

2024 No. 1068

CIVIL AVIATION

**The Air Navigation (Restriction of Flying) (Helicopter Flight)
Regulations 2024**

Made - - - - *25th October 2024*

Coming into force - - *4th November 2024*

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

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) Regulations 2024 and they come into force on 4th November 2024.

Interpretation

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

Restricted airspace

3.—(1) Subject to paragraphs (4) and (7), beginning at 1450 hours and ending at 1620 hours on 4th November 2024 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) 525216N 0002601E,
- (b) 525034N 0003308E,
- (c) 521105N 0000528E,
- (d) 521105N 0000330W, and
- (e) 525216N 0002601E.

(2) Subject to paragraphs (5) and (7), beginning at 1450 hours and ending at 1620 hours on 4th November 2024 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) 521105N 0000528E,

(a) S.I. 2016/765, to which there are amendments not relevant to these Regulations.
(b) Co-ordinated Universal Time (UTC) is the same time as Greenwich Mean Time (GMT).

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

(3) Subject to paragraphs (6) and (7), beginning at 1450 hours and ending at 1620 hours on 4th November 2024 no aircraft is to fly below 2,500 feet above mean sea level within the area bounded by—

- (a) straight lines joining successively the following points—
 - (i) 520002N 0000824W,
 - (ii) 520127N 0000000E,
 - (iii) 515146N 0000006W,
 - (iv) 514550N 0000316W,
 - (v) 513610N 0001001W,
 - (vi) 513612N 0001803W,
 - (vii) 514830N 0001506W, and
 - (viii) 515045N 0000929W,
- (b) the anti-clockwise arc of a circle having a radius of 8 nautical miles centred at 515229N 0002206W between 515045N 0000929W and 515611N 0001037W, and
- (c) straight lines joining successively the following points—
 - (i) 515611N 0001037W, and
 - (ii) 520002N 0000824W.

(4) Paragraph (1) does not apply to any aircraft—

- (a) insofar as flying is already prohibited by the Air Navigation (Restriction of Flying) (Anmer Hall) (Restricted Zone EG R220) Regulations 2015(a), or
- (b) flying in accordance with a permission issued by—
 - (i) Royal Air Force Lakenheath whilst under the direction of the Air Traffic Control unit at Royal Air Force Lakenheath,
 - (ii) Royal Air Force Marham Terminal Air Traffic Control Centre (TATCC) East whilst under the direction of the Air Traffic Control unit at Royal Air Force Marham, or
 - (iii) Cambridge Airport whilst under the direction of the Air Traffic Control unit at Cambridge Airport.

(5) Paragraph (2) does not apply to any aircraft flying in accordance with a permission issued by—

- (a) Farnborough Lower Airspace Radar Service North,
- (b) Royal Air Force Lakenheath whilst under the direction of the Air Traffic Control unit at Royal Air Force Lakenheath, or
- (c) Cambridge Airport whilst under the direction of the Air Traffic Control unit at Cambridge Airport.

(6) Paragraph (3) does not apply to any aircraft flying in accordance with a permission issued by—

- (a) Royal Air Force Northolt whilst under the direction of 78 Squadron Royal Air Force Unit, Swanwick or the Air Traffic Control unit at Royal Air Force Northolt,

(a) S.I. 20215/1735.

- (b) London Luton Airport whilst under the direction of the London Terminal Control Centre, Swanwick or the Air Traffic Control unit at London Luton Airport, or
 - (c) London Stansted Airport whilst under the direction of the London Terminal Control Centre, Swanwick or the Air Traffic Control unit at London Stansted Airport.
- (7) Paragraphs (1) to (3) do not apply to any aircraft operated by or on behalf of—
- (a) an Emergency Medical Service,
 - (b) the Maritime and Coastguard Agency,
 - (c) a Police Air Support Unit. or
 - (d) The King’s Helicopter Flight.

Signed by authority of the Secretary of State for Transport

David Best
Grade 7
Department for Transport

25th October 2024

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations impose restrictions on flying in the vicinity of Norfolk, Cambridgeshire, Bedfordshire, and Greater London by reason of an intended helicopter flight which is due to take place there.

The Civil Aviation Authority and Department for Transport agree that it is in the public interest to restrict flying in the vicinity of the relevant areas to avoid disruption to this flight.

These Regulations apply except insofar as flying is already prohibited by the Air Navigation (Restriction of Flying) (Anmer Hall) (Restricted Zone EG R220) Regulations 2015 (S.I. 2015/1735).

The times mentioned in regulation 3 are Co-ordinated Universal Time (UTC) which is the same time as Greenwich Mean Time (GMT).

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

The point of contact in the Civil Aviation Authority is Mr Alan Frew, Airspace Regulator, Safety and Airspace Regulation Group, on telephone number 0330 1382734.