

UK General Aviation opportunities after leaving EASA – a consultation

CAP 1985



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Contents

Contents	3
Chapter 1	5
Introduction	5
Background	5
We want to hear from you	6
What we are seeking views on	6
What we are not seeking views on	7
Chapter 2	8
Opportunities	8
Post Brexit GA Challenge	8
Chapter 3	12
Challenges	12
Diverse stakeholder needs	12
High volumes of queries / advice	13
Different appetite for change and responsibility	14
Financial	14
Chapter 4	15
Your views	15
We want to hear your views	15
Questions we are asking	15
How to respond	15
Next steps	16
Appendix A	17
GA Unit – role and remit	17
Appendix B	19
GA Change Programme - completed projects	19
Appendix C	22
Airfield Advisory Team (AAT) – role and remit	22

Appendix D	23
Overview of “just” culture	23
Appendix E	24
Current stakeholder engagement	24

Chapter 1

Introduction

Background

- 1.1 The Secretary of State for Transport wishes to see that the UK benefits from being the best place in the world for general aviation. Our General Aviation (GA) strategy¹ compliments and supports both government and our wider CAA strategy by detailing our approach to supporting and championing GA in the UK.
- 1.2 As the UK's aviation regulator, we work to ensure that:
- the aviation industry meets the highest safety standards;
 - consumers have choice, value for money, are protected and treated fairly when they fly;
 - through efficient use of airspace, the environmental impact of aviation on local communities is effectively managed and CO2 emissions are reduced;
 - the aviation industry manages security risks effectively.
- 1.3 Our GA Unit (GAU) is dedicated to effective regulation that supports and encourages a dynamic GA sector. Instigated as a result of the Government's "General Aviation Red Tape Challenge", the GAU has delivered many positive changes since 2014 through the GA Change Programme alongside its regulatory role. We have also supported a range of initiatives sponsored and funded by the Secretary of State. More information on the GAU's role and remit can be found in Appendix A, and a summary of completed projects are provided in Appendix B. Furthermore, the Department for Transport (DfT) have funded a new team at the CAA which will work in partnership to ensure a thriving strategic network of airfields. More information on the new Airfield Advisory Team is given in Appendix C.
- 1.4 The UK is leaving the EASA system in 2021, and the GAU have made a commitment to the Secretary of State for Transport to undertake a "Post-Brexit GA Challenge". This challenge will be one of the key mechanisms for enabling the CAA to help the GA community overcome the challenges, take advantage of the opportunities and mitigate the impact that leaving EASA poses.

¹ CAP1754 CAA General Aviation Strategy 2018 - 23

- 1.5 An independent, DfT-funded review of recreational GA (sport, recreational and personal transport flying)² completed this year found that the current overall risk levels associated with GA activity were tolerable, and that recent regulatory changes introduced by both EASA and the UK had had no adverse effect on safety levels. However, it did recognise that “safety is never a job done”, and this will be increasingly important as we move towards integrating new technology and different types of airspace users.
- 1.6 The aviation industry has been severely impacted by the COVID-19 pandemic which continues to have a profound effect across individuals, businesses, associations and the CAA. We understand that the GA communities do not have the same levels of resources as the commercial aviation sector, and may feel under threat or have differing appetites for change.

We want to hear from you

What we are seeking views on

- 1.7 This consultation is an opportunity for you to help us achieve our ambition of making the UK a great place to fly with a flourishing GA sector. Successfully delivering our objectives will only be possible if we work collaboratively. The CAA would therefore like to understand:
- how we can help the GA community (and its associated businesses and industries) to flourish after leaving EASA, and to identify its specific priorities;
 - how we can engage with and work more efficiently, constructively and collaboratively with the GA communities in delivering our objectives;
 - the priorities of those who are not part of the GA community when considering the future of General Aviation in the UK.
- 1.8 We are using our dedicated engagement portal to ask several questions. Those questions are set out in Chapters 2 and 3, and details of how to respond are set out in Chapter 4.
- 1.9 General Aviation (GA) is defined by the International Civil Aviation Organisation as ‘All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire’. For the purposes of this consultation ‘GA’ means the use of GA aircraft for private flying consisting of personal transport, training, recreational and sporting activity (including skydiving). GA non-complex aircraft are in scope including microlights, amateur-built and historic aircraft (including ex-military), balloons, airships, paramotors,

² Recreational General Aviation: The Approach to Risk and Safety; CAP 1886

gliders, rotorcraft, piston twin and singles up to 5,700kg maximum take-off weight and single pilot helicopters up to 3,175kg.

What we are not seeking views on

1.10 In this consultation we are not seeking views on:

- technical or operational concepts about how aircraft may fly
- aspects of airspace design (this is being reviewed separately³)
- areas outside of our responsibility e.g. VAT on fuel, VAT on training.

³ See CAP1934 and CAP1935

Chapter 2

Opportunities

Post Brexit GA Challenge

- 2.1 As part of our commitment to making the UK a great place to fly with a flourishing GA sector we are launching a new GA challenge, similar to that of the previous Government Red Tape Challenge but this time focussed on the changes associated with the UK leaving the EASA system.
- 2.2 It is envisaged that the UK leaving EASA could provide a range of potential opportunities for further positive reform and we want your help to identify and prioritise those opportunities which are the most important to you. To that end we are launching the “Post-Brexit GA Challenge” for GA in the UK which focusses on the following outcomes:
- implementing the equivalent of EASA regulations (after the 31 Dec 2020) which we and the GA sector agree the UK should adopt;
 - mitigating potential impacts that leaving EASA may pose;
 - diverging from EASA and removing any EU "Red Tape" or perceived "Gold-Plating" by the CAA of prior EASA regulations while maintaining ICAO compliance;
 - Maintaining overall GA risks to participants, other airspace users and third parties at a tolerable level in the context of increasing demand for delegation to organising bodies and greater demand for access to lower airspace from other users (e.g. drones).
- 2.3 To help concentrate effort, opportunities are being sought across the following key areas of our work with the GA sector: airworthiness and maintenance, manufacturing and UK industry, licensing and flying training, airfields, rules of the air, medical, associations and Historic Aircraft.
- 2.4 The scope of this challenge includes GA and GA aircraft as defined in para 1.9 and excludes Commercial Air Transport (scheduled or non-scheduled), complex ATOs and Airspace variations⁴.
- 2.5 We have defined a framework which provides structure to help the GAU prioritise and progress these opportunities and ensuring that there are no unintended consequences from implementation. An integral part of this framework are the

⁴ The CAA has recently consulted on a draft procedure for reviewing the classification of airspace – CAP1934

guiding principles which will be used to identify and prioritise improvement opportunities:

- **Simplifying, streamlining or rationalising regulation (removing red tape and or gold plating)** - this means removing red tape, "gold plating" and as much complexity as we can from our set of regulations.
- **Streamlining processes or procedures** - this means improving those processes and "touch points" with our customers which impact you or your business.
- **Offering more proportionate regulation** - this means making changes which result in less or more appropriate regulation proportionate to the activity being undertaken and its associated level of risk.
- **Delegating where possible, practical and wanted** - whilst the CAA must retain accountability for regulation there could be further opportunities for other organisations to have responsibility for day-to-day delivery of that regulation.
- **Improving clarity and guidance** - we are already acting to improve our GA website pages, but we would like more suggestions and specific requests on what we can improve. This also goes together with our ambition to simplify and rationalise regulation.
- **Encouraging and improving learning, safety and a “just” culture⁵** - learning, education, reflection, continuous development and sharing experiences are a critical component of a safe, “just” culture within General Aviation. We want to encourage, enable and improve this wherever possible.
- **Encouraging innovation in the GA sector** - the UK has a rich and vibrant history of innovation in aviation, and we want to help to promote this wherever possible.

2.6 In addition to these guiding principles, in order to help prioritise the outcome of the Post Brexit GA Challenge and therefore the GA Change Programme in 2021 and beyond, we are proposing to set up a new, diverse and inclusive ‘GA Change Panel’ to help foster a positive and collaborative approach which reflects the views of the whole GA community in the UK, ensuring objective decision-making and taking into account the full range of the GA community’s differing needs.

2.7 It is important to note that responses to this challenge will need to put in the context of any Bilateral Aviation Safety Agreement reached with the EU, and of work within the CAA to develop an independent policy making capability. Though

⁵ See Appendix D for an overview of the “just” culture concept

the existing EASA regulatory framework will cease to apply at the end of the transition period, all current substantive EU requirements at the point will be initially retained in UK domestic regulation for up to two years under the EU Withdrawal Act. Additionally, under Statutory Instrument 2019/645, the UK will continue to recognise certain EU licenses and approvals for up to two years. Any outcomes of this challenge requiring changes to legislation maybe constrained by the short-term capacity of Government to enact those changes.

Question - What are your top three priorities to help UK GA thrive in a post EASA context, for the benefit of all.

Before describing your suggestions in the free text box (limited to 250 words) please select which area of the GA sector it best fits into, from:

Airworthiness and Maintenance

Manufacturing and UK Industry

Licensing and Flying Training

Airfields

Rules of the Air

Medical

Associations and Clubs

Historic Aircraft

Then select the type of opportunity from the following list (for descriptions of what these mean please see paragraph 2.5):

Simplification/Rationalisation

Streamlining process or procedures

Offering more proportionate regulation

Delegating where possible, practical and wanted

Improving Clarity and Guidance

Encouraging and improving learning, safety and a “Just” Culture

Encouraging Innovation

Question – Are there examples of GA regulation which you have experienced overseas which you think might also be beneficial within the UK? Yes/No

If you answered “Yes”, using a maximum of 250 words, please describe the example(s) in the free text box. Please include the country(s) and the benefits you believe it would offer the UK.

Question – For respondents who are not part of the GA community, please indicate what is important for you in relation to the future of General Aviation in the UK. Using 1-4 where 1 is Very Important and 4 is Not Important.

Improvement of Safety e.g. for other airspace users or people on the ground

Improvement of the local economy, jobs or skills (e.g. at a local airfield or local aviation-related business)

Environmental improvements (e.g. greener aviation and/or noise reduction technologies)

Improved accessibility (e.g. better transport networks for personal use)

Please provide your reasons using max 250 words.

Question – Would you be in favour of the CAA forming a new collaborative, diverse and inclusive ‘GA Change Panel’? a) In favour b) Not in favour c) No opinion

Chapter 3

Challenges

- 3.1 We want to exploit priority opportunities to help GA thrive, and we will also need to consider the different challenges and constraints we all may face.
- 3.2 We have described four key challenges below where we would like to explore your appetite for change and receive your suggestions for improving our ways of working.

Diverse stakeholder needs

- 3.3 The GA sector has a diverse range of communities, often with different (and sometimes conflicting) wants and needs. Our community spans non-complex aircraft including microlights, amateur-built and historic aircraft (including ex-military), balloons, airships, paramotors, gliders, rotorcraft, piston twin and singles up to 5,700kg maximum take-off weight and single pilot helicopters up to 3,175kg take-off weight.
- 3.4 We also need to consider the impacts not only on individuals flying in the UK, but also on those who may fly or conduct business in Europe as well as the potentially differing effects on third parties on the ground who are also protected by regulation.
- 3.5 Often, individuals are represented by associations whose membership may only cover a portion of that particular GA community, and may not necessarily reflect the diversity of the broader GA community as a whole. Some associations' views and desires may not be shared by others or may even actively conflict with others.
- 3.6 The CAA currently engages with different stakeholders either directly, or through regular forums. Sometimes representatives are involved across several forums. A summary of current CAA engagement forums and stakeholder meetings is provided in Appendix E for reference. Our challenge is to continue meaningful dialogue whilst expanding our engagement with those who aren't necessarily routinely represented at present.
- 3.7 We are therefore proposing to set up a new, diverse and inclusive 'GA Change Panel' to guide and challenge the priorities of the Post Brexit GA Challenge and the content of the future GA Change Programme, ensuring we are making objective decisions and taking into account the full range of user needs.

- 3.8 We would like to understand if there are other ways to streamline existing stakeholder forums, and what alternative approaches to engaging on GA would give greater representation to a wider and more diverse audience.

Question – When we are looking at issues involving GA and developing or updating policy, do you think your views are currently available or properly represented to us? a) Always b) Sometimes c) Not at all d) No opinion

Question – How would you prefer your views to be made available and represented to us? a) Individually b) Via an association or club c) Through a new stakeholder forum d) other. Please provide reasons using no more than 250 words.

Question – How can we be more diverse and inclusive in our outreach? a) Disseminating information through social media b) More community liaison c) Changing existing stakeholder forums d) Other (please provide reasons using max 250 words)

High volumes of queries / advice

- 3.9 At present the GA Unit spends a significant amount of time responding to individual queries. In the first 8 months of 2020 we logged 532 queries each taking on average approximately 2 hours to respond to, and significantly more hours for complex queries. The CAA has a general service standard of responding to written queries within 10 working days and for complex queries this often involves liaising with other parts of the CAA, for example our airspace regulation team.
- 3.10 Individual queries tend to focus on either education or clarification due to the complex rules and requirements for what are recreational activities. We want it to be easier for you to find the information you need and be able to understand it. We plan on improving the CAA General Aviation webpages, making information clearer and more accessible.

Question – We want it to be easier for you to find and understand the information you need. Please select the option that best describes your view of the information made available by the CAA. a) Accessible and understandable b) Accessible but not understandable c) Not easily accessible but is understandable d) Not easily accessible or understandable

Different appetite for change and responsibility

- 3.11 It may be that not everyone in the diverse GA sector will have the same appetite for change or for taking on additional responsibilities, particularly once we leave the EASA system in 2021. Change can cost money in the short term before the longer-term benefits can be realised.
- 3.12 Some representative bodies/associations may feel better placed to take on additional responsibilities, and the associated accountability, while others may not at this stage. Likewise, some communities may prefer to be de-regulated while others may not.
- 3.13 We would like to understand what appetite there is across the diverse GA community.

Question – In the current climate would you be in favour of change that may be disruptive or had costs associated with it initially, but enabled a longer-term benefit? a) Highly in favour b) In favour c) Not in favour d) No opinion

Financial

- 3.14 There will be continuing pressure for both industry and the CAA to work more efficiently and reduce costs. This means we must also look at smarter and more collaborative ways of working.
- 3.15 Our challenge is to manage expectations on what can be achieved within the constraints we face, and to understand and focus on priorities.

Question – Do you have any other suggestions on how the CAA could work more efficiently and collaboratively with GA communities? Please comment using max 250 words.

Chapter 4

Your views

We want to hear your views

- 4.1 We really want to hear your views on your future priorities through the Post Brexit GA Challenge.
- 4.2 We also need your feedback on how we can work efficiently, constructively and collaboratively as we emerge from COVID-19 and move away from the current EASA system.

Questions we are asking

How to respond

- 4.3 We are seeking your feedback through our consultations portal, which can be found via the CAA website or direct here: <https://consultations.caa.co.uk/ga/uk-general-aviation-opportunities-after-easa> Please respond before 23:59hrs on the 18 December. We cannot commit to considering comments received after this date. For any queries on how to access the portal, please email ga@caa.co.uk
- 4.4 In addition to the questions posed in this document we are also asking for some data “about you”. We are asking for this additional data to help inform the CAA on the demographics of our respondents. The questions posed in this document will appear in a different order in the consultation and the questions you are asked to complete will vary depending on whether you are involved in GA activities or not.
- 4.5 The questions include some multiple-choice answers and the opportunity to submit your comments by completing text boxes. Please note that if you prefer not to give a multiple-choice answer, the questionnaire will still allow you to complete a word limited text box.
- 4.6 We will assume that all responses can be published on our website. When you complete the online form there will be a number of questions about you with an option for you:
- to hide your identity including personal details (which will anonymise your response completely), or
 - to refuse publication altogether; in the interests of transparency, we hope people will not refuse publication.

Next steps

- 4.7 The engagement exercise is open for 6 weeks until 23:59hrs on the 18 December. Please respond online at <https://consultations.caa.co.uk/ga/uk-general-aviation-opportunities-after-easa> so that we can analyse your feedback.
- 4.8 Your views will help shape both how we work together efficiently, constructively and collaboratively and will help guide our work on a Post Brexit GA challenge, helping form the priority projects for the 2021 GA Change Programme.
- 4.9 We will provide a consultation response summary document as soon as possible in 2021, and also intend to use your feedback in updating our GA strategy in due course.

APPENDIX A

GA Unit – role and remit

1. The GA Unit was set up in 2014 in response to the Government's 'Red Tape Challenge' to develop a more proportionate approach to general aviation.
2. The team covers most aspects of GA plus regulation of commercial balloon operations and oversight of air displays. It regulates non-complex aircraft including microlights, amateur-built and historic aircraft (including ex-military), balloons, airships, paramotors, gliders, rotorcraft, piston twin and singles up to 5,700kg maximum take-off weight and single pilot helicopters up to 3,175kg.
3. Our current approach to GA regulation as set out in our GA Strategy⁶ is that we are committed to maintaining safety, and to do so we take a broad view of the total GA system including the people, the technology and the operating environment.
4. In terms of the GA Unit's regulatory role, we oversee 469 organisations undertaking a mixture of site and desktop audits. We investigate Mandatory Occurrence Reports (MORs), Whistle-blower reports and breaches on Air Navigation Order legislation. We also provide input into Air Accident Investigation Board (AAIB) Reports and respond to stakeholder queries.
5. In addition to this, since the GA change programme was initiated in 2014, over 100 projects have been completed covering a wide range of topics. A summary of completed projects is provided in Appendix B.
6. The CAA has adopted different approaches to regulating which comes with accountabilities for the various representative associations of the GA sector.
7. Some of the key achievements include: delegation to the British Microlight Aircraft Association (BMAA) to issue initial permits to fly and pilot licences on our behalf; and delegation to the Light Aircraft Association (LAA) to oversee the airworthiness of YAK aircraft and issue permits to fly.
8. There has been renewed focus on the GA Programme since June 2019, when we scoped and prioritised 65 projects with input from the GA Partnership, which includes representative bodies from 30 organisations. 25 of these projects were from the original Red Tape Challenge and 40 were new projects. We are working with the LAA, British Gliding Association (BGA) and other organisations to explore additional opportunities for delegation. In January 2020 we launched a

⁶ CAP1754 GA Strategy 2018-2023

new Gyroplane Commercial Pilot Licence approval system for training organisations. In addition, we have developed a Private Pilot Licence (PPL) online exam system and are developing an online system for medical licences, both of which are substantial new projects.

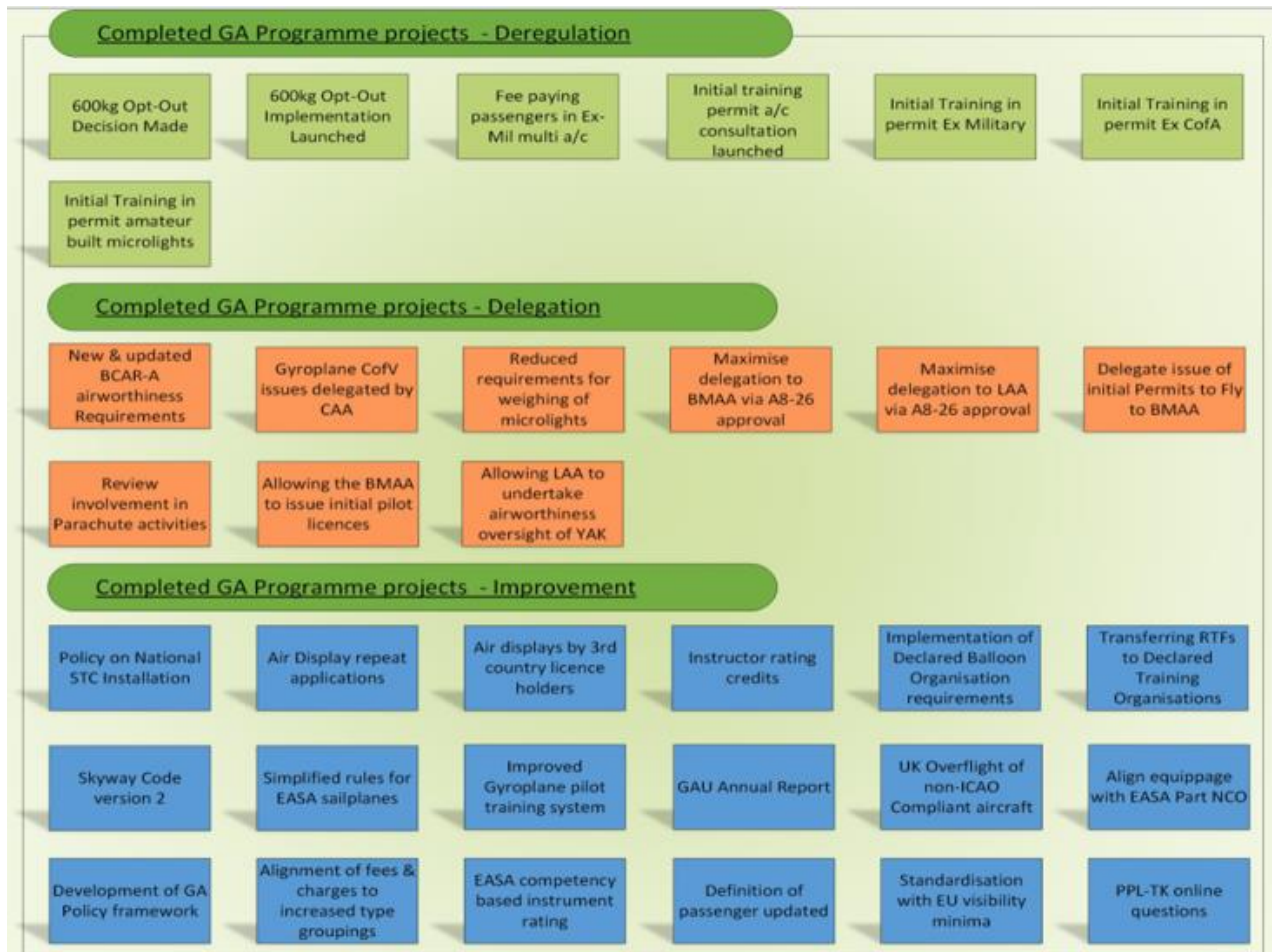
9. The GAU are also actively engaged on a wide range of DfT supported GA initiatives including:

- 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 GA Partnership - establishing an international network for sharing best practice within GA.
- GA stakeholder response times - Improving our internal processes to ensure we manage responses to stakeholders efficiently & effectively.

APPENDIX B

GA Change Programme - completed projects







APPENDIX C

Airfield Advisory Team (AAT) – role and remit

1. In order to meet the Department for Transport's objective of sustaining the UK network of airfields, the CAA has set up an Airfields Advisory function with funding support from Government. The new team will provide advice to Government, licensed and unlicensed airfields and local planning authorities on matters that are relevant to CAA's functions, and will formally commence engagement with airfields from November 2020.
2. The AAT's advice will cover:
 - best practice on regulation, safety or other operational issues relating to CAA competency, existing regulations and how they might be resolved. This would build on and support airfields' own responsibility for safety and would be separated from our role as their safety regulator. This could include reviewing safeguarding assessments to ensure that a sound methodology has been used and the conclusions reasonable; and
 - how proposed changes might impact the wider aviation industry (for example, considering the potential wider impact of the closure of an airfield which housed a flight training school).
3. The AAT will engage with licensed and unlicensed airfields by improving the airfield's understanding of key issues such as changing regulatory policy and communicate their understanding of an airfield's viability, operational and business issues to the DfT.
4. The AAT will be the key point of contact for engagement with airfields or other relevant stakeholders seeking advice from the CAA to ensure consistent and timely advice, bringing in other CAA teams as required.
5. Provide a regular overview of the airfield and its position based on the CAA's areas of competence and other significant factors where appropriate, both at a sector level where critical sustainability issues arise for specific airfields, on a case by case basis;
6. Lead on other bespoke projects and airfield related research subject to availability of funding that would be agreed on a case by case basis;
7. In achieving the above, being proportionate in its approach by focussing on licensed and larger unlicensed airfields and when undertaking those functions taking account of the impact on growth in accordance with the CAA's growth duty.

APPENDIX D

Overview of “just” culture

Cultivating an atmosphere where people have confidence to report safety concerns without fear of blame. Employees must know that confidentiality will be maintained and that the information they submit will be acted upon, otherwise they will decide that there is no benefit in their reporting.

Errors and unsafe acts will not be punished if the error was unintentional. However, those who act recklessly or take deliberate and unjustifiable risks will still be subject to disciplinary action.



Organisation collects and analyses relevant data, and actively disseminates safety information.

Organisation is able to learn from its mistakes and make changes. It will also ensure that people understand the SMS processes at a personal level.

Organisation and the people in it are capable of adapting effectively to changing demands.

APPENDIX E

Current stakeholder engagement

CAA Engagement	
Stakeholder Forums	
APPG-GA Monthly mtgs	The General Aviation All-Party Parliamentary Group promotes the objective – as set out by British Government – of making the United Kingdom the best country in the world for General Aviation, and to stimulate interest in the sector. Their goal is to ensure that General Aviation inspires both current and future generations to take up science, technology, engineering and mathematics, thereby creating high-tech jobs and growth in all nations and regions of our economy.
GAA Monthly mtgs	<p>The GA Alliance is an independent group and partnership of organisations representing, as far as possible, UK General Aviation (GA), and Sports and Recreational Aviation (S&RA) interests. The GAA consists of 10 member organisations including the British Balloon and Airship Club, British Gliding Association, Light Aircraft Association and the British Parachute Association.</p> <p>The GA Alliance stated objective is to promote and protect the cost-effective use of GA and S&RA aircraft, and their owners, pilots and the associated operations, and to actively participate in the formulation of regulations and actions that may affect their interests. Established in October 2004, the organisation has subsequently pursued GA, Sports and Recreational Aviation interests by direct interface with Government, relevant Civil Service Organisations and CAA.</p>
GA Partnership Bi-Monthly mtgs	<p>The role of the GA Partnership is to act as the focal point for communication between the General Aviation Community and the Civil Aviation Authority and assist with development of UK National and European legislation.</p> <p>The GA Partnership play an active role in all stages of the CAA's policy development process by providing expert technical input, communicating feedback from the respective stakeholder communities, and where possible agree a consistent National opinion on European rulemaking activities before contributing to consultations and/or working groups.</p> <p>They also seek to agree the prioritisation of the GA Unit work programme and monitor its progress. Membership includes more than 30 different clubs, associations and societies. Details of membership are included below.</p>
GBASF Quarterly mtgs	<p>The General and Business Aviation Strategic Forum (GBASF) is a standing group bringing together senior figures in the general aviation community, the Civil Aviation Authority and the Department for Transport to discuss strategic matters pertaining to general aviation and its regulation.</p> <p>Its terms of reference were updated as part of the Government's response to the General Aviation Red Tape Challenge in 2014. It meets four times a year with the CAA providing venue and secretariat support, and is chaired by Roger Hopkinson MBE, Facilitator of the General Aviation Alliance. Members include GAA, AOPA & BBGA.</p>

CAA Engagement	
Direct Meetings	
AOPA Monthly mtgs	Aircraft Owners and Pilots Association (AOPA) are a community for anyone with an interest in General Aviation (GA) activities. Spanning 75 Countries, each with a National AOPA, they form International AOPA (IAOPA). The priority for AOPA UK is to represent and lobby for General Aviation
BBAC Adhoc mtgs	The British Balloon and Airship Club was founded in 1965 and since then, through volunteers, has promoted the enjoyment, advancement and safety of lighter-than-air flight. It aids in the training of pilots and crew members, as well as encouraging the growth of lighter-than-air flying (hot air balloons, gas ballooning and airships), through everything from individual flying to large events.
BGA Monthly mtgs	<p>The British Gliding Association is the governing body for the sport of gliding in the UK. Members are the 80 clubs that provide gliding facilities and through these clubs represent and provide services to some 7000 UK glider pilots.</p> <p>The BGA work in close collaboration with the Royal Aero Club (which represents all of UK air sports) and with other pan-sector bodies such as the General Aviation Safety Council and the GA Alliance.</p>
BMAA Monthly mtgs	The BMAA is a members' organisation that exists only to benefit the members. Over the years the BMAA has influenced the legislation that governs microlight flying in the UK, always looking to guide its development to be the most beneficial for the members. The BMAA also provides an information source for microlight pilots and organises or supports flying events to encourage skills development and a social side to the sport.
British Skydiving Quarterly mtgs	<p>British Skydiving was founded in 1961 and incorporated as a company limited by guarantee, British Parachute Association (BPA) Limited, in 1966.</p> <p>We are a democratic, not-for-profit organisation of individuals whose purpose is to organise, govern and further the advancement of skydiving in the UK.</p>
GasCo Quarterly mtgs	<p>The GA Safety Council was founded in 1964 to provide a forum in which all of the General Aviation organisations could meet to share safety information.</p> <p>They meet to share experiences and ideas for the improvement of flight safety. GASCo is a Charity funded by its member organisations, pilots, aviation authorities and other generous contributors.</p>
LAA Monthly mtgs	The Light Aircraft Association has around 8,000 members and oversees the airworthiness of 2,600 aircraft, plus a further 1,500 aircraft build projects. The LAA is a representative group providing consultative input on matters such as airspace, planning and safety regulation.

GA Partnership Member Organisations
Air Pilots and the Royal Institute of Navigation
Aircraft Owners and Pilots Association (<i>also member of GBASF</i>)
Airfield Operators Group
Airspace for All
Association of Light Aircraft Engineers
British Air Display Association
British Balloon and Airship Club (<i>also member of GAA</i>)
British Business and General Aviation Association (<i>also member of GBASF</i>)
British Gliding Association (<i>also member of GAA</i>)
British Hang Gliding and Paragliding Association (<i>also member of GAA</i>)
British Helicopter Association
British Microlight Aircraft Association (<i>also member of GAA</i>)
British Model Flying Association (<i>also member of GAA</i>)
British Rotorcraft Association
British Skydiving
Cameron Balloons
CAA
Commercial Ballooning Association
Department for Transport
Flying Farmers Association
General Aviation Alliance and Royal Aero Club (<i>also chair of GBASF</i>)
General Aviation Awareness Council
General Aviation Safety Council
Helicopter Club of Great Britain (<i>also member of GAA</i>)
Historic Aircraft Association
Light Aircraft Association (<i>also member of GAA</i>)
PPL/IR Europe (<i>also member of GAA</i>)
Royal Aeronautical Society – General Aviation Group
Royal Aeronautical Society Engineering Group
The Light Aircraft Company
UK Airprox Board
UK Flight Safety Committee