

1968 No. 2070

CIVIL AVIATION

**The Rules of the Air and Air Traffic Control
(Seventh Amendment) Regulations 1968***Made* - - - 30th December 1968*Coming into Operation* 9th January 1969

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 (Seventh Amendment) Regulations 1968, and shall come into operation on 9th January 1969.

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

(1) At the end of Rule 20 there shall be added the following proviso :

“Provided that this Rule shall not apply to a helicopter following the Motorway M4 on a route from West Drayton to Osterley Lock.” ;

(2) In Rule 28 the following paragraphs shall be substituted for paragraph (3) :

“(3) The commander of the aircraft shall fly in conformity with

(a) the air traffic control clearance issued for the flight, as amended by any further instructions given by an air traffic control unit ; and

(b) the holding and instrument approach procedures notified in relation to the aerodrome of destination, unless he is otherwise authorised by the air traffic control unit there :

Provided that he shall not be required to comply with the foregoing provisions of this paragraph if :

(i) he is able to fly in uninterrupted Visual Meteorological Conditions for so long as he remains in controlled airspace, and

(ii) he has informed the appropriate air traffic control unit of his intention to continue the flight in compliance with Visual Flight Rules and has requested that unit to cancel his flight plan.

(3A) If for the purpose of avoiding immediate danger any departure is made from the provisions of paragraph (3) of this Rule (as is permitted by Article 59(3) of the Order) the commander of the aircraft shall, in

(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 instrument is S.I. 1968/1837 (1968 III, p. 4846).

addition to causing particulars to be given in accordance with Article 59(4) of the Order, as soon as possible inform the appropriate air traffic control unit of the deviation.”;

(3) In Rule 38 the following paragraph shall be substituted for paragraph (5):

“(5) In relation to Liverpool Airport the following special rules shall apply:

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

(a) an aircraft shall not fly within the relevant airspace during the notified hours of watch of the air traffic control unit at the aerodrome 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 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 1,250 feet above mean sea level within the area defined by a straight line joining the points 53°19’00”N, 02°37’00”W and 53°22’00”N, 02°39’00”W and thence by tangents from those points to the circle with radius of six nautical miles centred on 53°20’20”N, 02°53’00”W.”;

(4) In Rule 60(1)(b) for “becomes pregnant” there shall be substituted “in the case of a woman, has reason to believe that she is pregnant.”.

J. H. Riddoch,

An Under Secretary
of the Board of Trade.

30th December 1968.

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations further amend the Schedule to the Rules of the Air and Air Traffic Control Regulations 1966. In addition to some minor and drafting amendments the following changes are made:

(1) The right-hand traffic rule is amended so as not to apply to helicopters flying on a route following the Motorway M4 (Rule 20).

(2) The Instrument Flight Rules are amended so as to provide that the commander of an aircraft need not comply with the notified holding and instrument approach procedures at the destination aerodrome if he is otherwise authorised by the air traffic control unit there. (Rule 28(3)).

(3) The Zone centred on Liverpool Airport in which Special Rules apply, is extended. (Rule 38(5)).

(4) A drafting amendment is made in the requirement that a female air traffic controller must inform the Board of her pregnancy. (Rule 60(1)).