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## **Camera mounts on aircraft (Simplified approval)**

### **Department for Transport – Civil Aviation Authority**

### **RPC rating: validated**

#### **Description of the measure**

The validation assessment explains that the installation of small cameras on aircraft has seen substantial growth. The measure allows for a simplified approval process, under which the fitting of a small camera could be simply signed-off in the aircraft's log book by a licensed engineer. An application to the Civil Aviation Authority (CAA) for modification would no longer be required. The change applies solely to UK nationally regulated aircraft. The CAA has provided supporting guidance for mounting cameras on aircraft.

#### **Impacts of the measure**

The measure introduces a simpler, easier method for businesses to gain approval for small lightweight cameras mounted on aircraft. The assessment explains that the majority of these instances will be for recreational purposes, with only an estimated 20 businesses benefitting from the change. There are approximately 1,000 UK aircraft registered to which the change could apply. Of these, the CAA estimates that 800 are privately owned and used for purely recreational purposes, with the remaining 200 aircraft used in a business environment. The change removes the costs associated with seeking an approval for a minor modification to an aircraft, such as creation and submission of documentation to the CAA. The assessment estimates this provides a time saving per aircraft of 2 hours totalling £68 and a saving of an application fee of £86, providing a total saving to business of £10,860. The validation assessment also estimates a one-off 30 minute familiarisation cost to each of the 20 businesses which operate these aircraft, totalling £341.

The RPC verifies the estimated equivalent annual net direct benefit to business (EANDCB) of £0.0 million. This is a qualifying regulatory provision that will score under the business impact target.

#### **Quality of submission**

The validation assessment sets out how the expected savings in time will be made through simplification of the process. The assessment would have benefitted from providing further evidence to support the estimated time savings. The CAA makes the assumption that 200 aircraft, belonging to 20 businesses, will all be fitted with

cameras. The CAA has not provided any evidence to support this assumption. The assessment should, at a minimum, provide a discussion as to whether this is reasonable. However, it is clear that the impact of the proposal is very low and that further evidence gathering would probably be disproportionate.

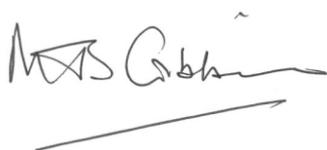
The assessment would also have benefitted from setting out more clearly costs associated with the licensed engineer's check and impacts of the resulting changes to the CAA guidance which supports the measure.

### **Departmental assessment**

Classification	Qualifying regulatory provision (OUT)
Equivalent annual net cost to business (EANCB)	£0.0 million
Business net present value	£0.0 million

### **RPC assessment**

Classification	Qualifying regulatory provision (OUT)
EANCB – RPC validated <sup>1</sup>	£0.0 million
Business Impact Target (BIT) Score <sup>1</sup>	£0.0 million



**Michael Gibbons CBE**, Chairman

<sup>1</sup> For reporting purposes, the RPC validates EANCB and BIT score figures to the nearest £100,000.