STATUTORY INSTRUMENTS

1965 No. 1355

CIVIL AVIATION

The Air Navigation (General) (Fourth Amendment) Regulations 1965

Made - - - -	1*st July* 1965
Coming into Operation	
(*a*) *for the purposes of Regulation 3(3)*	1*st October* 1965
(*b*) *for all other purposes*	1*st July* 1965

The Minister of Aviation, in exercise of the powers conferred upon him by Articles 6(3)(*bb*), 7(4)(*bb*), 10 and 22(1)(*c*) of and Schedule 6 to the Air Navigation Order 1960(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) (Fourth Amendment) Regulations 1965, and shall come into operation on 1st October 1965 for the purposes of Regulation 3(3) and on 1st July 1965 for all other purposes.

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 1960(d), as amended (e), shall be further amended as follows:—

(1) The following words shall be added at the end of Regulation 2(2)—

"as amended by any provision of an Order in Council being a provision which comes into operation on or before 1st July 1965(f)."

(2) In the list of countries in Regulation 10A the following shall be omitted—

Northern Rhodesia

United Republic of Tanganyika and Zanzibar;

and the following shall be inserted in the appropriate places according to alphabetical order—

United Republic of Tanzania

Zambia.

(a) S.I. 1960/972 (1960 I, p. 599).
(b) The relevant amendments are S.I. 1963/608, 1964/55, 1965/126 (1963 I, p. 724; 1964 I, p. 80; 1965 I, p. 241).
(c) 52 & 53 Vict. c. 63.
(d) S.I. 1960/1069 (1960 I, p. 691).
(e) S.I. 1963/1388, 1964/330, 1407 (1963 II, p. 2393; 1964 I, p. 536; III, p. 3282).
(f) The relevant Orders are S.I. 1962/1332, 1963/1488, 1965/126 (1962 II, p. 1423; 1963 II, p. 2620; 1965 I, p. 241).

(3) There shall be inserted after Regulation 10B—

"*Aeroplanes flying for the purpose of public transport of passengers—Aerodrome facilities for approach to landing and landing.*

10C.—(1) This Regulation shall apply to every aeroplane engaged on a flight for the purpose of the public transport of passengers on a scheduled journey and to every aeroplane whose maximum total weight authorised exceeds 12,500 lb. engaged on such a flight otherwise than on a scheduled journey.

(2) With reference to Article 22(1)(*c*) of the Order, an aeroplane to which this Regulation applies shall not land or make an approach to landing at any aerodrome (whether or not in the United Kingdom) unless—

(*a*) air traffic control service is provided at the aerodrome together with means of establishing and reporting to aircraft the current meteorological conditions at the aerodrome;

(*b*) very high frequency radio-telephony is provided and in operation at the aerodrome;

(*c*) at least one of the following radio navigation aids is in operation either at the aerodrome or in such a situation elsewhere as to enable the aid to be used to assist the pilot in locating the aerodrome and in making an approach to landing there—

(i) radio-direction finding apparatus utilising emissions in the very high frequency band;

(ii) a non-directional radio beacon transmitting signals in the low or medium frequency bands;

(iii) very high frequency omni-directional radio range;

(iv) radar equipment sufficient to enable let-down and approach aid to be provided;

(v) radio navigation land stations forming part of the Decca radio navigation system;

(*d*) without prejudice to the provisions of Regulation 10B of these Regulations, the aeroplane is equipped with apparatus which will enable it to make use of the services and navigation aids in operation under sub-paragraphs (*b*) and (*c*) of this paragraph and, in particular, where the aid specified at item (v) of sub-paragraph (*c*) is used, is equipped with a flight log intended to operate with that apparatus and to display on a chart to the pilot at the controls of the aeroplane a continuous and instantaneous pictorial plot of the path of the aeroplane; and

(*e*) where any of the radio navigation aids specified in sub-paragraph (*c*) of this paragraph is used to assist aircraft in approach and landing, the approach and landing are made in accordance with any instructions relating thereto specified in the operations manual pursuant to item (ix) of Part A of Schedule 10 to the Order:

Provided that where for the time being use cannot be made of the radio navigation aids specified in sub-paragraph (*c*) of this paragraph, whether by reason of those aids not being in operation or of the unserviceability of equipment in the aeroplane itself, the aeroplane may nevertheless make an approach to landing and land at the aerodrome if the approach to landing and landing are made in accordance with instructions appropriate to the

circumstances of such approach and landing specified in the operations manual pursuant to item (ix) of Part A of Schedule 10 to the Order."

R. R. Goodison,

1st July 1965. An Under Secretary of the Ministry of Aviation.

EXPLANATORY NOTE

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

These Regulations—

(*a*) amend Regulation 10A of the Air Navigation (General) Regulations 1960 (which prescribes the countries whose licensed maintenance engineers may issue certificates of maintenance and compliance) in consequence of constitutional changes in Africa; and

(*b*) prescribe requirements which must be complied with after 30th September 1965 when aeroplanes engaged on flights for the public transport of passengers on scheduled journeys and aeroplanes whose maximum total weight authorised exceeds 12,500 lb. engaged on such flights otherwise than on scheduled journeys land or make an approach to landing at an aerodrome. The requirements relate to the air traffic control service and the radio communications and radio navigation aids to be provided at the aerodrome, and the radio apparatus to be provided in the aircraft.