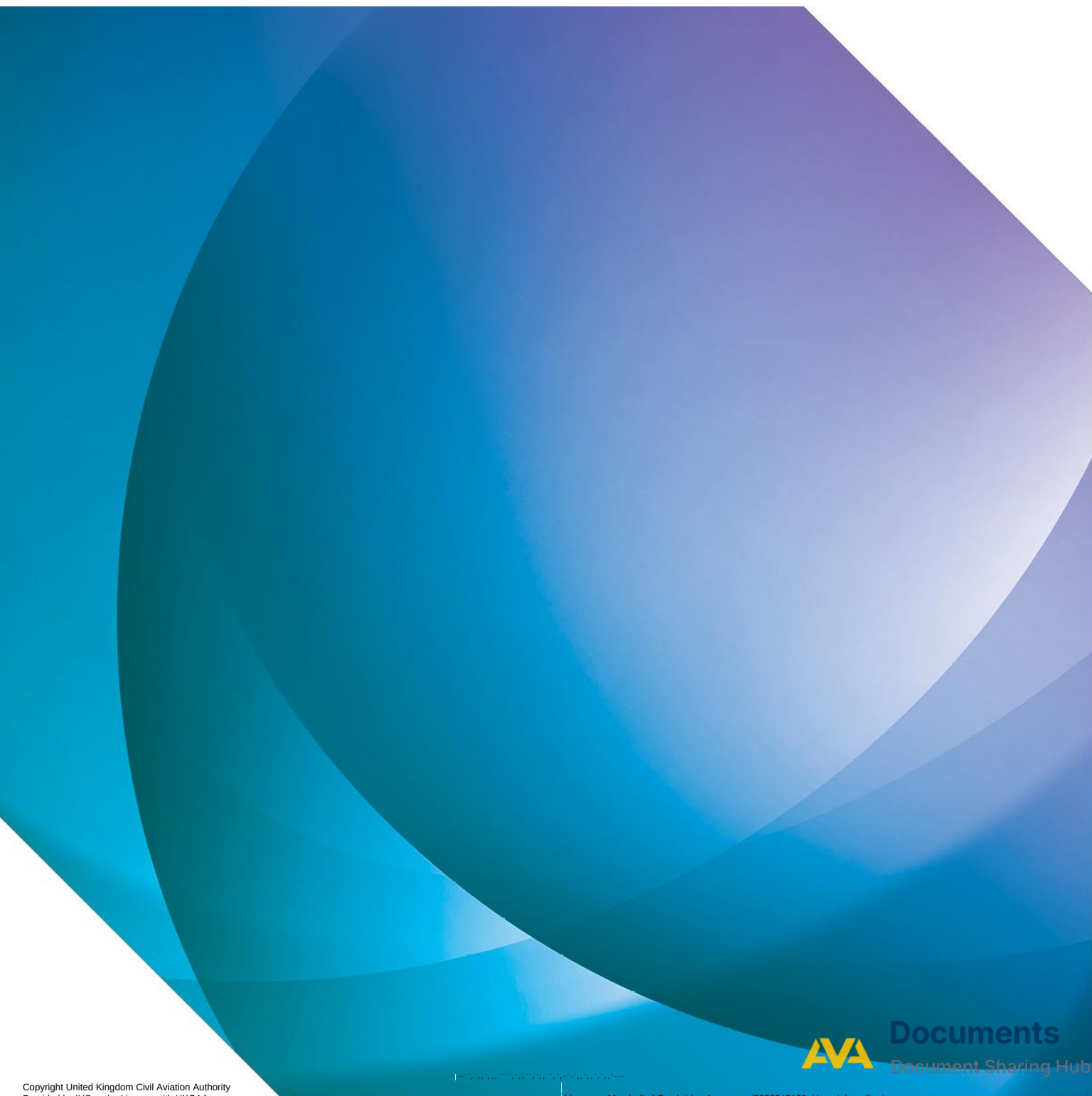


# Policy and guidance on mounting cameras on aircraft

**CAP 1369**



**Published by the Civil Aviation Authority, 2016**

Civil Aviation Authority,  
Aviation House,  
Gatwick Airport South,  
West Sussex,  
RH6 0YR.

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

**First published 2016**

Enquiries regarding the content of this publication should be addressed to: [ga@caa.co.uk](mailto:ga@caa.co.uk)

The latest version of this document is available in electronic format at [www.caa.co.uk](http://www.caa.co.uk), where you may also register for e-mail notification of amendments.

# Contents

---

|                                                                                              |          |
|----------------------------------------------------------------------------------------------|----------|
| Contents .....                                                                               | 2        |
| Prelims .....                                                                                | 3        |
| Introduction .....                                                                           | 3        |
| Applicability .....                                                                          | 4        |
| Scope .....                                                                                  | 5        |
| Guidance on installation assessment and approval by a Licensed Aircraft Engineer (LAE) ..... | 6        |
| Other guidance (reference only) .....                                                        | 6        |
| Good airmanship, safety and legal warnings .....                                             | 7        |
| <b>Appendix A .....</b>                                                                      | <b>8</b> |
| LAE installation checklist .....                                                             | 8        |
| General installation requirements and guidelines .....                                       | 8        |

# Prelims

---

## Introduction

---

In light of the increased popularity of airborne photography and video recording, made possible by advances in digital camera design, the CAA previously provided guidance to assist owners and operators in how to safely install such equipment on CAA regulated aircraft as minor changes.

Based on the feedback we've received from the General Aviation (GA) sector, one of the key challenges faced is that each camera installation needs to be judged on a case by case examination to consider the airworthiness risks that could be posed (including installed aircraft and 3rd party risks), hence it can be difficult to cover all eventualities in guidance without seeming to be overly prescriptive or overly regulating what could, for one particular installation and location on a specific aircraft, be a fairly simple and low-risk design.

In view of the above and in order to be more proportionate our original guidance has been revised to provide this policy for an alternative route for the approval of light, simple and small camera installations, using a methodology whereby Licensed Aircraft Engineers, (LAEs) with a part 66 licence or BCAR licence will be able to examine such installations and to certify whether an acceptable airworthiness standard has been achieved. Note that the traditional minor mod approval route via the CAA or approved organisations remains available.

This approach is broadly consistent with the generic methodology being adopted by EASA under the CS-STAN code. The CS-STAN Issue 1 has been recently published at Phase 1 - [CS-STAN](#), which also uses a methodology whereby Licensed Aircraft Engineers are able to review and certify the airworthiness of certain specific minor modifications and minor repairs as applicable to certain classes of EASA aircraft, to some areas of an aircraft or to certain aircraft operations as noted in the specific CS-STAN paragraphs.

This policy does not apply to hand-held carry-on cameras, nor devices worn by the pilot e.g. helmet-mounted cameras, which do not require any particular approval

when they are used in these hand-held or worn operational modes. However there should be suitable judgement exercised to assure that such equipment does not pose any additional risks including any adverse effect on the wearer's ability to get out of the aircraft in an emergency, obstruct the pilot's view or cause unintentional operation of controls etc, that could affect the pilot's ability to fly the aircraft. Suitable care when handling the camera and use of retention straps is advised to mitigate the risk to the aircraft, its occupants and to third parties that could arise from dropping the camera. See also section below for further notes on good airmanship, safety and legal warnings.

## Applicability

---

This policy is applicable to non-EASA GA aircraft that are subject to UK CAA regulatory oversight, (CAP 747- Mandatory requirements for airworthiness contains the list of specific EASA and non-EASA aircraft types. It also provides a statement of the general categories of aircraft that are excluded from European regulations and so remain subject to national rules under Annex II to the basic Regulation (EC) No. 216/2008).

We have also reviewed the camera installation guidance and policy material that has been generated by the BMAA, LAA, and BGA and have incorporated certain elements of that material in the following sections. In the case of types that are under the oversight of BMAA and LAA, the material generated by those organisations should be used.

Note – it is intended that CAA will provide a copy of this CAA policy document to EASA for potential inclusion in a future update to CS-STAN so that the camera mount policy can be extended to EASA aircraft; if EASA do update CS-STAN we will review whether further updates should be made to this guidance. In the interim the current EASA rules will continue to apply for EASA Aircraft and Modification approval will still need to be sought via EASA HQ for camera installations on those applicable types where there is no existing CS-STAN requirement to address.