1964 No. 330

CIVIL AVIATION

The Air Navigation (General) (Second Amendment) Regulations 1964

Made - - - - *4th March* 1964
Coming into Operation *1st April* 1964

The Minister of Aviation, in exercise of the powers conferred upon him by Articles 6(3)(*bb*), 7(4)(*bb*) and 10 of 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) (Second Amendment) Regulations 1964, and shall come into operation on 1st April 1964.

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) In the list of countries in Regulation 10A—

the following shall be omitted—

Federation of Rhodesia and Nyasaland
Federation of Malaya
North Borneo
Sarawak
State of Singapore;

for " Colony and Protectorate of Kenya " there shall be substituted " Kenya ";

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

Malaysia
Northern Rhodesia
Nyasaland
Southern Rhodesia.

(2) After Regulation 10A, there shall be added the following:—

" *Radio Navigational Apparatus to be carried in aircraft*

10B.—(1) This Regulation shall apply to all aircraft of over 5,000 lb. maximum total weight authorised when flying for the purpose of public transport.

(a) S.I. 1960/972 (1960 I, p. 599).
(b) The relevant amendments are S.I. 1963/608, 1964/55 (1963 I, p. 724; 1964 I, p. 80).
(c) 52 & 53 Vict. c. 63.
(d) S.I. 1960/1069 (1960 I, p. 691).
(e) S.I. 1963/1388 (1963 II, p. 2393).

(2) (*a*) For the purpose of Scale B in paragraph 3 of the Sixth Schedule to the Order radio navigational apparatus shall be provided, subject to the provisions of sub-paragraph (*b*) of this paragraph, in all aircraft to which this Regulation applies in accordance with the following Table. The numbered areas in column 1 of that Table are more particularly described in paragraph (3) of this Regulation, and the letters in column 2 have the meanings assigned to them by paragraph (4) of this Regulation.

TABLE

Column 1	*Column 2*
Area in which the aircraft is flying	*Combination of Apparatus to be carried*
Area 1	Either A, B, C, D or E
Area 2	Either A, C, D or E
Area 3	Either A, C or E
Area 4	D or E
All other areas	E

(*b*) Where not more than one item of apparatus in a combination of apparatus carried in an aircraft pursuant to this Regulation is unserviceable when the aircraft is about to begin a flight, the aircraft may nevertheless take off on that flight if—

(i) it is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight; and

(ii) the aircraft has not made more than one complete flight since the item was last serviceable; and

(iii) the commander of the aircraft has satisfied himself that taking into account the latest information available as to the route and aerodrome to be used (including any planned diversion), and the weather conditions likely to be encountered, the flight can be made safely and in accordance with any relevant requirements of air traffic control,

and in such case the commander of the aircraft shall cause written particulars of the flight, and the reasons for making it, to be given to the Minister within ten days thereafter.

(3) The Areas 1 to 4 referred to in Column 1 of the Table in the preceding paragraph are as follows:—

(*a*) *Area* 1

The area enclosed by the notified boundaries of the United Kingdom Flight Information Regions.

(*b*) *Area* 2

The area enclosed by rhumb lines joining successively the following points, but excluding area 1:—

62°00′N10°00′W — 63°00′N08°00′W — 63°00′N03°00′W
62°00′N00°45′W — 58°50′N06°00′E — 58°50′N15°00′E
61°45′N15°00′E — 61°45′N25°00′E — 60°15′N24°00′E
58°20′N24°00′E — 54°15′N13°45′E — 50°45′N15°00′E
48°00′N10°00′E — 48°00′N06°20′E — 44°00′N06°20′E
44°00′N01°30′W — 46°00′N02°00′W — 46°00′N09°00′W
54°34′N09°00′W — 54°34′N10°00′W — 62°00′N10°00′W

(*c*) *Area* 3

The area enclosed by rhumb lines joining successively the following points:—

61°45′N15°00′E — 61°45′N12°30′E — 63°30′N12°30′E
63°30′N18°00′E — 65°00′N14°45′E — 66°30′N16°45′E
66°30′N27°00′E — 65°30′N28°30′E — 61°45′N25°00′E
61°45′N15°00′E.

(*d*) *Area* 4

The area enclosed by rhumb lines joining successively the following points, but excluding areas 1 and 2:—

62°00′N10°00′W — 63°00′N08°00′W — 63°00′N03°00′W
62°00′N00°45′W — 62°00′N04°00′E — 65°00′N10°00′E
68°30′N13°00′E — 68°30′N23°00′E — 66°30′N23°00′E
66°30′N16°45′E — 65°00′N14°45′E — 63°30′N18°00′E
63°30′N12°30′E — 61°45′N12°30′E — 61°45′N26°00′E
58°20′N24°00′E — 50°30′N17°30′E — 35°00′N27°00′E
36°00′N10°00′W — 62°00′N10°00′W.

(4) Each of the letters in Column 2 of the Table in paragraph (2)(*a*) of this Regulation shall signify the combination of apparatus which is specified opposite that letter in columns 2 and 3 of the following Table. The Roman numerals in column 3 of the last-mentioned Table have the meanings assigned to them by paragraph (5) of this Regulation.

TABLE

Column 1 *Reference letter of combination of Apparatus*	*Column* 2 *Single or duplicate Apparatus*	*Column* 3 *Items of Apparatus in the combination*
A	Single	(i), (ii), (iii), (iv) and (v)
B	Duplicate	(i)
	Single	(ii)
	Single	(iii)
	Single	(v)
C	Duplicate	(i)
	Single	(ii)
	Single	(iv)
	Single	(v)
D	Single	(iii)
	Duplicate	(iv)
	Single	(v)
E	Duplicate	(iii)
	Single	(iv)
	Single	(v)

(5) The Roman numerals indicating the items of apparatus in column 3 of the Table in the preceding paragraph signify the following—

(i) apparatus which will enable the aircraft to be navigated by means of signals received from radio navigational land stations forming part of the Decca radio navigation system;

(ii) a flight log intended to operate with the apparatus described in the preceding paragraph and to display on a chart to the pilot at the controls of the aircraft a continuous and instantaneous pictorial plot of the path of the aircraft;

(iii) automatic direction finding apparatus which indicates to the pilot at the controls of the aircraft the bearing of any radio station transmitting signals in the low and medium frequency bands received by such apparatus;

(iv) apparatus capable of giving to the pilot at the controls of the aircraft visual indications of bearings of the aircraft by means of signals received from very high frequency omnidirectional radio ranges;

(v) a VHF receiver capable of receiving signals from a 75 mc/s marker beacon."

R. R. Goodison,
An Under Secretary in the Ministry of Aviation.

4th March 1964.

EXPLANATORY NOTE

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

These Regulations make the following amendments in the Air Navigation (General) Regulations 1960, as amended—

(1) The list of countries in Regulation 10A whose maintenance engineers may issue certificates of maintenance and compliance is altered in consequence of constitutional changes in Africa and South East Asia.

(2) A new Regulation 10B, which prescribes radio navigational apparatus to be carried by aircraft of over 5,000 lb. maximum total weight authorised when flying for the purpose of public transport, is added.