
 S T A T U T O R Y I N S T R U M E N T S

1985 No. 528

CIVIL AVIATION

The Air Navigation (General) (Amendment) Regulations 1985

Made - - - - - 28th March 1985

Coming into Operation

for the purpose of Regulation 2(1)

(2) and (5)

for all other purposes

1st August 1985

26th April 1985

The Secretary of State for Transport, in exercise of his powers under Articles 9(3), 10(6), 13 and 28(1) of the Air Navigation Order 1980(a) and of all other powers enabling him in that behalf, hereby makes the following Regulations:

1. These Regulations may be cited as the Air Navigation (General) (Amendment) Regulations 1985, and shall come into operation for the purposes of Regulation 2(1), (2) and (5) on 1st August 1985 and for all other purposes on 26th April 1985.

2. The Air Navigation (General) Regulations 1981(b) shall be amended as follows:

(1) For Regulation 5(1) there shall be substituted the following—

“(1) The assessment of the ability of an aeroplane to comply with the requirements of Regulations 6 to 11 inclusive and of a helicopter to comply with the requirements of Regulations 19 to 21 inclusive (relating in either case to weight, performance and flights in specified meteorological conditions or at night) shall be based on the specified information as to its performance:

Provided that, in the case of an aeroplane in respect of which there is in force under the Order a Certificate of Airworthiness which does not include a performance group classification, the assessment may be based on the best information available to the commander of the aircraft, insofar as the relevant information is not specified”.

(2) In Regulation 5(3) and (5) after the words “Regulations 5 to 11 inclusive” there shall be inserted in each case “and Regulations 19 to 21 inclusive”.

(a) S.I. 1980/1965, as amended by S.I. 1982/161, 1983/1905, 1984/1988 and 1985/458.

(b) S.I. 1981/57.

(3) In the heading to Regulation 13 for the words “Certificates of maintenance, release and compliance” there shall be substituted the words “Certificates of release to service” and in Regulation 13 for the words “Article 9(4) and Article 10(5)” there shall be substituted the words “Article 9(3) and Article 10(6)”.

(4) The heading to Regulation 14 and the whole of Regulation 14 shall be deleted.

(5) After Regulation 18 there shall be inserted the following headings and Regulations—

“Weight and performance of public transport helicopters classified as helicopters of Performance Group A in their Certificate of Airworthiness

19. With reference to Article 28(1) of the Order a helicopter registered in the United Kingdom in respect of which there is in force under the Order a Certificate of Airworthiness in which the helicopter is designated as being of performance Group A shall not fly for the purpose of public transport unless the weight of the helicopter at the commencement of take-off is such that the following conditions are satisfied:

(1) The weight does not exceed the maximum take-off weight specified for the altitude and the air temperature at the site from which the take-off is to be made.

(2) The landing weight of the helicopter will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the site at which it is intended to land and at any alternate site.

Weight and performance of public transport helicopters classified as helicopters of Performance Group A (Restricted) in their Certificate of Airworthiness

20. With reference to Article 28(1) of the Order a helicopter registered in the United Kingdom in respect of which there is in force under the Order a Certificate of Airworthiness in which the helicopter is designated as being of performance Group A (Restricted) shall not fly for the purpose of public transport when the cloud ceiling or visibility prevailing at the departure site and forecast for the estimated time of landing at the site at which it is intended to land and at any alternate site are less than 500 feet and 1000 metres respectively and shall not fly for the purpose of public transport at any other time unless the weight of the helicopter at the commencement of take-off is such that the following conditions are satisfied—

(1) The weight does not exceed the maximum take-off weight specified for the altitude and the air temperature at the site from which the take-off is to be made.

(2) The landing weight of the helicopter will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the site at which it is intended to land and at any alternate site.

Weight and performance of public transport helicopters classified as helicopters of Performance Group B in their Certificate of Airworthiness

21. With reference to Article 28(1) of the Order a helicopter registered in the United Kingdom in respect of which there is in force under the Order a Certificate of Airworthiness in which the helicopter is designated as being of performance Group B shall not fly for the purpose of public transport at night or out of sight of the surface or when the cloud ceiling or visibility prevailing at the departure site and forecast for the estimated time of landing at the site at which it is intended to land are less than 600 feet and 1000 metres respectively and shall not fly for the purpose of public transport at any other time unless the weight of the helicopter at the commencement of take-off is such that the following conditions are satisfied—

(1) The weight does not exceed the maximum take-off weight specified for the altitude and the air temperature at the site at which the take-off is to be made.

(2) The landing weight of the helicopter will not exceed the maximum landing weight specified for the altitude and the expected air temperature for the estimated time of landing at the site at which it is intended to land and at any alternate site.”.

Nicholas Ridley,
Secretary of State for Transport.

28th March 1985.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations amend the Air Navigation (General) Regulations 1981. In addition to a minor drafting amendment the following change is made:

(1) Helicopters flying for the purpose of public transport must comply with the specified performance requirements. (Regulation 2(1), (2) and (5)).

(2) Regulation 14 is deleted in its entirety. Simplified requirements for radio navigational equipment are now contained in Schedule 6 to the Air Navigation Order 1980. (Regulation 2(3)).

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