



British Business and General Aviation Association

Patron: HRH Prince Michael of Kent GCVO

Brexit Update

September 2017

We are starting to hear that some elements of our sector could be discussed in October this year. Just to confirm to our members our position has been maintained since our early submission to DfT and the CAA. Universally across Aerospace, scheduled operators, and commercial GA we have proposed a best case scenario. We wish to retain full membership of the EASA regulations and we would wish to have access to the single European sky.

The only elements of aviation who are less interested in this solution are some of the recreation and leisure aviators, who primarily operate in a UK environment with annex ii aircrafts. This is not a huge lobby and in practical terms they represent a very small proportion of the revenue generated, plus the jobs supported are also very low. That is not to discount the importance of a vibrant aviation sector across the spectrum; however, our prime drive must be to retain our business to secure growth, increased contribution to GDP and create more employment where we can.

In practical terms the likely outcome is the continued participation with EASA legislation and whether our legislator secures a voting position is a moot point. However, we hope that the EU do see clearly that the UK's contribution to EASA in terms of resources to support regulator activities is substantial, with up to 30% of EASA resources coming from the CAA.

Even if the solution sees us adopting EASA regulations without a seat at the table as a regulator, we will have significant access through a number of associations who sit on EASA key forums. So in short we will not be isolated and as an example our colleagues in Switzerland still have an active voice in both the implementation and formation of EASA legislation.

The actual repeal takes place in April 2019, however, that does not mean that our legislator is passively waiting for that date to arrive. There are ongoing discussions with the FAA, Brazil and Canada to consider bi-lateral options with the UK. As you appreciate no agreement can be made but we will not be starting from a blank sheet.

As a side issue we will be encouraging organisations with FAA repair stations whose renewal would fall due in 2019 to apply early to the CAA and they will be gearing up to accommodate that demand.





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We are working with the EBAA to develop a Brexit position paper for all the National Associations to use with their politicians and regulators. In summary it is intended to show that an aviation sector with the UK excluded from EASA would actually be weakened and that it is vital from a safety perspective to continue as we are today as far as aviation legislation is concerned.

If you have the opportunity to lobby people who are close to Government, or the team who are directly supporting negotiations, then please make it clear that whatever other decisions are made during negotiations we should if necessary treat aviation as a special case in terms of adopting EU legislation.

BBGA will be present at the DfT Aviation Strategy Consultation roundtable discussion on Thursday 5 October. An update will be circulated following the meeting.

