STATUTORY INSTRUMENTS

2015 No. 840

CIVIL AVIATION

The Rules of the Air Regulations 2015

Made - - - -	*17th March 2015*
Coming into force - -	*30th April 2015*

The Secretary of State, in exercise of the powers conferred by article 160(1) of the Air Navigation Order 2009(**1**), makes the following Regulations.

Citation and commencement

1. These Regulations may be cited as the Rules of the Air Regulations 2015 and come into force on 30th April 2015.

Rules of the Air

2. The Rules of the Air in Schedule 1 have effect and may be cited as the Rules of the Air 2015.

Review

3.—(1) The Secretary of State must from time to time—

(a) carry out a review of the Rules in Schedule 1 to these Regulations;

(b) set out the conclusions of the review in a report; and

(c) publish the report.

(2) The report must in particular—

(a) set out the objectives to be achieved by the Rules;

(b) assess the extent to which those objectives have been achieved; and

(c) assess whether those objectives remain appropriate and, if so, the extent to which they could be achieved by a system of lesser regulation.

(3) The first report under this regulation must be published before 30th April 2020.

(4) Reports under this regulation are to be published at intervals not exceeding five years.

(**1**) S.I. 2009/3015; amended by S.I. 2014/3302. There are other amendments to the Order but none is relevant.

Revocation

4. The Regulations listed in Schedule 2 are revoked.

Signed by authority of the secretary of State

Robert Goodwill
Parliamentary Under Secretary of State
Department for Transport

17th March 2015

SCHEDULE 1 Regulation 2

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Explanatory Note

SECTION 1

INTERPRETATION

Interpretation

1.—(1) In these Rules "anti-collision light" means—

(a) in relation to rotorcraft, a flashing red light; and

(b) in relation to any other aircraft, a flashing red or flashing white light,

in either case showing in all directions.

(2) Subject to paragraph (3), terms used in these Rules which are defined in article 2 of the Standardised European Rules of the Air Regulation(**2**) have the same meaning as given in that article.

(3) The term "aerodrome traffic zone" has the same meaning as given in article 258 of the Air Navigation Order 2009(**3**).

(4) References in these Rules to "SERA" followed by a number refer to the provision with the corresponding number in SERA(**4**).

SECTION 2

APPLICATION AND COMPLIANCE

Application of Rules to aircraft

2. Subject to rule 6 and to articles 160(3) and 252(1) of the Air Navigation Order 2009 and insofar as these Rules apply to aircraft they apply—

(a) to all aircraft within the United Kingdom; and

(b) to all aircraft registered in the United Kingdom, wherever they may be(**5**).

Permissions

3. Wherever in these Rules there is provision for a permission to be granted by the CAA(**6**) for the purposes of a rule, it may be granted—

(a) in respect of classes of aircraft, persons or vehicles generally or in respect of any particular aircraft, person or vehicle or class of aircraft, person or vehicle; and

(b) subject to such conditions as the CAA thinks fit.

SECTION 3

(**2**) Commission Implementing Regulation (EU) No. 923/2012 of the European Parliament and of the Council of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (O.J. No.L281 of 13.10.2012, p.1).

(**3**) S.I. 2009/3015. Article 160(3) was amended by S.I. 2014/3302. There are other amendments to the Order but none is relevant.

(**4**) The definition of the term "SERA" was inserted into article 255(1) of the Air Navigation Order 2009 by article 76 of S.I. 2014/3302 and means the Annex to the Standardised European Rules of the Air Regulation.

(**5**) Article 160(3) of the Air Navigation Order 2009 provides that it is lawful for any of the Rules of the Air to be departed from to the extent necessary for avoiding immediate danger, complying with the law of any country other than the United Kingdom within which the aircraft then is or for complying with Military Flying Regulations or Flying Orders to Contractors issued by the Secretary of State. Article 252(1) of the Air Navigation Order 2009 provides that nothing in the Order applies to military aircraft apart from certain specified articles, including article 160(1)(a). A "military aircraft" is defined in article 255(1) of the Air Navigation Order 2009.

(**6**) The CAA is a body corporate, called the Civil Aviation Authority, constituted under section 2 of the Civil Aviation Act 1982 (c.16). Section 2 is amended by section 95 of the Civil Aviation Act 2012 (c.19).

GENERAL RULES, COLLISION AVOIDANCE AND PROTECTION OF PERSONS AND PROPERTY

Aerobatic flights

4. Aerobatic flight is not permitted—

(a) over the congested area of any city, town or settlement; or

(b) within notified controlled airspace(**7**) other than with the consent of the air traffic control unit notified as serving that airspace.

Landing and taking off within congested areas and near open-air assemblies

5.—(1) An aircraft must not take off or land within a congested area of any city, town or settlement except—

(a) at an aerodrome in accordance with procedures notified by the CAA; or

(b) at a landing site which is not an aerodrome in accordance with the permission of the CAA.

(2) An aircraft must not land or take-off within 1,000 metres of an open-air assembly of more than 1,000 persons except—

(a) at an aerodrome in accordance with procedures notified by the CAA; or

(b) at a landing site which is not an aerodrome in accordance with procedures notified by the CAA and with the written permission of the organiser of the assembly.

Test flying over congested areas

6.—(1) Subject to paragraph (2), an aircraft to which this rule applies must not fly over a congested area of any city, town or settlement other than to the extent necessary in order to take off or land in accordance with normal aviation practice.

(2) Paragraph (1) does not apply if the CAA has given its written permission for the flight over the congested area.

(3) This rule applies to an aircraft that—

(a) does not have a valid certificate of airworthiness in force; and

(b) is flying for the purpose of—

(i) experimenting with or testing–

(aa) the aircraft; or

(bb) any engines or equipment installed or carried in the aircraft; or

(ii) enabling the aircraft to qualify for–

(aa) the issue or validation of a certificate of airworthiness;

(bb) the approval of a modification of the aircraft; or

(cc) the issue of a permit to fly.

Launching, picking up and dropping of tow ropes, etc.

7.—(1) An aircraft must not take off from an aerodrome with tow ropes, banners or similar articles towed by it except in accordance with arrangements made with the air traffic control unit at the aerodrome or, if there is no such unit, the person in charge of the aerodrome.

(**7**) "Notified" and "controlled airspace" are defined in article 255(1) of the Air Navigation Order 2009. The classification of airspace in the United Kingdom is notified in the Aeronautical Information Publication which is published by the CAA.