

2022 No. 440

CIVIL AVIATION

**The Air Navigation (Restriction of Flying) (Helicopter Flight)
(No. 2) Regulations 2022**

Made - - - - *7th April 2022*

Coming into force - - *20th April 2022*

The Secretary of State has decided that it is in the public interest to restrict flying in the area specified in regulation 3 by reason of two intended helicopter flights.

The Secretary of State makes the following Regulations in exercise of the powers conferred by article 239 of the Air Navigation Order 2016(a).

Citation and commencement

1. These Regulations may be cited as the Air Navigation (Restriction of Flying) (Helicopter Flight) (No. 2) Regulations 2022 and they come into force on 20th April 2022.

Interpretation

2. In regulation 3 the times referred to are Co-ordinated Universal Time(b).

Restricted airspace

3.—(1) Subject to paragraphs (7) and (10), between 1026 hours and 1146 hours on 20th April 2022 no aircraft is to fly below 2,500ft above mean sea level within the area bounded by—

- (a) straight lines joining successively the following points—
 - (i) 513612N 0001803W,
 - (ii) 514830N 0001506W, and
 - (iii) 515045N 0000929W,
- (b) the anti-clockwise arc of a circle having a radius of 8 nautical miles whose centre is at 515229N 0002206W between 515045N 0000929W and 515611N 0001037W,
- (c) straight lines joining successively the following points—
 - (i) 515611N 0001037W,
 - (ii) 520002N 0000824W,
 - (iii) 520127N 0000000E,
 - (iv) 515146N 0000006W,

(a) S.I. 2016/765, to which there are amendments not relevant to these Regulations.
(b) Co-ordinated Universal Time (UTC) is one hour behind British Summer Time (BST).

- (v) 514550N 0000316W,
- (vi) 513610N 0001001W, and
- (vii) 513612N 0001803W.

(2) Subject to paragraphs (8) and (10), between 1026 hours and 1146 hours on 20th April 2022 no aircraft is to fly below 4,000ft above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 520002N 0000824W,
- (b) 520607N 0000650W,
- (c) 521105N 0000330W,
- (d) 521105N 0000528E,
- (e) 520608N 0000201E,
- (f) 520127N 0000000E, and
- (g) 520002N 0000824W.

(3) Subject to paragraphs (9) and (10), between 1026 hours and 1146 hours on 20th April 2022 no aircraft is to fly below 4,000 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 521105N 0000330W,
- (b) 525216N 0002601E,
- (c) 525034N 0003308E,
- (d) 521105N 0000528E, and,
- (e) 521105N 0000330W.

(4) Subject to paragraphs (9) and (10), between 1015 hours and 1135 hours on 27th April 2022 no aircraft is to fly below 4,000 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 521105N 0000330W,
- (b) 525216N 0002601E,
- (c) 525034N 0003308E,
- (d) 521105N 0000528E, and
- (e) 521105N 0000330W.

(5) Subject to paragraphs (8) and (10), between 1015 hours and 1135 hours on 27th April 2022 no aircraft is to fly below 4,000 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 520002N 0000824W,
- (b) 520607N 0000650W,
- (c) 521105N 0000330W,
- (d) 521105N 0000528E,
- (e) 520608N 0000201E,
- (f) 520127N 0000000E, and
- (g) 520002N 0000824W.

(6) Subject to paragraphs (7) and (10), between 1015 hours and 1135 hours on 27th April 2022 no aircraft is to fly below 2,500 above mean sea level within the area bounded by —

- (a) straight lines joining successively the following points—
 - (i) 513612N 0001803W,
 - (ii) 514830N 0001506W,
 - (iii) 515045N 0000929W,

- (b) the anti-clockwise arc of a circle having a radius of 8 nautical miles whose centre is at 515229N 0002206W between 515045N 0000929W and 515611N 0001037W, and
 - (c) straight lines joining successively the following points—
 - (i) 515611N 0001037W,
 - (ii) 520002N 0000824W,
 - (iii) 520127N 0000000E,
 - (iv) 515146N 0000006W,
 - (v) 514550N 0000316W,
 - (vi) 513610N 0001001W, and
 - (vii) 513612N 0001803W.
- (7) Paragraphs (1) and (6) do not apply to any aircraft—
- (a) flying in accordance with a permission issued by Farnborough LARS North, or
 - (b) making an approach to or departing from—
 - (i) Royal Air Force Northolt whilst under the control of either 78 Squadron, Swanwick Military or the air traffic control unit at Royal Air Force Northolt,
 - (ii) London Luton Airport whilst under the control of the London Terminal Control Centre Swanwick or the air traffic control unit at London Luton Airport, or
 - (iii) London Stansted Airport whilst under the control of the London Terminal Control Centre Swanwick or the air traffic control unit at London Stansted Airport.
- (8) Paragraphs (2) and (5) do not apply to any aircraft flying in accordance with a permission issued by—
- (a) Farnborough LARS North,
 - (b) RAF Lakenheath whilst under the control of the air traffic control unit at RAF Lakenheath, or
 - (c) Cambridge Airport whilst under the control of the air traffic unit at Cambridge Airport.
- (9) Paragraphs (3) and (4) do not apply to any aircraft flying in accordance with a permission issued by—
- (a) RAF Lakenheath whilst under the control of the air traffic control unit at RAF Lakenheath,
 - (b) RAF Marham whilst under the control of the air traffic control unit at RAF Marham,
 - (c) Cambridge Airport whilst under the control of the air traffic unit at Cambridge Airport, or
 - (d) 78 Squadron, Swanwick Military.
- (10) Paragraphs (1) to (6) do not apply to any aircraft operating by or on behalf of—
- (a) the National Police Air Service,
 - (b) the Maritime and Coastguard Agency,
 - (c) The Queens Helicopter Flight, or
 - (d) the Helicopter Emergency Medical Services.

Signed by authority of the Secretary of State for Transport

David J Best
Grade 7

7th April 2022

Department for Transport

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations impose restrictions on flying in the vicinity of Greater London, Bedfordshire, Cambridgeshire and Norfolk by reason of two intended helicopter flights. The Civil Aviation

Authority and the Department for Transport agree that it is in the public interest to restrict flying in the vicinity of the relevant areas to avoid the risk that transient aircraft may disrupt the flights.

The times mentioned in regulation 3 are Co-ordinated Universal Time (UTC) which is one hour behind British Summer Time (BST).

Full details of this Statutory Instrument will be promulgated by Notice to Aviation (NOTAM).

The point of contact in the Civil Aviation Authority is Mr S J Maxted, Airspace Regulator, Safety and Airspace Regulation Group, on telephone number 03301 383216.