

TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA

Whereas:

(1) It appears to the Secretary of State that London (Heathrow), London (Gatwick), and London (Stansted) are airports serving the same area in the UK and he considers it appropriate to make the following rules; and

(2) the Civil Aviation Authority ("the CAA") has given advice to the Secretary of State in relation to the subject matter of these rules on 17 July 1989 and 14 January 1991;

Now therefore, the Secretary of State, in exercise of his powers under section 31(1) of the Airports Act 1986 (a) and of all other powers enabling him in that behalf, hereby makes the following traffic distribution rules:-

1. These rules may be cited as the Traffic Distribution Rules 1991 for Airports serving the London Area, and shall come into force on 5 March 1991.

2. All classes and descriptions of air traffic are permitted under these rules to use London (Heathrow), London (Gatwick) and London (Stansted) unless restricted from doing so under these rules.

Heathrow

3. Subject to paragraph 5 below, air traffic engaged on whole plane cargo services or general or business aviation, other than traffic in relation to which the airport operator has given the aircraft operator permission to operate at the airport during the periods of peak congestion, is restricted in its use of Heathrow airport in that it shall not be operated during such periods of peak congestion at the airport as have been notified by the CAA or as may from time to time be notified by the CAA, having regard to advice from the airport operator and the scheduling committee at the airport.

Gatwick

4. Subject to paragraph 5 below, air traffic engaged on whole plane cargo services or general or business aviation, other than traffic in relation to which the airport operator has given the aircraft operator permission to operate at the airport during the periods of peak congestion, is restricted in its use of Gatwick airport in that it shall not be operated during such periods of peak congestion as have been notified by the CAA or as may from time to time be notified by the CAA, having regard to advice from the airport operator and the scheduling committee at the airport.

5. The rules in paragraphs 3 and 4 above shall not apply to any air traffic required to land at the airport in question because of an emergency or any other circumstance beyond the control of the operator and commander of the aircraft.

6. In these rules:

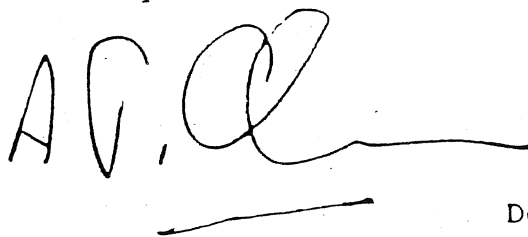
"general or business aviation" means any air traffic not falling into any of the following categories, that is to say:-

- (i) scheduled air services;
- (ii) non-scheduled air transport operations for hire or reward and, in the case of passenger air transport operations, where the passenger seating capacity of the aircraft used exceeds 10;
- (iii) official flights;
- (iv) positioning flights;
- (v) training flights;

"notified" means set forth in a document published by the CAA and entitled "United Kingdom Notam" or "United Kingdom Air Pilot" and for the time being in force;

"official flights" means any traffic engaged on the Queen's flight, or on flights operated primarily for the purposes of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad;

7. The Traffic Distribution Rules 1986 for Airports serving the London Area are hereby revoked.



A. J. Goldman
An Under Secretary
Department of Transport

5 March 1991