
 S T A T U T O R Y I N S T R U M E N T S

1975 No. 1956

CIVIL AVIATION

The Air Navigation (General) (Amendment) Regulations 1975

Made - - - 26th November 1975

Coming into Operation 1st January 1976

The Secretary of State in exercise of his powers under Articles 27(4), 28(1) and 80A(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 Air Navigation (General) (Amendment) Regulations 1975, and shall come into operation on 1st January 1976.

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 Air Navigation (General) Regulations 1974(d) shall be amended as follows:—

- (1) In Regulation 4, in paragraph (1), sub-paragraph (d), for the words “passengers, crew,” there shall be substituted “crew (unless included in the weight of the aircraft prepared for service), passengers,”.
- (2) In Regulation 4, in paragraph (2), Table 1, for “On journeys between the United Kingdom, the Channel Islands and the Isle of Man:” there shall be substituted: “On journeys within the United Kingdom, the Channel Islands or the Isle of Man, or between any of them:”.
- (3) In Regulation 4 in paragraph (3), for the note below Table 2 there shall be substituted:

“*Not infants under 3 years of age on journeys within the United Kingdom, the Channel Islands or the Isle of Man or between any of them, or under 2 years of age on any other journey.”.
- (4) In Regulation 7 in paragraph (7) sub-paragraph (a)—
 - (a) the proviso shall be deleted; and
 - (b) to sub-paragraph (ii), there shall be added the following proviso:—

“Provided that if an alternate aerodrome is designated in the flight plan, the specified landing distance required may be that appropriate to an alternate aerodrome when assessing the ability of the aeroplane to satisfy this condition at the aerodrome of destination:”.
- (5) After Regulation 16, there shall be added the following new Regulation:—

“Mandatory Reporting—prescribed reportable occurrences, time and manner of reporting and information to be reported.

(a) S.I. 1974/1114 (1974 II, p. 4057).

(b) S.I. 1974/1275, 1975/429, 1515 (1974 II, p. 4855, 1975 I, p. 1351; III, p. 5079).

(c) 1889 c. 63.

(d) S.I. 1974/1403 (1974 II, p. 5418).

17.—(1) With reference to Article 80A(1) of the Order, as amended, the following reportable occurrences are hereby prescribed, that is to say those:—

- (a) involving damage to an aircraft;
- (b) involving injury to a person;
- (c) involving the impairment during a flight of the capacity of a member of the flight crew of an aircraft to undertake the functions to which his licence relates;
- (d) involving the use in flight of any procedures taken for the purpose of overcoming an emergency;
- (e) involving the failure of an aircraft system or of any equipment of an aircraft;
- (f) arising from the control of an aircraft in flight by its flight crew;
- (g) arising from failure or inadequacy of facilities or services on the ground used or intended to be used for purposes of or in connection with the operation of aircraft;
- (h) arising from the loading or the carriage of passengers, cargo (including mail) or fuel,

and those which are not referred to in sub-paragraphs (a) to (h) of this paragraph of this Regulation but which, in the opinion of a person referred to in sub-paragraphs (a) to (e) of Article 80A(1) of the Order, as amended, constitute an occurrence endangering, or which if not corrected would endanger, the safety of an aircraft, its occupants or any other person.

(2) For the purposes of this Regulation, an aircraft system includes the flight control, power plant, fuel, hydraulic, pneumatic, pressurisation, electrical, navigation and any other system of the aircraft.

(3) With reference to Article 80A(1) of the Order as amended, it is hereby prescribed that a report containing the information referred to in paragraph (4) of this Regulation shall be despatched in writing and by the quickest available means to the Authority within 96 hours of the reportable occurrence coming to the knowledge of the person making the report:

Provided that if at that time any of the said information is not in the possession of that person, he shall despatch that information to the Authority in writing and by the quickest available means within 96 hours of its coming into his possession.

(4) With reference to Article 80A(1) of the Order as amended a report shall, as far as possible, contain the following information:—

- (a) The type, series and registration marks of the aircraft concerned;
- (b) The name of the operator of the aircraft;
- (c) The date of the reportable occurrence;
- (d) If the person making the report has instituted an investigation into the reportable occurrence, whether or not this has been completed;
- (e) A description of the reportable occurrence, including its effects and any other relevant information;

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- (f) In the case of a reportable occurrence which occurs during flight—
- (i) The Greenwich Mean Time of the occurrence;
 - (ii) The last point of departure and the next point of intended landing of the aircraft at that time;
 - (iii) The geographical position of the aircraft at that time;
- (g) In the case of a defect in or malfunctioning of an aircraft or any part or equipment of an aircraft, the name of the manufacturer of the aircraft, part or equipment, as the case may be, and, where appropriate, the part number and modification standard of the part or equipment and its location on the aircraft;
- (h) The signature and name in block capitals of the person making the report, the name of his employer and the capacity in which he acts for that employer;
- (i) In the case of a report made by the commander of an aircraft or a person referred to in sub-paragraph (c) or (d) of Article 80A(1) of the Order the address or telephone number at which communications should be made to him, if different from that of his place of employment.”

26th November 1975.

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

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations amend the Air Navigation (General) Regulations 1974. In addition to some minor and drafting amendments the following changes are made:—

- (1) An operator may now show the weight of the crew as part of the weight of the aircraft prepared for service when preparing the load sheet for an aircraft prior to flight. Previously the weight of the crew was required to be shown separately. (Regulation 3(1).)
- (2) The occurrences which are reportable pursuant to Article 80A of the Air Navigation Order 1974, as amended, are herein prescribed as are the time within which and the means by which a report is to be made and the information to be contained in a report. (Regulation 3 (5).)

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