

Miscellaneous

No: 1647

**Air Navigation (Environmental Standards
for Non-Part 21 Aircraft) Order 2008**

Publication date: 10 February 2026

General Exemption E6536

Noise Exemption for Experimental Aircraft

- 1) The Civil Aviation Authority (“the CAA”), in exercise of its powers under article 13 of the Air Navigation (Environmental Standards For Non-Part 21 Aircraft) Order 2008 (“the Order”), after consultation with the Secretary of State, exempts any aircraft specified below in paragraph 2 (“a specified aircraft”) from the requirement specified in paragraph 3) (“the exempted requirement”) subject to the condition specified in paragraph 4) (“the specified condition”).
- 2) A specified aircraft is any Research aircraft registered in the United Kingdom, for which there is no equivalent Part 21 type within the meaning of article 3(2) of the Order¹, and which is designed to be flown by a flight crew of at least one pilot and has a maximum take-off mass of 2,000kgs or less.
- 3) The exempted requirement is the requirement at article 7 of the Order that it must not land or take off in the United Kingdom unless there is in force for the aircraft a noise certificate issued by the CAA in accordance with article 10 of the Order.
- 4) The specified condition is that the aircraft flies under and in accordance with E Conditions, as specified in the Air Navigation Order 2016, Schedule 3, Part 1, Chapter 3.
- 5) In this exemption, “Research aircraft” has the same meaning as in article 3 (1) of the Order and means an aircraft which comes within paragraph 1 (b) of Annex I of UK Reg (EU) 2018/1139.

Note: Paragraph 1 (b) of Annex I of UK Reg (EU) 2018/1139 states:

- (b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers.

- 6) This exemption supersedes Official Record Series 4 No.1460.
- 7) This exemption has effect from the date it is signed until 09 February 2031, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

10 February 2026

¹ An aircraft is one for which there is a Part 21 equivalent type if, in the reasonable opinion of the CAA, it is of the same type as any Part 21 aircraft or is a derived version of such a type. “Part 21 aircraft” and “derived version” are defined in article 3(1) of the Order.

Explanatory Note:

This exemption exempts Research aircraft flying under E Conditions from the requirement to hold a noise certificate during testing.