



Miscellaneous

No: 1557

Air Navigation Order 2016

Publication date: 25 October 2022

General Exemption E 5819

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## Police and SAR Helicopters Flying for Public Transport at Night –Take-off or Landing Area

### Background

- 1) The purpose of this Exemption is to allow Search and Rescue and Police helicopters to land at and take off from sites at night which do not have the required lighting and to discharge a person in charge of such a place from the responsibility of the provision of such lighting.

### Exemption

- 2) The Civil Aviation Authority (“CAA”), in exercise of its powers under article 266 of the Air Navigation Order 2016 (“the Order”), exempts the person in charge of an operating site in the United Kingdom intended to be used for the take-off or landing of helicopters at night on a flight specified in paragraph 4 from the requirement at article 210(1) of the Order (see Note 1).
- 3) The CAA further exempts any helicopter, together with the operator and commander thereof, flying on a flight at night for the purpose of the public transport of passengers, as specified in paragraph 4, from the requirement at article 210(2) of the Order (see Note 2).
- 4) The flights referred to in paragraphs 2 and 3 are:
  - a) a Search and Rescue flight conducted under and in accordance with an air operator’s certificate; or
  - b) a flight conducted under and in accordance with the terms of a police air operator’s certificate.
- 5) This Exemption only applies if the operator has ensured that the helicopter is equipped with a suitable means of illumination (see Note 3) acceptable to the CAA to enable the pilot:
  - a) when landing, to identify the landing area whilst in flight, to determine the landing direction and to make a safe approach and landing; and
  - b) when taking off, to make a safe take-off.
- 6) In this Exemption an operating site means a landing and take-off area, other than an aerodrome as detailed at article 207(2) of the Order, selected by the operator or commander for landing and take-off.
- 7) This Exemption supersedes Official Record Series 4 No. 1514, which is revoked.

**Date in Force**

- 8) This Exemption has effect from the date it is signed until 31 October 2023, both dates inclusive, unless previously revoked.

J Hanafin

for the Civil Aviation Authority

25 October 2022

**Explanatory Notes:**

- 1) Article 210(1) provides that the person in charge of any area in the United Kingdom intended to be used for the take-off or landing of helicopters at night must cause there to be in operation, whenever a helicopter flying for the purpose of the public transport of passengers is taking off or landing at that area at night, such lighting as will enable the pilot of the helicopter:
  - a) when landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and
  - b) when taking off, to make a safe take-off.
- 2) Art 210(2) provides that a helicopter flying for the purpose of the public transport of passengers at night must not take off or land at a place to which Art 210(1) applies unless there is in operation such lighting.
- 3) A suitable means of illumination would be a white light that is trainable, and which enables the pilot to locate and identify obstacles on the ground, on the approach to landing and the departure route, from a height of at least 500 feet.

