

CAA GA update

Building on our response to the GA Red Tape Challenge we continue to be committed to supporting and encouraging a dynamic GA sector. With a safety regulation system that imposes the minimum necessary burden and empowers individuals to make responsible decisions to secure acceptable safety outcomes, to create a vibrant GA sector.

We are delivering many of these commitments through our GA programme which aims to:

- Only regulate directly when necessary and do so proportionately;
- Deregulate where we can;
- Delegate where appropriate;
- Not gold-plate and remove gold-plating where it exists.

The programme currently consists of projects divided into four categories national, governance & finance, airspace and EU & international. The programme is currently undergoing a review to identify where the focus should be for the next financial year, but currently consists of 144 projects.

This leaflet provides the latest information since the last update released on 28th March 2015. We are also issuing press releases on progress every 60 days during 2015.

National

All GA

Latest news

GA review of the Air Navigation Order

A root and branch review of many of the national rules and regulations that affect UK GA is underway. A thematic consultation on the elements in the

Air Navigation Order (ANO) that affect GA was launched in March and has now closed with over 300 responses. This will influence a second and final consultation that will be launched in September, with a new ANO enacted in autumn 2016. Where possible, changes will be introduced prior to the new ANO by exemptions to bring the benefits to the GA community as soon as possible.

Licensing requirements to operations and airworthiness rules are covered, with a view to deregulating or delegating where possible in order to simplify compliance for GA pilots and organisations. An amended ANO will also speed up our ability to introduce reforms already identified.

We have established an independent GA challenge panel to act as a critical friend and provide challenge throughout the process.

- In November, together with the Royal Aeronautical Society, we launched a consultation to introduce an **experimental airworthiness** category to allow innovators and entrepreneurs in the UK to design, build and test new concepts with minimum burden and regulation cost. The consultation received a very positive response. The final consultation will be launched in June and the experimental category project will be delivered later this year.
- We have issued guidance to formalise the existing process on how to transfer aircraft from a National Certificate of Airworthiness to a Permit to Fly. This

guidance will benefit those owners who can make use of the reduced level of airworthiness assurance associated with the maintenance regimes and the potentially greater accessibility to spare parts for Permit to Fly aircraft.

Previous achievements

- The **GA policy framework** was published at the end of November. It sets out how we will deliver our commitments on GA regulation and ensure that our aim our work to be more proportionate in our regulation of GA is permanently embedded within our culture and Whitehall. It will be the framework we use for making all our decisions. The GA policy framework has been used to enable the **first paid passenger flight in a Spitfire**. In early March, we published **additional guidance** to enable other operators to make the most of the new deregulatory approach and principles outlined in the GA policy framework.
- We now allow paid **recurrent flight training or testing** in aircraft that have a Permit to Fly. Also allowed is training or testing towards the issue of a **new rating** on all **Permit to Fly aircraft**, provided the pilot already holds a Private Pilot's licence. The change allows many more types of UK-registered aircraft to be used for training.
- We now allow UK PPL and NPPL holders to go flying with a single passenger (who is also a suitably qualified pilot on the aircraft to be used for the flight) even if they have not completed three take-offs and landings in the previous 90 days.
- We released **consolidated guidance for fuel usage** for light aircraft owners clarifying the options to choose which fuel they use, including the use of EN228 Mogas in aircraft when approved for their particular aircraft.
- We are committed to the early implementation of EASA rules where they provide benefit to the GA community. One example where we have done this is the need to carry specific **equipment** (e.g. VOR, ADF or DME) is now determined by the route and approaches planned to be flown rather than a requirement resulting from flying in controlled airspace under Instrument Flight Rules.
- We have identified and implemented efficiency savings in the process for **air display repeat applications**.
- We granted 'The Light Aircraft Company' (TLAC), an A1/F1 design, production and flight test approval. This approval will (once the appropriate type approvals have been achieved) enable TLAC to offer their microlight products as 'factory-built' aeroplanes that were previously only available in the UK as amateur-build kits.
- We have allowed US/Canadian approved modifications to be installed in a non-EASA aircraft in the UK without the need for separate UK approval. Owners and operators of 'Annex 2' (non-EASA) aircraft, such as ex-military and vintage types eligible for a certificate of airworthiness, can now install any minor modification or change supported by a supplemental type certificate that has been approved by a state with which the UK holds a bilateral agreement – such as the US or Canada - without further CAA involvement. This change will eliminate the cost and time involved in validating and approving paperwork.
- Licensed aerodromes are now able to introduce **pilot controlled lighting systems**. Previously, pilot controlled lighting at licensed aerodromes was reserved solely for the emergency services.
- We have developed a policy on the restoration and rebuild of historic aircraft.
- In May we removed the requirement for periodic revalidation of military marking exemptions.
- We issued exemptions to the Air Navigation Order to deregulate all single seat microlight aeroplanes up to 300kg Maximum Take off Mass (MTOM) for airworthiness and noise purposes (Information Notice IN 2014-091). We provided additional clarification on flight crew licensing requirements for SSDRs which are also self-launching motor gliders (see IN 2014-139).
- We relaxed the rules for handheld radios to be used in aircraft.
- We issued an ANO exemption to the British Gliding Association to enable permit aircraft to conduct aerial work consisting of glider towing within a BGA club environment.

Licensing

Latest news

- We have launched a **new training syllabus for private pilots** which has been devised in conjunction with some of GA's leading instructors and training



Documents

Document Sharing Hub