

Statement on the Regulation of Continuing Airworthiness of VTOL Aircraft that Require a Pilot On Board

CAP 3004

Published by the Civil Aviation Authority 2024

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First published July 2024

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Introduction

This document presents the UK Civil Aviation Authority's (CAA) current position on how we will apply existing regulations to continued airworthiness of VTOL aircraft with a pilot on board. This follows a call for input from industry that was open from 16th October 2023 to 20th November 2023. The call for input and response documents can be found on the CAA Citizen Space website.

For now, existing legislation will enable and form the basis of our regulation of VTOL aircraft. Both CAA and industries' collective understanding of these new technologies will grow as designs mature and actual operations commence. These experiences and increased understanding will inform the CAA's work of amending existing legislation in the future to better enable deployment of new aviation technologies such as VTOL operations.

In the meantime, the CAA has developed this statement on how we will apply existing regulations in this area to inform and enable stakeholders' planning operations now. Amendments to the existing regulatory framework in the future will involve industry input and formal consultation as per Introduction to UK aviation safety policy and rule development | Civil Aviation Authority (caa.co.uk).

Scope

This statement is applicable to all prospective operators of VTOL aircraft with a pilot on board. It does not apply to uncrewed/remotely piloted aircraft.

Interpretation

In this document, any references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and now known as assimilated EU law following the Retained EU Law (Revocation and Reform) Act 2023. They are referenced as "UK Regulation (EU) year/number" or "UK Regulation (EU) No. number/year".

Definitions

'VTOL aircraft' means a heavier-than-air aircraft capable of performing vertical procedures by means of more than two lift/thrust units.

Requirements and applicable regulations

We will regulate all VTOL aircraft on the basis that they are complex motor-powered aircraft (CMPA) for the purposes of continuing airworthiness and associated regulations, regardless of the operating rules applied.

Related Documents

- [UK Regulation \(EU\) No 2018/1139 \(the UK Basic Regulation\)](#)
- [UK Regulation \(EU\) No 1321/2014 \(Continuing Airworthiness Regulation\)](#)

Review of Policy

The CAA will keep this statement under review having regard to technological developments, research and evidence it receives from stakeholders.

Point of Contact

Any queries or further guidance required on the content of this statement should be addressed to: AAMenquiries@caa.co.uk