STATUTORY INSTRUMENTS

1983 No. 1885

CIVIL AVIATION

The Civil Aviation (Aerial Advertising) Regulations 1983

Made - - - -	19*th December* 1983
Laid before Parliament	9*th January* 1984
Coming into Operation	7*th February* 1984

The Secretary of State, in exercise of his powers under section 82(1) of the Civil Aviation Act 1982**(a)**, and of all other powers enabling him in that behalf, hereby makes the following Regulations—

1. These Regulations may be cited as the Civil Aviation (Aerial Advertising) Regulations 1983 and shall come into operation on 7th February 1984.

2. In these Regulations, unless the context otherwise requires—

"flight" shall have the meaning assigned to it by Article 93(3) of the Air Navigation Order 1980**(b)**, and

"aeroplane", "airship", "balloon", "free balloon" and "kite" shall be construed in accordance with Article 93(7) of the Air Navigation Order 1980.

3. The Civil Aviation (Aerial Advertising) Regulations 1971**(c)** and the Civil Aviation (Aerial Advertising) (Marriage of H.R.H. The Prince of Wales) Regulations 1981**(d)** are hereby revoked.

4. For the purposes of section 82 of the Civil Aviation Act 1982 (which prohibits aerial advertising or propaganda, save in such circumstances as may be prescribed), the following circumstances are hereby prescribed—

(1) The use of any aircraft for the emission or display of any communication solely for one or more of the following purposes:—

(*a*) complying with the law of the United Kingdom or any other country, being law in force in relation to the aircraft;

(*b*) securing the safety of the aircraft or any person or property therein;

(a) 1982 c.16. **(b)** S.I. 1980/1965. **(c)** S.I. 1971/1968. **(d)** S.I. 1981/1078.

(*c*) the furtherance, by or on behalf of a Government department, by a person acting under any public duty or a person providing ambulance or rescue facilities by air, of measures in connection with circumstances, existing or imminent at the time the aircraft is used, which may cause danger to persons or property;

(*d*) civil defence, military or police purposes.

(2) The use of any aircraft, other than a kite or, except as provided in paragraph (6) below, a balloon for identifying by a mark or inscription (other than an illuminated sign) on the body of the aircraft any one or more of the following:—

(i) the owner of the aircraft;

(ii) the charterer of the aircraft by demise;

(iii) the charterer of the aircraft otherwise than by demise, if the charterer is the operator of the aircraft;

(iv) the manufacturer of the aircraft;

(v) the manufacturer of any of the aircraft's engines;

(vi) the type of the aircraft;

(vii) the type of any of the aircraft's engines.

(3) The use of any aeroplane for the display of any mark or inscription on a banner towed behind the aeroplane.

(4) The use of any airship for the display of any mark or inscription on the body of the airship and for communicating information by means of an illuminated sign attached to the airship.

(5) The use of any balloon which at any stage of its flight is not more than one metre in any linear dimension for the display of any mark or inscription on the body of the balloon.

(6) The use of any free balloon which displays any identifying mark or inscription specified in relation to aircraft under paragraph (2) above on the body of the balloon or on any basket, car or other equipment attached thereto, immediately prior to or immediately after flight and during any stage of its flight.

Nicholas Ridley,
Secretary of State for Transport.

19th December 1983.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations revoke and re-enact the Civil Aviation (Aerial Advertising) Regulations 1971. In addition to certain drafting amendments these regulations make new provision for the use of banner-towing aeroplanes for the display of advertisements, for the use of airships for the display of advertisements and for communicating information by means of illuminated signs and for the use of free flight balloons for the display of any communications permitted in relation to other aircraft, in the circumstances prescribed in paragraphs (3), (4) and (6) respectively, of Regulation 4.

These Regulations also revoke the Civil Aviation (Aerial Advertising) (Marriage of H.R.H. The Prince of Wales) Regulations 1981 which are now spent.

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