



Department for Transport

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Dear Tim,

Electronic Conspicuity Devices Grant Fund Scheme

1. Until 31 March 2021 the Department for Transport will fund, under S12(1) of the Civil Aviation Act 1982, the CAA's costs of operating a grant funding scheme to encourage General Aviation and UAS pilots to utilise equipment to enable their aircraft to be conspicuous electronically.
2. This letter should be read alongside the Grant agreement at Annex B and is in addition to a letter from DfT of 29 April 2020 titled, 'General Aviation Programme- Electronic Conspicuity Grant for IT Solution', a copy of which is provided at Annex C.

Background

- The Government supports the use by General Aviation (GA) and UAS pilots of systems which allow aircraft to be more electronically conspicuous to improve their situational awareness. As all devices on the market are not currently interoperable, it will be important that all pilots are well aware of the benefits, limitations of using such devices, and this should be a part of the communications campaign. This scheme will build on previous efforts by the CAA to raise awareness about Electronic Conspicuity (EC), and the way in which such devices should be responsibly used. In establishing the scheme, we do not expect the CAA to make any specific recommendations about the devices users should or should not purchase.
3. The scheme will allow pilots registered with the CAA to claim a rebate of 50%, up to £250 per applicant, for equipment purchased in the 2020/21 financial year. Our aim is to support up to 10,000 claims.
 4. The CAA and DfT will continue to work in parallel on long term options to deliver more consistent safety and airspace access benefits for all airspace users, including potential additional financial measures to support the implementation of that strategy. DfT will notify the CAA as early as possible should funding be available to maintain the scheme into the 2021/22 financial year.

Task deliverable

- The CAA will deliver a grant scheme aimed at reducing the number of GA aircraft registered in the UK operating without any form of EC capability. The grant scheme should be open to receive applications from 5 October 2020 to 1 March 2021 to reimburse (in part) the costs of equipment purchased by applicants between 1

October 2020 and 28 February 2021 or earlier once all available funding is claimed. This funding is to allow pilots registered with the CAA to claim a rebate of 50% on equipment purchased, up to a maximum of £250 per claim. Should the scheme need to close early, due to funding being exhausted, DfT and the CAA will agree a revised date for closure and communicate this in advance to the GA sector.

- DfT will provide up to £2,500,000 of capital funding which pilots will be able to claim through the CAA. The administration costs of operating the scheme are provided through the letter of 29 April 2020.
- The CAA should monitor the number of claims submitted, claims approved, claims rejected, funding issued and types of equipment claimed for. This information should be shared with DfT in an aggregate and anonymous format on a monthly basis. The CAA should not share any personal details of applicants with the DfT.

Criteria

The criteria outlined at Annex A will be the equipment eligible for grants under the scheme.

Funding available

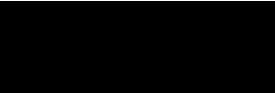
	2020/21
Maximum grant fund budget – Capital	£2,500,000

The CAA will keep a record of the expenses it incurs. If it appears that there will be a shortfall in the funding, the CAA will contact the DfT General Aviation team promptly to agree remedial options, including the possible request of an additional grant or a reduction in programmed activities. Conversely if it appears that there will be an underspend then the DfT must be informed promptly. In any case, all funding spent by the CAA out of this grant, up to the grant total of £2,500,000 for 20/21, must be spent by 31 March 2021. If the CAA is unable to meet this requirement it should inform the DfT as soon as possible.

DfT will provide payment on a monthly basis in arrears to the CAA when the CAA have provided a breakdown of applications for the scheme. The CAA will provide written updates on a monthly basis. In the event that the number of applicants is such that the payout rate puts significant additional pressure on CAA's cashflow, the DfT and CAA will consider whether advance rather than arrears payment from the DfT is appropriate.

No funding is provided through this letter for spending on the accompanying communication activity that will be important to raise awareness of the scheme and to improve pilots awareness of the benefits and limitations of such devices. DfT and the CAA will mutually agree a communications plan for the launch of the grant fund and any funding provided through a separate agreement.

The details in this letter may be modified by written mutual consent.


David Harding
Deputy Director,
Head of General Aviation, DfT

Annex A - EC Grant scheme criteria

Equipment eligible

Equipment able to be used on an aircraft for EC purposes currently available for sale including a range of certified and non-certified equipment types and manufacturers listed below:

- ADS-B Out capable transponder inclusive of GNSS position source (Mode S ES Enabled).
- ADS-B Out capable transponder without GNSS position source (Mode S ES)
- Certified GNSS source for Mode S ES transponders (Including a GNSS position sources in line with the recently published AIC2019Y141, example being Trig TN72)
- Power Flarm
- Pilot Aware Rosetta
- Sky Echo 2

Applications for alternative or newly developed equipment should be considered for inclusion on a case by case basis by the CAA. Decisions on further inclusion will be made by the CAA.

Applicants eligible

Those holding the outlined UK licences below will be eligible to apply;

- Private Pilot Licence (PPL)
 - National Private Pilot's Licence PPL (NPPL)
 - Sailplane Pilot Licence (SPL)
 - Balloon Pilot Licence (BPL)
 - Light Aircraft Pilot Licence (LAPL)
 - Commercial Pilot Licence
- Active members of the British Hang Gliding and Paragliding Association (BHPA) and British Gliding Association (BGA) who do not hold pilot licences will be eligible, subject to the CAA agreeing a robust means of ensuring eligibility with these associations.
 - Unmanned Aircraft operators holding permissions in the Specific and Certified categories are eligible.

Time period

- Only equipment purchased between 01 October 2020 and 28 February 2021 will be eligible for a grant award from capital allocated to the CAA for the 2020/21 financial year.
- Only one payment per individual claimant can be made within the 2020/21 financial year.

Evidence

- Applicants should provide evidence of i) having purchased eligible equipment ii) the purchase having taken place within the timeframe of the scheme and iii) their eligibility as a license holder or other permitted person. The CAA should not make payments for any applications where this evidence is not provided.