

## 1977 No. 1548

## CIVIL AVIATION

**The Rules of the Air and Air Traffic Control  
(Amendment) Regulations 1977**

*Made - - - - 16th September 1977*

*Coming into Operation 1st October 1977*

The Secretary of State, in exercise of his powers under Article 60(1) of the Air Navigation Order 1976(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 Rules of the Air and Air Traffic Control (Amendment) Regulations 1977 and shall come into operation on 1st October 1977.

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 1976(d) shall be amended as follows:—

(1) In Rule 5:

(a) in sub-paragraph (1)(c)(ii) for the list of points there shall be substituted the following new list—

“Kew Bridge (51°29'11"N 00°17'10"W).

The Eastern extremity of Brent Reservoir (51°34'18"N 00°14'01"W).

Gospel Oak Station (B.R.) (51°33'16"N 00°08'58"W).

The South East corner of Springfield Park (51°34'07"N 00°03'12"W).

Bromley (Bow) Station (B.R.) (51°31'28"N 00°00'39"W).

The South West corner of Hither Green (51°26'43"N 00°00'38"W).

Herne Hill Station (B.R.) (51°27'11"N 00°06'04"W).

Wimbledon Station (B.R.) (51°25'14"N 00°12'16"W).

The North West corner of Castlenau Reservoir (51°28'52"N 00°14'02"W).

Kew Bridge (51°29'11"N 00°17'10"W).”;

(a) S.I. 1976/1783 (1976 III, p. 4769).  
(c) 1889 c. 63.

(b) S.I. 1977/1255 (1977 II, p. 3485).  
(d) S.I. 1976/1983 (1976 III, p. 5317).

- (b) after sub-paragraph (2)(a)(ii) there shall be added the following new sub-paragraph:
- “(iii) on a flight in respect of which a Special VFR Clearance has been given pursuant to Rule 36 of these Rules, in accordance with instructions given by the appropriate air traffic control unit.”;
- (c) in sub-paragraphs (2)(d)(i) and (2)(d)(ii) for “is it” in each case there shall be substituted “it is”.
- (2) In Rule 8(1) for “course” there shall be substituted “source”.
- (3) In Rule 10 for “required” there shall be substituted “required”.
- (4) In Rule 14(1)(a) after “consisting of” there shall be inserted “a”.
- (5) In Rule 23:
- (a) to the heading to paragraph (a) there shall be added “*and outside airspace notified pursuant to Rule 36*”;
- (b) in paragraph (b) the words “or in any airspace to which special rules apply in accordance with Rule 36 of these Rules,” shall be deleted;
- (c) after paragraph (b) there shall be added the following new paragraph:—
- “(c) *Within airspace notified pursuant to Rule 36*  
An aircraft flying within airspace notified for the purposes of Rule 36 of these Rules shall be flown:
- (i) in the case of a flight in respect of which a Special VFR Clearance has been given by the appropriate air traffic control unit, clear of cloud, within sight of the surface and in accordance with any special instructions given by that unit;
- (ii) in the case of any other flight, in accordance with the provisions of paragraph (a) of this Rule.”.
- (6) In Rule 26:
- (a) for the words from “In order to comply” to “the aircraft is flying:” there shall be substituted the following:
- “In order to comply with the Instrument Flight Rules, an aircraft when in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track, in accordance with the appropriate Table set forth in this Rule. The level of flight shall be measured by an altimeter set:
- (a) in the case of flight over the United Kingdom, to a pressure setting of 1013.2 millibars; or
- (b) in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying.”;
- (b) there shall be added at the end:
- “For the purposes of this Rule ‘transition altitude’ means the

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altitude so notified in relation to flight over such area or areas as may be notified.”.

- (7) In Rule 27(2) after “the air traffic control” there shall be inserted “unit”.
- (8) In Rule 28:
  - (a) after “appropriate air” there shall be inserted “traffic”;
  - (b) for “altitude” there shall be substituted “level”.
- (9) In Rule 34(3) in sub-paragraph (b)(i) for “mchine” there shall be substituted “machine”.
- (10) In Rule 35(3) after “which he has” there shall be inserted “just”.
- (11) In Rule 36(4) in sub-paragraph (c) for “12 nautical miles” there shall be substituted “1½ nautical miles”.
- (12) In Rule 48(b) after “the aircraft” there shall be inserted “is”.

*E. H. Whitaker,*  
An Assistant Secretary,  
Department of Trade.

16th September 1977.

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#### EXPLANATORY NOTE

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

These Regulations amend the Rules of the Air and Air Traffic Control Regulations 1976. In addition to minor and drafting amendments the following changes are made:

- (1) An aircraft may now fly over a congested area of a city town or settlement below a height of 1,500 feet above the highest fixed object within 2,000 feet of the aircraft if, inter alia, flying on a special VFR clearance within airspace to which Rule 36 of the Rules of the Air and Air Traffic Control applies in accordance with instructions given for the purpose by the appropriate air traffic control unit. (Regulation 3(1)(b)).
- (2) The altimeter pressure setting for flight over the United Kingdom in compliance with the Instrument Flight Rules is specified as 1013.2 millibars. Previously the setting was notified in the United Kingdom Air Pilot. (Regulation 3(3)).

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