

1970 No. 1448

CIVIL AVIATION

**The Rules of the Air and Air Traffic Control (Amendment)
Regulations 1970**

<i>Made</i>	- - - -	30th September 1970
<i>Coming into Operation</i>	-	
(a) for all purposes of Regulation 3(1) and (9)		12th October 1970
(b) for all other purposes		1st March 1971

The Board of Trade, in exercise of their powers under Article 60(1) of the Air Navigation Order 1970(a) 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 (Amendment) Regulations 1970 and shall come into operation on 12th October 1970 for the purposes of Regulation 3(1) and (9) and on 1st March 1971 for all other purposes.

2. The Interpretation Act 1889(b) 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 1970(c) shall be amended as follows:

- (1) In Rule 5(1)(c)(ii) for the figures and letters in parenthesis following "Herne Hill Station (B.R.);" there shall be substituted "(51°27'12"N 00°06'04"W).";
- (2) In Rule 5(1)(d) for "1,000 yards" in both places where it appears there shall be substituted "3,000 feet";
- (3) In Rule 5(2)(c) for "1,000 yards" there shall be substituted "3,000 feet";
- (4) In Rule 11:
 - (i) in paragraph (2) for "candles" where it appears five times there shall be substituted "candela";
 - (ii) in paragraph (3) for "6 feet" there shall be substituted "2 metres";
- (5) In Rule 12 for "candles" there shall be substituted "candela";
- (6) In Rule 13:
 - (i) for "candles" there shall be substituted "candela";
 - (ii) for "15 feet" there shall be substituted "5 metres" and for "30 feet" "10 metres";

(a) S.I. 1970/954 (1970 II, p. 2964).
(c) S.I. 1970/1082 (1970 II, p. 3366).

(b) 1889 c. 63.

(7) In Rule 14:

- (i) in paragraph (1) for "200 feet" there shall be substituted "60 metres";
- (ii) in sub-paragraph (1)(a) for "12 feet" there shall be substituted "4 metres", for "candles" "candela", for "15 feet" "5 metres" and for "30 feet" "10 metres";
- (iii) in sub-paragraph (1)(b) for "1,000 feet" there shall be substituted "300 metres";
- (iv) in sub-paragraph (1)(c) for "80 feet" there shall be substituted "25 metres";
- (v) in paragraph (2) for "200 feet" there shall be substituted "60 metres", for "600 feet" "200 metres", for "16 inches" "40 centimetres", for "6 feet" "2 metres", and for "20 inches" "50 centimetres";
- (vi) in sub-paragraph (3)(b) for "300 feet" there shall be substituted "100 metres", for "32 inches" "80 centimetres", and for "4 inches" "10 centimetres";

(8) In Rule 15:

- (i) in paragraph (1) for "candles" where it appears four times there shall be substituted "candela";
- (ii) in sub-paragraph (2)(b) for "candles" there shall be substituted "candela", for "12 feet" "4 metres", and for "25 feet" "8 metres";
- (iii) in paragraph (3) for "candles" where it appears three times there shall be substituted "candela";
- (iv) in paragraph (4) for "12 feet" there shall be substituted "4 metres" and for "25 feet" "8 metres";

(9) At the end of Rule 16 there shall be added:

"Provided that where the radio apparatus in the aircraft becomes unserviceable during such a flight the commander of the aircraft shall continue the flight in accordance with such instructions as may be given to him by the appropriate air traffic control unit.";

(10) For Rules 41, 42, 43 and 44 there shall be substituted the following:
“Signals in the Signals Area

41.—(1) When any signal specified in the following paragraphs of this Rule is displayed it shall be placed in a signals area, which shall be a square visible in all directions bordered by a white strip 30 centimetres wide the internal sides measuring 12 metres.

(2) A white landing T, as illustrated in this paragraph,

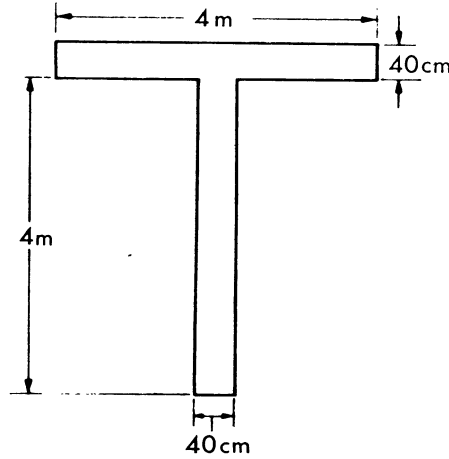


Fig1

signifies that aeroplanes and gliders taking off or landing shall do so in a direction parallel with the shaft of the T and towards the cross arm, unless otherwise authorised by the appropriate air traffic control unit.

(3) A white disc 60 centimetres in diameter displayed alongside the cross arm of the T and in line with the shaft of the T, as illustrated in this paragraph,

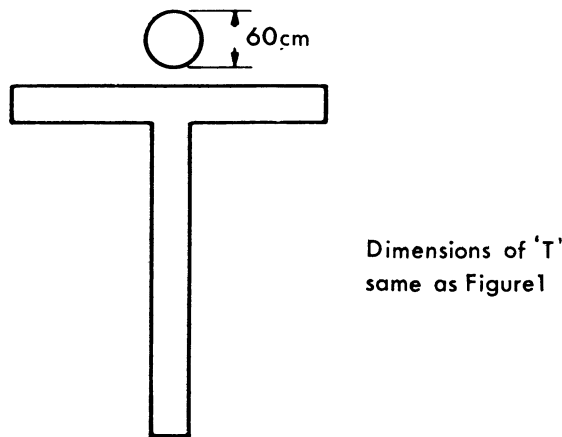


Fig2

signifies that the direction of landing and take-off do not necessarily coincide.

(4) A white dumb-bell, as illustrated in this paragraph.

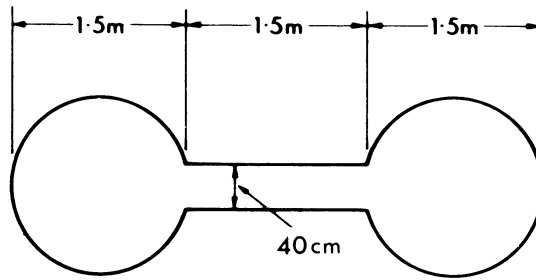


Fig 3

signifies that movements of aeroplanes and gliders on the ground shall be confined to paved, metallised or similar hard surfaces.

(5) A white dumb-bell as described in (4) above but with a black strip 60 centimetres wide across each disc at right angles to the shaft of the dumb-bell, as illustrated in this paragraph,

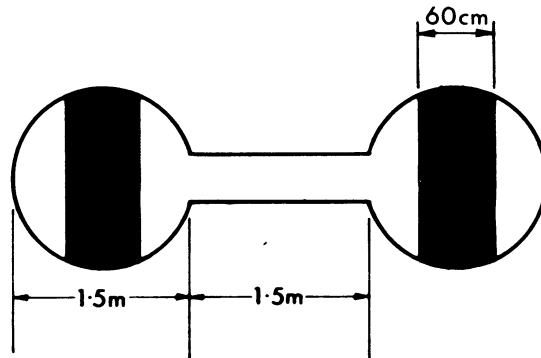


Fig 4

signifies that aeroplanes and gliders taking off or landing shall do so on a runway but that movement on the ground is not confined to paved, metallised or similar hard surfaces.

(6) A red and yellow striped arrow, as illustrated in this paragraph,

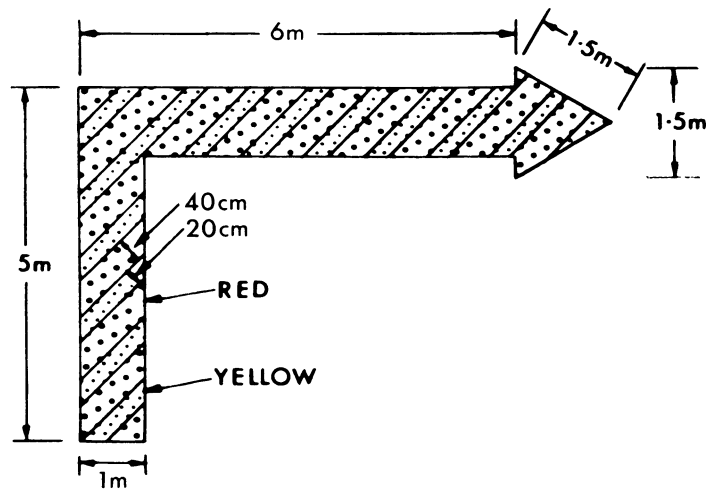


Fig 5

the shaft of which is at least one metre wide placed along the whole or not less than a total of 11 metres of two adjacent sides of the signals area and pointing in a clockwise direction signifies that a right-hand circuit is in force.

(7) A red panel 3 metres square with a yellow strip along one diagonal at least 50 centimetres wide, as illustrated in this paragraph,

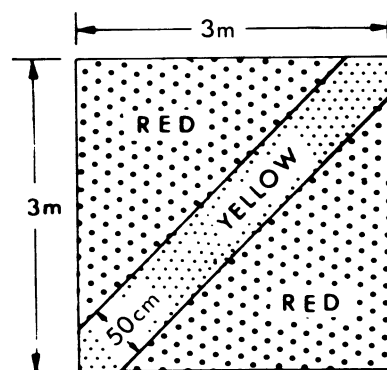


Fig 6

signifies that the state of the manœuvring area is poor and that pilots must exercise special care when landing.

(8) A red panel 3 metres square with a yellow strip, at least 50 centimetres wide, along each diagonal, as illustrated in this paragraph,

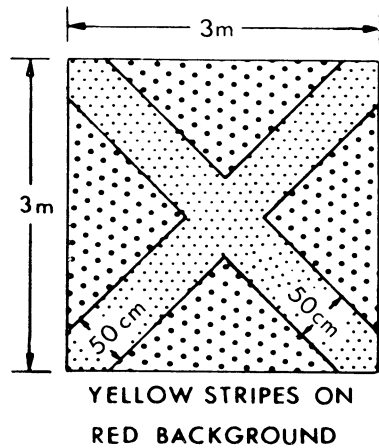


Fig 7

signifies that the aerodrome is unsafe for the movement of aircraft and that landing on the aerodrome is prohibited.

(9) A white letter H, as illustrated in this paragraph,

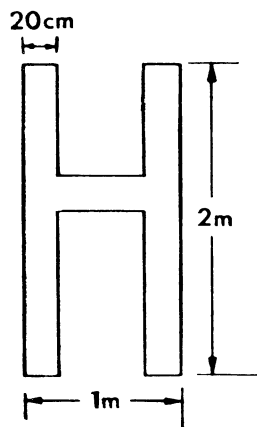


Fig 8

signifies that helicopters shall take off and land only within the area designated by the marking specified in Rule 43(5) of these Rules.

(10) A red letter L displayed on the dumb-bell specified in paragraphs (4) and (5) of this Rule, as illustrated in this paragraph,

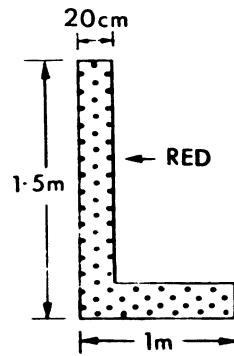


Fig 9

signifies that light aircraft are permitted to take off and land either on a runway or on the area designated by the marking specified in Rule 43(6) of these Rules.

(11) A white double cross, as illustrated in this paragraph,

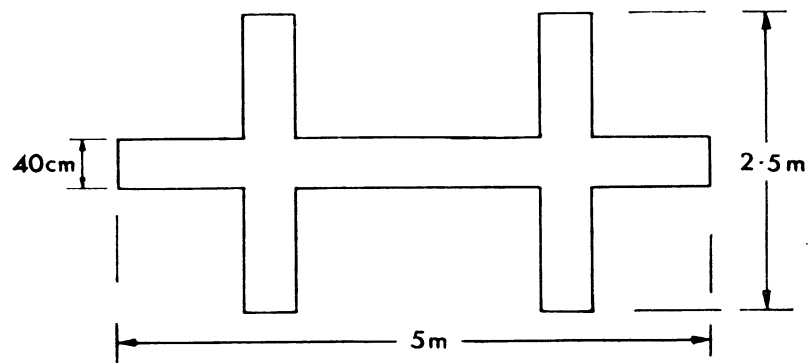


Fig 10

signifies that glider flying is in progress.

Markings for Paved Runways and Taxiways

42.—(1) Two or more white crosses, as illustrated in this paragraph,

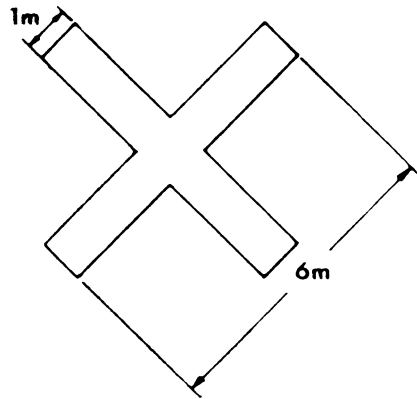


Fig 11

displayed on a runway or taxiway, with the arms of the crosses at an angle of 45° to the centre line of the runway, at intervals of not more than 300 metres signify that the section of the runway or taxiway marked by them is unfit for the movement of aircraft.

(2) A broken white line and a continuous line, as illustrated in this paragraph.

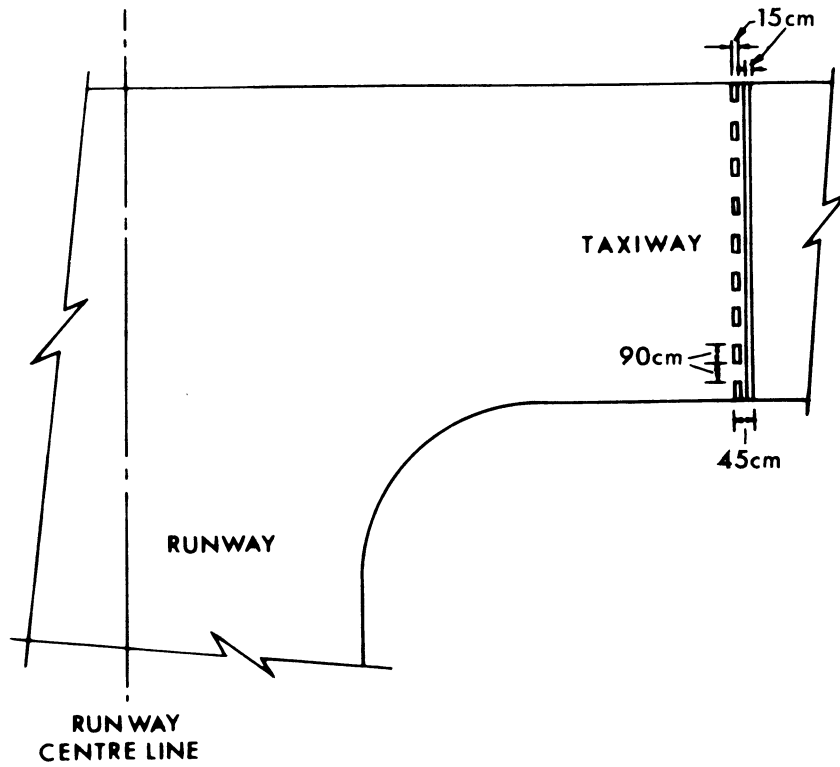


Fig 12

signify a holding position beyond which no part of an aircraft or vehicle shall project in the direction of the runway without permission from an air traffic control unit.

(3) Orange and white markers, as illustrated in this paragraph.

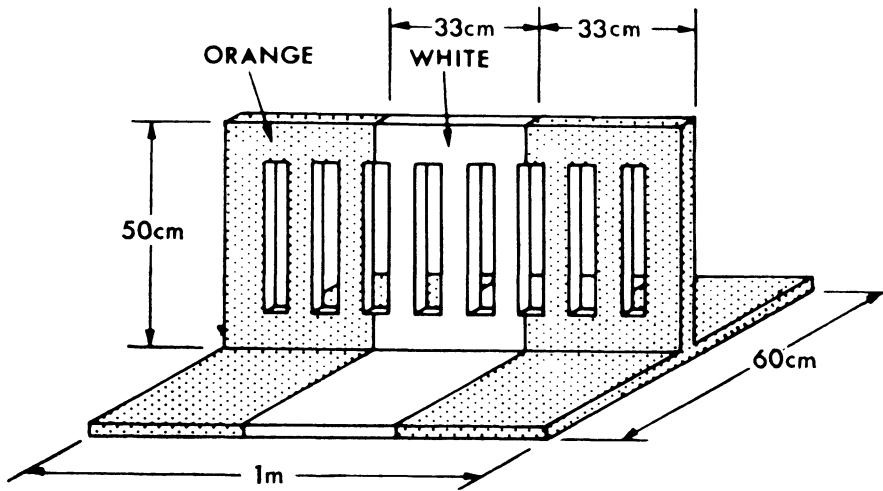


Fig13

spaced not more than 15 metres apart, signify the boundary of that part of a paved runway, taxiway or apron which is unfit for the movement of aircraft.

Markings on Unpaved Manœuvring Areas

43.—(1) Markers with orange and white stripes of an equal width of not less than 50 centimetres, with an orange stripe at each end, as illustrated in this paragraph,

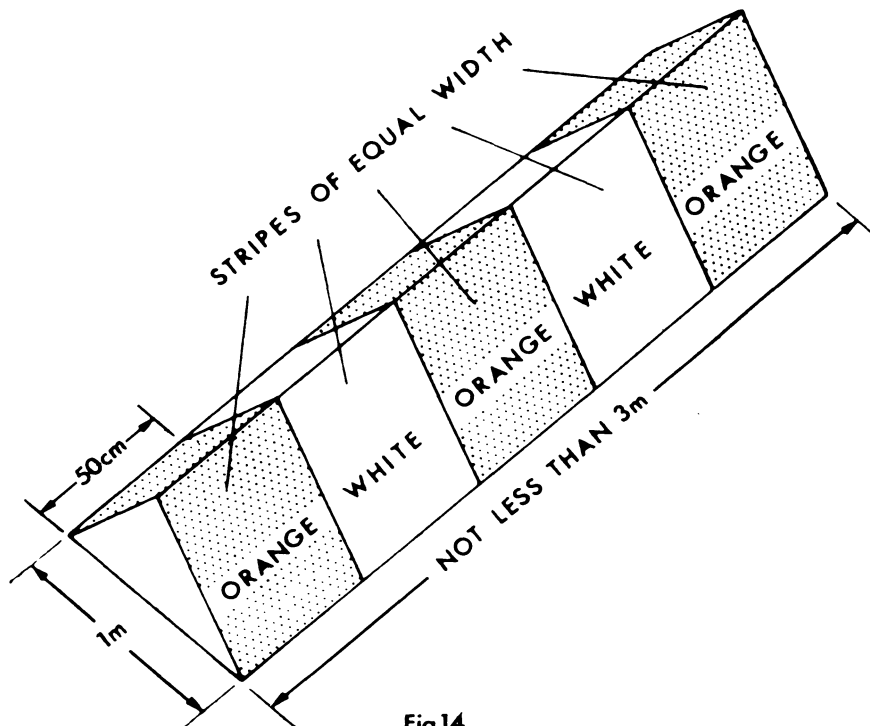


Fig 14

alternating with flags not less than 60 centimetres square showing equal orange and white triangular areas, indicate the boundary of an area unfit for the movement of aircraft and one or more white crosses as specified in Rule 42(1) of these Rules indicate the said area. The distance between any two successive orange and white flags shall not exceed 90 metres.

(2) Striped markers, as specified in paragraph (1) of this Rule, spaced not more than 45 metres apart, indicate the boundary of an aerodrome.

(3) On structures, markers with orange and white vertical stripes, of an equal width of not less than 50 centimetres, with an orange stripe at each end, as illustrated in this paragraph,

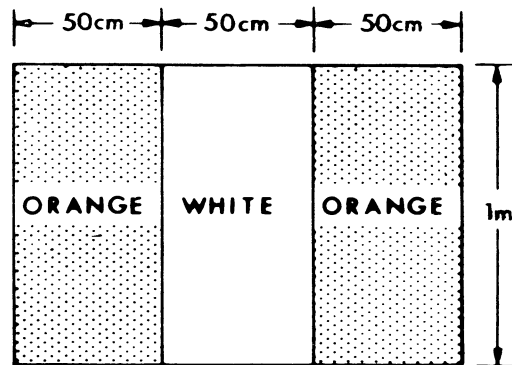


Fig 15

spaced not more than 45 metres apart, indicate the boundary of an aerodrome. The pattern of the marker shall be visible from inside and outside the aerodrome and the marker shall be affixed not more than 15 centimetres from the top of the structure.

(4) White flag rectangular markers 3 metres long and 1 metre wide at intervals not exceeding 90 metres, flush with the surface of the unpaved runway or stopway, as the case may be, indicate the boundary of an unpaved runway or of a stopway.

(5) A white letter H, as illustrated in this paragraph,

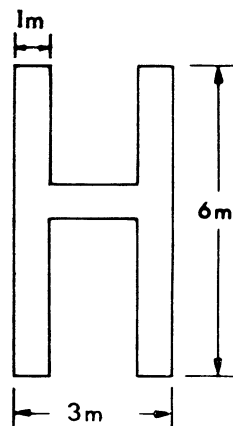


Fig16

indicates an area which shall be used only for the taking off and landing of helicopters.

(6) A white letter L as illustrated in this paragraph,

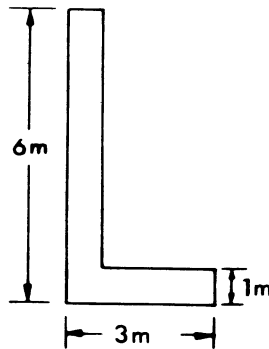


Fig 17

indicates a part of the manoeuvring area which shall be used only for the taking off and landing of light aircraft.

(7) A yellow cross, with two arms 6 metres long by 1 metre wide at right angles, indicates that tow ropes and similar articles towed by aircraft shall only be dropped in the area in which the cross is placed.

(8) A white double cross as illustrated in this paragraph,

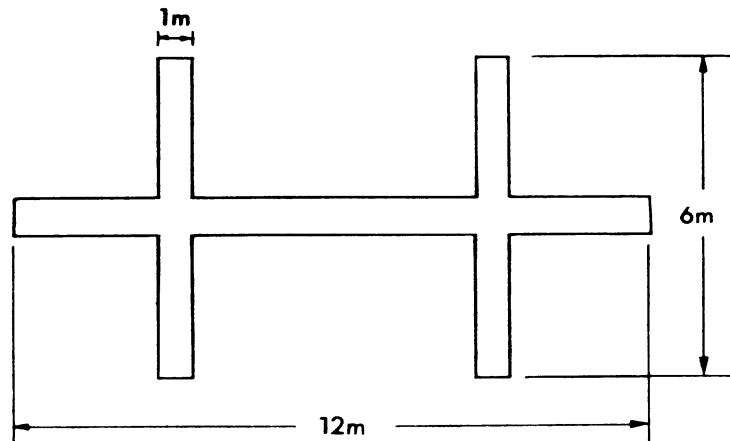


Fig 18

indicates an area which shall be used only for the taking off and landing of gliders.

(9) A white landing T as specified in Rule 41(2) of these Rules placed at the left hand side of the runway when viewed from the direction of landing indicates the runway to be used, and at an aerodrome with no runway it indicates the direction for take-off and landing.

Signals Visible from the Ground

44.—(1) A black ball 60 centimetres in diameter suspended from a mast signifies that the directions of take-off and landing are not necessarily the same.

(2) A checkered flag or board, 1.2 metres by 90 centimetres containing twelve equal squares, 4 horizontally and 3 vertically, coloured red and yellow alternately, signifies that aircraft may move on the manoeuvring area and apron only in accordance with the permission of the air traffic control unit at the aerodrome.

(3) Two red balls 60 centimetres in diameter, disposed vertically one above the other, 60 centimetres apart and suspended from a mast, signify that glider flying is in progress at the aerodrome.

(4) Black arabic numerals in two-figure groups and, where parallel runways are provided the letter or letters L (left), LC (left centre), C (centre), RC (right centre) and R (right), placed against a yellow background, indicate the direction for take-off or the runway in use.

(5) A black letter C against a yellow background, as illustrated in this paragraph,

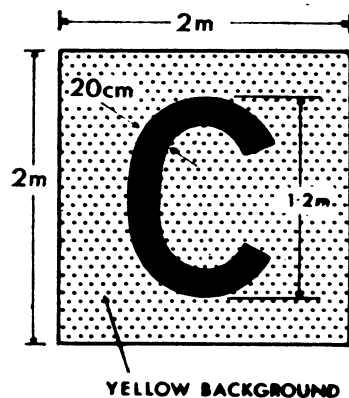


Fig 19

indicates the position at which a pilot can report to the air traffic control unit or to the person in charge of the aerodrome.

(6) A rectangular green flag of not less than 60 centimetres square flown from a mast indicates that a right hand circuit is in force.”;

(11) In Rule 51(a) for “candles” there shall be substituted “candela”, for “200 feet” “60 metres” and for “600 feet” “180 metres”;

(12) In Rule 52:

(i) in sub-paragraph (1)(a) for “300 feet” there shall be substituted “90 metres”, for “100 feet” “30 metres” and for “200 feet” “60 metres”;

(ii) in sub-paragraph (1)(b) for “300 feet” where it appears twice there shall be substituted “90 metres”;

- (iii) in paragraph (2) for “300 feet” there shall be substituted “90 metres”;
- (iv) in paragraph (3) for “candles” there shall be substituted “candela”;

(13) In Rule 53:

- (i) in sub-paragraph (a) for “160 feet” there shall be substituted “50 metres”, for “50” “15” and for “100 feet” “30 metres”;
- (ii) in sub-paragraph (b) for “candles” there shall be substituted “candela” and for “300 feet” “90 metres”;

(14) In Rule 55(b) for “candles” there shall be substituted “candela” and for “50 and 100 feet” “15 and 30 metres”;

(15) In Rule 56:

- (i) in paragraph (2) for “candles” there shall be substituted “candela”;
- (ii) in paragraph (3) for “at the highest point” there shall be substituted “within 3 metres of the highest point” and for “10 feet” “7.5 metres”;
- (iii) in paragraphs (4) and (5) for “150 feet” where it appears twice in each paragraph there shall be substituted “45 metres”;
- (iv) in paragraph (6):
 - (a) in sub-paragraphs (b) and (c) for “200 feet” there shall be substituted “60 metres”;
 - (b) in sub-paragraph (d) for “50 feet” there shall be substituted “15 metres”;
 - (c) for sub-paragraph (e) there shall be substituted the following:

“(e) within an area of the dimensions illustrated in this sub-paragraph,

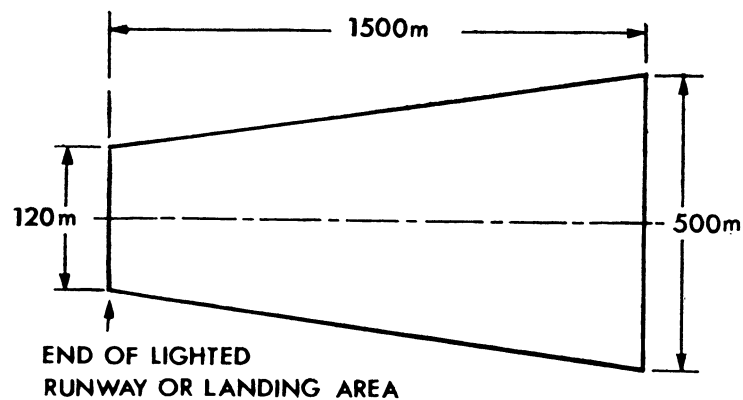


Fig 20

being an area at either end of a lighted runway or lighted landing area and if the height of the object, measured above the level of the nearer end of the runway or landing

area, is more than one thirtieth of the distance from the object to the nearest end of the runway or landing area:

Provided that a frangible object not more than 1 metre in height above ground shall not be deemed to be an obstruction by reason of this sub-paragraph: or".

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

30th September 1970.

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 1970. In addition to minor drafting amendments the following changes are made:

- (1) Aircraft flying at or above flight level 250 and carrying secondary surveillance radar transponders which become unserviceable on such a flight, may now continue the flight in accordance with instructions given by air traffic control (Rule 16).
- (2) Imperial units of measurement of length have been replaced by the approximate metric equivalents, with two changes of substance:
 - (a) the orange and white markers signifying the boundary of the runway, taxiway or apron which is unfit for the movement of aircraft, must now be closer together—not more than 15 metres apart (Rule 42(3)); and
 - (b) obstruction lights can now be placed within 3 metres of the highest point of an obstruction, not only on the highest point (Rule 56(3)).

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