

CAP 1808

The Business Impact Target: non-qualifying regulatory provisions between 21 June 2018 and 20 June 2019

Introduction

The Business Impact Target (BIT) provides an incentive across Government to reduce unnecessary regulatory burdens on business and applies to all CAA measures that regulate the activities of business.

Under the Small Business, Enterprise and Employment Act, the CAA, as a Listed Regulator, is required to publish, for each reporting period, a list of Qualifying Regulatory Provisions (QPRs), and a summary of regulatory provisions that are excluded from the BIT (Non-Qualifying Regulatory Provisions).

Over the reporting period of 20 June 2018 to 20 June 2019, all CAA measures fell below the +/- £5 million de minimis threshold and are included in the NQRP summary below.

Civil Aviation Authority: Non-Qualifying Regulatory Provisions summary

Business Impact Target reporting period covered: 21 June 2018 – 20 June 2019.

1. **Exclusion A – De minimis threshold – regulatory provisions that have been certified as being below de minimis (measures with an Equivalent Annual Net cost to Business below +/- £5 million)**

Summary of measure

- Publication of an updated CAA Official Record Series 3 to correct some minor errors and outline changes to the Air Travel Organiser's Licence (ATOL) Regulations. Changes were introduced to further modernise ATOL and introduced requirements to achieve better practice, e.g. information to consumers, changes in reporting requirements for Small Business ATOL holders and the requirement to secure flights.
- European Union Aviation Safety Agency (EASA) Part 66 Licence – 'Grandfathering' ¹ of British Gliding Association (BGA) engineer licence application to allow individuals to obtain a Part 66 licence based in part on their BGA based licence.
- Publication of new forms for airlines applying for Foreign Registered Aircraft Permit - Ad-hoc or Charter Operations, Foreign Registered Aircraft Permit - Aerial Work. Operations, Application to amend an existing Foreign Registered Aircraft Permit, Application for a Foreign Registered Aircraft Permit.

¹ Granting a licence without the applicant having to go through normal entrant requirements, i.e. applicants have gained sufficient experience and knowledge from previous activity.

2. Exclusion B – European Union Regulations, Decisions and Directives – regulatory provisions that implement new or changed obligations from European Union regulations, Decisions and Directives (except in cases of gold-plating)

Summary of measure

- Implementing EU Directive 2015/2302 on package travel and linked travel arrangements (Came into force 1st July 2018.)
- Implementing the Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012, as amended and the Package Travel and Linked Travel Regulations 2018 in the UK to give effect to the (EU) 2015/2302.
- Guidance on Directive 1107/2006 to meet obligations to disabled persons and persons with reduced mobility.
- Implementation of the self-declared Maintenance Programme (SDMP), EASA Part M and the removal of the Light Aircraft Programme (LAMP) to facilitate the implementation of EASA Rule making.
- Implementing EU requirements related to Declared Training Organisations (DTO.)
- Funding Distribution project 8.33 KHz Implementation – project to set up funding delivery mechanism to General Aviation end users.
- Aeronautical Data Quality Implementing Rules (ADQ IR) new European-wide rules relating to data quality were introduced in January 2019. They primarily impacted on data originators, aerodromes and air navigation service providers.
- Conversion of UK aeronautical ground stations to 8.33 kHz voice channel spacing, completed 1 January 2019. EU requirement/harmonisation, EU monies made available to General Aviation pilots to part fund purchase of 8.33 kHz capable radios.
- Implementing requirements of EU Directive 2013/11 on Alternative Dispute Resolution (ADR) for consumer disputes. The CAA continues to carry out oversight of ADR bodies to ensure they comply with the complaint handling standards.
- ATOL Policy and Regulations 2019/01 Guidance for industry on how to complete ATOL Certificates.
- CAP1603: Guidance for airlines on assisting people with hidden disabilities.

3. Exclusion C – Regulatory Provisions under the European (Withdrawal) Act 2018 to deal with retained EU law

Summary of measure

- Implementation of EU regulations (EC2042/2003 & EASA Ops) to deliver oversight of commercial balloon activity. Replaces National regulation CAP 611.

4. Exclusion D – Pro-competition

Summary of measure

- CAP1613: Publication of a report produced by National Air Traffic Services En-Route plc (NERL) in response to the CAA's recommendation to provide increased transparency on London Approach service quality.
- Publication of the reviews by the CAA and an Independent Reviewer Report on NERL's Annual Service and Investment Plan (SIP) on its recent business plan, related airspace and technology programmes.
- CAP 1758: Publication of consultancy reports supporting the CAA's proposals and publication of the CAA's proposed RP3 (Reference Period 3 - 2020-2024) performance plan for NERL.
- Publication of hours of peak congestion at Heathrow and Gatwick for the purposes of the Traffic Distribution Rules 1991 and continued economic regulation of Heathrow.