

CAA Growth Duty report 2024

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Contents

Contents	4
CAA Growth Duty 2024	6
Smarter Regulation Behaviours	8
Pro-innovation	8
Skilled and capable	8
Business aware	8
Proportionate, efficient and responsive	8
Collaborative	8
Internationally aware	8
Consistent, transparent and accountable	8
Introduction	9
<u>1.</u> Behaviour: Pro-innovation	10
Activity: Enabling the growth of the Space Sector	10
Activity: Future Flight	11
Activity: Horizon Scanning Activity	13
Activity: Services for Innovators	13
2. Behaviour: Environmental sustainability	17
Activity: The CAA Environmental Sustainability Panel	17
Activity: Supporting net zero	17
Activity: Consumer environmental information about flights	18
3. Behaviour: Skilled and capable	19
Activity: Promoting Aviation Skills and Profession	19
4. Behaviour: Business aware	21
Activity: Funding structure reform	21
Activity: Air Operating Licence (AOL) and Air Transport Organisers Licence (ATOL) Schemes	22
5. Behaviour: Proportionate, efficient and responsive	23
Activity: Digitising access to CAA Services	23
Activity: Efficiency and reinvestment plan	23

Activity: Enabling and assuring proportionate regulation	23
Activity: Performance based oversight	25
Activity: Providing one-stop regulatory shops	27
Activity: Removing unnecessary barriers to aviation personnel operating	27
Activity: Easing routes to obtaining individual licences	29
Activity: Using exemptions where safety-appropriate to permit novel activities and enable personnel	29
6. Collaborative	31
Activity: Cooperation with international regulators	31
Activity: Developing and maintaining international agreements	31
Activity: International safety agreements	31
Activity: Bilateral market access arrangements with other national authorities	32
7. Internationally Aware	33
Activity: CAA engagement with ICAO and EASA	33
Activity: CAA International activity	33
8. Consistent, transparent and accountable	34
Activity: CAA Governance supporting Growth Duty Responsibility	34
Activity: General Aviation Change programme	34
Activity: CAA Consumer Panel	35

CAA Growth Duty 2024

The Civil Aviation Authority (CAA) supports the principles of the growth duty contained in section 108 of the Deregulation Act 2015. The Growth Duty requires that:

“Regulators have regard to the desirability of promoting economic growth when delivering their regulatory functions.”

As part of this, the CAA considers the importance for promotion of economic growth of exercising regulatory functions in a way which ensures action is only taken when it is needed, and that any action taken is proportionate.

The CAA’s growth duty does not extend to its functions under the following legislation:

- Part 1 (air traffic and air navigation functions) of the Transport Act 2000
- Part 1 (airports) of the Civil Aviation Act 2012
- the Airports (Ground handling) Regulations 1997
- the Civil Aviation (Allocation of Scarce Capacity) Regulations 2007
- the Airport Charges Regulations 2011.

The CAA enacts the Growth Duty in the context of its wider regulatory improvement activities; ensuring that its regulatory decisions demonstrate transparently how the CAA has had regard to economic growth. Safety and security remain the CAA’s primary duties and the Growth Duty is considered alongside other duties not instead or at the expense of other protections. The Growth Duty also informs the design and delivery of our corporate Strategy as well as our Regulatory Principles.

To ensure transparency, the CAA reports annually on how its work has taken account of economic growth in its relevant regulatory decision making. As passenger demand has returned after the pandemic, the impact of inflation and the conflict in Ukraine is continuing to impact consumers, meaning regulatory support for recovery and growth remains vital.

The CAA contributes to economic growth by creating the aviation regulatory frameworks that enable businesses to innovate, grow and work in new ways without compromising the safe, secure and consumer-focussed regulatory framework that is in place.

The CAA is supporting Government and industry in developing new technologies in aircraft, engine and infrastructure design and leading the regulatory development required to enable the safe adoption of these innovations. This will enable innovation to be tested and certified for passenger use through a clear regulatory process.

Following the UK’s exit from the European Union, the CAA has worked closely with industry and foreign aviation safety regulators, to establish a series of international

bilateral safety arrangements and agreements. These arrangements significantly reduce current barriers for UK exporters by minimising and in some cases eliminating duplicated oversight, certification costs and compliance demonstration activities. They also reduce regulatory barriers for organisations wishing to import aircraft manufactured overseas, procure replacement parts for in-service aircraft, purchase aircraft maintenance services overseas and obtain professional pilot training.

The activity included in this year's report has been categorised under a series of headings that show the types of impact the CAA is driving through the Growth Duty. These categories are detailed on the page below.

Smarter Regulation Behaviours

Pro-innovation

Adopting anticipatory and agile governance for emerging technology or new/disruptive business processes. This may include allowing new approaches unless they are proved harmful, rather than restricting before harm is shown.

Skilled and capable

A regulator with dynamic evaluation of organisational skillset, to ensure that employees in regulators have the right skills and understanding of the sectors that they serve. This is key to ensuring that our regulatory structures are on the front-foot, tackling the challenges of tomorrow.

Business aware

Taking active steps to engage early and understand the issues that businesses face.

Proportionate, efficient and responsive

Acting proportionately across all areas of regulatory activity. Responding to businesses and consumers in a timely fashion with a clear explanation underpinning any decision. This is particularly important with respect to enforcement and links closely with proportionality to avoid unnecessary costs.

Collaborative

Working with businesses and other regulators to streamline regulatory processes and reduce the burden on regulated businesses and individuals.

Internationally aware

Being outwards facing and understanding where regulatory decisions in other jurisdictions may provide helpful evidence for domestic decisions – this includes learning from best practice and recognising approvals in other jurisdictions where appropriate.

Consistent, transparent and accountable

Provide clear guidance to consumers and businesses in terms of which regulations apply to them and any steps that they need to take to comply with the regulation. Clearly and transparently communicate with stakeholders the reasons for the decisions that they have made, and how these decisions align with the law and their statutory objectives

Introduction

As part of its role to provide effective regulation, the CAA needs to consider carefully and account for the impact of the individual regulatory decisions that it makes across a range of issues, including but not limited to economic, social, fairness across groups, environment, and efficiency of operations. The CAA takes the view that the best way it can support growth is to create conditions for a safe, secure aviation sector that puts consumer interests at its heart, combined with a portfolio of proactive, growth focussed measures.

Alongside our strategic priorities the CAA work to deliver on HMG priorities which are set annually. Our activities to promote growth are summarised in line with the seven behaviours in the Growth Duty Performance Framework published in May 2024¹.

¹ [The Growth Duty Performance Framework \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

1. Behaviour: Pro-innovation

Activity: Enabling the growth of the Space Sector

Description: Space

The CAA has been the space regulator overseeing the safety and security of the UK space sector since July 2021. We have been working closely with industry and Government to implement lessons learned from our experience to date including those from the first UK launch. The focus has been on reducing administrative burdens and improving transparency and clarity.

We have published updates to the Regulator's Licensing Rules, improving the accessibility of the document and reducing the evidence required for fit and proper persons and the financial assessment at the point of application. We have had success working with other regulators to share operators' environmental assessments across licensing regimes to reduce duplication of effort.

We have published an overview of the licensing process including timelines and provide applicants with regular updates on how their applications are progressing.

We continue to hold regular engagement with international counterparts to share best practice and keep UK space regulation at the forefront of international standards.

Impact

Reduction in cost or effort for organisations and individuals and reduction of a barrier to entry for organisations and individuals.

Benefit

Future growth of the UK space industry.

Description: Suborbital spaceflight research work

In conjunction with a drive from the Department for Transport (DfT), suborbital spaceflight research work (long duration acceleration and fluid dynamic studies) into tolerable limits/impact on passengers with existing medical conditions is ongoing. Research projects with King's College London and the University of Sheffield are ongoing, with two publications in journals on target for 2024.

Work to prepare for the appointment of a full-time medical lead for spaceflight from April 2024

Impact

The research aims to support industry and ultimately economic growth in this sector. International interest from regulatory partners and space operators has been high with

collaboration in process to ensure UK influence on the international stage, with the development of any medical standards for spaceflight participants / crew.

Benefit

Future growth of the UK space sector.

Activity: Future Flight

Description: Future Flight Challenge

The Future Flight Challenge (FFC) is pioneering the next generation airspace system to enable integration of new technology, such as drones and urban air mobility. The CAA has been providing dedicated resource to support the Future Flight Challenge programme.

The CAA published guidance on Cybersecurity: CAP 2973. It provides a general background to cyber security and who is most likely to attempt attacks on technologies – either now or in the future. It focuses on the current and future regulations, whilst providing frameworks and resources for innovators to utilise, allowing them to begin incorporating cyber security into their future work.

The CAA also published a study about understanding the downwash/outwash characteristics of eVTOL aircraft: CAP2576. The study presents initial findings of the effects of downwash for the safe operation of eVTOL air vehicles. It does not constitute regulation and is intended to provide a basis for further debate and discussion between manufacturers, operators and regulators.

Impact

Recurring support for innovation or investment

Benefit

Supporting the integration of new flight technologies in UK aviation industry.

Description: Unmanned Aerial Systems (UAS)

Specific regulatory measures to promote UAS innovation include the removal of the commercial trigger for regulatory approval for low-risk drone operations. From July 2020 a new regulation was introduced removing the requirement for commercial drone operators to seek permission for low-risk activities.

In November 2019 the Drone and Model Aircraft Registration & Education Service (DMARES) was launched which allows those flying in the 'Open' Category – be it for commercial or non-commercial purposes – to fly without additional permissions from the CAA.

As of 30 April 2024 we have just over 575,000 active users on the service – of which ~7,000 are registered as organisations and ~7,000 are registered as minors. This provides evidence that not only are we encouraging small organisations to carry out activities with less red-tape, but that we are also encouraging new younger entrants into the aviation eco-system.

Impact

Recurring reduction of a barrier to entry

Benefit

Supporting the growth of the Unmanned Aerial Systems sector in the UK.

This work enables UAS entering the UK market. Research by PriceWaterhouseCoopers (PwC) predicts that drones will save businesses an estimated £22bn a year by 2030 and contribute £45bn to the UK economy (cumulatively from 2022 to 2030). This is equivalent to 1.6% of the projected 2030 GDP. By 2030 there are forecast to be 270,000 jobs associated with drone adoption. Across the whole economy, there could be 650,000 jobs that will be positively affected by the benefits that drones can bring. (*PWC Skies without limits, 2022*)

Description: RPAS Guidance material

Guidance material to enable RPAS operators to gain a better understanding of risk assessment and what evidence they should be providing.

Impact

Recurring reduction in cost or effort

Benefit

Publication of the Acceptable Means of Compliance (AMC) to the regulation reduces the time and effort a UAS operator needs to put in applications to the CAA, as official interpretations are now available. The AMC guidance supplies a method for providing a successful application to the CAA and ensures applicants are operating legally. CAP 722H 'Reduced barriers as UAS operators operating under a PDRA01' can now function with the knowledge of the mitigations they need to employ to ensure their operations are conducted safely.

Activity: Horizon Scanning Activity

Description

By proactively establishing relationships across the wider aviation ecosystem in the UK and globally, the CAA has been able to help identify future challenges and consider how the CAA will need to respond.

Impact

Recurring support for innovation or investment

Benefit

The CAA have continued to work with, and for, industry to understand and inform its future at the earliest stages of development. This helps prepare staff to support future industry and reduce regulatory barriers. Developments from some of the earliest forecasts in Horizon Scanning can now be seen coming to fruition, supporting managed pathways towards regulatory activity. Examples are Climate Change Adaptation, Advanced Air Mobility and the moves towards new Air Traffic Management Service Orientation Models.

Activity: Services for Innovators

Description: Innovation Hub

The Innovation Hub's purpose is to create an environment where innovation in aviation can develop in line with the CAA's principles. With advances in technology, and significant private and public investments, there has been an increase of new entrants coming into the aviation sector, all working on cutting-edge concepts to revolutionise the aviation industry.

Impact

Support for innovation or investment.

Benefit

To date, the Hub has serviced circa 400 aviation innovators with support and advice, helping them progress their ideas to market.

Description: Innovation Gateway and Sandbox

The Gateway is a service where industry can contact the CAA to:

- Understand which regulations apply to their innovation.
- Understand how to obtain the regulatory approvals they need.
- Understand who to contact within the CAA or how to engage with the CAA.

The Sandbox is an advisory service for organisations that are developing an innovative solution for which adequate CAA policies do not exist or are not yet sufficiently mature. The sandbox service helps organisations to increase the prospect of obtaining the approvals they need from the CAA for testing, trialling, and scaling-up commercial operations in the UK. The delivery of sandbox services follows the CAA's Regulatory Sandbox methodology, which consists of:

- Clarifying the UK regulations and CAA policies applicable to the innovation.
- Clarifying where UK regulations and CAA policies are not adequate or not sufficiently mature for the innovation.
- Clarifying CAA's position and work being done on the development of new policies.
- Defining regulatory roadmap to support the trialling, launch and scaling-up of innovative solutions.
- Discussing the hazards and safety risks for the innovation.
- Receiving early feedback from the CAA on the design considerations and performance specifications being proposed to address the hazards and safety risks.
- Discussing evidence obtained from tests and simulations.

The CAA launched two Sandbox challenges and onboarded 12 organisations into the 'Integration Sandbox'. The purpose of the integration sandbox is to trial innovative solutions for safely integrating RPAS into UK airspace. The CAA also launched the 'Hydrogen Sandbox' which will assist three consortiums with running hydrogen trials and maximise the regulatory readiness of their innovation solution.

Sandbox services have been provided to a range of organisations developing innovative solutions for operations of Remotely Piloted Aircraft Systems (RPAS), Advanced Air Mobility (AAM), and zero-emission aviation. Sandbox services have also been provided to consortia participating in Phase 3 of the Future Flight Challenge.

Impact

Support for innovation or investment.

Benefit

Where an innovation comes with significant regulatory challenges, the sandbox helps innovators to maximise the regulatory readiness of their innovation before a regulatory application has started. This helps to ensure regulatory requirements are not an obstacle to growth.

Description: Innovation paid for services

The CAA have introduced paid for services for innovators to support the development of innovation solutions into the market.

The CAA has also been given funding through the Government's Regulator Pioneer Fund to work in partnership with 3 innovators on developing aircraft and airport solutions for introducing hydrogen powered aircraft in the UK.

Impact

Support for innovation or investment.

Benefit

CAA advice is helping to drive improvements in several novel areas such as Net Zero Propulsion.

Description: Guidance

A regulatory toolkit has been developed compiling key pieces of guidance for innovators working in aviation.

Impact

Recurring increase in agility/flexibility of regulation.

Benefit

The regulatory toolkit is available on the CAA website and gives details of approvals that need to be considered for the trial of innovation solutions.

Description: Experimental 'E' Conditions

Minimising the regulatory burden on experimenters, innovators and entrepreneurs to allow them to fly their prototype and proof-of-concept aircraft. This will stimulate growth of the UK design and production sector by allowing these activities to be performed with little or no cost to the community.

Impact

Recurring reduction in cost or effort

Benefit

Experimental 'E' Conditions was launched in 2015 with the intent of deregulating initial experimentation of new designs and modifications to aid innovation with the minimum of regulatory burden. The experimental category was embedded in the ANO 2016 in Schedule 3 and supporting guidance was published in CAP 1220 and revised in 2019.

In early 2023 the CAA re-formed its collaborative working group with the Royal Aeronautical Society to further review the guidance and publish another version in 2024. This next revision will further aid innovators and experimenters in their development endeavours with no additional regulatory elements being introduced, just enhanced guidance.

2. Behaviour: Environmental sustainability

Activity: The CAA Environmental Sustainability Panel

Description

The Environmental Sustainability Panel was established by the CAA in mid-2022. The Panel acts as a critical friend to support and challenge the CAA to deliver its Environmental Sustainability Strategy.

The Panel helps the CAA to be informed by current scientific thinking as it considers innovations that may mitigate the environmental impacts of aviation. It also advises where further science is required to validate environmental assertions and claims made of innovations. Consequently, the Panel is equipping the CAA with greater insight and knowledge to inform its policies and regulatory roles as it supports aviation's transformation towards more sustainable operations.

Impact

Recurring support for innovation or investment.

Benefit

Over the past year the Panel has continued to provide insights to, and challenge and validation of, the CAA's scientific knowledge and evidence base around environmental sustainability issues, and has supported the CAA to consider forward-looking, strategic approaches to draw together environmental and innovative thinking. This includes encouraging the CAA to think beyond aviation and consider the potential implications of innovations, and their claimed impacts on the environment, that are emerging more broadly.

Activity: Supporting net zero

Description: Jet Zero Council

CAA works through the Jet Zero Council to support the delivery of the UK's Jet Zero Strategy. This includes both sustainable aviation fuel and zero emission flight (electric and hydrogen) technology and incentives. The CAA chairs the Regulation sub-group of the Zero Emission Flight Delivery group and is working with industry to better align the regulatory requirements with the technical readiness for both hydrogen and electric aircraft.

Impact

Recurring support for innovation or investment

Benefit

Supporting Government and industry in developing new, cleaner fuels and associated innovations in aircraft, engine and infrastructure designs. Leading on mapping the required regulatory framework and certification regime to enable the safe adoption of these technologies. This will enable innovation to be tested and certified for passenger use through a clear regulatory process.

Activity: Consumer environmental information about flights

Description

Project to develop the CAA's policy on how and what environmental information should be presented to consumers when they are looking for and booking flights.

This project is one of the deliverables in the DfT's Jet Zero Strategy published in summer 2021. A 'Call for Evidence' was published and was open from January to April 2023. Over 110 responses were received from over 40 organisations and over 70 individuals. Further consumer research was undertaken by the DfT in 2023 and this will be published alongside a CAA consultation on policy options later in 2024.

Impact

Recurring support for innovation or investment

Benefit

Enabling environmental improvement through informed consumer choice.

3. Behaviour: Skilled and capable

Activity: Promoting Aviation Skills and Profession

Description: Skills and STEM

Throughout 2023, virtual and face to face events have been held to support young people across a range of the CAA's capability areas reaching over 70,000 young people.

Engagements that took place in 2023 included

- The Big Bang Exhibition 'Generation Aviation' Stand, involving 20,000 young people.
- A Primary Engineer competition involved 33,000 pupils from 330 schools submitted entries and the winners will be selected soon (June 2024).
- The Jon Egging Trust Partnership supporting 5 Regions for the Blue Skies Programme.
- The CAA sponsored 200 Scholarships through the Fantasy Wings Programme and became an approved Duke Of Edinburgh Activity Provider.

We hosted a number of Career events and we successfully ignited a partnership to support the Princes Trust.

Impact

Recurring support for recruitment into the aviation and aerospace sectors.

Benefit

The CAA is committed to helping to encourage, inform and educate the next generation of aviation and aerospace professionals, to ensure that the sector continues to flourish and grow.

Description: Virtual work experience programme

The Aviation and Aerospace Virtual Work Experience enables young people to learn about careers in aviation and aerospace.

The programme features topics about Regulation, Aviation and Aerospace, General Aviation, Commercial Aviation, Drones and future technologies. It also features STEM careers and first-hand accounts of careers at the Civil Aviation Authority. In 2023, 3994 students took part in the programme.

Impact

Recurring support for recruitment into the aviation and aerospace sectors.

Benefit

The CAA is committed to helping to encourage, inform and educate the next generation of aviation and aerospace professionals, to ensure that the sector continues to flourish and grow.

Description: MSc in Aviation Risk and Safety Management

In partnership with Cranfield University, CAA has developed and delivered an MSc in Aviation Risk and Safety Management. The MSc is also offered as a Level 7 Apprenticeship programme. This is the first MSc offered by Cranfield which is provided as a full virtual offering.

78 students were inducted in total for cohort 1, 2, 3, 4. 43 of these students are apprentices, 32 MSc students and 3 PGCert/PGDip. Cohort 1 has finished in June 2024. Ofsted inspection rated the course in a 2024 inspection as good.

Impact

Recurring support for professional development in the aviation sector and within the CAA.

Benefit

Building regulatory capability.

Description: Aviation training courses

Working in partnership with ICAO and on behalf of the DfT CAA International has developed and delivered a number of training courses.

Impact

Recurring support for professional development in the aviation sector.

Benefit

Developing and delivering training to ensure that the sector continues to flourish and grow.

4. Behaviour: Business aware

Activity: Below inflation price increases

Description

For the 2023/24 financial year the CAA limited its price increase to one percentage point below CPIH (Consumer Prices Index including owner occupiers' housing costs) inflation resulting in a general price increase for customers of 7.8%. Because this was below the rate of inflation, this effectively resulted in a real-terms price reduction equating to a total annual saving of c. £1.1m for our customers.

This follows a trend of below-inflation price increases over the past 10 years. achieved through efficiency improvements to our working practices, equating to a compound annual saving for customers of £18.7m.

Impact

Recurring reduction in cost.

Benefit

We have committed to limiting our price increases to a level below inflation for three years through to the financial year 2025/26. This effectively means customers' prices are falling in real-terms over the period, which is a continuation of our approach over the past 10 years.

Activity: Funding structure reform

Description

We are in the process of redesigning our financial model to provide greater financial transparency and sustainability.

Impact

Efficiencies and funding for future investment

Benefit

This will provide efficiencies for both the CAA and our customers as well as ensuring we have adequate resources to put in place the regulatory structures to enable industry both now and into the future, and to provide us with a means to invest in our systems and processes to boost productivity and effectiveness.

Activity: Air Operating Licence (AOL) and Air Transport Organisers Licence (ATOL) Schemes

Description

Market monitoring and financially overseeing airlines and tour operators, balancing a desire to ensure that the sector remains vibrant and competitive, without undue barriers to entry, while continuing to provide consumers with confidence to book and financial protection against tour operator insolvency.

Impact

Recurring reduction in cost or effort.

Benefit

One of the ATOL scheme's core purposes is reassuring consumers that they are booking with a licensed entity; and that, were something to happen to their holiday company, their money would be protected. This supports growth and competition in the sector.

5. Behaviour: Proportionate, efficient and responsive

Activity: Digitising access to CAA Services

Description: Customer Experience and Modernisation Programme

The CAA has launched a multi-year programme of work designed around the fourteen Government Digital Service (GDS) Service Standards to improve the end-to-end experience of using our largest customer-facing services (personnel licensing, oversight, ATOL, website)

In terms of the reach, there are currently circa 55,000 licensed pilots, circa 4,500 maintenance organisations and circa 5,000 air traffic controllers.

Impact

The primary method for issuing licenses and approval documentation will be digital rather than paper. Better utilisation of data across the end-to-end journey will result in improved service efficiency.

Benefit

By standardising service design, focusing on delivering customer value and solving whole problems for customers there should be a decrease in complaints, improvement in 'right first time' metrics leading to less applications being placed 'on hold' (a source of great frustration for our customers), improved customer satisfaction scores and lower cost to serve.

Activity: Efficiency and reinvestment plan

Description

We have introduced an efficiency and reinvestment plan which seeks to reduce our cost base by 5%, allowing the savings generated to be reinvested in enhancing our systems and processes.

Impact

Efficiencies and funding for future investment.

Benefit

This reinvestment seeks to improve the experience of our customers and colleagues through more streamlined and user-friendly processes, which will ultimately provide efficiencies to both the CAA and our customers.

Activity: Enabling and assuring proportionate regulation

Description: Minimising requirements for future regulatory change

Promotion of flexibility within current regulations to industry, and identification of minor changes to regulation, which could have significant positive impact on industry. Working in

partnership with large airlines and training organisations to update CAA policy and guidance so that industry needs are addressed within the current regulatory framework.

Impact

Recurring reduction in cost or effort.

Benefit

Enables faster policy change and reduces costs to business.

Description: Security Regulation

Regulation is kept under continuous review to ensure it remains proportionate, minimises burdens on industry and promotes innovation, while continuing to protect the travelling public from potential threats.

Impact

Recurring increase in agility/flexibility of regulation.

Benefit

The CAA has worked with the Government and aviation sector to improve the efficiency and effectiveness of airport security processes, as well as providing a better experience for passengers, through the introduction of new screening technologies across UK airports. In addition, we have begun a programme of revoking assimilated EU law and replacing it with a single consolidated and simplified regulatory framework that is easier for industry to understand, implement and comply with. Work has also continued on modernising security check processes for staff working in the aviation industry to help speed up recruitment.

Description: Cyber security oversight and engagement

We continue to evolve our oversight approach to ensure a proportionate and targeted intervention of aviation entities, limiting economic impacts whilst maintaining the best possible cyber security posture in industry. Promotion of the development of policy has taken place to ensure that organisations understand the requirements set out by regulations in the UK, Europe and Internationally. This includes both the recent consultations on a new Information Security Management System (ISMS) regulation and also the publication of cyber guidance for innovators in order to allow the fostering and support of innovation and growth within the aviation industry. The CAA also gives practical advice and guidance on how to consider cyber security within projects at early stages to reduce cost and resource.

To optimise the use of CAA and industry resources in maintaining good cyber security in industry, the CAA continue to progress the implementation of Risk Based Oversight for cyber security

Impact

Recurring increase in agility/flexibility of regulation.

Benefit

Regulation remains proportionate, minimises burdens on industry and promotes innovation, while continuing to protect industry from cyber threats.

Activity: Performance based oversight**Description: Risk-based oversight and safety risk management targeted activity to ensure safety standards**

A targeted and proportionate approach to regulatory oversight has been developed to ensure that oversight programmes are targeted at areas of greatest safety concern.

The CAA's oversight philosophy has been adjusted to ensure that standards were maintained over a period of rapid industry recovery or areas of expansion. A combination of on-site and remote oversight is in place, balanced according to the risks at specific entities. The risk-based oversight remit continues to evolve to include new sectors.

Impact

Recurring reduction in cost or effort.

Benefit

The efficient use of resources to ensure safety standards are achieved.

Description: Remotely Piloted Aircraft Systems (RPAS) Performance Based Oversight implementation

Definition and implementation of a Performance Based Oversight (PBO) framework for RPAS operations.

We are committed to doing more oversight activity in the future. As a first step we have begun to realise benefits across several projects, such as Digitising Specific Category Operations(DiSCO), Remote ID and Regulatory Review. Further improvements to RPAS PBO implementation will build on these foundations and will be possible in the next financial year. In the meantime, we will continue to expand the team via more recruitment and increase our efficiency and the effectiveness of our team by introducing even better training for our inspectorate.

Impact

Recurring reduction in cost or effort.

Benefit

Efficient use of resources.

Activity: Promoting and embedding CAA regulatory approach

Description:

We have created materials to help everyone who works for the CAA understand how the five regulatory principles relate to their work, and how they can help guide decisions. These include a maturity model to test how far different aspect of the business are compliant with the regulatory principles.

We are continuing to develop the maturity model and work with colleagues to establish a baseline for different parts of the business. The maturity model will be used on an annual basis by all areas of the business timed to provide an input into the following year's business and policy development plans.

Impact:

Recurring reduction in cost or effort, more proportionate and efficient regulation developed through engagement with stakeholders.

Benefit:

Improving how the CAA regulates the aviation and aerospace sectors.

Activity: Providing one-stop regulatory shops

Description “One stop shop” Market Access Licensing meetings

The CAA’s Airline Licensing team chairs and coordinates meetings for foreign carriers wishing to commence or expand scheduled and charter commercial transport services to and from the UK.

Impact

Recurring reduction of a barrier to entry.

Benefit

These coordinated meetings bring together CAA teams (consumer rights, safety, security, and licensing) with Government Departments and partner agencies (DfT, UK Border Force Home Office and FCDO) to provide foreign carriers a forum to understand in depth the requirements they will need to meet in order to commence UK services. They improve coordination and awareness, reduce administration burden and feedback confirms they improve the likelihood of a successful start-up.

Activity: Removing unnecessary barriers to aviation personnel operating

Description: Supporting pilot performance enhancement

Reducing direct oversight of large competent organisations by allowing more in-house examiner / instructor assessments of competence, frees up CAA inspector resources to refocus oversight on areas of performance in industry identified as weaker during examiner assessments of competence.

Impact

Recurring reduction in cost or effort.

Benefit

Expectation of a reduction in operator costs for CAA oversight of training departments alongside enhancement of standards with no requirement for additional inspector resources.

Description: Promoting enhanced pilot training standards without imposing additional costs on industry training departments

Various initiatives including direct training cost reductions as well as enhancements in pilot training with minimal additional cost. Offering bespoke courses to various organisations such as Boeing.

Impact

Recurring reduction in cost or effort.

Benefit

Allowing more on-line training by providing guidance for development and oversight, additional CAAi courses to enhance industry awareness of modern and future training concepts (e.g. a recent Competency Based Training and Assessment course). Liaison outside UK with commercial entities and National Aviation Authorities to identify potential future direction for UK pilot training (AI, Virtual Reality, new training concepts such as Evidence Based Training).

Description: Fitness to Fly Forum Mental health and mental health promotion

Twice yearly meeting with aviation medicine representatives from across industry and the NHS to discuss best practice and pertinent issues relating to passenger fitness to fly.

Impact

Promotes a co-ordinated approach across the aviation medicine community involved in passenger fitness to fly decisions.

Benefit

Improves accessibility to air travel for those who have health conditions which could limit suitability to fly.

Description: Applicants living with HIV

Medical certification to be granted including initial issue of an unrestricted Class 1 for individuals living with HIV.

Impact

Recurring reduction of a barrier to entry

Benefit

Removes a barrier to entry for aviation participants living with HIV.

Description: Diabetes medical assessment protocols

Pilots with diabetes treated with insulin and/or potentially hypoglycaemic medication to resume commercial flying. Developing processes to permit initial applicants with diabetes to train as commercial pilots where it is safe to do so.

Impact

Recurring reduction of a barrier to entry.

Benefit

Removes a barrier to entry for aviation participants with these conditions.

Activity: Easing routes to obtaining individual licences**Description: Applications for UK Pilot Examiner qualifications**

Reviewing applications from non-UK license holders and applying a proportionate approach by allowing individuals to take credit for their qualifications and experience.

Impact

Recurring reduction in cost or effort.

Benefit

Increases number of examiners in UK.

Activity: Using exemptions where safety-appropriate to permit novel activities and enable personnel**Description: Helicopter multi-crew operation**

Permitting via exemption the use of two (CPL 9H) in multi-crew operations onshore only particularly with the Helicopter Emergency Medical Services (HEMS) operations.

Impact

Recurring increase in agility/flexibility of regulation.

Benefit

Increases pool of ATPL(H) holders through removing a barrier to entry.

Description: Air Traffic Control language proficiency

The use of an exemption related to Level 6 English Language Proficiency (ELP), whilst 2015/340 is updated.

Impact

Recurring increase in agility/flexibility of regulation

Benefit

Creates an immediate saving for Air Navigation Service Providers and individual licence holders.

Description: Colour vision assessment

Reviewing colour vision assessment methods, particularly for Air Traffic Control Officers.

Impact

Recurring reduction of a barrier to entry.

Benefit

Increases pool of Air Traffic controllers.

Description: Age Limitations

Reviewing assessment of cardiovascular risk with a view to increasing the age at which single pilot commercial air transport (CAT) and all other CAT must cease. Reflecting development in medical technologies and research data.

Impact

Other benefit.

Benefit

Enabling aviation participants to continue their careers for longer, potentially increasing the available qualified workforce.

6. Collaborative

Activity: Cooperation with international regulators

Description

CAA International works with international regulators around the world to improve aviation standards and implement risk-based oversight.

Impact

Recurring increase in agility/flexibility of regulation.

Benefit

Co-operation with international regulators benefits industry (including UK industry) from a more robust international regulatory system, which brings growth opportunities.

Activity: Developing and maintaining international agreements

Description: UK-EU transition

Implementing the UK/EU aviation services and aviation safety agreements 2021, the CAA worked with DfT to implement the UK/EU Trade and Co-operation Agreement (TCA) for aviation. The aviation safety agreement reduces potential regulatory requirements on UK production and airworthiness design organisations.

Impact

Recurring reduction of a barrier to entry.

Benefit

Implementation of the aviation safety agreement has ensured that UK businesses can continue to design, manufacture and sell aviation products in the European market. Over time, it is hoped that the processes within the agreement can be revised to reduce any asymmetry and further reduce barriers to the movement of these goods services between the UK and the EU.

Activity: International safety agreements

Description

Following withdrawal from the EU, the CAA has worked closely with industry and foreign aviation safety regulators to establish a series of international bilateral aviation safety

arrangements and agreements. We have developed and extended the Bilateral Aviation Safety Agreements (BASA) type agreements that are in place with United States of America, Canada and Brazil and put new agreements in place with targeted countries.

The CAA have continued to prioritise the development of agreements with other countries based on the volumes of trade between UK and their markets.

Arrangements have been established with eleven countries including Canada, the USA, the EU, China, Japan, and Singapore. Meetings have been held with the Civil Aviation Authority of Israel and upcoming meetings will be held with a number of other Aviation Authorities to drive further progress.

Impact

Recurring reduction of a barrier to entry.

Benefit

These arrangements significantly reduce barriers for UK exporters by reducing and in some cases eliminating duplicated oversight, certification costs and compliance demonstration activities. They also reduce regulatory barriers for organisations wishing to import aircraft manufactured overseas, procure replacement parts for in-service aircraft, purchase aircraft maintenance services overseas and obtain professional pilot training.

Activity: Bilateral market access arrangements with other national authorities

Description

Airline Licensing has negotiated working arrangements with a number of other national authorities to reciprocally simplify the administration of commercial air transport licences (Foreign Carrier Permits) following EU Exit.

The Block Permit system which allows qualifying carriers to undertake ad-hoc charter flights between the UK and EFTA region states without further permission on either side has now been implemented with 28 countries. This has reduced administrative burden, the removal of in excess of 50,000 individual approvals and given certainty to holders that they can operate.

Impact

A reduction in barriers to entry, a reduction in administration for industry and increased certainty for consumers and industry that they will be able to undertake planned charter services.

Benefit

Reduced cost to industry.

7. Internationally Aware

Activity: CAA engagement with ICAO and EASA

Description

The CAA works with the International Civil Aviation Organisation (ICAO) and the European Aviation Safety Agency (EASA).

Impact

Influence on decision-making at a global and European level.

Benefit

Co-operation with international regulators benefits industry (including UK industry) from a more robust international regulatory system, which brings growth opportunities.

Activity: CAA International activity

Description

CAA International works with international regulators around the world to improve aviation standards and implement risk-based oversight.

Impact

Recurring increase in agility/flexibility of regulation.

Benefit

Co-operation with international regulators benefits industry (including UK industry) from a more robust international regulatory system, which brings growth opportunities.

8. Consistent, transparent and accountable

Activity: CAA Governance supporting Growth Duty Responsibility

Description

Papers presented to either the CAA's Executive Committee (ExCo) or Board must include the potential impact of proposals on economic growth and provide analysis of that impact for the Board to review.

Impact

Recurrent focus on duty to support growth.

Benefit

The CAA considers the impact of economic growth of any significant issues requiring ExCo/Board sign-off or approval.

Activity: General Aviation Change programme

Description

A range of activities and developments took place as part of the General Aviation Change programme

The CAA has introduced alternative regulatory approaches where it is safe to do so. For example:

- Allowing the British Microlight Aircraft Association (BMAA) to issue initial microlight pilot licenses.
- Transferring "Registered Flight Training Facilities" to "Declared Training Organisations".
- Allowing the BMAA to issue initial permits to fly.
- Allowing the Light Aircraft Association (LAA) to issue permits to fly
- 450-600Kg fleet opt-out from EASA Regulations for Airworthiness: This allows aeroplanes up to 600kg to be classed as microlights.
- Delegation to British Gliding Association: The CAA has granted approval to the British Gliding Authority (BGA) to act as a Delegated Authority of the CAA for Sailplane Licence (SPL) approval.

Airfield Advisory Team (AAT): The AAT was set up in 2020 to assist and support General Aviation airfields on a wide range of matters to help the sector thrive.

Declared Balloon Operators (DBO): The CAA has moved from a licensing system of Air Operator Certification to a declarative system, reducing costs and effort for operators.

Licensing Simplification: The CAA has undertaken a programme to rationalise the system of private pilots licences available in the UK. The project has looked at consolidating different licences to make entry from new pilots more straightforward. We have also looked at measures to make licences easier to maintain for current holders.

Part-ICAO approvals: Introduction of Part M-L and Part ICAO - Airworthiness related evolutions of Part-M which introduce proportionate regulations for the GA organisations and owners maintaining and operating Part-21 aircraft.

Single Seat Deregulated Microlights (SSDR): Deregulation has significantly reduced airworthiness costs. The number of SSDRs has continued to increase. As of 6 June 2024 there were 732 SSDRs on the UK Aircraft Register.

Sub 70Kg Self-Propelled Hang Gliders (SPHG): The CAA has issued an exemption (pending future regulatory review) to allow wheels to be fitted to these unregulated machines. However, developments in respect of wider SPHGs especially paramotors (e.g. UKAB airprox events and IET investigations) prompted an initial review of the unregulated status of SPHG pilot training. A roundtable with industry was held in 2023 and we are currently considering policy options via an internal cross-capability working group.

Impact

Recurring reduction in cost or effort.

Benefit

Reduced regulatory costs and effort leading to savings for the UK general aviation sector.

Activity: CAA Consumer Panel

Description

The CAA Consumer Panel is an independent non-statutory body providing expert advice to the CAA to make sure that the consumer interest remains central to its policy development and decisions.

Whilst the CAA's growth duty sits outside the remit of the Consumer Panel, over the last year there have been areas of the Consumer Panel's work which may have contributed to the CAA meeting its growth duty.

The Panel responded to the Government's consultation on improving price transparency and product information for consumers. Amongst other topics, the consultation sought views on the extent to which existing laws protect consumers from drip pricing. The Panel also responded to the CAA's Consumer Environmental Information consultation, working closely with the CAA in shaping its approach in this area.

The Panel provided support on the CAA's proposal to put in place an Airline Accessibility Framework to improve the overall experience for disabled and less mobile passengers,

emphasising the need for an approach focussed on inclusivity. The Panel has also continued to highlight the risk of digital exclusion, particularly for vulnerable consumers who have different accessibility needs.

Impact

Responsive regulatory policy-making.

Benefit

Ensuring that CAA's strategies, plans and policies reflect the consumer interest.