STATUTORY INSTRUMENTS

1966 No. 1408

CIVIL AVIATION

The Air Navigation (Amendment) Order 1966

Made - - - -	*11th November* 1966
Laid before Parliament	*17th November* 1966
Coming into Operation	*1st December* 1966

At the Court at Buckingham Palace the 11th day of November 1966

Present,

The Queen's Most Excellent Majesty in Council

Her Majesty, in exercise of the powers conferred upon Her by sections 8, 57 and 59 of the Civil Aviation Act 1949(a) and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:

Citation and Operation

1. This Order may be cited as the Air Navigation (Amendment) Order 1966 and shall come into operation on 1st December 1966.

Interpretation

2. The Interpretation Act 1889(b) applies for the purpose of the interpretation of this Order as it applies for the purpose of the interpretation of an Act of Parliament.

Amendment of Air Navigation Order 1966

3. The Air Navigation Order 1966(c) shall be amended as follows:

(1) At the end of Article 2(8) the following shall be added:

"Provided that the Board shall not be required to furnish a certificate of registration if the registered owner is the holder of an aircraft dealer's certificate granted under this Order who has made to the Board and has not withdrawn a statement of his intention that the aircraft is to fly only in accordance with the "C Conditions" set forth in Schedule 2 to this Order, and in that case the aircraft shall fly only in accordance with those Conditions."

(2) The following shall be added to Article 2 immediately after paragraph (8) thereof:

"(8A) The Board may grant to any person an aircraft dealer's certificate if they are satisfied that he has a place of business in the United Kingdom for buying and selling aircraft."

(3) In Article 83(1), after the definition of "prescribed", there shall be inserted the following definition:

" 'Pressurised aircraft' means an aircraft provided with means of maintaining in any compartment a pressure greater than that of the surrounding atmosphere;"

(a) 1949 c. 67. (b) 1889 c. 63. (c) S.I. 1966/1184 (1966 III, p.3073).

(4) In Schedule 2—

(*a*) For the heading and the first paragraph there shall be substituted the following:

"*Articles* 1(1), 2(8), 5(1) *and* 33(5)

A, B AND C CONDITIONS

The A Conditions, B Conditions and C Conditions referred to in Articles 1(1), 2(8), 5(1) and 33(5) of this Order are as follows:"

(*b*) After the B Conditions there shall be inserted the following:

"*C Conditions*

(1) The operator of the aircraft shall be the registered owner of the aircraft, who shall be the holder of an aircraft dealer's certificate granted under this Order.

(2) The aircraft shall fly only for the purpose of—

(*a*) testing the aircraft; or

(*b*) demonstrating the aircraft with a view to the sale of that aircraft or of other similar aircraft; or

(*c*) proceeding to or from a place at which the aircraft is to be tested or demonstrated as aforesaid, or overhauled, repaired or modified; or

(*d*) delivering the aircraft to a person who has agreed to buy or lease it.

(3) The aircraft shall fly only within the United Kingdom."

(5) The first column of item 2(*j*) in the Table in paragraph 4 of Schedule 5 to the Order shall be deleted to the end of sub-paragraph (v) and the following shall be substituted therefor:

"(*j*) (i) on all flights by flying machines first registered (whether in the United Kingdom or elsewhere) on or after 1st January 1967 being turbine-jet aircraft with a maximum total weight authorised over 12,500 lb. or pressurised aircraft with a maximum total weight authorised over 25,000 lb.;

(ii) on all flights on or after 1st July 1968 by such flying machines as aforesaid, being aircraft first registered (whether in the United Kingdom or elsewhere) before 1st January 1967;".

(6) Item 2(*l*) in the first column of the Table in paragraph 4 of Schedule 5 to the Order shall be deleted and the following shall be substituted therefor:

"on all flights on or after 1st February 1967 by a pressurised aircraft".

(7) For the description of Scale O in paragraph 5 of Schedule 5 to the Order, there shall be substituted the following:

"*Scale O*

A radar set capable of giving warning to the pilot in command of the aircraft and to the co-pilot of the presence of cumulo-nimbus clouds and other potentially hazardous weather conditions: provided that if the set becomes unserviceable so as to give the warning only to one pilot, it shall nevertheless be sufficient so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired."

W. G. Agnew.

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order amends the Air Navigation Order 1966 by—

(*a*) dispensing with the issue of a certificate of registration in respect of aircraft registered in the name of the holder of an aircraft dealer's certificate;

(*b*) by changing the kinds of aircraft required to carry storm warning radar, and the type of radar to be carried, which must be capable of giving warning not only to the pilot in command as heretofore but also to the co-pilot.