STATUTORY INSTRUMENTS

1967 No. 1081

CIVIL AVIATION

The Rules of the Air and Air Traffic Control (Fourth Amendment) Regulations 1967

Made - - - -	*19th July* 1967
Coming into Operation	*27th July* 1967

The Board of Trade, in exercise of their powers under Article 59(1) of the Air Navigation Order 1966(a), as amended (b), and of all other powers enabling them in that behalf, hereby make the following Regulations.

1. These Regulations may be cited as the Rules of the Air and Air Traffic Control (Fourth Amendment) Regulations 1967, and shall come into operation on 27th July 1967.

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 1966(d), as amended (e), shall be further amended as follows:

(1) After paragraph (9) of Rule 38, the following paragraph shall be added:

"(10) In relation to Leeds and Bradford 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; and

(*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 intructions which the air traffic control unit at that aerodrome may give in the particular case:

Provided that except at night the special rules (*a*) and (*b*) shall not apply to an aircraft flying within the relevant airspace which remains at least one nautical mile horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least five nautical miles.

(a) S.I. 1966/1184 (1966 III, p. 3073).
(b) There is no relevant amending instrument.
(c) 1889 c. 63.
(d) S.I. 1966/1257 (1966 III, p. 3431).
(e) The relevant amending instruments are S.I. 1967/533, 643 (1967 I, pp. 1738, 1983).

For the purposes of this paragraph the " relevant airspace " means the airspace from the surface to flight level 85 above the aerodrome within that part of a circle having a radius of eight nautical miles centred on 53° 52′ 00″ N, 01° 39′ 10″ W (Leeds and Bradford Airport) except that part of the circle on the east side of straight lines joining the points 54° 00′ 00″ N 01° 38′ 45″ W, 53° 56′ 20″ N 01° 33′ 20″ W, and 53° 53′ 45″ N 01° 31′ 00″ W, 53° 46′ 45″ N 01° 29′ 00″ W.".

(2) Rule 30 shall be deleted.

(3) In Rule 58(3) after sub-paragraph (*d*) of the proviso there shall be added the following sub-paragraph:

" (*e*) The Area Control (I) Rating and the Area Control (II) Rating.".

(4) In Rule 58(4) after " making signals " there shall be inserted " to that aircraft or ".

J. H. Riddoch,
An Under Secretary of the
Board of Trade.

19th July 1967.

EXPLANATORY NOTE

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

These Regulations amend the Rules of the Air and Air Traffic Control:

(1) special rules for Leeds and Bradford Airport are introduced;

(2) Rule 30 (which relates to procedures to be followed in the event of communication failure) is deleted; and

(3) minor amendments to Rule 58 (which requires air traffic controllers to be licensed) are made.