No. 330.

THE COLONIAL AIR NAVIGATION ORDERS, 1949 TO 1952.

REGULATIONS MADE UNDER ARTICLE 64.

A. B. WRIGHT,
Governor.

In exercise of the powers vested in me by Article 64 of the Colonial Air Navigation Orders, 1949 to 1952, I, the Governor, do hereby make the following regulations:—

1. These regulations may be cited as the Air Navigation (General) Regulations, 1952.

SECTION I.

INTERPRETATION.

2. In these regulations unless the context otherwise requires—

"Aeroplane" means a flying machine supported in flight by fixed wings;

"Air Transport Licensing Authority" means the Licensing Authority constituted by regulation 5 of the Air Transport (Licensing of Air Services) Regulations, 1948 and 1950;

"Approved" means approved by the Governor, or, in relation to such of his administrative functions as are delegated to the Air Transport Licensing Authority, approved by the said Authority;

"Director of Medical and Health Services" means the Director of Medical and Health Services to the Government;

"Night" means the hours of darkness between sunset and sunrise;

"Private aircraft" means any aircraft other than a public transport or aerial work aircraft, and any reference to a private aircraft of any class shall be construed accordingly;

"Second pilot" means a pilot duly licensed under the provisions of the Order and performing piloting duties under the direction of the pilot in charge of the aircraft;

"The Order" means the Colonial Air Navigation Orders, 1949 to 1952, and any Order amending or substituted for the same;

"Type" in relation to aircraft or engines means any design which in the opinion of the Governor constitutes a type.

3. In these regulations references to:—

Passengers carried "for hire or reward" do not include references to any person when being carried within the Colony in an aircraft owned by a member of any of Her Majesty's Forces or Civil Service where no payment is made to the owner in respect of such carriage otherwise than by way of an allowance payable under Regulations applicable to him as such member, but include references to persons carried in aircraft for the purposes of instruction in flying for which payment is made except when the aircraft is a glider belonging to or being flown under arrangements made by a gliding club of which both the person giving and the person receiving the instruction are members.

4. Other expressions in these regulations have the same respective meanings as in the Order.

SECTION II.

REGISTRATION OF AIRCRAFT.

5. With reference to Article 3 of the Order, application for the registration of an aircraft in the Colony should be made in writing to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

6. The register of aircraft registered in Cyprus shall be kept so as to show in relation to each aircraft registered in that register, in addition to the registered owner, the following particulars :—

(*a*) the number of the certificate of registration ;
(*b*) the nationality and registration marks ;
(*c*) the make of the aircraft ;
(*d*) the serial number of the aircraft ;
(*e*) the address of the registered owner ;
(*f*) the date on which the entry was made in the register.

SECTION III.

CERTIFICATES OF AIRWORTHINESS AND VALIDATIONS.

General.

7. With reference to paragraphs (5) and (6) of Article 11 of the Order, application for the validation or for the renewal of a validation of a certificate of airworthiness should be made in writing to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

8. In this Section, unless the context otherwise requires—

Reference to an aircraft shall be construed as including its engines, components, accessories, instruments, equipment and apparatus, and their installations.

Classification of aircraft.

9. With reference to Article 11 (7) of the Order, on the validation of a certificate of airworthiness the aircraft to which the validation relates shall be classified in accordance with the scheme of classification specified in regulation 10, and the validation will be endorsed accordingly.

10.—(1) Every flying machine or glider will be classified as belonging to one or more of the following sub-divisions :—

(i) Normal Category—
Sub-division (*a*) ; public transport for passengers.
Sub-division (*b*) ; public transport for mails.
Sub-division (*c*) ; public transport for goods.
Sub-division (*d*) ; private.
Sub-division (*e*) ; aerial work.
Sub-division (*h*) ; demonstration.
Sub-division (*i*) ; crew familiarisation.

(ii) Semi-Aerobatic Category—
Sub-divisions (*a*) to (*e*) and (*h*) and (*i*) as in the Normal Category.

(iii) Aerobatic Category—
Sub-divisions (*a*) to (*e*) and (*h*) and (*i*) as in the Normal Category.

(iv) Special Category—
Sub-division (*f*) ; racing or record.
Sub-division (*g*) ; research or experimental.
Sub-divisions (*h*) and (*i*) as in the Normal Category.

(2)—(*a*) The categories and sub-divisions proposed for an aircraft should be stated in the application for validation. Where it is desired to have the aircraft classified in sub-division (*e*), (*f*), (*g*), (*h*) or (*i*) the application should also indicate the particular purposes for which it is proposed to use the aircraft.

(*b*) An application for the re-classification of an aircraft should be made in writing and forwarded to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus. The aircraft may be re-classified if the aircraft conforms to the requirements applicable to the proposed re-classification.

SECTION IV.

Licensing of Aircraft Maintenance Engineers.

11. With reference to Article 14 (5) of the Order, application for validation or renewal of validation of an aircraft maintenance Engineer's licence in the Colony shall be made in writing to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

The validation or renewal of validation shall be for a period not exceeding twelve months or for any shorter period as the Governor may think fit.

SECTION V.

Certificates of Safety and Safety Precautions to be observed for Flights.

Certificates of safety.

12.—(1) With reference to Article 15 of the Order, the operator of a public transport aircraft registered in the Colony shall obtain the approval in writing of the Air Transport Licensing Authority to maintenance schedules in respect of the aircraft and shall incorporate therein any amendments which may from time to time be required by the Air Transport Licensing Authority.

(2) The following provisions shall apply to the maintenance and inspection of any such aircraft carried out in connection with the issue of a certificate of safety :—

(*a*) Prior to the issue of a certificate of safety the operator of the aircraft shall furnish such information as may be necessary to enable the aircraft maintenance engineers who are to sign the certificate to be satisfied that up to the date of issue of such certificate all maintenance and inspection required to be carried out in accordance with the approved maintenance schedules for the aircraft have been so carried out;

(*b*) The aircraft (including its instruments and equipment but excluding its engines and engine installation and all instruments relating thereto) shall, subject to the provisions of sub-paragraph (*d*) of this paragraph, be certified in the form and manner shown in Regulation 13 by the holder of an aircraft maintenance engineer's licence which empowers him to make such certification in respect of such aircraft;

(*c*) In the case of a flying machine, the engines and engine installations and the instruments relating thereto shall, subject to the provisions of sub-paragraph (*d*) of this paragraph, be certified in the form and manner shown in Regulation 13 by the holder of an aircraft maintenance engineer's licence which empowers him to make such certification in respect of such enquiries;

(*d*) The aircraft and engines may be certified by the same aircraft maintenance engineer if he is the holder of an aircraft maintenance engineer's licence which empowers him to make such certification in respect of both such aircraft and engines:

Provided that the magnetic compasses may be adjusted and compensated by the holder of an airline transport pilot's licence, a senior commercial

pilot's licence or a flight navigator's licence, who shall certify to that effect on the deviation cards. In such case the next subsequent certificate of safety issued may be altered by inserting after the word "equipment" the words "other than magnetic compasses". Such alteration to a certificate of safety shall be initialled by the aircraft maintenance engineer who issues the certificate.

13. The certificate of safety issued in accordance with the provisions of Article 15 of the Order shall, according to the class of the aircraft concerned, be in one of the following forms, or in such other form as may be approved as suitable for the purpose :—

In the case of a flying machine :—

CERTIFICATE OF SAFETY*

Flying Machine Type.....

Nationality and Registration Marks.....

I hereby certify that I am satisfied that the above aircraft (including its instruments and equipment, but excluding the engines and engine installations and all instruments relating thereto) is safe in every way for flight, provided that the conditions of loading specified in the certificate of airworthiness are complied with, and I hereby certify that all maintenance and inspection in accordance with the approved maintenance schedules have been carried out and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

(Signed).....

Aircraft Maintenance Engineer : Licence No.....

Time of Issue.....

Dated at....., this.....day of....., 19.....

I hereby certify that I am satisfied that the engines and engine installations (including the instruments relating thereto) of the above aircraft are safe in every way for flight, and I hereby certify that all maintenance and inspection in accordance with the approved maintenance schedules have been carried out and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

(Signed).....

Aircraft Maintenance Engineer : Licence No.....

Time of Issue.....

Dated at..... this.....day of....., 19.....

* NOTE: This certificate includes the attachment of the radio apparatus to the aircraft structure, and the condition of the earth system of the aircraft, including the bonding and screening to ensure suppression of high frequency electrical interference. It does not include the radio apparatus.

14. Certificates of safety required by Article 15 of the Order shall be prepared in ink or indelible pencil.

Requirements as to weight and performance of public transport or aerial work aeroplanes.

15. With reference to Article 16 of the Order, the requirements specified in Regulation 16 shall apply to public transport or aerial work aeroplanes registered in the Colony, except public transport aeroplanes which are being used solely for the purpose of training any persons carried therein, in addition to the personnel thereof, to perform duties in an aeroplane.

16. Subject to the exception in Regulation 15, a public transport or aerial work aeroplane shall not fly or attempt to fly unless :—

(1) the weight of the aeroplane immediately before the commencement of the proposed flight is such that one of the following conditions is complied with :—

(*a*) the wing loading of the aeroplane does not exceed 20 lb. per square foot ; or

(*b*) the stalling speed of the aeroplane in the landing configuration does not exceed 60 knots ; or

(*c*) the aeroplane, with any one of its engines inoperative and the remaining engines developing maximum continuous power, has a positive rate of climb at an altitude of 5,000 ft. above sea level in conditions of standard atmosphere ;

(2) the person in command of the aeroplane has satisfied himself that the distance estimated to be required for the take-off under the meteorological conditions prevailing at that time does not exceed the length of the landing strip to be used or the extent of the landing area measured in the direction in which the take-off will be made and that the aeroplane will be able to clear by a safe margin all obstructions in the flight path which the aeroplane will follow immediately after take-off ;

(3) having regard to the best information available to him at the time of the start of the proposed flight as to the meteorological conditions likely to prevail at the aerodrome of destination when the aeroplane arrives there, the person in command of the aeroplane has satisfied himself that the aeroplane will be able, when landing, to clear by a safe margin all obstructions in the vicinity of the aerodrome of destination and that the distance estimated to be required for the landing, under those conditions, does not exceed 70 per cent. of the length of the appropriate landing strip or the extent of the landing area measured in the direction in which the landing is expected to be made : Provided that when a visual approach and landing is expected to be made such estimated distance may be increased to 80 per cent. of the length of the landing strip or the extent of the landing area ; and

(4) the person in command of the aeroplane has satisfied himself that, in the event of the engine or any one of the engines becoming inoperative at any stage of the proposed flight subsequent to the take-off and initial climb :—

(*a*) *in the case of an aeroplane unable to comply with condition* (*c*) *in paragraph* (1) *of this Regulation*—

The aeroplane could, having regard to the nature of the route of the proposed flight and to the meteorological conditions forecast as likely to prevail along the route, be flown at such heights as would enable the person in command to have sufficient time to select a safe landing place and make a landing thereat.

(*b*) *in the case of an aeroplane unable to comply with one of the conditions* (*a*) *or* (*b*) *specified in paragraph* (1) *of this Regulation*—

The weight of the aeroplane does not exceed the weight at which, having regard to the meteorological conditions to be expected on the route of the proposed flight, the aeroplane would be capable of maintaining a safe height until a landing could be made by a safe margin at an aerodrome either along the route (including the aerodrome of departure) or along a divergence from that route planned in advance to provide for such a contingency.