

Consultation: Bringing new light aircraft between 450-600kg under national regulation

CAP 1845

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Executive summary

The CAA now has the option to directly regulate a category of light aircraft of a greater weight than previously allowed by EU regulation. The proposal is for the UK to consider an 'opt out' from current European regulation in favour of national regulation. The boundaries between current and proposed national regulation would be set out as follows:

Aircraft under national regulation	Current regulation	Revised regulation under the 'opt out'
Aeroplanes, Helicopters and Powered sailplanes	Up to 450kg Maximum Take-Off Mass (MTOM) ¹	Up to 600kg MTOM ²
Additional weight allowance for water operations: aeroplanes or helicopters	45kg	50kg
Additional weight allowance for an airframe mounted total recovery parachute	25kg	No provision
Sailplanes	Up to 400kg MTOM	Up to 600kg MTOM

¹ Aeroplanes: must have a measurable stalling speed or minimum steady flight speed in landing configuration of not more than 35 knots Calibrated Air Speed (CAS).

² Aeroplanes: must have a measurable stalling speed or minimum steady flight speed in landing configuration of not more than 35 knots CAS for those with an MTOM under 450kg, and 45 knots CAS for those between 450-600kg MTOM (with allowances in both cases for the additional weights indicated).

This consultation explores the merits of the UK adopting this provision and sets out the views of a working group which we brought together comprising of general aviation stakeholders.

Overall, opting out may introduce greater flexibility for certifying sub-600kg aeroplanes, helicopters and sailplanes. It removes an artificial barrier that currently exists between EU and national rules and brings them into a more direct and potentially more proportionate national oversight.

On the other hand, national certification loses the common standards and mutual recognition that aircraft certified by the European Aviation Safety Agency (EASA) enjoy. Moreover, EASA's own oversight of aircraft intended for sport and recreational use is likely to become more proportionate as a result of measures that the Agency is required to propose by September 2020.

The document summarises the key provisions within the proposed regulatory changes and explores their implications from an airworthiness, flight crew licensing and operational perspective.

This consultation closes on **Friday 29 November 2019**. Responses to the two questions set out in chapter two (whether the UK should opt out of the basic regulation; and if it did opt out, how the aircraft should be defined) should be submitted online:

- <https://consultations.caa.co.uk/ga/450-600kg-regulation>