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STATUTORY INSTRUMENTS

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**1987 No. 2078**

**CIVIL AVIATION**

**The Air Navigation (General) (Second  
Amendment) Regulations 1987**

*Made - - - - 1st December 1987*

*Coming into force - - 1st January 1988*

The Secretary of State for Transport, in exercise of his powers under articles 28(4), 29(1) and 36 of the Air Navigation Order 1985<sup>(1)</sup> 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) (Second Amendment) Regulations 1987 and shall come into operation on 1st January 1988.

2. The Air Navigation (General) Regulations 1981<sup>(2)</sup> shall be amended as follows —

(1) For regulation 4(2) there shall be substituted the following —

- (a) “(2) For the purpose of calculating the total weight of the aircraft the respective total weights of the passengers and crew entered in the load sheet shall be computed from the actual weight of each person and for that purpose each person shall be separately weighed:

Provided that, in the case of an aircraft of which the maximum total weight authorised exceeds 5700 kg. or which has a total seating capacity authorised by the certificate of airworthiness in force in respect of that aircraft of 12 or more persons, the total weights of the passengers and crew may, subject to the provisions of sub-paragraph (b) of this paragraph and of paragraph (4) of this regulation, be calculated at not less than the appropriate weights shown in Table 1 and the load sheet shall bear a notation to that effect —

TABLE

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Males over 12 years of age ... ..	75 kg.
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Save that on journeys by helicopters  
in support of or in connection with the

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(1) S.I. 1985/1643, to which there are amendments not relevant to these Regulations.  
(2) S.I. 1981/57, to which there are amendments not relevant to these Regulations.

exploitation of or exploration for mineral resources (including gas) and —

- (i) between the United Kingdom and any vessel or structure located at sea, or
- (ii) between any two such vessels or structures where the last preceding journey from land or the next subsequent journey to land was from or is intended to be, as the case may be, the United Kingdom:

the appropriate weight for male passengers 83 kg.  
over 12 years shall be ... ..

Females over 12 years of age ... .. 65 kg.

On journeys between the United Kingdom, the Channel Islands or the Isle of Man or between any of them:

Children aged 3 years or more, but not over 40 kg.  
12 years of age ... ..

Infants under 3 years of age ... .. 10 kg.

On any other journey:

Children aged 2 years or more, but not over 39 kg.  
12 years of age ... ..

Infants under 2 years of age ... .. 8 kg.

- (b) The actual weight of any immersion suit worn or carried by a passenger or crew member shall be added to the appropriate weight shown in Table 1 in each such case.

- (c) For the purposes of this regulation, “sea” includes any estuary or arm of the sea”.

(2) In regulation 7(3)(b)(ii) for the words “1,500 metres” there shall be substituted the words “900 metres”.

(3) For regulation 7(5) there shall be substituted the following —

- (a) “(5) In the case of an aeroplane having three or more power units, it will, in the meteorological conditions expected for the flight, in the event of any two power units becoming inoperative at any point along the route or on any planned diversion therefrom more than 90 minutes flying time in still air at the all power units operating economical cruising speed from the nearest aerodrome at which it can comply with condition (7) in this regulation, relating to an alternate aerodrome, be capable of continuing the flight with all other power units operating within the specified maximum continuous power conditions, clearing by a vertical interval of at least 2000 feet obstacles within 10 nautical miles either side of the intended track to such an aerodrome, and on arrival over such an aerodrome the gradient of the specified net flight path with two power units inoperative shall not be less than zero at 1500 feet above the aerodrome; and in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at an altitude exceeding the specified maximum permissible altitude for power unit restarting:

Provided that where the operator of the aeroplane is satisfied, taking into account the navigation aids which can be made use of by the aeroplane on the route, that the commander of the aeroplane will be able to maintain his intended track on that route within a margin of 5 nautical miles, the foregoing provisions of this paragraph shall have effect as if 5 nautical miles were substituted for 10 nautical miles; or

- (b) In the case of an aeroplane having two power units and a maximum total weight authorised which exceeds 5700 kg. and which is not limited by its certificate of airworthiness to the carriage of less than 20 passengers, it will, in the meteorological conditions expected for the flight, at any point along the route or on any planned diversion therefrom, not be more than 60 minutes flying time at the normal one engine inoperative cruise speed in still air from the nearest aerodrome at which it can comply with condition (7) in this regulation, relating to an alternate aerodrome, unless it is flying under and in accordance with the terms of any written permission granted by the Authority to the operator under this regulation; or
- (c) In the case of an aeroplane having two power units and a maximum total weight authorised 5700 kg. or less or in the case of an aeroplane having two power units and a maximum total weight authorised of more than 5700 kg. but which is limited by its certificate of airworthiness to the carriage of less than 20 passengers the aeroplane will, in the meteorological conditions expected for the flight, not be more than 90 minutes flying time in still air at the all power units operating economical cruising speed from the nearest aerodrome at which it can comply with condition (7) in this regulation, relating to an alternate aerodrome”.

(4) For regulation 7(7)(a)(ii) and the proviso immediately thereafter there shall be substituted the following —

- (a) (ii) the runway that may be required for landing because of the forecast wind conditions:

Provided that if an alternate aerodrome is designated in the flight plan, the specified landing distance required may be that appropriate to an alternate aerodrome when assessing the ability of the aeroplane to satisfy this condition at the aerodrome of destination.”

(5) In regulation 8(4)(b)(ii) for the words “1,500 metres” there shall be substituted the words “900 metres”.

(6) In regulation 11(1)(iii)(b)(ii) for the words “1,500 metres” there shall be substituted the words “900 metres”.

(7) In regulation 18(2), for the geographical points

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67° 00'N	00° 00'
67° 00'N	60° 00'W
65° 30'N	58° 39'W

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there shall be substituted the following:

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82° 00'N	00° 00'
82° 00'N	30° 00'E
North Pole	

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**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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82° 00'N	60° 00'W
78° 00'N	75° 00'W
76° 00'N	76° 00'W
65° 00'N	57° 45'W
65° 00'N	60° 00'W

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and after the geographical point

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43° 36'N	60° 00'W
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there shall be inserted the following:

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41° 52'N	67° 00'W
39° 00'N	67° 00'W
38° 35'N	68° 53'W
38° 30'N	69° 15'W
38° 30'N	60° 00'W

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(8) In the Schedule paragraph 4(b)(ii) for the words “1,500 metres” there shall be substituted the words “900 metres”.

Signed by authority of the Secretary of State

1st December 1987

*Peter Bottomley*  
Parliamentary Under Secretary of State,  
Department of Transport

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## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations amend the Air Navigation (General) Regulations 1981. The principal changes are:

(1) A notional male passenger weight of 83 kg. is introduced for United Kingdom based helicopters involved in support of or in connection with the offshore exploitation of or exploration for mineral resources (including gas) (regulation 2(1)).

(2) The maximum semi-width of the obstacle clearance area after take-off is reduced from 1500 to 900 metres (regulation 2(2), (5), (6) and (8)).

(3) Any twin-engined public transport aeroplane in performance group A of more than 5700 kg. certificated to carry 20 or more passengers, shall at no time during a flight be more than 60 minutes flying time at its one engine inoperative cruise speed from the nearest suitable alternate aerodrome, unless it is flying in accordance with the terms of a written permission from the Authority and any twin engined public transport aircraft in performance group A of less than 5700 kg. or certificated to carry less than 20 passengers shall at no time during a flight be more than 90 minutes flying time at its one engine inoperative cruise speed from the nearest suitable alternate aerodrome (regulation 2(3)).

(4) It is made clear that the proviso to regulation 7(7)(a) applies only to sub-paragraph (ii) of that regulation so that the landing distance required must not exceed the distance available on the runway most suitable for landing in still air conditions at both the aerodrome of destination and any alternative aerodrome (regulation 2(4)).

(5) The boundary of the airspace in which minimum navigation performance requirements apply is amended to include airspace in the New York Oceanic Control Area to the Western Boundary north of 38° 30'N and in the Reykjavik Oceanic Control Area to the North Pole (regulation 2(7)).