



PROPOSAL TO AMEND THE RULES OF THE AIR REGULATIONS 2007 REGARDING THE ALLEVIATION OF THE LOW-FLYING RULES AT TRAINING AERODROMES

COMMENT RESPONSE DOCUMENT

1 Introduction

- 1.1 In November 2010, the CAA published a Preliminary Consultation¹ paper to seek comments with regards to the proposal to amend the Rules of the Air Regulations 2007. The subject of the consultation was the intention of the CAA to amend Rule 6(aa) to reduce the exemption from all the low flying prohibitions at 'Training Aerodromes' to exemption from the 500 feet rule only. The consultation was made available on the CAA consultation website and sent directly to relevant associations and to approximately 115 aerodrome operators and 180 flying training schools.
- 1.2 The CAA would like to thank those persons and organisations who have contributed comments and in all 24 were received. The comments offered useful information and opinion and in the main have been 'noted'. This is particularly the case for those that developed beyond the scope of the consultation but raised issues that may be helpful in informing future developments. There were several 'disagreements' although these are considered minor in consequence.
- 1.3 The table of comments and responses is at [Annex A](#).

2 Summary of Comments

- 2.1 Thirteen comments were related to issues going beyond the scope of the consultation and mainly dealt with proposals to extend the applicability to wider forms of flying practice and validation. This included extension to include various forms of ex-military aircraft flight training. It has been emphasised in the responses that although these comments go beyond the subject matter, they could be considered in a different programme if a suitable case was presented and an associated consultation exercise conducted.
- 2.2 Seven comments discussed interpretation or clarification issues with the text of the Rule and these were addressed with clearer explanation.
- 2.3 Five comments questioned the validity of the Rule to 'solo' flight. In response, it has been made clear that this is not an issue with the low flying rules but is covered under Article 52 of the Air Navigation Order 2009 (ANO).
- 2.4 Five comments related to questions over the meaning and definition of 'Training Aerodrome' and it is clear that there is some misunderstanding of this term. 'Training Aerodrome' is only relevant to Rule 6 (aa) and is defined in sub-paragraph (aa) (iv).

¹ See the consultation documentation at CAA Consultations page <http://www.caa.co.uk/consultations>

- 2.5 Two comments discussed the likely effect that EASA and the future Standardised Rules of the Air (SERA) might have on this subject and suitable responses have been provided. It is not yet clear how the new regulations will ultimately affect the situation but it is anticipated that States may have the ability to provide permissions for instance to allow flight below 500 feet under prescribed conditions. However, this area will be kept under review.
- 2.6 One comment concerned the understanding of when, or not, an aerodrome is 'licensed'. A clear explanation has been provided reflecting CAA policy and guidance on this.

3 Assessment of Consultation

- 3.1 The consultation has prompted many useful comments from which it is assessed that there has been no indication that the proposal should not go forward. However, there is clearly a view and a wish that the exemption from the low flying rules should be applied more widely but unfortunately this goes beyond the scope of this programme. This might be an area for future review and will be considered but the impending change to SERA might make this impractical.
- 3.2 It had been hoped that more impact assessment might have been offered to inform the next stage, but alternative strategies will now have to be employed.

4 Intentions

- 4.1 The CAA will now consider the results of this preliminary consultation and decide on the next course of action to implement the change to Rule 6 but is also cognisant of the SERA development programme.

5 Comments

- 5.1 Any further comments regarding this consultation should be forwarded to the Head of Flight Operations Policy at the following e-mail address FOP.Admin@caa.co.uk or to the following address:

Head of Flight Operations Policy
CAA Safety Regulation Group
1W, Aviation House
Gatwick Airport South
West Sussex
RH6 0YR