(2) The Interpretation Act, 1889(a), applies for the purposes of the interpretation of this Order as it applies for the purposes of the interpretation of an Act of Parliament.

Fees

3. The Order shall be amended in accordance with the following provision of this Article, that is to say—

In paragraph 9 of Schedule III, there shall be substituted for the figure and words "£10 per annum" wherever they occur the figure and words "£20 per annum".

W. G. Agnew.

EXPLANATORY NOTE

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

This Order increases the fees chargeable for the inspection of organisations desiring to be approved for the purpose of furnishing reports or certificates to the Minister under Articles 12 and 14 of the Air Navigation Order, 1954.

1956 No. 1212

The Air Navigation (Third Amendment) Order, 1956

Made - - - -	3*rd August*, 1956
Laid before Parliament	10*th August*, 1956
Coming into Operation	17*th August*, 1956

At the Court at Arundel Castle, the 3rd day of August, 1956

Present,

The Queen's Most Excellent Majesty in Council

Her Majesty, in exercise of the powers conferred upon Her by sections 8, 57 and 59 of the Civil Aviation Act, 1949(b), and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:—

Citation and Operation

1. This Order may be cited as the Air Navigation (Third Amendment) Order, 1956, and shall come into operation on the seventeenth day of August, 1956.

Interpretation

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

(a) 52 & 53 Vict. c. 63. (b) 12, 13 & 14 Geo. 6. c. 67. (c) S.I. 1954/829 (1954 I, p. 259).
(d) S.I. 1956/82 (p. 458 above). (e) S.I. 1956/421 (p. 460 above).

(2) The Interpretation Act, 1889(a), applies for the purposes of the interpretation of this Order as it applies for the purposes of the interpretation of an Act of Parliament.

Amendments of Order

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

(1) In Article 41, for paragraph (2) there shall be substituted the following paragraph—

"(2) The operator of any aircraft so registered shall cause to be exhibited in the aircraft notices indicating that smoking is prohibited in accordance with any conditions with regard to smoking which are imposed by the certificate of airworthiness relating to the aircraft"

and the following paragraph shall be added—

"(3) A person shall not smoke in any compartment of an aircraft so registered at a time when smoking is prohibited in that compartment by a notice exhibited in accordance with the preceding paragraph of this Article";

(2) in proviso (*b*) of paragraph (1) of Article 44, there shall be inserted after the word "thereto" the words "where this is necessary for the purpose of saving life, or";

(3) Schedule II shall be amended in accordance with the provisions set out in the Schedule to this Order.

W. G. Agnew.

THE SCHEDULE

Amendments of Schedule II to the Order

1. In Rule 29—

(i) in paragraph (*a*) for the words and figures "2,000 feet", "500 feet" and "three nautical miles" there shall be substituted respectively the words and figures "one nautical mile", "1,000 feet" and "five nautical miles";

(ii) in the proviso for the words and figures "3 nautical miles" and "1,000 feet" there shall be substituted respectively the words and figures "5 nautical miles" and "1,500 feet".

2. In Rule 48—

(1) for paragraph (3) there shall be substituted the following paragraph:—

"(3) Subject to the provisions of paragraph (2) of this Rule, in case of danger of collision between two aeroplanes—

(*a*) when the two aeroplanes are approaching head-on or approximately so, each shall alter its course to the right;

(a) 52 & 53 Vict. c. 63.

(*b*) when the two aeroplanes are on converging courses, the one which has the other on its right shall give way to the other and shall avoid crossing ahead of the other unless passing well clear of it;

(*c*) an aeroplane which is being overtaken shall have the right of way, and the overtaking aeroplane shall keep out of the way of the other aeroplane by altering its course to the left until it is past and clear, notwithstanding any change in the relative positions of the two aeroplanes".

(2) for paragraph (4) there shall be substituted the following paragraph:—

"(4) Subject to the provisions of paragraph (2) of this Rule, a vehicle shall—

(*a*) when overtaking another vehicle, overtake so that the other vehicle is on the left of the overtaking vehicle;

(*b*) keep to the left when passing another vehicle which is approaching head-on or approximately so".

3. In paragraph (1) of Rule 70, for sub-paragraph (*d*) there shall be substituted the following sub-paragraph:—

"(*d*) prevent the use of lamps fitted to the exterior of the aircraft for the purpose of—

(i) enabling the operating crew to inspect the exterior during flight, or

(ii) enabling the aircraft to be more readily detected at considerable distances by other aircraft at night,

being in either case lamps so designed, fitted and operated that the lights shown thereby cannot be mistaken for, and do not obscure or otherwise impair the visibility of, any light required to be shown by the aircraft pursuant to this Section".

EXPLANATORY NOTE

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

This Order amends provisions of the Air Navigation Order, 1954, dealing with smoking in aircraft (Article 41) and the carriage of persons on parts of aircraft or attachments thereto (Article 44); it increases the range of visibility and distance from cloud necessary for flight complying with the Visual Flight Rules (Rule 29 of Schedule II) and amends the rules applicable to the movement of aeroplanes and vehicles on the manoeuvring areas of land aerodromes (Rule 48 of Schedule II); and it permits subject to certain conditions aircraft flying at night over the United Kingdom or the high seas to show lights designed to facilitate the detection of aircraft at considerable distances (Rule 70 of Schedule II).

The references quoted are to provisions of the Air Navigation Order, 1954.