



# Civil Aviation Act 1982

## 1982 CHAPTER 16

### PART III

#### REGULATION OF CIVIL AVIATION

##### *Trespass by aircraft and aircraft nuisance, noise, etc.*

#### **76 Liability of aircraft in respect of trespass, nuisance and surface damage.**

- (1) No action shall lie in respect of trespass or in respect of nuisance, by reason only of the flight of an aircraft over any property at a height above the ground which, having regard to wind, weather and all the circumstances of the case is reasonable, or the ordinary incidents of such flight, so long as the provisions of any Air Navigation Order and of any orders under section 62 above have been duly complied with<sup>F1</sup>....
- (2) Subject to subsection (3) below, where material loss or damage is caused to any person or property on land or water by, or by a person in, or an article, animal or person falling from, an aircraft while in flight, taking off or landing, then unless the loss or damage was caused or contributed to by the negligence of the person by whom it was suffered, damages in respect of the loss or damage shall be recoverable without proof of negligence or intention or other cause of action, as if the loss or damage had been caused by the wilful act, neglect, or default of the owner of the aircraft.
- (3) Where material loss or damage is caused as aforesaid in circumstances in which—
  - (a) damages are recoverable in respect of the said loss or damage by virtue only of subsection (2) above, and
  - (b) a legal liability is created in some person other than the owner to pay damages in respect of the said loss or damage,the owner shall be entitled to be indemnified by that other person against any claim in respect of the said loss or damage.
- (4) Where the aircraft concerned has been bona fide demised, let or hired out for any period exceeding fourteen days to any other person by the owner thereof, and no pilot, commander, navigator or operative member of the crew of the aircraft is in the

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*Changes to legislation: There are currently no known outstanding effects for the Civil Aviation Act 1982, Section 76. (See end of Document for details)*

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employment of the owner, this section shall have effect as if for references to the owner there were substituted references to the person to whom the aircraft has been so demised, let or hired out.

**Textual Amendments**

- F1** Words in s. 76(1) omitted (19.2.2013) by virtue of [Civil Aviation Act 2012 \(c. 19\)](#), **ss. 106(3)**, 110(3) (e) (with [Sch. 10 paras. 12, 17](#))

**Modifications etc. (not altering text)**

- C1** S. 76 extended (overseas territories) (with modifications) (26.5.2021) by [The Civil Aviation Act 1982 \(Overseas Territories\) Order 2021 \(S.I. 2021/477\)](#), arts. 1(1), 2, **Sch.**
- C2** S. 76(1)-(3) extended (Anguilla) (with modifications) (8.5.2019) by [The Civil Aviation Act 1982 \(Anguilla\) Order 2019 \(S.I. 2019/756\)](#), arts. 1, 2, **Sch.**
- C3** S. 76(4) extended (with modifications) (Overseas Territories) (10.10.2001) by [S.I. 2001/3367](#), art. 2, **Schs. 1, 2**

**Changes to legislation:**

There are currently no known outstanding effects for the Civil Aviation Act 1982, Section 76.