



Recognising Commercial and Non-Commercial

General Aviation during the current Crisis

We are seeing the impact of the current crisis hitting businesses across the world three weeks in from this lockdown. Much has been done by our own UK Government to assist both SME's and their staff during this time. However, the help already afforded to / and being pledged to aviation is very much focused on scheduled airlines, major airports and major manufacturing. All are vital to our economy and will for sure help when we finally emerge from this immense social and economic shock.

The very nature of SME's in commercial and non-commercial GA, and their tight operating margins and financial structure puts our sector under far greater financial stress than many of the larger operations. Therefore, we are appealing for equal recognition from the government, irrespective of whether they operate from or an airport – hub, regional or airfield. Across Europe we see government support being given to SME's in a universal manner, yet we in the UK are not providing business rate relief for our aviation SME's operating from airfields. Those airfields support the full range of non-commercial GA as well as the commercial activities, with much co-dependency of services provided by SME's. This needs to be addressed with immediate effect.

We are also seeing that at some of the airports throughout the UK, our landlords are not providing options for deferral of rent and where those landlords are local governments, this help should be encouraged now, and with immediate effect.

There are also examples where government agencies like the UK Border Force provide a service to our commercial GA activities and there is a premium charge for this service. During this period, where there is little or no flying taking place, other than much valued emergency services or repatriation, it seems grossly unfair for that premium charge to continue, when no revenue is being generated by those SME's. This is a simple matter to resolve and just needs one quick decision to be taken by the Home Office.

To put this in context the total financial value of the sector in terms of direct, indirect and induced effects equates to £14Bn of output per annum, £3.8Bn of Gross Value Added and at least 35,000 employees across the UK. This sector reflects 16% of the European market and we are the third largest contributor to the market, both in terms of those finances and the commercial GA network (BAH 2016).

We must not forget that when we emerge from this pandemic we need to be as strong, if not stronger, than our European colleagues. Let's not forget we are preparing to trade in post Brexit, environment, without the advantages of EASA. We must, be able to hold our own and keep our place in the global market, working with Government and its agencies on a plan for emerging from the crisis.

*1 Booz Allen Hamilton 'Business Aviation 2016' – Commissioned by EBAA



This statement is endorsed by the General and Business Aviation Strategic Forum on behalf of commercial and non-commercial GA activities in the UK.

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