

This is my representation, made as a local resident and a local light aircraft pilot, I understand that RSP propose to reopen the airport as a mainly freight airport, I support the proposal because it seems very viable, will be good for local employment and requires no public money, however; the following submission explains how the RSP DCO will benefit me personally, to support my opinion I have added some supporting reference material from the Aero Society and York Aviation about the value of general aviation (GA) to the UK economy and its precarious nature due to airfield closures. I also mention how I will benefit from the resumption of passenger services and how the introduction of electric engines into passenger aircraft is predicted to lead to a renaissance in the use of provincial airports, supported two trade publications.

Due to the closure of Manston Airport there is almost no available GA hanger space within fifty miles (by car) of the former airport site, no hangers are available in Kent. I live in Margate, before I was able to relocate my aircraft to Maypole Farm, near Canterbury, I was based at Rochester Airport, requiring a eighty mile round trip to a airfield that is 400' in elevation, gets constantly "socked in" and has a serious drainage problem keeping it closed for a third of the year, almost causing me to give up flying out of frustration from owning an aircraft that I could so rarely fly. There is no hanger space available at Pent Farm Airfield (another grass airfield with drainage problem), Clapgate Airfield (grass runway, elevated and surrounded by trees), Headcorn Airfield (Grass runway, 43 miles of A and B roads) or Rochester; airfields that have accepted the aircraft previously in hangers at Manston Airport, and that in any case offer a worse journey times than Margate - Rochester, Maypole airfield is also now full, restricted to 14 flights per day and has a winter drainage problem. Manston Airport offers a hard runway with lighting and is at sea level. The York Report view, in its report for the Government (HMSO), "Research into the need for a strategic network of general aviation aerodromes", about the existing within 35 mile accessibility to GA airfields is wrong, in terms distances from Thanet by road and because the airfields are full or restricted (like Maypole) and it does not consider the actual journey times involved in relation to road transportation from Thanet or the other factors that I have highlighted. It also does not consider the implications that electric engines have for regional and small airfields. Reopening Manston Airport to GA will go a long way to resolving the above issues and provide flight training and bursaries for local young people, who will go on to be the airline pilots required in the future, (Boeing predicts that 635,000 new pilots and 622,000 technical staff will be required by 2032, (worldwide)), in view of predictions like that the RSP DCO application is more than nationally significant (see attached PDF, Boeing pilots..). In 2013 General Aviation (GA) was estimated to be worth £3 billion to the UK economy (4.25, York Aviation 2018, see attached pdf). The Manson DCO proposal offers a resumption general aviation in all of the areas listed, except Ballooning, Gliding and Para shooting.

The closure of Manston Airport had a significant negative effect relating to GA in the South East, Thanet in particular, with the loss of its hard runways, hangers, engineering facilities and flight training. A resumption of business aviation, both fixed and rotary wing, as proposed by RSP at Manston will benefit Thanet, the South East of England and also is in accordance with Government thinking as expressed in the document 'Beyond the Horizon: The Future of UK Aviation - Next Steps Towards an Aviation Strategy', (HMSO), in which it (Government) recognises the importance of general aviation and explicitly states that it remains committed to supporting and encouraging a dynamic GA sector.

There has been a steady decline in available UK GA airfields in all categories due to closures, particularly in the SE, more notable UK closures include Manston, Panshanger and Filton, with N. Weald, Blackpool, Wellsbourne, Enstone and Old Sarham threatened. The threat of airfield closures with the consequences of such and some mitigating proposals have been highlighted by The Royal Aeronautical Society at, (see attached pdf, "GA in Crisis".), where in section 6, Laurie Price states "Maintaining a network of UK airfields helps connectivity, regional access, economic development and employment. The start should be by de-designating them as brown field sites. National planning rules need to change to stop airfield closures.....". Supporting this view, the Government have included airfield preservation in the revised NPPF published in July 2018. The RSP proposals for Manston Airport will be significant benefit to GA in the in the UK and South East in particular (if accepted) and are in accordance with government policies for General Aviation. Maintaining a network of GA airfields is essential part of a *chain* of infrastructure required to produce the Pilots and Engineers of the future. Personally I will benefit; being a consumer of engineering services, hangers, additional flight training and licence revalidation services.

I have been closely following the RSP DCO process from its beginning, approving of the proposals, another benefit of having a financially viable cargo hub is that it will allow some passenger services to be run in addition to cargo services. Less has been made of this sideline and its benefit to Thanet and residents like me who have to have to add the cost of a hotel stay to the cost of an early morning flight from any of London's airports. It is very difficult to travel to Scotland, from Thanet, the resumption of that route from a reopened Manston Airport will benefit tourism and business at both ends of the route (and me), reinstating a KLM link to the Schiphol Hub would also benefit me.

I have been closely following the arguments for and against this airport project, having relocated to Margate at about the Manston Airport closed. I am not trying to pretend to be an Aviation Consultant, I am just a local resident and interested party, but I do know a fair bit about aviation and have noticed that those opposed to this development are consistent in their total lack of knowledge in this area. The most common argument against the Airport is, "it's population catchments area is two thirds sea", totally missing the point that for a freight airport the freight catchments area is the entire world: freight will do some degree subsidise passenger services, the other common misconception is, "it always lost money so it always will" totally missing huge growth that has occurred in air transport almost from the day that the airport closed and freighters are now bigger so less ATM's does not mean less demand; by it does mean more demand for a long hard runway and there are the implications of electric flight....

Another area that has received little coverage is the impact that electric engines will have and how it will revitalise regional airports. This is not the stuff of fiction, electric aircraft engines are being tested in hybrid form on airliners *now*, small electric executive jets *are* flying and both Rolls Royce and Boeing are developing large electric engines to replace the current generation of turbines; so the future of air transport is cleaner and quieter even than it already is....already vastly improved since 2014. To support this argument I have included as pdf's two articles from trade publications, "The UK's complex of tiny airports is ideal for electric planes" by Matt Burgess (content as title) and "The future of flight" by Sasha Lekach, this article includes a list of electric aircraft already flying or in development, including a 150 seat electric hybrid the "Wright". If this DCO does not succeed, not only will Thanet and the UK lose the benefit of a vast investment of private finance, but it will also

total miss the opportunity that electric flight is presenting; it would be a tragedy for the UK: now is the time for Manston Airport, it has come of age.

I support the RSP DCO in most aspects, but the GA and passenger benefits and other have not been sufficiently promoted, in my view, so I hope that this representation will help a little in that regard.



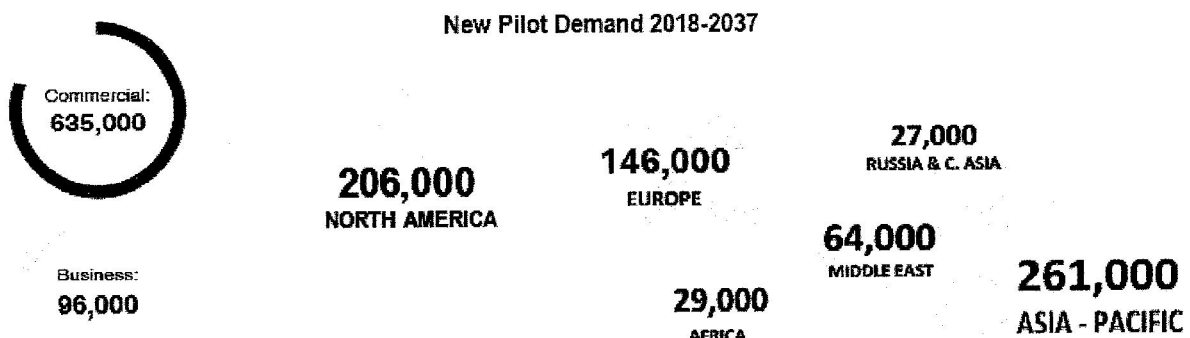
Pilot Outlook: 2018 - 2037

As the pilot labor supply has continued to tighten around the world, regional markets that have relied heavily on recruiting pilots from outside their home locations are increasingly seeking to recruit, train, and develop locally sourced pilots. Cadet programs that train aspiring pilots from zero flight hours to being an operationally ready first officer have increased in popularity as airlines look to provide career pathway programs and fill future pilot pipelines.

An advantage of today's data-rich environment is the ability to assess knowledge gaps as they occur. This enables training adjustments that produce more competent and qualified pilots. Recognizing the benefit of training in a true operational environment, Boeing's 737 MAX training has been developed with this philosophy in mind. Pilots are trained as a crew from day one, ensuring communication and teamwork are integrated into the curriculum.

Over the next 20 years, the Asia Pacific region will lead the worldwide growth in demand for pilots, with a requirement for 261,000 new pilots. North America will require 206,000, Europe 146,000, the Middle East 64,000, Latin America 57,000, Africa 29,000 and Russia/ Central Asia 27,000.

Pilot Outlook by Region Map





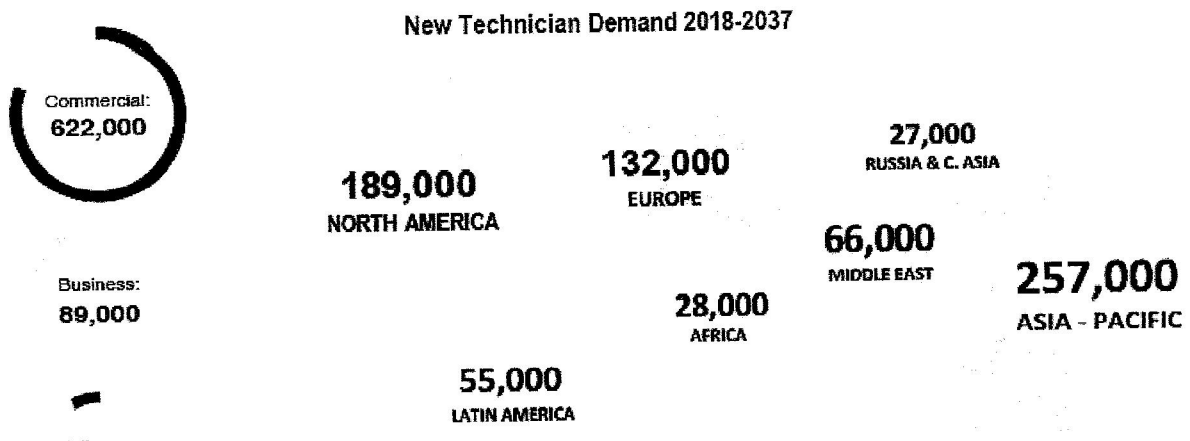
Technician Outlook: 2018 - 2037

As new generation airplanes become more prominent in the global fleet, advances in airplane technology will drive an increased need for technicians skilled in avionics, composites, and digital troubleshooting.

Mobile and distance learning solutions are becoming increasingly popular as a flexible alternative to traditional classroom instruction, and new technologies such as augmented reality are being tested as a way to improve engagement and knowledge retention. As airlines continually invest to improve the quality and efficiency of their operations, new training curriculums and methodologies will need to be adopted to keep pace with innovation.

The need for maintenance personnel is largest in the Asia Pacific region, which will require 257,000 new technicians. Airlines in North America will require 189,000, Europe 132,000, the Middle East 66,000, Latin America 55,000, Africa 28,000, and Russia / Central Asia 27,000.

Technician Outlook by Region Map



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WIRED on Energy

The UK's complex network of tiny airports is ideal for electric planes

Big aviation firms are supporting the development of electric planes. When they arrive, they'll be ideal for shorter, regional flights

By **MATT BURGESS***05 Aug 2018*

The aviation industry has high hopes for electric planes. Last year, 859 million tonnes of carbon dioxide (CO₂) was produced by flights. This accounts for around two per cent of all human-created carbon emissions and aviation is responsible for 12 per cent of all transport-produced CO₂.

The majority of CO₂ produced by planes – around 80 per cent, according to the Air Transport Action Group's [figures](#) – comes from flights that are longer than 1,500 kilometres. Unless there's a radical overhaul of the aviation industry, there are few ways to drastically reduce the CO₂ emitted by long-haul flights.

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An advertisement for Wired magazine and its app. On the left, a stack of Wired magazine covers is shown, with the top cover featuring a woman's face and the word 'FASHION'. To the right of the magazines, the text 'SAVE 49%' is displayed in a large, bold, sans-serif font. Below this, a plus sign is followed by '30-DAY FREE TRIAL!' in a similar bold font. At the bottom of the advertisement, a black banner contains the text 'START YOUR 30-DAY FREE TRIAL' in white, uppercase letters.

But shorter flights are in prime position for a CO₂ emissions cut. Enter electric planes. Airbus, Rolls-Royce, and Boeing are all involved in the development of prototype electric and hybrid electric planes and both the airlines EasyJet and JetBlue are supporting the creation of the new aircraft.

Not only could electric planes reduce carbon emissions from flights, they also promise to reduce noise pollution, says Frank Anton, the head of electric aircraft at Siemens. The company is working with Airbus and Rolls-Royce to develop a hybrid-electric plane – involving both electric motors and batteries. "There are enough reasons to change the architecture of a plane towards distributed electric propulsion and using hybrid electric," Anton explains. Startups Zunum Aero, Wright Electric and Eviation are all developing their own electric planes.

by 80 per cent. He says hybrid electric planes will be able to use their new systems at take-off and landing and when needed on longer-haul flights use traditional aviation fuel. Zunum Aero predicts its electric propulsion system can cut emissions by 80 per cent.

But the planes are nowhere near ready to take flight – let alone carry passengers on a commercial basis. Omer Bar-Yohay, the CEO of Eviation, says the company plans to have a flying prototype of its nine-person passenger plane ready for the 2019 airshow. In a move that's "aggressive but not impossible", he says the company will attempt to get the plane certified with air authorities for 2021. Zunum claims it will have a 12-seater hybrid electric plane ready for 2022 and a 50-seater plane prepared by 2027. Airbus, Siemens and Rolls-Royce's test plane, the E-Fan X, is planned to have space for 100 people and its demonstrator plane could fly as soon as 2020.

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Planes

A new era of supersonic flight is almost here. But nobody can agree on the right speed

The complexity of developing batteries powerful enough but light enough means smaller, personal flying cars are further off still and the aviation industry remains hopeful that hybrid planes will be able to carry more people over longer distances while significantly reducing carbon emissions.

Like electric flying cars, which are being touted as short-hope taxis in the sky, hybrid electric planes will also do most of their flying over small distances. "The majority of air traffic has consolidated to a very small number of large hubs," says

"Those [international] hubs work fine for medium to long-haul journeys but if you try to do a short journey, say under a 1,000 or 1,500-mile trip, through a hub the overhead of transmitting the hub is so great it kills the proposition of air travel." He estimates that 70 per cent of the time it takes to fly domestically in the US is spent shuffling around on the ground between security, transit and in innumerable queues.

Similarly, Eviation's Bar-Yohay says the firm's planes will focus on regional travel. "When we look at what happens when you want to travel 100 miles, 200, or 500 miles, what happens today is most people will hop in a car and drive for up to ten hours," he says. The company's plane – called Alice – is designed to fly for 650 miles at most. (In the UK, Land's End to John o' Groats is 874 miles at its shortest road route).

Given these distances, electric plane dreamers are hoping for a resurgence in small, unused airfields. In the UK there are more than 40 airports operating commercially. A government map shows sites from Gatwick, Stanstead and Heathrow to smaller, less used, airports at Lands End, Oban, and Lydd.

But there are also several hundred airfields, disused airports and landing sites that could be converted into minuscule but functioning airports. But there are plenty of hurdles that would need to be overcome: airports have complex tax structures, commercial airspace is tightly regulated and the infrastructure at unused sites would have to be overhauled. In addition, for electric planes, there would need to be sufficient charging facilities.

This doesn't put the electric plane startups off the idea of regional travel, though. "A lot of the secondary airfields in the UK are being looked at for redevelopment as traffic has moved out of them. Our view would be that's short-sighted," Kumar says. "The stock of airfields that exists in the UK and Europe are actually a very significant asset that would immediately get lit up by this class of aircraft that are coming in five or ten years time."

"This area of the market is dramatically underserved," adds Bar-Yohay. "You don't need to fly that fast if you're flying 500 miles."

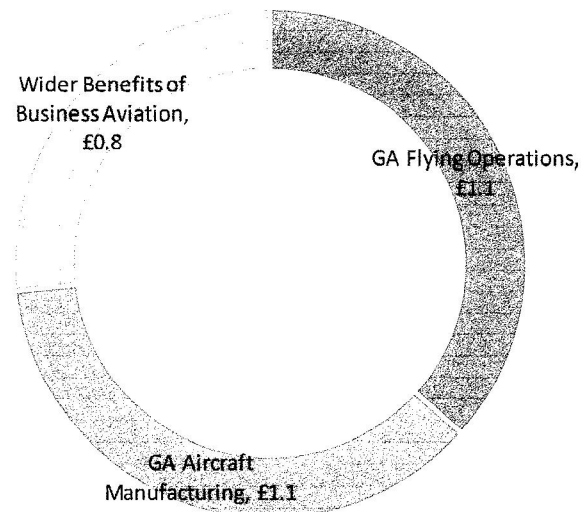
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Figure 4.1: The Economic Impact of GA in the UK in 2015 (£ billion)



Source: York Aviation.

- 4.5 The study also identified significant wider economic impacts arise from the use of GA aircraft for business purposes such as air taxis and the additional connectivity this offers over either commercial air transport or surface transport modes. Business aviation in particular offers major benefits to users in facilitating inward investment or supporting export markets. This can take the form of corporately owned aircraft, fractional ownership, chartered air taxis, or the use of private aircraft for business purposes.
- 4.6 Quantifying this wider economic value, in terms of the long run impact on inward investment, trade and productivity, is extremely difficult given the lack of data. However, the study identified an illustrative impact based on a series of assumptions of around £815 million on UK GDP. This is included within the overall impact figures quoted above but should be viewed with caution.
- 4.7 There could also be benefits that arise from GA flying in terms of enhancing quality of life and the physical and mental wellbeing of participants as they pursue their GA flying activity. The sporting activities undertaken by some sub-sectors of GA flying also form part of the wider socio-economic benefits of sporting activity generally. However, these impacts cannot sensibly be quantified.
- 4.8 The use of GA by the emergency services such as the Police and Air Ambulance also contributes important benefits to society. The relevant part here is the elements relating to GA flying and wider economic benefits.



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UK GA sector in crisis?

Is the UK general aviation (GA) sector withering on the vine? **LAURIE PRICE** FRAeS looks at why this underappreciated national resource, and the aerodromes that support it, are vital for the wider air transport industry.

In the heady days of 1930's, the UK led the world in production and innovation of light aircraft to supply the increasing demand and interest in aviation that was sweeping the country.

Names like Miles, Whitney Straight, De Havilland, Chilton, were regular features in reports of air shows, air races and record breaking flights. Whilst their pilots such as Cobham, Mollison, and Johnson became national celebrities.

Despite some increased post WW2 activity in General Aviation (GA) as Tiger Moths and other light wartime types were sold into the civil market, the last UK produced light aircraft was the Beagle 206 that had followed the Beagle Pup whilst its big brother the Bulldog was produced as a military trainer by Scottish Aviation. Meanwhile the BN Islander light utility aircraft is now produced in Switzerland, primary production having moved from Bembridge IOW to Romania and Belgium and subsequently to Pilatus. Who now remembers GA projects like the BN Nymph, Trago Mills SAH, ARV2, Pilot Sprite light aircraft initiatives, which have all foundered?

Most of the major recent advances in GA aircraft design, development and operation have been to air sport aircraft including homebuilt and microlight aircraft and gliders using new lightweight materials and powerplants. Lighter touch regulation that is vigorously encouraged by the LAA, BGA, BMAA, HCGB and others, who

between them support over 10,000 aircraft has allowed innovation to thrive and with it new aircraft, systems and products to be developed for GA. Those same organisations and their informed approach have enabled operations to mature. For instance, some LAA Permit Aircraft can now fly at night and in IMC. Additionally, again driven by GA, green shoots of lighter regulation are emerging from EASA and with that the freedom to develop new aircraft less encumbered by red tape and costs. But will it be enough to catalyse the renaissance of UK GA?

GA in context



dH Gypsy Moth - a product of Britain's once thriving light aircraft sector. (via author)

Although getting accurate data on UK GA is difficult (as identified as an issue for future planning by the GA Red Tape Challenge Panel), there are some 27,000 civil aircraft registered in the UK, of which over 90 percent are involved in GA. GA covers most of aviation that is not Commercial Air Transport, or airlines to most people. It also includes aerial survey work for utility and transport companies as well as

emergency medical services such as organ donation ferry flights, air ambulance and of course the police.

There are some 50,000 pilots licensed by the CAA to fly powered aircraft with about half holding Private Pilot Licences or equivalent focused on GA. The remainder hold professional pilot licenses. In addition, there are some 10,000 active glider pilots, with membership of aviation-related sport and recreational associations such as the LAA, BGA, and AOPA etc. at 36,000.

The number of aerodromes supporting GA is circa 500, albeit over 1000 “airfields” have been identified in previous studies of UK GA.

The 2015 Government GA Policy document stated that:

*“When we published our response to the Challenge Panel in October we noted GA’s role in training future pilots and engineers, and employing skilled workers. GA still accounts for nine tenths of our aircraft and over half of our pilots, it directly supports almost 10,000 jobs and indirectly nearly 30,000 more. These are skilled careers, including aerospace engineers, those involved in advanced avionics and those training the next generation of pilots. And it is worth **three billion pounds** annually to the UK economy. Yet for many years GA has been a Cinderella sector, suffering from a combination of under-recognition*

and over-regulation. The economic research into the value of GA that we publish alongside this Strategy shows the dramatic impact of this decline and the effect it has had on the sector's economic contribution to the UK. But importantly, it also recognises the need and the scope for renaissance so that the sector can thrive once more”.

Moving forward



Project Phoenix, a community campaign to save Panshanger airfield and backed by Carol Vorderman and local MP Grant Shapps, has just been launched. (Peter Sterling)

As the background confirms, the health of UK GA is crucial to the future of both the Air Transport and Aerospace sectors by encouraging early interest in aviation and as a source of potential recruitment.

But UK GA is under threat from airfields being developed for housing and encroachment by controlled airspace, changes often based on spurious traffic forecasts. From increasing cost through taxation on training, unique to the UK and on AVGAS. Alternative technology and

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attractions for young people - smart phones, iPad, virtual reality games, all conspire to make flying real aircraft and waiting for weather or late arrivals to train in 40 year old aircraft less attractive.

**GA is the
foundation for
air transport
and aerospace
recruitment.
Without GA,
industry is not
going to be
able to fill all
the vacancies
in the sector
that is so**

crucial to the UK economy."

A number of significant airfields have closed in recent years, including Filton, Panshanger, Manston, and Plymouth; albeit FlyPlmouth have a scheme to reopen the airport initially based around GA activity, including SEIMC operations. Others remain under threat of housing development, including all GA airfields in Surrey – Fairoaks, Redhill and Dunsfold, leaving Surrey, despite many of its residents working in aviation at Heathrow and Gatwick and in Aerospace, with no operational airfields.

Many other airfields, over 20 in total, such as Old Sarum, North Weald, Blackpool and Wellsbourne are hanging on by a thread, as Government Brown Field designation and local authorities looking for easy wins to solve housing shortfalls threaten their continued existence and airfield operating costs rise and revenues decline. All compounded by CAA airfield licensing requirements and associated costs having forced some airfields to operate as unlicensed, limiting the type of traffic and activity they can accept. The total of licensed airfields having reduced from 144 to 124 (Government GA Policy paper 2015).

With airfield closure, so flying schools and associated maintenance capability and employment has been lost. Even at once thriving GA airfields

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such as Shoreham, the number of flying schools has reduced. It's a vicious circle, which needs to be broken. The only airfields that seem to be countering that trend are those such as Gloucester where an energetic management has encouraged business diversity and those that are now unlicensed.

But with Boeing and Airbus forecasting a requirement for 600,000 new and replacement pilots over next 30 years, if the issue of funding such training can be addressed, it could be the catalyst for the renaissance of UK GA.

Improving connectivity



*New single-engine turboprop rules could boost connectivity with affordable flights.
(Pilatus Aircraft)*

In addition, there is a significant opportunity to improve UK connectivity, particularly cross-country and cross the radial roads and rail links using new types of air service such as single engine turboprop (SEIMC), which with 9 or fewer passengers can operate into unlicensed airfields. This would in turn provide new and

faster links which by pass increasing road congestion and overcrowded and expensive rail services. This opportunity also extends beyond the UK into Europe.

The DfT are commissioning a Study on the value of the UK airfield network as originally recommended by the GA Red Tape Challenge Panel. It's seldom recognised that the UK has over 500 airfields (many more according some sources) but only 50 are currently served by commercial air services constituting an underused transport resource. If we don't have airports to fly from and access to airspace, GA will continue to shrink and the seedcorn of British aviation will die.

The establishment of the All Party Parliamentary Group for General Aviation, chaired by keen private pilot Grant Shapps MP, will help UK GA, but they in turn require help in identifying key constraints to UK GA.

"The All-Party Parliamentary Group (APPG) on General Aviation believes that, over a period of decades, successive governments have failed to fully appreciate the critical role that General Aviation plays in promoting UK plc.

Commercial, industrial and military aviation has a strong interest in keeping a thriving General Aviation sector alive. Many organisations have already approached this APPG to offer their

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support. Put simply, the importance of General Aviation to boosting scientific, technological, engineering and mathematical (STEM) skills in the wider economy cannot be overestimated.

Yet no aviation sector can exist without a network of airfields, and virtually every airfield was a product of wartime Britain. When they are closed and built on, they are never replaced. Therefore, without a shift in Government policy the UK will, by default, exit both General Aviation and overall aviation as a critical sector of our economy within a generation. We are delighted that industry more broadly is supporting the aims of this important APPG on General Aviation and we are proud to display their support here”.

The Government latest Consultation “Beyond the Horizon – The future of UK Aviation” says on GA:

General aviation (GA) covers a wide range of activities, from business jets and air taxis through to hobbyists flying aircraft they have built themselves. The GA sector plays an important role in the overall aviation world, delivering economic benefits but also encouraging many people to become involved in aviation. The most recent General Aviation Strategy set out the Government’s vision for the GA sector and made a number of commitments for reform. There are specific issues that the Government is keen to better understand. These include: the decline in

the numbers of leisure pilots and aircraft; the tensions between the needs of scheduled and non-scheduled aviation regarding access to airspace and airport infrastructure; and the closure of some smaller airports, airfields and airstrips. The Government is interested in gaining a better understanding of the benefits and requirements of the sector, and whether it is possible to identify a strategic network or level of infrastructure to enable the sector to continue its valuable role.

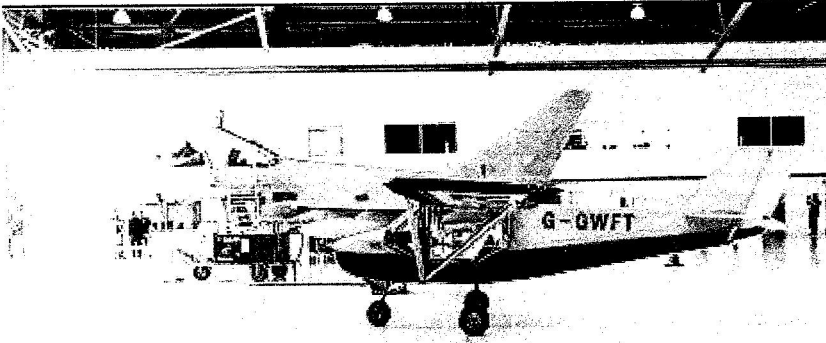
Major aviation, air transport and aerospace groups back UK GA recognising its crucial role.

Against that background of significant Government, Parliamentary and industry support for GA, then all should be working to encourage the sector in its own right, also as a foundation and recruitment ground for commercial aviation and aerospace and to help UK regional connectivity and enhanced links to Europe for the majority of airfields not served by commercial air services.

Policy Priorities for UK GA

If UK GA is to regenerate then a number of key policy issues need to be addressed by Government, but supported by the sector. These include:-

- 1. GA and industry Recruitment.** GA is the foundation for air transport and aerospace recruitment. Without GA, industry is not going to be able to fill all the vacancies in the sector that is



GA can be a way of boosting interest in STEM subjects as with the RAeS/Boeing Schools Build-A-Plane.

so crucial to the UK economy. The industry needs 600,000 pilots and 600,000 engineers worldwide over the next 30 years. Plus other specialists such as ATCOs, designers, technicians, programmers etc., etc. UK can and should contribute to providing for and training those. But it needs a positive Government focus and a coordinated industry approach if it is to be achieved. Jobs in aviation and aerospace are skilled and two and half times more productive than the average.

2. GA and UK regional connectivity. Use GA to help UK regional and European connectivity, particularly now that SEIMC is permitted in UK and Europe. Only 50 UK airports in the UK have regular scheduled services. But there are 500 or more airfields in the UK, so using GA air taxis, ad-hoc services, self-fly, 'flight sharing' services such as Wingly or via business aviation can help improve connectivity across the country and beyond. The Department for International trade confirms that local airfields attract inward

investment for local businesses from outside the UK.

3. GA Statistics for planning. We need up-to-date data on GA pilot licences issued, number of certified aircraft, operational airfields, flying hours and overall activity in the GA sector, if the true role and opportunity of UK GA is to be understood and requisite policies developed to enable its future development.

4. GA and Taxation. The unique imposition of VAT on Flying Training and tax on AVGAS must be addressed. Given the opportunity for the UK in 1 above, we should seek a level playing field, particularly with overseas training organisations and competitors who don't incur such levels of tax. Flying Training is the only academic / vocational training in the UK subject to VAT; it puts UK flight training schools at a significant disadvantage, as does the additional tax on AVGAS, still the most widely used aviation fuel for flying training. This tax increases the cost of an already more costly specialist fuel. In addition, Government policy should encourage use of new fuels and electric flight for GA training and recreation.

5. GA and Education / Training. Policies should be adopted to integrate Flying Training into STEM and other Government Education initiatives. More should be done to encourage young people into aviation via Cadet and other organisations,

adapting school curricula as required. The excellent RAeS and Boeing Build a Plane initiatives and the scholarship programmes of those, the Air League and BWPA etc., should also be encouraged further. The aim must be to show aviation as offering an exciting career, opportunities and GA as both stepping stone and potential hobby for future generations. Could it be possible to inspire such interest by encouraging electric flight air racing?

6. Sustain the UK airfield network. Maintaining the network of UK airfields helps connectivity, regional access, economic development and employment. The start should be by de-designating them as brownfield sites. National planning rules need to change to stop airfield closures and encourage large towns to provide an airfield, as in France, where it is proven it can be good for commerce and sporting activity. In Plymouth the local Council has recognised the economic, connectivity and social benefits of reopening the airport. Unless the airfield network is secured, there will be fewer places to train future pilots and engineers, so deny the UK part of a training market that it is well equipped to assist due to the reputation for high standards of regulation, adherence, operation and the use of English.

7. GA fair access to airspace. The current allocation and assessment of UK designated airspace by DAP needs a complete overhaul. Proposals for new airspace restrictions seems to