

1972 No. 672

## CIVIL AVIATION

**The Air Navigation (Amendment) Order 1972**

<i>Made</i>	- - -	<i>28th April 1972</i>
<i>Laid before Parliament</i>		<i>4th May 1972</i>
<i>Coming into Operation</i>		<i>25th May 1972</i>

At the Court at Windsor Castle, the 28th day of April 1972

Present,

The Queen's Most Excellent Majesty in Council

Her Majesty, in exercise of the powers conferred upon Her by sections 8, 57 and 59 of the Civil Aviation Act 1949(a), as amended(b), and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:

*Citation and Operation*

1. This Order may be cited as the Air Navigation (Amendment) Order 1972 and shall come into operation on 25th May 1972.

*Interpretation*

2.—(1) In this Order, “the Principal Order” means the Air Navigation Order 1972(c).

(2) The Interpretation Act 1889(d) applies for the purpose of the interpretation of this Order as it applies for the purpose of the interpretation of an Act of Parliament.

*Amendment of Air Navigation Order 1972*

3. The Principal Order shall be amended as follows:

(1) In Article 14(2) for “In the case of aircraft registered in the United Kingdom,” there shall be substituted “Without prejudice to paragraph (1) of this Article,”

(2) For Article 18(7) there shall be substituted:

“(7)(a) When an aircraft registered in the United Kingdom carries 20 or more passengers on a flight for the purpose of public transport, the crew of the aircraft shall include cabin attendants carried for the purpose of performing in the interest of the safety of passengers duties to be assigned by the operator or the person in command of the aircraft, but who shall not act as members of the flight crew;

(b) The Authority may give a direction to the operator of any aircraft registered in the United Kingdom requiring him to include among the crew thereof whenever the aircraft is flying for the purpose of public transport at least one cabin attendant, notwithstanding that the aircraft may be carrying fewer than 20 passengers;

---

(a) 1949 c. 67.

(b) The relevant amendment is s.62(1) Civil Aviation Act 1971 (c. 75).

(c) S.I. 1972/129 (1972 I. p. 366).

(d) 1889 c. 63.

(c) In the case of an aircraft with a total seating capacity of not more than 200, the number of cabin attendants carried on such a flight as is mentioned in sub-paragraph (a) of this Article, shall be not less than one cabin attendant for every 50, or fraction of 50, passengers carried;

(d) In the case of an aircraft with a total seating capacity of more than 200, the number of cabin attendants carried on such a flight as aforesaid, shall be not less than half the number of main exits in the aircraft, and in addition, when more than 200 passengers are carried, one additional cabin attendant for every 25, or fraction of 25, of such passengers:

Provided that, if the number of cabin attendants, calculated in accordance with this sub-paragraph, exceeds the number of main exits in the aircraft, it shall be sufficient compliance with this Article if the number of cabin attendants carried is equal to the number of main exits in the aircraft.

(e) For the purposes of this paragraph a main exit means an exit in the side of the aircraft at floor level intended for the disembarkation of passengers whether normally or in an emergency."

- (3) In Article 19(1)(d) "per second" shall be deleted;
- (4) In Article 63(1) after "Control or" there shall be inserted "at";
- (5) In Schedule 6:
  - (a) for "apparatus" wherever it appears there shall be substituted "equipment";
  - (b) in paragraph 1 "registered in the United Kingdom" shall be deleted;
  - (c) for paragraph 2 there shall be substituted:

"2. TABLE

Aircraft and Circumstances of Flight	Scale of Equipment Required						
	A	B	C	D	E	F	G
(1) All aircraft within the United Kingdom:							
(a) when flying under Instrument Flight Rules within controlled airspace	A	B					
(b) where required by regulations made under Article 61 of this Order to comply in whole or in part with Instrument Flight Rules in Visual Meteorological Conditions	A*	B*					
(c) when flying within any airspace in respect of which special rules are prescribed by the said regulations in relation to a particular aerodrome, so as to require two-way radio communication with that aerodrome	A*						
(d) when making an approach to landing at an aerodrome notified for the purpose of this sub-paragraph							G*
(2) All aircraft (other than gliders and helicopters) within the United Kingdom when flying at or above flight level 250 and within such controlled airspace as may be notified for the purpose of this sub-paragraph					E*		

Aircraft and Circumstances of Flight	Scale of Equipment Required					
	A	B	C	D	E	F
(3) All aircraft (other than gliders) within the United Kingdom when flying above flight level 100 within controlled airspace and in such other airspace as may be notified for the purpose of this sub-paragraph						F*
(4) All aircraft registered in the United Kingdom, wherever they may be:						
(a) when flying for the purpose of public transport under Instrument Flight Rules:						
(i) while making an approach to landing ..	A	B	C	D		
(ii) on all other occasions .. .. .	A	B	C			
(b) over 2,300 kg. maximum total weight authorised when flying for the purpose of public transport under Visual Flight Rules .. .. .	A	B				
(c) not over 2,300 kg. maximum total weight authorised when flying for the purpose of public transport under Visual Flight Rules:						
(i) over a route on which navigation is not effected solely by visual reference to landmarks .. .. .	A	B				
(ii) over water, beyond gliding distance from any land .. .. .	A					

\*Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case."

(d) in paragraph 3 after Scale D there shall be added:

*Scale E*

Such type of radio equipment as may be notified as being capable of (a) replying to an interrogation from secondary surveillance radar units on the surface and (b) being set in accordance with such instructions as may be given to the aircraft by the appropriate air traffic control unit.

*Scale F*

Radio equipment capable of providing a continuous indication of the aircraft's distance from the appropriate aeronautical radio stations.

*Scale G*

Radio equipment capable of enabling the aircraft to make an approach to landing using the Instrument Landing System."

(e) in paragraph 4 after "All aircraft" there shall be inserted "registered in the United Kingdom".

(6) In Schedule 9 Part A 2 in sub-paragraph (c)(ii) of the proviso to the Privileges of the Private Pilot's Licence (Aeroplanes) for "aeroplane" there shall be substituted "aerodrome".

W. G. Agnew.

## EXPLANATORY NOTE

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

This Order amends the Air Navigation Order 1972. In addition to some minor and drafting amendments the following changes are made:

(1) Aircraft registered in the United Kingdom which carry 20 or more passengers on a flight for the purpose of public transport are required to carry cabin attendants to perform duties in the interest of the safety of passengers. In the case of aircraft with a total seating capacity of more than 200, the number of cabin attendants now required to be carried must be calculated according to the number of main exits in the aircraft and the number of passengers actually carried (Article 18).

(2) Requirements relating to radio equipment (which previously applied only to aircraft registered in the United Kingdom) are now extended to aircraft registered elsewhere than in the United Kingdom when flying within the United Kingdom. New requirements are also introduced that all aircraft within the United Kingdom, wherever they are registered, must be provided with equipment capable of using the Instrument Landing System (ILS) when they land at notified aerodromes and that all aircraft wherever registered (except gliders) when flying within the United Kingdom above flight level 100 in controlled airspace, must be provided with Distance Measuring Equipment (DME). Provisions relating to the carriage of Secondary Surveillance Transponders (SSR), which were formerly prescribed in regulations, are also incorporated (Schedule 6).

SI 1972/672  
ISBN 0-11-020672-X

