STATUTORY INSTRUMENTS

1975 No. 544

CIVIL AVIATION

The Rules of the Air and Air Traffic Control (Second Amendment) Regulations 1975

Made - - - - - - - - *2nd April* 1975

Coming into Operation. *24th April* 1975

The Secretary of State, in exercise of his powers under Article 62(1) of the Air Navigation Order 1974(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 (Second Amendment) Regulations 1975 and shall come into operation on 24th April 1975.

2. The Interpretation Act 1889(c) shall apply 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 1974(d), as amended (e), shall be further amended as follows:

(1) In Rule 36:

(*a*) in paragraph (8) for "For the purposes of this paragraph" to the end there shall be substituted:

"For the purposes of this paragraph the "relevant airspace" means the airspace—

(i) from the surface to 2,500 feet above mean sea level within an area defined by straight lines joining successively the following points: 51° 11′ 17″N 00° 23′ 42″ W; 51° 12′ 56″N 00° 11′ 20″W; 51° 12′ 00″N 00° 03′ 50″E, thence clockwise by the arc of a circle radius ten nautical miles centred on 51° 09′ 10″N 00° 11′ 24″W (Gatwick Airport) to 51° 05′ 42″N 00° 03′ 30″E; 51° 02′ 44″N 00° 18′ 57″W and thence clockwise by the arc of a circle radius eight nautical miles centred on 51° 09′ 10″N 00° 11′ 24″W (Gatwick Airport) to 51° 11′ 17″N 00° 23′ 42″W; and

(a) S.I. 1974/1114 (1974 II, p. 4057).
(b) There is no relevant amending Instrument.
(c) 1889 c. 63.
(d) S.I. 1974/1401 (1974 II, p. 5360).
(e) S.I. 1974/1767 (1974 III, p. 6288).

(ii) from 1,500 feet above mean sea level to 2,500 feet above mean sea level within the area defined by a straight line joining 51° 11′ 25″N 00° 30′ 08″W to 51° 16′ 16″N 00° 05′ 57″E thence clockwise by the arc of a circle radius thirteen nautical miles centred on 51° 09′ 10″N 00° 11′ 24″W (Gatwick Airport) to 51° 01′ 00″N 00° 04′ 40″E, thence by a straight line to 51° 01′ 00″N 00° 25′ 26″W and thence clockwise by the arc of a circle radius twelve nautical miles centred on 51° 09′ 10″N 00° 11′ 24″W (Gatwick Airport) to 51° 11′ 25″N 00° 30′ 08″W, excluding all airspace referred to in subparagraph (i) above.";

(*b*) for paragraph (12) there shall be substituted:

"(12) (*a*) In relation to Luton Airport, the special rules set forth in sub-paragraph (*c*) of this paragraph shall, subject to the provisions of sub-paragraph (*b*) of this paragraph, apply to the airspace (in this paragraph called "the relevant airspace")—

(i) from the surface to 3,500 feet above mean sea level within the area defined by straight lines joining successively the following points:

51° 51′ 36″N 00° 30′ 00″W;
51° 52′ 02″N 00° 27′ 33″W;
51° 54′ 19″N 00° 25′ 00″W;
51° 56′ 02″N 00° 17′ 46″W;
51° 56′ 24″N 00° 10′ 20″W;
51° 51′ 11″N 00° 08′ 03″W;
51° 48′ 29″N 00° 15′ 00″W;
51° 46′ 17″N 00° 27′ 36″W;
51° 51′ 36″N 00° 30′ 00″W;

and

(ii) from 1,500 feet above mean sea level to 3,500 feet above mean sea level within the area defined by straight lines joining successively the following points:

51° 51′ 36″N 00° 30′ 00″W;
51° 46′ 17″N 00° 27′ 36″W;
51° 45′ 12″N 00° 33′ 50″W;
51° 50′ 30″N 00° 36′ 13″W;
51° 51′ 36″N 00° 30′ 00″W;

and

(iii) from 2,500 feet above mean sea level to 3,500 feet above mean sea level within the areas defined by straight lines joining successively the following points:

51° 49′ 13″N 00° 35′ 40″W;
51° 45′ 12″N 00° 33′ 50″W;
51° 44′ 08″N 00° 40′ 03″W;
51° 48′ 09″N 00° 41′ 53″W;
51° 49′ 13″N 00° 35′ 40″W;

and

51° 56′ 24″N 00° 10′ 20″W;
51° 56′ 44″N 00° 03′ 48″W;
51° 53′ 25″N 00° 02′ 18″W;
51° 51′ 11″N 00° 08′ 03″W;
51° 56′ 24″N 00° 10′ 20″W;

(*b*) The relevant airspace shall not include that part of a circle radius 2 nautical miles centred on 51° 52′ 07″N 00° 32′ 50″W (Dunstable Downs Aerodrome) south of a straight line joining 51° 52′ 02″N 00° 27′ 33″W and 51° 50′ 30″N 00° 36′ 13″W but nevertheless the special rules set forth in sub-paragraph (*c*) shall be complied with by an aircraft as if it was in the relevant airspace whenever the commander of that aircraft has reason to believe that any other aircraft is, at the time, in the course of landing on runway 08 at Luton Airport.

(*c*) Unless it is otherwise authorised by the air traffic control unit at Luton aerodrome,

(i) 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; and

(ii) while the aircraft is within the relevant airspace the commander of the aircraft shall cause a continuous watch to be maintained on the notified radio frequency appropriate to the circumstances and comply with any instructions which the air traffic control unit at the aerodrome may give in the particular case:

Provided that sub-paragraphs (i) and (ii) shall not apply to a glider on a flight to or from Dunstable Downs Aerodrome or to an aeroplane which is towing or has released a glider in the course of such a flight, if the following conditions are complied with:

(*aa*) the commander of the glider or of the aeroplane, as the case may be, has reason to believe that at the time no aircraft is in the course of landing on runway 08 at Luton Airport; and

(*bb*) the glider or aeroplane, as the case may be, flies within that part of the relevant airspace specified in sub-paragraph (*a*)(i) of this paragraph north of a straight line joining 51° 50′ 19″N 00° 29′ 26″W and 51° 52′ 02″N 00° 27′ 33″W, and specified in sub-paragraph (*a*)(ii) of this paragraph north of a straight line joining 51° 49′ 13″N 00° 35′ 40″W and 51° 50′ 19″N 00° 29′ 26″W, and remains at least one nautical mile horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 nautical miles.";

(*c*) in paragraph (18) for sub-paragraph (*a*) there shall be substituted—

"(*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; and";

(*d*) at the end there shall be added the following new paragraph:

"(19) In relation to Stansted Airport the following special rules shall apply:

Unless it is otherwise 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 appropriate air traffic control unit 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, the commander of the aircraft shall cause a continuous watch to be maintained on that frequency and comply with any instructions which the appropriate air traffic control unit may give in the particular case; and

(*c*) while the aircraft is flying within the relevant airspace,

(i) save as provided in sub-paragraphs (ii) and (iii) below, the aircraft shall remain 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, unless the commander of the aircraft holds a licence which includes a valid instrument rating or a valid instrument meteorological conditions rating;

(ii) if the commander of the aircraft holds a Commercial Pilot's Licence, a Senior Commercial Pilot's Licence or an Airline Transport Pilot's Licence which does not include a valid instrument rating and he intends to take off or land within the relevant airspace, the aircraft shall be flown in accordance with special VFR clearance given to the aircraft;

(iii) if the commander of the aircraft holds a Private Pilot's Licence which includes a valid instrument meteorological conditions rating and he intends to take off or land within the relevant airspace, the aircraft shall be flown in accordance with special VFR clearance given to the aircraft and remain in a flight visibility of at least 1½ nautical miles.

For the purposes of this paragraph the "relevant airspace" means the airspace

(*aa*) from 3,500 feet above mean sea level to flight level 65 within the area defined by straight lines joining successively the following points:

51° 56′ 02″N 00° 17′ 46″W;
52° 02′ 34″N 00° 10′ 00″E;
51° 50′ 48″N 00° 04′ 16″E;
51° 50′ 06″N 00° 04′ 02″W;
51° 56′ 02″N 00° 17′ 46″W;

(*bb*) from the surface to 2,500 feet above mean sea level within the area defined by straight lines joining successively the following points:

51° 50′ 48″N 00° 04′ 16″E;
51° 52′ 13″N 00° 21′ 11″E;
51° 49′ 11″N 00° 18′ 28″E;
51° 48′ 30″N 00° 10′ 17″E;
51° 50′ 48″N 00° 04′ 16″E;

(*cc*) from the surface to flight level 65 within the area defined by straight lines joining successively the following points:

51° 50′ 48″N 00° 04′ 16″E;
51° 55′ 24″N 00° 06′ 29″E;
52° 00′ 57″N 00° 15′ 06″E;
51° 57′ 30″N 00° 25′ 58″E;
51° 52′ 13″N 00° 21′ 11″E;
51° 50′ 48″N 00° 04′ 16″E;

(*dd*) from 1,500 feet above mean sea level to 2,500 feet above mean sea level within the area defined by straight lines joining successively the following points:

51° 50′ 48″N 00° 04′ 16″E;
51° 48′ 30″N 00° 10′ 17″E;
51° 49′ 11″N 00° 18′ 28″E;
51° 45′ 09″N 00° 18′ 22″E;
51° 44′ 22″N 00° 09′ 23″E;
51° 48′ 30″N 00° 03′ 10″E;
51° 50′ 48″N 00° 04′ 16″E;

(*ee*) from 1,500 feet above mean sea level to flight level 65 within the area defined by straight lines joining successively the following points:

52° 00′ 57″N 00° 15′ 06″E;
51° 57′ 30″N 00° 25′ 58″E;
52° 00′ 36″N 00° 26′ 50″E;
52° 03′ 14″N 00° 18′ 36″E;
52° 00′ 57″N 00° 15′ 06″E;

(*ff*) from 2,500 feet above mean sea level to flight level 65 within the area defined by straight lines joining successively the following points:

51° 55′ 24″N 00° 06′ 29″E;
52° 03′ 14″N 00° 18′ 36″E;
52° 04′ 00″N 00° 16′ 10″E;
52° 02′ 34″N 00° 10′ 00″E;
51° 55′ 24″N 00° 06′ 29″E;

Provided that:—

(i) special rule (*c*) shall not apply in the airspace referred to in sub-paragraph (*aa*) above; and

(ii) except at night special rules (*a*) and (*b*) shall not apply, in the airspace referred to in sub-paragraphs (*bb*) to (*ff*) above, to

(*a*) a glider 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; or

(*b*) a mechanically driven aircraft without radio equipment 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, if the commander of the aircraft has previously obtained the permission of the air traffic control unit at the aerodrome to enter the relevant airspace.".

G. R. Sunderland,
An Assistant Secretary,
Department of Trade.

2nd April 1975.

EXPLANATORY NOTE

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

These Regulations further amend the Rules of the Air and Air Traffic Control Regulations 1974. In addition to minor and drafting amendments the following changes are made—

(1) the areas in which the special rules applicable in relation to Luton and Gatwick airports apply are amended; and

(2) special rules applicable in relation to Stansted Airport are introduced.

SI 1975/544
ISBN 0-11-050544-1

