
STATUTORY INSTRUMENTS

2008 No. 3133

The Air Navigation (Environmental Standards
For Non-Part 21 Aircraft) Order 2008

PART 3

Emissions Certification for [^{F1}Non-Part 21] aircraft

Textual Amendments

- F1** Words in Pt. 3 heading substituted (31.12.2020) by [The Aviation Noise \(Amendment\) \(EU Exit\) Regulations 2019 \(S.I. 2019/643\)](#), regs. 1(2), **3(14)**; 2020 c. 1, Sch. 5 para. 1(1)

Fuel venting requirements

14.—(1) This article applies to—

- (a) every [^{F2}non-Part 21] jet aircraft in respect of which a certificate of airworthiness was first issued on or after 18th February 1982; and
- (b) every other [^{F2}non-Part 21] aircraft which is powered by one or more turbojet engines or turbofan engines where the date of manufacture of any such engine was on or after 18th February 1982.

(2) Subject to article 18, an aircraft to which this article applies must not land or take off in the United Kingdom unless—

- (a) it has individually been certified or is of a type which has been certified, in accordance with article 17, as complying with the requirements relating to fuel venting specified in paragraph (3); and
- (b) it is fitted with the engines specified in the emissions certification issued under article 17.

(3) The requirements referred to in paragraph (2) are that when fitted with the type of engine specified in the emissions certification issued under article 17, the aircraft is designed and constructed to prevent the intentional discharge into the atmosphere of liquid fuel from the fuel nozzle manifolds resulting from the process of engine shutdown following normal flight or ground operations.

Textual Amendments

- F2** Words in arts. 14-17 substituted (31.12.2020) by [The Aviation Noise \(Amendment\) \(EU Exit\) Regulations 2019 \(S.I. 2019/643\)](#), regs. 1(2), **3(15)**; 2020 c. 1, Sch. 5 para. 1(1)

Smoke emission requirements

15.—(1) This article applies to—

- (a) every [^{F2}non-Part 21] subsonic aeroplane powered by one or more turbojet engines or turbofan engines where the date of manufacture of any such engine was on or after 1st January 1983; and
- (b) every [^{F2}non-Part 21] supersonic aeroplane powered by one or more turbojet engines or turbofan engines where the date of manufacture of any such engine was on or after 18th February 1982.

(2) Subject to article 18, an aeroplane to which this article applies must not land or take off in the United Kingdom unless every engine fitted to the aeroplane is of a type which has been certified in accordance with article 17 as complying with the requirements relating to smoke emission specified in paragraph (3).

(3) The requirements referred to in paragraph (2) are—

- (a) for turbojet engines or turbofan engines fitted to subsonic aeroplanes, those specified in Part III, Chapter 2 of Volume II of Annex 16; and
- (b) for turbojet engines or turbofan engines fitted to supersonic aeroplanes, those specified in Part III, Chapter 3 of Volume II of Annex 16.

Textual Amendments

F2 Words in arts. 14-17 substituted (31.12.2020) by [The Aviation Noise \(Amendment\) \(EU Exit\) Regulations 2019 \(S.I. 2019/643\)](#), regs. 1(2), **3(15)**; 2020 c. 1, Sch. 5 para. 1(1)

Unburned hydrocarbons, carbon monoxide and oxides of nitrogen emission requirements

16.—(1) This article applies to every [^{F2}non-Part 21] aeroplane which is powered by one or more turbojet engines or turbofan engines referred to in paragraph (2).

(2) The engines referred to in paragraph (1) are those intended—

- (a) for the propulsion of aeroplanes only at subsonic speeds, the rated output of which is greater than 26.7 kilonewtons and the date of manufacture of which was on or after 1st January 1986; and
- (b) for the propulsion of aeroplanes at supersonic speeds, the date of manufacture of which was on or after 18th February 1982.

(3) Subject to article 18, an aeroplane to which this article applies must not land or take off in the United Kingdom unless every engine referred to in paragraph (2)(a) or paragraph (2)(b) which is fitted to the aeroplane is of a type which has been certified in accordance with article 17 as complying with the requirements specified in paragraph (4) relating to the emission of unburned hydrocarbons, carbon monoxide and oxides of nitrogen.

(4) The requirements referred to in paragraph (3) are—

- (a) for turbojet engines or turbofan engines intended for propulsion of aeroplanes only at subsonic speeds, the requirements specified in Part III, Chapter 2 of Volume II of Annex 16;
- (b) for turbojet engines or turbofan engines intended for propulsion of aeroplanes at supersonic speeds, the requirements specified in Part III, Chapter 3 of Volume II of Annex 16.

Textual Amendments

- F2** Words in arts. 14-17 substituted (31.12.2020) by [The Aviation Noise \(Amendment\) \(EU Exit\) Regulations 2019 \(S.I. 2019/643\)](#), regs. 1(2), **3(15)**; 2020 c. 1, Sch. 5 para. 1(1)

Emissions certification

17.—(1) Certification required by this Part is issued—

- (a) in the case of a [F2non-Part 21] aircraft registered in the United Kingdom, by the CAA in accordance with paragraph (2); or
- (b) in the case of any other [F2non-Part 21] aircraft, by the competent authority of the Contracting State in which the aircraft is registered in accordance with the Chicago Convention.

(2) The CAA must certify a type of aircraft, turbojet engine or turbofan engine if it is of the opinion that the type in question complies with the requirements specified in article 14(3), 15(3) or 16(4).

(3) An applicant for certification to be issued by the CAA pursuant to paragraph (1)(a) must furnish such evidence and submit aircraft or engines of the type in respect of which the application has been made to such tests as the CAA may require.

Textual Amendments

- F2** Words in arts. 14-17 substituted (31.12.2020) by [The Aviation Noise \(Amendment\) \(EU Exit\) Regulations 2019 \(S.I. 2019/643\)](#), regs. 1(2), **3(15)**; 2020 c. 1, Sch. 5 para. 1(1)

Exceptions to requirement to be certified

18. The requirement to be certified in accordance with this Part does not apply to—

- (a) an aircraft flying in accordance with the ‘A Conditions’ or the ‘B Conditions’ in Part A of Schedule 3 to the Air Navigation Order 2005; or
- (b) an aircraft landing or taking off at a prescribed place.

Exemptions in respect of Part 3

19. The CAA, after consultation with the Secretary of State, may exempt from any of the provisions of this Part any aircraft or engine or persons or classes of aircraft or engine or persons, either absolutely or subject to such conditions as it thinks fit.

Changes to legislation:

There are currently no known outstanding effects for the The Air Navigation (Environmental Standards For Non-Part 21 Aircraft) Order 2008, PART 3.