STATUTORY INSTRUMENTS

1964 No. 1407

CIVIL AVIATION

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

Made - - - -	1*st September* 1964
Coming into Operation	
(*a*) *for the purposes of Regulation* 3(2)	1*st January* 1965
(*b*) *for all other purposes* - -	1*st September* 1964

The Minister of Aviation, in exercise of the powers conferred upon him by Article 6(3)(*bb*), 7(4)(*bb*) and 24(1) 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) (Third Amendment) Regulations 1964 and shall come into operation on 1st January 1965 for the purposes of Regulation 3(2) and on 1st September 1964 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) In the list of countries in Regulation 10A the following shall be omitted—

Nyasaland
Tanganyika ;

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

Malawi
United Republic of Tanganyika and Zanzibar.

(2) In the Schedule—

(*a*) In condition (5), for the word and figures " 1 in 200 " there shall be substituted the word " zero ".

(*b*) The following words shall be added at the end of condition (5)—

" For the purposes of this condition the gradient of climb of the aeroplane shall be taken to be one per cent. less than that specified."

(*c*) The following condition shall be substituted for condition (9)—

" (9) The distance required by the aeroplane to land from a height of 50 feet does not, at the aerodrome at which it is

(**a**) S.I. 1960/972 (1960 I, p. 599).
(**b**) The only relevant amendment is S.I. 1963/608 (1963 I, p. 724).
(**c**) 52 & 53 Vict. c. 63.
(**d**) S.I. 1960/1069 (1960 I, p. 691).
(**e**) S.I. 1963/1388, 2085, 1964/330 (1963 II, p. 2393; III, p. 4477; 1964 I, p. 536).

intended to land, exceed 60 per cent. of the landing distance available on—

(i) the most suitable runway for a landing in still air conditions ; and

(ii) the runway that may be required for landing because of the forecast wind conditions:

Provided that if an alternate aerodrome is designated in the flight plan the landing distance required at the aerodrome at which it is intended to land shall not exceed 70 per cent. of that available on the runway that may be required for landing because of the forecast wind conditions.

The distance required to land from a height of 50 feet shall be taken to be that appropriate to—

(*a*) the landing weight ;

(*b*) the altitude at the aerodrome ;

(*c*) the temperature in the specified international standard atmosphere appropriate to the altitude at the aerodrome ;

(*d*) (i) a level surface in the case of runways usable in both directions ;

(ii) the the average slope of the runway in the case of runways usable in only one direction ; and

(*e*) (i) still air conditions in the case of the most suitable runway for a landing in still air conditions ; and

(ii) not more than 50 per cent. of the forecast wind component opposite to the direction of landing or not less than 150 per cent. of the forecast wind component in the direction of landing in the case of the runway that may be required for landing because of the forecast wind conditions."

(*d*) The following condition shall be inserted after condition (9)—

" (9A) The distance required by the aeroplane to land from a height of 50 feet does not, at any alternate aerodrome, exceed 70 per cent. of the landing distance available on—

(i) the most suitable runway for a landing in still air conditions ; and

(ii) the runway that may be required for landing because of the forecast wind conditions.

For the purpose of this condition the distance required to land from a height of 50 feet shall be determined in the manner provided in condition (9)."

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

1st September 1964.

EXPLANATORY NOTE

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

These Regulations amend—

(*a*) 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*) the Schedule to those Regulations (which governs the take-off weight of public transport aeroplanes having no performance group classification in their certificates of airworthiness).