

1967 No. 643

CIVIL AVIATION

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

Made - - - - - 24th April 1967
Coming into Operation 4th May 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 (Third Amendment) Regulations 1967, and shall come into operation on 4th May 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) In Rule 37 for paragraph (1) there shall be substituted the following:

“ 37.—(1) An aircraft shall not fly within a zone which the commander of the aircraft knows or ought reasonably to know to be the aerodrome traffic zone of an aerodrome where an air traffic control unit is for the time being notified as being on watch, except for the purpose of observing any signals at that aerodrome with a view to landing there, unless he has the permission of the appropriate air traffic control unit.”

(2) After paragraph (8) of Rule 38, the following paragraph shall be added:

“(9)(a) In relation to Lyneham Aerodrome, the special rules set forth in sub-paragraph (b) of this paragraph shall apply to the airspace (in this paragraph called “ the relevant airspace ”)

(i) from the surface to 3,000 feet above mean sea level within the area defined by straight lines joining successively the following points 51°36'20"N 02°08'38"W to 51°38'12"N 02°03'08"W to 51°37'25"N 01°48'10"W thence by that part of the arc of a circle radius 8 nautical miles centred on 51°31'25"N 01°56'32"W to 51°24'32"N 01°50'05"W thence by a straight line to 51°22'31"N 01°55'40"W and thence by that part of the arc of a circle radius 8 nautical miles centred on 51°29'25"N 02°02'08"W to 51°36'20"N 02°08'38"W ; and

(ii) from 3,000 feet above mean sea level to flight level 65 vertically above the area specified in (i) above ; and

(a) S.I. 1966/1184 (1966 III, p. 3073).

(b) S.I. 1966/1408 (1966 III, p. 3769).

(c) 1889 c. 63.

(d) S.I. 1966/1257 (1966 III, p. 3431).

(e) There is no amendment which relates expressly to the subject matter of these Regulations.

(iii) from flight level 40 to flight level 65 within the area defined by straight lines joining successively the following points 51°37'25"N 01°48'10"W to 51°36'57"N 01°39'19"W to 51°26'57"N 01°40'43"W to 51°27'13"N 01°45'39"W; thence by that part of the arc of a circle radius 8 nautical miles centred on 51°31'25"N 01°56'32"W to 51°37'25"N 01°48'10"W.

(b) Except as may otherwise be authorised by the air traffic control unit at the 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;

(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 this sub-paragraph shall not apply in relation to an aircraft which:

(a) flies in Visual Meteorological Conditions within that part of the relevant airspace specified in sub-paragraph (a)(ii) and (iii) of this paragraph; or

(b) remains in sight of the surface clear of cloud and in a flight visibility of at least one nautical mile and which is not equipped with radio capable of operating on the said radio frequency whilst flying within that part of the relevant airspace—

from the surface to 1,900 feet above mean sea level east of a straight line joining 51°37'37"N 01°51'08"W and 51°29'38"N 01°44'00"W; or from the surface to 1,500 feet above mean sea level south of a straight line joining 51°22'57"N 02°09'40"W and 51°21'57"N 01°57'45"W; or

(c) flies within the airspace from the surface to 1,900 feet above mean sea level within an area comprising a circle of radius 2½ nautical miles centred on 51°30'20"N 01°48'00"W (Wroughton Aerodrome) excluding that part of the circle east of a straight line joining 51°32'42"N 01°46'44"W and 51°29'45"N 01°44'08"W."

J. H. Riddoch,

An Under Secretary of the
Board of Trade.

24th April 1967.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations make a minor drafting amendment to the Rules of the Air and Air Traffic Control and introduce special rules for Lyneham Aerodrome. (Rule 38(9)).