11. In Regulation 203 of the said Regulations, for the words in sub-paragraph (ii) of paragraph (*a*) " and that a second set of correcting glasses are carried on his person " the following words shall be substituted :—

" and that, in the case of any such applicant with vision in either or both eyes less than 6/24 (20/80), he carries on his person a spare set of correcting glasses ".

12. Regulation 233 of the said Regulations and the heading thereto viz., " Section XIX, Gliding Points," shall be omitted.

13. In Regulation 234 of the said Regulations, there shall be added at the end thereof the following words—

" in the case of a licence of an aircraft navigator, 1st Class, or an aircraft navigator, 2nd Class, and not later than the thirtieth day of September, 1950, in the case of a pilot's licence to fly public transport or aerial work aircraft."

14. In Regulation 235 of the said Regulations, for the date " thirtieth day of June, 1950," therein specified, the date " thirtieth day of September, 1950 " shall be substituted.

15.—(1) These Regulations may be cited as the Air Navigation (General) (Amendment) Regulations, 1950.

(2) These Regulations shall come into operation on the first day of May, 1950.

Signed by order of the Minister of Civil Aviation this fifth day of April, 1950.

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

The Air Navigation (Radio) (Amendment) Regulations, 1950

1950 No. 570

Made - - - -	*5th April,* 1950
Coming into Operation except as provided in Regulation 2 - -	*1st May,* 1950 *1st October,* 1950

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 (Radio) Regulations, 1949(b), hereinafter referred to as " the said Regulations ".

(a) S.I. 1949 (No. 349) I, p. 165. (b) S.I. 1949 (No. 375) I, p. 341.

1. In Regulation 1 (1) of the said Regulations, after the definition of "Civil Aviation Communications Handbook" the following definition shall be inserted—

"" Designated international airport" means an airport designated by a Contracting State as available for use by international air services."

2. In Regulation 7 of the said Regulations, the following paragraphs shall be substituted for paragraphs (1) and (2):—

"(1) Subject to the provisions of paragraph (3) of this Regulation and to the provisions of Regulation 8 and the proviso to Regulation 9:—

A. No aircraft shall carry out a flight—

(i) in circumstances which require it to communicate by radio with Air Traffic Control in order to comply with the Rules of the Air and Air Traffic Control in Schedule II to the Order unless it is equipped with radio apparatus capable of maintaining two-way communication with the appropriate aeronautical stations at any time during the flight; or

(ii) under Instrument Flight Rules within a control area or a control zone unless it is equipped with radio navigation apparatus capable of enabling the aircraft to be navigated in accordance with the flight plan submitted to the appropriate Air Traffic Control and with any instructions received from Control.

B. No public transport aircraft, except a public transport aircraft which is being used solely for the purpose of training any persons carried therein, in addition to the personnel thereof, to perform duties in an aircraft, shall carry out a flight—

(i) under Instrument Flight Rules outside control areas and control zones unless it is equipped with radio apparatus capable of maintaining two-way communication with at least one aeronautical station at any time during the flight and of enabling the aircraft to be navigated in accordance with its operational flight plan;

(ii) under Visual Flight Rules over a route where navigation is not or cannot be effected by visual reference to landmarks unless it is equipped with radio apparatus capable of maintaining two-way communication with at least one aeronautical station at any time during the flight and of enabling the aircraft to be navigated in accordance with its operational flight plan;

(iii) under Visual Flight Rules or Instrument Flight Rules unless it is equipped with radio apparatus capable of maintaining two-way communication with the appropriate aeronautical station for purposes of aerodrome control or approach control when arriving at or departing from a designated international airport or an aerodrome in the United Kingdom which has been notified for the purposes of this requirement;

(iv) under Visual Flight Rules over water beyond gliding distance from the nearest shore unless it is equipped with radio apparatus capable of maintaining continuous communication with an aeronautical station or of being operated on the international distress frequency for the sending of messages;

(v) under Instrument Flight Rules unless it is equipped with radio apparatus capable of receiving messages containing meteorological information transmitted by aeronautical stations for the assistance of aircraft; provided that, if the said messages can be received by means of the radio apparatus carried in the aircraft in accordance with sub-paragraph B (i) of paragraph (1) of this Regulation additional apparatus for the purpose of this sub-paragraph need not be provided; or

(vi) in the course of which it may have to land at an aerodrome in IFR weather conditions unless it is equipped with radio apparatus capable of receiving signals transmitted by an aeronautical station for the purpose of guiding the aircraft to a point above the aerodrome from which a visual landing can be effected:

Provided that the requirements specified in sub-paragraphs B (i), (ii), (v) and (vi) of this paragraph, in so far as they apply to an aircraft carrying out a flight other than a flight on a scheduled journey, shall not have effect until the first day of October, 1950.

(2) Radio apparatus carried in aircraft in accordance with the requirements of this Regulation shall be in working order and shall be as notified in respect of the type of apparatus and the radio frequency employed, or, if no such notification is made, shall be suitable for satisfactory operation at the altitude or altitudes at which the flight is planned to be carried out and in the conditions obtaining on the route to be flown."

3. In Regulation 8 of the said Regulations, for the words in paragraph (*b*) " in circumstances which require it to comply with the Instrument Flight Rules in Schedule II to the Order ", the following words shall be substituted " under Instrument Flight Rules within a control area or a control zone ".

4. In Regulation 9 of the said Regulations, the words, brackets and figures in paragraph (*a*) " and (as from the first day of April, 1950), in the case of a public transport aircraft, that a certificate has been given under paragraph (2) of Regulation 10 and is in force " shall be omitted.

5. Section IV of the said Regulations shall be omitted.

6. In Regulation 23 of the said Regulations the following paragraph shall be substituted for paragraph (i) :—

" (i) For a flight radiotelephony operator's restricted licence ... 17 years "

7. In Regulation 24 of the said Regulations the following paragraphs shall be substituted for paragraphs (iii) and (iv) :—

" (iii) in the case of an applicant for a first class flight radiotelegraphy operator's licence (temporary) or a flight radiotelegraphy operator's licence, pass a medical examination in accordance with Regulations 29 to 34;

(iv) in the case of an applicant for a first class flight radiotelegraphy operators' licence, produce evidence of radio experience in accordance with Regulation 35; and "

8. In Regulation 26 of the said Regulations the following paragraph shall be substituted for paragraph (1):—

"(1) A flight radiotelephony operator's restricted licence entitles the holder to operate, in accordance with the terms of the licence, radiotelephony apparatus on board any aircraft:

Provided that—

(i) the power delivered to the aerial by the transmitter in the absence of modulation does not exceed 50 watts; or

(ii) the power delivered to the aerial by the transmitter in the absence of modulation does not exceed 250 watts, and

(*a*) the operation of the transmitter requires only the use of simple external switching devices;

(*b*) the frequencies cannot be adjusted manually by the operator; and

(*c*) the stability of the frequencies must be maintained automatically by the transmitter."

9. In Regulation 27 of the said Regulations—

(1) the word and brackets "(Temporary)" in the first line of paragraph (1) shall be omitted;

(2) the following paragraph shall be substituted for paragraph (2):—

"(2) *Restricted Flight Radiotelephony Operator.* The applicant shall be required to satisfy the Minister, by examination or otherwise, of his competency in the following matters:—

(*a*) Practical knowledge of radiotelephony operation and procedure;

(*b*) Ability to send correctly and to receive correctly messages by radiotelephony; and

(*c*) Knowledge of the Radio Regulations annexed to the International Telecommunication Convention applying to radiotelephony communications and particularly of that part of those Regulations relating to the safety of life, and of the special instructions and operating procedures applying to radiotelephony communications in the radiocommunication service in air navigation, as contained in the handbook "Radiotelephony Procedure" (M.C.A.P. 46) published by His Majesty's Stationery Office."

10. In Regulation 29 of the said Regulations the following paragraph shall be substituted for paragraph (*a*), the proviso thereto being retained:—

"(*a*) A person applying for the grant or renewal of a first class flight radiotelegraphy operator's licence (temporary) or a first class flight radiotelegraphy operator's licence shall be required to undergo a medical examination to ascertain whether his physical condition conforms with the standard of fitness, i.e., physical, visual, colour perception and hearing, specified in Regulation 34: "

11. In Regulation 34 of the said Regulations, in proviso (ii) to subparagraph (*a*) of paragraph B for the words "and that a second set of correcting glasses are carried on his person", the following words shall be substituted:—

"and that in the case of any such applicant with vision in either or both eyes less than 6/24 (20/80) he carries on his person a spare set of correcting glasses".

12. In Regulation 35 of the said Regulations—

(1) in paragraph (1) for the words "general flight radiotelephony operator's licence (temporary)" the following words shall be substituted "flight radiotelephony operator's restricted licence or a general flight radiotelephony operator's licence":

(2) Paragraph (2) shall be omitted:

(3) Paragraphs "(3)" and "(4)" shall be renumbered "(2)" and "(3)" respectively.

13. For Regulation 36 of the said Regulations the following Regulation shall be substituted:—

"36.—(1) The period for which a flight radio operator's licence may remain in force, following either the grant or any renewal thereof, shall not exceed twelve months.

(2) An applicant for the renewal of a licence shall be required to undergo a medical examination in accordance with Regulations 29 to 34, except in the case of an applicant for the renewal of a flight radiotelephony operator's restricted licence or a general flight radiotelephony operator's licence, and may, at the discretion of the Minister, be required to undergo all or any part of the technical examination specified for the grant of a licence of the class to which the application relates.

(3) An applicant for the renewal of a flight radiotelephony operator's restricted licence or a general flight radiotelephony operator's licence shall be required to furnish evidence of having satisfactorily carried out radio communication, under the provisions of his licence, during the six months immediately preceding the date of the application.

(4) An applicant for the renewal of a first class flight radiotelegraphy operator's licence shall be required to furnish satisfactory evidence of having been actively employed in the performance of appropriate radio operating duties in the aeronautical service for a period of not less than two months during the twelve months immediately preceding the date of the application:

Provided that applications from persons unable to satisfy these requirements may be dealt with at the discretion of the Minister."

14. In Regulation 44 of the said Regulations, the words and figures in paragraph (2) "except Section IV thereof, which shall come into operation on the first day of April, 1950", shall be omitted.

15.—(1) These Regulations may be cited as the Air Navigation (Radio) (Amendment) Regulations, 1950.

(2) These Regulations shall come into operation on the first day of May, 1950.

Signed by order of the Minister of Civil Aviation this fifth day of April, 1950.

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