

CAA Growth Duty report 2025

CAA Growth Duty report 2025

Presented to Parliament pursuant to section 15(2) of the Civil Aviation Act 1982, as amended by the Civil Aviation Authority (Auditing of Accounts) Order 1984.

July 2025

Published by the Civil Aviation Authority, 2025

Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

First published July 2025

Enquiries regarding the content of this publication should be addressed to: nicholas.ratcliffe@caa.co.uk

The latest version of this document is available in electronic format at: www.caa.co.uk/CAP3133

Contents

Contents	4
CAA Growth Duty 2025	6
Regulatory action to support growth	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
1. Behaviour: Pro-innovation	11
Activity: Enabling the growth of the Space Sector	11
Activity: Future of Flight	12
Activity: Horizon Scanning Activity	14
Activity: Services for Innovators	15
Activity: Reducing barriers to entry for organisations/individuals	19
2. Behaviour: Environmental sustainability	21
Activity: The CAA Environmental Sustainability Panel	21
Activity: Supporting net zero	22
3. Behaviour: Skilled and capable	23
Activity: Promoting Aviation Skills and Profession	23
Activity: Improving pilot supply chain	25
4. Behaviour: Business aware	26
Activity: Below inflation price increases	26
Activity: Funding structure reform	26
Activity: Air Operating Licence (AOL) and Air Transport Organisers Licence (ATOL) Schemes	27
5. Behaviour: Proportionate, efficient and responsive	28

Activity: Digitising access to CAA Services	28
Activity: Airspace Coordination and Obstacle Management Service (ACOMS) Development	29
Activity: Efficiency and reinvestment plan	29
Activity: Enabling and assuring proportionate regulation	30
Activity: Performance based oversight	32
Activity: Promoting and embedding CAA regulatory approach	33
Activity: Providing one-stop regulatory shops	33
Activity: Removing unnecessary barriers to aviation personnel operating	34
Activity: Easing routes to obtaining individual licences	36
Activity: Using exemptions where safety-appropriate to permit novel activities and enable personnel	36
Activity: Enabling growth in the aviation sector	37
6. Collaborative	40
Activity: Cooperation with international regulators	40
Activity: Developing and maintaining international agreements	40
Activity: International safety agreements	41
Activity: Negotiated working arrangements with National Aviation Authorities	41
Activity: Collaboration with other UK regulators	41
7. Internationally Aware	43
Activity: CAA engagement with ICAO and EASA	43
Activity: CAA International	43
8. Consistent, transparent and accountable	44
Activity: CAA Governance supporting Growth Duty Responsibility	44
Activity: General Aviation Change programme	44
Activity: CAA Consumer Panel	45

CAA Growth Duty 2025

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 Growth Duty does not extend to the CAA’s 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 economic conditions and geopolitical uncertainty and conflict are continuing to impact consumers, and the wider economy, meaning regulatory support for recovery and growth remains vital.

The CAA contributes to economic growth by adopting a pro-growth mindset and 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.

The CAA reported to the Department for Business and Trade in October 2024 by completing the Growth Duty Performance Framework proforma which includes a statement on delivery against the Growth Duty.

Regulatory action to support growth

Pro-innovation

Adopt 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, ensuring 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

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

Proportionate, efficient and responsive

Act proportionately across all areas of regulatory activity. Respond to businesses and consumers in a timely fashion. This is particularly important with respect to enforcement and links closely with proportionality to avoid unnecessary costs.

Collaborative

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

Internationally aware

Be outwards facing and understand 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 we 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 continue 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. Our organisational mission to Protect People and Enable Aerospace captures this dual role.

Alongside our strategic priorities the CAA work to deliver on HMG priorities which are set annually. Towards the end of 2024, the Government underlined its strong ambitions for the important role of regulators in generating economic growth and investment. This is generating a significant new and very likely enduring phase of activity for the organisation. The inter-connected features of this activity are the generation of increased capacity in the aviation system, including through Heathrow expansion; the enabling of future flight and space technologies, including our approach to ensure the sector manages and mitigates the associated risks; and moving more quickly on airspace modernisation. None of these issues are of course new for us, although Heathrow expansion has not been at the forefront of our thinking since before the pandemic. But they are all now set within a new and evolving context, which we are currently in the process of responding to, at pace.

In December 2024 the Treasury's leadership of the UK growth agenda provided us with an opportunity to set out aerospace's potential role in contributing to the UK's overall growth and to describe our role in this. Our response to the Prime Minister's growth challenge letter of 24 December 2024 identified these five key areas of activity as:

- Airspace modernisation
- Improving capacity and resilience
- Enabling aerospace innovation
- Digitising regulatory services
- International aviation

We proposed a series of commitments to activity which will measurably support UK growth to be delivered over the course of this year under each of these headings, and are regularly reporting back to government on our quarterly delivery against these areas. We will continue to take forward work in these areas which we will report on in the next Growth Duty Report.

Our wider activities to promote growth are summarised in line with the seven behaviours in the Growth Duty Performance Framework published in May 2024¹ and recognising its

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

fundamental important for sustainable economic growth, the environmental sustainability driver.

1. Behaviour: Pro-innovation

Activity: Enabling the growth of the Space Sector

Description: Simplifying space regulation

Since July 2021, the CAA has served as the UK's space regulator, responsible for overseeing the safety and security of the national space sector. We've worked closely with industry and government partners to apply insights gained—particularly from the UK's first orbital launch—to refine and improve our approach.

A key priority has been reducing administrative burden while enhancing clarity and transparency. We've updated the Regulator's Licensing Rules to improve accessibility and streamline requirements, specifically reducing the evidence needed for assessing both firm and proper persons and financial standing at the application stage.

In collaboration with other regulatory bodies, we've successfully aligned environmental assessments across licensing regimes, cutting down duplication and simplifying the process for operators.

We've also published a comprehensive overview of the licensing journey—including timelines—and now provide applicants with ongoing updates on their application status.

To ensure the UK remains a global leader in space regulation, we continue to engage regularly with international counterparts, exchanging best practices and contributing to the evolution of worldwide regulatory 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

Suborbital spaceflight research work (long duration acceleration and fluid dynamic studies), in conjunction with a drive from the DfT, is ongoing into tolerable limits/impact on passengers with existing medical conditions.

Impact

Future growth of the UK space sector

Benefit

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.

Activity: Future of Flight

Description: Future Flight Programme

The CAA, as a key partner with the Department for Transport (DfT) to deliver the Future of Flight Programme for the UK, is committed to the integration of Future of Flight vehicles into aviation and transport networks. The aviation industry and government have collaborated to create a comprehensive strategy for the sector's growth, supporting the UK economy, society and environment while maintaining high safety and security standards.

As part of this work and over the past year the CAA has delivered multiple programme components, some of the most impactful are below:

- CAP3040² - Atypical Air Environments facilitate the use of Unmanned Aerial Systems (UAS) Beyond Visual Line of Sight (BVLOS) in low-risk airspace, supporting an increase in operations by the reduction of barriers to entry for organisations, providing a regulatory framework dedicated to specific areas of non-segregated airspace.
- Consulting on our policy concept for Detect and Avoid (DAA) systems. The consultation proposed requirements for DAA systems, including their reliability, data integrity, availability and performance. It also put forward proposals for the assurance and oversight of DAA systems, including the metrics used for performance assessment. The mid-air collision risk associated with BVLOS operations that DAA will help significantly mitigate is perhaps the most significant barrier to the growth of this sector.
- Significant progress has been made in identifying necessary rule changes in the Advanced Air Mobility (AAM) Sector, including the publication of four policies covering Pilot Licensing, Vertiports, Flight Operations, and Continuing Airworthiness. Stakeholder working groups have been established to test these proposals in collaboration with industry experts.

Impact

Support for the integration of new future flight technologies into the UK aviation industry creating a multitude of opportunities for growth of UK industry in both manufacturing and service sectors.

² [CAP3040: Unmanned Aircraft Operations in an Atypical Air Environment: Policy Concept | UK Civil Aviation Authority](#)

Benefit

Enabling industry to introduce new commercial services in the sector that benefit UK citizens, local authorities, the health and emergency services and businesses, creating opportunities for growth, manufacturing and investment as well as routes to international markets.

Description: Remotely Piloted Aircraft Systems (RPAS)

Regulatory measures to promote RPAS innovation have included the appointment of the CAA as the Market Surveillance Authority for RPAS in the UK.

As of end of the 2024/25 financial year we have 460,655 Active Flyer IDs (age 13+), 9,666 Active Under-13 Flyer IDs, 266,110 Active Operator IDs for Individuals and 8,844 active Operator IDs for Organisations registered on the Drone and Model Aircraft Registration & Education Service (DMARES).

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 Remotely Piloted Aircraft Systems sector in the UK.

Research commissioned by UK Research and Innovation (UKRI) – Future of Flight Use Cases³ - predicts the global market for drones, advanced air mobility (AAM) and supporting services is projected to be approximately \$74 billion by 2035, with a predicted 1.8% increase in UK GDP and £16 billion in cost savings to the UK economy by 2030 through drone services alone.

Description: Aerodromes – Beyond Visual Line of Sight (BVLOS) Drone Trials

The CAA facilitated several pioneering BVLOS drone operations in 2024. These included methane emissions surveys from North Sea platforms, medical deliveries between hospitals in remote parts of Scotland and the London Health Bridge enabling quicker blood sample analysis for patients of Guy's and St Thomas' NHS Foundation Trust.

³ https://www.ukri.org/wp-content/uploads/2024/07/IUK-19072024-IUK-ESRC_Future-Flight_Challenge-Fund-Case-studies.pdf

Impact

Support for innovation and investment

Benefit

These trials provided real-world benefits and laid the groundwork for future integration of BVLOS operations into the wider airspace.

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 remains committed to collaborating with industry—both as a partner and advocate—to shape its future from the earliest phases of development. By engaging proactively, we help prepare our teams to better support emerging sectors and reduce regulatory hurdles.

Forecasts from our Horizon Scanning work are beginning to materialise, guiding structured pathways toward future regulatory engagement. Notable examples include Climate Change Adaptation, Advanced Air Mobility, and moves towards new Air Traffic Management Service Orientation Models

Activity: Services for Innovators

Description: Technical Strategy - Roadmap

The Roadmap presents a high-level view of the work the CAA will need to undertake to support each new technology and use case, from early life trials, through regulation, to a certified standard (where applicable), and the timelines for that work. Prioritisation is informed by both the CAA Strategy and Specific Sector Strategies (e.g., RPAS) and confirmed at the CAA Technical Strategy Board.

The CAA recently published CAP 3038⁴ which described the regulatory activity to enable routine operation of Beyond Visible Line Of Sight (BVLOS) drones in the UK by 2027.

Impact

Clarity for innovators and investors on future regulatory approach.

Benefit

The Roadmap provides industry with technical insight on specific technologies or use-cases which have been impact assessed. Based on this assessment, the regulatory activities required to enable new technologies are described within a delivery model which is signed off by the CAA Technical Strategy Board confirming a unified approach for the CAA. This in turn provides far greater clarity to industry on how the CAA is responding to new technologies and the associated timescales, providing a far clearer long-term development and regulatory pathway for industry to plan product development and lifecycles against.

Description: CAA Delivery Pathway – Nexus

The Nexus pathway aims to accelerate safe, regulatory evolution to enable increased volume of more complex RPAS operations in the UK. As part of this work the CAA have implemented Regulatory Sandbox Framework trials. This enables industry stakeholders to conduct early trials in temporary restricted areas of airspace, allowing the CAA and industry stakeholder to learn more about integrated operations, building both the regulator and industry's understanding, whilst not having to wait for mature technology or regulatory policy.

⁴ [CAP3038: Delivering Scalable UAS BVLOS in the Specific Category - The UK CAA Technical Strategy Delivery Model | UK Civil Aviation Authority](#)

The project has three key drivers:

- To enhance ways of working – focusing and aligning CAA resource on prioritised activities, increasing cross-CAA collaboration, and aligning Future of Flight (FoF) and Airspace Modernisation Strategy (AMS) activities.
- To use data to inform evolution - linking testing and demonstrations to CAA requirements, enabling data-driven progression of regulations, and embedding test and learn approaches.
- To be regulatory enablers - focusing efforts on the right CAA and industry challenges, delivering safe, continuous, iterative benefits, and demonstrating progress.

Impact

Support for innovation or investment.

Benefit

We are creating more accessible drone regulatory pathways for key sectors such as infrastructure surveillance, healthcare, and emergency services. These initiatives allow us to focus on enabling more Beyond Visual Line of Sight (BVLOS) operations and improving the process for applying for authorisations.

Temporary Reserved Areas (TRAs) enable safe testing in a managed airspace environment. By using the TRA sandbox mechanism, industry organisations are able to benefit from reduced cost and effort to stand up operations, as well as providing a cost-effective option to operators who wish to operate for slightly longer periods of time than a temporary airspace restriction would allow.

In the past twelve months, twelve different organisations have submitted their applications under the regulatory sandbox framework. Some of the operations under scrutiny and nearing approval involve large parcel delivery, delivery of medical and emergency equipment.

Description: Airspace – London Health Bridge Unmanned Aerial Systems (UAS) Sandbox

A regulatory sandbox has enabled BVLOS drone flights to deliver medical supplies on behalf of the National Health Service (NHS).

London Health Bridge has been able to conduct on-demand UAS delivery services for time-sensitive healthcare items between Guy's and St Thomas' NHS Foundation Trust, demonstrating use cases and building an evidence base on the positive use case of drones.

The 6-month trial has been extended to 12 months.

Impact

Support for innovation or investment.

Benefit

The use of a sandbox allows for a more flexible, outcome-based regulatory approach while safely testing new operational models

Description: Standing up the Technical Strategy team

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

The CAA formed a Technical Strategy Team to simplify innovators' interaction with the CAA. We offer two advisory services to industry:

- The Gateway Service serves as the initial point of contact for organisations unsure about which regulations apply to their innovation, how to obtain the necessary regulatory approvals, or who to contact within the CAA and how to engage with them.
- Pre-Application Advisory Services support innovators who are developing solutions in areas where regulatory frameworks are incomplete, emerging, or rapidly evolving. Innovators can receive tailored guidance that helps them design their products or services with compliance in mind — aligning with core safety principles, legal obligations, and regulatory expectations from the outset.

Impact

Both services de-risk the application process for industry, providing clarity on which regulatory pathways apply to their innovation, who they need to interact with in the CAA, and how to navigate approval processes.

Benefit

The regulatory toolkit facilitates better-prepared applications, and greater likelihood of successfully securing the necessary approvals for testing, trialling, and scaling innovation.

This support not only streamlines the journey to market for aviation innovation but reduces the likelihood of costly redesigns or delays when applying for regulatory approvals, which is hugely significant for startups whose income streams are often uncertain.

By considering regulatory requirements early, innovators can reduce delays and obstacles when seeking approvals, making it easier to navigate compliance pathways. Advisory engagements are more fluid and collaborative than an application. Advisors can openly discuss compliance requirements without the constraints of formal review cycles and regulatory assessment protocols which leads to the following benefits:

- **Faster Market Entry** – Products designed with regulations in mind face fewer regulatory setbacks, accelerating their time-to-market.

- Stronger Stakeholder Confidence – Investors, partners, and customers are more likely to trust and support companies that proactively align with regulations, reducing uncertainty in adoption.
- Future-Proofing Innovation – Anticipating regulatory changes helps businesses stay ahead, ensuring their innovations remain viable as new policies emerge.

In 2024/25, the CAA responded to just over 100 gateway enquiries from a broad range of organisations, from universities and start-ups companies to 'first responder' services and established players in the aviation sectors. Most companies innovating in the UK aerospace sector have been using or are using CAA advisory services.

Description: Enabling industry testing via UK test sites

The CAA are establishing a formal recognition process and guidance for UK- based test sites, enabling them to achieve a "Recognised Status" as outlined in [CAP 3011⁵](#).

This will support operators seeking authorisation for testing and evaluation operations at these recognised sites. Guidance has been drafted as part of the UK SORA Application Service. This proposed approach has received approval from the CAA and over the past six months, the CAA have engaged with six test sites across the UK as part of this initiative.

Impact

Support for the delivery of the Future of Flight Programme and Government objectives for economic growth.

Benefit

Recognised test sites in the UK for civil aviation and RPAS support and enable the delivery of the joint Future of Flight Programme. Recognised test sites will also support the outcomes of the Airspace Modernisation Strategy which aims to enhance the design, technology, and operations of UK airspace.

This initiative will support a small but high-impact sector, where several companies are developing new aircraft for the Ministry of Defence and other government customers, with the potential to export these aircraft following successful testing.

Currently, many of these aircraft are developed in the UK but tested abroad. Establishing UK UAS test sites would enhance industry awareness and improve access to necessary capabilities. Additionally, it will accelerate the prototyping and product development cycle, fostering quicker innovation. Importantly, the initiative will also simplify the UAS application process without compromising safety standards.

⁵ [CAP3011: CAA consultation on test site requirements for aviation innovators | UK Civil Aviation Authority](#)

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 stimulates 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 were 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 Air Navigation Order 2016 in Schedule 3 and supporting guidance was published in CAP 1220⁶ and revised in 2019.

In early 2023 the CAA re-formed its collaborative working group with the Royal Aeronautical Society with the intention of further reviewing the guidance. A new evolved version of CAP 1220 was published in autumn 2024. This aids innovators and experimenters in their development endeavours with no additional regulatory elements being introduced, just enhanced guidance.

Activity: Reducing barriers to entry for organisations/individuals

Description: Hydrogen Challenge

The CAA is delivering the Hydrogen Challenge, working with industry to identify the regulatory requirements needed to integrate and accelerate hydrogen-powered aircraft.

In 2024/2025 the CAA:

- Implemented our Hydrogen Sandbox, working with three companies (ZeroAvia, Cranfield Aerospace Solutions, and Exeter Airport) to conduct hydrogen-related trials, fostering a collaborative environment between regulators and industry stakeholders.
- Established three stakeholder working groups to discuss detailed technical issues relating to hydrogen and regulation.
- Commissioned academic research from the University of Oxford, Swansea University and other academic institutions to explore the scientific challenges

⁶ [CAP1220: Operation of experimental aircraft under E conditions | UK Civil Aviation Authority](#)

associated with hydrogen combustion and storage, contributing to the foundational knowledge required for safe and efficient hydrogen aviation.

- Chaired the Regulation Sub-Group of the Jet Zero Council's Zero Emission Flight Delivery Group (ZEFDG), ensuring that regulatory requirements were a key consideration in the outputs of the ZEFDG. We have continued to do this work as part of the Jet Zero Task Force.

We have since reopened the sandbox to an additional thirteen projects.

Impact

This work will allow industry to develop certified aircraft powered by hydrogen, and, enable aerodromes that wish to have hydrogen onsite as a fuel source.

Benefit

To enable operators that wish to fly aircraft with hydrogen to understand the operational rules, provide a certification basis for original equipment manufacturers (OEMs) wishing to use hydrogen, and ensure the regulatory system supports the safe use of hydrogen for propulsion or for ground infrastructure use. In turn, this will support a key pillar of our aviation decarbonisation journey.

2. Behaviour: Environmental sustainability

Activity: The CAA Environmental Sustainability Panel

Description

The CAA Environmental Sustainability Panel was established in June 2022 as a specialist, non-statutory and non-executive panel providing expert scientific, technical and strategic expertise and insight to the CAA. 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 from both emissions and noise at a global and local level. 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.

The Panel has supported the delivery and evolution of the CAA's Environmental Sustainability Strategy and its Aviation Environmental Report and advised on how the CAA could fulfil its 'leading' role in the environmental sustainability space. It has also provided expert advice to support CAA work on the Airspace Modernisation Strategy, the Hydrogen Challenge, reviews of the Heathrow and National Air Traffic Services (NATS) price controls, and regulation of future technologies and innovations which may directly or indirectly address environmental impacts.

Activity: Supporting net zero

Description: Jet Zero Task Force

The CAA works through the Jet Zero Task Force 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 subgroup 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.

3. Behaviour: Skilled and capable

Activity: Promoting Aviation Skills and Profession

Description: Skills and STEM

Throughout 2024 CAA STEM volunteers attended over 100 events to support young people across a range of the CAA's capability areas reaching over 100,000 young people. In 2023 and 2024 the CAA STEM Website has recorded over 20,000 interactions.

Engagements that took place in 2024, all financially supported by the Department for Transport, included:

- The Big Bang Exhibition 'Generation Aviation' Stand, involving 20,000 young people and a CAA Future In Aviation Big Bang Award.
- A Primary Engineer competition involved 75,000 pupils and the winners were selected in June 2025.
- The Jon Egging Trust Partnership supporting five Regions for the Blue Skies Programme.
- The CAA sponsored 200 Scholarships through the Fantasy Wings Programme
- The CAA STEM Programme has developed ten Aviation Duke of Edinburgh Skills Activities with over 300 active or completed participants.

We hosted several Career events and we successfully maintained a partnership to support the King's 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 CAA. Since 2022 the CAA STEM Virtual Work Experience Programme has attracted over 13,000 students, with 5,900 in 2024 alone.

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, the 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 cohorts 1 - 4. 43 of these students are apprentices, 32 MSc students and 3 PGCert/PGDip. Cohort 1 finished in June 2024. Ofsted rated the course as good in a 2024 inspection.

Impact

Support for professional development in the aviation sector and within the CAA.

Benefit

Building regulatory capability.

Description: Aviation training courses

CAA International has developed and delivered a number of training courses, working in partnership with The International Civil Aviation Organization (ICAO) and on behalf of the Department for Transport.

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.

Activity: Improving pilot supply chain**Description: Working with industry to identify strategic initiatives to improve pilot supply chain**

Identifying potential weaknesses in the pilot training pipeline and coordinating regulatory and industry activity to enhance standards amongst pilots in the early part of their career, thereby improving the supply of pilots to large commercial air transport operators.

Impact

Increase in flexibility of regulatory activity.

Benefit

Focussing CAA oversight activity to enhance pilot standards before they enter the commercial air transport sector.

4. Behaviour: Business aware

Activity: Below inflation price increases

Description

For the 2024/25 financial year the CAA limited its price increase on existing charges to one percentage point below the September CPIH (Consumer Prices Index including owner occupiers' housing costs) inflation resulting in a general price increase for customers of 5.3%. Other increases were for new or specific activities.

Because this was below the rate of inflation for like for like charges, this effectively resulted in a real-terms price reduction for those services. Reflecting our objective of keeping charges proportionate whilst also providing value-for-money services and supporting innovation and growth, we have reduced our like for like charges in real terms by 14.5% in the last decade, delivering more, or the same for less to industry (as measured against the ONS CPIH index).

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 2025/26 financial year for like for like charges. This effectively means customers' prices are falling in real terms over the period, which is a continuation of our approach over the past ten years.

Activity: Funding structure reform

Description

Our work to redesign our financial model to provide greater financial transparency and sustainability continues.

Impact

Operational efficiencies for both the CAA and customers, funding for future investment and improved transparency to enable stakeholders to hold the CAA to account on financial performance.

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. By simplifying our funding model and

making it easier for stakeholders to understand, there will be a greater ability for the CAA to be held to account for its financial performance.

Over the past year we have begun to put in place changes which achieve these aims, including establishing a revenue reserve, introducing an investment contribution on all CAA charges and increasing our engagement with customers and the level of financial analysis we share to justify our financial model. In the year ahead there will be a greater focus on simplification and stability in our financial model with the intention to begin consulting on changes from Autumn 2025.

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: Digitalising Specific Category Operations

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 line with this Customer Experience and Modernisation (CX&M) programme of work, the Digitising Specific Category Operations (DSCO) project launched the PDRA01 Operational Authorisation on the CAA's new digital platform in April 2024 with a substantial positive impact on application lead-times, reducing these on average from 13 days to circa 30 minutes. Of customers who provided feedback on the new digital platform, 82% indicated they were 'Very Satisfied' with the service.

The CAA also launched UK Specific Operations Risk Assessment (SORA) Operational Authorisations on the DSCO platform on 23 April 2025, meaning that from now on, almost all UK UAS Operational Authorisations will be processed via the online service.

Impact

Improving application lead-times and providing a better customer and CAA inspector experience for applications, application assessment and data processing.

Benefit

In line with our CX&M programme, and as recommended by DfT's 2023 review of the CAA and also by Baroness Vere in her previous role as Aviation Minister, our new platform introduces efficiencies to the current approval processes for Remotely Piloted Air System (RPAS) applications. Existing legacy processes have led to long application lead times and dissatisfaction from customers, and have reduced the efficiency of CAA colleagues. The introduction of the Specific Operations Risk Assessment (SORA) methodology alongside this new platform addresses these issues by providing a transparent risk assessment framework, which, coupled with new Remote Pilot Competency and Flightworthiness frameworks, will improve safety assurance to RPAS Operators and the CAA.

The anticipated growth in the RPAS aviation sector also means the development of a scalable digital platform to cope with the future demand is vital.

Activity: Airspace Coordination and Obstacle Management Service (ACOMS) Development

The deployment of ACOMS version 4.4 has simplified the process for submitting Airspace Coordination Notices (ACNs) by integrating services such as Notice to Aviation (NOTAM) generation, Aeronautical Information Publication (AIP) layers, and satellite imagery. Tasks such as crane, obstacle, and Unmanned Aircraft System (UAS) applications have been moved into a single portal.

Impact

A reduction in cost or effort for organisations/individuals submitting Airspace Coordination Notices.

Benefit

This reduces manual inputs and the risk of error, while also speeding up the process — particularly important for the growing Remotely Piloted Aircraft Systems (RPAS) sector.

Activity: Efficiency and reinvestment plan

Description

The 2025/26 financial year is the final year of our three-year efficiency and reinvestment plan, in which time we have reduced our like-for-like cost base by 5%. These savings have allowed us to reinvest in enhancing our systems and processes.

Impact

Efficiencies for both the CAA and our customers, funding for future investment and a real-terms reduction in like-for-like customer costs.

Benefit

This reinvestment through our CX&M programme 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. This has already allowed us to roll out the Digitising Specific Category Operations (DSCO) platform (described above), alongside the introduction of the Specific Operations Risk Assessment (SORA) regulatory framework (described above), providing a manageable framework to enable the sector to perform higher-risk operations – a key step in allowing the sector to professionalise and scale in the UK.

Later in 2025, we will launch a digital licensing platform for Air Traffic Controllers, before rolling out solutions for professional pilots and other aviation personnel, with the initial stages of that plan due to be completed by April 2026.

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

The benefit will be to minimise the cost of dealing with future regulatory change, maximising impact of any regulatory change and influence enhancement of pilot training programmes within the current rule set at minimal cost. For example, it has been agreed that easyJet will review the requirements for their Type Rating Instructor training course and propose a revised syllabus which will better reflect the needs of today's instructors. The scope of what would be acceptable has already been agreed in principle. This change will be through publication of an Acceptable Means of Compliance (AMC), not through a Rule change, and will therefore not need Parliamentary time to enact.

Description: Security Regulation

Against a backdrop of increasing passenger numbers, the CAA has continued to work with the Government and the aviation sector to improve the efficiency of airport security processes, whilst enhancing security, through the introduction of new and upgraded screening technologies across all UK airports.

We have also worked to develop mutual recognition arrangements with the USA that over time will reduce the need for duplicative screening and facilitate the growth in transatlantic air traffic. The CAA continues to facilitate and support trials of innovative technologies and processes, including the use of Artificial Intelligence (AI), within aviation security. In addition, we have continued a programme to simplify and consolidate the entire regulatory framework for aviation security to make it easier to understand and to implement.

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 European Union (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

The CAA continues to evolve its 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 engagements relating to a new Information Security Management System (ISMS) safety regulation, and the Cyber Security & Resilience Bill being led by the Department for Science Innovation and Technology (DSIT), with Statutory Instrument slots for both regulations in 2025. 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

Efficient use of resource to manage risks.

Benefit

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

Description: Aerodromes – Pre-Audit Question Banks

Aerodrome operators now complete a single, ongoing question bank which only needs updating when changes occur. This replaces the previously repetitive task of completing a full safety report before each oversight audit.

Impact

Reduction in administrative costs of regulation

Benefit

The streamlined process results in a significant reduction in duplication and time spent for stakeholders.

Description: Aerodromes – Temporary Licences for Events

The CAA has streamlined the application process for temporary aerodrome and heliport licences for events such as Glastonbury Festival, the British Grand Prix, and the Grand National at Aintree.

Impact

Recurring reduction in cost or effort

Benefit

Recurring operators using the same equipment and personnel can have many requirements pre-approved, with compliance confirmed through sampling, reducing cost and effort and improving timeliness.

Description: Enforcement of consumer rights laws to protect aviation consumers

The CAA is the national enforcement body for the enforcement of consumer rights in relation to both the rights of passengers when they face delay or cancellation and of disabled and less mobile passengers. We also have a concurrent role in enforcing broader consumer rights legislation. We undertake a proportionate approach to ensure that the aviation industry meets these legal obligations.

Impact

The rights of passengers are protected.

Benefit

This drives improved consumer confidence in air travel, supporting competition and growth.

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.

Activity: Promoting and embedding CAA regulatory approach**Description: Promoting and embedding CAA regulatory approach**

We have created materials to help everyone who works for the CAA understand how the CAA's five regulatory approach principles relate to their work, and how they can help guide decisions. These include a maturity model that we deploy annually to test how far different aspect of the business are compliant with the regulatory principles and to identify opportunities for action at the organisational level to improve our regulatory approaches.

During the past year, we made improvements to the CAA policy development mandate and amended the policy development to include an additional step where the policy team meet with policy leads at an early stage to increase focus on alternatives to regulation and on assessing the costs and benefits of regulation. We also made recommendations to better support colleagues involved in upstream policy influencing in international fora. We anticipate that these measures will all improve our ability to develop proportionate regulation and to bear down on the administrative costs of regulation.

We intend to coordinate annual maturity model assessment exercises to allow them to provide an input into the following year's business and policy development plans.

Impact

Recurring reduction in costs and/or effort, risk-based decision making, 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 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 Foreign, Commonwealth & Development Office) 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 of operator costs for CAA oversight of training departments alongside enhancement of standards with no requirement for additional inspector resources. The initial phase has been completed, handing over specified activities to large airline Senior Examiners, freeing up approximately fifty CAA Inspector days per year.

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. Competency Based Training and Assessment, (CBTA) courses running regularly and the scope expanded to include ground operations staff and Air Traffic Controllers. Courses promote the evolution of CBTA in advance of regulatory change with concomitant improvements in training.

Impact

Recurring reduction in cost or effort.

Benefit

Allowing more on-line training by providing guidance for development and oversight, additional CAA International (CAAi) courses to enhance industry awareness of modern and future training concepts (e.g. a recent Competent Based Training and Assessment

course). Liaison outside UK with commercial entities and National Aviation Authorities to identify potential future direction for UK pilot training (Artificial Intelligence, 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 National Health Service (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

For those individuals eligible to take advantage of this flexibility, possible reduction from a five-day course to a two-day course, a 60% reduction. Currently this only applies to examiners employed by large organisations, (airlines), but these entities employ the largest percentage of examiners in UK industry.

Activity: Using exemptions where safety-appropriate to permit novel activities and enable personnel**Description: Colour vision assessment**

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

Impact

Recurring reduction of a barrier to entry.

Benefit

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

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.

Description: Operational Multi-pilot Limitations (OMLs)

Reviewing the Operational Multi-pilot Limiting Implementing Rules which currently adversely impact hiring and rostering pilots, as well as creating a barrier for entry into commercial training for individuals with certain well controlled chronic medical conditions.

Impact

Simplifying rostering of pilots and reducing barriers to entry into training.

Benefit

Assisting operators to hire and then roster pilots with an OML. Removing a barrier to entry for aviation participants with these conditions.

Activity: Enabling growth in the aviation sector

Description: Air Traffic Management (ATM) – Pairwise Separation / Intelligent Approach and Advanced Mixed Mode project

The UK has achieved a world-first in air traffic management through the successful validation of the EUROCONTROL RECAT-EU Pairwise Safety Case. This breakthrough allows for enhanced final approach spacing at Heathrow — a major innovation that improves capacity and operational efficiency, allowing more aircraft to land and maximising runway capacity, while maintaining safety.

Developed by National Air Traffic Services (NATS) and enabled by the CAA this project involved significant contributions from UK experts and is a major milestone in modernising UK airspace. In parallel, the deployment of an advanced final approach tool at Gatwick under the Advanced Mixed Mode project further reinforces the UK's leadership in cutting-edge, data-driven airspace solutions.

Impact

Enabling growth in the aviation sector.

Benefit

These achievements demonstrate the UK's commitment to collaborative innovation, global regulatory leadership, and the delivery of smarter, more efficient airspace management.

Description: Working with industry to support new entrants

Working with industry to identify regulatory pathways to enable new entrants into Air Operations regulations. New entrants, such as Advanced Air Mobility (AAM) and RPAS, require support and guidance to meet current regulatory challenges. This work primarily consists of identifying regulatory pathways to authorisation within the current regulatory framework to enable a select few operators to act as the forerunners to authorised operations under Air Operations Regulations.

Impact

Enabling growth through new entrants, supporting innovation, showcasing an agile approach to regulation.

Benefit

Enabling new operators to establish and grow their business within the UK, supporting the CAA's strategic objectives.

Description: B777X Compliance Matrix for Aerodromes

The CAA in collaboration with Boeing and an industry working group, has developed a compliance matrix checklist to help aerodromes assess their capability to accommodate the Boeing 777X, even where infrastructure is not fully compliant with Code F standards (for large aircraft). This practical tool, similar to that previously developed for the Airbus A380, removes ambiguity and lowers the threshold for participation by providing clear, structured guidance.

The initiative also includes standardised mapping criteria to support safe operations of large aircraft.

Impact

Published on the CAA's Skywise website and presented to industry this checklist has positioned the UK as a global leader — with other States now looking to adopt the UK's approach.

Benefit

This work significantly improves industry confidence and reduces entry barriers for aerodromes considering large aircraft operations.

Description: UK Airspace Design Service (UKADS) – Airspace Change Process Review

The CAA is undertaking a review of the CAP 1616⁷ airspace change process to improve clarity, reduce duplication, and streamline engagement — particularly for new entrants and smaller organisations. This work aligns with the DfT review of the Air Navigation Guidance and is part of a coordinated effort to ensure the regulatory framework is more accessible and fit for purpose.

Impact

Recurring reduction in complexity, cost and effort, more proportionate and efficient regulation developed through this project.

Benefits

A public consultation, due by September 2025, will consider consolidating process stages, reducing complexity, and enhancing transparency. The review also includes improvements to temporary and trial airspace changes, helping innovators and sponsors like UKADS to navigate the process more effectively and deliver airspace changes in the London area.

⁷ [CAP1616: The Process for Changing the Notified Airspace Design | UK Civil Aviation Authority](#)

Description: UK SORA adopted as a method to assess UAS Operational Authorisations in the Specific Category.

The adoption of Specific Operations Risk Assessment (SORA) methodology represents a move to a proven, quantitative assessment risk assessment methodology for UAS operations in the Specific Category. Internationally recognised and in use by 77 countries, SORA has been optimised for the unique challenge of complex, crowded airspace and the high population density that the UK presents and is known as UK SORA.

Impact

Fostering growth within the UAS sector by simplifying the regulatory framework, making applications more transparent and straightforward, and enabling new and innovative use cases through its implementation.

Benefit

The introduction of the SORA methodology alongside this new platform addresses these issues by providing a transparent risk assessment framework, which, coupled with new Remote Pilot Competency and Flight Worthiness frameworks, will improve safety assurance to RPAS Operators and the CAA. The anticipated growth in the RPAS aviation sector also means the development of a scalable digital platform to cope with the future demand is vital.

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. The CAA has engaged in joint oversight of aerodromes with counterparts in Ireland and Iceland and with aviation authorities in the Channel Islands, Gibraltar, and Singapore.

Impact

Reduced burden of regulation for operators working internationally and increased predictability of outcomes.

Benefit

Co-operation with international regulators benefits industry (including UK industry) from a more robust international regulatory system, which brings growth opportunities. Cooperation promotes global harmonisation and supports UK-based entities operating internationally.

Description: Flying Display cooperation on projects with international regulators.

Cooperation with USA, Canada, Australia, New Zealand and European National Aviation Authorities (NAAs). The UK is now Co-Chair of the European Airshow Regulators Forum and the UK has initiated the US/Canada/Aus/NZ NAAs forum on flying displays.

The European Airshow Regulators Forum (EARM) meets three times a year and the US/Canada/Australia/New Zealand NAAs forum on flying displays is nascent with two meetings so far.

Impact

Greater opportunity for international display act participation across member states.

Benefit

Recurring Increase in agility/flexibility of regulation, sharing of best practice and analysis of incidents.

Activity: Developing and maintaining international agreements

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: Negotiated working arrangements with National Aviation Authorities

Description

The CAA 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.

Activity: Collaboration with other UK regulators

Description: Historic Airframes

The CAA and Military Aviation Authority have been working with industry to align the civil and military oversight regimes to allow organisations with civil airworthiness approvals to provide support for military platforms, specifically the Battle of Britain memorial flight.

The working group, Historic Aircraft Regulation Advisory Group (HARAG), has issued its report which sets out the regulatory framework. The CAA now has 12 A8-21 Design and Production Approvals in support of this initiative.

Impact

Remove barriers to market entry and promote investment.

Benefit

This work will promote investment in the historic aircraft business and make it easier for small organisations to contract to the Ministry of Defence without the need for specific military approvals. Joint oversight visits will reduce cost for 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

Description

CAA International works with international regulators around the world to improve aviation standards and implement risk-based oversight, mostly on a paid-for basis.

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.

The CAA publishes an annual Growth Duty Report alongside the Annual Report and Accounts.

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.

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. We have worked with industry to finalise a series of proposals which are aiming to become law through the laying and approval of a Statutory Instrument in summer 2025.

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 input to the Law Commission's project looking at autonomy in the aviation sector, which is an important framework that will transform future travel for consumers. In particular, the Panel responded to the Law Commission's call for evidence, highlighting key themes, gaps, opportunities and practical considerations for them to consider alongside the development of future regulatory and legislative framework.

The Panel also continued to input to the CAA's consumer environmental information project, including by submitting a written response to the 'draft principles' consultation. The Panel also input to the CAA's Aviation Environmental Review consultation.

The Panel also input to the area of accessibility and consumer vulnerability. This includes digital accessibility for visually impaired colleagues and the CAA's planned wheelchair damage consultation. The Panel is particularly pleased to see the CAA's proactive approach on wheelchair damage, which provides greater transparency in helping consumers make more informed choices.

Impact

Responsive regulatory policy making.

Benefit

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