1952 No. 1606

The Air Navigation (General) (Third Amendment) Regulations, 1952

Made - - - - 1*st September*, 1952
Coming into Operation 1*st October*, 1952

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**), as amended by the Air Navigation (General) (Amendment) Regulations, 1950(**c**), and the Air Navigation (General) (Second Amendment) Regulations, 1952(**d**), hereinafter referred to as " the said Regulations ".

1. In Regulation 2 of the said Regulations:—

(1) After the word " airship " and its interpretation the following words shall be inserted—

" ' Alternate aerodrome ' means an aerodrome selected prior to take-off to which a flight may proceed when a landing at the intended destination becomes inadvisable."

(2) After the word " Class " and its interpretation the following words shall be inserted—

" ' Contracting State ' means any State (including the United Kingdom) which is a party to the Convention.

' The Convention ' means the Convention on International Civil Aviation signed on behalf of the Government of the United Kingdom at Chicago on the seventh day of December, nineteen hundred and forty four."

2. For the heading to paragraph (6) of Regulation 24 of the said Regulations there shall be substituted the following heading:—

" (6) *For flights by Public Transport Aeroplanes over water during which at any time they may be at such a distance from the nearest shore that, while flying in still air at the speed specified in the Certificate of Airworthiness, Performance Schedule or Flight Manual relating to each such Aeroplane issued or rendered valid by the Minister as the speed for compliance with Regulations governing flights over water, they would be unable to reach the nearest shore in the following times*:—

(A) *In the case of Aeroplanes classified in such Certificates of Airworthiness as Aeroplanes of Performance Group A or C,* 90 *minutes;*

(B) *In the case of Aeroplanes having no Performance Group classification in such Certificates of Airworthiness and satisfying Condition* (1) (*c*) *of Regulation* 33, 90 *minutes; and*

(C) *In the case of all other Aeroplanes,* 30 *minutes.*"

(a) S.I. 1949/349; 1949 I, p. 165.
(b) S.I. 1949/374; 1949 I, p. 264.
(c) S.I. 1950/569; 1950 I, p. 313.
(d) S.I. 1952/171, p. 97 above.

3. For Regulations 33, 34, 35 and 36 of the said Regulations the following Regulations shall be substituted:—

"REQUIREMENTS AS TO THE WEIGHT AND PERFORMANCE OF PUBLIC TRANSPORT AEROPLANES HAVING NO PERFORMANCE GROUP CLASSIFICATION IN THEIR CERTIFICATES OF AIRWORTHINESS.

33. With reference to Article 16 of the Order a public transport aeroplane having no Performance Group Classification in the certificate of airworthiness relating to the aeroplane issued or rendered valid by the Minister shall not fly or attempt to fly unless the following conditions are satisfied:—

(1) The weight and performance of the aeroplane at the commencement of the take-off run are such that either—

(*a*) The wing loading of the aeroplane does not exceed 20 lb. per square foot; or

(*b*) The stalling speed of the aeroplane in the landing configuration does not exceed 60 knots; or

(*c*) The aeroplane, with any one of its engines inoperative and 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 aeroplane issued or rendered valid by the Minister, shall be capable of a gradient of climb of at least 1 in 200, at an altitude of 5,000 feet above mean sea level in air having a temperature of 5.1° centigrade and a pressure of 843 millibars.

(2) The weight of the aeroplane at the commencement of the take-off run does not exceed any of the following weights:—

(*a*) The weight, if any, specified in the performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister as being the Maximum Take-off Weight appropriate either to the height above mean sea level of and the air temperature at the aerodrome at which the take-off is to to be made, or to the height above mean sea level of such aerodrome;

(*b*) The weight at which the aeroplane, with all engines operating within the maximum take-off power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister, is capable of attaining a height of 50 feet within the following distance—

(i) if the aeroplane has one or two engines—the take-off run available or 75 per cent. of the emergency distance available, whichever is the less, at the aerodrome at which the take-off is to be made;

(ii) if the aeroplane has more than two engines—the take-off run available or 85 per cent. of the emergency distance available, whichever is the less, at the aerodrome at which the take-off is to be made;

(*c*) The weight at which the aeroplane, with all engines operating within the maximum take-off power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister, is, after passing the end of the emergency distance available, capable of clearing by a safe margin any obstacle, the distance from which to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed 200 feet plus half the wing span of the aeroplane.

(3) The aeroplane will, in the meteorological conditions expected for the flight in the event of one engine becoming inoperative at any point on its route or on any planned diversion therefrom and with the other engine or engines, if any, operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister, be capable of continuing the flight so as to reach a point above—

(*a*) an aerodrome at which a safe landing can be made at a suitable height for such landing; or

(*b*) if the aeroplane has a maximum total weight authorised in its certificate of airworthiness not exceeding 12,500 lb. and complies with either Condition (1) (*a*) or Condition (1) (*b*) hereof, a landing place at which a safe landing can be made at a suitable height for such landing.

(4) The aeroplane will, in the meteorological conditions expected for the flight, at any point on its route or on any planned diversion therefrom, be capable of climbing at a gradient of at least 1 in 50, with all engines operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister, at the following altitudes:—

(*a*) The minimum altitudes for safe flight on each stage of the route to be flown or of any planned diversion therefrom stated in, or calculated from the information contained in, the Operations Manual;

(*b*) The minimum altitudes on each stage of the route to be flown or of any planned diversion therefrom at which it is necessary to fly to ensure that, in the event of one engine becoming inoperative and with the other engine or engines, if any, operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister, the aeroplane is capable of continuing the flight so as to reach a point above—

(i) an aerodrome at which a safe landing can be made at a height suitable for such landing; or

(ii) if the aeroplane has a maximum total weight authorised in its certificate of airworthiness not exceeding 12,500 lb., and complies with either Condition (1) (*a*) or Condition (1) (*b*) hereof, a landing place at which a safe landing can be made at a height suitable for such landing.

(5) If on the route to be flown the aeroplane will be engaged in a flight over water during which at any time it may be more than 90 minutes flying time in still air from the nearest shore, it will, in the event of one engine becoming inoperative during such time and with the other engine or engines, if any, operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane, issued or rendered valid by the Minister, be capable of climbing at a gradient of at least 1 in 200, at an altitude of 5,000 feet above mean sea level in air having a temperature of 5.1° centigrade and a pressure of 843 millibars.

(6) The weight of the aeroplane at the intended time of landing calculated by deducting the estimated weight of the fuel expected to be used on the flight from its weight at the commencement of the take-off run will not exceed any of the following weights:—

(*a*) the weights if any specified in the performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister, as the Maximum Landing Weights appropriate either to the heights above mean sea level of, and the air temperatures forecast for the estimated times of landing at, the aerodrome at which it is intended to land and any alternate aerodrome, or to the heights above mean sea level of such aerodromes;

(*b*) the weight at which the aeroplane is capable of landing safely in still air conditions in not more than 70 per cent., or, if a visual approach and landing will be possible in the meteorological conditions forecast for the estimated time of landing, in not more than 80 per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome;

(*c*) the weight at which the aeroplane is capable of landing safely in the wind conditions forecast for the estimated time of landing, regard being had to not more than 50 per cent. of the forecast wind component opposite to the direction of landing, or to not less than 150 per cent. of the forecast wind component in the direction of landing, in not more than 70 per cent., or if a visual approach and landing will be possible in the meteorological conditions forecast for the estimated time of landing is not more than 80 per cent., of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

33A.—(1) In assessing the ability of the aeroplane to satisfy conditions 2 (*b*) and 2 (*c*) of Regulation 33 hereof regard shall be had to the effect on its performance of the following factors:—

(*a*) The height above mean sea level of the aerodrome;

(*b*) The amount by which either the air temperature at the time of take-off or a temperature approved in respect of the aerodrome by the Minister exceeds by more than 15° centigrade the temperature of the international standard atmosphere, appropriate to the height above mean sea level of the aerodrome, from time to time specified in a publication issued by the Minister;

(*c*) The average slope of the surface of the aerodrome in the direction of take-off over the emergency distance available;

(*d*) Not more than 50 per cent. of the reported wind component opposite to the direction of take-off or not less than 150 per cent. of the reported wind component in the direction of take-off.

(2) In assessing the ability of the aeroplane to satisfy Conditions 6 (*b*) and 6 (*c*) of Regulation 33 hereof regard shall be had to the effect on performance of the following factors:—

(*a*) the height above mean sea level of the aerodrome;

(*b*) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available.

33B. The assessment of the ability of an aeroplane to comply with Regulation 33 shall be based on the information as to its weight and performance contained in the performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister; provided that if no performance schedule and no flight manual relating to the aeroplane has been issued or rendered valid by the Minister, or if the performance schedule or flight manual issued or rendered valid by the Minister does not contain the relevant information, the assessment shall be based on the best information available to the person in command of the aeroplane.

REQUIREMENTS AS TO THE WEIGHT AND PERFORMANCE OF PUBLIC TRANSPORT AEROPLANES CLASSIFIED AS AEROPLANES OF PERFORMANCE GROUP A IN THEIR CERTIFICATES OF AIRWORTHINESS.

34. With reference to Article 16 of the Order a public transport aeroplane classified in the certificate of airworthiness relating to the aeroplane issued or rendered valid by the Minister as an aeroplane of Performance Group A shall not fly or attempt to fly unless the weight of the aeroplane at the commencement of the take-off run is such that the following conditions are satisfied:—

(1) Such weight does not exceed the Maximum Take-off Weight ascertained by reference to the flight manual relating to the aeroplane issued or rendered valid by the Minister as being appropriate to the height above mean sea level and the air temperature at the aerodrome at which the take-off is to be made.

(2) The Take-off Run Required, the Take-off Distance Required and the Take-off Emergency Distance Required ascertained by reference to the said flight manual as being appropriate to—

(*a*) the weight of the aeroplane at the commencement of the take-off run;

(*b*) the height above mean sea level of the aerodrome;

(*c*) either the air temperature at the time of take-off or a temperature approved in respect of the aerodrome by the Minister;

(*d*) the surface gradient of the surface of the aerodrome in the direction of take-off over the take-off run available, the take-off distance available and the emergency distance available, respectively;

(*e*) not more than 50 per cent. of the reported wind component opposite to the direction of take-off or not less than 150 per cent. of the reported wind component in the direction of take-off;

do not exceed the take-off run available, the take-off distance available and the emergency distance available, respectively, at the aerodrome at which the take-off is to be made; the ratio of Power Failure Speed of the aeroplane, ascertained by reference to the said flight manual, to Take-off Safety Speed of the aeroplane similarly ascertained, used in ascertaining the Take-off Emergency Distance Required being not less than that used in ascertaining the Take-off Distance Required.

(3) (*a*) The Net Take-off Flight Path with One Power Unit Inoperative, ascertained by reference to the said flight manual as being appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run ;

(ii) the height above mean sea level of the aerodrome ;

(iii) either the air temperature at which the take-off is to be made or a temperature approved in respect of the aerodrome by the Minister ;

(iv) not more than 50 per cent. of the reported wind component opposite to the direction of take-off or not less than 150 per cent. of the reported wind component in the direction of take-off ;

and plotted from a point 50 feet above the end of the take-off distance required at the aerodrome at which the take-off is to be made to the point at which the aeroplane reaches the minimum altitude for safe flight on the first stage of the route to be flown stated in or calculated from the information contained in the Operations Manual, shows that the aeroplane will clear any obstacle in its path by a vertical interval of at least 35 feet plus $\frac{1}{200}$ of the distance from the point on the ground below the intended line of flight of the aeroplane nearest to the obstacle to the end of the take-off distance available, measured along the intended line of flight of the aeroplane, and if it is intended that the aeroplane shall change its direction of flight by more than 15° before reaching such minimum altitude for safe flight, also shows that the aeroplane while changing its direction will clear any obstacle in its path by a vertical interval of at least 100 feet, after allowing for the reduction in the gradient of climb applicable to such change in direction specified in the said flight manual.

(*b*) For the purpose of sub-paragraph (*a*) hereof an obstacle shall be deemed to be in the path of the aeroplane if the distance from the obstacle to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed :—

(i) a distance of 200 feet plus half the wing span of the aeroplane plus $\frac{1}{8}$th of the distance from such point to the end of the take-off distance available measured along the intended line of flight of the aeroplane ; or

(ii) 5,000 feet whichever is the less.

(*c*) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than the radius of steady turn specified in the said flight manual.

(4) The aeroplane will in the meteorological conditions expected for the flight, in the event of any one power unit becoming inoperative at any point on its route or on any planned diversion therefrom, be capable of continuing the flight, with the other power units operating within the maximum continuous power conditions specified in the said flight manual, at altitudes not less than the relevant minimum altitudes for safe flight stated in, or calculated from, the information contained in the Operations Manual, to a point 1,500 feet above an aerodrome at which a safe landing can be made and after arrival at that point it will be capable of maintaining that height :

Provided that in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at any point on its route at an altitude exceeding the Performance Ceiling with All Power Units Operating ascertained by reference to the said flight manual as being appropriate to its estimated weight at that point.

(5) The aeroplane will, if it has four or more power units, in the event of any two power units becoming inoperative at any point along the route or on any planned diversion therefrom more than 90 minutes flying time with all power units operating from the nearest aerodrome at which a safe landing can be made, be capable of continuing the flight with all other power units operating within the maximum continuous power conditions specified in the said flight manual at a height of not less than 1,000 feet above ground level to a point above such an aerodrome.

(6) The weight of the aeroplane at the intended time of landing (hereinafter in this Regulation called " the landing weight "), calculated by deducting the estimated weight of the fuel expected to be used on the flight from its weight at the commencement of the take-off run, will not exceed any of the Maximum Landing Weights ascertained by reference to the said flight manual as being appropriate to the heights above mean sea level of and the air temperatures forecast for the estimated times of landing at the aerodrome at which it is intended to land and at any alternate aerodrome.

(7) The Landing Distance ascertained by reference to the said flight manual as being appropriate to—

(*a*) the landing weight ;

(*b*) the height above mean sea level of the aerodrome ;

(*c*) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Minister ;

(*d*) still air conditions ;

(*e*) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available ;

does not exceed 70 per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

(8) The Landing Distance ascertained by reference to the said flight manual as being appropriate to :—

(*a*) the landing weight ;

(*b*) the height above mean sea level of the aerodrome ;

(*c*) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Minister ;

(*d*) not more than 50 per cent. of the forecast wind component opposite to the direction of landing or not more than 150 per cent. of the forecast wind component in the direction of landing ;

(*e*) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available ;

does not exceed 70 per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

REQUIREMENTS AS TO THE WEIGHT AND PERFORMANCE OF PUBLIC TRANSPORT AEROPLANES CLASSIFIED AS AEROPLANES OF PERFORMANCE GROUP C OR OF PERFORMANCE GROUP D IN THEIR CERTIFICATES OF AIRWORTHINESS.

34A. With reference to Article 16 of the Order a public transport aeroplane classified in the certificate of airworthiness relating to the aeroplane issued or rendered valid by the Minister as an aeroplane of Performance Group C or of Performance Group D shall not fly or attempt to fly unless the weight of the aeroplane at the commencement of the take-off run is such that the following conditions are satisfied:—

(1) Such weight does not exceed the Maximum Take-off Weight ascertained by reference to the flight manual relating to the aeroplane issued or rendered valid by the Minister as being appropriate to the height above mean sea level of and the air temperature at the aerodrome at which the take-off is to be made.

(2) The Take-off Run Required and the Take-off Distance Required ascertained by reference to the said flight manual as being appropriate to—

(*a*) the weight of the aeroplane at the commencement of the take-off run;

(*b*) the height above mean sea level of the aerodrome;

(*c*) either the air temperature at the time of take-off or a temperature approved in respect of the aerodrome by the Minister;

(*d*) the average slope of the surface of the aerodrome in the direction of take-off over the emergency distance available;

(*e*) not more than 50 per cent. of the reported wind component opposite to the direction of take-off or not less than 150 per cent. of the reported wind component in the direction of take-off;

do not exceed the take-off run available and the emergency distance available, respectively, at the aerodrome at which the take-off is to be made.

(3) (*a*) The Net Take-off Flight Path with All Power Units Operating, ascertained by reference to the said flight manual as being appropriate to—

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the height above mean sea level of the aerodrome;

(iii) either the air temperature at which the take-off is to be made or a temperature approved in respect of the aerodrome by the Minister;

(iv) not more than 50 per cent. of the reported wind component opposite to the direction of take-off or not less than 150 per cent. of the reported wind component in the direction of take-off;

and plotted from a point 50 feet above the end of the take-off distance required at the aerodrome at which the take-off is to be made to the point at which the aeroplane reaches the minimum altitude for safe flight on the first stage of the route to be flown stated in or calculated from the information contained in the Operations Manual, shows that the aeroplane will clear by a safe margin any obstacle the distance from which to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed 200 feet plus half the wing span of the aeroplane.

(*b*) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than the radius of steady turn specified in the said flight manual.

(4) The aeroplane will, if it is classified in its certificate of airworthiness as an aeroplane of Performance Group C and if it is necessary for it to be flown solely by reference to instruments for any period before reaching the minimum altitude for safe flight on the first stage of the route to be flown, stated in, or calculated from the information contained in, the Operations Manual, during such period also satisfy Condition (3) of Regulation 34.

(5) The aeroplane will, in the meteorological conditions expected for the flight, in the event of any one power unit becoming inoperative at any point on its route or on any planned diversion therefrom, and with the other power units or power unit, if any, operating within the maximum continuous power conditions specified in the said flight manual:—

(*a*) in the case of an aeroplane classified as an aeroplane of Performance Group C, be capable of continuing the flight at altitudes not less than the relevant minimum altitudes for safe flight stated in, or calculated from the information contained in, the Operations Manual to a point 1500 feet above an aerodrome at which a safe landing can be made and after arrival at that point be capable of maintaining that height;

(*b*) in the case of an aeroplane classified as an aeroplane of Performance Group D, be capable of continuing the flight to a point 1,000 feet above a place at which a safe landing can be made:

Provided that in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at any point on its route at an altitude exceeding the Performance Ceiling with All Power Units Operating ascertained by reference to the said flight manual as being appropriate to its estimated weight at that point.

(6) The weight of the aeroplane at the intended time of landing, (hereinafter in this Regulation called "the landing weight") calculated by deducting the estimated weight of the fuel expected to be used on the flight from its weight at the commencement of the take-off run, will not exceed any of the Maximum Landing Weights ascertained by reference to the said flight manual as being appropriate to the heights above mean sea level and the air temperatures forecast for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome.

(7) The Landing Distance, ascertained by reference to the said flight manual as being appropriate to—

(*a*) the landing weight;

(*b*) the height above mean sea level of the aerodrome;

(*c*) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Minister;

(*d*) still air conditions;

(*e*) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available;

does not exceed 70 per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

(8) The Landing Distance, ascertained by reference to the said flight manual as being appropriate to—

(*a*) the landing weight ;

(*b*) the height above mean sea level of the aerodrome ;

(*c*) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Minister ;

(*d*) not more than 50 per cent. of the forecast wind component opposite to the direction of landing or not more than 150 per cent of the forecast wind component in the direction of landing ;

(*e*) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available ;

does not exceed 70 per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

34B. The assessment of the ability of an aeroplane, having a performance group classification in its certificate of airworthiness, to comply with Regulation 34 or 34A shall be based on the information as to its performance contained in the flight manual relating to the aeroplane issued or rendered valid by the Minister.

35. For the purposes of Regulations 33, 33A, 34 and 34A—

(*a*) The take-off run available means the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest point in the direction of take-off at which the surface of the aerodrome is incapable of bearing the weight of the aeroplane under normal operating conditions ;

(*b*) The take-off distance available means either the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest obstacle in the direction of take-off projecting above the surface of the aerodrome and capable of affecting the safety of the aeroplane or twice the take-off run available, whichever is the less ;

(*c*) The emergency distance available means the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest point in the direction of take-off at which the aeroplane cannot roll over the surface of the aerodrome and be brought to rest in an emergency without risk of accident.

(*d*) The landing distance available means the distance from the line of intersection with the surface of the aerodrome of a plane having the following characteristics—

(i) it is inclined at a gradient of 1 in 20,

(ii) it clears all obstacles,

(iii) it is symmetrical about a vertical plane containing the centre line of the runway or strip intended to be used for landing,

(iv) it extends for 1500 feet from its intersection with the surface of the aerodrome in the direction opposite to the direction of landing of the aeroplane,

(v) its width is 400 feet at its intersection with the surface of the aerodrome and increases uniformly to a width of 1,000 feet at its other end,

to the nearest point in the direction of landing at which the surface of the aerodrome is incapable of bearing the weight of the aeroplane under normal operating conditions or at which there is an obstacle capable of affecting the safety of the aeroplane.

35A. For the purposes of Regulations 33 to 35—

(1) the weight of the aeroplane at the commencement of the take-off run shall be its gross weight including everything and everyone carried in or on it at the commencement of the take-off run;

(2) the direction of take-off and the direction of landing shall be the directions respectively most suitable for take-off and landing at the aerodrome in the wind conditions specified in such Regulations.

(3) Where any distance mentioned in Regulation 35 has been declared in respect of any aerodrome by the authority responsible for regulating air navigation over the territory of the Contracting State in which the aerodrome is situate, and in the case of an aerodrome in the United Kingdom, declared by the Minister, such declared distance shall be deemed to be the relevant distance.

36. There shall be excepted from the provisions of Regulations 33 to 35A public transport aeroplanes used solely for the purpose of training any person carried therein to perform duties in an aeroplane."

4.—(1) These Regulations shall be cited as the Air Navigation (General) (Third Amendment) Regulations, 1952.

(2) These Regulations shall come into force on the first day of October, 1952.

Signed by order of the Minister of Civil Aviation this first day of September, 1952.

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

EXPLANATORY NOTE

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

The Regulations supersede Regulations 33 to 36 of the Air Navigation (General) Regulations, 1949, and revise the requirements as to weight and performance of public transport aeroplanes. Regulation 33 applies to aeroplanes having no Performance Group Classification in the Certificates of Airworthiness. It applies the Operational Performance Requirements of the International Civil Aviation Organisation for aeroplanes not certificated in a Transport Category of that Organisation. Regulations 34 and 34A apply to aeroplanes having a Performance Group Classification in the Certificates of Airworthiness. They apply the Performance Requirements of the International Civil Aviation Organisation for aeroplanes certificated in a Category of that Organisation. There are consequential amendments to Regulations 2 and 24.