ARPASUK Annual Conference

2nd March 2023

WHO

Kevin Woolsey

Co-Head GA & RPAS

Overall responsibility for the running of the RPAS Unit

Callum Holland

Transformation Manager for RPAS & AAM

Leading the development of the Certified Category & supporting the CAA in enabling commercially sustainable BVLOS operations

Mark Wharry

Oversight & Safety Manager for GA & RPAS

Responsible for assessment and oversight activities within the Specific Category, including OA holders & RAEs

UK Civil Aviation Authority

Improving Engagement & Communication

A recognition that we can improve communication & engagement with Operators and RAEs.

The establishment of quarterly RAE workshops.

More tailored, accessible guidance to be issued during consultations.

More efficient utilisation of multiple engagement methods, both formal and informal, including associations.
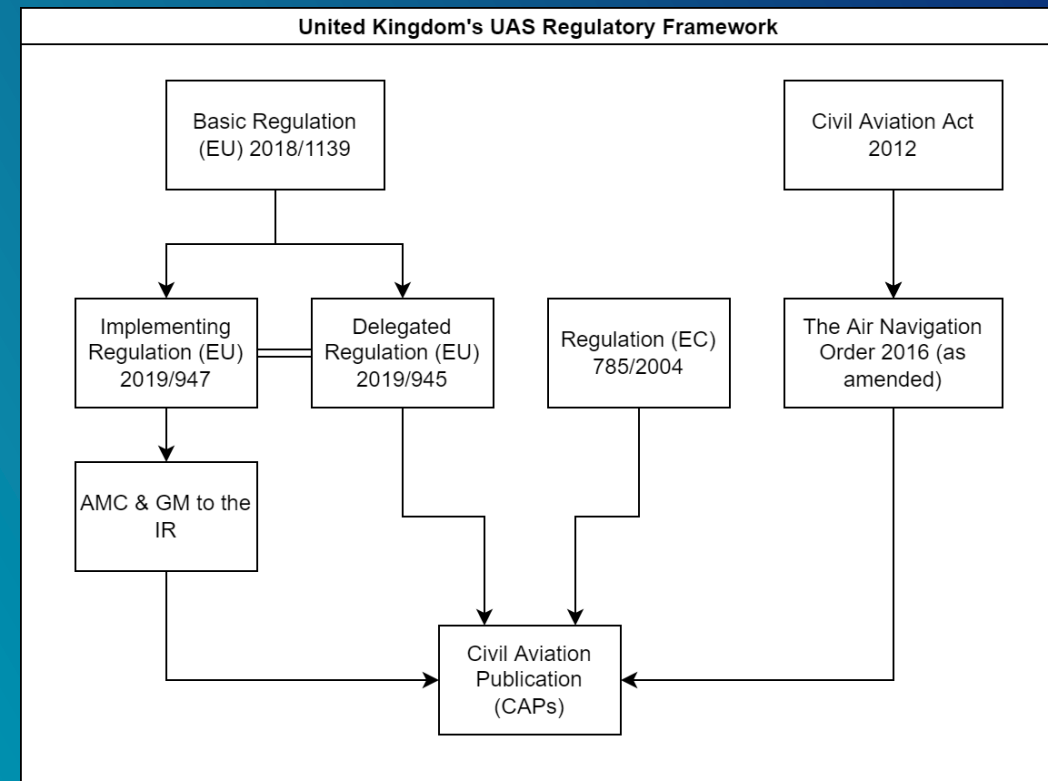
An brief outline of the Legislative Framework

Primary Legislation takes primacy, followed by **Secondary Legislation**, then **AMC & GM**, and lastly, **CAPs**.

Primary and Secondary Legislation is **law**.

AMC & GM, and CAPs, are **not** law.

United Kingdom's UAS Regulatory Framework

CAP 722H & PDRA01

- Our intention behind the amendments.

- Issue of overflight of uninvolved persons.

- Correction & re-issue of 722H including active engagement with stakeholders.

- A recognition that many of the challenges we see today could have been avoided through more robust engagement with stakeholders early on.

Future PDRA Development

- The RPAS Unit intends to develop additional PDRAs based on SORA methodology to support more advanced operations, including BVLOS operations.

- All PDRAs are subject to continuous review and potential for amendment.

- There is no recognition of PDRAs developed outside of the UK framework. JARUS PDRAs may be used as the foundation of new UK PDRAs. This is due to different regulatory frameworks being incompatible.

Improving Application Processing Times

The difference between PDRA and OSC applications.

Internal flow of an application within the CAA when it is submitted.

A recognition that there is an opportunity to make better use of technology.

What are we doing in the meantime to improve processing times.

Enabling the future, today.

Understanding more can be done today. We don't need to wait for tomorrow.

Flightworthiness is for the higher SAIL category operations within the Specific Category only.

Development within the pilot competency framework will initially focus on more advanced operations, such as certain types of BVLOS.

Enabling BVLOS within unsegregated airspace – Atypical and beyond.

Enabling the future, today.

The benefits of SORA to both the applicant, and the CAA.

A note on the Certified Category including international alignment though ICAO.

Carriage of Dangerous Goods

Quick fire Q&A & Closing Remarks

No intention to re-introduce the differentiation between recreational, and commercial operators.

Pilot Competency beyond the GVC, ambition is 2024 with initial BVLOS orientated competency.

The RPAS Unit is broadly split into two teams, Sector, and Policy. Sector is made up of **11** employees, and Policy is made up of **7**.