EXPLANATORY NOTE

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

This Order, made under Section 8 of the Civil Aviation Act, 1949, amends the Air Navigation Order, 1949, and includes further requirements for the promotion of safety and efficiency in the operation of scheduled and non-scheduled air transport services in accordance with internationally agreed standards and recommendations. Other amendments relate to the lights to be displayed by aircraft, the temporary closing of aerodromes in certain circumstances, the fees chargeable in respect of the issue of various documents, gliders and other matters.

The Air Navigation (General) (Amendment) Regulations, 1950

1950 No. 569

Made - - - -	*5th April*, 1950
Coming into Operation	*1st May*, 1950

The Minister of Civil Aviation, in exercise of the powers conferred upon him by the Air Navigation Order, 1949(a), and of all other powers enabling him in that behalf, hereby makes the following Regulations amending the Air Navigation (General) Regulations, 1949(b), hereinafter referred to as "the said Regulations".

1. In Regulation 2 of the said Regulations, the words "Certified point" and the interpretation thereof shall be omitted.

2. In Regulation 12 of the said Regulations, the following proviso shall be inserted at the end of condition (iv) of the "A Conditions":—

"Provided that when the flight is being made for the purpose of testing the radio apparatus installed in the aircraft the aircraft may be flown to and within the vicinity of the radio testing station suitable for the carrying out of the said tests which is nearest to the place of departure."

3. For Section V of the said Regulations, the following Section shall be substituted:—

"SECTION V

INSTRUMENTS, EQUIPMENT AND SAFETY DEVICES, FOR AIRCRAFT

19. With reference to Article 30 of the Order, the instruments and equipment to be carried and maintained in a fit condition for immediate use in aircraft registered in the United Kingdom, when flying or about to fly, and the devices to be used and the precautionary measures to be taken therein for the purpose of securing the safety of the aircraft are as specified in this Section.

20.—(1) The instruments and equipment specified in this Section shall be of approved types and shall be installed or stowed in the aircraft in a manner approved for the purpose of securing their satisfactory functioning, except that the following may be of any type suitable for the purpose

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(a) S.I. 1949 (No. 349) I, p. 165. (b) S.I. 1949 (No. 374) I, p. 264.

and may be installed or carried in any manner which will ensure that they can be used effectively as and when required:—

Maps and charts.

The navigational instruments referred to in paragraph (9) (*b*) of Regulation 24.

The apparatus referred to in paragraph (4) (*b*) of Regulation 24.

Timepieces.

Chart tables.

First aid kits.

Sea anchors (drogues).

Torches.

Whistles.

Sound signals.

Equipment for mooring or for anchoring.

Mooring lights.

(2) In the case of aircraft carrying passengers for hire or reward, first aid kits shall contain equipment suitable for rendering first aid in any accident that may occur and sufficient for the purpose having regard to the number of persons on board the aircraft, and shall include the following items:—

Materials: Bandages, splints, antiseptic gauze, adhesive plaster, lint, cotton wool, safety pins.

Instruments: Tourniquet or haemostatic bandage, scissors, forceps.

Drugs: Water-miscible antiseptic, analgesic, narcotic (if morphine or other drugs to which Part III of the Dangerous Drugs Act, 1920(a) applies is carried the quantity shall be on the basis of not more than ¼ grain per person and in the form of ampoule syringes), stimulant, remedy for burns.

21. For the purposes of paragraph (1) of Regulation 20, instruments and equipment shall be deemed to be of an approved type if they are of a type which has been certified by the Board or by any person authorised for the purpose by the Board as complying with a particular specification which is for the time being approved by the Board.

22. The instruments, equipment, devices and precautionary measures referred to in Regulation 19 are as set out in this Regulation and Regulations 23 to 29 in the cases therein indicated.

ALL FLYING MACHINES

In flying machines for all flights.

(*a*) The instruments, equipment and devices required for the issue of a certificate of airworthiness in respect of the particular aircraft;

(*b*) maps or charts to cover the whole route of the proposed flight and any route to which the pilot in charge of the flying machine may reasonably expect to be diverted. Information to which the pilot in charge may need to refer in flight in order to comply with the Rules of the Air and Air Traffic Control in Schedule II to the Order;

(*c*) first aid kit, except in the case of private flying machines;

(*d*) spare electrical fuses for all electrical circuits the fuses of which can be replaced in flight, consisting of 10 per cent. of the number of each rating, or 3 of each rating, whichever is the greater;

(*e*) in flying machines designed to maneouvre on the water, the equipment for making the sound signals specified in Rule 19 (1) (*b*) in Schedule II to the Order.

(a) 10 & 11 Geo. 5. c. 46.

23. The items specified in this Regulation and in Regulation 24 shall, in so far as they may not be included in the requirements specified in Regulation 22, also be carried by flying machines in the cases indicated in this Regulation or in Regulation 24, whichever may be applicable.

(1) *In flying machines for flights by night.*

(*a*) Equipment for displaying, as required by Rule 19 or Rule 20 (1) in Schedule II to the Order, the lights described in Rule 67 or Rule 66 in that Schedule ;

(*b*) in flying machines not equipped with radio communication apparatus, equipment for making the visual signal specified in Rule 41 (3) in Schedule II to the Order ;

(*c*) adequate electrical illumination, supplied from the main source of supply in the flying machine, for the instruments and equipment (including maps) the carriage of which is prescribed and the illumination of which is necessary to enable use to be made of them during flight ;

(*d*) turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator.

(2) *In flying machines for flights made under Instrument Flight Rules in Flight Information Regions above the height notified in accordance with Rule 27 in Schedule II to the Order.*

(*a*) Turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator ;

(*b*) as from the first day of October, 1950, two sensitive altimeters adjustable for changes in barometric pressure, one of which may be the altimeter required for the issue of a certificate of airworthiness.

(3) *In flying machines for flights made under Instrument Flight Rules in Flight Information Regions below the height notified in accordance with Rule 27 in Schedule II to the Order or for flights made in accordance with a special Visual Flight Rule clearance.*

(*a*) Turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator ;

(*b*) as from the first day of October, 1950, a sensitive altimeter adjustable for changes in barometric pressure, unless the altimeter required for the issue of the certificate of airworthiness meets this condition.

(4) *In flying machines for flights made under Instrument Flight Rules in Control Zones and Control Areas.*

(*a*) Turn-and-slip indicator ;

(*b*) gyroscopic bank and pitch indicator ;

(*c*) gyroscopic direction indicator ;

(*d*) two sensitive altimeters adjustable for changes in barometric pressure, one of which may be the altimeter required for the issue of a certificate of airworthiness ;

(*e*) timepiece with a centre seconds' hand ;

(*f*) means of indicating that the power supply to the gyroscopic instruments is working satisfactorily ;

(*g*) rate of climb and descent indicator ;

(*h*) in flying machines the maximum total weight authorised of which exceeds 12,500 lb., a means of indicating the outside air temperature ;

(*j*) in flying machines the maximum total weight authorised of which exceeds 12,500 lb., two air speed indicators ;

(*k*) approach chart for each aerodrome specified in the flight plan.

(5) *In flying machines for flights involving aerobatic manoeuvres.*

(*a*) Safety harness for every seat in use.

PUBLIC TRANSPORT FLYING MACHINES

24.—(1) *For all flights*

(*a*) Safety harness for every pilot's seat in use, or, in the case of a flying machine in respect of which an application for a certificate of airworthiness was made prior to 1st April, 1949, a safety belt for every pilot's seat in use ;

(*b*) safety belt or safety harness for every passenger's seat and means of indicating to the passengers when they should be fastened ;

(*c*) sensitive altimeter adjustable for changes in barometric pressure, unless the altimeter required for the issue of the certificate of airworthiness meets this condition ;

(*d*) timepiece with a centre seconds' hand ;

(*e*) turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator ;

(*f*) such other instruments, equipment and supplies as the Minister may, at his discretion, require to be carried on flights across notified areas where search and rescue would be especially difficult, or in the particular circumstances of the case.

(2) *For flights by night or under Instrument Flight Rules by public transport flying machines the maximum total weight authorised of which exceeds* 2,500 *lb.*

(*a*) The equipment specified in paragraph (4) of Regulation 23.

(3) *For all flights which involve manoeuvres on the water.*

(*a*) Lifebelt, or equivalent, equipped with a waterproof torch and whistle for each person on board and stowed in a position easily accessible from the person's seat ;

(*b*) notices displayed in each passenger compartment stating where the lifebelts are situated and instructing passengers how to use them in the event of their being required ;

(*c*) additional flotation equipment, of not less than 20 per cent. of the capacity of the equipment required under (*a*) above, provided in a stowage accessible from outside the flying machine ;

(*d*) equipment of marine type for making, from the surface of the water, the pyrotechnical signal of distress specified in Rule 62 in Schedule II to the Order ;

(*e*) equipment for mooring or for anchoring appropriate to the maximum total weight authorised for the flying machine.

(4) *For flights which involve maneouvres on the water by flying machines the maximum total weight authorised of which exceeds* 5,000 *lb.*

(*a*) Sea anchor (drogue) ;

(*b*) apparatus, as necessary to facilitate manoeuvring the aircraft under its own engine power on the water as appropriate to its weight, size and handling characteristics, and, where such apparatus is not controlled by the pilot, a communication system enabling him to instruct the operator thereof as may be necessary.

(5) *For flights over water beyond gliding distance from any coast or shore.*

(*a*) The equipment and notices specified at (*a*) and (*b*) respectively in paragraph (3) of this Regulation ;

(*b*) equipment necessary for making the pyrotechnical signal of distress and the green light urgency signals specified in Rules 62 and 63 respectively in Schedule II to the Order.

(6) *For flights by aeroplanes over water, the following equipment (when required under paragraphs* (2) *and* (3) *of Regulation* 36 *in Section VI of these Regulations to be carried).*

(*a*) Suitably equipped dinghies of an approved type sufficient to accommodate all occupants of the aeroplane. Each dinghy shall carry the following equipment:—

(i) means for maintaining buoyancy;
(ii) a drogue to reduce drift;
(iii) life lines and means of attaching one raft to another;
(iv) paddles or other means of propulsion;
(v) equipment to protect the occupants from the elements;
(vi) a waterproof torch;
(vii) marine type pyrotechnical distress signals;
(viii) means of making sea water drinkable;
(ix) sufficient food and water to sustain the occupants of the dinghy for a period as notified;
(x) first aid equipment.

(*b*) The items (i), (ii), (iii), (iv), (v) and (vii) referred to above shall be of a type approved for operation in the type of dinghy in which they are installed. The remaining items do not require approval.

(*c*) Routine maintenance and inspection of dinghies and dinghy equipment shall be carried out to ensure that they are maintained in a serviceable condition.

(*d*) The method of stowage of dinghies required by sub-paragraph (*a*) above and the method of launching shall be such as to ensure the most expeditious and efficient use of them in the event of a forced landing of the aeroplane.

(*e*) The equipment specified in (vi) to (x) of sub-paragraph (*a*) shall be contained in a pack and one such pack shall be stowed with each dinghy so that it is immediately available when the dinghy is launched.

(*f*) For every four or proportion of four dinghies, one dinghy radio transmitter shall be carried in the aeroplane in the position in which it would be most readily available for use in an emergency. The radio transmitter shall be of an approved type and the method of stowage in the aeroplane and subsequent operation in the dinghy shall be approved.

(*g*) In the case of flights over water by flying machines other than aeroplanes, such items of equipment shall be carried as the Minister may require. (Particulars of these requirements may be obtained from the Secretary, Ministry of Civil Aviation, London, W.C.1.)

(7) *For flights by night.*

(*a*) Landing lights consisting of two single-filament or one dual-filament lamp with separately energised filaments;

(*b*) cabin lights in all passenger compartments;

(*c*) torch for each member of the aircraft personnel on duty.

(8) *For flights in the course of which a height of* 10,000 *feet or more above sea level is likely to be reached.*

(*a*) A supply of oxygen together with suitable apparatus for the use thereof by the personnel of the aircraft, and a separate supply together with suitable apparatus for the use thereof by passengers, if carried, such supply and apparatus being in the latter case under the control of a member of the operating crew :

Provided that, where the air space in the control compartment and passenger compartments, if any, is kept at a pressure greater than that of the international standard atmosphere at 10,000 feet, such oxygen only as would be necessary for the personnel of the aircraft as an emergency measure in the event of pressure failure, need be provided ;

(*b*) when a supply of oxygen must be carried, means of indicating to the passengers in each passenger compartment at appropriate times when oxygen should be used, and method of use.

(9) *For flights on which a licensed flight navigator is required to be on board.*

(*a*) Chart table ;

(*b*) such navigational instruments as are necessary for the particular flight ;

(*c*) adequate facilities for the taking of astronomical observations, including observations for checking the magnetic compass.

(10) *For flights when the weather reports available at the time of departure indicate the probability that conditions predisposing to ice formation will be encountered.*

(*a*) Means of preventing the formation of or means of removing such ice on the wings, tail surfaces and control surfaces as would seriously alter the aero-dynamic characteristics of the aircraft or interfere with the proper functioning of its flying controls ;

(*b*) means of preventing the formation of or means of removing such ice on the propellers as would seriously alter their aero-dynamic characteristics and, in the case of a variable-pitch propeller, would interfere with its pitch-changing mechanism ;

(*c*) means of protecting any fixed aerial to ensure that ice accretion will not interfere with the electrical insulation ;

(*d*) if a non-retractable direction-finding loop is fitted, means of preventing ice accretion thereon ;

(*e*) such safeguards, whether by heating or otherwise, as are necessary to ensure that all instruments and equipment required for use during the flight of the aircraft will continue to function under icing conditions ;

(*f*) means of preventing the formation of or means of removing ice on such portion of the pilot's windscreen as is necessary to provide an adequate view.

(11) *For flights on which passengers are carried.*

The pilot in charge of the flying machine, or other member of the crew to whom the responsibility has been delegated by the operator of the flying machine shall—

(*a*) before the commencement of a flight, take reasonable steps to ensure that all safety belts and safety harnesses have been correctly fastened and that the passengers have been made aware of their method of operation ;

(*b*) before each landing of the flying machine, take reasonable steps to ensure that all safety belts and safety harnesses have been correctly fastened ;

(*c*) when conditions of turbulent air prevail and if he considers such a precaution necessary, take reasonable steps to ensure that all safety belts and safety harnesses have been correctly fastened ;

(*d*) in the case of flights by land planes over water beyond 30 minutes flying distance from the nearest shore, show the passengers by practical demonstration before the take-off or before reaching 30 minutes flying distance from the nearest shore, the position of the lifebelts, or equivalents, and the method of their operation ;

(*e*) in the case of flights by flying boats over water, show the passengers by practical demonstration before the take-off the position of the lifebelts, or equivalents, and the method of their operation.

GLIDERS

25. *In public transport and aerial work gliders.*

The instruments, equipment and devices required for the issue of a certificate of airworthiness in respect of the particular glider. Such additional instruments and equipment as the Minister may, at his discretion, require to be carried in the particular case.

26. The items specified in this Regulation shall, in so far as they may not be included in the requirements specified in Regulation 25, also be carried by gliders in the cases respectively indicated.

(1) *In all gliders for flights by night.*

(*a*) Equipment for displaying, as required by Rule 20 (1) in Schedule II to the Order, the lights described in Rule 68 in that Schedule ;

(*b*) adequate electrical illumination, supplied from the main source of supply in the glider, for the instruments and equipment (including maps) required to be carried and the illumination of which is necessary to enable use to be made of them during flight.

(2) *In all gliders for flights involving aerobatic manoeuvres.*

Safety harness for every seat in use.

FREE BALLOONS

27.—(1) *For all flights*

(*a*) Equipment necessary for making the pyrotechnical signal of distress specified in Rule 62 in Schedule II to the Order ;

(*b*) such other instruments and equipment as the Minister may, at his discretion, require to be carried in the particular case.

(2) *In addition for flights by night*

Equipment for displaying, as required by Rule 20 (1) in Schedule II to the Order, the lights described in Rule 69 in that Schedule.

CAPTIVE BALLOONS

28. *For all flights*

(*a*) Such instruments and equipment as the Minister may, at his discretion, require to be carried in the particular case ;

(*b*) equipment for displaying the lights and markings specified in Section XVI of these Regulations.

DUPLICATION OF CERTAIN INSTRUMENTS

29. If any instrument, indicator or gauge required under this Section to be provided and fitted in an aircraft is not, in the opinion of the Minister, conveniently visible for the performance of his duties to any member of the operating crew from his ordinary place of duty, a further such instrument, indicator or gauge, so disposed as to be conveniently visible to him, shall be provided and fitted in the aircraft."

4. In Regulation 36 of the said Regulations, for the references in paragraphs (2) and (3) to "paragraph (5)" there shall be substituted references to "paragraph (6)".

5. After Section VI of the said Regulations, the two following Sections shall be inserted:—

"SECTION VIA

TRAINING, PRACTICE AND PERIODICAL TESTS FOR OPERATING CREWS OF AIRCRAFT FLYING ON SCHEDULED JOURNEYS

38A. With reference to Article 17 (3) of the Order, the following requirements shall have effect in relation to the operating crew of every aircraft registered in the United Kingdom which is employed on a scheduled journey.

38B. The operator of the aircraft (hereinafter in this Section called the "operator") shall provide means for every member of the operating crew of the aircraft to have training, practice and periodical tests for the purpose of ensuring that each such member is competent to act in the capacity in which he is acting as such member regard being had to the type of the aircraft and to the type of any equipment which he is required to use. The periodical tests of pilots of aircraft shall be so arranged that each pilot is tested twice within any period of one year, the period between each such test being not less than four calendar months.

38C. Before a pilot is assigned as pilot in charge of an aircraft on a route for which he has not previously been regarded as qualified the operator shall ensure that he has

(*a*) made two one-way flights over that route within the immediately preceding twelve calendar months, including one flight within the immediately preceding two calendar months, either as second pilot in any type of operation or as pilot in charge in an operation other than a scheduled journey;

(*b*) during the immediately preceding twelve calendar months

(i) carried out in flight the established instrument approach procedures at each aerodrome of intended destination on the route which may need to be used under IFR weather conditions; and

(ii) carried out in flight or by simulated means the established instrument approach procedures at each other aerodrome on the route which may need to be used under IFR weather conditions:

Provided that compliance with the provisions of paragraph (*b*) (i) and (ii) of this Regulation shall not be required at aerodromes equipped with a precision or runway approach system and having approach procedures identical with those which the pilot has demonstrated his competence to carry out, if it can be shown to the satisfaction of the Minister that the surrounding terrain of any such aerodrome presents no special difficulties;

(*c*) been certified as competent to fly as pilot in charge of aircraft on that route by a pilot who is himself competent so to fly and who is authorised by the operator to give such certification.

38D. The operator shall take steps to ensure that a pilot who has previously been regarded as competent to act as pilot in charge of aircraft employed on a particular route does not continue so to act on that route unless he has, within the immediately preceding twelve calendar months, made two one-way flights over the route either as pilot in charge or as second pilot or unless he has complied with the requirements in paragraph (*b*) of Regulation 38C.

38E. In respect of flights carried out by an operator over a new route the Minister may, at his discretion and subject to such conditions or limitations which may appear to him to be required, by written authority grant exemption from all or any of the requirements in Regulation 38C: Provided that, on flights which are the subject of such exemption, passengers shall not be carried for hire or reward.

38F. The operator shall ensure that members of the operating crew of aircraft employed by him are properly instructed in the use of the life saving equipment required to be carried in the aircraft and in the measures to be taken for the evacuation of the aircraft in emergency. The competency of each such member in these matters shall be checked by tests carried out by the operator at least once in any period of twelve calendar months."

"SECTION VIB

OPERATIONS MANUAL

38G. With reference to Article 17 (4) of the Order, the particulars first therein referred to, to be contained in an Operations Manual, are the following:—

(*a*) In respect of a flight on a scheduled journey—

(i) instructions outlining the responsibilities of operations personnel relating to the conduct of flight operations;

(ii) particulars of the operating crew to be carried in the aircraft on each stage of the route to be flown, including instructions as to the person to be in command of the aircraft and as to the order and circumstances in which such command should be assumed by other persons;

(iii) emergency flight procedures;

(iv) the minimum altitudes for safe flight on each stage of the route to be flown;

(v) the circumstances in which a radio listening watch must be maintained;

(vi) a list of the navigational equipment to be carried in the aircraft;

(vii) instructions as to the manner of computing the quantities of fuel and oil to be carried by the aircraft on each stage of the route to be flown. Such instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines whilst en route;

(viii) the conditions under which oxygen is to be used ;

(ix) a route guide (which may be a separate document but which in that case must be connected with the Operations Manual), containing information relating to communication and search and rescue facilities, navigational aids, aerodromes, in-flight procedures and such other information as the operator may deem necessary for the proper conduct of flight operations.

(*b*) In respect of a flight other than a flight on a scheduled journey—

(i) instructions outlining the responsibilities of operations personnel relating to the conduct of flight operations ;

(ii) particulars of the operating crew to be carried in the aircraft for each type of operation to be conducted, including instructions as to the person to be in command of the aircraft and as to the order and circumstances in which such command should be assumed by other persons ;

(iii) emergency flight procedures ;

(iv) information as to the basis on which the minimum altitudes for safe flight should be calculated. For a route which is in frequent use the minimum altitudes for safe flight on each stage of the route should be stated ;

(v) the circumstances in which a radio listening watch must be maintained ;

(vi) a list of the navigational equipment to be carried in the aircraft ;

(vii) instructions as to the manner of computing the quantities of fuel and oil to be carried by the aircraft on each stage of the route to be flown. Such instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines whilst en route ;

(viii) the conditions under which oxygen is to be used ;

(ix) instructions as to the means of obtaining information relating to communication and search and rescue facilities, navigational aids, aerodromes, in-flight procedures and such other information as the operator may deem necessary for the proper conduct of flight operations ; provided that for a route which is in frequent use, there shall be a route guide (which may be a separate document but which in that case must be connected with the Operations Manual), containing such information."

6. For Regulations 58 and 59 of the said Regulations the following shall be substituted :—

"*Carriage of a flight engineer.*

58. Where a flight engineer is required by the terms of the certificate of airworthiness to be carried in an aircraft and a separate flight engineer's station is incorporated in the design of the aircraft a flight engineer, qualified under the terms of his licence to act in that capacity in the aircraft, shall be carried and assigned for duties only at the said station

unless the operating crew includes a person, licensed for flight duties in another capacity and being also the holder of the appropriate flight engineer's licence who could, without interference with his normal duties, carry out satisfactorily the duties also of flight engineer, in which case that person may act in the capacity of flight engineer."

"*Carriage of additional pilots.*

59.—(1) When an aircraft carries two or more pilots as members of the operating crew—

(*a*) one of them shall, before the flight commences, be designated by the operator of the aircraft as the senior pilot and the other pilots shall act only under his direction;

(*b*) two pilots shall remain at the controls when the aircraft is departing from or landing at an aerodrome; and

(*c*) at least one pilot shall remain at the controls at all times during flight.

(2) A public transport flying machine having a maximum total weight authorised of more than 22,500 lb. when departing from or arriving at an aerodrome in IFR weather conditions shall carry, to act in the capacity of second pilot and for the particular purpose of assisting the senior pilot during such departure and arrival as aforesaid, a person who is the holder of a commercial, senior commercial or airline transport pilot's licence (flying machines) including an instrument rating."

7. In Regulation 78 of the said Regulations the following proviso shall be inserted and the existing proviso, after the words "Provided that", shall be numbered (ii):—

"Provided that

(i) in the case of an applicant who has experience in the flying of gliders the foregoing requirements, excepting those in respect of cross-country flying, may be reduced to such extent as the Minister may consider appropriate in the particular case; and".

8. In Regulation 79 of the said Regulations, for the words "class or type" in line 3 the words "class, group or type" shall be substituted.

9. In Regulation 84 of the said Regulations, after the word "desired" in line 5, the following words shall be inserted:—

"and, if the application is in respect of aeroplanes in Group C, reasonable flying experience as pilot in charge on each type of aeroplane for which the renewal is desired".

10. In Regulations 89, 100 and 112 of the said Regulations, the following sub-paragraph shall be substituted for sub-paragraph (i) (*d*) of Regulation 89, sub-paragraph (i) (*e*) of paragraph (1) of Regulation 100 and sub-paragraph (i) (*d*) of paragraph (1) of Regulation 112:—

"any private aeroplane the maximum total weight authorised of which does not exceed 12,500 lb. if an aeroplane of the same class is specified in Group 1 of the aircraft rating of the licence".

11. In Regulation 203 of the said Regulations, for the words in sub-paragraph (ii) of paragraph (*a*) " and that a second set of correcting glasses are carried on his person " the following words shall be substituted :—

" and that, in the case of any such applicant with vision in either or both eyes less than 6/24 (20/80), he carries on his person a spare set of correcting glasses ".

12. Regulation 233 of the said Regulations and the heading thereto viz., " Section XIX, Gliding Points," shall be omitted.

13. In Regulation 234 of the said Regulations, there shall be added at the end thereof the following words—

" in the case of a licence of an aircraft navigator, 1st Class, or an aircraft navigator, 2nd Class, and not later than the thirtieth day of September, 1950, in the case of a pilot's licence to fly public transport or aerial work aircraft."

14. In Regulation 235 of the said Regulations, for the date " thirtieth day of June, 1950," therein specified, the date " thirtieth day of September, 1950 " shall be substituted.

15.—(1) These Regulations may be cited as the Air Navigation (General) (Amendment) Regulations, 1950.

(2) These Regulations shall come into operation on the first day of May, 1950.

Signed by order of the Minister of Civil Aviation this fifth day of April, 1950.

A. E. Overton,
Secretary to the
Ministry of Civil Aviation.

The Air Navigation (Radio) (Amendment) Regulations, 1950

1950 No. 570

Made - - - -	*5th April,* 1950
Coming into Operation except as provided in Regulation 2 - -	*1st May,* 1950 *1st October,* 1950

The Minister of Civil Aviation, in exercise of the powers conferred upon him by the Air Navigation Order, 1949(a), and of all other powers enabling him in that behalf, hereby makes the following Regulations amending the Air Navigation (Radio) Regulations, 1949(b), hereinafter referred to as " the said Regulations ".

(a) S.I. 1949 (No. 349) I, p. 165. (b) S.I. 1949 (No. 375) I, p. 341.