



Department for  
Business, Energy  
& Industrial Strategy

# BUSINESS IMPACT TARGET: SUMMARY TEMPLATE

Non-qualifying Regulatory Provisions  
(NQRPs) summary reporting template

**Regulator: The Civil Aviation Authority**

**Business Impact Target Reporting Period Covered: 17<sup>th</sup> December 2020 – 16<sup>th</sup> December 2021**

Excluded Category*	Summary of measure(s), including any impact data where available**
Measures certified as being below <i>de minimis</i> (measures with an EANDCB below +/- £5 million)	<p><b>DMA No:</b> DfT De Minimis Assessment 201</p> <ul style="list-style-type: none"> <li>450-600kg Basic Regulation Art.2(8) Opt-Out for Aeroplanes, July1, 2021</li> </ul>
EU Regulations, Decisions and Directives and other international obligations, including the implementation of the EU Withdrawal Bill and EU Withdrawal Agreement	<ul style="list-style-type: none"> <li>Implementing the UK-EU Trade and Cooperation Agreement, specifically Annex 30 on aircraft design and production certification</li> <li>Implementing the UK-Iceland, Norway and Switzerland Bilateral Aviation Safety Arrangements linking European Economic Area (EEA) States to the rights and obligations established under Annex 30 of the UK-EU Trade and Cooperation Agreement on aircraft design and production</li> <li>Implementing the UK-US Bilateral Aviation Safety Agreement on aircraft design, production, maintenance, flight simulation and training devices</li> <li>Implementing the UK-Canada, UK-Brazil, UK-Japan, UK-China, UK-Russia, UK-Singapore arrangements on aircraft design, production, and maintenance</li> <li>ATOL - Amendments to the Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012 (as amended) to reflect the UK's departure from the EU.</li> <li>Airline licensing revisions to the Civil Aviation Act 1982, Regulation 1008/2007 (UK edition), The Civil Aviation Authority Regulations 1991 and The Operation of Air Services in the Community Regulations 2009 to reflect the UK's departure from the EU.</li> <li>Airline licensing – Revision to Regulation 1008/2007 (UK edition) temporarily amending the financial tests on which UK air carriers are evaluated by the CAA to accommodate the adverse impact of Covid-19.</li> <li>Airline Insurance - Revisions to Regulation 785/2004 (UK edition) and the entry into force of the Civil Aviation Insurance Amendment Regulations (EU Exit) 2020.</li> <li>Amendments to Regulation (EC) No 1107/2006 of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air to retain in UK law and amend jurisdiction.</li> <li>Amendments to Regulation (EC) No 261/2004 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flight to retain in UK law and amend jurisdiction, with corresponding amendments made to the Civil Aviation (Denied Boarding, Compensation and Assistance) Regulations 2005/975.</li> </ul>

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Measures certified as concerning EU Withdrawal Bill operability measures	<ul style="list-style-type: none"> <li>• Air Safety List (ASL) and Third Country Operation Certification (TCO) - Revisions to Regulations 2111/2005 and 452/2014 (UK editions). These EU Exit arrangements provide for introduction of the UK Air Safety list of foreign carriers banned from operating in UK airspace and the appointment of the CAA as the responsible authority for the oversight of UK Third Country Operators certificates.</li> <li>• Transfer of all Aerodrome IR Requirements from EASA to New Basic Regulation</li> </ul>
Pro-competition	<ul style="list-style-type: none"> <li>• CAP 2245 Economic regulation of National Air Traffic Services (NATS) (En Route) Plc: consultation on licence modifications to implement exceptional measures -1 October 2021</li> <li>• CAP 2183 The Airport Charges Regulations – Reporting under Regulation 32 8 July 2021</li> <li>• CAP 1260 Economic regulation of NATS (En Route) plc: further update on approach to the next price control review (NR23) 7 June 2021</li> <li>• CAP 2144 Economic regulation of Gatwick Airport Limited: notice of licence modifications 6 May 2021</li> <li>• CAP 2140 Economic regulation of Heathrow Airport Limited: response to its request for a covid-19 related Regulatory Asset Base (RAB) adjustment 4 May 2021</li> <li>• CAP1996 Economic regulation of Heathrow Airport Limited: working paper on Q6 capital expenditure and early expansion costs 27 April 2021</li> <li>• CAP 2139 Economic regulation of Heathrow Airport Limited: Consultation on the Way Forward 27 April 2021</li> <li>• CAP 2139A Appendices to Economic regulation of Heathrow Airport Limited: Consultation on the Way Forward 27 April 2021</li> <li>• CAP 2119 Economic regulation of NATS (En Route) plc: Update on approach to the next price control review 19 March 2021</li> <li>• CAP 2103L Economic regulation of Gatwick Airport Limited: Consultation on new commitments 25 February 2021</li> <li>• CAP 2100 Investigation under s.34 of the Transport Act 2000: Project Palamon – Final Decision 25 February 2021</li> <li>• CAP 2100A Annex 1 of Investigation under s.34 of the Transport Act 2000: Project Palamon Final Decision - 25 February 2021</li> <li>• CAP 2103 Economic regulation of Gatwick Airport Limited: notice of proposed licence modifications 25 February 2021</li> </ul>

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	<ul style="list-style-type: none"> <li>• CAP 2098 Economic regulation of Heathrow Airport Limited: response to its request for a covid-19 related RAB adjustment 5 February 2021</li> <li>• CAP 2098A Economic regulation of Heathrow Airport Limited: response to its request for a covid-19 related RAB adjustment – Appendices 5 February 2021</li> <li>• CAP 2011C Correction to CAP2011: Economic regulation of NATS (En Route) plc: Decision on licence modifications and guidance January 2021</li> <li>• CAP 2011 Economic regulation of NATS (En Route) plc: Decision on licence modifications and guidance - 17 December 2020.</li> </ul>
Casework	<p><b>Licences including Space</b></p> <ul style="list-style-type: none"> <li>• 36 Orbital Operator Licences issued under the Outer Space Act 1986 and Space Industry Act (SIA) 2018 by CAA Space Regulator during the period of 29<sup>th</sup> July 2021 8<sup>th</sup> October 2021.</li> <li>• 294 orbital applications are being processed as well as one launch application under the SIA and two launch permissions under the Air Navigation Order (ANO).</li> <li>• Two orbital operators have used the optional pre-application Traffic Light System for orbital applications.</li> <li>• The Regulator has carried out compliance oversight with two orbital licensees during the period of 29<sup>th</sup> July 2021– 8<sup>th</sup> October 2021. No non-compliance notices have been issued during this period.</li> <li>• 4985 standard permissions and operational authorisations issued</li> <li>• 19 OSCs and operational authorisations based on OSC issued</li> <li>• 4,246 Flight Crew licences issued</li> <li>• 1,701 Radio Telephony licences issued</li> <li>• 432 Engineering licences issued</li> <li>• 60 initial issues for ATCOs</li> <li>• Granted and renewed around 1700 ATOLs, along with decisions on individual cases wishing to vary the scale of their ATOL business or other aspects of their business.</li> <li>• Managed 16 ATOL holder failures (from 17 December 2020 to 18 October 2021)</li> <li>• Granted 6 airline operating licences, 12 route licences and around 9,000 carrier permits.</li> </ul> <p><b>Approval and Certification:</b></p> <ul style="list-style-type: none"> <li>• 108 Airworthiness Aircraft Certification approvals</li> </ul>

Excluded Category*	Summary of measure(s), including any impact data where available**
	<ul style="list-style-type: none"> <li>• 39 Airworthiness Contracts, Safety of Foreign Aircraft (SAFA) and Military approvals</li> <li>• 3 Airworthiness/EASA approvals</li> <li>• 214 Fixed Wing Continuing Airworthiness Management (CAMO) approvals</li> <li>• 467 Fixed Wing Maintenance approvals</li> <li>• 276 Production and Propulsion approvals</li> <li>• 166 Rotorcraft approvals</li> <li>• 1 Fixed Wing Corporate Aviation approval</li> <li>• 2 General Aviation Maintenance Organisation approvals</li> <li>• 164 Helicopter PAVES issued</li> <li>• 2 Approved Training Organisations</li> <li>• 28 Approved Registered Assessment entities</li> <li>• 363 Certificates of Airworthiness issued</li> <li>• 371 Permits to Fly issued</li> </ul> <p><b>Audits:</b></p> <ul style="list-style-type: none"> <li>• 1358 Part 145 Maintenance audits</li> <li>• 18 Occurrence Reporting audits</li> <li>• 341 Production Part 21G audits</li> <li>• 217 Aircraft survey (Aircraft Continuing Airworthiness Monitoring (CAMO) and Certificate of Airworthiness) audits</li> <li>• 77 British Civil Airworthiness Requirements audits</li> <li>• 416 Bilateral (US, Canada, Brazil, Singapore) audits</li> <li>• 820 Continuing Airworthiness Part MG (CAMO) audits</li> <li>• 80 Military CAAI contract work for Military Aviation Authority/Ministry of Defence audits</li> <li>• 243 Part 147 Maintenance Training audits</li> <li>• 507 interviews (postholders and licence applicants)</li> <li>• 273 Aircraft Maintenance Programmes audits</li> <li>• 31 Safety Management Systems audits</li> <li>• 88 Part 21J Design and Certification audits</li> <li>• 59 Part ADOA Design and Certification audits</li> <li>• 228 Certifications</li> </ul> <p><b>Suspensions/Revocations and Prosecutions</b></p> <ul style="list-style-type: none"> <li>• 1 PPL suspension</li> <li>• 29 PPL provisional suspensions: 7 new cases during this period (5 already completed and no longer PS)</li> <li>• 22 cases that were PS prior to that period, which are either still PS or completed requirements during that period and were closed during this period.</li> <li>• 1 Flight Examiner/Instructor provisional suspension</li> <li>• 1 AOC suspension</li> <li>• 2 Prosecutions (1 Pilot and 1 Engineer)</li> </ul>

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	<ul style="list-style-type: none"> <li>• 18 Certificate of Airworthiness revoked</li> </ul>
Education, communications, and promotion	<ul style="list-style-type: none"> <li>• New updated Safety Sense Leaflets for pilots</li> <li>• Microsite created on CAA website for careers in STEM (Science, Technology, Engineering and Maths)</li> <li>• Communications to industry following ATOL holder failures</li> <li>• Various emails to ATOL holders with general news, information and/or reminders</li> <li>• 'Pack peace of mind' publicity campaign to raise awareness of ATOL</li> </ul>
Activity related to policy development	<ul style="list-style-type: none"> <li>• Economic regulation of NATS En-Route plc: Update on approach to the next price control review</li> <li>• Airspace Classification: Cotswolds Region Engagement</li> <li>• Economic regulation of NATS En-Route plc: Further update on approach to the next price control review (N23)</li> <li>• Economic regulation of NATS (En-Route) Plc: consultation on licence modifications to implement exceptional measures</li> <li>• Economic regulation of Gatwick Airport Limited: Notice of proposed licence modifications</li> <li>• Economic regulation of Heathrow Airport Limited: Q6 capital expenditure and early expansion costs</li> <li>• Economic regulation of Heathrow Airport Limited: Consultation on the Way Forward</li> <li>• Engagement on CAA Strategy and Regulatory Principles</li> <li>• Economic regulation of Heathrow Airport Limited: H7 Initial Proposals Working paper on outcome-based regulation,</li> <li>• Definition of Category D for Minimum Standards for Noise Modelling</li> <li>• CAP 413 Amendment to the Radiotelephony Manual regarding RT phraseology for Required Navigation Performance (RNP) Instrument Approach Procedure (IAPs) at aerodromes without approach control</li> <li>• CAP 493 Amendment to the Manual of Air Traffic Services (MATS)Part 1 and the Flight Information Service Officer (FISO) Manual (CAP 797) regarding changes to the Visual Meteorological Conditions (VMC) visibility and distance from cloud minima in class D airspace.</li> <li>• CAP 553 (British Civil Airworthiness Requirements (BCAR Section A, A8-21, A8-23, and A8-24)</li> <li>• CAP 738 Aerodrome Safeguarding</li> <li>• CAP 746 Meteorological Requirements for Aerodromes</li> <li>• CAP 1096 Guidance for Crane Users</li> <li>• CAP 1324 Policy for ADR applicants and approved ADR entities: update published February 2021</li> </ul>

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	<ul style="list-style-type: none"> <li>• CAP 1324a Issues underlying compensation claims under Regulation EC 261/2004 which the CAA does not consider to be complex or novel</li> <li>• CAP 1430 Edition 3 of the UK ATM Vocabulary</li> <li>• CAP 1616 Airspace Change Regulatory Guidance Review: engagement</li> <li>• CAP 1724 Flying Display Standards</li> <li>• CAP 2104 Amendments to the CAA's policy for Alternative Dispute Resolution (ADR) applicants and approved ADR entities (CAP1324) CAA Decision</li> <li>• CAP 2105 Independent expert audit of ADR decision making for the Civil Aviation Authority conducted by Verita</li> <li>• CAP 2151 ATOL Reform: Assessment of funding arrangements and the protection of customer money</li> <li>• CAP 2155 Re-routing in accordance with Article 8 of Regulation (EU) 261/2004 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and the CAA's view on compliance</li> <li>• CAP 2173 Global Reporting Format Certified Aerodromes</li> <li>• CAP 2174 Global Reporting Format Licenced Aerodromes</li> <li>• CAP 2265 Economic regulation of Heathrow Airport Limited: H7 Initial Proposals - published October</li> <li>• 2021CAA Space Regulator has developed transitional policy provisions with UK Space Agency to facilitate the processing of applications received under the previous regulatory regime (prior to 29<sup>th</sup> July 2021) and their licensing determinations due under the new regulatory regime (post 29<sup>th</sup> July 2021).</li> <li>• CAA Space Regulator is working with UK Space Agency and other government departments to develop policy frameworks to enable the licensing and oversight of new and emerging operations in outer space, including In-Orbit Servicing &amp; Manufacturing, Active Debris Removal, Constellations, Lunar Orbit &amp; Surface, and Satellite Return (Landing) missions.</li> <li>• Article 96 of the Air Navigation Order (ANO) has been amended to exclude any rocket activity from the UK that has the capability to exceed the stratosphere, as these activities now require a licence under the Space Industry Act 2018.</li> <li>• The Space industry Regulations 2021 now apply to spaceflight activities from the UK that can exceed the stratosphere. The ANO framework for oversight of rocket launch has become risk-based to enable the</li> </ul>

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	<p>varied types of development activities that are regulated under article 96.</p> <ul style="list-style-type: none"> <li>• The requirement for a separate permission for rocket over 160Ns for a commercial purpose has been removed and a scalable, safety case approach to managing the risk from launch activities introduced for large rockets (total combined impulse of 10,240Ns or more).</li> <li>• The requirement for the person/ organisation launching a large rocket to have insurance has been introduced.</li> <li>• Air Travel Trust Payment Policy – four amendments to the policy were published during December 2020, March 2021, and April 2021. These were regarding ATOL scheme refunds to consumers for Covid-19 Refund Credit Notes that were issued to consumers by failed ATOL holders.</li> <li>• Publication of revised version of the Policy for Permanently Established Danger Areas and Temporary Danger Areas</li> <li>• Publication of Version 4 of the Policy for the Approval of Aerodrome Remote Towers</li> <li>• Publication of policy statement and Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Air Traffic Services (ATS). Organisational Requirement (OR).305 on the Problematic Use of Psychoactive Substances.</li> <li>• Publication of policy statement and AMC and GM to ATS.OR.320 on ATCO Rostering.</li> <li>• Completion of UK-specific AMC and GM package to the Air Traffic Management (ATM/ANS IR.)</li> <li>• Publication of Official Record Series (ORS) 4 No 1504 regarding Special VFR Flight within the Blackbushe Local Flying Area</li> <li>• Publication of ORS4 No 1389 Manchester Low-Level Route.</li> <li>• Completion of UK-specific AMC and GM package to Standardised European Rules of the Air (SERA).</li> <li>• DfT/CAA Policy Paper: Public Safety Zones</li> </ul>
Changes to management of regulator	The Civil Aviation Authority (CAA) became the regulator for spaceflight activities from the UK on 29 July 2021 (when space industry regulations came into force).