STATUTORY INSTRUMENTS

# 1965 No. 1196

# CIVIL AVIATION

## The Rules of the Air and Air Traffic Control (Eleventh Amendment) Regulations 1965

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| *Made* - - - - | 28*th May* 1965 |
| *Coming into Operation* | 3*rd June* 1965 |

The Minister of Aviation, in exercise of the powers conferred on him by Article 56(1) of the Air Navigation Order 1960(**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 Rules of the Air and Air Traffic Control (Eleventh Amendment) Regulations 1965, and shall come into operation on 3rd June 1965.

**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 Schedule to the Rules of the Air and Air Traffic Control Regulations 1960(**d**), as amended(**e**), shall be further amended as follows:—

In Rule 37—

in paragraph (2)—

the words " London (Gatwick) ", " within 5 nautical miles of and " (in both places where they occur) and " in relation to London (Gatwick) Airport, to flight on the northerly side of a line parallel to, and 3 nautical miles to the north of, the paved runway at the Airport, or " shall be omitted ;

after the words " 2,000 feet above " in the first place where they occur there shall be inserted the words " the notified elevation of the aerodrome within 5 nautical miles of " ;

after the words " 2,000 feet above " in the second place where they occur there shall be inserted the words " the notified elevation of the aerodrome and within 5 nautical miles of " ;

in paragraph (4)—

for the word " Cardiff " there shall be substituted the word " Glamorgan " ;

(**a**) S.I. 1960/972 (1960 I, p. 599).
(**b**) There is no amendment which relates expressly to the subject matter of these regulations.
(**c**) 52 & 53 Vict. c. 63.
(**d**) S.I. 1960/1070 (1960 I, p. 711).
(**e**) The relevant amending instruments are S.I. 1961/375, 527, 920, 2366, 1962/1571, 1963/697, 1964/419, 641, (1961 I, pp. 573, 1196; II, p. 1773; III, p. 4367; 1962 II, p. 1778; 1963 I, p. 852; 1964 I, p. 692; II, p. 1221).

the proviso shall be omitted ;

the following shall be substituted for the definition of " relevant airspace "—

" For the purposes of this paragraph the " relevant airspace " means the airspace from the surface to flight level 55 within 5 nautical miles of the notified aerodrome reference point." ;

the following paragraphs shall be added after paragraph (7)—

" (8) In relation to London (Gatwick) Airport, the following special rules shall apply—

Except as may otherwise be authorised by the air traffic control unit at the aerodrome—

(*a*) an aircraft shall not fly within the relevant airspace unless the commander of the aircraft, before so flying, obtains the permission of the air traffic control unit at the aerodrome and informs the air traffic control unit, on the notified radio frequency appropriate to the circumstances, of the aircraft's position, level and track ;

(*b*) while the aircraft is within the relevant airspace the commander of the aircraft shall cause a continuous watch to be maintained on that frequency and comply with any instructions which the air traffic control unit at the aerodrome may give in the particular case.

For the purposes of this paragraph the " relevant airspace " means the airspace from the surface to 2,000 feet above the notified elevation of the aerodrome within that part of a circle having a radius of 8 nautical miles from 51° 08′ 54″N, 00° 11′ 25″W, which lies between two straight lines joining respectively the points 51° 10′ 20″N, 00° 24′ 00″W to 51° 13′ 15″N, 00° 00′ 45″W and 51° 02′ 48″N, 00° 19′ 50″W to 51° 05′ 11″N, 00° 00′ 05″W.

(9) In relation to Birmingham Airport, the following special rules shall apply—

Except as may otherwise be authorised by the air traffic control unit at the aerodrome—

(*a*) an aircraft shall not, during the notified hours of watch of the air traffic control unit at the aerodrome, fly within the relevant airspace unless the commander of the aircraft, before so flying, obtains the permission of the air traffic control unit at the aerodrome and informs the air traffic control unit, on the notified radio frequency appropriate to the circumstances, of the aircraft's position, level and track ;

(*b*) while the aircraft is within the relevant airspace at any time during the said hours of watch the commander of the aircraft shall cause a continuous watch to be maintained on that frequency and comply with any instructions which the air traffic control unit at the aerodrome may give in the particular case.

For the purposes of this paragraph the "relevant airspace" means the airspace within 8 nautical miles of the notified aerodrome reference point—

(i) to the north east of any point on a straight line joining the points 52° 35′ 05″N, 01° 42′ 25″W and 52° 26′ 25″N, 01° 31′ 55″W from the surface to flight level 35; and

(ii) in the remainder of that area, from the surface to flight level 110."

*R. R. Goodison,*
An Under Secretary of the Ministry of Aviation.

28th May 1965.

## EXPLANATORY NOTE

*(This Note is not part of the Regulations.)*

These Regulations amend the Rules of the Air and Air Traffic Control. In addition to some minor and drafting amendments, the special rules zone for London (Gatwick) Airport is increased in size, that for Glamorgan (formerly Cardiff) (Rhoose) Airport is reduced, and special rules are introduced for Birmingham Airport.