

CAA FORM OF EXEMPTION AND PERMISSION CONCERNING PARACHUTING

1 In exercise of its powers under Article 91 of the Air Navigation Order 1980, 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 the

Display Team, holding FAI 'C' or 'D' Certificates, the said team being a British Parachute Association registered display team, Certificate No.

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 team to make parachute descents over the United Kingdom; and
- (ii) wind drift indicators to be dropped from the said aircraft, and pursuant to Rule 5(1)(d)(i) of the Rules of the Air and Air Traffic Control Regulations 1981, the Civil Aviation Authority hereby grants permission for the said aircraft to fly over, or within 3,000 feet of, any assembly in the open air of more than 1,000 persons assembled for the purpose of witnessing or participating in any organised event, provided that the descents by the said team are part of the event and the prior consent in writing of the organisers of the event has been obtained.

2 This exemption and permission is granted subject to the following conditions –

- (a) no passenger shall be carried on a flight made pursuant to this exemption and permission except members of the said team who are equipped for and intending to make a descent by parachute during the flight or flights and members of the said team carried solely for the purpose of acting as jumpmaster or instructor during the flight or flights;
- (b) the parachute descents shall be made into a clearly defined dropping zone which has been approved after ground reconnaissance by a senior member of the said team as to its dimensions and the dimensions and positions of adequate overshoot and undershoot areas and as to its proximity to any buildings, power lines, or other hazards to parachutists;
- (c) the parachute descents shall be made only into a dropping zone in regard to which the prior permission in writing has been obtained by the said team from the landowners concerned;

- (d) the descents or the dropping of wind drift indicators shall be made only when the dropping zone is clearly visible from the aircraft; and
- (e) the descents or the dropping of wind drift indicators shall be made only when the said aircraft is flying in Visual Meteorological Conditions except that when the aircraft is flying outside controlled airspace at or below 3,000 feet above mean sea level it shall remain clear of cloud and in a flight visibility of not less than 5 kilometres.

3 This exemption and permission shall remain in force during daylight hours from the date hereof until and including unless previously revoked.

**EXTRACT FROM
THE BRITISH PARACHUTE ASSOCIATION REGULATIONS 1967
(REVISED APRIL 1980)**

SECTION 6

PILOTS

- 1 To be qualified to drop parachutists a pilot must have at least 100 hours flying solo or as pilot in command (unless he is a D Certificate parachutist in which case the experience required is 75 hours as pilot in command).

Experience on the type to be used must be as follows:

Less than 150 hours P1 — 10 hours P1 on type

150–250 hours P1 — 5 hours P1 on type

Over 250 hours P1 — to have been checked out on type.

- 2 Before a pilot may drop parachutists he must be fully instructed by a BPA approved instructor on techniques, signals and what is required of him. He should then be tested on live dropping.
- 3 The first live test drop carried out by a pilot should be either of the parachute instructors who has briefed him on his duties, or one or more Experienced Parachutists despatched by the instructor concerned.
- 4 Having been successfully tested the pilot's name must be forwarded together with recommendations by the CCI and CFI or PPL examiner to the British Parachute Association. Only after this action has been taken may a pilot carry out routine live dropping of parachutists.
- 5 Recommendations (see para 4) must include the Pilot's Licence Number and Type, his total hours solo flying and the main types of aircraft he has flown with approximate hours on each.
- 6 The pilot is responsible for the loading of the aircraft and must satisfy himself that the payload for each lift is within the limits allowed as stated in the Weight Schedule for the aircraft.

SECTION 7

AIRCRAFT

- 1 The only aircraft to be used for sport parachuting in Great Britain are:
- (a) Those approved by the Civil Aviation Authority and notified in writing by it.
 - (b) Service aircraft cleared for parachuting by A and AEE, Boscombe Down.

- 2 Before any aircraft may be used for parachuting it must be suitably prepared. This normally involves the removal of passenger seats (except in aircraft modified for parachuting purposes), one door, and all loose items of aircraft equipment, stores and baggage, etc, which might accidentally become dislodged and fall from the aircraft in flight. Any sharp edges of open doorways or protruding objects on the fuselage which might interfere with a parachutist's exit or his parachute, must be protected with masking tape.
- 3 It is recommended that where practicable some form of harness should be fitted to prevent parachutists being thrown from an aircraft in an emergency or as a result of an expected movement in flight.
- 4 All aircraft, normally requiring an exit from the wheel, are to be equipped with an approved jump step over the wheel for all static line descents.