

level 130, and whenever the aircraft is flying above flight level 130, oxygen is used by all the crew of the aircraft.”.

(2) In Article 36—

at the end of the proviso to paragraph (2), the following words shall be added—

“and a door between the flight crew compartment and any adjacent compartment to which passengers have access may be locked or bolted if the commander of the aircraft so determines, for the purpose of preventing access by passengers to the flight crew compartment.”.

(3) In Article 79(1)—

after the definition of “Flight crew”, there shall be inserted the following definition—

“‘Flight level’ means one of a series of levels of equal atmospheric pressure, separated by notified intervals and each expressed as the number of hundreds of feet which would be indicated at that level on a pressure altimeter calibrated in accordance with the International Standard Atmosphere and set to 1013·2 millibars (29·92 inches of mercury).”.

(4) In the Fifth Schedule—

for paragraph 4(2)(d) there shall be substituted the following—

“(d) When flying over water—

(i) in the case of an aeroplane

(a) classified in its certificate of airworthiness as being of performance group A, C or X, or

(b) having no performance group classification in its certificate of airworthiness and of such a weight and performance that with any one of its power units inoperative and the remaining power unit or units operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Minister it is capable of a gradient of climb of at least 1 in 200 at an altitude of 5000 feet in the International Standard Atmosphere specified in or ascertainable by reference to the certificate of airworthiness in force in respect of that aircraft,

when either more than 400 nautical miles or more than 90 minutes flying time* from the nearest aerodrome at which an emergency landing can be made ;

(ii) in the case of all other flying machines, when more than 30 minutes flying time* from such an aerodrome ”.

(5) In the Fifth Schedule—

in the Table in paragraph 4 a column headed “ Q ” shall be added in which the letter Q shall be inserted opposite the following sub-

* For the purposes of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant Certificate of Airworthiness as the speed for compliance with regulations governing flights over water.