AIR NAVIGATION

[*See* also CIVIL AVIATION, p. 437 below.]

1. *General Rules and Directions.*
2. *Carriage by Air (Parties to Convention)*, p. 160.
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1. GENERAL RULES AND DIRECTIONS

The Air Navigation (Amendment) Order, 1948

1948 No. 1328

Made - - - - - - - -	*22nd June*, 1948
Laid before Parliament - - -	*22nd June*, 1948
Coming into Operation	
Article 1, *other than paragraphs* (2), (7), (8), (9), (10), (11), (15), (16), (19), (20) *and* (21) - - -	*23rd June*, 1948
Article 1, *paragraphs* (2), (7), (8), (11), (15), (16), (20) *and* (21) -	*1st August*, 1948
Article 1, *paragraphs* (9), (10) *and* (19) - - - - - - -	*1st September*, 1948

At the Court at Buckingham Palace, the 22nd day of June, 1948

Present,

The King's Most Excellent Majesty in Council

Whereas a Convention (hereinafter referred to as " the Paris Convention ") for determining by a common agreement certain uniform rules with respect to international air navigation was signed on behalf of His Majesty in Paris on the thirteenth day of October, nineteen hundred and nineteen and by the Air Navigation Act, 1920(**a**), provision was made for enabling His Majesty to give effect to the Paris Convention and for the general control and regulation of air navigation:

And Whereas in pursuance of the powers conferred upon Him by the Air Navigation Act, 1920, His Majesty in Council was pleased to make the Air Navigation (Consolidation) Order, 1923(**b**) (hereinafter referred to as " the principal Order "):

And Whereas the Air Navigation Act, 1920, was amended by the Air Navigation Act, 1936(**c**):

And Whereas the principal Order has from time to time been amended by subsequent Orders(**d**):

And Whereas on the seventh day of December, nineteen hundred and forty-four, at the International Civil Aviation Conference held at Chicago, there was signed on behalf of the Government of the United Kingdom a Convention

(**a**) 10 & 11 Geo. 5. c. 80.
(**b**) S.R. & O. 1923 (No. 1508) p. 13.
(**c**) 26 Geo. 5 & 1 Edw. 8. c. 44.
(**d**) Reprinted with all previous amendments under title "Air Navigation (Consolidation) Order, 1923, as amended to 19th February 1946", and since amended by the Air Navigation (Amendment) (Lading of Stores) Order, 1947 S.R. & O. 1947 (No. 193) I, p. 68.

on International Civil Aviation (hereinafter referred to as "the Chicago Convention") intended to supersede the Paris Convention:

And Whereas by the Air Navigation Act, 1947(a), it is provided among other things—

(*a*) By subsection (1) of section one that His Majesty may by Order in Council make such provision as appears to him to be requisite or expedient for carrying out the Chicago Convention, any Annex thereto relating to international standards and recommended practices (being an Annex adopted in accordance with the Convention) and any amendment of the Convention or any such Annex made in accordance with the Convention or generally for regulating air navigation, by subsection (2) of that section that without prejudice to the generality of the powers conferred by the preceding subsection and without prejudice to any of the provisions of the Air Navigation Acts, 1920 and 1936, His Majesty may by Order in Council make provision as to the several particular matters therein set out and by subsection (5) of that section that the said section shall have effect in lieu of sections one, two and three of the Air Navigation Act, 1920:

(*b*) by subsection (1) of section two that an Order in Council under section one of the Act may provide for regulating the conditions under which noise and vibration may be caused by aircraft on aerodromes and may provide that subsection (2) of that section shall apply to any aerodrome as respects which provision as to noise and vibration caused by aircraft is so made:

(*c*) by subsection (1) of section six that the Air Navigation Acts, 1920 and 1936, and any other enactment that refers to the Air Navigation Act, 1920, shall, as from the coming into force of sections one, two and three of the Act, have effect as if those sections (except subsection (5) of the said section one) were included in the said Act of 1920 and, in the case of the said section one, were included in Part I thereof:

(*d*) by subsection (1) of section seven that sections one, two and three of the Act shall come into force on such day as His Majesty by Order in Council certifies to be the day on which the Chicago Convention comes into force for the United Kingdom and by subsection (3) of that section that the coming into force of the said sections of the Act shall not affect any Order in Council made in pursuance of Part I of the Air Navigation Act, 1920, before the coming into force of the said sections and whether before or after the commencement of the Air Navigation Act, 1936, or any regulations or directions made or issued before the coming into force of the said sections under such an Order, but any such Order, regulations or directions shall, if and so far as in force immediately before the coming into force of the said sections, continue in force, subject, however, to any Order in Council, regulations or direction made after the coming into force of the said sections:

And Whereas by virtue of the Air Navigation Act, 1947 (Commencement) Order, 1947(b), sections one, two and three of that Act are now in force:

And Whereas it is expedient that the Principal Order should be further amended in manner hereinafter appearing:

Now, therefore, His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. The following amendments shall be made in the Principal Order:

(1) In proviso (*b*) to paragraph (1) of article 3 and in proviso (*c*) to paragraph (1) of Article 4 for the words "a Royal Air Force Aerodrome

(a) 10 & 11 Geo. 6. c. 18. (b) S.R. & O. 1947 (No. 1067) I, p. 68.

or an aerodrome under the control of the Minister of Civil Aviation " there shall be substituted the words " or a Government Aerodrome ":

(2) In Article 6 for the words " Rules as to lights and signals and rules for air traffic " (which describe the subject matter of Schedule IV) there shall be substituted the words " Rules of the Air and Air Traffic Control ":

(3) In Article 7 for paragraph (4) there shall be substituted the following paragraph—

" (4) This Article does not apply to Government aerodromes ".:

(4) In paragraph (1) of Article 7A for sub-paragraph (*b*) there shall be substituted the following paragraph—

" (*b*) a Government aerodrome which has been notified as available for use as such a place ".

(5) For Article 7B there shall be substituted the following Article—

" 7B. Any directions as to the use of a Government aerodrome issued by the Controlling Authority thereof shall be complied with." :

(6) After Article 7B, there shall be inserted the following Article—

" 7C. With respect to any licensed aerodrome or Government aerodrome any prescribed conditions under which noise and vibration may be caused by aircraft (including military aircraft) thereon shall be complied with and subsection (2) of section two of the Air Navigation Act, 1947, shall apply to any aerodrome as respects which this article has effect." :

(7) In Article 9 paragraphs (1), (2), (6) and (7), shall be omitted:

(8) Article 13 shall be omitted:

(9) In Article 15—

(*a*) at the end of the list of documents set out in paragraph (1) there shall be added—

" (*h*) the duplicate copy of any load sheet relating to the aircraft which may be required under this Order.":

(*b*) in paragraph (2) after the letter " (*c*) " there shall be inserted the words and letter " and, when flying as a public transport aircraft, the document, if required, specified in (*h*) ".

(10) In Article 17—

(*a*) in paragraph (1)—

(i) at the end of the list of documents therein set out there shall be added—

" (*h*) in the case of a British aircraft registered in Great Britain and Northern Ireland when flying as a public transport aircraft the duplicate copy of any load sheet relating to the aircraft which may be required under this Order:"

(ii) in the proviso to the paragraph immediately after the words " an aerial work aircraft " there shall be inserted the words and letter " and as regards the production of the document specified in (*h*) above ":

(*b*) in paragraph (2) (*b*) immediately before the words " load sheet " there shall be inserted the words " the copy of any ":

(11) In the second proviso to paragraph (1) of Article 21 for the words and figure " Section II of the Fourth Schedule " there shall be substituted the words and figures " Sections VII, VIII, IX, X and XI of Schedule IV ":

(12) In Article 22 paragraphs (1) and (2) shall be omitted:

(13) Article 23 shall be omitted:

(14) In Article 24—

(*a*) In paragraph (1) for the words " licence or certificate " wherever those words occur there shall be substituted the words " licence, certificate, permission or other document ":

(*b*) After paragraph (2) there shall be inserted the following paragraph—

" (3) A person shall not wilfully or negligently make in a load sheet any entry which is incorrect in any material particular ":

(15) In the proviso to paragraph (1) of Article 26 for the words and figures " Paragraphs (1), (2) and (4) of Article 9 " there shall be substituted the words and figures " Paragraph (4) of Article 9 ", immediately after those words and figures the word " and " shall be inserted, and the words and figures " and (iv) Article 13 " shall be omitted:

(16) Paragraph (4) of Article 27 shall be omitted:

(17) In Article 31—

(*a*) in paragraph (1)—

(i) for the definition of " The Convention " there shall be substituted the following definition—" " The Convention " means the Convention on International Civil Aviation signed on behalf of the Government of the United Kingdom at Chicago on the seventh day of December, nineteen hundred and forty four ":

(ii) the definition of " The protocol " shall be omitted:

(iii) for the definition of " State aircraft " there shall be substituted the following definition—

" " State aircraft " means military aircraft and aircraft used in customs and police services ":

(iv) for the definition of " Aerodrome " there shall be substituted the following definition—

" " Aerodrome " means any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and departure of aircraft ":

(v) after the definition of " Licensed aerodrome " there shall be inserted the following definitions—

" " Government aerodrome " means an aerodrome under the control of the Minister of Civil Aviation or the Minister of Supply and a naval, military or air force aerodrome and " Controlling Authority " in relation to any such aerodrome means the Minister having control thereof or, as the case may be, the Admiralty the Secretary of State or the officer in command thereof "; and " notified " means shown in notices to airmen issued by the Minister of Civil Aviation ".":

(*b*) in paragraph (2) for the first sub-paragraph there shall be substituted the following sub-paragraph—

" References to His Majesty's dominions shall be construed as though British Protectorates and Protected States and mandated and trust territories administered by the Government of any part of His Majesty's dominions formed part of His Majesty's dominions ".:

(18) In Schedule I—

(*a*) paragraph 2A shall be omitted:

(*b*) for paragraphs 3, 4, 5 and 6 there shall be substituted the following paragraphs—

" 3. In the event of any change in the ownership of a registered aircraft or if a registered aircraft ceases to be owned wholly either by persons or by a company or corporation fulfilling the conditions set out in paragraph 1 of this Schedule, then—

(1) The registered owner of the aircraft shall forthwith notify the Minister of Civil Aviation of such change of ownership or, as the case may be, that the aircraft has ceased to be owned as aforesaid; and

(2) the registration and the certificate thereof shall cease to have effect as from the date of such change of ownership, or the date on which the aircraft ceased to be so owned.

4. When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall as soon as possible notify the Minister of Civil Aviation accordingly, and the registration and the certificate thereof shall cease to have effect as from the date of such notification.

5. The registration of an aircraft registered in Great Britain and Northern Ireland may be cancelled at any time by the Minister of Civil Aviation as from a date to be specified by him on his being satisfied that any of the requirements laid down in paragraph 1 of this Schedule are not complied with and the registration and the certificate thereof shall cease to have effect as from the specified date.

6. For the purpose of fresh registration of an aircraft of which the registration and the certificate thereof have ceased to have effect the applicant for a new certificate of registration shall furnish the Minister of Civil Aviation with all such particulars as he may require to enable him to consider the application."

(19) In Schedule II—

(*a*) for sub-paragraph (2) of paragraph 9 there shall be substituted the following sub-paragraph—

" (2) No public transport aircraft, except an aircraft whose weight does not exceed 2,500 lb. maximum authorised weight, shall commence a flight (other than (*a*) a flight to be made solely for the purpose of training any persons carried therein in addition to the personnel thereof to perform duties in an aircraft or (*b*) a local pleasure flight of short duration commencing from and finishing at one and the same aerodrome with no intermediate landing) unless the person superintending the loading of the aircraft for that flight has completed a load-sheet containing the prescribed particulars, made out in duplicate, and

the said load-sheet has been submitted to and examined by the person in charge of the aircraft in order to assist him to ascertain for the purpose of sub-paragraph (1) (*c*) of this paragraph whether the aircraft is satisfactorily loaded for safety in flight. In any case where a load-sheet has been completed in accordance with this sub-paragraph and the loading of the aircraft to which the load-sheet relates forms the subject of inquiry or proceedings the particulars contained in the load-sheet shall be deemed to be correctly stated unless the contrary is proved."

(*b*) for sub-paragraph (2) of paragraph 10 there shall be substituted the following sub-paragraph—

" (2) After a load-sheet has been examined by the person in charge of an aircraft as provided by sub-paragraph (2) of paragraph 9 of this Schedule, the owner of the aircraft shall cause one copy thereof to be sent to him and shall keep it for six months from the date of its completion. The duplicate copy thereof shall be carried in the aircraft, and shall be kept in the pocket of the journey log book of the aircraft whenever such log book is required under this Order to be carried in the aircraft, until the flight to which it relates has been completed, and then sent by the person in charge of the aircraft to the owner to be kept by him till the expiration of the said period of six months ".

(20) For the heading and provisions of Schedule IV there shall be substituted the heading and provisions of the Schedule to this Order:

(21) In Schedule VII, paragraphs 2, 3, 4, 5 and 6 and sub-paragraph (3) of paragraph 7 shall be omitted:

(22) Schedule IX shall be omitted:

2.—(1) This Order may be cited as the Air Navigation (Amendment) Order, 1948.

(2) (*a*) The provisions of this Order (other than the provisions of paragraphs (2), (7), (8), (9), (10), (11), (15), (16), (19), (20) and (21) of Article 1) shall come into operation on the 23rd day of June, 1948.

(*b*) The provisions of paragraphs (2), (7), (8), (11), (15), (16), (20) and (21) of Article 1 shall come into operation on the First day of August, 1948.

(*c*) The provisions of paragraphs (9), (10), and (19) of Article 1 shall come into operation on the First day of September, 1948.

E. C. E. Leadbitter.

SCHEDULE IV

Rules of the Air and Air Traffic Control

SECTION I

Interpretation

1. In these Rules the following expressions shall have the meanings hereby respectively assigned to them, namely:—

" Acrobatic flight " means manœuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal acceleration, and the expression " acrobatics " shall be construed accordingly;

" Aerodrome Control " means a service established to provide air traffic control for aerodromes;

" Aerodrome traffic " means aircraft operating on and in the vicinity of an aerodrome and any other traffic operating on the movement area;

" Aeroplane " means a flying machine supported in flight by fixed wings;

" Air traffic " means aircraft in operation anywhere in the airspace and on the movement area of an aerodrome;

" Air traffic clearance " means authorisation by Air Traffic Control for an aircraft to proceed under specified conditions;

" Air Traffic Control " means a service established to promote the safe, orderly and expeditious flow of air traffic;

" Alternate aerodrome " means an aerodrome specified in a flight plan to which a flight may proceed when a landing at the intending destination becomes inadvisable;

" Approach time " means the time at which an aircraft commences its approach procedure preparatory to landing;

" Approach way " means the determined airspace over an approach area, through which aircraft in flight approach or leave a strip or a channel;

" Appropriate authority " means the national authority of a Contracting State responsible for the safety of air navigation over the territory of that State and, in the case of Great Britain and Northern Ireland, means the Minister of Civil Aviation·

" Approach Control " means a service established to control flights under Instrument Flight Rules of air traffic arriving at, departing from and operating in the vicinity of aerodromes by means of direct instantaneous communication between Approach Control personnel and all persons in command of aircraft operating under their control;

" Area Control " means a control service established to provide Air Traffic Control within a Control Area and, when required, to provide flight information service;

" Air Traffic Control Centre " means a centre established to exercise control of air traffic within the boundary of a Control Area or a Flight Information Region and responsible for issuing to aircraft any instructions necessary for the safety of aircraft in I.F.R. conditions and for achievement of an expeditious flow of air traffic;

" Control area " means an air space of defined dimensions, designated by the appropriate authority, extending upwards from an altitude of 700 feet above the ground or water, or from such greater altitude as may be designated by the appropriate authority, within which Air Traffic Control is exercised;

" Control zone " means an air space of defined dimensions extending upwards from the ground or water and designated by the appropriate authority to include one or more aerodromes and within which measures additional to those governing flight in control areas apply for the protection of air traffic against collision;

" Cruising altitude " means a constant altimeter indication in relation to a fixed and defined datum maintained during a flight or a portion thereof;

" Flight plan " means specified information submitted to Air Traffic Control relative to the intended navigation of an aircraft;

" Flight information region " means an airspace of defined dimensions designated by the appropriate authority within which an Air Traffic Control Centre is responsible for providing flight information and initiating measures for search and rescue;

" Flight information service " means a service established to provide aircraft in flight with information of weather, changes in the serviceability of navigational facilities or aerodromes, and, when information is available, of other aircraft known to be operating which might cause danger to the aircraft being informed;

" Flight visibility " means the average range of vision from the control compartment of an aircraft in flight;

" Instrument Flight Rules " means the Instrument Flight Rules in Section V of these Rules;

" I.F.R. conditions " means weather conditions below the minima laid down for Visual Flight Rules;

" Landing area " means that part of the movement area primarily intended for the landing or take-off of aircraft;

" Movement area " means the part of an aerodrome reserved for the taking off, landing and manœuvring of aircraft;

" Minister " means Minister of Civil Aviation;

" Night " means the hours of darkness between sunset and sunrise or such other period between sunset and sunrise as may be prescribed by the appropriate authority, and in Great Britain and Northern Ireland means, as respects the period of summer-time, the time between one hour after sunset and one hour before sunrise and, as respects the remainder of the year, the time between half an hour after sunset and half an hour before sunrise; Provided that it shall be deemed to be night when, between the hours of sunset and sunrise, any unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of at least 5,000 yards;

" Notified " means shown in Notices to Airmen, issued by the Minister;

" Reporting point " means a geographical location in relation to which the position of an aircraft is to be reported;

" Special V.F.R. Flight " means a flight carried out in I.F.R. conditions within a Control Area or a Control Zone subject to prior clearance by Air Traffic Control but not subject to Instrument Flight Rules;

" Visual Flight Rules " means the Visual Flight Rules in Section IV of these Rules;

" V.F.R. conditions " means weather conditions equal to or above the minima laid down for Visual Flight Rules.

Section II

General

2. In complying with these Rules, the person in command of an aircraft shall have due regard to all dangers of navigation and collision and to any special circumstances which may render a departure from these Rules necessary in order to avoid immediate danger and any such departure shall be deemed to be in conformity with these Rules.

3. Nothing in these Rules shall exonerate any person within Great Britain and Northern Ireland or in an aircraft registered in Great Britain and Northern Ireland from the consequences of any neglect in the use of lights or signals or of any neglect of any precaution required by ordinary aviation practice or by the special circumstances of the case.

4. Nothing in these Rules shall interfere with the operation within Great Britain and Northern Ireland of any prescribed special rule or rules with respect to the navigation of aircraft in the vicinity of a Government aerodrome or in or over any other place and it shall be obligatory on all owners, pilots and crews of aircraft to comply with any such rule or rules:

Provided that compliance with any such rule or rules shall not be deemed to be required in so far as compliance therewith would involve the provision of supplementary equipment for lights and signals, other than such lights or signals as are required by these Rules to be displayed or used.

5. In the application of the Flight Rules in Sections III to V of these Rules to an aircraft registered in Great Britain and Northern Ireland—

(*a*) if the aircraft is over the territory of another Contracting State, nothing in those Flight Rules shall, subject to the provisions of sub-paragraph (*a*) of paragraph (1) of Rule 20, be deemed to interfere with the application to the aircraft of any special rules, made by that State relative to flights over its territory, which are not in conflict with the said Flight Rules; and

(*b*) if the aircraft is over the territory of a State which is not a Contracting State, the said Flight Rules shall be deemed to apply to the aircraft only in so far as they do not conflict with any rules made by that State relative to flights over its territory.

Section III

General Flight Rules

6. Aircraft shall be flown at all times in compliance with the Rules in this Section and in addition shall comply with either the Visual Flight Rules in Section IV of these Rules or with the Instrument Flight Rules in Section V of these Rules.

Pre-flight Action

7. Prior to commencing a flight, the person in command of an aircraft shall familiarize himself with information necessary for the proper operation of the aircraft en route and on the aerodromes which may be used. In Great Britain and Northern Ireland such information shall include such Notices to Airmen as the Minister may cause to be published for the purpose of enabling any of these Rules to be complied with.

8. Pre-flight action for flights other than flights in the immediate vicinity of an aerodrome shall include a careful study of current weather reports and forecasts. In the light of this information the person in command of an aircraft will determine whether the flight can be made with safety, taking into full consideration fuel requirements and an alternative course of action in case the flight cannot be completed as planned. The weather conditions on the proposed flight path will be examined by the person in command of the aircraft in order that he may determine whether I.F.R. conditions prevail along any part of the flight. When any part of the flight is to be made in I.F.R. conditions in a Control Area or a Control Zone, that part of the flight must either be a special V.F.R. flight or be made in accordance with Instrument Flight Rules: in either case it will be subject to Air Traffic Control approval and the person in command of the aircraft must obtain air traffic clearance.

Airspace Restrictions

9.—(1) Aircraft shall not be flown over areas, particulars of which have been notified, where flight is restricted by a Contracting State, except in accordance with the terms of such permission as may be granted by the appropriate authority.

(2) On the person in command of an aircraft flying in Great Britain and Northern Ireland becoming aware in any manner that the aircraft is flying in contravention of condition (iii) in paragraph (1) of Article 4 of this Order (which relates to prohibited areas) or any regulations made pursuant to paragraph 7 of Schedule VII to this Order (which relates to temporary restrictions on the flying of aircraft in certain cases) the aircraft shall forthwith give a signal of distress by radio or by one of the visual signals described in Section XI of these Rules and land as soon as possible at the nearest aerodrome in Great Britain and Northern Ireland, not being an aerodrome in a prohibited area or in an area in which restrictions on the flying of aircraft are imposed or an aerodrome from the vicinity of which the aircraft is excluded in accordance with the provisions of paragraph (3) of Rule 37:

Provided that for the purpose of so landing an aircraft shall not, unless compelled by accident, stress of weather or other unavoidable cause, fly further into a prohibited area or an area in which restrictions on the flying of aircraft are imposed or commence to descend while still above such area.

(3) In Great Britain and Northern Ireland the following visual signals may be given:—

(*a*) to warn an aircraft that it is in the vicinity of a prohibited area or an area in which restrictions on the flying of aircraft are imposed and should change its course:—

(i) by day, a series of projectiles discharged at intervals of 10 seconds and each showing on bursting black or white smoke;

(ii) by night, a series of projectiles discharged at intervals of 10 seconds each showing on bursting white lights or stars, or an intermittent white luminous beam directed at an aircraft.

(*b*) to require an aircraft to land at the nearest aerodrome in accordance with the provisions of paragraph (2) of this Rule:—
by day and by night, a series of projectiles discharged at intervals of 10 seconds, each showing on bursting green lights or stars.

(4) If, in a case where the signals aforesaid requiring an aircraft to land have been given by, or by the direction of, a commissioned officer of His Majesty's naval, military or air forces, the aircraft fails to comply with the provisions of paragraph (2) of this Rule, that officer may order fire to be opened on the aircraft and use any other means to compel compliance therewith and an officer so acting and any person acting in his aid and by his direction shall be indemnified and discharged from any indictment, penalty, action or other proceedings for so acting.

Dangerous Flying

10. An aircraft shall not be operated in a negligent manner or in a reckless manner so as to endanger life or property of others.

Operation on and in the vicinity of an aerodrome

11.—(1) The person in command of an aircraft operated on or in the vicinity of an aerodrome shall comply with the following rules:—

(*a*) observe other aerodrome traffic for the purpose of avoiding collision;

(*b*) conform to or avoid the pattern of traffic formed by other aircraft in operation;

(*c*) make all turns to the left, when approaching for a landing and after taking off, unless otherwise prescribed by the appropriate authority or instructed by Air Traffic Control;

(*d*) if Air Traffic Control is in operation:—

(i) maintain a continuous watch on the radio frequencies designated for aerodrome control communications, or, if this is not possible, keep a watch for such instructions as may be issued by visual means;

(ii) obtain, either by radio or visual signal, such authorisation for his movements as may be necessary for the protection of aerodrome traffic;

(*e*) if Air Traffic Control is not in operation, land and take off, so far as practicable, into the wind.

(2) With respect to an aerodrome in Great Britain and Northern Ireland the additional rules in Section VII of these Rules shall be complied with.

Air Traffic Control Instructions and International Flight and Communication Procedures

12. The person in command of an aircraft operated in areas where air traffic control is exercised shall comply with any instructions received by him from Air Traffic Control and generally shall act in conformity with such flight and communication procedures as are internationally recognised.

Right of Way Rules

13.—(1) *General*

(*a*) An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard. In or near cloud, fog, mist or other conditions of bad visibility, an aircraft in Great Britain and Northern Ireland shall be flown with due regard to existing circumstances and to these Rules;

(*b*) flight in formation is prohibited, except by pre-arrangement between the persons in command of the aircraft so flying;

(*c*) an aircraft which is obliged by the following Rules to keep out of the way of another aircraft shall avoid passing over or under the other aircraft, or crossing ahead of it, unless passing well clear of it;

(*d*) the aircraft which has the right-of-way shall normally maintain its course and speed; nevertheless, nothing in these Rules shall relieve the person in command of an aircraft from the responsibility of taking such action as will best aid to avert collision.

(2) *Converging*

(*a*) Subject to the provisions of paragraphs (3) and (4) of this Rule, an aircraft shall give way to another aircraft of a class different from its own in accordance with the following rules:—

(i) flying machines shall give way to airships, gliders and balloons;
(ii) airships shall give way to gliders and balloons;
(iii) gliders shall give way to balloons.

(*b*) When two aircraft of the same class are at approximately the same altitude, the aircraft which has the other on its right shall give way; nevertheless, mechanically-driven aircraft shall give way to aircraft which are seen to be towing other aircraft.

(3) *Approaching Head-on*

When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its course to the right.

(4) *Overtaking*

An aircraft which is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its course to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

(5) *Landing*

Subject to the provisions of paragraph (7) of this Rule, an aircraft, while landing or approaching to land, has the right-of-way over other aircraft in flight or on the ground or water:

Provided that in the case of two or more flying machines or two or more gliders approaching an aerodrome for the purpose of landing, the flying machine or the glider at the lower altitude shall have the right-of-way, but it shall not take advantage of this rule to cut in in front of another which is descending in a straight line for the purpose of landing, or to overtake that flying machine or glider, except that in the case of a flying machine and glider approaching an aerodrome for the purpose of landing, the glider shall always have the right-of-way.

(6) *Taking off*

An aircraft about to take off shall not attempt to do so until the person in command thereof is satisfied that there is no apparent risk of collision with other aircraft.

(7) *Emergency landing*

Notwithstanding the provisions of paragraph (5) of this Rule, an aircraft which is aware that another aircraft is compelled to land shall give way to that aircraft.

Minimum Safe Altitudes

14.—(1) No aircraft shall be flown over the congested parts of populous areas or over an assembly of persons in the open air except at such an altitude as will enable the aircraft to alight outside such areas or assembly in the event of the failure of a power unit, but in no case shall the altitude when over any such area or assembly be less than 1,000 feet above the ground:

Provided that this paragraph shall not prohibit an aircraft from landing or taking off in a manner required by normal aviation practice.

(2) Within Great Britain and Northern Ireland no aircraft shall fly over any town at an altitude of less than 1,000 feet above the ground and no flying machine or glider shall fly over any town or populous area except at such an altitude as will enable it to alight outside such town or area and, in the case of a flying machine, will enable it so to alight notwithstanding the failure of its engine, if if has only one engine, or of one of its engines, if it has more than one engine:

Provided that this paragraph shall not apply to an aircraft which is departing from, or about to land at, a licensed aerodrome or a Government aerodrome, if the aircraft is flying at an altitude which, having regard to wind, weather, and all the circumstances of the case, is reasonable and is otherwise in conformity with the provisions of this Order and with normal aviation practice in such a case.

(3) (*a*) Within Great Britain and Northern Ireland no aircraft shall fly over or in the immediate vicinity of any place where a large number of persons is assembled in the open air in connection with any event of public interest, except with the consent in writing of the Minister and of the organisers, if any, of the event:

Provided that this prohibition shall not apply—

(i) in a case where any such large number of persons is assembled for the purpose of witnessing an event which consists wholly or principally of an aircraft race or contest or exhibition of flying, to an aircraft taking part in such a race, contest or exhibition or engaged in a flight arranged by or made with the written approval of the organisers of the event as part of the entertainment afforded in connection therewith;

(ii) to an aircraft which is being used for police purposes;

(iii) to an aircraft arriving at or departing from a licensed aerodrome, or a Government aerodrome, if flying over or in the immediate vicinity of any such place as aforesaid is necessary for the purpose of effecting such arrival or departure; or

(iv) to an aircraft passing from place to place in the ordinary course of navigation and flying at a reasonable height.

(*b*) The provisions of this paragraph are without prejudice to the provisions of paragraph 7 of Schedule VII to this Order.

(4) Within Great Britain and Northern Ireland no aircraft shall be flown in such a manner or in such circumstances as, by reason of low altitude or proximity to persons or dwellings or to other aircraft, or for any other reason, to cause unnecessary danger to any person or property (including animals) on land or water or in the air:

Provided that, in circumstances where paragraph (2) or paragraph (3) of this Rule does not apply, an aircraft which is flying above an altitude of 500 feet above the ground or water and outside a distance of 500 feet from any object on the ground or water, shall not be deemed to be flying in contravention of this Order solely by reason of its low altitude or proximity to persons or dwellings.

Towing and picking up Objects

15.—(1) The person in command of an aircraft shall not permit anything to be towed by such aircraft except in accordance with the requirements of the appropriate authority.

(2) An aircraft shall not—

(*a*) be used in flight for the purpose of towing another aircraft or any banner, drogue, flag or similar article; or

(*b*) be towed in flight by another aircraft;

unless the aircraft is being so used or towed in accordance with an express authorisation included in the terms of the certificate of airworthiness or the validation of such a certificate in force in respect of such aircraft and subject to any conditions or limitations contained in such terms:

Provided that, save in the case of the towing of a glider by a flying machine (to which the rules in Section X of these Rules apply), an aircraft shall not in Great Britain and Northern Ireland be so used or towed at night or during conditions of bad visibility except in so far as may be expressly authorised in those circumstances by special permission in writing of the Minister.

(3) For the purpose of paragraph (2) of this Rule, an aircraft, banner, drogue, flag or similar article shall be deemed to be towed if it is attached to an aircraft in flight by any means external to the aircraft to which it is attached which cause the aircraft, banner, drogue, flag or similar article so attached to follow or accompany in flight the aircraft to which it is attached:

Provided that nothing in this paragraph shall prohibit the reasonable use or display by or from an aircraft in flight of radio aerials, any instrument which is being used for experimental purposes or any signal, apparatus, equipment or article required or permitted to be displayed or used by or from an aircraft in flight in accordance with any provision of this Order or of any regulation made by the Minister thereunder.

(4) An aircraft shall not be used in flight within Great Britain and Northern Ireland for the purpose of picking up any object from the ground except—

(i) in accordance with an express authorisation for that purpose endorsed on the certificate of airworthiness or the validation of such a certificate in force in respect of such aircraft; and

(ii) with the special permission in writing of the Minister and subject to any conditions or limitations therein specified.

Dropping Objects

16.—(1) The person in command of an aircraft shall not permit anything to be dropped from the aircraft in flight which might endanger persons or property on the ground or water.

(2) No object, whether attached to a parachute or not, shall be dropped or projected from an aircraft flying within Great Britain and Northern Ireland unless the object is dropped or projected in accordance with and subject to any conditions or limitations which may be prescribed or contained in any special permission in writing given by the Minister:

Provided that nothing in this Rule shall be taken to prevent the dropping of ballast in the form of fine sand or water, the dropping in accordance with Rule 61 of ropes used for towing aircraft, the jettisoning of fuel in a case of emergency or the use of apparatus solely for the purpose of navigating an aircraft when the approval of the Minister to the type of apparatus and method of use has previously been notified.

Parachute Descents

17.—(1) Parachute descents, other than emergency descents, shall not be made unless authorised by the appropriate authority.

(2) A person shall not, except in a case of emergency, descend by means of a parachute from an aircraft flying within Great Britain and Northern Ireland, unless the descent is made in accordance with and subject to any conditions or limitations which may be prescribed or contained in any special permission in writing given by the Minister.

Acrobatic Flight

18.—(1) No aircraft shall carry out any acrobatic flight so as to endanger air traffic.

(2) If an appropriate authority has prohibited acrobatic flight over any area, no aircraft shall perform such flight over that area without the prior consent of such authority.

(3) Within Great Britain and Northern Ireland no aircraft shall carry out any acrobatic flight over any town or populous area.

(4) Within Great Britain and Northern Ireland no aircraft shall carry out any acrobatic flight within a Control Zone save with the consent of the appropriate Air Traffic Control.

Additional Rules for Water Operations

19.—(1) In areas in which the Regulations for Preventing Collisions at Sea are in force—

(*a*) every aircraft manoeuvring under its own power on the water shall comply with the said Regulations and for this purpose shall be deemed to be a steam-vessel:

Provided that the aircraft shall display only the lights specified in Section XII of these Rules and not those prescribed for steam vessels in the said Regulations, and shall not use, except as provided by sub-paragraph (*b*) of this paragraph, the sound signals specified in the said Regulations nor shall those signals be deemed to be heard in the aircraft:

(*b*) in fog, mist, snow or heavy rainstorm, whether by day or night, an aircraft on the water shall make the following signals:—

(i) if not anchored or moored, a sound, at intervals of not more than 2 minutes, consisting of 2 blasts of about 5 seconds' duration with an interval of about 1 second between them;

(ii) if at anchor or moored, the rapid ringing of an efficient bell or gong for about 5 seconds, at intervals of not more than 1 minute.

(2) Every aircraft in flight or manoeuvring near the surface of the water shall, as far as possible, keep clear of all vessels and avoid impeding the navigation thereof.

Additional Rules for Night Operations

20.—(1) *Lights*

(*a*) *As to aircraft in operation*—By night, all aircraft being operated shall display lights as prescribed in the appropriate International Standards:

Provided that a flying machine registered in Great Britain and Northern Ireland shall not be required to display lights other than those described in Section XII of these Rules when flying within the territory of another Contracting State. When so flying, however, such a flying machine may display, instead of the fixed lights described in sub-paragraphs (*a*) and (*b*) of paragraph (1) of Rule 66, flashing lights otherwise of the same character, and, instead of the fixed white rear light described in sub-paragraph (*c*) of paragraph (1) of Rule 66, a flashing light, alternating white and red, if that Contracting State has agreed to such usage.

By night, an aircraft flying within Great Britain and Northern Ireland shall display, as may be appropriate to the circumstances of the case, the lights described in Section XII of these Rules and no other lights which might be confused with those lights shall be displayed:

Provided that a flying machine registered in another Contracting State may display, when flying within Great Britain and Northern Ireland, instead of the fixed lights described in sub-paragraphs (*a*), (*b*) and (*c*) of paragraph (1) of Rule 66, the flashing lights described above, if that Contracting State has agreed to such usage.

(*b*) *As to aircraft not in operation*—By night, at all aerodromes used or available for night flying, all aircraft parked or moving on the movement area or in dangerous proximity thereto shall be clearly illuminated or lighted, or the area which they occupy shall be marked with obstruction lights.

(*c*) in Great Britain and Northern Ireland in the event of the failure of any light which is required to be displayed in flight and, if the light cannot be immediately repaired or replaced, the aircraft shall land as soon as it can safely do so, unless authorised by Air Traffic Control to continue its flight.

(2) *Flights within Control Areas or Control Zones.*—If so directed by the appropriate authority, all aircraft being operated by night within the territory of a Contracting State and within control areas or control zones shall be flown in accordance with the Instrument Flight Rules in Section V of these Rules or as otherwise authorised by Air Traffic Control.

Authority of Person in Command of an Aircraft

21. The person in command of an aircraft shall be directly responsible for its operation and shall have final authority as to the control of the aircraft while he is in command, which shall include the maintaining of discipline of all persons on board.

Notification of Arrival

22. The person in command of an aircraft making a flight for which a flight plan has been submitted to the appropriate Air Traffic Control pursuant to Rule 29 or to Rule 34 shall be responsible for ensuring that a notification of his arrival is submitted immediately upon landing for transmission to that Control. In Great Britain and Northern Ireland the person in command of an aircraft who, prior to flight, has made or caused to be made a notification of his intended arrival to the responsible aviation authority of the aerodrome of his destination, either through the Air Traffic Control or otherwise, shall, if he changes his destination or makes a landing en route so that arrival at his destination will be appreciably delayed beyond the time notified, make known or cause to be made known to the authority any such alteration by the most rapid means at his disposal.

Section IV

Visual Flight Rules (VFR)

23. An aircraft unable to comply with the rules in this Section must be flown in accordance with the Instrument Flight Rules in Section V.

Within Flight Information Regions, Control Zones and Control Areas

24. An aircraft flying in a flight information region, in a control zone or control area shall—

(*a*) remain at least 2,000 feet horizontally and 500 feet vertically from cloud, and in a flight visibility of at least three nautical miles, or

(*b*) be flown in accordance with any instructions received from Air Traffic Control, or

(*c*) if in a flight information region below a notified height, be flown clear of all cloud and in sight of the ground or water:

Provided that, at night, the aircraft shall always comply with paragraph (*b*) of this Rule.

Avoidance of Collision

25. When flying under Visual Flight Rules, it is the direct responsibility of the person in command of an aircraft to avoid collision with other aircraft, notwithstanding that the flight is being conducted on an air traffic clearance.

SECTION V

Instrument Flight Rules (IFR)

26.—(1) An aircraft which is flying within a flight information region, and whose flight does not comply with the Visual Flight Rules in Section IV, must comply with the Instrument Flight Rule in paragraph (i) of Rule 27.

(2) An aircraft which is flying within a control area or a control zone and whose flight does not comply with the Visual Flight Rules in Section IV must comply with the Instrument Flight Rules in Rules 28, 29, 30, 31 and 32.

Flight within a Flight Information Region

27.—(1) An aircraft in flight above a notified height within a flight information region is to be flown at a cruising altitude appropriate to its magnetic heading, the altimeter to be set according to a fixed and defined datum in a notified manner, as given in the table below:—

Magnetic Heading	*Cruising Altitude*
0° to 089° inclusive.	Odd thousands of feet.
090° to 179° inclusive.	Odd thousands of feet. +500 feet.
180° to 269° inclusive.	Even thousands of feet.
270° to 359° inclusive.	Even thousands of feet. +500 feet.

(2) The person in command of an aircraft about to fly within a flight information region may at any time submit or cause to be submitted a flight plan to the appropriate Air Traffic Control, if he so desires.

Flight within a Control Area or a Control Zone

28.—(1) The pilot in charge of an aircraft flying within a control area or a control zone shall be qualified for flight under these Rules in accordance with the international standards for personnel licensing and the aircraft shall be equipped with suitable instruments, with radio apparatus so as to maintain two-way communication with the appropriate Air Traffic Control and with radio navigation apparatus appropriate to the route to be flown.

(2) In the case of an aircraft registered in Great Britain and Northern Ireland the pilot in charge of the aircraft shall hold a pilot's licence granted or rendered valid under this Order and, from a date to be notified, shall also hold an instrument rating for such licence granted or rendered valid under this Order and the aircraft shall be equipped with the prescribed instruments and with the prescribed radio apparatus, which shall be operated by a person who is the holder of a licence authorising him to operate such apparatus.

Flight Plan

29. Prior to take-off from any point within or prior to entering a control area or control zone, the person in command of an aircraft shall submit or cause to be submitted a flight plan to the appropriate Air Traffic Control. Such flight plan shall contain the following particulars unless otherwise authorised by the appropriate Air Traffic Control:—

(*a*) the aircraft identification and radio call sign;

(*b*) the type of aircraft involved;

(*c*) the name of the person in command of the aircraft;

(*d*) the point of departure;

(*e*) the cruising altitude, or altitudes, and the route to be followed;

(*f*) the point of first intended landing;

(*g*) the proposed true air speed at cruising altitude;

(*h*) radio transmitting and receiving frequency or frequencies to be used;

(*i*) the proposed time of departure;

(*j*) the time which, it is estimated, will elapse until arrival over the point of first intended landing;

(*k*) the alternative aerodrome or aerodromes;

(*l*) the amount of fuel on board expressed in hours;

(*m*) the number of persons on board;

(*n*) any other pertinent information which the person in command of the aircraft, or the Air Traffic Control, deems necessary for control purposes.

Air Traffic Clearance

30. Prior to operating an aircraft in a control area or a control zone, the person in command thereof shall obtain an air traffic clearance based on the flight plan from the appropriate Air Traffic Control. Aircraft shall be flown in accordance with air traffic clearances and, where applicable, shall follow the notified instrument approach procedure for the aerodromes to be used. No deviations shall be made from the requirements of an air traffic clearance unless an emergency situation arises which necessitates immediate action, in which case, as soon as possible after such action is taken, the person in command of the aircraft shall inform the appropriate Air Traffic Control of the deviation and, if necessary, obtain an amended air traffic clearance.

Radio Communications

31. The person in command of an aircraft flying within a control area or a control zone shall be responsible for ensuring that a continuous listening watch is maintained on the appropriate radio frequency and that the time and altitude of passing each reporting point, together with any other required information, are reported by radio as soon as possible to the appropriate Air Traffic Control.

Communication Failure

32. In the event of inability to maintain two-way radio communication as required by Rule 31, the person in command of an aircraft shall observe one of the following procedures:—

(*a*) continue to destination if it is possible to do so by flying only in conditions equal to or better than those specified in paragraph (*a*) of Rule 24;

(*b*) land as soon as practicable;

(*c*) proceed strictly according to the current flight plan to the aerodrome of intended landing, maintaining a minimum safe altitude or the last acknowledged assigned altitude, whichever is the higher, and—

commence descent at the expected approach time last received and acknowledged, or,

if no expected approach time has been received and acknowledged, commence descent at the estimated time of arrival specified in the flight plan.

Section VI

Additional General Flight Rules (Great Britain and Northern Ireland)

Right hand side traffic

33. (*a*) An aircraft, which is flying within Great Britain and Northern Ireland in sight of the ground and following a line of landmarks (such as a road, railway, canal or coast line), shall keep such line of landmarks at least 300 yards on its left, and shall not fly keeping on its right such line of landmarks except at a sufficient distance therefrom to avoid other aircraft which may be following the line in accordance with this Rule.

(*b*) A person in command of an aircraft flying within Great Britain and Northern Ireland and following a track indicated by a directional radio guide shall, as far as practicable, navigate the aircraft so as to keep the centre line of such guide on his left.

Flight Plan required for VFR Flights

34.—(1) Irrespective of whether a flight is to be made in accordance with the Instrument Flight Rules in Section V of these Rules or not, before commencing a flight within a specified air space the person in command of an aircraft shall submit or cause to be submitted to the appropriate Air Traffic Control a flight plan containing such of the particulars specified in Rule 29 as may be necessary in the circumstances.

For the purpose of this paragraph a specified air space means an air space specified for the above purpose in a Notice to Airmen.

(2) Unless an air traffic clearance has been granted in accordance with Rule 30 the person in command of an aircraft who has submitted a flight plan in accordance with paragraph (1) of this Rule shall not fly, except as provided in the Visual Flight Rules in Section IV of these Rules.

(3) When a flight plan has been submitted in accordance with paragraph (1) of this Rule, the person in command of an aircraft which is able to communicate by radio with an appropriate radio station shall, if he finds it necessary to deviate in respect of any particular from the said flight plan, report by radio the nature of the deviation proposed and obtain an amended air traffic clearance.

Aircraft able to communicate by radio within Flight Information Regions

35. Irrespective of whether an aircraft is flying within a control area or a control zone, if it is flying within a flight information region and is unable to comply with Rule 24, the aircraft shall, if it is able to communicate by radio with the appropriate area control and if so required by that Control,

(*a*) report to that Control its position and such other particulars relating to its navigation as may be required of it;

(*b*) follow the advice of the Control as far as may be practicable to do so, and report whether it is able to comply or not; and

(*c*) maintain two-way communication with that Control.

Aircraft registered in Great Britain and Northern Ireland compulsorily equipped with radio apparatus

36. An aircraft registered in Great Britain and Northern Ireland which is undertaking a flight for which the carriage of radio apparatus is compulsory under this Order shall maintain two-way radio communication with such radio stations as may be appropriate to the route along which it is flying and shall make such reports as to its position, height, course and speed and other matters pertaining to the safety of air navigation (such as weather or icing conditions) as the circumstances may require.

Section VII

Aerodrome Flight Rules (Great Britain and Northern Ireland)

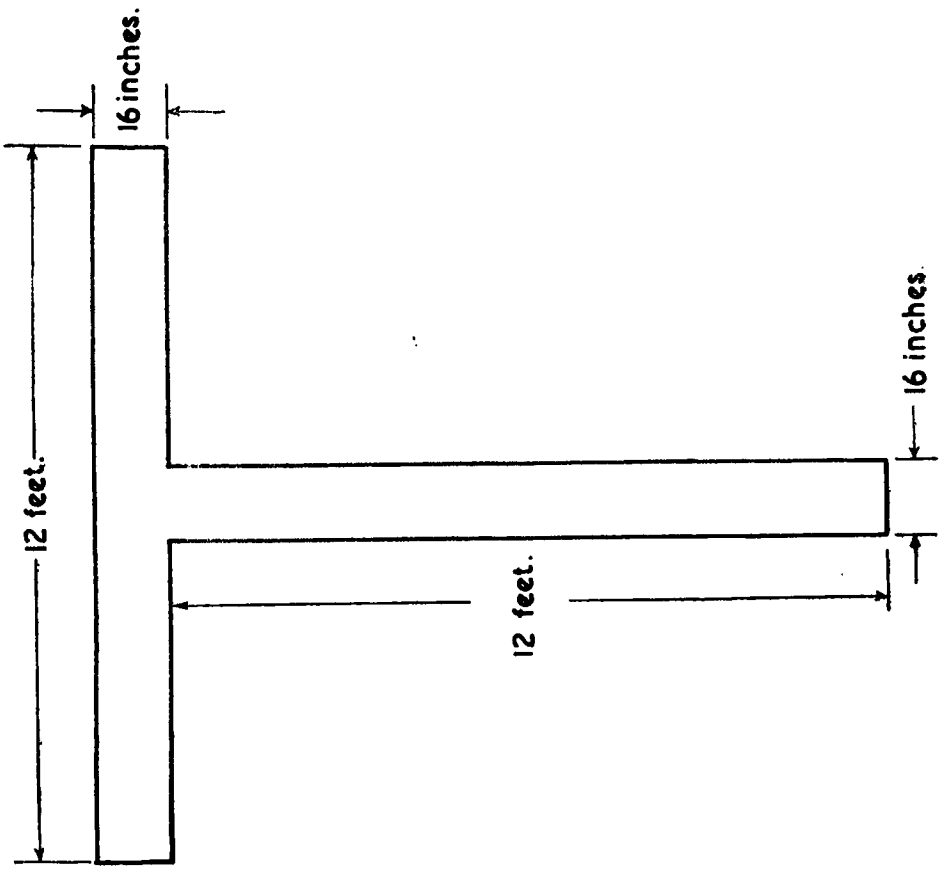
Interpretation

37.—(1) In this Section and in Sections VIII, IX and X of these Rules, the following expressions shall have the meanings hereby respectively assigned to them, namely—

(*a*) " Signal area " means a selected part of an aerodrome set aside for display to aircraft in the air of the ground signals referred to in Section VIII of these Rules.

(*b*) " Landing strip " means a rectangular portion of the landing area, specially prepared for the take-off and landing of aircraft in a particular direction.

(c) " Landing T " means a device in the form of a horizontal T, as in the diagram below, to indicate visually to aircraft the direction designated for the time being for landing or take-off. The colour of the T shall normally be white, but this may be varied if the background is of such character that alteration of the colour would give improved visibility from the air.



(d) " Runway " means a hard surfaced straight path, within a landing strip, normally used for take-off and landing of aircraft.

(e) " Taxiway " means a specially prepared or marked path on the movement area of a land aerodrome, which is intended for the use of aircraft in motion, other than when taking off or landing.

(2) The Rules in this Section are applicable to aeroplanes which are operating in the vicinity of an aerodrome situated in Great Britain and Northern Ireland and shall also apply, as far as practicable, to other classes of aircraft, when they fly in the vicinity or make use of any such aerodrome which is used by aeroplanes.

(3) Where in the interests of safety it appears necessary for him to do so, the Minister may make special rules applicable within the air space up to 2,000 ft. above the level of a particular aerodrome and within 3,000 yards of the aerodrome boundaries, or within such other altitude above or distance from a particular aerodrome as may be notified, and may exclude from such airspace certain classes of aircraft or any aircraft which cannot conform to such special rules.

(4) The Minister may temporarily suspend the application of any or all of the Rules in this Section and where any such suspension is for the time being in force shall cause to be displayed the signal described in sub-paragraph (*a*) of paragraph (3) of Rule 47.

General

38.—(1) The person in command of an aircraft shall, immediately on arrival at or prior to departure from an aerodrome having an Aerodrome Control, ensure that the Aerodrome Control is notified of the flight which he has just made, or which he is about to undertake.

(2) The person in command of an aircraft about to undertake a flight by night is responsible that such advance notice of the flight as may be required by the circumstances of the case is given to the Aerodrome Control in order that the Rules for night landing in Section IX of these Rules may be complied with at the aerodromes to be used by the aircraft.

(3) Where there is an Aerodrome Control, except with the consent of such Control two or more aeroplanes shall not land or take-off in formation.

(4) The Aerodrome Control may prohibit the departure of an aircraft on a flight which in its opinion could not be made without contravention of these Rules.

(5) The Air Traffic Control may, as regards arrivals and departures, give priority to aeroplanes operating in accordance with an air traffic clearance over aeroplanes not so engaged.

Traffic Zone Rules

39.—(1) Except with the consent of the Air Traffic Control, an aeroplane flying less than 2,000 feet above an aerodrome level and within 3,000 yards of the aerodrome boundaries, or flying within such other altitude above or distance from a particular aerodrome as may be notified, shall comply with the following rules:—

(*a*) it shall fly at least 500 feet below and clear of cloud, or as far below cloud as is consistent with sub-paragraph (*b*) (ii) of this paragraph;

(*b*) except for the purpose of taking off or landing at the aerodrome,

(i) it shall keep the movement area on its left or follow the procedure authorised by Air Traffic Control;

(ii) it shall not fly at a height of less than 500 feet above the level of the movement area; and

(iii) it shall not fly over the movement area.

(2) If an aeroplane having taken off from or being about to land at an aerodrome makes a circuit or partial circuit the turning shall be made clear of the movement area and shall be left-handed, or shall be in conformity with the procedure authorised by Air Traffic Control.

Landing Rules

40.—(1) An aeroplane shall land at an aerodrome—

(*a*) by day, in the direction indicated by the landing T or, if no landing T is displayed, as nearly into wind as practicable; and

(*b*) by night, in the direction indicated by the landing lights described in Section IX of these Rules.

(2) When the dumb-bell signal described in paragraph (4) of Rule 46 is displayed at a land aerodrome, an aeroplane shall land upon a runway. An aeroplane shall not land upon a runway until such runway is clear of other aircraft, unless granted permission to do so by the Aerodrome Control.

(3) Where in exceptional circumstances by day it is necessary for the safety of an aeroplane that its landing should be made in a direction other than that indicated by the landing T, an aeroplane shall not land in such other direction

at a land aerodrome having an Aerodrome Control until it has obtained the consent of the Aerodrome Control.

(4) At a land aerodrome where landings are not confined to a runway an aeroplane when landing shall leave clear on its left an aeroplane which has already landed or is already landing or about to take off, and, if after landing it requires to turn, it shall turn to the left after making sure that such action will not conflict with other traffic movements. By night, an aeroplane landing with the aid of an aerodrome lighting system as described in Method B in paragraph (2) of Rule 51 shall normally so land as to keep the line of landing lights on its left.

(5) An aeroplane which is unable to communicate by radio with the Air Traffic Control shall, before landing at an aerodrome having an Aerodrome Control, make a circuit or partial circuit of the aerodrome for the purpose of observing the traffic and reading such ground markings and signals as may, in accordance with the rules in Section VIII of these Rules be displayed thereat, unless it has the consent of the Aerodrome Control to do otherwise.

Landing Signals

41.—(1) *Instruction not to land*

(*a*) At any aerodrome the firing of a red pyrotechnical light or the display of a red flare from the ground or a continuous red luminous beam, directed at an aeroplane in flight, whether by day or night and notwithstanding any previous permission, shall constitute an instruction to such aeroplane that its landing is temporarily prohibited;

(*b*) at any aerodrome an intermittent red luminous beam, directed at an aeroplane in flight, shall constitute an instruction to such aeroplane that, owing to the aerodrome being unfit or for any other reason, it should make a landing elsewhere.

(2) *Instruction to return and land.* At any aerodrome an intermittent green luminous beam directed at an aeroplane in flight shall constitute an instruction to such aeroplane that it shall return to the aerodrome and await the signal for permission to land.

(3) *Permission to land*

(*a*) By night, at an aerodrome notified as having at night an Aerodrome Control, an aeroplane wishing to land without being compelled to do so shall, before landing, ask permission by a signal made either by radio telegraphy or radio telephony or by a green visual signal made by means of a lamp or projector, but not by means of its navigation lights. Exceptionally, in the event of an aeroplane being unable to make any of these signals it shall fire a green pyrotechnical light;

(*b*) by day, an aeroplane wishing to land at a land aerodrome having an Aerodrome Control in a direction other than that indicated by the landing T shall, unless otherwise agreed beforehand with the Aerodrome Control, before landing ask permission by a signal made by one of the methods described in sub-paragraph (*a*) above,

(*c*) the reply shall be given from the ground to the aeroplane either by radio telephony or radio telegraphy or by visual signal:

Provided that, when permission has been asked by visual signal, the reply shall always be given by visual signal;

(*d*) when the reply is given by visual signal, such signal shall be by a continuous luminous beam directed at the aeroplane, and the colour of such beam shall be green to give permission to land and shall be red to prohibit landing;

(*e*) an aeroplane which has received permission to land by visual signal shall by night acknowledge such signal by displaying until it lands a steady white light directed downwards.

(4) When from an aeroplane wishing to land without being compelled to do so there are seen by night either of the visual signals described in paragraph (1) of Rule 63 indicating that another aircraft is compelled to land, the aeroplane shall not attempt to land, notwithstanding that it may already have received permission to do so, until it has received a fresh permission.

Take-off Rules

42.—(1) An aeroplane when taking off from an aerodrome shall normally do so in the direction indicated for landings. At an aerodrome where by day a black ball signal is displayed on a mast the direction in which take-off is to be made shall be agreed with the Aerodrome Control.

(2) When the dumb-bell signal described in paragraph (4) of Rule 46 is displayed at a land aerodrome, take-off shall be made upon a runway, unless otherwise agreed with the Aerodrome Control.

(3) At an aerodrome where landings and take-offs are not confined to a runway, an aeroplane about to take off shall leave clear on its left any aeroplane which is already taking off, or which has just taken off.

(4) At an aerodrome notified as having an Aerodrome Control control may be exercised by means of the movement signals described in Rule 44 and no aeroplane shall take off until it has received permission to do so. When control is being exercised in this manner, the signal described in sub-paragraph (*b*) of paragraph (2) of Rule 47 shall be displayed at or near the station of the Aerodrome Control.

Taxying Rules

43.—(1) The provisions of paragraphs (2), (3) and (4) of this Rule shall apply to aeroplanes and vehicles or water craft which are moving on the movement area of an aerodrome:

Provided that, in the case of a water aerodrome, the application of the provisions of this Rule to aeroplanes and water craft manœuvring under their own power on the water shall be subject to the provisions of Rule 19.

(2) (*a*) Aeroplanes which are landing or taking off shall be given free way by other aeroplanes and by vehicles or water craft.

(*b*) An aeroplane, after landing, shall move clear of the landing strip in use as soon as it is possible to do so.

(*c*) A vehicle or water craft which is towing an aeroplane shall be given free way by other vehicles and water craft and by aeroplanes which are not landing or taking off.

(*d*) An aeroplane shall be given free way by a vehicle or water craft which is not towing an aeroplane.

(*e*) An aeroplane, vehicle, or water craft which is obliged by the provisions of this paragraph to give free way to another shall, if necessary in the circumstances in order to do so, reduce its speed or stop.

(3) If danger of collision exists between an aeroplane, vehicle or water craft and another aeroplane, vehicle or water craft, such of the following procedures as may be appropriate in the circumstances shall be applied:—

(*a*) when the two are approaching head on or nearly head on, each shall alter its course to the right;

(*b*) when one is overtaking the other, the one which is overtaking shall keep out of the way of the other by altering its course to the right and no subsequent change in the relative positions of the two shall absolve the one which is overtaking from this obligation until it is finally past and clear of the other;

(*c*) subject to the provisions of paragraph (2) of this Rule, when the two are on converging courses, the one which has the other on its right shall give way to the other and shall avoid crossing ahead of the other unless passing well clear of it.

(4) A vehicle moving along a runway or taxiway shall as far as practicable keep to the right side of the runway or taxiway.

(5) At a land aerodrome no vehicle shall have access to the movement area except as may be permitted by the responsible aviation authority at the aerodrome.

(6) When an aeroplane is being towed, the person in charge of the towing vehicle or water craft shall be responsible for compliance with the provisions of this Rule.

(7) At a land aerodrome notified as having an Aerodrome Control the movements of aeroplanes and vehicles on the movement area shall be subject to control by means of the movement signals described in Rule 44 and no aeroplane or vehicle shall proceed on to the movement area, and, in the case where a runway is in use, on to that runway, until it has received permission to do so by signal. When control is being exercised in this manner, the signal described in sub-paragraph (*b*) of paragraph (2) of Rule 47 shall be displayed at or near the station of the Aerodrome Control.

(8) Nothing in this Rule shall relieve the person in command of an aeroplane or the person in charge of a vehicle or water craft from the responsibility for taking such action as will best aid to avert collision.

Movement Signals

44. Traffic may be controlled by day or by night by the use of radio telephony or radio telegraphy between an aeroplane and the Control or by the use of the following signals:—

(*a*) to authorise a movement on the movement area, other than taking off, the Control shall direct at the aeroplane or vehicle an intermittent green luminous beam;

(*b*) to authorise an aeroplane on the ground to take off, the Control shall direct at the aeroplane a continuous green luminous beam;

(*c*) subject to the proviso to paragraph (1) of Rule 41, to prohibit temporarily landing, taking off or any movement on the movement area, the Control shall direct at the aeroplane or vehicle a continuous red luminous beam;

(*d*) to instruct an aeroplane in the air that, owing to the aerodrome being unfit or for any other reason, a landing should be made elsewhere; or to instruct an aeroplane or vehicle on the ground which has moved on to the landing strip in use preparatory to departure or for any other reason to move clear of the landing strip immediately, the Control shall direct at the aeroplane or vehicle an intermittent red luminous beam;

(*e*) to authorise an aeroplane to land, the Control shall direct at the aeroplane a continuous green luminous beam;

(*f*) to instruct an aeroplane in flight that it should return to the aerodrome and await the signal for permission to land, the Control shall direct at the aeroplane an intermittent green luminous beam;

(*g*) to instruct an aeroplane or vehicle on the ground, which has moved on to the movement area, that it should return to the place from which it started, the Control shall direct at the aeroplane an intermittent white luminous beam and this signal shall, when necessary, be preceded by a continuous red luminous beam.

SECTION VIII

Rules for Ground Marks and Signals by Day at Aerodromes in Great Britain and Northern Ireland

45. The Rules in this Section and in Sections IX and X of these Rules shall be complied with at any licensed aerodrome and at any Government aerodrome which has been notified as available for use by civil aircraft, except in so far as exemption therefrom may be notified in respect of any such aerodrome. These Rules should be read in conjunction with Rule 59.

Aerodrome Rules

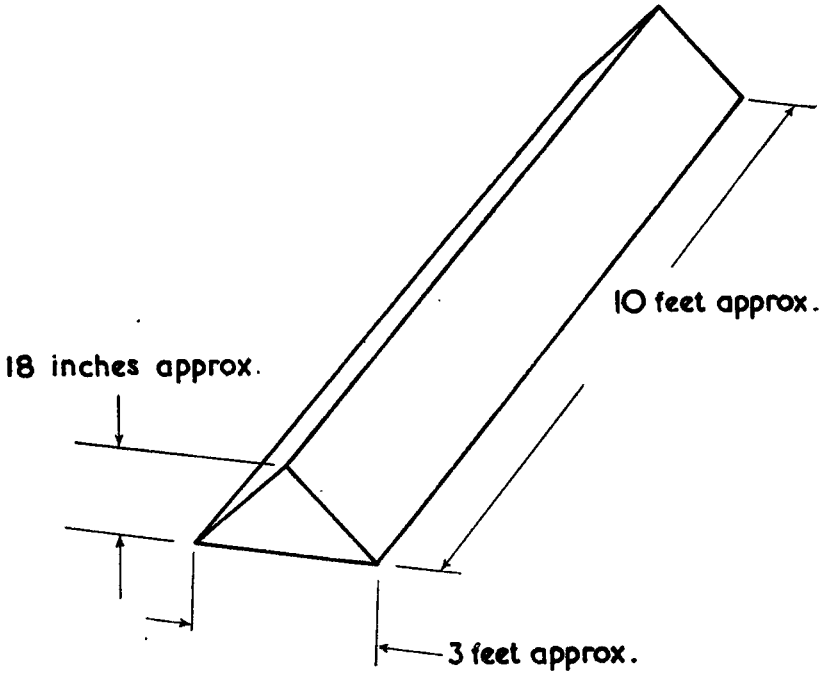
46. Whenever aircraft are making use or may be expected to make use of a land aerodrome in Great Britain and Northern Ireland the following requirements shall be complied with by day:—

(1) The direction of the surface wind shall be clearly indicated by a wind sleeve. Any other method of wind indication may be used in addition.

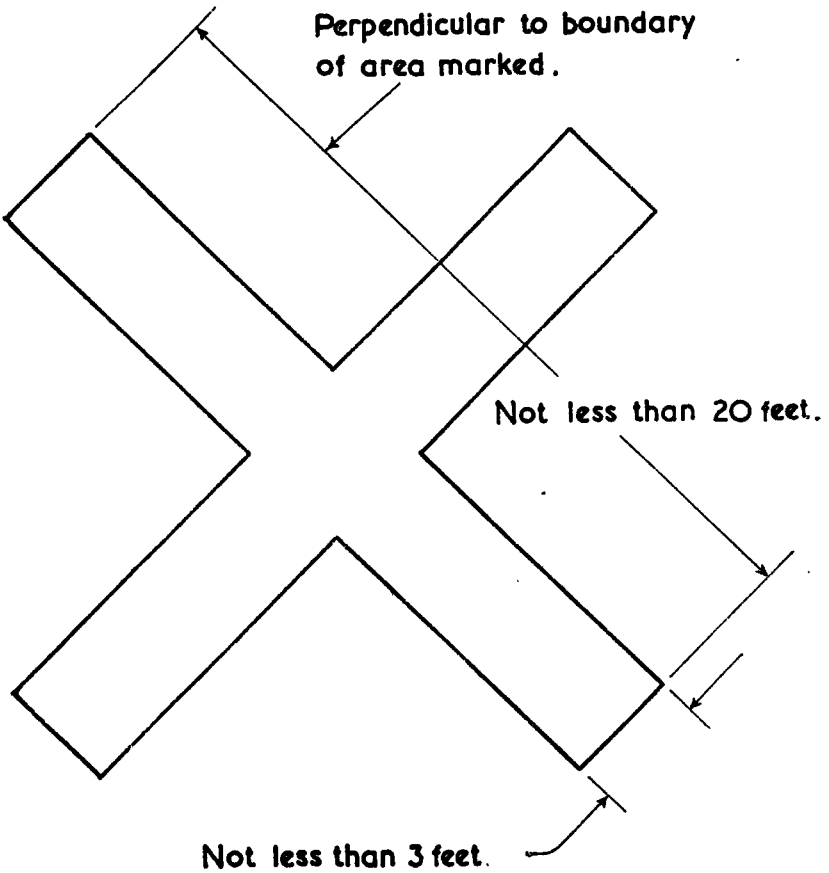
(2) (*a*) The movement area shall be kept free from obstructions as far as possible and any obstructions on the movement area shall be indicated by clearly visible aerodrome markings.

(*b*) Any area set apart as a parking area shall be situated so as to be clear of the landing strip in use and so as not to interfere with the normal movements of aircraft manoeuvring on the ground. The limits of every parking area shall be clearly marked.

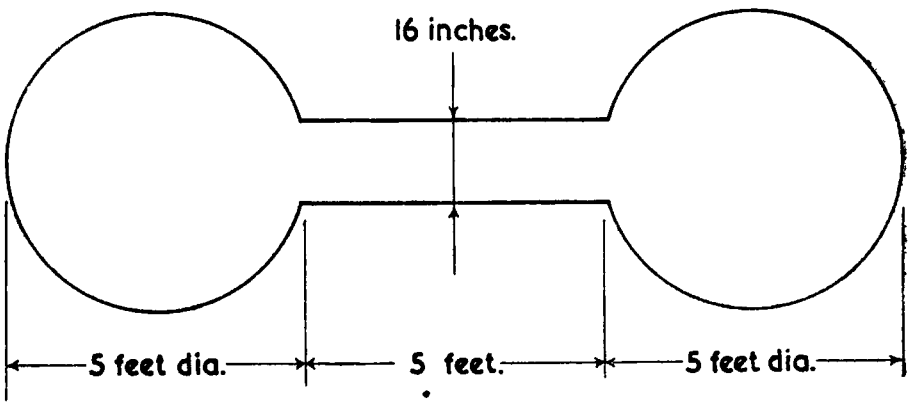
(3) At an aerodrome where aircraft manoeuvres are not confined to runways and taxiways the boundaries of the landing area shall be made clearly visible both to aircraft in the air and to aircraft manoeuvring on the movement area by means of markers as illustrated by the type below, and, in case part of the movement area should become unfit for use, such part shall be delimited by clearly visible markings or flags, and shall in addition be indicated by one or more clearly visible crosses.



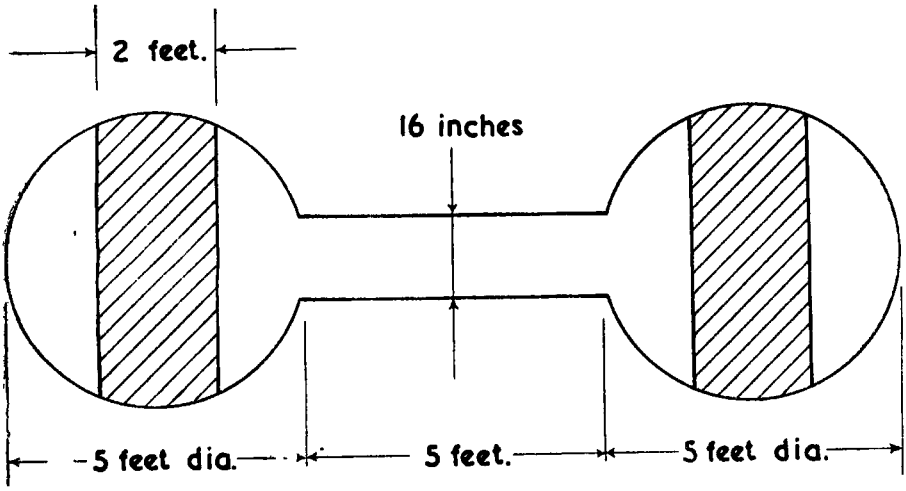
At an aerodrome which has one or more runways clearly visible white crosses shall be displayed at each extremity of a runway which becomes unfit for use, as illustrated below:—



(4) (*a*) When aeroplanes are required to land or take off on a runway a white dumb-bell signal, as illustrated below, shall be displayed horizontally in the signal area:—



(*b*) When aeroplanes are required to land or take off on a runway and the dumb-bell signal described in (*a*) in this paragraph is displayed, but when the movement area, nevertheless, is not confined to runways and taxiways, two black strips may be placed at right angles to the shaft of the said dumb-bell signal one across each of the circular discs, as illustrated below:—



(5) When any of the above conditions cannot be complied with the signal to prohibit all landings referred to in (*a*) of paragraph (4) of Rule 47 shall be displayed.

Rules relating to land aerodromes having an Aerodrome Control

47. The Minister may establish an Aerodrome Control at any land aerodrome where in his opinion this course is necessary in the interests of safety and may apply to such aerodrome any or all of the following requirements as to signals by day, which shall be complied with to such extent as they are so applied:—

(1) (*a*) A landing T as described in paragraph (1) of Rule 37 shall be displayed in the signal area. When a runway is to be used for landing, a second landing T shall be placed on and at the approach extremity of the runway.

(*b*) Every landing T shall be placed so as to indicate the direction in which aeroplanes must land, save in the exceptional circumstances referred to in (*d*) of this paragraph, and normally the direction in which aeroplanes must take off, save in the exceptional circumstances referred to in (*c*) and (*d*) of this paragraph, and so as to afford the most favourable conditions available at the time for these manoeuvres.

The shaft of the T shall be set parallel to the direction in which aircraft are to land, and the end of the shaft at which the cross arm is set shall indicate the direction in which such landing is to be made; when a runway is to be used for landings and take-offs the shaft of the T shall be set parallel to the runway.

(*c*) Exceptionally, where the natural conditions do not permit landings and departures to be made in the same direction, the landing T shall indicate the direction for landing and, by day, a black ball, 2 feet in diameter on a mast shall be displayed so as to be clearly visible to aircraft on the movement area to indicate that the directions of landing and taking off may not coincide A disc, 2 feet in diameter, of the same colour as the T shall be displayed alongside the cross piece of the T and in line with the shaft of the T to indicate to aircraft in the air that the direction of the take-off and landing do not coincide.

(*d*) Exceptionally, in circumstances liable to be prolonged when a single direction of landing and departure is not suitable for all types of aircraft using the aerodrome, the signal described in (*b*) of paragraph (4) of this Rule shall be displayed to indicate to aircraft in the air the necessity for the observance of precautions in landing, the black ball and disc signals referred to in (*c*) of this paragraph shall be displayed and a landing or take-off in a direction other than that indicated by the T shall be authorised by means of the signals prescribed in Section VII of these Rules or by pre-arrangement with the Aerodrome Control.

(2) (*a*) To indicate to aircraft on the movement area prior to departure the direction in which aircraft are to take off one or more sets of two figures, denoting the magnetic direction of the take-off in units of ten degrees to the nearest ten degrees, may be displayed vertically at or near the position of the Aerodrome Control so as to be clearly visible to such aircraft.

(*b*) To indicate to aircraft on the movement area that aerodrome traffic is subject to control by means of the Movement signals described in Rule 44 a square flag, or square vertical board, having 12 equal squares coloured red and yellow alternately, shall be displayed at or near the station of the Aerodrome Control.

(3) (*a*) When in accordance with paragraph (4) of Rule 37 the Minister temporarily suspends wholly or partially the application of the Aerodrome Flight Rules in Section VII of these Rules there shall, to indicate such suspension, be placed horizontally in the signal area a red square panel of at least 10 feet square.

(*b*) If during any such suspension as aforesaid it is also provided that an aeroplane flying within the traffic zone is to keep the movement area on its right and that the circuit or partial circuit is to be right-handed, the signal area shall along two of its sides be bordered by a rectangular panel at least 3 feet wide, and at the extremity of one of the rectangular panels there shall be placed an equilateral triangle in such a manner as to indicate a right hand circuit. The rectangular panels and the triangle aforesaid shall be coloured with red and yellow bands.

If, however, without any such suspension, the Air Traffic Control requires that the movement area shall be kept on the right and that circuits or partial circuits shall be right-handed, the above signal shall be displayed without the red square panel.

(4) (*a*) When special circumstances necessitate a prohibition to land liable to be prolonged there shall be placed horizontally in the signal area a red square panel at least 10 feet square, the diagonals of which shall be marked by yellow strips at least 20 inches wide, arranged in the form of an X.

(*b*) When owing to the bad state of the movement area or for any other reason the observance of special precautions in approaching to land and in landing is required, there shall be placed horizontally in the signal area a red square panel at least 10 feet square, one of the diagonals of which shall be marked by a yellow strip at least 20 inches wide.

(5) (*a*) When landings by means of a radio guide are taking place or are about to take place the fact may be indicated by hoisting on a mast in the signal area a yellow triangular equilateral pyramid each side of which measures at least 6 feet.

(*b*) Square yellow panels at least 10 feet square, or such other signal as may be notified, may be placed horizontally at intervals along the boundary of a control zone or traffic zone for the guidance of aircraft which are operating under Visual Flight Rules. The display of such a signal shall indicate to

the pilot of an aircraft that Instrument Flight Rules are in force with the control zone.

(*c*) At an aerodrome situated within a control zone, when conditions of cloud or visibility are such that flights to and from such aerodrome cannot be made under the Visual Flight Rules in Section IV of these Rules, save with the consent of the Air Traffic Control, a flashing amber light may be displayed at or near the station of the Aerodrome Control.

(6) There shall be displayed vertically, so as to be clearly visible to aircraft on the movement area which have landed or are about to depart, in a position at or near the place at which the person in command of an aircraft is required by Rule 38 to report to Aerodrome Control, the letter C in black against a yellow background.

SECTION IX

Rules for Night Lighting at Aerodromes in Great Britain and Northern Ireland

48.—(1) Whenever aeroplanes are making use of or may be expected to make use of any aerodrome referred to in Rule 45 by night the Rules in this Section shall be complied with, except in so far as exemption therefrom may be notified in respect of such aerodrome:

Provided that at a water aerodrome the Rules in this Section shall apply only in so far as compliance therewith is practicable in the circumstances.

(2) In this Section the following expressions shall have the meanings hereby respectively assigned to them, namely:—

(*a*) "Angle of approach light" means a light at or near ground level at an aerodrome to indicate to an aeroplane in the approach way, which is approaching for the purpose of landing, its position in the vertical plane relative to a predetermined safe path of descent for landing, and so arranged as to show an orange-yellow light when the aeroplane is above the said path, a green light when it is within the said path, and a red light when it is below the said path.

(*b*) "Runway threshold lights" mean a line of lights placed across the end of a runway or landing strip to indicate the usable limit thereof, the line being at right angles to the axis of the runway or landing strip; the lights to be equally spaced and not less than four in number and to show green in the direction of approach.

Dangerous Lights

49. No light shall be exhibited by any person at an aerodrome which may endanger the safety of aircraft, whether by reason of glare or by causing confusion with or preventing clear visual reception of the lights or signals required by these Rules to be displayed.

Lighting of Obstructions

50. Fixed red lights shall be displayed

(*a*) on all obstructions within the movement area;

(*b*) on all obstructions within the approach way;

(*c*) on all other obstructions in the vicinity of the aerodrome which in the opinion of the Minister, constitute a danger to aircraft in flight.

Flashing red lights may, however, be displayed to mark particularly dangerous or extensive obstructions.

Lighting for Landings and Take-offs

51.—(1) The landing strip or strips (where take-offs and landings are made on parallel runways) which afford the most favourable conditions for the landing or take-off of an aeroplane at the time of using the aerodrome, having regard to the strength and direction of the wind and all other relevant circumstances, shall be illuminated by fixed lights in the manner described in this Rule as may be appropriate and no other part of the movement area shall be so illuminated at the same time, except for such lights as may be necessary for guiding aeroplanes manœuvring on the ground.

(2) *Non-runway aerodromes.*—At an aerodrome where a runway is not being used for landing or take-off, the landing strip in use shall be illuminated by one of the following methods:—

Method A

(i) By floodlight, and an illuminated landing T;

(ii) in addition, by white boundary lights spaced 300 feet apart along the boundary of the aerodrome.

Method B

(*a*) By fixed lights in the form of a T, in which case—

(i) The shaft of the T shall be composed of at least six lights and shall be not less than 1,500 feet in length; one light on either side to form the cross arm;

(ii) the light at the foot of the T shall indicate the point where aircraft should touch down and the cross arm where the run should be completed;

(iii) the distance between the lights forming the shaft of the T shall be not more than 300 feet;

(iv) the colour of the lights shall be white;

(v) landings shall be made parallel to the shaft of the T and, except in the case of emergency, on the right hand side of it; in the event, however, of an area on one side of the T becoming obstructed, the light forming the cross arm of the T on that side shall be removed and landing shall be effected on the opposite side.

(*b*) In addition, by white boundary lights spaced 300 feet apart along the boundary of the aerodrome.

Method C

By two lines of fixed lights, in which case—

(i) Each line shall consist of not less than 6 lights and shall extend the full available length of the landing strip and parallel to its axis;

(ii) the distance between the lines shall be not more than 400 feet and not less than 150 feet and within each line the distance between adjacent lights shall be not more than 330 feet;

(iii) in addition, the lights in one line shall be arranged in pairs with those in the opposite line, each pair being at right angles to the axis of the landing strip;

(iv) the colour of the lights shall be:—

(*a*) White throughout the full length of the lines, or, alternatively,

(*b*) in the direction of take-off and landing white for the first two thirds and yellow for the remaining one third of the length of the lines.

(3) *Runway Aerodromes.*—At aerodromes where runways are provided, the edges of a runway in use shall be lighted as follows:—

(i) By fixed lights, not less than six in number, extending the length of the runway, except that in the case of runways exceeding 150 feet in width the lights may be inset in lines parallel to the edges;

(ii) the distance between adjacent lights along each edge shall be not more than 330 feet;

(iii) the lights on one side shall be arranged in pairs with those on the opposite side, each pair being at right angles to the axis of the runway. In addition, the approach end of the runway may be indicated by runway threshold lights or angle of approach lights.

(4) *Supplementary Lights.*—A floodlight, if available, may on request from an aeroplane be used to supplement either of the lighting Methods B and C specified in paragraph (2) or the method specified in paragraph (3) of this Rule.

Lighting of Landing T. Wind Indicators and Signals

52.—(1) The landing T shall be illuminated with fixed white lights and they shall be so orientated as to indicate the direction of landing.

(2) When the runway is in use, a landing T shall be illuminated by white lights, in order to indicate the direction of landing.

(3) The dumb-bell signal described in paragraph (4) of Rule 46 shall not be illuminated.

(4) Save as provided in this Rule, in circumstances that would require any of the signals referred to in Section VIII of these Rules to be displayed by day those signals shall be suitably illuminated by night.

Vehicles and aircraft under tow

53. Vehicles engaged in towing aircraft, and aircraft under tow, shall display lights in such a manner as may, from time to time, be specified by the Minister.

Approach Lighting

54. To mark the approach way there shall be operated a system of lighting approved by the Minister, or else there shall be exhibited an angle of approach light placed not less than 100 yards in the landing direction from the approach extremity of the landing strip in use and at the left side of it, when viewed in the direction of landing. A second angle of approach light may be placed opposite the first on the right hand side of the landing strip.

Boundary Lights and Taxiway Lights

55.—(1) Taxiways in use shall be illuminated by means of fixed lights spaced along their edges, blue on one side and yellow on the other or blue on both sides. At an aerodrome where the movement area is not confined to runways and taxiways either paths for guiding an aircraft manœuvring on the ground to or from the landing strip in use shall be marked by lights similar to those prescribed for taxiways or white lights shall be used to mark the boundary of the movement area:

Provided that, when there are obstructions on such boundary, the lights serving to mark such obstructions may take the place of boundary lights.

Identification Beacon

56. An identification beacon, flashing in green light two letters in morse code, shall be provided and located in an approved position on the aerodrome.

SECTION X

Glider Flight Rules (Great Britain and Northern Ireland)

General

57.—(1) Gliders on and in the vicinity of any aerodrome referred to in Rule 45 shall in addition to complying with paragraphs (2) and (4) of Rule 15 and as far as practicable with the Aerodrome Flight Rules in Section VII of these Rules comply with the Rules contained in this Section.

(2) For the purpose of these Rules, when a glider is being towed in the air or on the ground by an aeroplane or on the ground by a vehicle, the combination shall be regarded as a single aircraft and the person in command of the aeroplane or vehicle towing shall be the person in charge of the tow and responsible for compliance with these Rules. When there is more than one aeroplane or vehicle engaged in towing, the person in charge of one of such aeroplanes or vehicles shall, by arrangement with the person or persons in charge of the other aeroplane or vehicle, or the other aeroplanes or vehicles so engaged, be designated as the person in charge of the tow and shall be responsible for compliance with these Rules and the person or persons in charge of the other towing aeroplane or vehicle, or aeroplanes or vehicles, shall conform to the movements and instructions of the person in charge of the tow.

(3) No glider shall be launched or towed into flight and, save in emergency, no glider shall land:—

(*a*) at an aerodrome having an Aerodrome Control without the permission in writing of the Minister and without complying with such conditions as he may consider necessary for the safety in giving such permission; and

(*b*) at an aerodrome used by other classes of aircraft except with the prior consent of the person in charge of the aerodrome.

(4) Unless specially authorised in writing by the Minister, the length of tow measured from the rearmost part of the towing aircraft to the most forward part of the glider or of the rearmost glider if more than one, which it is towing, shall not exceed 1,000 feet.

Towing Rules

58.—(1) When one or more gliders is or are about to be towed into flight by an aeroplane, there shall be appointed by arrangement between the persons in command of the aircraft concerned a suitable person to take charge of the operation as a whole, who shall decide suitable signals and station other persons in suitable positions so that he and the persons in command of all the aircraft concerned shall be in effective communication with each other during the preparations for and the initial stages of the take-off.

(2) The rope by which a glider is being towed in or into flight shall normally be released at the point of attachment to the glider by the person in command of the glider, but provision shall also be made for the release of the rope in emergency by the persons in charge of the towing aircraft at the point of attachment of the rope to the towing aircraft.

(3) Except in emergency, the person in command of the glider which is being towed by an aeroplane shall not release the tow rope without the knowledge and consent of the person in charge of the tow.

(4) Except in emergency or with the consent of the Aerodrome Control, a glider which is being towed by an aeroplane in the vicinity of an aerodrome having an Aerodrome Control, shall not be released for the purpose of landing on that aerodrome, unless it is in such a position and at such a height as will enable it to land on that aerodrome, in the place appointed for the purpose, by manoeuvring in conformity with the Aerodrome Flight Rules in Section VII of these Rules.

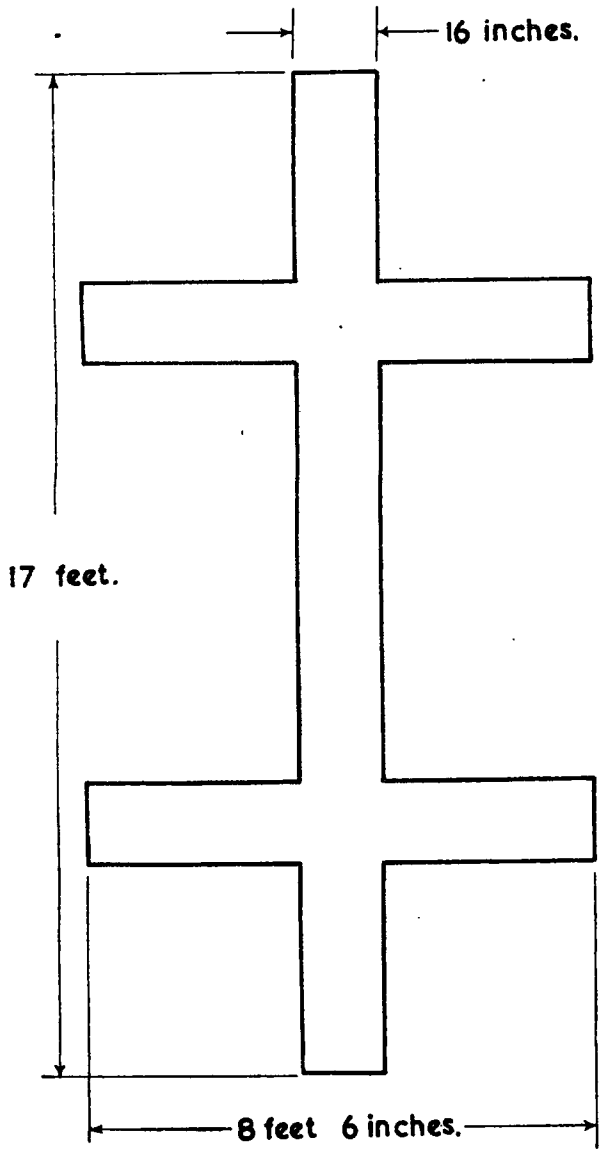
(5) In emergency and in the absence of any other more efficient means of communication between an aeroplane and a glider which it is towing, the person in command of either aircraft may signal his desire or intention to release the tow rope by rocking his aircraft laterally first to one side and then to the other and, in the case of a glider, the person in command of it shall first steer to one side before giving this signal, and the person in command of either aircraft shall continue to signal until the other aircraft acknowledges the signal by repeating this signal or by releasing the tow rope.

Rules for Land Aerodromes

59.—(1) At a land aerodrome which is open to use by aeroplanes and where glider flights are in progress—

(*a*) By day, there shall be displayed on a mast in the signal area two red balls, one above the other, and separated by a distance equal to their diameter; and

(*b*) there shall be displayed horizontally by day in the signal area and by night in the position specified in paragraph (1) of Rule 60 a white double cross, as illustrated below:—



(2) At non-runway aerodromes the landing area shall be regarded as divided into three zones of approximately equal width by vertical planes, which are orientated in the direction of take-off and landing and, for an observer facing in the same direction as that in which take-offs and landings are to be made, the zone on the right shall be reserved for the take-off or landing of aeroplanes which are not towing, the zone on the left shall be reserved for the landing of gliders and the central zone shall be reserved for gliders which are in tow and for aeroplanes which are towing.

At runway aerodromes where glider operations are to take place, aircraft taking-off with gliders in tow and aircraft landing shall use the appropriate runway for landing and take-off. Glider landings may be made upon the runway or the adjoining grass areas, subject to instructions from the local Air Traffic Control. Glider manoeuvring on the landing area may be made upon the runway, or adjacent grass area, subject to the instructions from the local Air Traffic Control.

Night Operation

60.—(1) (*a*) At an aerodrome where a runway is not being used for landing or take-off, the landing or take-off strips in use shall be illuminated by means of lights as in Method B in Rule 51. Landings by gliders shall normally be made on the left-hand side of the T. Take-off and landings by aeroplanes and take-off by aeroplanes with gliders in tow shall normally be made on the right-hand side of the T. In addition, the ground signal referred to in paragraph (1) (*b*) of Rule 59 shall be illuminated and displayed on the left-hand side and at the approach end of the zone reserved for glider landings.

(*b*) Where glider landings are made upon a runway, the edges of any runway in use shall be illuminated as described in paragraph (3) of Rule 51. In addition, the ground signal referred to in paragraph (1) (*b*) of Rule 59 shall be illuminated and displayed on the left-hand side and at the approach end of the runway. Where glider landings are made upon the grass areas adjoining the runway, the glider landing strip in use shall be illuminated by means of lights as in Method B in Rule 51 and the signal referred to in paragraph (1) (*b*) of Rule 59 shall be illuminated and displayed on the left-hand side and at the approach end of the zone for glider landings.

(2) When a glider is being towed by an aeroplane by night in the vicinity of an aerodrome the visual signal to ask permission for the glider to land may be sent either by the aeroplane or by the glider and shall be composed of the last three letters (or figures) of the registration mark of the aeroplane followed by the letter G or of the letter G only, to indicate that the permission sought relates to a glider which is being towed. The reply shall be given by visual signal to the glider and shall consist of a repetition of the said letters (or figures) or of the letter G only.

Dropping of Tow Ropes

61.—(1) Save with the consent in writing of the Minister, an area outside the boundary of an aerodrome shall not be used for the dropping of tow ropes, and the provisions of this Rule shall govern the dropping of tow ropes at aerodromes.

(2) An aeroplane which has been towing a glider or gliders shall drop the tow ropes which it has used in an area designated by the signal described in paragraph (3) or paragraph (4), as the case may be, of this Rule and shall do so when flying in the direction in which landings and take-offs are to be made and at a height above ground level not less than the length of the tow rope.

(3) By day, to indicate the centre of the area in which an aeroplane may drop a tow rope there shall be displayed horizontally a yellow cross. The area thus indicated shall be a rectangle having sides of at least 600 feet and

300 feet respectively and so orientated that the longer side lies parallel to the direction in which landings and take-offs are to be made and shall be so placed on the aerodrome as to be clear of all obstructions and of the landing strip in use by a distance of not less than 500 feet measured outwards from the boundaries of the rectangle and so as to lie on the right-hand side of the aerodrome, when viewed by an observer facing in the direction of landing.

(4) By night, in place of the cross described in paragraph (3) of this Rule, the centre of the area in which an aeroplane may drop a tow rope shall be marked by three red or white lights arranged in the form of a triangle.

SECTION XI

International Visual and Sound Signals of Distress and Urgency and International Visual Signals for Air Traffic Control

Distress Signals

62.—(1) None of the provisions of this Rule shall be deemed to prevent the use by an aircraft in distress of any means at its disposal to attract attention, make known its position and obtain help.

(2) When an aircraft is threatened by grave and imminent danger and requests immediate assistance, the following signals shall be used or displayed, either together or separately, before the sending of a message:—

(*a*) By visual signalling

(i) The signal S.O.S. (· · · — — — · · ·) with signalling apparatus;

(ii) a succession of pyrotechnical lights fired at short intervals each showing a single red light;

(iii) the two-flag signal corresponding to the letters NC of the International Code of Signals;

(iv) the distant signal, consisting of a square flag having either above or below it, a ball or anything resembling a ball.

(*b*) By sound signalling

(i) The signal S.O.S. (· · · — — — · · ·) with any sound apparatus;

(ii) a continuous sounding with any sound apparatus.

Urgency Signals

63.—(1) When an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance the following visual signals shall be used, either together or separately, before the sending of a message:—

By day: A succession of white pyrotechnical lights.

By night: A succession of white pyrotechnical lights, or a repeated switching on and off of the lights displayed by aircraft in such a manner as to be clearly distinguishable from the flashing lights described in sub-paragraph (*a*) of paragraph (1) of Rule 20.

(2) When an aircraft has a very urgent message to transmit concerning the safety of the aircraft or of any person on board or within range of assistance or the safety of another aircraft, or of any ship or vehicle, the following visual signals shall be used, either together or separately, before the sending of the message:—

A succession of green pyrotechnical lights; and

A succession of green flashes made with signalling apparatus.

International Visual Signals for Air Traffic Control

64. An aircraft registered in Great Britain and Northern Ireland, when being operated on or in the vicinity of an aerodrome within the territory of another Contracting State shall comply, as may be necessary, with the visual signals described or mentioned in this Rule, when any such signals are displayed at such aerodrome, that is to say:—

(1) *Directional Light Signals and Pyrotechnic Signals*

(*a*) The landing and movement signals described in Rules 41 and 44.

(*b*) A directional light signal showing a series of alternating red and green flashes, which may be used by the Aerodrome Control, to indicate to an aircraft in flight or on the aerodrome that there is danger and that the person in command of the aircraft should be on the alert, in any of the following circumstances:—

(i) When aircraft are on converging courses and there is a possibility of collision.

(ii) When hazardous conditions (such as obstructions, soft fields, ice on runway and similar hazards) are present and the person in command of the aircraft must be unusually alert in order to complete an operation safely.

(iii) When mechanical trouble is apparent to Aerodrome Control and there is reason to believe that the person in command of the aircraft may not be aware of such trouble.

(iv) In any other case where the display of the signal is deemed necessary by Aerodrome Control in the interests of safety.

(2) *Ground Signals:* The following signals, referred to in Section VIII of these Rules, that is to say:—

(a) *Prohibition of landing.*

The red square panel with two yellow diagonals referred to in sub-paragraph (a) of paragraph (4) of Rule 47.

(b) *Need for special precautions while approaching to land or landing.*

The red square panel with one yellow diagonal referred to in sub-paragraph (b) of paragraph (4) of Rule 47.

(c) *Instructions to use runway only.*

The white dumb-bell signal referred to in sub-paragraph (a) of paragraph (4) of Rule 46.

(d) *Unserviceableness of the Movement Area.*

The white crosses referred to in paragraph (3) of Rule 46.

(e) *Direction for landing or take-off.*

The landing T and, where necessary, the cautionary disc, associated therewith, referred to in paragraph (1) of Rule 47.

(f) *Direction of take-off to be verified with Aerodrome Control.*

The black ball signal referred to in sub-paragraphs (c) and (d) of paragraph (1) of Rule 47.

(g) *Direction for take-off.*

The set or sets of two figures referred to in sub-paragraph (a) of paragraph (2) of Rule 47.

(h) *Aerodrome Control in operation.*

The square flag with red and yellow squares referred to in sub-paragraph (b) of paragraph (2) of Rule 47.

(i) *Aerodrome Control Reporting Office.*

The letter C referred to in paragraph (6) of Rule 47.

(j) *VFR operations restricted.*

The flashing amber light referred to in sub-paragraph (c) of paragraph (5) of Rule 47.

In place of the landing T referred to in (e) above there may be displayed a Tetrahedron, to indicate the direction in which aircraft must land or take off in which case aircraft must land or take off in the direction towards which the Tetrahedron points unless otherwise directed by Aerodrome Control.

SECTION XII

Lights to be Displayed by Aircraft (Great Britain and Northern Ireland)

General

65.—(1) Subject to the provisions of Rule 20 the lights described in this Section shall be displayed by aircraft flying in Great Britain and Northern Ireland.

(2) For the purposes of this Section—

(*a*) An aircraft shall be deemed to be " on the surface of the water " when any part of the aircraft is in contact with the water.

(*b*) An aircraft, being in the air or on the surface of the water, shall be deemed to be " under way " when it is not moored to the ground or to any fixed object on the land or in the water.

(*c*) An aircraft under way in the air or on the surface of the water shall be deemed to be " making way " when it has a velocity relative to the air or water respectively.

(*d*) An aircraft shall be deemed not to be " under control " when it is unable to execute a manoeuvre required in respect of it by these Rules or by the Regulations for Preventing Collisions at Sea.

(*e*) The expression " visible ", when used in relation to lights, means visible on a dark night with a clear atmosphere.

(*f*) The expression " plane of symmetry " in relation to an aircraft means the plane of symmetry passing through the longitudinal axis of the aircraft.

(*g*) The angular limits for lights laid down shall be determined when the aircraft is in its normal attitude for flying on a rectilinear horizontal course.

(3) Where owing to difficulty in producing lamps to meet the requirements of this Section as regards sector lights an overlap of those lights is unavoidable, the overlap shall be kept as small as possible. There shall be no sector in which no light is visible.

(4) Nothing in this Section shall interfere—

(*a*) with the operation of any special rules made by any State with respect to additional signal or station lights for military aircraft, aircraft exclusively employed in State service or aircraft in group formation; or

(*b*) with the exhibition of recognition signals adopted by owners of aircraft which have been authorised by their respective Governments and duly published.

Flying Machines

66.—(1) Every flying machine in the air or on the movement area of a land aerodrome, unless within a suitably marked Parking Area, shall display the following lights:—

(*a*) on the right side, a green light, fixed so as to show an unbroken light, visible at a distance of at least 5 nautical miles, throughout a dihedral angle of 110° formed by two vertical planes of which one is parallel to the plane

of symmetry of the aircraft and directed dead ahead and the other is directed to the right;

(*b*) on the left side, a red light, fixed so as to show an unbroken light, visible at a distance of at least 5 nautical miles, throughout a dihedral angle of 110° formed by two vertical planes, of which one is parallel to the plane of symmetry of the aircraft and directed dead ahead, and the other is directed to the left;

(*c*) at the rear, a white light, fixed so as to show astern an unbroken light, visible at a distance of at least three nautical miles, throughout a dihedral angle of 140° formed by two vertical planes and bisected by the plane of symmetry of the aircraft.

(2) In cases where, in order to comply with the foregoing provisions of this Rule, a single light has to be replaced by several lights, the field of visibility of each of those lights shall be so limited that only one of them can be seen at a time.

Flying Machines on the water

67. With reference to Rule 19—

(1) Every flying machine under way on the surface of the water shall display lights between sunset and sunrise in accordance with the following provisions of this Rule:—

(*a*) if it is under control and is not being towed, it shall display the lights specified in Rule 66 and in addition, forward, a white light fixed so as to show forward an unbroken light, visible at a distance of at least three nautical miles, throughout a dihedral angle of 220° formed by two vertical planes and bisected by the plane of symmetry of the aircraft;

(*b*) if it is being towed, it shall display the lights specified in Rule 66;

(*c*) if it is not under control, it shall display two red lights placed where they can best be seen, one vertically over the other, not less than three feet apart, both being visible, so far as practicable, all round the horizon, at a distance of at least two nautical miles, and it shall also display—

(i) if making way, the lights specified in Rule 66; or

(ii) if not making way, the light specified in sub-paragraph (c) of paragraph (1) of Rule 66;

(*d*) if it is towing another flying machine or a glider, it shall display the lights specified in Rule 66 and it shall also display, forward, two white lights placed where they can best be seen, one vertically over the other, not less than six feet apart and both being visible at a distance of at least three nautical miles throughout a dihedral angle of 220° formed by two vertical planes and bisected by the plane of symmetry of the aircraft.

(2) Every flying machine at anchor or moored on the surface of the water shall display lights between sunset and sunrise in accordance with the following provisions:—

(*a*) in every case, it shall display forward centrally where it can best be seen a white light visible all round the horizon at a distance of at least one nautical mile;

(*b*) in a case where the length of the flying machine is 150 feet or upwards, it shall display, in addition to any other light required by this paragraph to be displayed, a white light at or near its stern at a lower height than the forward light specified in sub-paragraph (*a*) of this paragraph, and visible all round the horizon at a distance of at least one nautical mile;

(*c*) in a case where the maximum lateral dimension of the flying machine is 150 feet or upwards, it shall display, in addition to any other light required by this paragraph to be displayed, a white light on each side placed in such a manner as to demarcate the maximum lateral dimension of the flying machine and visible, so far as practicable, all round the horizon at a distance of at least one nautical mile.

Gliders

68. A glider shall display either a red light visible so far as practicable in all directions or the lights specified in Rule 66.

Free Balloons

69. A free balloon shall display a red light placed at least fifteen and at most thirty feet below the basket and visible so far as practicable in all directions at a distance of at least two and a half nautical miles.

Airships

70.—(1) Except as provided in paragraph (3) of this Rule, an airship when under way shall display the following lights—

(*a*) forward, a white light fixed so as to show forward an unbroken light, visible at a distance of at least five nautical miles, throughout a dihedral angle of 220° formed by two vertical planes and bisected by the plane of symmetry of the aircraft;

(*b*) on the right side, a green light fixed so as to show an unbroken light, visible at a distance of at least five nautical miles, throughout a dihedral angle of 110° formed by two vertical planes, of which one is parallel to the plane of symmetry of the aircraft and directed dead ahead, and the other is directed to the right;

(*c*) on the left side, a red light fixed so as to show an unbroken light visible at a distance of at least five nautical miles, throughout a dihedral angle of 110° formed by two vertical planes, of which one is parallel to the plane of symmetry of the aircraft and directed dead ahead, and the other is directed to the left;

(*d*) at the rear, a white light fixed so as to show astern an unbroken light visible at a distance of at least three nautical miles, throughout a dihedral angle of 140° formed by two vertical planes and bisected by the plane of symmetry of the aircraft. In a case where, in order to comply with the foregoing provisions of this paragraph, a single light has to be replaced by several lights, the field of visibility of each of these lights shall be so limited that only one can be seen at a time.

(2) An airship which is under way and which is not under control or which has voluntarily stopped its engines, or which is being towed, shall display the following lights—

(*a*) the forward and rear lights specified in sub-paragraphs (*a*) and (*d*) of paragraph (1) of this Rule;

(*b*) in addition, below the airship, two red lights placed vertically one below the other twelve feet apart, the upper light being twenty five feet below the control car, and both being visible, so far as practicable, in all directions at a distance of not less than two and a half nautical miles;

(*c*) in addition, if making way but not otherwise, the side lights specified in sub-paragraphs (*b*) and (*c*) of paragraph (1) of this Rule.

(3) By day, an airship in the circumstances mentioned in paragraph (2) of this Rule, shall display a group of two black balls or shapes each at least two feet in diameter, placed vertically one below the other twelve feet apart, the upper one being twenty five feet below the control car, and both being visible, so far as practicable, in all directions.

Where necessary, in order to comply with the foregoing provisions, the said group of two black balls or shapes may be duplicated.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order amends the Air Navigation (Consolidation) Order, 1923, by (*a*) providing for regulating the conditions under which noise and vibration may be caused by aircraft on licensed aerodromes and Government Aerodromes; (*b*) amending the provisions as to the registration of aircraft; (*c*) extending the provisions as to load-sheets for public transport aircraft; and (*d*) substituting for Schedule IV a new Schedule containing a revised code of Rules of the Air and Air Traffic Control.

The Air Navigation (Amendment) (No. 2) Order, 1948

1948 No. 2074

Made - - - -	*13th September,* 1948
Laid before Parliament	*14th September,* 1948
Coming into Operation	*15th September,* 1948

At the Court at Buckingham Palace, the 13th day of September, 1948

Present,

The King's Most Excellent Majesty in Council

Whereas in pursuance of the powers conferred upon Him by the Air Navigation Act, 1920(**a**), His Majesty in Council was pleased to make the Air Navigation (Consolidation) Order, 1923(**b**) (hereinafter referred to as "the principal Order"):

And Whereas the Air Navigation Act, 1920, was amended by the Air Navigation Act, 1936(**c**):

And Whereas further provision for the regulation of air navigation was made by the Air Navigation Act, 1947(**d**):

And Whereas the principal Order has from time to time been amended by subsequent Orders(**e**):

And Whereas it is expedient that the principal Order should be further amended in manner hereinafter appearing:

Now, therefore, His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. In Article 10 of the principal Order—

(*a*) in paragraph (1) immediately after the words and figures "or Article 18" there shall be inserted the words and figures "or Article 25A";

(**a**) 10 & 11 Geo. 5. c. 80.
(**b**) S.R. & O. 1923 (No. 1508) p. 13.
(**c**) 26 Geo. 5 & 1 Edw. 8. c. 44.
(**d**) 10 & 11 Geo. 6. c. 18.
(**e**) Reprinted with all previous amendments under title "Air Navigation (Consolidation) Order, 1923, as amended to 19th February, 1946", and since amended by the Air Navigation (Amendment) (Lading of Stores) Order, 1947, S.R. & O. 1947 (No. 193) I, p. 68.

(*b*) in paragraph (2) for the words and figures " in relation to paragraph 11 of Schedule VIII to this Order includes any officer of Customs and Excise and any police officer " there shall be substituted the words and figures " includes (i) in relation to Article 25A of this Order any police officer and (ii) in relation to paragraph 11 of Schedule VIII to this Order any officer of Customs and Excise and any police officer ".

2. After Article 25 of the principal Order there shall be inserted the following Article—

" 25A. An aircraft registered in any State other than Great Britain and Northern Ireland if engaged in the carriage of passengers or goods for hire or reward shall not take on board or discharge passengers or goods at any place within Great Britain and Northern Ireland except in accordance with the terms of any agreement for the time being in force between His Majesty's Government in the United Kingdom and the Government of the State in which the aircraft is registered or in accordance with the special permission of the Minister of Civil Aviation and subject to any conditions or limitations which he may specify ".

3.—(1) This Order may be cited as the Air Navigation (Amendment) (No. 2) Order, 1948.

(2) This Order shall come into operation on 15th September, 1948.

E. C. E. Leadbitter.

EXPLANATORY NOTE

(*This Note is not part of the Order, but is intended to indicate its general purport.*)

This Order amends the Air Navigation (Consolidation) Order, 1923, by providing that aircraft registered in any State other than Great Britain and Northern Ireland shall not take on board or disembark at any place within Great Britain and Northern Ireland passengers or goods carried for hire or reward, except in accordance with the terms of any agreement for the time being in force between His Majesty's Government in the United Kingdom and the Government of the State in which the aircraft is registered, or in accordance with the special permission of the Minister of Civil Aviation.

The Air Navigation Regulations, 1948

1948 No. 1404

Made - - - - 24*th June*, 1948
Coming into Operation 24*th June*, 1948
except the requirements in paragraph 1

(*a*) *relating to the carriage of wireless telegraphy apparatus by an aircraft if it is undertaking a flight in circumstances which require it to communicate with air traffic control* 1*st August*, 1948

(*b*) *relating to the carriage of wireless telegraphy apparatus by an aircraft if it is undertaking a flight over the sea beyond gliding distance from any coast* 1*st January*, 1949

In pursuance of the powers conferred upon him by the Air Navigation (Consolidation) Order, 1923(a), (hereinafter referred to as " the Order ") as

(a) S.R. & O. 1923 (No. 1508) p. 13.