

EXEMPTION FROM THE AIR NAVIGATION ORDER 1976 AS ISSUED BY THE CAA

1 In exercise of its powers under Article 88 of the Air Navigation Order 1976, as amended, the Civil Aviation Authority hereby exempts:

- (a) any aircraft in respect of which the Certificate of Airworthiness issued or rendered valid under the law of the country in which it is registered includes an express provision that it may be used for the purpose of enabling persons carried in it to make parachute descents;
- (b) the commander and operator thereof; and
- (c) the members of _____

from such of the requirements of the said Order and any Regulations made thereunder as apply by reason only of the making of a flight for the purpose of the public transport of passengers and from Article 39(2) of the said Order to the extent necessary to enable:

- (i) the members of the said club to make parachute descents over the United Kingdom; and
- (ii) wind drift indicators to be dropped from the said aircraft.

2 This exemption is granted subject to the following conditions:

- (a) No passenger shall be carried on a flight made pursuant to this exemption except members of the said club who are equipped for and intending to make a descent by parachute during the flight or flights and members of the said club carried solely for the purpose of acting as jumpmaster or instructors during the flight or flights;
- (b) the parachute descents shall be made subject to the owners or operators permission only into a clearly defined dropping zone at a Government or licensed aerodrome or at a place for the time being notified;
- (c) the descents or the dropping of wind drift indicators shall be made only when the dropping zone is clearly visible from the aircraft; and
- (d) the descents or the dropping of wind drift indicators shall be made when the aircraft is clear of all cloud and in a flight visibility of not less than 5 kilometres.

3 This exemption shall have effect during daylight hours from the date hereof until and including _____ unless previously revoked.

EXTRACT FROM THE AIR NAVIGATION ORDER 1976

Dropping of persons and articles

39 (1) Except under and in accordance with the terms of an aerial application certificate granted under Article 39A of this Order, articles and animals (whether or not attached to a parachute) shall not be dropped, or permitted to drop, from an aircraft in flight so as to endanger persons or property.

(2) Articles, animals and persons (whether or not attached to a parachute) shall not be dropped, or permitted to drop, to the surface from an aircraft flying over the United Kingdom:

Provided that this paragraph shall not apply to the descent of persons by parachute from an aircraft in an emergency, or to the dropping of articles by, or with the authority of, the commander of the aircraft in any of the following circumstances:

- (a) the dropping of articles for the purpose of saving life;
 - (b) the jettisoning, in case of emergency, of fuel or other articles in the aircraft;
 - (c) the dropping of ballast in the form of fine sand or water;
 - (d) the dropping of articles solely for the purpose of navigating the aircraft in accordance with ordinary practice or with the provisions of this Order;
 - (e) the dropping at an aerodrome in accordance with prescribed regulations of ropes, banners, or similar articles towed by aircraft;
 - (f) the dropping of articles for the purpose of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Authority and in accordance with any conditions subject to which that permission may have been given.
- (3) For the purposes of this Article dropping includes projecting and lowering.
- (4) Nothing in this Article shall prohibit the lowering of any person, animal or article from a helicopter to the surface, if the certificate of airworthiness issued or rendered valid in respect of the helicopter under the law of the country in which it is registered includes an express provision that it may be used for that purpose.

LICENCE IRREGULARITIES

Past investigations into aircraft accidents have revealed a number of occurrences where the licence of the pilot was invalid, although it is unusual for this deficiency to be contributory to the cause of the accident.

Bearing in mind the large number of pilots who fly without becoming involved in an accident, it is evident that there may be many more undiscovered irregularities. A sample is shown below of occurrences found in accident investigations, where the licence was invalid for the reason given.

- (i) Licence invalid for aerial work (3/76)
- (ii) No Certificate of Experience (7/76)
- (iii) United States registered aircraft, flown by pilot with a UK licence (14/76)
- (iv) Pilot had no Medical Certificate (18/76)
- (v) The pilot possessed no Certificate of Test (7/77)
- (vi) The pilot possessed no Certificate of Experience (7/77)
- (vii) The pilot possessed no Medical Certificate (7/77).