

in paragraph 5, after Scale P there shall be inserted the following—

“Scale Q

If the maximum total weight authorised of the flying machine exceeds 12,500 lb. and it is first registered, whether in the United Kingdom or elsewhere, on or after 1st June 1965, a door between the flight crew compartment and any adjacent compartment to which passengers have access, which door shall be fitted with a lock or bolt capable of being worked from the flight crew compartment.”.

(6) In the Sixth Schedule—

in paragraph 3, at the end of Scale B there shall be added the words “including such apparatus as may be prescribed”.

(7) In the Ninth Schedule—

in paragraph 2 of Part A—

in the sub-paragraph under the heading “Senior Commercial Pilot’s Licence (Flying Machines)” for the figure “30,000” there shall be substituted the figure “45,000”; in the sub-paragraph under the heading “Airline Transport Pilot’s Licence (Flying Machines)”, under the sub-heading “Privileges”, there shall be added after paragraph (c) of the proviso, the following—

“(d) he shall not at any time after he attains the age of sixty years fly such an aircraft on a flight for the purpose of public transport if its maximum total weight authorised exceeds 45,000 lb.”.

W. G. Agnew.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order amends the Air Navigation Order 1960, as previously amended. The following changes are made in the Articles and Schedules mentioned below:—

- (1) From 1st June 1964, aircraft which previously had to carry a dinghy when flying over water more than 90 minutes flying time from the nearest land are required to do so if they are either more than 400 nautical miles or more than 90 minutes flying time from an aerodrome (Fifth Schedule).
- (2) A lockable door is required to be provided between the flight crew compartment and the passenger compartment in flying machines of over 12,500 lb. maximum total weight authorised when flying for the purpose of public transport of passengers. This requirement applies only to aircraft first registered on or after 1st June 1965 (Article 36 and Fifth Schedule).
- (3) The requirements for the carriage of oxygen are related to flight levels instead of to altitudes above mean sea level, and the quantities of oxygen required to be carried above flight level 150 are reduced in specified cases (Article 28, Article 79 and Fifth Schedule).
- (4) Power is conferred upon the Minister of Aviation to make Regulations prescribing the radio-navigation apparatus to be carried in aircraft (Sixth Schedule).