EXPLANATORY NOTE

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

This Order substitutes for the existing Rule of the Air dealing with minimum safe altitudes in Schedule II to the Air Navigation Order, 1954, a new Rule which inter alia increases the minimum height at which aircraft may fly over a congested area of a city, town or settlement, and contains new provisions applicable to helicopters. The new Rule will come into operation on 1st January, 1957.

1956 No. 126

The Air Navigation (General) (Amendment) Regulations, 1956

Made - - - -	*3rd February,* 1956
Coming into Operation	*4th February,* 1956

The Minister of Transport and Civil Aviation, in exercise of the powers conferred upon him by the Air Navigation Order, 1954(**a**), as amended by the Air Navigation (Amendment) Order, 1956(**b**), hereby makes the following Regulations :—

Citation and Operation

1. These Regulations may be cited as the Air Navigation (General) (Amendment) Regulations, 1956, and shall come into operation on the fourth day of February, 1956.

Interpretation

2.—(1) In these Regulations, " the Order " means the Air Navigation Order, 1954, as amended by the Air Navigation (Amendment) Order, 1956 and " the Regulations " means the Air Navigation (General) Regulations, 1954(**c**) ;

(2) The Interpretation Act, 1889(**d**) applies for the purposes of the interpretation of these Regulations as it applies for the purposes of the interpretation of an Act of Parliament.

3. The Regulations shall be amended in accordance with the following provisions of this Regulation, that is to say :—

(1) In the definition of " Night " in Regulation 3 the words " except as specified below " shall be omitted and the third paragraph is revoked ;

(2) In Regulation 12 :—

(i) for the words from " the conditions subject to which " to " in force in respect thereof " inclusive there shall be substituted the following words—

" which relate respectively to the flying within the United Kingdom of unregistered aircraft and to the flying within the United Kingdom of aircraft without a certificate of airworthiness being in force in respect thereof, the prescribed conditions "

(**a**) S.I. 1954/829 (1954 I, p. 259).
(**b**) S.I. 1956/82 (p. 458 above).
(**c**) S.I. 1954/925 (1954 I, p. 356).
(**d**) 52 & 53 Vict. c. 63.

(ii) the words " if registered, be marked in accordance with the provisions of Article 9 of the Order, and " in sub-paragraph (iii) of the B Conditions shall be omitted ;

(3) in Regulation 24 the following paragraph shall be added after paragraph (11) :—

" (12) *For flights on which passengers are carried on and after the 1st day of January* 1957. In the case of a flying machine of which, while the flying machine is at rest on the ground, any external door intended for the disembarkation of passengers whether normally or in an emergency has a sill which—

(*a*) is more than six feet from the ground when the undercarriage of the machine is in the normal position for taxying, or

(*b*) would be more than six feet from the ground if the undercarriage or any part thereof should collapse, break or fail to function :

at each such door apparatus which

(i) will enable passengers to reach the ground safely in an emergency while the flying machine is on the ground, and

(ii) can be readily fixed in position for use." ;

(4) in paragraph (1) (*a*) of Regulation 26 for the word and number " Rule 73 " there shall be substituted the word and number " Rule 72 " ;

(5) after Regulation 41 there shall be inserted the following heading and the following new Regulation as Regulation 41A—

" *Requirements as to flights over water by public transport flying machines*

41A.—(1) With reference to paragraph (6) of Article 17 of the Order a public transport flying machine when flying over water on or after the 1st day of March, 1956, shall fly, except as may be necessary for the purpose of take-off or landing, at such an altitude as would enable the aircraft

(*a*) if it has one engine only, in the event of the failure of that engine,

(*b*) if it has more than one engine, in the event of the failure of one of those engines and with the remaining engine or engines operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aircraft,

to reach a place at which it can safely land at a height sufficient to enable it to do so.

(2) The assessment of the ability of a public transport flying machine to comply with paragraph (1) of this Regulation shall be based on the information as to its performance contained in the certificate of airworthiness, performance schedule or flight manual relating to the aircraft. In the event of the information given therein being insufficient for that purpose or in the event of no such documents having been issued or rendered valid by the Minister, such assessment shall be based on the best information available to the pilot of the aircraft."

(6) Regulations 55, 56 and 57 are revoked ;

(7) in Regulation 61 the words " by referring to the entry thereof contained in the journey log book " shall be omitted ;

(8) in Regulation 62 the words "the journey log book and" and "the relevant particulars in the journey log book shall be entered" shall be omitted, and the words "shall be made" shall be inserted after the words "propeller log book";

(9) in sub-paragraphs (2) (*a*) and (*b*) of Regulation 71 for the number and words "35 years of age" there shall be substituted the number and words "40 years of age";

(10) in paragraph (ii) of Regulation 86 for the number and words "15 hours' flying" there shall be substituted the number and words "10 hours' flying";

(11) in Regulation 197 the following sub-paragraphs shall be added after sub-paragraph (*j*):—

"(*k*)

Flight Navigator's licence

Physical Standard	No. 2
Visual Standard	No. 2
Colour Perception Standard	No. 2
Hearing Standard	No. 3

(*l*)

Flight Engineer's licence

Physical Standard	No. 2
Visual Standard	No. 2
Colour Perception Standard	No. 2
Hearing Standard	No. 3"

Given under the Official Seal of the Minister of Transport and Civil Aviation this third day of February, 1956.

(L.S.)

E. A. Armstrong,
An Under Secretary of the Ministry of Transport and Civil Aviation.

EXPLANATORY NOTE

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

These Regulations make amendments to the Air Navigation (General) Regulations, 1954, consequential upon provisions of the Air Navigation (Amendment) Order, 1956, dealing with journey log books. They also amend provisions of those Regulations dealing with the requirements applicable to aircraft flown within the United Kingdom on experimental or test flights, the duration of student pilots' licences, and the technical requirements for the grant of private pilots' licences; specify the medical fitness standards appropriate to flight navigators' and flight engineers' licences; and contain new provisions requiring the carriage of additional safety apparatus by public transport flying machines on flights with passengers on and after 1st January, 1957, and regulating the altitude at which public transport flying machines must fly when engaged upon flights over water on and after 1st March, 1956.