

## STATUTORY INSTRUMENTS

1977 No. 1547

## CIVIL AVIATION

**The Air Navigation (General) (Amendment) Regulations 1977***Made - - - - 16th September 1977**Coming into Operation 30th December 1977*

The Secretary of State, in exercise of his powers under Articles 11(2), 14, 29(1) and 35A 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 Air Navigation (General) (Amendment) Regulations 1977 and shall come into operation on 30th December 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 Air Navigation (General) Regulations 1976(d) shall be amended as follows:—

(1) In Regulation 9:

(a) for “certificate or airworthiness” there shall be substituted “certificate of airworthiness”;

(b) in condition (6) for “and on the landing because” there shall be substituted “and on the runway that may be required for landing because”.

(2) In Regulation 14 in paragraph 3(b) for “60° 15' N 24° 00' N” there shall be substituted “60° 15' N 24° 00' E”.

(3) In Regulation 16 in item (14) for “such” there shall be substituted “each”.

(4) After Regulation 17 there shall be added the following new Regulation:—

*“Minimum Navigation Performance Specifications—Prescribed Air-space and Navigation Performance Capability*

**18.**—(1) With reference to Article 35A of the Order, as amended, the following navigation performance capability is hereby prescribed, that is to say, a capability to ensure that—

(a) the standard deviation of lateral errors in the track of the aircraft is not more than 6.3 nautical miles; and

(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. 1976/1982 (1976 III, p. 5288).

- (b) the proportion of the flight time of the aircraft during which the actual track of the aircraft is 30 nautical miles or more off the track along which it has been given an air traffic control clearance to fly is less than  $5.3 \times 10^{-4}$ ; and
- (c) the proportion of the flight time of the aircraft during which the actual track of the aircraft is between 50 and 70 nautical miles off the track along which it has been given an air traffic control clearance to fly is less than  $13 \times 10^{-5}$ .

(2) For the purposes of Article 35A of the Order, as amended, the following airspace is hereby prescribed, that is to say, the airspace from flight level 275 to flight level 400 within the area defined by rhumb lines joining successively the following points:—

34° 10' N 17° 48' W  
 36° 30' N 15° 00' W  
 42° 00' N 15° 00' W  
 43° 00' N 13° 00' W  
 45° 00' N 13° 00' W  
 45° 00' N 08° 00' W  
 51° 00' N 08° 00' W  
 51° 00' N 15° 00' W  
 54° 00' N 15° 00' W  
 54° 34' N 10° 00' W  
 61° 00' N 10° 00' W  
 61° 00' N 00° 00'  
 67° 00' N 00° 00'  
 67° 00' N 60° 00' W  
 65° 30' N 58° 39' W  
 64° 00' N 63° 00' W  
 61° 00' N 63° 00' W  
 57° 00' N 59° 00' W  
 53° 00' N 54° 00' W  
 49° 00' N 51° 00' W  
 45° 00' N 51° 00' W  
 45° 00' N 53° 00' W  
 43° 36' N 60° 00' W  
 27° 00' N 60° 00' W  
 27° 00' N 25° 00' W  
 30° 00' N 25° 00' W  
 30° 00' N 20° 00' W  
 31° 39' N 17° 25' W

thence by that part of the arc of a circle radius 100 nautical miles centred on 33° 04' N 16° 21' W to 34° 10' N 17° 48' W."

- (5) In the Schedule in condition (3) for "factor or either 1.33" there shall be substituted "factor of either 1.33".

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

16th September 1977.

## EXPLANATORY NOTE

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

These Regulations amend the Air Navigation (General) Regulations 1976. In addition to minor and drafting amendments the following change is made:

The airspace within which an aircraft registered in the United Kingdom must be equipped with navigation systems enabling it to maintain a minimum navigation performance capability for the purposes of Article 35A of the Air Navigation Order 1976, as amended, is now prescribed as is the minimum navigation performance capability that must be maintained.

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