STATUTORY INSTRUMENTS

1973 No. 1805

CIVIL AVIATION

The Air Navigation (General) (Amendment) Regulations 1973

Made - - - *25th October* 1973

Coming into Operation *6th December* 1973

The Secretary of State in exercise of his powers under Articles 25(2), 28(3) and 61 of the Air Navigation Order 1972(**a**), as amended(**b**) and of all other powers enabling him in that behalf, hereby makes the following Regulations:

1. These Regulations may be cited as the Air Navigation (General) (Amendment) Regulations 1973, and shall come into operation on the 6th December 1973.

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

3. The Air Navigation (General) Regulations 1972(**d**) shall be amended as follows:

In Regulation 5:

(1) for "minimum weather conditions" wherever it appears (including the heading) there shall be substituted "aerodrome operating minima";

(2) In paragraph (1):

(*a*) in the definition of "approach to landing" for "the critical height" there shall be substituted "the specified decision height", and "of the relevant minimum for landing" shall be deleted;

(*b*) the definitions of "critical height", "minimum weather conditions" and "runway visual range" shall be deleted;

(3) For paragraph (6) there shall be substituted:

"(6) With reference to Article 28(3) of the Order, an aircraft shall not—

(*a*) commence or continue an approach to landing at any aerodrome if the runway visual range at that aerodrome is at the time less than the specified minimum for landing: provided that an approach to landing may be continued if the commander of the aircraft receives information that the runway visual range is less than the specified minimum for landing and—

(**a**) S.I. 1972/129 (1972 I, p. 366).

(**b**) The relevant amending instrument is S.I. 1973/1750 (1973 III, p. 5346).

(**c**) 1889 c. 63.

(**d**) S.I. 1972/322 (1972 I, p. 1310).

(i) when he receives that information the aircraft is below the specified decision height, and

(ii) the specified visual reference has been established at the decision height and is maintained, and

(iii) the approach to landing has, at least until the specified visual reference has been established, been made by use of an instrument landing system notified for the purposes of Article 28(3) of the Order; or

(*b*) continue an approach to landing at any aerodrome by flying below the specified decision height unless from that height the specified visual reference for landing is established and is maintained.".

G. R. Sunderland,
An Assistant Secretary,
Department of Trade and Industry.

25th October 1973.

EXPLANATORY NOTE

(*This Note is not part of the Regulations.*)

These Regulations amend the Air Navigation (General) Regulations 1972. Public transport aircraft registered in the United Kingdom are at present not allowed to commence or continue an approach to landing at any aerodrome when the runway visual range is less than specified in the operations manual or continue an approach to landing, by flying below the relevant critical height unless visual reference to the ground is established. This amendment will allow the approach to landing to be commenced or continued if conditions set out in the amendment are complied with.

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