

# CAP1220 E Conditions Revision 3

## Consultation Response Document

CAP 3065



## Contents

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# Summary

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## Summary

- 1.1 This paper provides responses to the public consultation launched in September 2024 for general comments on CAP1220 E Conditions Revision 3. Revision 3 included changes made as a result of an annual review, working group comments and safety recommendations from an AAIB report on an E Conditions project.

## CHAPTER 2

# General Comments

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### We asked

- 2.1 We published a consultation for general comments against a draft of CAP1220 E Conditions Revision 3. We had 2 public responses to this.

### You said

- 2.2 “I therefore strongly propose that it would actually improve safety to remove the pointless tick box exercise to be RAeS Chartered and replace it with a real Competency Demonstration that is reviewed in a proportionate way by the CAA or other Competent body (with an emphasis on the body actually being Competent) akin to a 'Form 4 light'.”
- 2.3 “Chapter 4 A-B flights. 20 hours may be a practical test time for I.C. powered aircraft, however with the significant variety of electric aircraft appearing on the horizon an elected shorter test flight time would seem to be more appropriate prior to A-B flights. Perhaps the test time prior to A-B flight should be defined by the weight or duration capability of the aircraft: electing a total test time of between 5-10 hours, at the discretion of the competent person.”

### We did

- 2.4 In response to 2.2; CAP1220 The E Conditions Competent Person, The routes to become a Competent Person, Method 2 - Approval of an Organisation to Authorise Competent Persons; provides an alternative route for someone to become a Competent Person through an approved organisation such as an A8-26. The CAA maintain support for the Royal Aeronautical Society route and believe RAeS chartership embodies the knowledge, skills and values that are required of a competent person.
- 2.5 In response to 2.3; the 20hrs required before A-B flight is not just for powerplant test, but a full system test. The CAA believes this hour requirement is suitable to ensure the integrity of an E Conditions project prior to increasing the risk envelope. It should be noted that the guidance for A-B flights has also been enhanced such they should only be undertaken if considered essential to the flight test program.
- 2.6 There are no substantive changes to CAP1220 as a result of this consultation.

## CHAPTER 3

# Next steps

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- 3.1 CAP1220 Revision 3 is due for publication in November 2024. It will then fall under our periodic review process for further update.