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STATUTORY INSTRUMENTS

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**2020 No. 430**

**CIVIL AVIATION**

**The Civil Aviation (Aerial Advertising)  
(Amendment) Regulations 2020**

<i>Made</i>	- - - -	<i>15th April 2020</i>
<i>Laid before Parliament</i>		<i>17th April 2020</i>
<i>Coming into force</i>	- -	<i>8th May 2020</i>

The Secretary of State makes these Regulations in exercise of the powers conferred by section 82(1) of the Civil Aviation Act 1982(1).

**Citation and commencement**

1. These Regulations may be cited as the Civil Aviation (Aerial Advertising) (Amendment) Regulations 2020 and come into force on 8th May 2020.

**Amendment of Regulations**

2.—(1) The Civil Aviation (Aerial Advertising) Regulations 1995(2) are amended as follows.

(2) In regulation 4 (prescribed circumstances), at the end of paragraph (h), insert—

“.

- (i) the use of any aeroplane, whether flying on its own or with others, to form text or symbols, visible from the ground, through the release of smoke”.

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(1) 1982 c. 16. Section 82 was amended by the Criminal Justice Act 1982 and the Criminal Justice Act 2003. The expression “prescribed” is defined in section 105(1).

(2) S.I. 1995/2943.

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**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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Signed by authority of the Secretary of State for Transport

15th April 2020

*Kelly Tolhurst*  
Parliamentary Under Secretary of State  
Department for Transport

## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

Section 82(1) of the Civil Aviation Act 1982 prohibits aerial advertising and propaganda save in such circumstances as may be prescribed by regulations made by the Secretary of State. These Regulations extend the prescribed circumstances set out in the Civil Aviation (Aerial Advertising) Regulations 1995 so as to permit the use of any aeroplane for skytyping and skywriting. Both skytyping and skywriting involve the release of smoke in order to create text or symbols in the sky. Skytyping requires a group of aeroplanes flying in formation, whereas skywriting is typically undertaken by a single aeroplane.

A full impact assessment has not been produced for this instrument as no significant impact on the private, voluntary or public sectors is foreseen. An Explanatory Memorandum has been published alongside this instrument at [www.legislation.gov.uk](http://www.legislation.gov.uk).