1957 No. 2249

The Air Navigation (General) (Third Amendment) Regulations, 1957

Made - - - -	31*st December*, 1957
Coming into Operation for the purposes of Part I - - -	8*th January*, 1958
for the purposes of Part II - - -	1*st May*, 1958

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

Citation and Operation

1. These Regulations may be cited as the Air Navigation (General) (Third Amendment) Regulations, 1957, and shall come into operation, for the purposes of Part I of these Regulations on the eighth day of January, 1958, and for the purposes of Part II thereof on the first day of May, 1958.

Interpretation

2.—(1) In these Regulations, "the Order" means the Air Navigation Order, 1954, as amended, and "the Regulations" means the Air Navigation (General) Regulations, 1954(c), as amended by the Air Navigation (General) (Amendment) Regulations, 1956(d) and the Air Navigation (General) (Second Amendment) Regulations, 1957(e).

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

PART I

Amendments of the Regulations coming into operation on the eighth day of January, 1958

3. Regulation 24 shall be amended as follows :—

(1) In sub-paragraph (*a*) of paragraph (3), the following proviso shall be added after the words "person's seat" :—

"Provided that life jackets or their equivalent constructed and carried solely for use by children under three years of age need not be equipped with a whistle and shall, if it is impracticable to stow them as aforesaid, be stowed in the position best calculated to ensure their ready availability for use in emergency".

(a) S.I. 1954/829 (1954 I, p. 259).
(b) S.I. 1956/82, 421, 1212, 1578, 1957/278, 1072, 1370, 2050 (1956 I, pp. 458, 460, 461, 464; 1957 I, pp. 356, 364, 366, 367).
(c) S.I. 1954/925 (1954 I, p. 356).
(d) S.I. 1956/126 (1956 I, p. 466).
(e) S.I. 1957/627 (p. 368 above).
(f) 52 & 53 Vict. c. 63.

(2) In paragraph (12) for the words "at each such door apparatus which" there shall be substituted the words "apparatus readily available for use at each such door consisting of a device or devices which".

4. The following Regulation shall be substituted for Regulation 65:—

"*Minimum operating crew*

65. An aircraft shall carry on all flights an operating crew adequate in number and description to ensure the safety of the aircraft and of at least the number and description specified as the minimum operating crew in the certificate of airworthiness relating to the aircraft in force under the Order or, if no such certificate is in force, in the certificate of airworthiness last in force under the Order relating to the aircraft—

Provided that if no certificate of airworthiness relating to the aircraft is or has been in force under the Order and the aircraft is an aircraft conforming with a prototype or prototype (modified) aircraft in respect of which a certificate of airworthiness has been issued under the Order, the operating crew to be carried in the aircraft shall be of at least the number and description specified as the minimum operating crew in that certificate."

5. In Regulation 79, for the words "all or any part of the practical flying tests and the technical examinations" there shall be substituted the words "compliance with all or any part of the requirements relating to practical flying tests, flying experience or technical examinations".

PART II

Amendments of the Regulations coming into operation on the first day of May, 1958

6.—(1) In Regulation 24, sub-paragraphs (iv), (v) and (vi) of paragraph (8) (*b*) and paragraph (11) shall be omitted, and paragraph (12) shall be re-numbered as paragraph (11).

(2) The following Regulation shall be inserted in the Regulations as Regulation 24A:—

"24A. In relation to every flight on which passengers are carried by a public transport flying machine, the person in command shall:—

(1) before the aircraft takes off, take all reasonable steps to ensure that all passengers are made familiar with—

(*a*) the position and method of use of safety belts, safety harnesses, emergency exits and all other devices required by or under the Order and intended for use by passengers individually in case of an emergency occurring to the aircraft, and

(*b*) the position of all other devices required by or under the Order and intended for use by passengers collectively in case of such an emergency;

Provided that in relation to lifejackets and other equipment designed to enable persons to survive in or on the water this requirement may, except in the case of a flying boat, be complied with at any time before the aircraft reaches a point beyond gliding distance from land;

(2) if the aircraft is not a flying boat, take all reasonable steps to ensure that before the aircraft reaches a point more than 30 minutes flying time, determined in the manner specified in paragraph (6) of Regulation 24 of these Regulations, from the nearest shore, all passengers are given a practical demonstration of the method of use of the lifejackets and other equipment required by or under the Order and designed for use by passengers individually in order to enable them to survive in or on the water;

(3) if the aircraft is a flying boat, take all reasonable steps to ensure that before the aircraft takes off all passengers are given a practical demonstration of the method of use of the equipment referred to in the preceding paragraph ;

(4) before the aircraft takes off, and before it lands, take all reasonable steps to ensure that the personnel of the aircraft are properly secured in their seats and that the steward or stewardess, if any, is secured in a seat which, if the aircraft is required by or under the Order to carry a steward or stewardess, shall be in a passenger compartment and which shall in any event be so located in the aircraft that he or she can readily assist passengers if necessary ;

(5) before the aircraft takes off, and before it lands, and whenever by reason of turbulent air or any emergency occurring during flight he considers the precaution necessary, take all reasonable steps to ensure that all passengers are properly secured in their seats by safety belts or safety harnesses ;

(6) in any emergency, take all reasonable steps to ensure that all passengers are instructed in the emergency action which they should take ;

(7) except in a case where a pressure greater than 700 millibars is maintained in all passenger and crew compartments throughout the flight, take all reasonable steps to ensure that, before the aircraft reaches an altitude of 13,000 feet above mean sea level, the method of use of the oxygen provided in the aircraft in compliance with the requirements of these Regulations is demonstrated to all passengers ; that on reaching such altitude all passengers are recommended to use oxygen ; and that at all times when the aircraft is flying at an altitude exceeding 13,000 feet above mean sea level, oxygen is used by all personnel of the aircraft ;

(8) take all reasonable steps to ensure that at all times during the flight there is a pilot at the controls of the aircraft who is properly secured in his seat ".

7.—(1) For the heading to Part VII of the Regulations consisting of the words " Carriage of Operating Crew " there shall be substituted the heading " Carriage of Personnel ".

(2) In Regulation 64, for the words " the members of the operating crew " there shall be substituted the words " the personnel ".

(3) After Regulation 68, there shall be inserted the following heading and the following new Regulation as Regulation 68A:—

" *Carriage of a steward*

68A. When a public transport aircraft is carrying in flight twenty or more passengers, the personnel of the aircraft shall include a steward or stewardess for the purpose of performing in the interest of the safety of passengers duties to be assigned by the operator or the person in command of the aircraft, but who shall not act as a pilot, flight navigator, flight engineer or flight radio operator of the aircraft ".

Given under the Official Seal of the Minister of Transport and Civil Aviation this thirty-first day of December, 1957.

(L.S.) *D. C. Haselgrove,*
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 amend, with effect from the dates specified, requirements of the Air Navigation (General) Regulations, 1954, as amended, relating to the personnel to be carried in aircraft registered in the United Kingdom; to certain items of safety equipment to be carried in public transport flying machines so registered; to the instruction to be given to passengers in such aircraft with regard to the use of safety equipment; and to the extent to which qualification as a Service pilot may qualify a person for exemption from requirements pertaining to the grant or extension of a civil pilot's licence. They also impose a new requirement that the personnel of public transport aircraft registered in the United Kingdom shall include, when the aircraft is carrying 20 passengers or more, a steward or stewardess to perform duties in the interest of the safety of passengers.

1957 No. 1400

The Air Navigation (Radio) (Second Amendment) Regulations, 1957

Made - - - -	31*st July*, 1957
Coming into Operation	1*st August*, 1957

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

Citation and Operation

1. These Regulations may be cited as the Air Navigation (Radio) (Second Amendment) Regulations, 1957, and shall come into operation on the first day of August, 1957.

2. The Air Navigation (Radio) Regulations, 1954(**c**), as amended by the Air Navigation (Radio) (Amendment) Regulations, 1956(**d**), shall be amended by deleting from Regulation 11 thereof the proviso to paragraph (4) and the whole of paragraph (5).

Given under the Official Seal of the Minister of Transport and Civil Aviation this thirty-first day of July, 1957.

(L.S.) *Michael Custance,*
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 amend the Air Navigation (Radio) Regulations, 1954, as amended, by deleting the provision that a certificate of serviceability in force in respect of an aircraft radio station shall cease to be in force if the station sustains a serious defect.

(**a**) S.I. 1954/829 (1954 I, p. 259).
(**b**) S.I. 1956/82, 421, 1212, 1578, 1957/278, 1072 (1956 I, pp.458, 460, 461, 464; 1957 I, pp. 356, 364).
(**c**) S.I. 1954/900 (1954 I, p. 442). (**d**) S.I. 1956/1845 (1956 I, p. 470).