

Miscellaneous

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Air Navigation Order 2009

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## General Exemption E 4132

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### Airworthiness Certification of Aircraft Carrying out Search and Rescue Operations

- 1) The Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom and pursuant to article 242 of the Air Navigation Order 2009 ('the Order'), exempts any aircraft registered in the United Kingdom which has a European Aviation Safety Agency ('EASA') certificate of airworthiness from the requirements of article 17(3) of the Order when carrying out State (Search and Rescue) operations.
- 2) The exemption is subject to the following conditions:
  - a) Immediately prior to the search and rescue operation the aircraft complies with all requirements of the EASA airworthiness regulations and **CAP 747**.
  - b) The EASA Certificate of Airworthiness and the Airworthiness Review Certificate were valid and in force immediately prior to the search and rescue operation.
  - c) Once the search and rescue operation has been completed, the aircraft is inspected to determine compliance with the EASA regulations, and any actions necessary to bring the aircraft into compliance are accomplished before flight under the EASA regulations.
  - d) If during the course of search and rescue operations it is necessary for a certificate of release to service to be issued as required by article 28 of the Order, it must be issued by an organisation approved in accordance with article 36N, or by an organisation authorised in accordance with article 31(c).

**Note:** In this exemption, 'CAP 747' means the document entitled 'Mandatory Requirements for Airworthiness' published by The Stationery Office on behalf of the CAA (First Edition Issue 3 dated 29 January 2010).
- 3) This exemption has effect from the date it is signed until 21 December 2016, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

22 December 2015

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**Explanatory Note:**

This exemption provides a basis for the release to service of aircraft holding an EASA certificate of airworthiness, when it is utilised for operations that fall outside the scope of the EASA Basic Regulation.

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