STATUTORY INSTRUMENTS

1987 No. 874

CIVIL AVIATION

The Stansted Airport Aircraft Movement Limit Order 1987

Approved by both Houses of Parliament

Made - - - - 13th May 1987

Coming into force 1st June 1987

Whereas it appears to the Secretary of State for Transport that the existing runway capacity of Stansted Airport is not fully utilised for a substantial proportion of the time for which its runway is available for the take-off or landing of aircraft, and whereas a draft of this Order has been laid before and approved by a resolution of each House of Parliament in accordance with section 79(3) of the Airports Act 1986**(a)**:

Now, therefore, the Secretary of State, in exercise of the powers conferred upon him by sections 32 and 79 of the Airports Act 1986, and after consultation with the Civil Aviation Authority, the airport operator and such of the other persons referred to in section 32(6) as he considered appropriate, hereby makes the following Order:—

1. This Order may be cited as the Stansted Airport Aircraft Movement Limit Order 1987 and shall come into force on 1st June 1987.

2. At Stansted Airport there shall, subject to article 3, be a limit on the number of occasions on which aircraft may take-off or land during any period of one year, taken from 1st March in each year, of 78,000.

3. Article 2 shall not apply to aircraft taking-off or landing at the airport in any of the following circumstances or cases, namely:—

(a) the aircraft is not carrying, for hire or reward, any passengers;

(b) the aircraft is engaged on non-scheduled air transport services where the passenger seating capacity of the aircraft used does not exceed ten;

(c) the aircraft is required to land at the airport because of an emergency or any other circumstances beyond the control of the operator and commander of the aircraft;

(d) the aircraft is engaged on the Queen's flight, or on a flight operated primarily for the purposes of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad.

4. For the purposes of article 3(a) an aircraft is not to be taken as carrying, for hire or reward, any passengers by reason only that:

(a) it is carrying employees of the operator of the aircraft or of an associated company of the operator; or

(b) it is carrying attendants who are travelling with its cargo or are on a return flight having attended cargo on their previous flight;

(a) 1986 c.31.

and for the purposes of article 3(b) an aircraft is engaged on non-scheduled air transport services if the flight on which it is engaged is not part of a series of journeys between the same two places amounting to a systematic service.

5. For the purposes of article 4, a company shall be treated as an associated company of the operator of the aircraft if either that company or the operator of the aircraft is a body corporate of which the other is a subsidiary or if both of them are subsidiaries of one and the same body corporate.

John Moore
13th May 1987 Secretary of State for Transport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order sets an aircraft movement limit at Stansted Airport of 78,000 per annum (taken from 1st March each year) and provides for the circumstances or cases in which aircraft movements are not to be counted towards this limit.

45p net

ISBN 0 11 076874 4

Printed in UK for HMSO by Bemrose Security Printing, Derby 850/5207 WO 775 C14 5/87