



GA Annual Report 2015



Introduction

Andrew Haines

Very quickly after joining the CAA I realised just how important and unique the General Aviation (GA) sector is and also how strong its views were on how it was regulated, both by us and the European Aviation Safety Agency (EASA).

Since then I've had regular full, frank and constructive discussions with those representing GA associations and the many people directly involved in the sector. Together, we made some progress in certain areas but I believe that the overall feeling amongst all, was that there was more that we could do. Both we in the CAA and the current Government agreed that the way we have regulated the UK's GA sector has sometimes been disproportionate and was in need of reform.

The Government's GA Red Tape Challenge pushed at an open door and that's why it has made very considerable progress. It was the catalyst for the creation of the General Aviation Unit in the CAA, which itself provides a coherent focus and impetus to our efforts to ensure we regulate in a proportionate way. Setting up this dedicated unit is a demonstration of our commitment to improving the situation for many in the GA environment and we believe that the team's work has made a real difference by driving forward our GA programme.

Where there are clear safety justifications, we will continue to regulate to protect UK citizens, but in a way that seeks to minimise unnecessary constraints on a vibrant GA sector for the UK. Our commitment to GA is to

- Only regulate directly when necessary and to do so proportionately
- Deregulate where we can
- Delegate where appropriate
- Not 'gold-plate' and remove gold-plating where it exists.

Of course there are areas where we have not gone far enough, quickly enough, for my liking, never mind that of many of our stakeholders. Equally we have made some changes that have surprised some stakeholders. Either way the adoption of a coherent policy framework is a bedrock which ensures that the changes we make are well thought through and evidenced based.

So, domestically we have been able to make changes that have had a real effect and we are equally committed to working with our colleagues in EASA and other states to improve GA regulation Europe-wide. In Patrick Ky, EASA has a leader who is also committed to proportionate and risk-based regulations and this will be ever more important as we continue progress in 2015 and onwards.

For continued change to be successful there must be a partnership between us, EASA, Government and the GA community. Our GA Unit will be key in developing this partnership and I am sure its initial successes will continue.



Comments

Mark Swan

When we set up the GA Unit we made it absolutely clear that it would continue to be a key element of our safety regulation work, but more visibly so.

As Head of the Unit, Tony Rapson is part of my top leadership team. That means that the GA Unit enjoys equivalent status with the commercial airline and airport industry and every other part of our regulatory responsibilities.

In the past year that has been significant in assisting Tony and others in ensuring they have the resource and backing to drive through the many positive changes for GA.

This report shows how much progress has been made and I absolutely endorse the many positive comments contained in it from various key players in GA.

I'd like to take this opportunity to thank all those involved in achieving this step change; the members of the GA Unit and others in the CAA who have played key roles in the GA programme and, of course, those in the GA community who have stepped up to the plate and contributed so much to its success.



Tony Rapson

Although I've always been involved with GA, as a controller, airspace manager and former PPL, I can honestly say that when I took up a secondment to the DfT to work on the European Single Sky project I didn't expect to end up back at the CAA as Head of the new GA Unit.

But as soon as the position was mentioned it was clear that it was a fantastic opportunity to deliver really positive change to such an important part of UK aviation. I also thought I could use my experience of working and influencing in Europe to make a real difference to some of the wider issues. And I see this as being key to some of the longer-term work we have underway with EASA.

When we set up the unit over a year ago we were really keen to staff it with people who had experience and enthusiasm for GA and I think the profiles of some of the team in this report show we have achieved that.

I think it's really important that we understand and work with the GA community. We absolutely appreciate that many of those we work with are giving up their time for free and I would like to take this opportunity to thank all those in the wider GA community who have been pivotal in making the successes of the last year happen.

I mentioned our work in Europe and over the coming year this will come more to the fore. We are absolutely pushing at an open door at EASA to get GA regulation more proportionate and in Patrick Ky we have support for this from the very top of the organisation. Supporting and facilitating change at EASA will be one of my key objectives for 2015 and onwards.

The focus of our work in this first year has quite rightly been on change for the better. But the Unit is also the way we regulate much of GA on a day-to-day basis, be it aerodrome regulation, oversight of historic aircraft operators or manufacturing approvals. It will be in these areas and others that you will judge our long-term effectiveness so we must ensure that the new principles for GA regulation are as evident in these areas as in our work to devolve and deregulate.

While our new approach brings risk-based regulation and seeks levels of safety that are appropriate for the various elements of GA we regulate we must still strive to keep those involved and affected by GA safe.

Looking back over the last year I can see much has changed for the better. Looking forward then I can see that the last year is just the first year of a much longer process and much remains for us to do together.



Tony Rapson
Head of the GA Unit

I joined the CAA in 2008 after 28 years in the RAF as an air traffic controller and airspace policy expert. Since then I've helped to develop the UK's Future Airspace Strategy as part of the Single European Sky. Immediately before taking on this current position as Head of the CAA's GA Unit I was seconded to the Department for Transport to be the UK policy lead for the implementation of the Single European Sky and was instrumental in driving forward the European Air Traffic Management Performance Scheme to support improved capacity, safety, environmental performance and cost efficiency; not just for the UK but across Europe.

I think my career in the RAF, contribution to the CAA and experience from the Department for Transport, with its engagement with the European Commission and other Member States, has allowed me to develop the skills and experience necessary to deliver on our commitment to GA.

I've spent the last year working with the GA community and EASA to drive work on changing the regulatory framework for GA in the UK and across Europe. I can also directly influence this as chair of EASA's National Aviation Authority GA Roadmap Group and one of the six strong EASA GA Task Force



GA Unit Overview

GA Unit Overview

The GA Unit was set up within the CAA, as part of our response to the Government GA Red Tape Challenge to support and encourage a dynamic recreational GA sector.

The GA Unit is involved in most of our GA activity and is accountable for the regulatory oversight of: airworthiness, operations and associated personnel training and licensing for non-commercial operation of other than complex aircraft. This encompasses aircraft ranging from microlights, historic and amateur-built aircraft, through balloons, gliders, piston twins and single-engine turbine aeroplanes up to 5700kg maximum weight and single-pilot helicopters up to 3175Kg. The Unit also has oversight of GA-aligned non-EASA aerodromes.

As a self-contained unit dedicated entirely to GA it is committed to eliminating unnecessary regulation and reducing costs and burdens wherever possible. The 25-strong Unit has been assembled from airworthiness, flight operations and licensing specialists from across the CAA. All have significant knowledge and experience of GA, with most being active private pilots. The Unit is based at our Aviation House facility in Gatwick.

But in achieving this we must remember our statutory duties to ensure the safety of those who are affected by GA, not least, third parties on the ground and passengers.

To make sure this is achieved and our decisions are transparent and predictable we developed, through consultation, a GA Policy Framework through which all our decisions and applications are run.

It's a simple process of collecting data and asking questions that enables us and others to show that we have followed our new principles for GA regulation while continuing to protect third parties on the ground and other airspace users where necessary.

It also forms the basis for other work such as our decision to allow paid flights in historic aircraft without the need for the operators to hold a full Air Operator Certificate.

The full framework is available on our website at www.caa.co.uk/ga for the GA community to use and hold us to account on our decisions.

In its first year much of the Unit's more obvious work has been around the new regulatory approach for GA. But its day-to-day work is the on-going regulation and approval process for GA activity.

To achieve this the unit is split into three teams.

GA Unit structure

Operations

The operations team work includes flying displays, parachuting, ballooning and the granting of approvals and exemptions where someone wants to do something out of the ordinary. They are also involved in any investigations following incidents and oversee some of our safety education work.

Oversight of GA pilot training organisations and the issuing of licence and approvals for the informed consent operators are also part of the operations tasks and GA aerodromes are also overseen by the GA Unit. Commercial balloon companies are regulated by the team who also deal with policies affecting both private and paid balloon flights under both UK and EASA rules.

Experienced GA pilot Mark Charlwood will be joining to lead the team from 2nd April but George Duncan has done an excellent job over much of the last year as the acting head of the team.

“I think we have contributed to making the CAA more open, transparent and accessible to the GA industry”

John Wickenden, GA Unit

George Duncan

Flight Standards Officer / Acting Head of GA Operations

I learnt to fly when I was 16 in a Venture glider. A flying scholarship with the RAF followed and I got my PPL when I was 17. After university I became a flying instructor at Denham and accumulated over 1000 instructional hours on Piper PA28s. Four years flying Boeing 737s from Gatwick with British Airways followed and I then joined the CAA eleven years ago. Since then I've learnt to fly hot air balloons, obtained my display authorisation and become a display authorisation evaluator. Outside work I own a share in a 1946 Piper Cub at White Waltham and currently have 3500 flying hours.

One of my most memorable aviation moments was flying across the English Channel in a hot air balloon along with 45 other balloons to help set a world record for the most balloons flying across the channel at the same time.

One of my most recent projects has been setting out guidance for the Safety Standards Acknowledgement & Consent (SSAC) which enables paying passengers to be flown in historic aircraft. We handle the applications and operational oversight for SSAC with two companies now offering flights in spitfires as a direct result and I look forward seeing more such opportunities enabled by this change of our approach.

“Some of our airworthiness work included co-ordination of validation flight testing for the Austrian-built Arrowcopter AC-20 gyroplane and providing design approval of two imported Boeing Stearman aircraft onto the UK register”

Phil Gibbons, GA Unit

Airworthiness

The airworthiness team consists of 11 staff and is led by Alan Carter. Four surveyors are involved in design and certification – they oversee designs of aircraft and proposed modifications. There are six surveyors who inspect aircraft and audit the organisations that build, repair and maintain aircraft, checking they meet the required specifications and standards. The team is involved in investigations following incidents and also provide technical and regulatory advice to individuals and the aviation industry.

Case study: Friday 13th February. de Havilland Support Limited. Duxford Airfield. Airworthiness review meeting

A regular update meeting with de Havilland Support Limited which looks after a large worldwide fleet of historic aircraft. These meetings are a chance to discuss how the company and the Light Aircraft Association (LAA) co-operate to support the wide range of de Havilland historic aircraft, flying both on Certificates of Airworthiness and Permits to Fly. We also discussed how together we could offer more support to aircraft owners in the future.

Alan Carter GA Airworthiness Lead

My involvement with GA started with balloon retrieving in the early 1980s. I was then fortunate to go straight from college to work for a light aeroplane company in a variety of design engineering roles that even allowed me to fly with the late Nevil Duke. This period also included stints on the design and development of both a gas airship and a glider. I got my PPL(A) in the mid-1980s, part funded by a group of us licensing our WW1 grass aerodrome and taking turns as air ground radio operators and fire crew after hours and at weekends. We then graduated to the grass roots world of single seat, open cockpit, non-radio homebuilt aircraft ownership.

My work in the CAA's GA aircraft certification section featured spells as certification programme manager on projects like the Gulfstream GIV & V and Sikorsky S-76. Later on I was able to complete a balloon PPL and some light helicopter flying. I think our intent to deliver a balance of proportionality with effective oversight will provide a healthy challenge for some time and one I am delighted to be part of.

One recent project I've been involved in has been to publish the basis for the first ICAO Certificate of Airworthiness for modern gyroplanes.

GA Unit structure (continued)

Policy and business delivery

This team of four is managed by Mark Shortman. Its work covers two principal areas:

The management, coordination, creation and publishing of GA policy and the day to day running of the Unit. This includes all the usual general management functions such as business and resource planning, budgets and stakeholder engagement.

“Over the next year, I think we will streamline a lot of the work in the section and become more efficient whilst completing a lot of the large projects that are in progress at the moment”

Sue Duncan, GA Unit

Mark Shortman

Policy and Business Delivery
Manager

I have over 30 years experience within the aviation sector, joining the CAA in 1997. During that time I've primarily worked on airworthiness projects and organisation approvals ranging from wide-bodied airliners to microlights, gyroplanes and balloons.

I'm a lifetime member of GA organisations such as the LAA and BBAC and self-confessed all round GA enthusiast. I'm a lapsed gliding instructor and have experience of flying light aircraft, , gyroplanes and balloons.

One project I have been involved in is the development of a new experimental airworthiness category of aircraft which will allow innovators and entrepreneurs in the UK to design, build and test new concepts with minimum burden and cost of regulation. We have conducted the first consultation and plan to introduce this later in the year.

“I think it is important that the CAA GA Unit is now much more approachable to industry”

Ian Chadwick, GA Unit

Ian Chadwick Balloon Operations

My prime role in the Unit is to look after the oversight of all balloon operations, both private and commercial. I’m also the CAA’s balloon examiner which involves examining examiners!

I get involved in most of the major balloon festivals, such as the Bristol event, and having actively flown in them for many years it gives me a good idea of what’s sensible and what isn’t. That experience also means I have a really good working relationship with the organisers of events.

More recently I’ve been looking after European balloon policy issues so that’s a chance to influence the direction this takes to make sure it aligns with our aims of proportionality and risk-based regulation. One of the key areas of this was getting the maximum age for balloon pilots raised.

In the 25 years I’ve worked on balloon safety the industry has changed considerably. Incidents are high profile and the size of some of the commercial balloons could never have been imagined when I started flying.

One of my most memorable aviation moments was as a relatively inexperienced balloon pilot I was asked by Prince Michael of Kent if could I could fly a balloon into a garden party. It turned out Richard Branson was there with Per Linstrand having just crossed the Atlantic!

In the last year the unit:



992

Issued 992 permissions and exemptions



35

Audited 35 balloon operators



377

Issued 377 permissions for flying displays



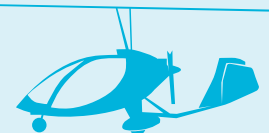
963

Issued 963 airworthiness certificates



47

Audited 47 aerodromes



18K

The team is responsible for over 18,000 aircraft



Key achievements
from the last year

Working closer with the GA community

If we are to be successful in our aim of changing the regulatory framework for GA so that it imposes the minimum necessary burden and empowers individuals to make responsible decisions to secure acceptable safety outcomes then this has to be a partnership with the GA community. Throughout the year we've sought to involve GA representatives in our discussions and working groups to ensure what we end up with is fit for purpose.

The General and Business Aviation Strategic Forum provides a chance to discuss strategic issues affecting GA between industry, the CAA and the Department for Transport. It is chaired by industry and includes CAA representation from the Chief Executive, Director of Safety & Airspace Regulation Group and the Head of the GA Unit. Its objectives include: To challenge, oversee & prioritise the delivery of the Government's reform programme for GA to deliver on the commitment to provide a proportionate regulatory regime for GA that cuts unnecessary bureaucracy and red tape. The forum is also used to facilitate the establishment of a common UK position on European regulatory proposals affecting GA as well as providing advice to the DfT on strategic Government issues affecting GA.

The General Aviation Partnership Group is an advisory body sponsored by the GA Unit. It enables the wide and varied GA community to give advice and views on any issues affecting GA. The 35 strong membership, from representative organisations, is made up of a broad cross section of the GA community.

This proactive move to involve GA in our work has been welcomed by those involved.

Working closer with the GA community (continued)

“The GA Partnership stands out for me as a shining example of how progress can be made when stakeholders are engaged, policy is matched with resources and authority, and people are willing to make decisions and act on them.”

Dai Whittingham

Chief Executive UK Flight Safety Committee

“The CAA response to the Red Tape Challenge in general and the setting up of the separate GA Unit in particular has resulted in better communication with the GA Community.”

Charles Henry

FRAeS: Chairman GAAC

“The CAA should be congratulated for starting what we hope will be a permanently improved approach to regulating GA, including delegating authority and responsibility. It has made significant effort to change its culture and has established helpful, high level engagement with EASA re improving the way that organisation regulates GA.”

Pete Stratten

Chief Executive, British Gliding Association

“The 12 months since the establishment of the CAA’s GA Unit has demonstrated that CAA means business in supporting the Government declared aim of the UK being the best place in the world for General Aviation with a different approach to regulation of GA.”

Roger Hopkinson

President: European Federation of Light, Experimental & Vintage Aircraft

Vice President: Light Aircraft Association

Chairman: UK General Aviation Strategic Forum

Vice Chairman: Royal Aero Club of UK

“The GA unit has an ambitious but promising programme of works which we all hope will help to revitalise the sector it regulates.”

Philip Hall

CEO Light Aircraft Association

“The greater the CAA and other relevant organisations can create, encourage and deliver the right conditions for educating, promoting and changing mind sets in the GA community as well as within the organisations, instead of a plethora of prescriptive and detailed rules, the greater should be its success. ”

David Roberts

President, Europe Air Sports

Vice President, Royal Aero Club of the UK

Vice President, British Gliding Association

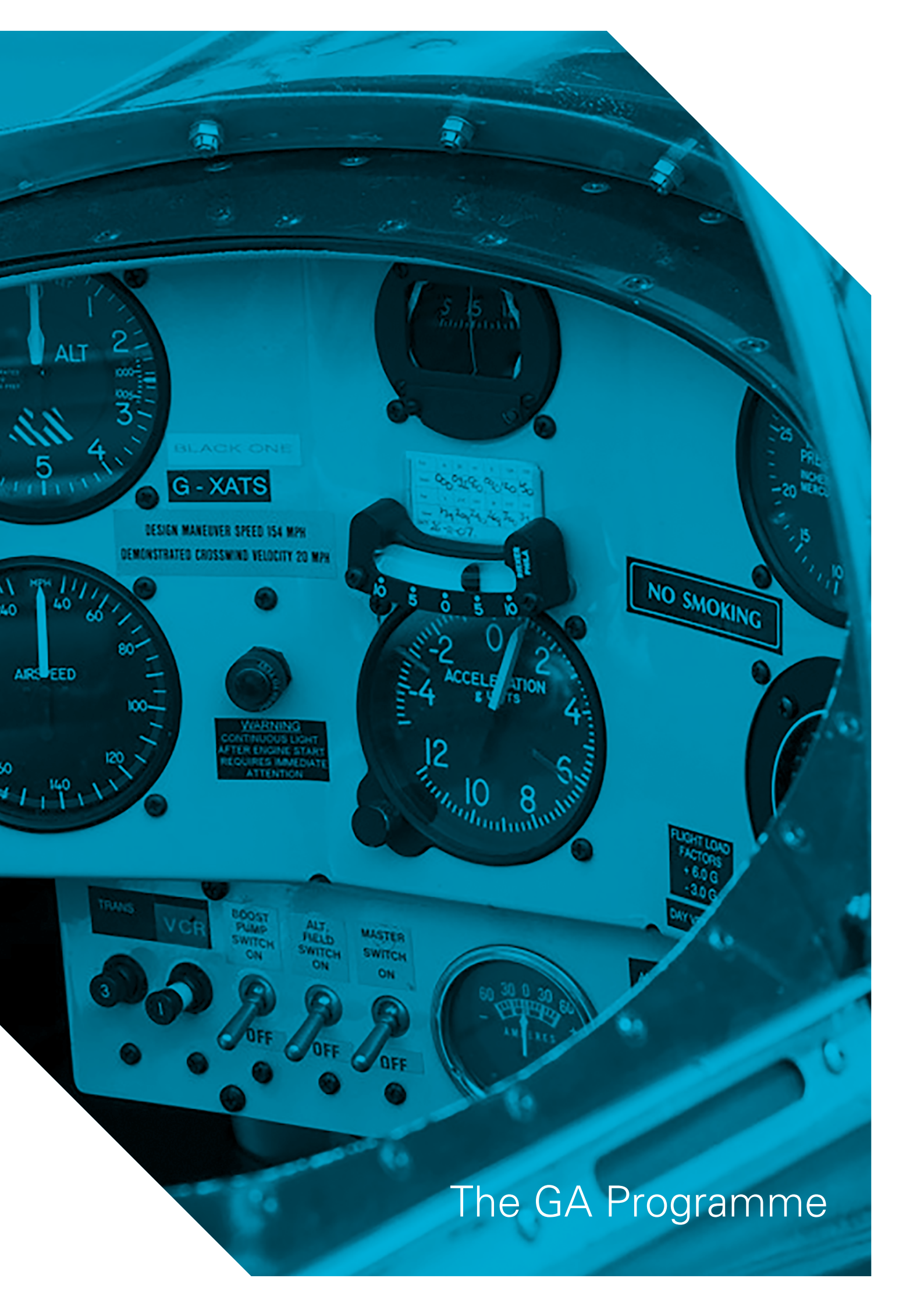
Working with the European Aviation Safety Agency

As so much of the regulation of GA is now undertaken on a Europe-wide basis it's vital that we work closely with EASA.

EASA's new approach to GA regulation very much mirrors ours. Its roadmap for GA sets out similar areas to look at more proportionate regulation. We are very much a champion of proportionate and better regulation of GA taking a leading, supporting and facilitating role in EASA change. Tony Rapson, Head of our GA Unit chairs the EASA National Aviation Authority GA Roadmap Group and is one of a six strong EASA GA task force, so we absolutely have the opportunity to further influence and support these vital changes with EASA. We are also providing CAA technical experts to EASA working groups that will drive change and result in new and better regulations.

Key outcomes of our work with EASA in the past year include:

- Increasing the upper age limit for pilots of commercial balloons under EASA from 65 to 70
- Deferring the mandatory requirements for Registered Training Facilities to become Approving Training Organisations (ATOs) from April 2015 to April 2018
- Introducing ahead of schedule EASA rules that allow more people to share the cost of a flight and permit private pilots to carry out introductory flights
- Enabling the continued use of revalidation examiner privileges – allowed authorised instructors to sign licences to revalidate single engine piston and touring motor glider ratings by experience
- Allowing training for En-Route Instrument Rating (EIR) in a twin-engine aeroplane to be credited for single-engine EIR
- Allowing credits for similar types of aircraft ratings to also apply for instructor ratings
- Allowing an examiner to test a student to whom he has given instruction
- Making seaplane rating revalidations more proportionate



The GA Programme

The GA programme

The GA programme was created in response to the Government Red Tape Challenge to deliver the CAA and Government future vision for GA oversight.

It incorporates any projects where the main beneficiary is the GA community. It was kicked off by Mike Barnard and is now under the control of programme manager Rachel Gardner. The programme covers all of our work in the GA unit and beyond, to introduce more proportionate regulation for recreational GA.

The Government recognises this as one of the best responses to its red tape challenge process to reduce regulation anywhere across the economy.

It currently has over 140 projects split across four categories:

- National
- EU & international
- Airspace
- Governance & finance

The projects are also grouped according to the area of the GA community which will benefit (e.g. microlights, gyroplanes, balloons, training and licensing).

More information at www.caa.co.uk/ga

Rachel Gardner GA Programme Manager

I've always been very interested in aviation and, apart from a short stint involving mathematical modelling of submarines, have been fortunate enough to work in military and civil aviation industries virtually my entire career of over 20 years. In addition to more technical roles (such as testing and assessing a new fast jet military aircraft, or a new cruise missile in the desert) I have many years experience in project and programme management. I have led several large complex programmes, and particularly enjoyed those which have required some technical understanding or knowledge of change management or stakeholder management.

Having learnt to fly in 2000, I have flown in the UK, USA and Australia. I also took a career break so I could complete an ATPL course and have since continued to enjoy flying privately. I joined the CAA in the summer of 2014 and I'm really enjoying being able to combine both my love of flying and aviation with programme management skills to see a really positive change for GA.

Significant achievements through the programme in the last year include:



Introducing a policy framework to deliver a transparent and proportionate approach to GA regulation



Allowing pilot controlled runway lighting at licensed aerodromes



Allowing the use of Mogas fuel in aircraft where approved by the flight manual



Removing the over flight restrictions on type-approved gyroplanes



Delegating some gyroplane regulation to other organisations



Allowing pilots to hire gyroplanes from a club



Saving maintenance organisations money by being able to list categories of aircraft rather than types



Using our new proportionate approach to regulation has made it financially viable for a microlight company to sell type-approved microlights



Removing the need to re-weigh microlights every five years

1/3

Reducing the number of private pilot licence exam questions by over a third



Delivering a new proportionate policy for instrument approaches at aerodromes without instrument runways and/or approach control



Streamlining application process for display pilots and event organisers



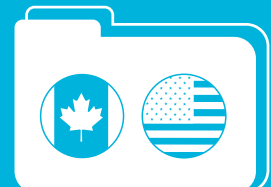
Making national pilot licenses valid for life



Relaxing the rules for handheld radios to be used in aircraft



Deregulating all small single seat microlights less than 300kg



Allowing US / Canadian approved modifications to be installed on non-EASA aircraft without separate UK approval



Allowing pilot worn vision limiting devices, rather than screens, in instrument training



Increasing the number of people allowed to share the cost of a flight



Simplifying EASA revalidation requirements for balloon pilots



Consulting on a new experimental airworthiness category of aircraft which will allow innovators and entrepreneurs in the UK to design, build and test new concepts with minimum burden and cost of regulation



Providing the framework to delegate airworthiness oversight to GA



Publishing the basis for the first ICAO Certificate of Airworthiness for modern gyroplanes



Releasing guidance on restoring vintage aircraft



Working with NATS to amend pilot charts to reduce the amount of clutter



FUTURE / AIRSPACE / STRATEGY

Facilitating the work of the Future Airspace Strategy VFR Implementation Group (FASVIG) enable publication of its implementation plan

GA review of the Air Navigation Order

The basis for much of the regulations we use are contained or based on the legislation in the Air Navigation Order (ANO). To make sure we're following the principles of the GA Policy Framework and better regulation, and are reducing the burden on GA, we've kicked off a comprehensive review of the ANO.

A final consultation will be completed in Autumn of this year, with a new ANO in place by Autumn 2016. But before that, and wherever possible, we will seek to use exemptions to bring the benefits to the GA community as soon as possible.

“We have worked with a huge number of external bodies, from EASA to NATS to sporting bodies to small and very small organisations, to achieve a great deal and create a collaborative vision for what we can work on in the future”

Becky Ellery, GA Unit

Included in the consultation are options to:

- Deregulate the pilot licensing of small single occupant aircraft
- Align with the EASA structure of privileges and requirements for UK licences, retaining any previously held privileges by the UK. This would allow holders of older UK licences to exercise privileges in line with EASA
- Use the special category certificate of airworthiness to allow a greater range of non-ICAO aircraft to do remunerated flying
- Simplify administrative systems retaining UK flexibility and aligning with EASA where desirable. For example deferring of defects, log book updates and reviewing requirements for light aircraft maintenance schedules
- Review aerodrome regulation for airfields not covered by EASA. Exploring options to reduce the regulatory burden at licensed aerodromes
- Introduce a Skyway Code as a simple guide to the rules and guidance of day to day flying
- Review our involvement in parachute operations and flying displays
- Simplify the rules on balloon and kite flying
- Removal of counting of GA flying hours towards commercial flight time limitations

Performance based regulation

By identifying GA risks and ensuring they are managed in a proportionate and effective way we can better prioritise what we target and how we resource our work to focus on the most important safety issues and get the best safety outcomes.

To achieve this we're developing safety performance indicators for GA and ensuring they will be used to help determine risk and input into how those risks are then addressed. The system will be up and running by September 2015 with direct oversight from the Head of the GA Unit.

Performance based regulation allows us to be more efficient; and to meet our aims of only being involved where appropriate. It also helps us to ensure that gold plating/over-regulation is removed, regulatory oversight is delegated appropriately, and in turn we play our part in helping to promote a dynamic GA sector.

Nigel Rockhill Senior Airworthiness Surveyor

I am an experienced licensed aircraft engineer with expertise in numerous disciplines on a wide range of aircraft types, with a particular interest in all GA aviation activities.

I rely heavily on the knowledge, skills and experience I have developed during my 30 year career in the aviation industry and during my time at the CAA, in the role of both technical standards surveyor and airworthiness surveyor.

I have gained six years' experience within the GA environment, with experience in all aspects particularly – A8-20 ex-military a/c – microlight aircraft – C of A and Permit aircraft, both national and EASA types.

I am currently involved in the project to introduce performance based oversight and regulation to the GA airworthiness activities. This initiative will, I believe, result in improved, and proportionate oversight for the GA community



GA change plan
for next year

GA change plan for next year

It's important that we keep the momentum of change and we will continue to work closely with the GA community to carefully manage the pace of change. Some of the projects we are working on for the coming year are potentially more involved and rely on other parties such as EASA or GA representative groups to progress. But we are determined that the same principles of only regulating where we must, delegating and deregulating will apply.

Some of the key items planned for **2015/16** include:

Setting out proposals for an easy approval process for a range of affordable conspicuity devices that enable GA pilots to detect other aircraft

Delegating airworthiness responsibilities to the BMAA and LAA (A8-26 approval)

Introducing a new PPL syllabus which is more proportionate alternative to the existing EASA PPL syllabus

Developing a Skyway Code – to make rules and advisory material easier to understand

Relaxing medical requirements for private pilots

Introducing PPL online theoretical knowledge exams

Introducing a gyroplane commercial pilot's licence

Implementing the first instrument approach using the new proportionate policy developed by the CAA

Introducing a new fees & charges model

Publishing the 2003-2014 GA safety review

Complete the GA fees and charges review to provide greater transparency of costs

Working with the LAA to allow permit aircraft to fly at night and in instrument conditions

These are some of our outline plans. The success of what we have achieved so far has, to a great degree, been due to our partnership with the GA community. So we seek your input and feedback into both these proposals and other areas of work. Please contact us at ga@caa.co.uk.



Success measures

Success measures

One of the recommendations from the GA Red Tape Challenge was that "...The CAA... should consider a range of measures for success... and regularly publish data on several different measures of success". Success measures will enable progress and improvement to GA to be tracked, measured and reported on a regular basis. The details of these success measures can be found online at www.caa.co.uk/ga, but some examples are provided below.

Success Measure
Delegation of CAA responsibilities to external organisations
Number of positive EASA legislative changes
CAA GA Red Tape Challenge recommendations addressed
Successful delivery of the FASVIG implementation plan
Establish rational, fair principles for CAA fees & charges to the GA sector
Balance of risk approach – take more practical risk rather than a theoretical risk approach
Reduction in infringements
Maintaining safety levels
Proportion of aircraft on the UK register (compared to aircraft not on the UK register)
Working CAA/GA community partnership
Reduction in airworthiness oversight

Richard Craske Senior Examiner

The Unit is also able to use expertise from elsewhere in the CAA. One example is senior examiner Richard Craske:

I've been a senior examiner since late 2011 with particular responsibility for the GA helicopter community. I'm currently rated to instruct and examine on the R22, R44, B206, H269, Cabri G2 and AW109E/S. I also line fly once or twice a month with the HEMS medical AW109E helicopter at Coventry, flying over 3000 missions so far.

Before joining the CAA I was chief training captain and a HEMS pilot. I've got over 6000 hours; 3000 as an instructor and examiner.

One area I work closely with the Unit on is gyroplanes. This has primarily taken the role of working closely with the GA gyro community offering advice and mentoring and being instrumental in the decisions around removing the overflight restrictions on type-approved gyroplanes.

