

BGA LAWS AND RULES

AIR NAVIGATION ORDER AND RULES OF THE AIR GUIDANCE

Version 2	Effective date 25 Aug 16
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Nothing in this BGA publication is intended to conflict with the ANO or any other legal requirements, the compliance with which is the paramount duty of all pilots. This guidance is not a replacement for any official publication.

The Air Navigation Order (the ANO)

The Air Navigation Order (ANO) forms the legal foundation for almost all areas of civil aviation that are still regulated at national level.

Changes incorporated into the ANO 2016 include the alignment, where desirable, of ANO and EASA regulatory terminology, including the replacement of 'private' and 'aerial work' with 'commercial' and 'non-commercial' and detailed minor changes and alleviations including those relating to introductory flights, cost sharing, aerotowing, airworthiness, etc.

From the 25th August 2016, EASA aeroplanes and TMG's are required to operate under EASA Non-Commercial Operations rules and are no longer be under the operational requirements of the ANO. EASA sailplanes, including powered sailplanes (ie self-sustaining and self-launching sailplanes) remain under the ANO operational requirements until April 2019.

Where necessary, the CAA provides exemptions in its Official Record Series (ORS) as published on the CAA website.

Rules of the Air

Standardised European Rules of the Air (SERA) replaces most, but not all, of the UK Rules of the Air Regulations. There are a small number of significant changes to UK rules that pilots and anyone else involved in the operation of aircraft need to be aware of. These include key changes to:

- Visual Meteorological Conditions
- Cruising Levels
- VFR at night
- Special VFR
- Rights of way on the ground

None of the changes to flight rules or weather minima overrule the limitations and privileges of pilot licences. Therefore it is important for pilots to understand the applicable minima for their licence.

SERA applies to every aircraft operating in EU airspace regardless of type or state of registration. But as the rules will not cover all aspects of the Rules of the Air, Member States may keep supplementary rules that complement SERA. They may also permit routine operations such as VFR flight at night, and grant exemptions from SERA's requirements.

The UK has retained a small number of supplementary rules derived from the former Rules of the Air Regulations 2007.

So the Rules of the Air are potentially complicated.

Recognising the challenges, a consolidation of SERA, the Air Navigation Order, the Rules of the Air regulations and other legislation including exemptions has been put together as a CAA publication and is recommended by both the CAA and the BGA as a helpful reference for clubs and pilots. You can view the document at;

<https://members.gliding.co.uk/library/caaeasa/rules-of-the-air-consolidated/>

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