

**Appointing a new GA Advocate, Phil Dunnington** to advocate for the sector

**Providing additional funding** to turbo-charge the delivery of the CAA GAU Programme where it can support GA

**Publishing the GA airfields survey** – supports our aim to develop better evidence to support policy making

## Regulation & Safety

**Delivering the GA Safety Review** to help improve the future approach to safety and regulation

**Publishing GA-specific Covid guidance** and holding joint workshops with the CAA to support the recovery of the sector

## Airfield Protection

**Launching the Airfield Development Advisory Fund** to provide advice and support to help airfields thrive

Supporting the **establishment of new CAA Airfield Advisory Team** to provide advice and support to airfields

## Airspace Reform

Directing the **CAA to prioritise** Airspace Change Proposals involving GNSS approaches, and launching GNSS Phase 2

Launching the Electronic Conspicuity device rebate scheme to support increased safety

## Skills & STEM

**Launching an aviation skills programme:** Reach for the Sky to improve diversity in the sector

**Appointing 9 Aviation Ambassadors** to help raise awareness of the sector

Partnering with organisations to **deliver outreach programmes to young people, particularly girls and under-represented groups**

Launching the Aviation Skills Retention Platform to **support skills retention across the sector**

# CAA's General Aviation Unit



**The CAA's GA Unit (GAU) was set up in 2014 in response to the Government's 'Red Tape Challenge' to develop a more proportionate approach to General Aviation.**

Overseeing some 469 organisations, the GAU covers most aspects of general aviation plus regulation of commercial balloon operations and oversight of air displays. It regulates non-complex aircraft including microlights, amateur built and historic aircraft, balloons, gliders, piston twins and singles up to 5,700kg maximum take-off weight and single pilot helicopters up to 3,175kg.

The team is also responsible for delivering the DfT sponsored GA Change Programme. Initiated in 2014, over 100 projects have been completed covering a wide range of topics with a focus on more proportionate regulation, delegation and the removal of red tape or 'gold plating'. This shall continue into 2021 and beyond.

## The GAU recently redefined their vision as:

The UK CAA's General Aviation Unit is recognised for clearly, proportionately and safely regulating and overseeing the UK's GA sector. Through its pro-active stakeholder engagement, it fosters an active and inclusive GA Community with a deeply-embedded reporting and learning safety culture. We strive to be a balanced and effective voice for GA in wider aviation matters.

### Future Priorities

The GAU and other key CAA areas are actively engaged on a wide range of DfT supported GA initiatives including:

**STEM and Aviation Skills outreach activity** – inspiring young people to explore careers in STEM and aviation, to support and encourage their future career choices.

**Stakeholder engagement and safety promotion** – enhancing our engagement and safety promotion with the GA community.

**International Aviation Partnerships** – establishing an international network for sharing best practice within aviation and GA.

**GA stakeholder response times** – improving our internal processes to ensure we manage responses to stakeholders efficiently & effectively.

**A fresh GA Change Programme for 2021 and beyond** – taking the feedback from the recent consultation – CAP1985 “UK General Aviation opportunities after leaving EASA” – and building a programme which focusses on further opportunities to make the UK a great place for GA.



# GA Change Programme



**As part of the CAA's commitment to making the UK a great place for General Aviation, the GAU will continue to adapt and evolve its GA Change Programme.**

In late 2020, it launched a new GA regulation challenge – known as CAP1985. Nearly 1,000 individuals responded and the CAA is building a new change programme based on the 9,700 data points and nearly 5,500 qualitative responses received. Some quick wins have already been actioned such as restoring the VMC cloud minima in Class D airspace.

The programme actively pursues the CAA strategic Guiding Principles for GA across a wide scope of the GA sector.

## Guiding Principles

Wherever possible and desired, help the UK GA sector thrive in a Post EASA context by exploring opportunities where we can safely:

- Simplify / rationalise regulation (removing red tape / gold plating)
- Streamline process or procedures
- Offer more proportionate regulation
- Delegate where possible, practical and wanted
- Improve clarity and guidance
- Encourage learning and a just culture
- Encourage innovation

Across

## Scope



Licensing /  
Flight Training



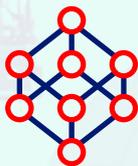
Airworthiness /  
Maintenance



UK Manufacturing /  
Industry



Historic  
Aircraft



Associations



Medical



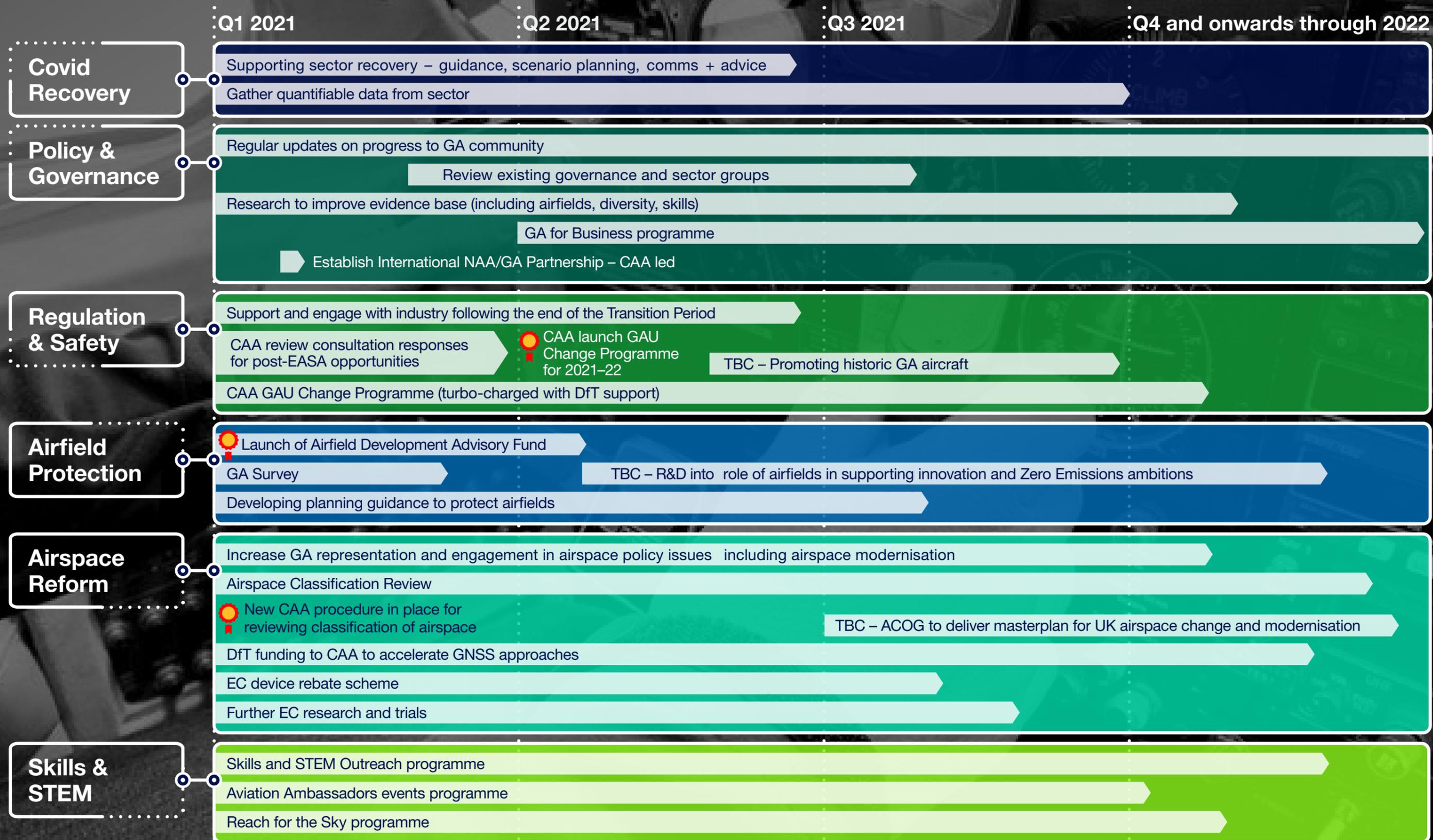
Rules of the Air



Airfields

**But we are clear there is still more to do, and we will be continuing to implement a number of activities in the coming months and years ahead.**

**The Roadmap below sets out our future programme of activities** – including the short-medium term priorities around the recovery from Covid-19, and priorities as we support the sector and seize the opportunities after our departure from the EASA system, as well as our medium-long term priorities around Airfield protection, Airspace reform, Skills and STEM and Regulation and Safety.





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