STATUTORY INSTRUMENTS

1971 No. 1733

CIVIL AVIATION

The Air Navigation (Third Amendment) Order 1971

Made - - -	*27th October* 1971
Laid before Parliament	*2nd November* 1971
Coming into Operation	
(*a*) *for all purposes of Article* 3(5)(*b*), (6) *and* (8)	*15th November* 1971
(*b*) *for all other purposes*	*1st February* 1972

At the Court at Buckingham Palace, the 27th day of October 1971

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(**a**) 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 1971 and shall come into operation on 15th November 1971 for the purposes of Article 3(5)(*b*), (6) and (8) and on 1st February 1972 for all other purposes.

Interpretation

2.—(1) In this Order, "the Principal Order" means the Air Navigation Order 1970(**b**) as amended(**c**).

(2) The Interpretation Act 1889(**d**) applies for the purpose of the interpretation of this Order as it applies for the purpose of the interpretation of an Act of Parliament.

(**a**) 1949 c. 67. (**b**) S.I. 1970/954 (1970 II, p. 2964).
(**c**) The relevant amending instrument is 1970/1951 (1970 III, p. 6389).
(**d**) 1889 c. 63.

Amendment of Air Navigation Order 1970

3. The Principal Order shall be further amended as follows:

(1) In Article 6(2) for "5,000 lb." there shall be substituted "2,300 kg.";

(2) In Article 8(2), sub-paragraph (i) of the proviso, for "6,000 lb." there shall be substituted "2,730 kg.";

(3) In Article 10, paragraphs (1), (1A) and (4)(*cc*), for "6,000 lb." there shall be substituted "2,730 kg.";

(4) In Article 17(3) for "12,500 lb." there shall be substituted "5,700 kg.";

(5) In Article 19(12):

(*a*) for "12,500 lb." there shall be substituted "5,700 kg.";

(*b*) for "in pursuance of Article 19(1) or (3) of this Order," there shall be substituted "for the purposes of paragraph (1), proviso (*d*) to paragraph (2), or paragraph (3) of this Article,";

(6) In Article 25 after paragraph (2) there shall be added the following paragraph:

"(3) The operator of an aircraft registered in the United Kingdom shall not permit any member of the flight crew thereof, during any flight for the purpose of the public transport of passengers, to simulate emergency manoeuvres and procedures which the operator has reason to believe will adversely affect the flight characteristics of the aircraft.";

(7) In Article 26(2):

(*a*) in sub-paragraph (*a*) of the proviso, for "2,500 lb." there shall be substituted "1,150 kg.";

(*b*) in sub-paragraph (*b*) of the proviso, for "6,000 lb." there shall be substituted "2,730 kg.";

(8) In Article 30 after the second sentence there shall be inserted:

"If the aircraft carries two or more pilots (whether or not it is required to do so) and is engaged on a flight for the purpose of the public transport of passengers the commander shall remain at the controls during take-off and landing.";

(9) In Article 32(7) for "at an altitude less than 15,000 feet above mean sea level" there shall be substituted "below flight level 150";

(10) In Article 40(5)(*a*) for "8,000 lb." there shall be substituted "3,600 kg.";

(11) In Article 47(2)(*a*) for "3,500 lb." there shall be substituted "1,600 kg.";

(12) In Article 53, sub-paragraph (*a*) of the proviso, for "3,500 lb." there shall be substituted "1,600 kg.";

(13) In Article 63(1), sub-paragraph (i) of the proviso, for "6,000 lb." there shall be substituted "2,730 kg.";

(14) In Article 85 (6)(*a*)(iii) for "2,000 lb." there shall be substituted "910 kg.";

(15) In Article 87:

(*a*) in sub-paragraph (*b*) for "4 lb." there shall be substituted "2 kg.";

(*b*) in sub-paragraph (*c*) for "11 lb." there shall be substituted "5 kg.";

(16) In Schedule 5:

(*a*) in paragraph 4:

(i) in sub-paragraphs (2)(*a*)(i) and (ii) and (*b*)(i) and (ii) for "2,500 lb." there shall be substituted "1,150 kg.";

(ii) in sub-paragraph (2)(*j*)(i) for "12,500 lb." there shall be substituted "5,700 kg."; and for "25,000 lb." there shall be substituted "11,400 kg.";

(iii) in sub-paragraph (5) for "12,500 lb." there shall be substituted "5,700 kg."; and for "60,000 lb." there shall be substituted "27,000 kg.";

(*b*) in paragraph 5:

(i) in Scale B(iii) for "6,000 lb." there shall be substituted "2,730 kg.";

(ii) in Scale F(iv) and (v), Scale G(iv) and Scale Q for "12,500 lb." there shall be substituted "5,700 kg.";

(17) In Schedule 6 in sub-paragraphs (3) and (4) of the Table for "5,000 lb." there shall be substituted "2,300 kg.";

(18) In Schedule 9:

(*a*) in Part A:

(i) in sub-paragraph (i)(*c*) of the privileges of the Commercial Pilot's Licence (Aeroplanes), the Senior Commercial Pilot's Licence (Aeroplanes) and the Airline Transport Pilot's Licence (Aeroplanes) for "5,000 lb." there shall be substituted "2,300 kg.";

(ii) in sub-paragraph (i)(*d*) of the privileges of the Commercial Pilot's Licence (Aeroplanes) and in sub-paragraph (i)(*b*) of the privileges of the Commercial Pilot's Licence (Helicopters and Gyroplanes) for "12,500 lb." there shall be substituted "5,700 kg.";

(iii) in sub-paragraph (i)(*d*) of the privileges of the Senior Commercial Pilot's Licence (Aeroplanes) and the Airline Transport Pilot's Licence (Aeroplanes) for "45,000 lb." there shall be substituted "20,000 kg.";

(iv) in sub-paragraphs (*a*) and (*b*) of the privileges of the Commercial Pilot's Licence (Gliders) for "1,500 lb." there shall be substituted "680 kg.";

(b) in Part C in column 2 of the Table for "12,500 lb." wherever it appears, there shall be substituted "5,700 kg.".

W. G. Agnew.

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order further amends the Air Navigation Order 1970, as amended. In addition to minor drafting amendments the imperial units of measurement of the weight of aircraft are replaced by the approximate metric equivalents. The following changes are also made in the Articles mentioned below :

(1) The operator of a United Kingdom registered aircraft must not permit the flight crew to simulate emergency manoeuvres and procedures which may adversely affect the flight characteristics of the aircraft, on any flight for the public transport of passengers (Article 25).

(2) If such an aircraft carries more than one pilot (whether or not it is required to do so) the commander must stay at the controls during take-off and landing on any flight for the public transport of passengers (Article 30).