

CAP 1395

Safety Standards Acknowledgement and Consent (SSAC)

Edition 3 January 2021



Published by the Civil Aviation Authority, 2021

Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

Text from this CAP may be used and copied (where appropriate) but attention must be paid to ensure that any further amendments to this CAP are accurately reflected. Any text used in such a manner must be used in the correct context so as not to be misleading. Credit to the CAA must be made for any used or copied text.

First published March 2015
Second edition March 2016
Third edition January 2021

Enquiries regarding the content of this publication should be addressed to: ga@caa.co.uk



Documents
Document Sharing Hub

Contents

Contents	3
Revision history	7
Feedback	7
Terminology and definitions	8
Chapter 1	9
Introduction	9
General	9
Intended use	9
Chapter 2	10
Legal requirements	10
General	10
SSAC Exemption	10
Chapter 3	11
Types of SSAC operations	11
Classes of aviation activity	11
Maximum number of participants per class of aviation activity	11
Chapter 4	12
SSAC applications	12
Applications for SSAC	12
Initial SSAC applications	12
SSAC Operations Manual	12
Operators of CAP632 aircraft	12
SSAC Operations Manual amendments	13
Validity	13
SSAC Renewal applications	13
Charges	13
Chapter 5	14
Operational requirements	14

General	14
Organisational structure	14
SSAC Operations Manual	15
Operational requirements	15
Safety Management System	16
Records to be kept	17
Safety reporting	17
Chapter 6	18
Airworthiness requirements	18
General	18
Certificate of Airworthiness aircraft	18
Permit-to-Fly aircraft	18
Maximum aircraft occupancy	19
Airworthiness recommendation	19
Aircraft technical log	20
Continuing airworthiness coordinator	20
Chapter 7	21
Risk analysis and participant consent	21
General requirements	21
Risk analysis	21
Methods of delivering the risk information	23
Participant information packs	23
Minimum age of participants	23
Monitoring and improvement	23
Chapter 8	25
Licensing requirements for SSAC flights	25
General	25
Table for minimum licensing requirements (Class of Aviation Activity):	26
Chapter 9	27
CAA oversight	27
General	27
Scope of the audit	27

Procedure for suspension or revocation of an SSAC Exemption	27
Compilation checklist for SSAC Operations Manual	29
SSAC Operations Manual and Application Review Checklist	29
Guidance on compilation of an SSAC Operations Manual	33
Purpose	33
SSAC Operations Manual contents	33
PART A: General / Basic	33
Administration and control of operations manual	33
Organisation and responsibilities	34
Operational control and supervision	34
Compliance monitoring system	34
Safety Management System	35
Qualification requirements	35
Crew health precautions	35
Flight time limitations	36
Flight and duty time limitations and minimum rest requirements	36
Operating procedures	36
Maintenance procedures	37
Reporting, analysis and follow-up of occurrences	38
PART B: Aircraft Operating Matters — Type Related	39
General information and units of measurement	39
Approved SSAC aircraft	39
Operational control of flights and flight authorisation.	39
Operational performance policy	39
Crew composition and duties; pilot / crew qualification.	39
Normal procedures	39
Abnormal and emergency procedures	39
Performance	39
Flight planning	40
Mass and balance	40
Minimum equipment list	40
Aircraft specific information	40

Form templates	40
PART C: Route / Airfield Instructions and Information	41
Approved operating airfields	41
Recommended operating areas, routes and diversion airfields	41
Charts	41
Aeronautical information and weather	41
PART D: Training	41
Training, conversion and recurrent training	41
Currency	41
Form templates	42

Revision history

First edition

March 2015

First edition published – initial issue.

Second edition

March 2016

Revisions made where it was considered that the meaning of the text could be clarified.

Third edition

January 2021

A significant restructuring of the layout which now incorporates SSAC guidance and requirements previously contained in [CAP632 “Operation of Permit-to-Fly ex-military aircraft on the UK register”](#).

Various minor amendments throughout the document. Removal and renumbering of various chapters and appendices.

All amendments are usually highlighted by red underlining. As this edition is a comprehensive rewrite, amendments are not shown in the usual manner and the whole document should be read.

Feedback

The CAA seeks to continually improve its regulation and guidance and your feedback is helpful to us in doing so. If you have any comments on or suggestions about CAP 1395 please send them to ga@caa.co.uk with subject line ‘**CAP 1395 SSAC Feedback**’.

Terminology and definitions

Throughout this publication the following terms and definitions are used:

Term	Abbreviation	Definition
Air Navigation Order	ANO	Air Navigation Order 2016 (as amended).
Airworthiness Approval Notes	AAN	An Airworthiness Approval Note is a document that records the basis of the approval upon which a Certificate of Airworthiness or Permit-to-Fly may be issued (or reinstated following modification).
Air Operator's Certificate	AOC	The Certificate issued to an operator to conduct Commercial Air Transport.
Continued Airworthiness Management Organisation (BCAR Section A, A8-25)	CAMO (A8-25)	An organisation having an approval for the management of the continuing airworthiness of non-EASA aircraft with a Certificate of Airworthiness or a Permit-to-Fly.
General Aviation Unit	GAU	General Aviation Unit, ga@caa.co.uk. The department within the CAA that deals solely with General Aviation.
Mandatory Permit Directive	MPD	Mandatory Permit Directives summarise the mandatory actions that are required to be complied with by UK Owners and Operators of Permit-to-Fly aircraft.
Operator		A person, organisation or enterprise engaged in or offering to engage in the operation of an ex-military aircraft. The Operator will also be the person who at the relevant time has the management of the aircraft as defined in Article 4 of the ANO.
Operating Staff		Any individual involved in the conduct and control of a SSAC operation, including pilots, whether paid or unpaid, fulltime or part-time.
Safety Standards Acknowledgement and Consent	SSAC	Allows a person to make an informed decision and pay to participate in a flight experience.
SSAC Operations Manual	SSAC OM	Operations Manual containing organisational structure, processes, procedures.

Chapter 1

Introduction

General

- 1.1 Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the law, to correct errors and omissions, or to reflect changes in national policy and best practise.
- 1.2 Throughout this document the following definitions **shall** apply:
- **'Shall' / 'Shall not'** and **'Must' / 'Must not'** are used to indicate a mandatory requirement.
 - **'Should'** is used to indicate strong obligation.
 - **'May'** is used to indicate discretion.
- 1.3 The use of 'should' **must** be taken to mean that further action needs to be considered. If the operator's response is deemed by the CAA to be inadequate, a specific requirement **may** be applied as a condition.

Intended use

- 1.4 Safety Standards Acknowledgement and Consent (SSAC) is used for remunerated flights that are solely for recreational benefit and which could otherwise be conducted if they were private flights but with no money changing hands. It is not intended to provide a cheaper alternative for operators engaged in the transport of passengers or as a means of normalising extreme risk-taking. SSAC is not intended to be a replacement for AOC operations with Certificate of Airworthiness (C of A) aircraft.
- 1.5 SSAC is a means of setting out, in simple terms, the risks involved in participating in paid recreational flights. Aircraft operators will be able to offer flights to paying participants without having to apply the very high safety standards normally applied to commercial flights provided that:
- a) The participants are informed of the key risks involved with participating in the activity.
 - b) The participants are willing to participate in the activity having been informed of the risks involved.
 - c) The expected high level of safety to the general public, including other airspace users and those not participating in the activity, is maintained.

Chapter 2

Legal requirements

General

- 2.1 SSAC flights shall be conducted where the CAA has issued an exemption under Article 266 of the ANO to the operator.
- 2.2 SSAC flights are not to be considered Public Transport flights for the purposes of Article 6(2)(b)(i) if the only valuable consideration given or promised is for Safety Standards Acknowledgment and Consent operations.
- 2.3 Such operations will not be deemed as Commercial Air Transport but are a form of Commercial Operation¹.

SSAC Exemption

- 2.4 The CAA will grant an SSAC Exemption once it is satisfied that the applicant operator is competent to safely operate the proposed aircraft types for the purposes specified.
- 2.5 Further information regarding the principles of SSAC can be found in the [CAP 1396 “Framework for the evaluation of aviation activities for payment based on Safety Standards and Consent”](#).

¹ Commercial Operation as defined in Article 7 of the ANO

Chapter 3

Types of SSAC operations

Classes of aviation activity

- 3.1 SSAC operations will be categorised into distinct classes of aviation activity, activities within each category are considered to have very similar levels of risk.
- 3.2 Established Classes of aviation activity include:
- **Class 1: Wing-walking**
 - **Class 2: Experience flight in an historic (single engine piston) warbird**
 - **Class 3: Experience flight in an historic ex-military helicopter**
 - **Class 4: Experience flight in an ex-military multi-engined (piston and turboprop) aeroplane**

Maximum number of participants per class of aviation activity

- 3.3 The following maximum occupancy limitation (excluding crew) for each aircraft² **must** not be exceeded:
- Class 1: One
 - Class 2: Two
 - Class 3: Six (with upto 3 crew)
 - Class 4: Six (with upto 3 crew)

² The maximum occupancy limitation stated on the aircraft's Permit-to-Fly **must** not be exceeded.

Chapter 4

SSAC applications

Applications for SSAC

- 4.1 Before the CAA issues an exemption for operations of aircraft that fall within the scope of this publication, it **must** be satisfied that the operational procedures, personnel, maintenance and airworthiness management provisions are sufficient to provide the operation with the required level of safety.

Initial SSAC applications

- 4.2 Initial applications **must** be submitted on form [SRG1323](#) to ga@caa.co.uk.
- 4.3 When the application, SSAC Operations Manual, Safety Management System and any supporting documentation has been received with the appropriate fee paid, the CAA will review and assess the application. When deemed acceptable by the CAA, an SSAC Exemption will be issued to allow SSAC flights, subject to any conditions the CAA deems appropriate.

SSAC Operations Manual

- 4.4 The SSAC Operations Manual shall contain all such information, procedures and instructions as **may** be necessary to enable the operating personnel and pilots to perform their duties in a safe manner.
- 4.5 The checklist in Appendix A **should** assist operators producing their SSAC Operations Manual and **must** be submitted with the initial application.
- 4.6 The SSAC Operations Manual **should** cover the content and format outlined in Appendix B although operators **may** choose a different document structure.
- 4.7 The CAA will conduct an initial on-site audit as part of the application process.

Operators of CAP632 aircraft

- 4.8 The SSAC Operations Manual **must** also include the operational, maintenance and continuing airworthiness requirements in [CAP 632](#) "Operation of Permit-to-Fly Ex-Military aircraft on the UK register".
- 4.9 Operators who conduct non-SSAC flights and/or operators with more than one aircraft **may** choose to operate with two separate manuals (an SSAC Operations Manual and an existing OCM). Alternatively, operators **may** decide to produce a combined operations manual to cover both CAP632 and SSAC operations. Operators should keep a record of the type of each flight - either SSAC or non-SSAC.

SSAC Operations Manual amendments

- 4.10 Applications for amendments **must** be submitted on form [SRG1323](#) to ga@caa.co.uk.
- 4.11 When an SSAC Operations Manual amendment has been received, reviewed and deemed acceptable by the CAA, an updated SSAC Exemption will be issued.
- 4.12 Only once the updated SSAC Exemption has been issued can those amendments take effect.

SSAC Operations Manual Notices

- 4.13 When immediate amendments or revisions in the interest of safety are deemed necessary by the operator, they **may** be published and applied immediately by the operator, provided that the following process is completed:
- (a) The operator produces an SSAC Operations Manual Notice (OMN) using the format SSAC OMN x-yy (for example, SSAC OMN 1-21 would be the first notice of 2021),
 - (b) The SSAC OMN should be submitted (to ga@caa.co.uk subject line "SSAC Operations Manual Notice – SSAC OMN x-yy"),
 - (c) A copy of each SSAC OMN **must** be kept in the front of the SSAC Operations Manual until incorporated into an SSAC Operations Manual amendment,
 - (d) The CAA will send an email acknowledgement.

Validity

- 4.14 SSAC Exemptions are normally issued for a maximum period of 12 months.

SSAC Renewal applications

- 4.15 Renewal applications **must** be submitted on form [SRG1323](#) to ga@caa.co.uk.
- 4.16 Renewal applications received within 3 months of the existing SSAC Exemption expiry date will be granted for a further 12 months period from the existing expiry date.
- 4.17 Where the CAA refuses to grant, amend or renew an exemption the operator will be informed of the reasons for the decision and of the process for seeking a review.

Charges

- 4.18 A charge is payable on initial and renewal applications for an SSAC Exemption. Refer to [CAA Scheme of Charges](#) under General Aviation.