



Miscellaneous

No: 1346

Air Navigation Order 2016

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General Exemption E5012

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### Flight Data Recorders and Cockpit Voice Recorders – Police Helicopters

- 1) The Civil Aviation Authority (CAA), in exercise of its powers under article 266 of the Air Navigation Order 2016 ('the Order'), exempts any non-EASA helicopter specified in paragraph 2 when flying for the purpose of public transport in the service of a police authority, from the requirement at article 119 and paragraph 4(13)(c)(i) of Schedule 6, Part 1, to the Order to carry the equipment specified at paragraph 5, Scale SS(1) or SS(3) of the said Schedule.
- 2) This exemption applies to helicopters:
  - a) with a maximum take-off mass greater than 2,730 kg, but not exceeding 3,175 kg operated under and in accordance with a Police Air Operator's Certificate; and
  - b) with an individual Certificate of Airworthiness first issued before 01 January 2019.
- 3) In this Exemption, a "non-EASA helicopter" means a helicopter which, when conducting the flight or operation, is not subject to any of Annexes III to VIII of the EASA Air Operations Regulation as provided for in article 64 of the Order.
- 4) This exemption supersedes Official Record Series 4 No. 1267, which is revoked.
- 5) This exemption has effect from the date it is signed until 31 July 2021, unless previously revoked.

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for the Civil Aviation Authority  
20 February 2020

**Explanatory Notes:**

This exemption replaces GE 4698 published in ORS 4 No. 1267 and has been issued to allow current police operations with helicopters with an individual Certificate of Airworthiness first issued before the 01 January 2019 and with a maximum take-off mass greater than 2,730 kg, but not exceeding 3,175 kg to continue until 31 July 2021. (This is in line with changes promulgated under Safety Directive 2020/001). From this date, the exemption will expire and operators of the affected helicopters will need to ensure that the equipment requirements are met as illustrated below. This change meets the intent of the safety recommendations arising from the Air Accident Investigation Branch Report 3/2015 into the accident to Eurocopter (Deutschland) EC135 T2+, G-SPAO. From 01 August 2021, the operator will be required to:

- a) ensure that the helicopter is equipped with a cockpit voice recorder of a type approved by the CAA for the purposes of paragraph 5, Scale SS(1) of Schedule 6, Part 1, to the Order; and
- b) ensure that the helicopter is equipped with a flight data recorder of a type approved by the CAA for the purposes of paragraph 5, Scale SS(1) of Schedule 6, Part 1, to the Order; or
- c) ensure that the helicopter is equipped with a Class C airborne image recording system (AIRS) of a type approved by the CAA and in lieu of the flight data recorder required at b); and
- d) comply with article 231(2) of the Order in respect of the cockpit voice recorder, flight data recorder or AIRS, in accordance with c), as though it were one required to be carried by paragraph 4(13)(c)(i) of Schedule 6, Part 1, to the Order.

'Class C' airborne image recorder system' (AIRS) means an image recorder capable of recording images of instrument and control panels in accordance with Part III of EUROCAE ED-155 or an equivalent standard acceptable to the CAA.

The operator will also be required to put in place procedures to ensure that the recordings of Class C AIRS are not used for purposes other than the investigation of an accident or incident, in accordance with current regulations, except where the recordings are for example:

- a) used by the operator for airworthiness or maintenance purposes;
- b) used by the operator in the operation of a flight data analysis or monitoring programme in agreement with crews;
- c) sought for use in proceedings not related to an event involving an accident or incident investigation;
- d) de-identified; or
- e) disclosed under secure procedures.