



Department for
Business, Energy
& Industrial Strategy

BUSINESS IMPACT TARGET:
SUMMARY TEMPLATE

Non-qualifying Regulatory Provisions (NQRP) summary reporting template

Regulator: The Civil Aviation Authority

Business Impact Target Reporting Period Covered: December 17, 2021 – 16 December 2022.

Excluded Category*	Summary of measure(s), including any impact data where available**
<p>EU Regulations, Decisions and Directives and other international obligations, including the implementation of the EU Withdrawal Bill and EU Withdrawal Agreement</p>	<ul style="list-style-type: none"> • Amendment of Commission Regulation (EU) No 1178/2011 (aircrew) of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation EU 2018/1139 of the European Parliament and of the Council • Amendment of Commission Implementing Regulation (EU) 2018/395 (balloons) • Amendment of Commission Implementing Regulation (EU) 2018/1976 (sailplanes) • Regulation (EU) 2020/723 provides the rules for the acceptance of third-country certification of pilots • Transitioned approx. 30 GA maintenance and continuing airworthiness management organisations from their Part-M Subpart F&G approvals to the more proportionate Part-CAO approval before the deadline of 24 September 2022 • Acceptable Means of Compliance (AMC) and Guidance Material (GM) for UK Reg (EU) No 923/2012 Standardised European Rules of the Air (SERA) regarding Section 6 Airspace Classification and Section 14 Voice Communication Procedures • Various amendments to Article 2 and the Annex to UK Reg (EU) No 923/2012 Standardised European Rules of the Air (SERA) alongside new and amended AMC and GM • GM for UK Reg (EU) No 923/2012 Standardised European Rules of the Air (SERA) regarding Section 11 Interference, Emergency Contingencies and Interception • Various amendments to Article 2, Annex I Part-Definitions and Annex IV Part-ATS to UK Reg (EU) 2017/373 the Air Traffic Management (ATM) / Air Navigation Services (ANS) IR alongside new and amended AMC and GM • AMC and GM UK Reg (EU) No. 2017/373 regarding data quality requirements • AMC and GM for UK Reg (EU) No. 139/2014 regarding data quality requirements and global reporting format requirements. • Updated CAP 2173 Global Reporting Format Certified Aerodromes • Updated CAP 2174 Global Reporting Format Licenced Aerodromes • CAP 785A Oversight of UK Approved procedure Design Organisations

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	<ul style="list-style-type: none"> • CAP 785B Implementation and Safeguarding of IFPs in the UK • SARG Policy for the classification of UK Airspace • SARG Policy for the Design of controlled Airspace Structures • CAP 2304 Applications for instrument approach procedures to aerodromes without Approach Control and/or with a non-instrument runway – additional policy, guidance and AMC • CAP 670 Supplementary Amendment 2022/01 Scheme for the Regulation of Air Traffic Controllers’ Hours (SRATCOH) • Updated CAP 1054 Aeronautical Data Quality – Guidance for the provision and maintenance of aeronautical data and aeronautical information in UK Aeronautical Information Products • SARG Policy for Radio Mandatory Zones and Transponder Mandatory Zones supplementing AMC and GM to Standardised European Rules of the Air SERA.6005 • CAP 774 UK Flight Information Services to include GM on the approval and use of Flight Information Display systems at AFISO units. • CAP 797 UK Flight Information Service Officer Supplementary Instruction 2021/03 on the approval and use of Flight Information Display systems at AFISO units • CAP 1032 Aerodrome Flight Information Service Officer Licensing Supplementary instruction 2021/01 on the approval and use of Flight Information Display systems at AFISO units • CAP 493 Manual of Air Traffic Services Part 1 Supplementary Instruction on the approval and use of Flight Information Display systems at ATC units. • CAP 670 ATS Safety Requirements Supplementary Amendment SA2021/02 on Cooperative Surveillance Systems & Flight Information Displays • Publication of CAP 797 Flight Information Service Officer Manual Amendment 1 to Edition 4 • CAP 493 Manual of Air Traffic Services Part 1 Edition 10 • CAP 493 Manual of Air Traffic Services Part 1 Supplementary Instruction 2022/04 Re-designation of Airways below FL 245 to Control Areas (CTAs) • CAP 493 Manual of Air Traffic Services Part 1 Supplementary Instruction 2022/05 Application of Wake Turbulence Separation Minima • CAP 493 Manual of Air Traffic Services Part 1 Supplementary Instruction 2022/06 Royal Flights in Fixed-Wing Aircraft • CAP 493 Manual of Air Traffic Services Part 1 Supplementary Instruction 2022/07 Lasers, Searchlights and Fireworks Displays

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	<ul style="list-style-type: none"> • CAP 493 Manual of Air Traffic Services Part 1 Supplementary Instruction 2022/08 Alternative Departure Separations • CAP 493 Manual of Air Traffic Services Part 1 Supplementary Instruction 2022/09 Regional Pressure Setting • CAP 797 Flight Information Service Officer Manual Supplementary Instruction 02/2022 Regional Pressure Setting.
Casework	<p>Approval and Certification:</p> <ul style="list-style-type: none"> • 3 Airworthiness (AW) • 367 AW aircraft certification • 34 AW contracts Safety Assessment of Foreign Aircraft (SAFA) military approvals • 1 AW EASA • 202 AW fixed wing Continuing Airworthiness Management Organisations(CAMO) • 752 AW fixed wing maintenance • 259 AW propulsion and production • 159 AW rotorcraft • 2 General Aviation (GA) combined airworthiness organisation • 1 GA design and production organisation • 7655 Flight crew licences issued • 2436 Radio Telephony licences issued • 753 initial Engineering licences issued • 1462 initial Air Traffic Control (ATCO) licences issued • 2789 Pre-defined Risk Assessments (PDRA) 1 issued • 868 Initial PDRA1 issued • 1 PDRA 2 initial issued • 51 Case 1 (requirements) initials issued • 98 Case 1 renewals • 4 Case 2 (design and build assurance) initials • 9 Case 2 renewals • 36 Recognised Assessment Entities (REAs) issued • 264 Permits to Fly issued • Standard UAV permissions (Sub 20kg) issued • 1605 Air Travel Organisers' Licences (ATOL) issued • 92 applications granted in for new / first time ATOLs • 5 approved training organisations • 44 Aeroplane FSTD qualifications • 5 Helicopter FSTD qualifications • 194 Helicopter Permissions, Approvals and Variations (PAVEs) issued • 99 Dangerous Goods PAVEs issued • 3 Specialised Operations organisations (GA) • 2 Declared Balloon organisations (GA) • 30 Combined Airworthiness Organisations (GA) • 3 Ex-Military aircraft operators (GA)

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	<ul style="list-style-type: none"> • 1 Part 21 Sub Part G Production organisation (GA) • 2 British Civil Airworthiness approvals (GA) • 553 Aircraft registered • 683 Aircraft de registered. <p>Audits:</p> <ul style="list-style-type: none"> • 1,284 Flight Operations onsite audits • 1,735 Flight Operations desktop audits <p>Suspensions/Revocations, Prosecutions and Cancellations:</p> <ul style="list-style-type: none"> • 3 Approved training organisations revoked • 2 Helicopter Air Operator Certificates (AOCs) surrendered. • 1 Helicopter PAVE revoked. • 16 Certificates of Airworthiness revoked • 4 Ex-Military aircraft operators (GA) • 1 Declared balloon organisation (GA) • 2 British Civil Airworthiness Approvals (GA) • 45 EASA Airworthiness Approvals (GA) • 5 AOCs suspended • 1 specialised operations organisation (GA) • Enforcement of Health Protection (Coronavirus, International Travel and Operator Liability) (England) Regulations 2021: 82 fixed penalty notices issued, of which 63 were rescinded. 263 fixed penalty notices were paid • 3 Prosecutions • 5 Provisional Pilots Licence/Flight Examiner/Flight Instructor provisional suspensions. <ul style="list-style-type: none"> • Approved Airspace Change Proposals (ACP’S): <p>FRA Deployment 1 (ACP-2018-11): This ACP introduces Free Route Airspace (FRA) in the north of the UK (Deployment 1), including replacing the Scottish Direct Route Airspace (DRA), which is a precursor to the FRA concept and where the majority of the Air Traffic Services (ATS) route structure has already been removed</p> <p>FRA Deployment 2 (ACP-2019-12): This ACP introduces Free Route Airspace (FRA) in the south-west of the UK and is inter-dependent with the London Airspace Modernisation Programme 2 Deployment 1.1 (LD1.1) as part of the NATS West Airspace Deployment</p>

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	<ul style="list-style-type: none"> • LAMP2 Deployment 1.1 (ACP-2017-70): This ACP consists of the systemisation of the network in the South-West of the UK (southwest of England and most of Wales) by deploying new Performance Based Navigation (PBN) routes that are operated on the principal of systemisation • Southend CTA 10/11 (ACP-2017-25): Growth in passenger numbers, destinations served, air traffic movements and airspace complexity at LSA from 2015 onwards meant that in 2017 LSA considered that it was appropriate to submit the request to the CAA for the additional airspace as originally requested back in 2015 (Class D CTA 10X and CTA 11). Approved Q4 2020 but delayed implementation. Effective as of Sep-22 • Virgin Orbit - Rocket Flight from Cornwall Spaceport (ACP-2021-031): Virgin Orbit (VO) is a launch operator, which is seeking to achieve the first rocket launch to space from the UK this year, departing from Spaceport Cornwall • Guidance of DVOR Airspace Regulation is providing guidance on the application of CAP 1781 “Guidance for the use of RNAV substitution” since December 2021. Airspace Restrictions • Swanwick Airspace Improvement Programme (SAIP) Deployment 6 (ACP-2018-65): Under the modular Swanwick Airspace Improvement Programme, Airspace Deployment Number 6 (SAIP AD6), NATS En Route Ltd (NERL) and London Luton Airport Operations Ltd (LLAOL) (EGGW) (the Sponsors). <p>Remotely Piloted Aircraft Systems (RPAS):</p> <ul style="list-style-type: none"> • 362,000 Flyer ID’s & ~191,000 Operator ID’s issued/renewed which allow those in the open category to fly RPAS including for commercial purposes • 5,000 Operational Authorisations issued which allow those in the Specific Category to fly RPAS including for commercial purposes • 3 Model Association Article 16 permissions issued which allows associations to conduct further financial business for approx. 50,000 flyers • 30 Recognised Assessment Entities approvals issued which allows business of approx. 5,000 additional

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	<p>remote pilot competency training and qualifications to be issued.</p> <p>Airspace Restrictions:</p> <ul style="list-style-type: none"> • Her Majesty The Queen’s Platinum Jubilee - 2 June 2022 (Central London) • Commonwealth Games - 28 July until 10 August 2022 (Birmingham and surrounding area) • Funeral of Her Majesty Queen Elizabeth II – 10 to 12 September 2022 (Balmoral to Edinburgh), 9 – 19 September 2022 (Central London) and 19 September (Central London and Windsor). <p>Global Navigation Satellite Systems (GNSS):</p> <ul style="list-style-type: none"> • Launch of the 3rd phase of funding and facilitation support to enable GNSS approaches into minor aerodromes without approach controller; critically, this phase incorporates the inclusion of PinS (Point in Space) approaches to unlicensed sites for HEMS (Blue Light) services • EC: Following discussion with DfT, the CAA has successfully tasked and received a 3rd party piece of work to identify a common national technical standard for the establishment of interoperable EC in the UK. That work was completed with the EC manufacturing industry, with user groups kept informed of progress and the final report being ready to share once signed off by DfT • Airspace Classification Review: A comprehensive review of the Cotswold region is complete, with identified improvements now in train. The team has moved onto its next area of interest, the Barnsley region, with particular and specific effort on the Manchester Low Level Corridor.
<p>Education, communications and promotion</p>	<ul style="list-style-type: none"> • Review and refresh of Safety Sense Leaflet series with publication of 7 updated / refreshed titles • Publication and launch of new Airworthiness Code (maintenance guidance for pilots) • 4 x podcasts to launch and support the consultation on GA Pilot Licensing and Training Simplification project • CAP 1616 Review: The Review was initiated in 2021 in line with commitments made following the implementation of the new airspace change process in January 2018

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	<p>Skywise alerts:</p> <ul style="list-style-type: none"> • Alert sent to industry to advise them of a temporary deposit scheme that ran throughout the summer of 2022, allowing pilots to pay just £60 to get their EU-UK conversion application in with the CAA, and pay the remaining balance upon completion of their application • Alert issued to pilots to remind them what licence must be held to fly different types of aircraft following EU Exit • Alert to update all on the improved process for certified documents with 'selfies' for FCL, Part-66, ATS & Medical, with a wider policy update on certification (certified licence/logbooks not required to be sent in). • Series of alerts issued to industry to advise of new online licensing application forms that have replaced paper PDF forms as part of our digitalisation journey • Series of Skywise alerts issued to individual licence holders to advise of amendments to the CAA's policy for certification of documents • Mail merges sent to individual pilots and training organisations to advise them of an update to our privacy policy within our e-licensing system and required action to take • Mail merges sent to individual flight examiners asking for their feedback on the current examiner report form process • Communication campaign throughout the year regarding the end of the EU savings provision and the deadline for submitting EU-UK conversion applications of 31/12/22. <p>RPAS:</p> <ul style="list-style-type: none"> • The Drone and Model Aircraft Registration & Education Service (DMARES) offers FREE education and awareness to the public about how to fly their drone & model aircraft safely and offers a free Flyer ID Test to test their knowledge, there is a requirement to re-sit this every 5 years but pilots are encouraged to re-sit whenever a significant rule change occurs like in the upcoming AMC/GM changes that will take place in Nov 2022 • Multiple RPAS Campaigns run to promote awareness & education of the RPAS Rules & Regulations & potential enforcement action, particularly around the Open Category that allows the public to walk into a shop and buy a drone

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	<ul style="list-style-type: none"> • Operation ‘Forever wing’ on LinkedIn & Twitter – a campaign run jointly with the Police to promote awareness of Drone rules, regulations & enforcement.
Activity related to policy development	<ul style="list-style-type: none"> • CAP2117 Introduction of new Flight Radiotelephony Operator’s Licence (FRTOL) Practical Test format and FRTOL Examiner Qualification Procedures • CAP2118 New FRTOL Examiner Manual • CAP2254 Military Aircrew Accreditation Scheme, produced in conjunction with No 22 Group RAF (on behalf of MOD for all 3 Services) • Updated CAA Official Record Series 3 minor amendments to a number of exemptions, to remove references to selling in EEA countries, make changes in reporting requirements for Small Business Air Travel Organiser’s Licence (ATOL) holders and Franchise Member ATOL holders, and to the requirements re ATOL and ARA logos. • Official Record Series 4 (ORS4) No.1549- General Approval for Leasing Agreements Entered into by a UK Air Carrier • ORS4 No.1547- 75 MHz Marker Beacon Receiver, Public Transport Aircraft • ORS4 No.1546 Carriage of Methanol Solution (UN1992) on Commercial Air Transport or Public Transport Aircraft within the United Kingdom and between the UK and Guernsey or Jersey • ORS4 No.1544 Carriage of Munitions of War and Sporting Weapons in Unaccompanied Passenger Baggage • ORS4 No.1528 Standardised European Rules of the Air Operations in Accordance with a Helicopter Emergency Medical Service Specific Approval • ORS4 No.1526 Standardised European Rules of the Air (SERA) – Operations in Accordance with a Police Air Operator’s Certificate • ORS4 No.1552 Use of EASA Form 1 by ELA1 Aircraft, issued by Maintenance organisations outside the UK, other than in Switzerland. Working with stakeholders to develop solutions after the exemption expires on 31 December 2022 • Implementation of retained EASA Regulation with respect to balloon and sailplanes (Part BFCL and SFCL) • Trial on the use of active carbon monoxide (CO) detectors followed by a report advising further information on the risk of carbon monoxide poisoning.
Changes to management of regulator	Dedicated EU Conversion team temporarily created to handle the volume of EU-UK conversion applications received before the deadline of December 31, 2022.