

GENERAL AVIATION UPDATE

June 2018

The Civil Aviation Authority (CAA) continues to make progress in changing the regulatory framework of the UK's General Aviation (GA) sector to ensure a more proportionate and effective system and also to embed changing EU regulation in the most straightforward way possible.

Since the last update in June 2017, the CAA has:

- **8.33 kHz EU Funding:** The CAA has secured an extension to the funding allowing us to receive claims up to **30th September 2018**.

The GA Unit formally signed the EU contract in November 2016 that secured €4.3m of funding for the GA fleet ahead of the change in the law on 01 January 2018, which is being distributed by way of a 20% rebate against eligible claims. The Eligibility Criteria (CAP1501) was published in December 2016 after consultation with stakeholder organisations, and the claim form itself was available from February 2017. The CAA was able to allow back-dated claims that originated on/or after 16 February 2016.

We have received over 5,300 claim forms. To date, we have distributed over £1.3m to the GA community and payments will continue periodically. This is a 20% rebate of the purchase cost.

- Ground services are changing throughout 2018 - refer to AIP Supplement for the latest changes.
- **The use of National Permit to Fly aircraft for flight instruction and self-fly hire.** UK National Permit to Fly aircraft can now be used for commercial training and self-hire, subject to certain conditions. This new change to regulation has been published as an Official Record Series 4 Permission; and now allows training for those pilots Post PPL Training, who already hold a licence in the same aircraft category to undergo flight instruction and examination on National Permit aircraft
- The **Skyway Code** was launched on the 01 June 2017. Developed by the GA Unit, the Skyway Code is akin to the car driver's Highway Code, and presents regulatory information and guidance to assist the GA community in plain English on day to day flying.

The Skyway Code is downloadable in an interactive PDF format that is optimised for tablet computer use. Printed copy is available in a handy A5 format from AFEOnline.com at just £12.95.

- Continued briefings on the **Self-Declared Maintenance Programme for ELA1 aircraft** (Maximum Take-off Mass of 1200 kg or less, non-complex and not involved in commercial operations), EASA regulated aircraft. Owners **MUST** take action now if they haven't already, the changes that have taken place may affect the legal operation of your aircraft. Aircraft owners should have already transitioned their aircraft's maintenance programme from CAA LAMP, CAP 766 to an EASA Part M, M.A. 302 compliant programme. **Not having a compliant programme could invalidate your certificate of airworthiness and therefore your insurance!**

- Owners should have chosen from a number of different aircraft maintenance programmes, which introduces two new options to the existing Part M requirements by now, one of which is the Minimum Inspection Programme, the other is a programme based on manufacturer's recommendations.
- **CAP1640** is now available to provide guidance for initial and continued approval of **ex-military aircraft**.
- Published a **General Exemption** to enable UK issued Part-FCL PPL and LAPL holders operate certain EASA aeroplane and helicopters in the UK up to LAPL privileges using a pilot Medical Declaration rather than an EU Medical Certificate. The Exemption also supports conversion of UK National pilot licences to Part-FCL using a Medical Declaration and also use in the Crown Dependencies in certain circumstances.
- Published a **suite of Exemptions** to cover the delay in publishing of the amended Aircrew Regulation expected for Spring 2018. These Exemptions enabled the UK GA community to continue operating legally after 8 April 2018. These exemptions enabled:
 - RTF's to continue operating due to the delay in DTO publication.
 - Continued use of UK National pilot licences and certificates to operate EASA balloons and sailplanes.
 - Continued use of UK National pilot licences to operate certain GA EASA aeroplanes and helicopters up to LAPL privileges
- Published an **Information Notice** to enable suitably qualified and experienced GA Instrument Rating (IR) holders to self-declare their Performance Based Navigation (PBN) competency before undertaking a normal IR assessment of competence flight test without the need to attend a pilot training organisation for PBN training first.
- Published **Edition 16 of CAP 403 'Flying Displays and Special Events: Safety and Administrative Requirements and Guidance'** after a period of industry consultation.
- **The CAA has continued the accreditation of all Flying Display Directors (FDD) for the 2018 display season.** Applicants attended a two-day training and assessment course in conjunction with the **Military Aviation Authority (MAA)** which resulted in CAA accrediting 24 civilian FDDs at one of three tiers of competency. FDDs will be permitted to plan and direct displays at a level of complexity that relates to the tier of accreditation that they hold.
- Organised and supported the Military Aviation Authority in delivering both the post-Flying Display Season and Pre-Flying Display Season Symposia.
- **Standardised European Rules of the Air (SERA) Part C** represents the final stage of SERA development and Phase 2 ('SERA C2') the last stage in SERA implementation. SERA Part C Phase 1 took effect on 18th August 2016 and SERA C2 took effect on **12th October 2017**. Amendments to CAA CAPs and the UK Aeronautical Information Publication (AIP) have been prepared and changes to these are being progressively published over the coming weeks

Although SERA C brings little change to current airspace and ATM arrangements, a number of elements of SERA C2 are exposed to the GA community for the first time. In some cases these do represent changes e.g. the requirement to have your transponder turned on to its maximum serviceable extent if fitted.