

1969 No. 1859

## CIVIL AVIATION

**The Rules of the Air and Air Traffic Control  
(Second Amendment) Regulations 1969**

<i>Made</i> - - - -	19th December 1969
<i>Coming into Operation</i>	31st December 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 (Second Amendment) Regulations 1969 and shall come into operation on 31st December 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 1969(d), as amended(e), shall be further amended as follows:—

(1) In Rule 5 for paragraph (3) there shall be substituted the following paragraphs:

“(3) Nothing in this Rule shall prohibit an aircraft from flying in such a manner as is necessary for the purpose of saving life.

(3A) Nothing in this Rule shall prohibit any aircraft from flying in accordance with normal aviation practice, for the purpose of taking off from, landing at or practising approaches to landing at, or checking navigational aids or procedures at, a Government or licensed aerodrome in the United Kingdom or at any aerodrome in any other country:

Provided that the practising of approaches to landing shall be confined to the airspace customarily used by aircraft when landing or taking off in accordance with normal aviation practice at the aerodrome concerned.”;

(2) In Rule 28(1) for “enters” there shall be substituted “otherwise flies within”;

(3) In Rule 45:

(a) after the heading “*Marshalling Signals*” there shall be added “(from a marshaller to an aircraft)”;

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

(b) There is no relevant amending instrument.

(c) 1889 c. 63.

(d) S.I. 1969/216 (1969 I, p. 557).

(e) S.I. 1969/974 (1969 II, p. 2861).

(b) in the first sentence for “paragraphs (a) to (u)” there shall be substituted “paragraphs (a) to (x)”;

(c) at the end of Table B there shall be added the provisions set out in the Schedule hereto.

(4) After Rule 45 there shall be added the following Rule 45A:

*“Marshalling Signals (from a pilot of an aircraft to a marshaller)”*

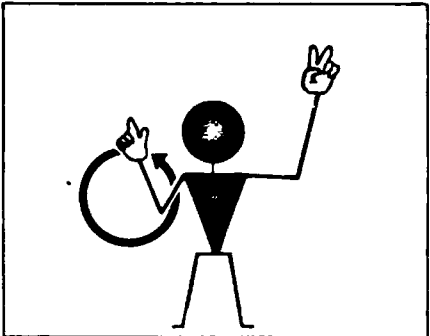
45A. The following signals made by a pilot in an aircraft to a marshaller on the ground shall respectively have the following meanings:—

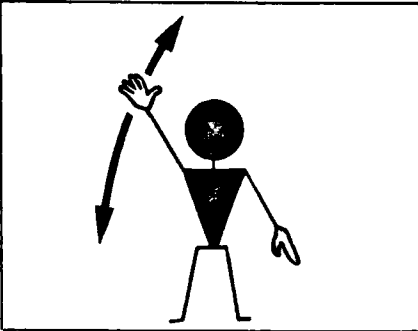
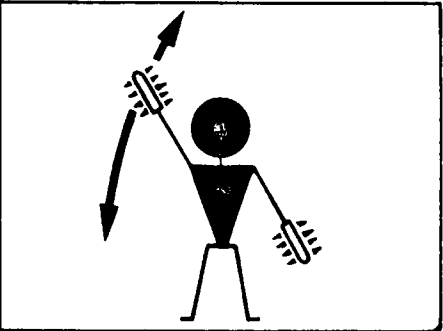
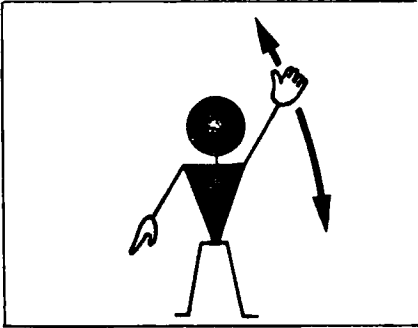
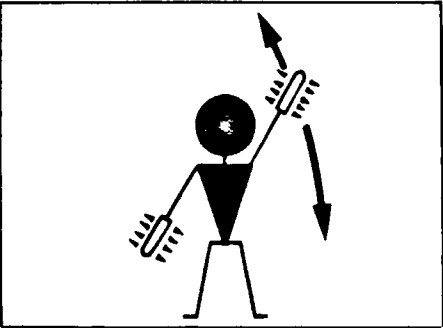
Description of Signal	Meaning of Signal
(a) Raise arm and hand with fingers extended horizontally in front of face, then clench fist.	Brakes engaged.
(b) Raise arm with fist clenched horizontally in front of face, then extend fingers.	Brakes released.
(c) Arms extended palms facing outwards, move hands inwards to cross in front of face.	Insert chocks.
(d) Hands crossed in front of face, palms facing outwards, move arms outwards.	Remove chocks.
(e) Raise the number of fingers on one hand indicating the number of the engine to be started. For this purpose the aircraft engines shall be numbered in relation to the marshaller facing the aircraft, from his right to his left, for example, No. 1 engine shall be the port outer engine, No. 2 engine shall be the port inner engine, No. 3 engine shall be the starboard inner engine, and No. 4 engine shall be the starboard outer engine.”	Ready to start engines.

*Robert Burns,*  
A Second Secretary  
of the Board of Trade.

19th December 1969.



Description of Signal	Meaning of Signal	In Daylight	
<p>(w) Left hand overhead with the number of fingers extended, to indicate the number of the engine to be started, and circular motion of right hand at head level.</p>	<p>Start engine(s)</p>		

Description of Signal	Meaning of Signal	In Daylight	By Night
<p>(x) Point left arm down, move right arm down from overhead, vertical position to horizontal forward position, repeating right arm movement</p>	<p>Back aircraft's tail to starboard</p>		
<p>Point right arm down, move left arm down from overhead, vertical position to horizontal forward position, repeating left arm movement.</p>	<p>Back aircraft's tail to port</p>		

**EXPLANATORY NOTE**

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

These Regulations amend the Schedule to the Rules of the Air and Air Traffic Control Regulations 1969 as previously amended. In addition to some drafting amendments the following change is made:—

Three additional marshalling signals from a marshaller to an aircraft are prescribed (Rule 45) and three marshalling signals from a pilot to a marshaller are prescribed (Rule 45A).