



CIVIL AVIATION ADVISORY PUBLICATION

CAAP 11

MANNED BALLOONING

OPERATION OF MANNED TETHERED AND FREE BALLOONS

1. PURPOSE

This Civil Advisory Publication (CAAP) provides guidance material for the operation of manned tethered and free balloons in the United Arab Emirates. CAAP 11 also provides information and guidelines concerning the registration of such aircraft, the maintenance requirements and pilot and engineer licensing requirements. The guidance material for obtaining an Air Operator's Certificate for commercial ballooning can be found in CAAP 8. Dedicated tethered balloons, which are not capable of free flight, require to be registered in accordance with this CAAP but there are no pilot or engineer licensing requirements.

2. STATUS OF THIS CAAP

This is the first edition of CAAP 11 dated 01 January, 2003. It will remain current until withdrawn or superseded. As some of this information includes UAE legislative requirements, compliance is required wherever the word "shall" is used in this document.

3. APPLICABILITY

This guidance material applies to all UAE operators either in or outside UAE territorial airspace. However, it must be noted that beyond the UAE FIR, operators shall comply with the UAE Civil Aviation Regulations and other foreign State's regulations, whichever is more restrictive.

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5. GCAA REQUIREMENTS

5.1 Regulatory

Free balloons, which are capable of manned free flight operations, are considered to be “aircraft” in accordance with accepted definitions. That is, a device deriving its lift from a reaction to the air. As such they are required to comply with the Civil Aviation Regulations Part IV, Special Purpose Operations, Sub-Section E.

5.2 Requirements To Hold A Certificate

Balloons operated for the purpose of Air Transport Operations shall operate in accordance with the Regulations provided in CARs Part III and CAR Part IV, Special Purpose Operations, Sub-Section E. Operators of these aircraft are required to hold an Air Operator’s Certificate (AOC) and Operating Specifications. Information concerning the application for the AOC may be found in CAAP 8.

5.3 Balloon Flying Schools/Organizations

5.3.1 Flying Schools. Balloon Flying Schools may only be operated under the authority of an Air Operator Certificate. A balloon flying school may teach pilots to fly balloons and rent balloons to students and licensed pilots. Privately owned balloons may be operated by the school and shall be operated under the school’s auspices and in accordance with the operating specifications of the AOC holder.

5.3.2 Approved Organization. An organization shall be authorized in accordance with the CAR Part IV, Sub-Section E.

5.4 GCAA Inspections

GCAA Inspectors shall be granted the right to inspect any facility, documentation and equipment used for the operation, transportation, maintenance or construction of balloons. Inspectors are authorized to fly in the operator's balloon for the purpose of inspection at any time during normal operations. Arrangements for such flights will normally be made in advance, but the right of the Inspector to inspect balloons without prior notice is reserved.

5.5 Training Of GCAA Inspectors

Operators shall be required, upon formal request, to provide initial training to Operations and Airworthiness Inspectors on an as-required basis.

6. APPLICATION

An application for an approved organization for private balloon operations should be addressed to the Director Flight Safety. An applicant for commercial ballooning operations should refer to CAAP 8 for guidance.

7. LICENSING REQUIREMENTS

7.1 General

Pilots of balloons, capable of free flight, shall be required to have Private Pilot Licence-Balloon or Commercial Pilot Licence-Balloon. Engineers maintaining balloons, capable of free flight, shall have a Basic Aircraft Maintenance Engineer's Licence endorsed for balloons.

7.2 Licensing

The personnel licensing requirements for pilots can be found in CAR Part II, Section 12.2 and 12.3 and CAR Part V for engineers. CAAP 4 also describes licensing and rating issues.

7.3 Recency

The holder of the licence shall not fly as pilot in command of a balloon unless he/she has conducted, as pilot in command or pilot in command under supervision, at least 5 flights each of not less than 5 minutes duration, within the preceding 13 months.

8. AIRWORTHINESS REQUIREMENTS

8.1 Registration

8.1.1 General. Tethered and Free Balloons are required to be registered in the UAE in accordance with the normal registration process required under CAR Part V. Tethered balloons, not capable of free flight, may be exempted from some of the registration requirements below.

8.1.2 Registration. An applicant for registration must complete the following requirements:

- (a) Export C of A.
- (b) De-registration certificate.
- (c) Type certificate.
- (d) AMS (the GCAA may accept the manufacturers maintenance program).
- (e) Maintenance Manuals.
- (f) Flight Manual.
- (g) Flight Test Report.
- (h) The balloon shall be insured for the intended type of operation.
- (i) Means of ensuring continued Airworthiness; such as
 - (i) Qualified personal to inspect/ maintain the balloon
 - (ii) Approved maintenance organization

8.1.3 Additional Requirements.

- (a) The operator shall have verification of ownership of the balloon or the operator must have a legal contract with the owner clearly defining the party responsible for the Airworthiness and safety of the balloon.
- (b) The balloon should be certified by the state of manufacturer for the intended use i.e. type certificate or equivalent.
- (c) The balloon should have a maintenance programme or equivalent issued by the manufacturer.
- (d) The balloon shall be insured for the intended type of operation.
- (e) The party responsible for the Airworthiness of the balloon as referred to in (a) above should have the following:
 - (i) Qualified Maintenance Personal for the intended type of balloons must have a minimum of 3 years industry experience of which at least 6 months must be in the maintenance of the intended type of balloons and/or training certificate from the manufacturer.
 - (ii) Proper facility for the intended scope.
 - (iii) Acceptable maintenance procedures.
 - (iv) A person nominated as the accountable manager who should be responsible to the GCAA to ensure continued compliance with the

U.A.E. CARs, and a statement issued by the accountable manager confirming the above.

8.2 Balloon Maintenance

8.2.1 Operator Requirements. Balloons shall be maintained to the requirements of the Manufacturer's Maintenance Schedule, the CARs and any other requirements deemed necessary by the GCAA. In addition, the operator shall establish procedures to ensure;

- (a) that all appropriate Maintenance Schedules, Maintenance Manuals, Service Bulletins, GCAA or foreign mandatory inspections, modifications, publications and any other supporting information necessary for the maintenance of a particular balloon are available to personnel.
- (b) That all publications are kept up to date and that the Approved Maintenance Schedule is regularly reviewed to reflect the maintenance needs of the balloon.
- (c) That all manufacturer's service information is evaluated and appropriate action taken as considered necessary
- (d) That all required scheduled maintenance, mandatory inspections, modifications and defect rectifications are carried out.
- (e) That all materials and parts used or held in storage have been obtained from acceptable sources and are fit for use,
- (f) That storage conditions are satisfactory and batch control guarantees traceable to source.
- (g) That calibration, servicing (where appropriate) of tools, test equipment or servicing rigs is carried out at the appropriate intervals and suitable records are maintained.
- (h) That all technical documentation such as log books, work sheets, etc, is maintained in a complete and up to date manner.
- (i) That any outstanding defects considered acceptable for flight on completion of the particular scheduled maintenance are notified to the pilot in command and endorsed in the technical log.
- (j) That the organization responsible for type certification of each balloon, and the maintenance organization, received adequate reports of all airworthiness occurrences to that balloon, to enable the issue of appropriate service instructions and recommendations to all operators.

8.3 Pilot Maintenance Responsibilities

The operator must establish procedures acceptable to the GCAA to ensure that the pilot in command discharges the following responsibilities:

- (a) that all routine servicing and maintenance is carried out, including pre-flight checks;
- (b) that defects affecting airworthiness or safe operation of the balloon are recorded in the technical log book;
- (c) that defects are rectified before flight by appropriately qualified persons or are deferred in a manner acceptable to the GCAA and in accordance with the provisions of an allowable defect list.

8.4 Permit To Fly

Free balloons registered in the civil register of the UAE will be required to operated in accordance with the requirements of CAR Part IV, Sub-Section E. A commercial operator shall be authorized by the issuance of an Air Operator's Certificate and a private operator shall be authorized under an approved organization or a specific permit to fly. Tethered balloons, not capable of free flight, shall be issued a permit to fly in accordance with specific requirements:

8.5 Continued Airworthiness

8.5.1 Personal Qualification Requirements. The following scheduled intervals are the standard requirements and are used here as a guide. The manufacturer's requirements may vary therefore the inspectors should always refer to the manufacturers requirements.

- (a) Pre-flight inspections "A" can be performed by the pilot of the balloon or by a crewmember that in the opinion of the GCAA is suitably qualified.
- (b) Annual or 100 hrs inspection "B"
 - (i) Should only be performed and released by the inspector who is approved by the GCAA.
 - (ii) The GCAA will accept other ICAO contracting states licences approved for free balloons.
 - (iii) This check requires a CRS.
- (c) Any other schedule inspection will be handled as in (b) above.
- (d) **Unscheduled Maintenance.** A prior approval from the GCAA will be required. The basis of any approval will depend on the manufacturer's recommendation and the scope complicity of the intended repair.

8.5.2 Approved Maintenance Organization. A Balloon Maintenance organization approval will be of two categories depending on the scope of approval.

- (a) Line Maintenance:
 - (i) Only approved to carry out pre/post flight inspections.
 - (ii) No requirement for approved personal unless required per the maintenance schedule.
 - (iii) Basic requirements for the exposition.
 - (iv) Unscheduled maintenance will be subject to GCAA approval.
 - (v) Exposition approved by GCAA.
- (b) Base Maintenance: Will be approved to carry out up to 100-hours/ annual inspections. The requirements for authorized personal are as follows:
 - (i) Exposition approved by the GCAA.
 - (ii) The GCAA will accept the manufacturer as an AMO provided its approved by its national authority.
 - (iii) Any maintenance inspection beyond the 100 hours/ annual inspection, overhauling tasks and unscheduled maintenance will require prior approval by the GCAA.

8.6 Balloon Equipment

Balloon equipment shall be as specified by the manufacturer and in CAR Part V. Additional equipment shall be;

- (a) In Controlled Airspace.
 - (i) Free balloons shall have installed a transponder, capable of mode A and C, whenever approved by ATC to operate in controlled airspace; and
 - (ii) An altimeter
- (b) Hot Air Balloons.
 - (i) A fuel quantity gauge, or other acceptable means, which enable the pilot to determine the fuel quantity remaining.
 - (ii) An envelope temperature indicator, which may either be of the continuous reading type or a type, which gives a warning signal.

9. FLIGHT OPERATIONS

9.1 General

Balloons shall be operated in accordance with the CARs Part III, Part IV, Sub-Section E and the UAE Aeronautical Information Publication (AIP). Flights conducted in controlled airspace shall be operated in accordance with an Air Traffic Control clearance.

9.2 Approved Areas

9.2.1 General. Free balloons shall only be operated in areas approved in writing. These areas shall be approved by the appropriate DCA and may also require municipal and military approvals as part of the application to the GCAA. Tethered balloon operations within a built up area require GCAA approval. Tethered balloon operations outside built up areas may be conducted with prior notification to the GCAA provided that the operation is approved by the owner and relevant authorities.

9.2.2 Flight Near Power Lines. Where a balloon is approaching an electricity transmission cable, the pilot should fly the balloon so as to maintain level or climbing flight whilst within 30 metres of the cable, and should cross the cable at a safe height having regard to the conditions and the voltage carried by the cable. The pilot should also consider the possibility of a wind reversal at very low level when descending or landing after crossing an electricity cable.

9.3 Launching and Landing Areas

9.3.1 General. A launching or landing area should not be situated within any area, wherein the density of aircraft movements, or congregation of persons, makes it undesirable in the interests of safety to use that area as a manned balloon launching or landing area.

The pilot in command should not launch or land unless persons, animals, vehicles or other objects which could constitute a hazard, except those persons and vehicles essential for the ground handling of the balloon, are clear of the launching or landing area.

NOTE: Spectators at a ballooning event at which launch marshals are appointed, are not considered to pose a hazard.

9.3.2 Launching Area. Any launching area should be so located, and of such dimensions that under the weather conditions prevailing at the time of launch:

- (a) there is no structure, building or tree within one balloon envelope diameter upwind or crosswind of the balloon basket or, where there is no ground wind, within one balloon envelope diameter in any direction;

- (b) other than fences or soft vegetation there is no structure, building or tree located downwind of the balloon which cannot be avoided during the launch by at least 30 feet vertically;
- (c) there is no electricity powerline within two balloon envelope diameters upwind or crosswind of the balloon or, where there is no ground wind, within two balloon envelope diameters in any direction.
- (d) there is no electricity powerline located downwind of the balloon, which cannot be avoided after launch by at least 100 feet vertically.

NOTE: This does not imply that the balloon must be flown so as to avoid downwind obstacles by the margins stated.

9.3.3 Landing Area. Any landing area (including its approach path) should be so located and of such dimensions that the balloon can be landed and, where applicable, deflated without risk of injury to the occupants of the balloon or members of the public on the ground and without risk of damage to livestock or property. In particular:

- (a) No electricity transmission cable should exist on the approach (upwind) side of the landing area, which cannot be crossed in level or climbing flight at a safe height having regard to the conditions prevailing at the time and the voltage carried by the cable.
- (b) No electricity transmission cable should be located within 2 envelope diameters of the point at which the pilot intends the balloon to be landed.
- (c) Ground handling lines should not be used within 1 envelope diameter of electricity transmission cables.
- (d) No obstacle other than fences, small trees or soft vegetation should be located on the approach (upwind) side of the balloon landing site within 1 balloon envelope diameter of the point at which the pilot intends the balloon to be landed.

9.3.4 Pilot Responsibilities. The pilot in command, before using a manned balloon launching or landing area, should take all reasonable steps to ensure that the physical specifications are met in full. In particular, he/she should ensure that:

- (a) the surface of the launching or landing area is suitable prior to each launch and landing;
- (b) a suitable means of determining the wind velocity is available; and
- (c) the balloon can be safely manoeuvred clear of any obstacles.

9.4 Balloon Flight Over Populous Areas

9.4.1 General. All flights over or near populous areas require GCAA approval. Once approved, pilots must maintain 1000 feet above ground level whilst over any city, town or populous area, and carry sufficient fuel to maintain this height.

9.4.2 Commercial Balloon Flights. Once approved, commercial balloon flights are permitted to take-off from and land at suitable locations within a populous area, and, except during take-off and landing, must not fly within a radius of 300 metres of any city, town or populous area below 1000 feet above ground level.

9.4.3 Fuel Reserves. Fuel reserves to be carried when over flying populous areas should be greater than for areas with a wider choice of landing areas, as a suitable landing area may not be available at the time a pilot has planned to land.

9.4.4 Take-off. If the flight path of the balloon in the first few minutes after take-off will take it over any area of residential or occupied commercial buildings, the pilot should fly the balloon so as to maintain a positive rate of climb whilst over that area or approaching it within 300 metres. In any event, the pilot should ensure that the balloon either reaches the prescribed 1000 ft minimum height within 5 minutes of taking-off, or clears the lateral boundaries of the populous area and a 300 metre buffer around it within that time.

9.4.5 Landing. If a landing is not planned within or close to a populous area, the pilot should not descend below 1000 feet until the balloon is clear of the populous area and a 300 metre buffer area surrounding it. If a landing is planned at a site which lies within a populous area and its surrounding 300 metres buffer area, descent to the landing site and manoeuvring to use wind currents below 1000 feet may commence over the populous area. However, to avoid undue disturbance to residents, the pilot should not descend below 300 feet above the highest point of any building or structure within a 300 metre radius of the balloon until either:

- (a) the balloon is within 1000 metres of the intended landing point, or
- (b) the pilot anticipates reaching the landing site within 5 minutes, whichever will occur later.

In the event that an approach to a landing site in a populous area is aborted, the pilot should fly the balloon to at least 300 feet above obstacles unless an alternative landing site is immediately available. A pilot should avoid prolonged manoeuvring below 300 feet. The pilot should not descend below the level of obstacles on the downwind side of a landing site if the landing is not assured unless either the approach can safely be aborted and the obstacles cleared by the distances prescribed for a suitable launch site, or a competent ground crew is present to assist the pilot, for example by use of a ground handling line.

10. OPERATIONS MANUAL

10.1 Requirement

An operator/organization shall be required to have a GCAA approved Operations Manual.

10.2 Purpose

The purpose of the Operations Manual is to demonstrate compliance with CARs and to provide all personnel involved in balloon operations with guidance and procedures to ensure safety in all phases of the operation.

10.3 Structure

Flight Manual information may be incorporated into the Operations Manual, provided this is approved by the GCAA. The operator/organization is responsible for ensuring that all such information is kept up-to-date on a regular basis. Each copy of the Operations Manual should normally bear a serial numbers, and a list of holders must be maintained by the person responsible for issuing amendments. Where this system is not used, an operator/organization should have satisfactory alternative arrangements for controlling the issue and amendment of manuals. Each manual should bear a title and list of contents, giving a clear indication of its scope.

10.4 Amendment

There must be a List of Effective Pages (LEP). At the front there should be an amendment page to indicate amendment number, date of incorporation and the signature or initials of the person(s) making the amendment. Amended pages should be dated. The arrangements of pages, sections, paragraphs, etc. should be orderly and systematic to facilitate immediate identification of any part of the subject matter. The standard of printing, duplication, binding, section dividers, indexing of sections, etc. should be sufficient to enable the document to be read without difficulty and to ensure that it remains intact and legible during normal use. The amendment of an Operations Manual in manuscript form is not acceptable. Changes or additions, however slight, must be incorporated by the issue of a fresh or additional page, dated accordingly, on which the amendment material is indicated by a vertical line in the margin. Any amendment to the Operations Manual must be approved by the GCAA in advance.

10.5 Scope Of Manual

The Operations Manual may be complied using the applicable CAR Part IV regulations and the guidance material in CAAP 8. It shall include sections concerning the following aspects:

10.5.1 Flight Crew. The claimed experience of potential employees must be substantiated. Logbook entries must be checked to see if they are realistic and further checks made with previous employers and, if necessary, with the GCAA's Flight Crew Licensing Section where any doubt arises.

10.5.2 Responsibilities Of Pilots And Operating Staff. The Manual must state the appointment and responsibilities of the Chief Pilot and Operations Manager. In a small company these posts may be combined. It is important that operating staff should be made fully aware of the overriding responsibility and the ultimate authority of the pilot in command. Manuals must state that, in order to secure the safety of a particular flight, the pilot in command is authorised to apply greater safety margins (e.g. higher fuel reserves, terrain clearance standards or lower wind speed limits) than those specified by the operator for normal operations. In defining the duties of the pilot in command, the operator must include instructions on:

- (a) pre-flight briefing of ground crew;
- (b) The briefing of passengers on emergency procedures and equipment (including, where appropriate, suitable clothing, lifejackets and protective headgear). Company policy on the carriage of children and aged or infirm or handicapped passengers should be stated;
- (c) the responsibility for supervising refuelling and for ensuring that tanks and hoses are secure and free of leaks;
- (d) The responsibility for ensuring the correct completion of the Technical Log, both before and after flight.
- (e) The responsibility for supervising the loading of the balloon.
- (f) Company policy on the use of crew restraint harness and protective headgear.

10.5.3 Flight, Duty And Rest Period Limitations. Operators/organizations must satisfy the statutory provisions prescribed in the CAR Part IV, Subpart Q in respect of flight, duty and rest period limitations. In accordance with the CARs, operator/organization's schemes for the prevention of fatigue must be approved by the GCAA and incorporated in the Operations Manual. Operators/organizations are required to maintain and provide readily interpreted Flight and Duty Time records for each pilot, including part-time or "freelance" pilots. Accurate records are essential to persons responsible for the rostering of pilots.

10.5.4 Balloon Technical Particulars And Operating Procedures. In meeting the requirement to provide these particulars, operators/organizations should take care to distinguish between specific information to be used in the course of flight operations and more general basic information that a pilot might need to prepare for a rating examination. Information on the following matters should be provided in a form suitable for use as immediate reference in day-to-day operations.

- (a) The effect on essential systems of serious faults. Information to be provided may vary with the type of balloon and should be in a readily identifiable section of the Manual:

- (b) Operational guidance on the actions to be taken in the event of a malfunction;
- (c) procedure for carrying out the maintenance Check A, as required by the approved maintenance schedule; and for
- (d) the replenishment of fuel tanks by re-fuelling from a bulk supply and/or from cylinders.

10.5.5 Performance. Operators/organizations must provide pilots with simplified information from which they can readily determine, without reference to a flight manual or performance schedule, the total permitted lift at take-off on all flights.

10.5.6 Operating Procedures. Information must be given on:

- (a) *Briefing of Passengers.* To include approaching the balloon, precautions to be observed in flight, and before and during the landing, together with emergency procedures. Written instructions for pilots must be provided.
- (b) *Wind Speed Limits,* including the procedure to be followed before taking off in a surface wind speed exceeding 8 KTS.
- (c) *Selection of Landing Site.* Identification of overhead lines and other obstructions.
- (d) *Ground Handling.* All personnel to be trained. Quick release tether. Retrieve procedure. Recovery on to a trailer.
- (e) *Emergency Procedures.* Emergency landings, burner or pilot light failure. Fire in the air or on the ground. Loss of radio contact.
- (f) *The following requirements (10.5.7-10.5.17).*

10.5.7 Provisions And Use Of Oxygen And Equipment. If oxygen is not carried, or if a balloon is not correctly equipped either temporarily or permanently, instructions on restricting operating altitudes must be included.

10.5.8 Minimum Equipment List. Operators may not operate balloons with unserviceable equipment, except in accordance with permission issued by the GCAA. Such permission will be granted only when the content of the Minimum Equipment List (MEL) is acceptable. A MEL must be submitted to the GCAA at the time of application for an AOC.

10.5.9 Fuel Planning And Management.

10.5.9.1 Requirements. The total quantity of fuel carried on board the balloon must be sufficient for the intended flight and must include a safe margin for

contingencies. The manner in which the amounts are calculated and records to be made must be specified. Minimum fuel remaining on landing must be stated. Fuel planning tables must be provided for all balloons. The tables must take account of the size of the balloon and the duration of the intended flight and should refer to the conditions for which the figures apply.

10.5.9.2 Monitoring Fuel on Board. There must be instructions for ascertaining before departure that the amount of fuel on board meets the pilot in command's requirements. There must also be instructions for ensuring that if, in flight, the amount of fuel calculated to remain at the point of intended landing is likely to become less than any minimum quantity specified, this fact becomes apparent at an early stage. Procedures for changing tanks and for isolating and evacuating the fuel system on landing must be stated. Before signing the Technical Log page, the pilot in command must be satisfied that the correct quality and quantity of fuel is on board and that it has been loaded in accordance with instructions.

10.5.10 Check Lists. The drills and checks for normal, abnormal or emergency conditions must be listed in the Manual.

10.5.11 Use And Checking Of Altimeters. Operators must have a clear policy on altimeter setting procedures, particularly their use of QFE and QNH. This policy must be clearly described in Operations Manuals to cover all phases of flight.

10.5.12 Emergency Evacuation Procedures. Procedures for the evacuation of a balloon and for the care of passengers following a hard landing, ditching or other emergency are to be specified.

10.5.13 Radio Procedures. A simple instruction requiring a continuous watch on operational frequencies will normally suffice when operating outside controlled airspace within approved areas. However, there should be procedures for communication with recovery crews and communications with ATC.

10.5.14 Aerodrome Operations - Take Off, Enroute And Landing. The specific requirements for the launching and landing areas to be used must be stated. Conditions for take-off must be specified in terms of visibility and surface wind speed. The requirements of CAR Part IV, Sub-Section E in respect to operating minima must be stated.

10.5.15 Loading. It must be stated that the maximum permitted lift for the balloon must not be exceeded. The following precautions must be observed:

- (a) Actual weights must be used for all passengers. It may be necessary in case of doubt to verify an individual passenger's weight;
- (b) account must be taken of equipment not included in the basic weight of the balloon-
- (c) weights used for fuel and empty cylinders must be checked against the type of tank in use;

- (d) care must be taken to specify and employ a common unit of weight throughout; and
- (e) The maximum permitted number of occupants for the type of balloon must be specified, together with the maximum number in any one compartment.

10.5.16 **Loadsheets.** The load sheet must be described in the Operations manual. It must account for all items of the laden weight. Although they may not always be specified individually, the following are examples of items to be included;

- (a) fuel;
- (b) balloon library, unless these items are included in the basic weight;
- (c) passengers' baggage;
- (d) safety and emergency equipment; and
- (e) all other items of removable equipment including removable radios.
- (f) names and actual weights of passengers.

10.5.17 **Occurrence Reporting.** Operations Manuals must specify the persons responsible for raising occurrence reports and give such guidance as will enable them to comply with the requirements of the CARs.

11. DANGEROUS GOODS, WEAPONS & MUNITIONS OF WAR

11.1 Carriage of Dangerous Goods

The CARs set out the applicable requirements, including those relating to operator's responsibilities. They require that a written permission be issued by the GCAA before dangerous goods are carried.

11.2 Carriage of Weapons and Munitions of War

Weapons and munitions of war shall not be carried unless with the written permission of the GCAA and UAE military.

12. ACCIDENT/INCIDENT REPORTING

12.1 Notification

Accidents and Incidents are to be reported to the GCAA in the most expeditious manner and in accordance with the directives provided in CARs Part III, Chapter 5 and CAR Part VI, Chapter 3.

12.2 Procedures

Provision must be made for all operating staff to have ready access to the prescribed requirements for the reporting and investigation of accidents and incidents. In particular, operating staff should be familiar with the definitions used in the legislation; the duty to furnish information and the rules governing the removal of damaged aircraft. Instructions must be issued in the Operations Manual regarding the reporting to the Regulatory Authority of the country concerned of any accidents, which occur overseas, and the action necessary to prevent removal or interference with any part of the balloon without proper permission. This is in addition to the pilot in command and/or operator's existing responsibility to inform the GCAA