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STATUTORY INSTRUMENTS

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**2014 No. 3302**

**The Air Navigation (Amendment) (No. 4) Order 2014**

**PART 2**

**Air Operations**

- 53.** In article 255 (interpretation), in paragraph (1)—
- (a) after the definition of “A Conditions” insert—
    - ““A to A commercial air transport aeroplane” means an aeroplane flying, or intended by the operator to fly, on an A to A commercial air transport aeroplane operation;
    - “A to A commercial air transport aeroplane operation” means an aircraft operation—
      - (a) by a performance class B aeroplane;
      - (b) for the purpose of transporting passengers, cargo or mail for remuneration or other valuable consideration; and
      - (c) starting and ending at the same place.    - “A to A commercial air transport helicopter operation” means an aircraft operation—
      - (a) by a non-complex helicopter;
      - (b) for the purpose of transporting passengers, cargo or mail for remuneration or other valuable consideration; and
      - (c) starting and ending at the same place;    - “A to A public transport flight” means a flight for the purpose of public transport by an aircraft starting and ending at the same place;”;
  - (b) in the definition of “aerial work aircraft, for “commercial air transport aeroplane” substitute “commercial air transport aircraft”;
  - (c) for the definition of “commercial air transport aeroplane” substitute—
    - ““Commercial air transport aircraft” means an aircraft flying, or intended by the operator to fly, for the purpose of commercial air transport;”;
  - (d) for the definition of “commercial air transport flight” substitute—
    - ““Commercial air transport operation” means an aircraft operation for the purpose of transporting passengers, cargo or mail for remuneration or other valuable consideration which is required to be conducted under and in accordance with Part-CAT and Part-ORO but which is not an A to A commercial air transport aeroplane operation or an A to A commercial air transport helicopter operation;”;
  - (e) after the definition of “EASA Continuing Airworthiness Regulation” insert—
    - ““EASA Member” means a Member State and any European third country which participates in EASA pursuant to Article 66 of the Basic EASA Regulation;”;
  - (f) for the definition of “EU-OPS operator” substitute—

- “EU-OPS operator” means an operator that is required to operate under and in accordance with EU-OPS;”;
- (g) after the definition of “flight data monitoring programme” insert—
- “Flight for the purpose of commercial air transport” means a commercial air transport operation or an A to A commercial air transport aeroplane operation;”;
- (h) after the definition of “maximum approved passenger seating configuration” insert—
- “Maximum operational passenger seating configuration” means the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operations manual;”;
- (i) after the definition of “night” insert—
- “Non-complex helicopter” means a helicopter certificated for a maximum take-off mass of 3175 kg or less, a maximum passenger seating configuration of nine or less and a minimum crew of one pilot;”;
- (j) after the definition of “Part-ARA” insert—
- “Part-ARO” means Annex II so entitled to the EASA Air Operations Regulation;
- “Part-CAT” means Annex IV so entitled to the EASA Air Operations Regulation;
- “Part-CAT aeroplane” means an aeroplane operated by a Part-CAT operator;
- “Part-CAT aircraft” means an aircraft operated by a Part-CAT operator;
- “Part-CAT air operator certificate” means an air operator certificate issued under Part-ARO authorising the holder to operate commercial air transport operations;
- “Part-CAT helicopter” means a helicopter operated by a Part-CAT operator;
- “Part-CAT operator” means an operator that is required to operate under and in accordance with Part-CAT;”;
- (k) after the definition of “Part-ORA” insert—
- “Part-ORO” means Annex III so entitled to the EASA Air Operations Regulation;
- “Part-SPA” means Annex V so entitled to the EASA Air Operations Regulation;”;
- (l) after the definition of “performance class 3 operations” insert—
- “Performance class B aeroplane” means an aeroplane powered by propeller engines with a maximum operational passenger seating configuration of nine or fewer and a maximum take-off mass of 5,700 kg or less;”;
- (m) in the definition of “private aircraft” for “a commercial air transport aeroplane” substitute “a commercial air transport aircraft”;
- (n) in the definition of “private flight” for “an aerial work, public transport or commercial air transport flight” substitute “an aerial work flight, a public transport flight or a flight for the purpose of commercial air transport”; and
- (o) after the definition of “touring motor glider” insert—
- “transition altitude” means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes;”.