STATUTORY INSTRUMENTS

1971 No. 271

CIVIL AVIATION

The Air Navigation (General) (Third Amendment) Regulations 1971

Made - - - - 19*th February* 1971

Coming into Operation -

(*a*) *for all purposes of Regulation* 3(1) 1*st March* 1971

(*b*) *for all other purposes* 1*st April* 1971

The Secretary of State, in exercise of his powers under Articles 10(1A) and 26(4) of the Air Navigation Order 1970(**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 1971 and shall come into operation for all purposes of Regulation 3(1) on 1st March 1971 and for all other purposes on 1st April 1971.

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 1970(**d**), as amended(**e**), shall be further amended as follows:

(1) In Regulation 4:—

(*a*) At the beginning of paragraph (2) there shall be inserted "subject to the provisions of paragraph (4) of this Regulation" and for the proviso and Table in that paragraph there shall be substituted the following:

"Provided that, in the case of an aircraft of which the maximum total weight authorised exceeds 12,500 lb. or which has a total seating capacity of 12 or more persons, the total weights of the passengers and crew may, subject to the provisions of paragraph (4) of this Regulation, be calculated at not less than the weights shown in Table 1 and the load sheet shall bear a notation to that effect:

(**a**) S.I. 1970/954 (1970 II, p. 2964). (**b**) S.I. 1970/1951 (1970 III, p. 6389).
(**c**) 1889 c. 63. (**d**) S.I. 1970/1081 (1970 II, p. 3344).
(**e**) There is no relevant amending instrument.

Table 1

Males over 12 years of age	75 kg.
Females over 12 years of age	65 kg.
On journeys between the United Kingdom, the Channel Islands and the Isle of Man:	
Children aged 3 years or more, but not over 12 years of age ...	40 kg.
Infants under 3 years of age	10 kg.
On any other journey:	
Children aged 2 years or more, but not over 12 years of age ...	39 kg.
Infants under 2 years of age	8 kg."

(*b*) For paragraph (3) there shall be substituted the following:

"(3) (*a*) Subject to the provisions of paragraph (4) of this Regulation for the purpose of calculating the total weight of the aircraft the respective total weights of the baggage and cargo entered in the load sheet shall be computed from the actual weight of each piece of baggage, cargo or cargo container and for that purpose each piece or container shall be separately weighed:

Provided that, in the case of an aeroplane of which the maximum total weight authorised exceeds 12,500 lb. or which has a total seating capacity of 12 or more persons, the total weights of the baggage may, subject to the provisions of paragraph (4) of this Regulation, be calculated at not less than the weights shown in Table 2 and the load sheet shall bear a notation to that effect:

Table 2

1	2	3	
Journey made by the aeroplane	Cabin baggage per passenger*	Hold baggage per piece	
		Scheduled Journey	Holiday Journey
Domestic	3 kg.	10 kg.	13 kg.
European	3 kg.	12 kg.	13 kg.
Intercontinental	3 kg.	14 kg.	16 kg.

*Not infants under 3 years of age on journeys between the United Kingdom, Channel Islands and Isle of Man, or under 2 years of age on any other journey.

(*b*) If Table 2 has been used, subject to the provisions of paragraph (4) for determining the weight of hold baggage, it shall also be used, subject as aforesaid, for determining the weight of the cabin baggage.

(*c*) For the purposes of this Regulation:

(i) A journey made by an aeroplane shall be treated as domestic if it is confined within an area joining successively the following points:

61°00′N	11°00′W	61°00′N	02°00′E
51°05′N	02°00′E	49°30′N	04°00′W
49°30′N	11°00′W	61°00′N	11°00′W

but excluding any journey to or from Shannon.

(ii) A journey made by an aeroplane, not being a domestic journey, shall be treated as European if it is confined within an area joining successively the following points:

66°30′N	30°00′W	66°30′N	39°00′E
30°00′N	39°00′E	30°00′N	11°00′W
24°00′N	11°00′W	24°00′N	30°00′W
66°30′N	30°00′W.		

(iii) A journey made by an aeroplane shall be treated as intercontinental if it is neither domestic nor European.

(iv) A journey made by an aeroplane shall be treated as a holiday journey and not as a scheduled journey if it is made for the carriage of passengers each of whom is carried pursuant to an agreement which provides for carriage by air to a place outside Great Britain, and back from that place or from another place to Great Britain (whether or not on the same aeroplane) and for accommodation at a place outside Great Britain."

(*c*) After paragraph (3) there shall be added the following paragraph:

"(4)(*a*) If it appears to the person supervising the loading of the aircraft that any passenger or baggage to be carried exceeds the weights set out in Table 1 or Table 2 of this Regulation he shall, if he considers it necessary in the interests of the safety of the aircraft, or if the Secretary of State has so directed in the particular case, require any such person or baggage to be actually weighed for the purpose of the entry to be made in the load sheet.

(*b*) If any person or baggage has been weighed, the weights entered in the load sheet shall take account of the actual weight of that person or baggage, or of the weight determined in accordance with the respective provisos to paragraph (2) or (3), whichever weight shall be the greater.";

(2) After Regulation 14 there shall be added the following Regulation:

"Pilot Maintenance—prescribed repairs or replacements

15. With reference to Article 10(1A) of the Order the following repairs or replacements are hereby prescribed:

(1) Replacement of landing gear tyres, landing skids or skid shoes.

(2) Replacement of elastic shock absorber cord units on landing gear where special tools are not required.

(3) Replacement of defective safety wiring or split pins excluding those in engine, transmission, flight control and rotor systems.

(4) Patch-repairs to fabric not requiring rib stitching or the removal of structural parts or control surfaces, if the repairs do not cover up structural damage and do not include repairs to rotor blades.

(5) Repairs to upholstery and decorative furnishings of the cabin or cockpit interior when the repair does not require dismantling of any structure or operating system or interfere with an operating system or affect the structure of the aircraft.

(6) Repairs, not requiring welding, to fairings, non-structural cover plates and cowlings.

(7) Replacement of side windows where that work does not interfere with the structure or with any operating system.

(8) Replacement of safety belts or safety harness.

(9) Replacement of seats or seat parts with parts approved by the Secretary of State (whether generally or in relation to a class of aircraft or the particular aircraft) not involving dismantling of any structure or of any operating system.

(10) Replacement of bulbs, reflectors, glasses, lenses or lights.

(11) Replacement of any cowling not requiring removal of the propeller, rotors or disconnection of engine or flight controls.

(12) Replacement of unserviceable sparking plugs.

(13) Replacement of batteries.

(14) Replacement of wings and tail surfaces and controls, the attachments of which are designed to provide for assembly immediately before each flight and dismantling after each flight.

(15) Replacement of main rotor blades that are designed for removal where special tools are not required.

(16) Replacement of generator and fan belts designed for removal where special tools are not required".

R. R. Goodison,
A Deputy Secretary,
Department of Trade and Industry.

19th February 1971.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations amend the Air Navigation (General) Regulations 1970, as previously amended, as follows:

(1) For calculating the total weight of an aircraft flying for the purpose of public transport, standard weights for passengers and crew could hitherto be used instead of actual weights only if the aircraft had a total seating capacity of 12 or more persons. Now they can also be used if the aircraft's maximum total weight authorised exceeds 12,500 lb. A similar provision has been introduced for aeroplanes in respect of cabin and hold baggage of which the weight can now be calculated according to a table of standard weights. This table distinguishes between domestic, European and intercontinental journeys and also between scheduled and holiday journeys. The person supervising the loading of the aircraft, or the Secretary of State, can require any person or baggage to be actually weighed in the interests of safety and if any passenger or baggage is so weighed, then that weight or the appropriate standard weight, whichever is the greater, must be entered in the load sheet (Regulation 4).

(2) A new Regulation (Regulation 15) is introduced prescribing the repairs and replacements which can be carried out personally by the owner or operator of an aircraft of which the maximum total weight authorised does not exceed 6,000 lb. and which is flying otherwise than for the purpose of public transport. Under Article 10(1A) of the Air Navigation Order 1970, as amended, a certificate of compliance is not required in respect of the repairs and replacements now prescribed.