

General Aviation no gold plating consultation: CAA response

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Introduction

In September 2014 we published an open letter to the aviation community from Andrew Haines, our Chief Executive and Martin Robinson, Chief Executive of Aircraft Owners and Pilots Association (AOPA) reaffirming our commitment not to gold-plate European aviation regulations, and to act quickly and efficiently to remove gold-plating that already exists. The CAA made this public commitment previously in response to the General Aviation (GA) Red Tape Challenge (RTC).

The term 'gold-plating' means many things to many people. In the European Commission's words it is 'exceeding the requirements of European Union (EU) legislation when transposing Directives into national law'. We have also included EU regulations, which include the Implementing Rules, Acceptable Means of Compliance (AMCs), and Guidance Material (GM). In the case of GA we have also committed that we will not impose higher standards than those consistent with EU rules.

Andrew and Martin's letter invited the GA community to identify where they perceived gold-plating had taken place through additional regulation or through the information and guidance published, detailing how we may have gold-plated and how the issue could be rectified.

All the responses have been assessed by us and AOPA and any possible solutions discussed.

Overall responses showed a wide range of areas of concern. Whether they met the gold plating criteria or not we recognise there are areas where we can help to alleviate the burden on GA. This document outlines areas we are working on. Responses of a similar nature have been combined and summarised.

Some comments suggest more general changes to regulations or interventions that might in future be reformed. This response does not address those suggestions individually but they are all being considered as part of our extensive GA change programme.

This consultation has taken place in an environment of positive change for the GA community, through our GA Unit's change programme and in EASA, where significant work is taking place on areas such as maintenance requirements where other positive steps are being taken to alleviate the burden on GA.

Thank you to all who responded. We hope you find this response positive and constructive.

Martin Robinson
CEO AOPA

Philip Clarke
Manager Safety Policy CAA