

CAA General Aviation work



Here are examples of what has been delivered over the last year

- We have ensured that EASA and the Commission permit UK national licenses and ratings to be converted to EASA equivalents on an 'as is' basis.
- We have permitted the use of 8.33 hand-held radios in Permit to Fly aircraft.
- We negotiated a change to the blanket 100 hour requirement for classroom training for the Private Pilot Licence (PPL). The requirement now to cover the appropriate theoretical knowledge without specifying a minimum.
- We removed the unnecessary UK requirement that for the instrument rating (IR) initial flight test the aircraft should be equipped with vision limiting screens that totally obscure the pilot's view and that of the examiner too.
- We issued a general exemption permitting the use of gyroplanes for self-fly hire.
- We have reduced clutter and improved the readability of aviation charts in particularly enhancing the definition of Controlled Airspace classifications and boundaries.
- We simplified our template for use by Registered Training Facilities (RTFs) to become Approved Training Organisations (ATOs).
- We carried out a fundamental review of The Flight Crew Licensing: Mandatory Requirements, Policy and Guidance, CAP 804, and published new guidance for private pilot licensing in October 2013.
- We implemented a 'service centre' approach and para-technical capabilities to significantly reduce turnaround time for routine transactional services such as license applications. Associated with this, a 'digital by default' project completed a major review all of its forms to reduce their number and length, eliminate duplication and pre-populate forms where it already holds information or, where this is not possible, not to ask for the information again. At end-2013, all airworthiness forms were on line as were around 70% of all licensing transactions. The original commitment to have the remainder of licensing forms, on line by June 2014 is under review and may be revised in order achieve wider benefits from the use of an integrated CRM / portal system which is planned to be delivered late-2014.
- We implemented a corporate complaints procedure, with defined turnaround times for acknowledgement and full reply; the CAA's Annual Report will include details on the number and types of complaints it receives, and the percentage upheld.
- Following strong industry support, we successfully negotiated a 5-year extension of the UK Instrument Meteorological Conditions (IMC) rating.

- We removed our oversight of Rescue & Fire fighting staffing levels at public transport aerodromes, enabling these aerodromes to reduce their costs by setting staffing levels appropriate to the risk and shared with local authority 'blue light' agency partners.

And examples of what the GA Unit is currently working on:

Reducing the Regulatory Burden

- It currently costs £1,600 to add a non-complex aircraft type to a Part M maintenance and continuing airworthiness approval certificate. By late-summer 2014 aircraft will be listed by category removing the need and the cost of adding new types within the same category.
- During April 2014 we will provide approval for the Light Aircraft Association (LAA) to commence its night / IFR (instrument flight rules) certification programme. This will provide added incentive to GA pilots to train for instrument qualifications, helping them become safer pilots.
- By October 2014 we will publish a public consultation on the creation of a declarative-based experimental category for airworthiness, helping reduce the procedural and financial burden on aviation entrepreneurs.
- We are working with EASA to remove the upper age limit for single pilots of Commercial balloon activities, as was the case in the UK pre-EASA. This will enable 17% of all current holders of the UK Commercial Pilot Licence (Balloon), to continue to act as pilot-in-command.
- Together with Norway, we have submitted to EASA derogation for Seaplane Rating revalidation, to focus on the need for to a specified number of takeoffs and landings in a seaplane and not a minimum number of flying hours.

Delivering More Proportionate Regulation

- During summer 2014 we intend to clarify the rules surrounding the use of EN228 MOGAS fuel in aircraft.
- We have, with substantial support from Industry, completed a review of the training syllabus for private pilot licenses to remove legacy requirements and ensure it is relevant for today's operating environment. We are working with EASA to agreeing the earliest introduction mechanism, objectively during summer 2014.
- By July 2014 we will review the question bank for EASA private pilot licenses with a view to reducing it to align with the 120 questions indicated by EASA

- During late April 2014 we will conclude our review of 2003-2012 safety data, helping enhance our understanding of accidents and providing the baseline for implementation of proportionate and risk-based regulation in areas of highest safety benefit.
- By October 2014 we intend to publish a simplified policy and application process for instrument approach procedures (IAPs) at smaller aerodromes. In the same timeframe we also intend to permit the use of pilot-controlled lighting at licensed aerodromes.
- By the end of June 2014, we will issue an exemption to the Air Navigation Order to relax the current rules on cost sharing, introductory flights, sailplane towing, and parachute dropping. (This move anticipates changes to EU Regulations being implemented in October 2014).

Delegation of Activity

- We are working with both the LAA and BMAA to delegate design, construction, maintenance and continuing airworthiness management oversight and support of nationally regulated Permit to Fly aircraft. This will remove airworthiness tasks from the CAA and introduces a more proportionate approach to regulating recreational aviation. This transitional work will be completed by September 2014.
- We are working with the Air Display Industry to discuss the options and scope for the delegation of oversight and administration functions.
- By May 2014 we will complete work with industry to delegate the management and oversight of continuing airworthiness for factory built gyroplanes.

De-regulation

- Subject to the successful completion of a Regulatory Impact Assessment, we anticipate being able to remove from regulatory airworthiness oversight of all single-seat microlights up to a maximum takeoff mass of 300kg.

And some Myth Busters too:

- You don't need a licence to do aerobatics. Correct, until April 2015 at which point a rating is required under EASA Part-FCL.
- You don't have to wear a helmet when you do aerobatics. Correct; if you bang your head it's up to you!
- Aircraft performance does not change with aircraft age. Partially correct; engine performance will degrade, however if correctly maintained not by a significant degree.
- Owners of aircrafts can do 50 hour checks in their own aircraft. Owner maintenance tasks are defined in regulation – so long as the 50-hour check includes only these then

ok. However, even if it contains more items, these can be performed under the oversight of an approved person / organisation.

- Aircraft don't have to be re-weighed every 10 years. Correct; they don't change weight on their own and the myth that microlights require periodic re-weighing is not a CAA requirement. The owner / pilot simply has to ensure the aircraft is operated within its certified weight & balance envelope. The aircraft weight schedule should in theory include all weight additions and subtractions (e.g. through the application of modifications). However, dirt and grime can and do build up inside fuselage and wing sections and over time can increase aircraft weight.
- You can fly at night in the UK with a single engine aircraft. Correct, providing you have the appropriate rating on your licence.
- You can land at night without runway lights. Correct; to do so is legal within the ANO, but clearly carries additional risks.
- After Vne (red line on the ASI) the aircraft doesn't fall apart. Incorrect; Vne includes a 15% safety factor, however this will have been obtained under ideal conditions with a professional test pilot. Sudden onset of flutter (which WILL occur at some speed above Vne) can wreck an aircraft in seconds, and at high speeds G-limits can easily be exceeded by gusts and turbulence.
- There is no cross wind limit (demonstrated is not a limit). Correct; but operating outside the 'demonstrated cross-wind capability', is reckless.
- You can only have your G-registered EASA aircraft maintained in the UK. Incorrect; an EASA aircraft can be maintained in any EU state, not only the state of registration.