

From: [redacted]
To: [redacted]@mac.com
Subject: FW: General Aviation in Scotland - Ref: TS2021/3294
Date: 01 March 2021 15:22:00

Dear [redacted]

Thank you for your e-mails of 1 and 24 February about General Aviation in Scotland. I apologise for the delay in responding.

Under the current lockdown measures flying for leisure purposes is not permitted. As you are aware, to minimise the risk of spreading the virus, people must stay at home as much as possible and are only permitted to leave home for essential purposes. Flying for leisure does not constitute an essential purpose. Flying is permitted, however, in order to maintain aircraft.

It remains the case that any decision to open an individual airfield is a matter for the operator of that airfield

Yours sincerely

[redacted]
Aviation Policy
Transport Scotland

From: [redacted]@mac.com>
Sent: 24 February 2021 09:37
To: Scottish Ministers <Scottish_Ministers@gov.scot>
Cc: [redacted]@transport.gov.scot>
Subject: Fwd: General Aviation in Scotland

Dear Sir/Madam,

I originally sent the below to [redacted] however have not received a response. Appreciate he's likely very busy and perhaps it should have been directed at someone else, so if you can pass it to the appropriate office it would be much appreciated.

It seems unambiguous at this point that Recreational General Aviation is permissible as "outdoor recreation" to be carried out in accordance with The Health Protection (Coronavirus) (Restrictions and Requirements) (Local Levels) (Scotland) Regulations 2020 and this is supported by guidance issued to the Gliding community by Sport Scotland - <https://sportscotland.org.uk/media/6421/gliding-phase-3-5-level-guidance-15022021-approved.pdf>

It's also come to my attention that most flying schools and other recreational aviation businesses have now been informed they are not entitled to the grants from the Strategic Framework Business Fund as they were "not required to close or modify operations under the COVID-19 protective measures" - yet some airfields are prohibiting General Aviation activities so they have, of course, been forced to close (indirectly)

These airfields are generally pointing to the DfT statement which is an interpretation of the The Health Protection (Coronavirus, Restrictions) (All Tiers) (England) Regulations 2020,

and does not apply in Scotland.

Skill atrophy is a serious concern, even amongst recreational aviators, and many of us would greatly appreciate clarification (or an official statement from Scottish Ministers) with respect to whether or not (as long as all the same precautions are observed as in Gliding, Hang-Gliding, Sailing, Angling, Canoeing etc all permitted in Level 4 according to guidance published by Sport Scotland) this activity can continue subject to the provisions of the current Regulations (including travel within local area only, the gathering rules etc.)

Kind regards,
[redacted]

Begin forwarded message:

From: [redacted]@mac.com>
Subject: General Aviation in Scotland
Date: 1 February 2021 at 16:02:33 GMT
To: [redacted]@transport.gov.scot

[redacted],

Can you please confirm if the following guidance is applicable in Scotland, as there seems to be some confusion within the GA community and local aerodrome, most referring to this document (which appears to apply to England only);

<https://www.gov.uk/government/publications/coronavirus-covid-19-general-aviation/coronavirus-covid-19-general-aviation>

This refers to England and states "no leisure flying is permitted [in England]" which is understandable, as The Health Protection (Coronavirus, Restrictions) (All Tiers) (England) Regulations 2020 (the "English Regulations") prohibit leaving the place you are living for a number of reasons, one of which is 'exercise'. Despite the fact that the RYA has confirmed that "boating" is considered exercising, and apparently so is fishing, I can understand that General Aviation would not be considered exercise.

However, the The Health Protection (Coronavirus) (Restrictions and Requirements) (Local Levels) (Scotland) Regulations 2020 (the "Scottish Regulations") differ considerably from the English ones, notably that they allow exercise **or recreation**, that must start and end at the same place within the local government area the the person lives.

I believe, therefore, that recreational aviation would be considered "outdoor recreation", and as long as the rules on gatherings are observed (i.e. you fly only alone, or with members of your own household, or the other limited permitted gatherings such as extended households) and you do not leave your local area to access the aircraft, then it is currently permitted?

This would parallel the guidance that has been issued on boating by the RYA

where you may continue to go boating following the rules on outdoor gatherings, and as long as your boat is kept in the same local authority area as you live.

It would be really helpful if the Scottish Government would publish guidance alongside their English counterparts at the DfT as it does seem to cause a lot of confusion, resulting in some aerodromes being operational and some not.

As a General Aviation pilot myself, but also someone who has spent a lot of time studying human factors in my professional career, my primary concern is the skill atrophy and lack of proficiency by grounding recreational pilots for a long period of time will likely present a higher risk than the risk of COVID-19 when engaging in GA activities in a safe and socially-distant manner; this is a concern that has been shared by other organisations and is very apparent in the US via NASA's ASRS reports showing deviation from approved processes amongst commercial aviators because they are "rusty" having flown less due to the COVID-19 situation.

I should stress that I am in no way underestimating the seriousness of COVID-19, and sadly have lost people I know to this terrible disease, but admire the Scottish Government for maintaining a proportionate approach to the Regulations and the continuation of allowing recreation, rather than just 'exercise', at Level 4 - and the positive impact this has on mental health - and would appreciate clarity on whether or not this includes recreational aviation.

Kind regards,
[redacted]

From: [redacted]
To: [redacted]@sportscotland.org.uk
Subject: FW: General Aviation in Scotland - Ref: TS2021/3294
Date: 02 March 2021 10:50:00

[redacted]

I hope you are well. Please see the exchange below and grateful if you could provide some advice or point me in the right direction. My understanding is that recreational gliding is not permitted under the current lockdown arrangements and, as with General Aviation, it would only be permitted for essential purposes. Is that right?

Any advice you could provide would be appreciated.

Thanks

[redacted]
Aviation Policy
Transport Scotland

From: [redacted]@mac.com>
Sent: 01 March 2021 16:10
To: [redacted]@transport.gov.scot>
Subject: Re: General Aviation in Scotland - Ref: TS2021/3294

Hi [redacted],

Thanks for the response. Why then is gliding a permitted form of recreation?

The law permits leaving home with “reasonable excuse” and this includes recreation (not just exercise) alone or with your own household within your own council area. It doesn’t need to constitute an “essential purpose” per the Health Protection (Coronavirus) (Restrictions and Requirement) (Local Levels) (Scotland) Regulations 2020 Sch. 5 para 18(2)(t)

Additionally, I know of three flying schools that were refused funding from the Strategic Business Framework Fund because they were “not required to close or vary their operations” — if it’s truly the case that recreational aviation is currently prohibited by law as you claim, then these businesses deserve support.

Sport Scotland has recently issued guidance for lots of leisure activities where parallels can be drawn (including Gliding, Aeromodelling, Hang Gliding etc) indicating they are permitted, subject of course to the recreational travel and gathering restrictions, in the current Level 4 restrictions.

It is clearly not consistent with this guidance, nor legislation, to single out one particular part of recreational General Aviation as not permitted at this time.

Kind regards
[redacted]

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Sent from my mobile device.
Please excuse brevity.

On 1 Mar 2021, at 15:22, [\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot) wrote:

Dear [redacted]

Thank you for your e-mails of 1 and 24 February about General Aviation in Scotland. I apologise for the delay in responding.

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Yours sincerely

[redacted]
Aviation Policy
Transport Scotland

From: [\[redacted\]@mac.com](mailto:[redacted]@mac.com)>
Sent: 24 February 2021 09:37
To: Scottish Ministers <Scottish_Ministers@gov.scot>
Cc: [\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot)>
Subject: Fwd: General Aviation in Scotland

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from the Strategic Framework Business Fund as they were "not required to close or modify operations under the COVID-19 protective measures" - yet some airfields are prohibiting General Aviation activities so they have, of course, been forced to close (indirectly)

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[redacted]

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From: [redacted]@mac.com>

Subject: General Aviation in Scotland

Date: 1 February 2021 at 16:02:33 GMT

To: [redacted]@transport.gov.scot

[redacted],

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It would be really helpful if the Scottish Government would publish guidance alongside their English counterparts at the DfT as it does seem to cause a lot of confusion, resulting in some aerodromes being operational and some not.

As a General Aviation pilot myself, but also someone who has spent a lot of time studying human factors in my professional career, my primary concern is the skill atrophy and lack of proficiency by grounding recreational pilots for a long period of time will likely present a higher risk than the risk of COVID-19 when engaging in GA activities in a safe and socially-distant manner; this is a concern that has been shared by other organisations and is very apparent in the US via NASA's ASRS reports showing deviation from approved processes amongst commercial aviators because they are "rusty" having flown less due to the COVID-19 situation.

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Kind regards,
[redacted]

From: [redacted]
To: [redacted]
Subject: FW: GA in areas other than England
Date: 06 January 2021 13:38:00

Could we discuss this as well? I'm not aware of us having a specific position on either of these questions but I would say no to the first one and yes to the second.

-----Original Message-----
From: [redacted]@dfi.gov.uk->
Sent: 04 January 2021 10:59
To: [redacted]@transport.gov.scot->
Cc: [redacted]@transport.gov.scot->
Subject: RE: GA in areas other than England

Hi [redacted],

Hope all is well and Happy New Year!

I'm just getting in touch regarding the current Covid restrictions in Scotland to make sure I understand what they mean for the implications on GA activity (e.g. circumstances under which travelling to an airfield would be permitted). I've had a look at your website and it looks like your exceptions to the travel restrictions are slightly different from England so I just wanted to double check.

- Would travelling for the purpose of fully open-to-the-air, local sport/leisure GA activity (e.g. ballooning, hang-gliding) be allowed under the exception for sport/exercise in Scotland? (Our policy is that open-to-the-air activities do fall under open air recreation and therefore people can travel within their Tier area to take part in those activities in England, but anything indoors or in an enclosed cockpit is not permitted).

- Would travelling to an airfield for emergency engine health/maintenance flights be permitted in Scotland? (We consider this to be a safety issue - similar to a MOT - so it is permitted in England but wanted to check as couldn't see an explicit reference to it on the Scotland covid guidance page).

Many thanks in advance - and very happy to have a quick call to discuss if helpful.

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted]

-----Original Message-----
From: [redacted]@transport.gov.scot
Sent: 20 July 2020 14:19
To: [redacted]@dfi.gov.uk->
Cc: [redacted]@dfi.gov.uk->, [redacted]@transport.gov.scot, [redacted]@dfi.gov.uk->
Subject: RE: GA in areas other than England

[redacted]

There is no link in Scotland between driving lessons and flight training. You can already do flight training in Scotland as long as you can show that you are meeting any relevant requirements to the current phase of the route map. Anecdotally, we've aware that flight training has already resumed. The issue we've had is that we have no knowledge or experience with General Aviation in, under normal circumstances, it's a reserved matter. We have no powers in relation to the operation of aircraft. Our powers only relate to things like getting to and from an airfield and the operation of workplaces on an airfield. That's why we refer to our overarching guidance and your specific General Aviation guidance as a way through this.

Thanks

[redacted]
Tel [redacted]

-----Original Message-----
From: [redacted]@dfi.gov.uk->
Sent: 20 July 2020 13:46
To: [redacted]@transport.gov.scot->
Cc: [redacted]@dfi.gov.uk->, [redacted]@transport.gov.scot->, [redacted]@dfi.gov.uk->
Subject: RE: GA in areas other than England

Hi [redacted],

Thanks for getting back to me so quickly - and v helpful to see what you've been saying to stakeholders.

I've noticed on your website that driving lessons are allowed to resume in phase 3, but not before 31 July - in England we took the decision to link the resumption of driving lessons with flying lessons (i.e. they were both allowed from 4 July given the similarity in the activity/ability to physically distance etc.). Do you think it would be safe to assume the same principle for Scotland? I just thought it might help us both if we continue to get questions about it, to be able to link it to the resumption of driving lessons?

Thanks

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted]

-----Original Message-----
From: [redacted]@transport.gov.scot
Sent: 20 July 2020 13:26
To: [redacted]@dfi.gov.uk->
Cc: [redacted]@dfi.gov.uk->, [redacted]@transport.gov.scot, [redacted]@dfi.gov.uk->
Subject: RE: GA in areas other than England

[redacted]

I'm good thanks, hope you are too. We've been getting a steady stream of enquiries about training flights. I've been saying the following to those who ask more questions after they've had the initial response about the route map:

The Scottish Government isn't producing specific guidance on General Aviation. There is, however, overarching guidance in relation to workplaces, physical distancing etc. accessible at - https://wdfidafesa.proofpoint.com/v2/ur/7u-3A_www.gov.scot/collections_coronavirus-2Dcovid-2D19-2Dgeneral-2DDeviate-2Dmap_dfd_DwlGaQc?trkKlwrwvNn_CddvWCHHPpFoTgTGHXJULvYU158&r_zSULzEFERCMWXYKULgW7oq6w6SFgS31DyVfHggkkm_unJYkX_8617d0bC3Lc_vv3GQz3mMpVUVvedae7v8k&s_r1FwXXwQ3mVFFHfHtaQj8IEGXhd9XTP-d9BqgXSSd&s

Any decision to open an individual airfield remains a matter for the operator of that airfield

I'm happy for this or some variation to go on your web site.

Thanks

[redacted]
Tel [redacted]

-----Original Message-----
From: [redacted]@dfi.gov.uk->
Sent: 20 July 2020 09:56
To: [redacted]@transport.gov.scot->
Cc: [redacted]@dfi.gov.uk->, [redacted]@transport.gov.scot->, [redacted]@dfi.gov.uk->
Subject: RE: GA in areas other than England

Hi [redacted],

Hope you are well. I just wanted to check the latest on your current social distancing policy and what that meant for flight training and other General Aviation activities. Are individuals now allowed to take part in flying lessons as long as they take the necessary mitigations (i.e. wear face coverings)?

Our website (https://wdfidafesa.proofpoint.com/v2/ur/7u-3A_www.gov.uk/government/publications_coronavirus-2Dcovid-2D19-2Dgeneral-2DDeviate-2Dmap_dfd_DwlGaQc?trkKlwrwvNn_CddvWCHHPpFoTgTGHXJULvYU158&r_zSULzEFERCMWXYKULgW7oq6w6SFgS31DyVfHggkkm_unJYkX_8617d0bC3Lc_vv3GQz3mMpVUVvedae7v8k&s_r1FwXXwQ3mVFFHfHtaQj8IEGXhd9XTP-d9BqgXSSd&s) currently includes a line similar to the one you suggested below noting that GA flying must be carried out in a way that rules/physical distancing guidelines are adhered to, but we're in discussions with colleagues in Wales about potentially adding a section to our GA guidance website to more clearly explain the current position around GA activities in Wales, so if you'd like to add any lines about the position in Scotland and what is or isn't allowed, please just let me know.

I've got a meeting with GA stakeholders on Thursday and I know they'll ask me about the position in the DAAs, so it would be great if you could let me know the latest position on what is allowed by Wednesday if possible.

Many thanks

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted]

-----Original Message-----
From: [redacted]@transport.gov.scot
Sent: 26 June 2020 10:53
To: [redacted]@dfi.gov.uk->
Cc: [redacted]@dfi.gov.uk->, [redacted]@transport.gov.scot, [redacted]@dfi.gov.uk->
Subject: RE: GA in areas other than England

[redacted]

Apologies for not coming back on this previously. We're drowning. I suggest that you include the following.

The Scottish Government's Route Map gives an indication of the order in which Scotland will carefully and gradually seek to change current restrictions. The Route Map takes an evidence-led and transparent approach to easing restrictions and sets out a phased approach towards the future. Any private flying in Scotland must be carried out in a way that ensures that all rules and physical distancing guidance relating to the current phase are complied with. Further details can be found on the Scottish Government web site which will be updated as Scotland progresses through the phases of the Route Map.

https://wdfidafesa.proofpoint.com/v2/ur/7u-3A_www.gov.scot/collections_coronavirus-2Dcovid-2D19-2Dcovidand-2Droute-2Dmap_dfd_DwlGaQc?trkKlwrwvNn_CddvWCHHPpFoTgTGHXJULvYU158&r_zSULzEFERCMWXYKULgW7oq6w6SFgS31DyVfHggkkm_WjB3raM8-U0tad0_j-VrcUp4ZlZyOoN5KbMfak&E&S_2A28vYrL2AXqprLX9R7-TaMUBS7SENO6wainIM&E

What do you think? I've tried to word it in a way that means it won't have to be updated and the link goes to the high level page on the web site.

Thanks

[redacted]
Tel [redacted]

-----Original Message-----

From: [redacted]@dfi.gov.uk>
Sent: 26 June 2020 09:54
To: [redacted]@transport.gov.scot>
Cc: [redacted]@dfi.gov.uk>; [redacted]@transport.gov.scot>; [redacted]@dfi.gov.uk>
Subject: RE: GA in areas other than England

Hi [redacted],

I work with [redacted] in the DfT General Aviation team and I just wanted to follow up the previous emails regarding our General Aviation guidance.

We are in the process of updating our guidance to note that from 4 July, GA businesses can open and instructional/training flights will be allowed. I've attached the latest version for your information (grateful if you didn't share this more widely as it remains in draft). We are hoping the update will be published at some point next week.

I know you and Elena previously discussed the queries we've had from stakeholders about whether or not our guidance applies to Scotland, and it was raised again in a workshop we had yesterday. Following on from your suggestion below, I wanted to check if there was any wording you wanted to add to our guidance page about the position in Scotland to make this clearer?

If so, very grateful if you could let me know any lines you would like to include. You'll note we have a section where we link to the latest health guidance from Scotland/Wales/NI at the top of page 9, so I think that would be the best spot. I'd also be grateful if you could confirm the best weblink for us to use to point to your latest guidance.

We're up against tight deadlines to hit publication, so anything you could provide today or on Monday morning would be extremely helpful.

Many thanks, and very happy to discuss.

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted]

-----Original Message-----

From: [redacted]@transport.gov.scot
Sent: 10 June 2020 12:42
To: [redacted]@dfi.gov.uk>
Cc: [redacted]@dfi.gov.uk>; [redacted]@caa.co.uk>; [redacted]@dfi.gov.uk>; [redacted]@transport.gov.scot
Subject: RE: GA in areas other than England

[redacted]

This is all getting very complicated and I've had a number of exchanges with Police Scotland over the last couple of days about this as well.

As you note, Aviation is a Reserved matter and our interest is in the Health side of things. We're not producing our own guidance in relation to General Aviation. We have no expertise in this area as it's not something we usually deal with. I referenced the DfT guidance in my e-mail on the basis that this may assist individuals. The key message I would want to get across from our perspective, though, is that any private flying in Scotland must be carried out in a way that ensures all rules and guidance that are applicable to Phase 1 are complied with. This will restrict the type of activities that can be undertaken. An airfield and/or the aircraft operator should have measures in place to ensure all physical distancing, cleaning and other requirements are met. It's up to an individual to make sure that they are aware of the requirements of Phase 1 and to comply with them. If an individual is unable to comply with all of the relevant rules and guidance for Phase 1 then they shouldn't be flying.

Is a potential way around this to have a more detailed bit on your website about Scotland? We could then update this as we move through the different Phases of the Transition Plan. What do you think?

Thanks

[redacted]
Tel [redacted]

-----Original Message-----

From: [redacted]@dfi.gov.uk>
Sent: 10 June 2020 11:34
To: [redacted]@transport.gov.scot>
Cc: [redacted]@dfi.gov.uk>; [redacted]@caa.co.uk>; [redacted]@dfi.gov.uk>
Subject: FW: GA in areas other than England

Hi [redacted]

We've been forwarded the email attached from one of our stakeholders. Just to bring my colleagues cc-ed up to speed - you've confirmed on a separate email chain that solo flying / flying with people from the same household is now allowed in Scotland provided it is carried out in a way that ensures all rules and guidance that are applicable to Phase 1 are complied with.

Regarding Martin's question below to us I plan to go back to confirm what you just said emphasising that the DfT GA guidance can apply in Scotland only in so far as it aligns with Scotland's wider health guidance.

While Aviation is a reserved matter, Health is generally devolved, which means that in accordance with its own scientific and medical advice, Scotland may decide to ease certain lockdown restrictions at a different time than England or other parts of the UK. While the position is currently aligned, should DfT's GA guidance be revised soon, members flying in Scotland will need to ensure compliance primarily with the rules and guidance in Scotland.

Let me know if there are any other points you'd like me to make.

Thanks.

[redacted]

[redacted] | Head of General Aviation Policy, Skills & Stakeholders, General Aviation, Skills, Safety and CAA Division, Department for Transport
1/25 | [redacted]

-----Original Message-----

From: [redacted]@aopa.co.uk
Sent: 10 June 2020 08:53
To: [redacted]@dfi.gov.uk>; [redacted]@dfi.gov.uk>; [redacted]@caa.co.uk>; [redacted]@caa.co.uk>
Subject: GA in areas other than England

Dear [redacted]

I hope you and your colleagues are keeping well.

I have an email from the Scottish transport ministers office which has to be read in a way that it leaves out GA but also says that the opening of Aerodromes is down to the aerodrome owner. The issue relating to the surface movement of people is "if it can be avoided don't travel more than 5 miles" GA in Scotland is subject to DfT / CAA guidance however the current guidance refers to GA in England.

I think that if aerodromes open in Scotland and you are able to get there then our members in Scotland should be following the DfT / CAA instructions. This is also true for Wales. Can I ask for an update and that we resolve these issues as soon as possible.

I would be grateful for a quick reply.

Kind regards

[redacted]

Sent by [redacted] CEO at AOPA
iPhone

From: [redacted]
To: [Rogers D \(David\) \(Constitution and Cabinet Director\)](#)
Cc: [redacted]
Subject: FW: GA in areas other than England
Date: 06 January 2021 14:51:00

David

Please see below. Grateful for advice on how we should respond. From an Aviation Policy perspective, I would say the answer to the first part is 'no' as it isn't exercise. For the second part though I would say it's 'yes' as this would be akin to taking your car for an MOT which I believe is allowed. I don't want to stand on anyone's toes though so grateful if you (or someone you could direct me to) could confirm it's ok respond along those lines this or, if not, advise on how I can respond.

Thanks

[redacted]

-----Original Message-----

From: [redacted]@dft.gov.uk>
Sent: 04 January 2021 10:59
To: [redacted]@transport.gov.scot>
Cc: [redacted]@transport.gov.scot>
Subject: RE: GA in areas other than England

Hi [redacted],

Hope all is well and Happy New Year!

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Many thanks in advance - and very happy to have a quick call to discuss if helpful.

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted] |

From: [redacted]
To: [redacted]RE: GA in areas other
Subject: than England 06 January 2021
Date: 14:54:00

[redacted]

Happy New Year to you as well. I'm good thanks, hope you are too. Given the continuing developments I'm asking what the answers are and will come back to you as soon as possible.

Thanks

[redacted]

-----Original Message-----

From: [redacted]@dft.gov.uk>
Sent: 04 January 2021 10:59
To: [redacted]@transport.gov.scot>
Cc: [redacted]@transport.gov.scot>
Subject: RE: GA in areas other than England

Hi [redacted]

Hope all is well and Happy New Year!

I'm just getting in touch regarding the current Covid restrictions in Scotland to make sure I understand what they mean for the implications on GA activity (e.g. circumstances under which travelling to an airfield would be permitted). I've had a look at your website and it looks like your exceptions to the travel restrictions are slightly different from England so I just wanted to double check:

- Would travelling for the purpose of fully open-to-the-air, local sport/leisure GA activity (e.g. ballooning, hang-gliding) be allowed under the exception for sport/exercise in Scotland? (Our policy is that open-to-the-air activities do fall under open air recreation and therefore people can travel within their Tier area to take part in those activities in England, but anything indoors or in an enclosed cockpit is not permitted).

- Would travelling to an airfield for emergency engine health/maintenance flights be permitted in Scotland? (We consider this to be a safety issue - similar to an MOT - so it is permitted in England but wanted to check as couldn't see an explicit reference to it on the Scotland covid guidance pages.

Many thanks in advance - and very happy to have a quick call to discuss if helpful.

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted]

From: [\[redacted\]](#)
To: [\[redacted\]](#)FW: GA in areas other
Subject: than England 07 January 2021
Date: 15:17:00

I assume that this means we're ok to go back to DfT on the basis of what is set out below.

From: Rogers D (David) (Constitution and Cabinet Director) <[\[redacted\]](#)@gov.scot>
Sent: 06 January 2021 20:41
To: [\[redacted\]](#)@transport.gov.scot>; [\[redacted\]](#)@transport.gov.scot>
Cc: [\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@transport.gov.scot>;
[\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@transport.gov.scot>
Subject: RE: GA in areas other than England

Great, thanks. Need to ensure that there is really strong onus for people not to exploit this as a loophole.

David Rogers

Director, Constitution and Cabinet | The Scottish Government | 4 N.04, St Andrew's House, Edinburgh, EH1
3DG | T: [\[redacted\]](#) | E: [\[redacted\]](#)@gov.scot

From: [\[redacted\]](#)@transport.gov.scot>
Sent: 06 January 2021 20:16
To: Rogers D (David) (Constitution and Cabinet Director) <[\[redacted\]](#)@gov.scot>;
[\[redacted\]](#)@transport.gov.scot>
Cc: [\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@transport.gov.scot>;
[\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@gov.scot>; [\[redacted\]](#)@transport.gov.scot>
Subject: RE: GA in areas other than England

David

Thanks. On the first point, that's fine.

On the second point, yes it's borderline but we're sympathetic to this one. During the last lockdown it was one of these issues where folk applied a bit of common sense. Private aircraft are no different to airliners and need to be maintained even if not being used as normal. The airlines are routinely flying aircraft they've kept in Scotland around the block to keep them airworthy. The GA community need to do the same to maintain air worthiness and remove water, birds nests, and all the other things that have the potential to knacker an aircraft. Unlike the airlines though they can't really move them to the Nevada desert for the duration which means they have to be maintained and flown in less exotic places like Cumbernauld...

[redacted]
[redacted] Head of
Aviation
0131 244 [redacted]
[redacted]



An agency of  The Scottish Government

From: Rogers D (David) (Constitution and Cabinet Director) <[\[redacted\]@gov.scot](mailto:[redacted]@gov.scot)>
Sent: 06 January 2021 19:28
To: [\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot)>
Cc: [\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot)>; [\[redacted\]@gov.scot](mailto:[redacted]@gov.scot)>; [\[redacted\]@gov.scot](mailto:[redacted]@gov.scot)>;
[\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot)>; [\[redacted\]@gov.scot](mailto:[redacted]@gov.scot)>; [\[redacted\]@gov.scot](mailto:[redacted]@gov.scot)>;
[\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot)>
Subject: RE: GA in [areas other than England](#)

[redacted] - Thanks - see red comments

[redacted]– I suspect we will get similar questions about boats.

David Rogers
Director, Constitution and Cabinet | The Scottish Government | 4 N.04, St
Andrew's House, Edinburgh, EH1 3DG | T: [redacted] | E:
[\[redacted\]@gov.scot](mailto:[redacted]@gov.scot)

-----Original Message-----

From: [\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot)>
Sent: 06 January 2021 14:52
To: Rogers D (David) (Constitution and Cabinet Director)
<[\[redacted\]@gov.scot](mailto:[redacted]@gov.scot)>
Cc: [\[redacted\]@transport.gov.scot](mailto:[redacted]@transport.gov.scot)>
Subject: FW: GA in areas other than England

David

Please see below. Grateful for advice on how we should respond. From an Aviation Policy perspective, I would say the answer to the first part is 'no' as it isn't exercise. For the second part though I would say it's 'yes' as this would be akin to

taking your car for an MOT which I believe is allowed. I don't want to stand on anyone's toes though so grateful if you (or someone you could direct me to) could confirm it's ok respond along those lines this or, if not, advise on how I can respond.

Thanks

[redacted]

-----Original Message-----

From: [redacted]@dft.gov.uk>
Sent: 04 January 2021 10:59
To: [redacted]@transport.gov.scot>
Cc: [redacted]@transport.gov.scot>
Subject: RE: GA in areas other than England

Hi [redacted],

Hope all is well and Happy New Year!

I'm just getting in touch regarding the current Covid restrictions in Scotland to make sure I understand what they mean for the implications on GA activity (e.g. circumstances under which travelling to an airfield would be permitted). I've had a look at your website and it looks like your exceptions to the travel restrictions are slightly different from England so I just wanted to double check:

- Would travelling for the purpose of fully open-to-the-air, local sport/leisure GA activity (e.g. ballooning, hang-gliding) be allowed under the exception for sport/exercise in Scotland? (Our policy is that open-to-the-air activities do fall under open air recreation and therefore people can travel within their Tier area to take part in those activities in England, but anything indoors or in an enclosed cockpit is not permitted).

Our regs do allow people out for outdoor recreation as well as exercise, but our guidance strongly discourages more than local travel so I don't think ballooning or hang-gliding should be encouraged. Copying [redacted] to advise from an active Scotland perspective. I think we should issue guidance against it at least. Possibly ban.

- Would travelling to an airfield for emergency engine health/maintenance flights be permitted in Scotland? (We consider this to be a safety issue - similar to an MOT - so it is permitted in England but wanted to check as couldn't see an explicit reference to it on the Scotland covid guidance pages.

Seems a bit borderline. We are letting people do emergency maintenance on their second homes. Is it really necessary? It should certainly not be an excuse for travelling to tinker with your aeroplane as a hobby or go on a leisure flight.

Many thanks in advance - and very happy to have a quick call to discuss if helpful.

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General
Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted] |

From: 
To: 
Cc: 
Subject: RE: GA in areas other than England
Date: 08 January 2021 09:38:30

Thanks, [redacted] - that's really helpful to understand!

Best wishes,
[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted] |

-----Original Message-----

From: [redacted]@transport.gov.scot
Sent: 08 January 2021 09:37
To: [redacted]@dfi.gov.uk
Cc: [redacted]@transport.gov.scot
Subject: RE: GA in areas other than England

[redacted]

Apologies for the delay in getting back to you

In terms of the first point, like you, as we're now in Lockdown this isn't permitted

On the second point, going to an airfield for emergency engine health / maintenance flights would be permitted but there is a strong onus on people not to exploit this as a loophole. It can't be an excuse to just go and tinker with your aircraft as a hobby or to go on a leisure flight

Hope this helps

Thanks

[redacted]
Tel [redacted]

-----Original Message-----

From: [redacted]@dfi.gov.uk
Sent: 06 January 2021 15:11
To: [redacted]@transport.gov.scot
Subject: RE: GA in areas other than England

Thanks, [redacted] - really appreciate it! Now we're back in our national lockdown we've actually had to ban any leisure GA flying as we no longer have an exemption to leave home to allow 'recreational activity' (only exercise is allowed now) but it would still be really useful to understand the position in Scotland as I get quite a few questions about the differences!

Thanks again,
[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted] |

-----Original Message-----

From: [redacted]@transport.gov.scot
Sent: 06 January 2021 14:54
To: [redacted]@dfi.gov.uk
Subject: RE: GA in areas other than England

[redacted]

Happy New Year to you as well. I'm good thanks, hope you are too. Given the continuing developments I'm asking what the answers are and will come back to you as soon as possible

Thanks

[redacted]

-----Original Message-----

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Sent: 04 January 2021 10:59
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Cc: [redacted]@transport.gov.scot
Subject: RE: GA in areas other than England

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I'm just getting in touch regarding the current Covid restrictions in Scotland to make sure I understand what they mean for the implications on GA activity (e.g. circumstances under which travelling to an airfield would be permitted). I've had a look at your website and it looks like your exceptions to the travel restrictions are slightly different from England so I just wanted to double check:

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sport/exercise in Scotland? (Our policy is that open-to-the-air activities do fall under open air recreation and therefore people can travel within their Tier area to take part in those activities in England, but anything indoors or in an enclosed cockpit is not permitted)

- Would travelling to an airfield for emergency engine health/maintenance flights be permitted in Scotland? (We consider this to be a safety issue - similar to an MOT - so it is permitted in England but wanted to check as couldn't see an explicit reference to it on the Scotland covid guidance pages)

Many thanks in advance - and very happy to have a quick call to discuss if helpful

[redacted]

[redacted] | Head of GA Programme Delivery and CAA Sponsorship, General Aviation, Skills, Safety and CAA Division, Department for Transport
2/25 | [redacted] |
