



Miscellaneous

No: 1250

Air Navigation (Environmental Standards
for Non-EASA Aircraft) Order 2008

Publication date: 10 January 2018

General Exemption E 4611

Noise Exemption for Experimental Aircraft

- 1) The Civil Aviation Authority (“the CAA”), in exercise of its powers under article 13 of the Air Navigation (Environmental Standards For Non-EASA Aircraft) Order 2008 (“the Order”), after consultation with the Secretary of State, exempts any aircraft specified in paragraph 2 (“a specified aircraft”) from the requirement specified in paragraph 3 (“the exempted requirement”) subject to the condition specified in paragraph 4 (“the specified condition”).
- 2) A specified aircraft is any Research aircraft registered in the United Kingdom, for which there is no equivalent EASA type within the meaning of article 3(2) of the Order¹, and which is designed to be flown by a flight crew of at least one pilot and has a maximum take-off mass of 2,000kgs or less.
- 3) The exempted requirement is the requirement at article 7 of the Order that it must not land or take off in the United Kingdom unless there is in force for the aircraft a noise certificate issued by the CAA in accordance with article 10 of the Order.
- 4) The specified condition is that the aircraft flies under and in accordance with E Conditions, as specified in the Air Navigation Order 2016, Schedule 3, Part 1, Chapter 3.
- 5) In this exemption, “Research aircraft” has the same meaning as in article 3(1) of the Order and means an aircraft which comes within paragraph (b) of Annex II of Regulation (EC) No 216/2008.
Note: Paragraph (b) of Annex II of Regulation (EC) No. 216/2008 states:
(b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers.
- 6) This exemption supersedes Official Record Series 4 No. 1212, which is revoked.
- 7) This exemption has effect from the date it is signed until 12 January 2021, both dates inclusive, unless previously revoked.

¹ An aircraft is one for which there is an EASA equivalent type if, in the reasonable opinion of the CAA, it is of the same type as any EASA aircraft or is a derived version of such a type. “EASA aircraft” and “derived version” are defined in article 3(1) of the Order. This is a link to the Order:
<http://www.legislation.gov.uk/ukdsi/2008/9780110843773/data.xht?wrap=true>.

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Explanatory Note:

This exemption exempts Research aircraft flying under E Conditions from the requirement to hold a noise certificate during testing.