1956 No. 1641

The Air Navigation (Minimum Height of Helicopters) Regulations, 1956

Made - - - - 18*th October*, 1956
Coming into Operation 1*st January*, 1957

The Minister of Transport and Civil Aviation, in exercise of the powers conferred on 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 (Minimum Height of Helicopters) Regulations, 1956, and shall come into operation on the first day of January, 1957.

Interpretation

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

3. The following area is hereby prescribed for the purposes of paragraph (1) (*c*) (ii) of Rule 15 of Schedule II to the Air Navigation Order, 1954, as amended:—

The area bounded by straight lines joining the following points, that is to say—

Kew Bridge (51.29.11 N, 00.17.10 W)
The Eastern extremity of Brent Reservoir (51.34.18 N, 00.13.55 W)
Gospel Oak Station (B.R.) (51.33.18 N, 00.08.58 W)
The South East corner of Springfield Park (51.34.09 N, 00.03.17 W)
Bromley (Bow) Station (B.R.) (51.31.20 N, 00.00.36 W)
The South West corner of Hither Green (51.26.44 N, 00.00.38 W)
Herne Hill Station (B.R.) (51.26.32 N, 00.06.04 W)
Wimbledon Station (B.R.) (51.25.17 N, 00.12.15 W)
The North West corner of Castelnau Reservoir (51.28.52 N, 00.14.02 W)
Kew Bridge (51.29.11 N, 00.17.10 W)

excluding so much of the bed of the river Thames as lies within that area between the ordinary high water marks on each of its banks.

Given under the Official Seal of the Minister of Transport and Civil Aviation this eighteenth day of October, 1956.

(L.S.) *Michael Custance*,
An Under Secretary of the
Ministry of Transport and Civil Aviation.

(**a**) S.I. 1954/829 (1954 I, p. 259).
(**b**) S.I. 1956/82, 421, 1212, 1578 (pp. 458–464 above). The relevant amending Order is the Air Navigation (Fourth Amendment) Order, 1956, S.I. 1956/1578 (p. 464 above).
(**c**) 52 & 53 Vict. c. 63.

EXPLANATORY NOTE

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

These Regulations prescribe an area over which a helicopter must not fly below such height as would enable it to alight clear of the area in the event of failure of a power unit.

1956 No. 1845

The Air Navigation (Radio) (Amendment) Regulations, 1956

Made - - - - 19*th November,* 1956
Coming into Operation 1*st January,* 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) (Amendment) Regulations, 1956, and shall come into operation on the first day of January, 1957.

Interpretation

2.—(1) In these Regulations, " the Regulations " means the Air Navigation (Radio) Regulations, 1954(**c**).

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

3. The Regulations shall be amended in accordance with the following provisions of this Regulation, that is to say:—

(1) in Regulation 6, the figure " (3) " numbering the third paragraph shall be omitted and the contents of that paragraph shall be inserted as the last sentence of paragraph (2);

(2) After sub-paragraph (ii) in paragraph A of Regulation 7 (1) the following sub-paragraph shall be added:—

" (iii) to, from or over Berlin, Germany, unless the aircraft is equipped with radio navigation apparatus appropriate to the route, including automatic direction finding apparatus and either

(*a*) apparatus which will enable the aircraft to be navigated by means of signals transmitted from radio navigation land stations forming part of the Decca radio navigation system, or

(*b*) apparatus capable of giving both the visual and the aural indications of radio signals transmitted from visual/aural radio ranges.

In this sub-paragraph, " automatic direction finding apparatus " means radio navigation apparatus which automatically indicates the

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(**a**) S.I. 1954/*829 (1954* I, p. 259). (**b**) S.I. 1956/82, 421, 1212, 1578 (pp. 458–464 above).
(**c**) S.I. 1954/900 (1954 I, p. 442). (**d**) 52 & 53 Vict. c. 63.