

2012 No. 1328

CIVIL AVIATION

The Air Navigation (Restriction of Flying) (London 2012 Olympic and Paralympic Games, London Restricted Zone EGR112) Regulations 2012

Made - - - - *14th May 2012*

Coming into force - - *1st June 2012*

The Secretary of State deems it necessary in the public interest to restrict flying in the vicinity of London by reason of the intended holding of certain London 2012 Olympic and Paralympic Games' events that are scheduled to take place there between 13th July and 15th August 2012.

The Secretary of State makes these Regulations in exercise of the powers conferred by article 161 of the Air Navigation Order 2009(a).

Citation and commencement

1. These Regulations may be cited as the Air Navigation (Restriction of Flying) (London 2012 Olympic and Paralympic Games, London Restricted Zone EGR112) Regulations 2012 and come into force on 1st June 2012.

Interpretation

2.—(1) In these Regulations—

“a commercial air transport operation” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

“Atlas Control” means the air traffic control unit of that name at Swanwick; and

“EGR112” means the airspace referred to in regulation 3(1).

(2) In these Regulations all times referred to are Co-ordinated Universal Time.

Restricted airspace

3.—(1) Subject to paragraphs (2) to (14), between 2300 hours on 13th July 2012 and 2300 hours on 15th August 2012 no aircraft is to fly below the notified base level of controlled airspace within the area bounded by straight lines joining successively the following points—

(a) 520606N 0001712W;

(b) 520606N 0002550E;

(c) 520226N 0004040E;

(a) S.I. 2009/3015; to which there are amendments that are not relevant to these Regulations.

- (d) 514401N 0004412E;
- (e) 513417N 0005000E;
- (f) 512120N 0005000E;
- (g) 510906N 0004618E;
- (h) 505940N 0001814E;
- (i) 505541N 0001007W;
- (j) 505832N 0003428W;
- (k) 510652N 0004829W;
- (l) 512430N 0010000W;
- (m) 513433N 0010000W;
- (n) 514659N 0004838W;
- (o) 514905N 0003647W;
- (p) 515244N 0003828W;
- (q) 515258N 0003709W;
- (r) 520038N 0002832W; and
- (s) 520606N 0001712W.

(2) Paragraph (1) does not apply in the airspace extending from the ground to 2,500 feet above mean sea level within the area bounded by—

- (a) straight lines joining successively the following points—
 - (i) 513611N 0004133W;
 - (ii) 513611N 0001524W;
 - (iii) 514111N 0001015W;
 - (iv) 514042N 0000203E; and
 - (v) 513505N 0001022E;
- (b) the clockwise arc of a circle, having a radius of 6.5 nautical miles whose centre is at 513019N 0000319E, between 513505N 0001022E and 512507N 0000932E;
- (c) a straight line between 512507N 0000932E and 512541N 0000828W;
- (d) the clockwise arc of a circle, having a radius of 12 nautical miles whose centre is at 512812N 0002713W, between 512541N 0000828W and 512013N 0001255W;
- (e) straight lines joining successively the following points—
 - (i) 512013N 0001255W;
 - (ii) 512013N 0003224W; and
 - (iii) 512444N 0004535W; and
- (f) the clockwise arc of a circle, having a radius of 12 nautical miles whose centre is at 512812N 0002713W, between 512444N 0004535W and 513611N 0004133W.

(3) Paragraph (1) does not apply between 1130 hours and 1645 hours on 14th and 15th July 2012 in the airspace extending from the ground to the notified base level of controlled airspace within the area bounded by—

- (a) the anti-clockwise arc of a circle, having a radius of 12 nautical miles whose centre is at 512812N 0002713W, between 512431N 0004525W and 512104N 0004242W;
- (b) straight lines joining successively the following points—
 - (i) 512104N 0004242W;
 - (ii) 512013N 0003800W; and
 - (iii) 512013N 0003515W;

- (c) the clockwise arc of a circle, having a radius of 8 nautical miles whose centre is at 511633N 0004635W, between 512013N 0003515W and 510846N 0004942W;
- (d) a straight line between 510846N 0004942W and 512042N 0005730W; and
- (e) the clockwise arc of a circle, having a radius of 8 nautical miles whose centre is at 511633N 0004635W, between 512042N 0005730W and 512431N 0004525W.

(4) Paragraph (1) does not apply between 1130 hours and 1645 hours on 14th and 15th July 2012 in the airspace extending from 1500 feet above mean sea level to the notified base level of controlled airspace within the area bounded by—

- (a) straight lines joining successively the following points—
 - (i) 512013N 0003515W;
 - (ii) 512013N 0003106W;
 - (iii) 511656N 0002821W; and
 - (iv) 511503N 0003404W; and
- (b) the anti-clockwise arc of a circle, having a radius of 8 nautical miles whose centre is at 511633N 0004635W, between 511503N 0003404W and 512013N 0003515W.

(5) Paragraph (1) does not apply between 1130 hours and 1645 hours on 14th and 15th July 2012 in the airspace extending from 2,500 feet above mean sea level to the notified base level of controlled airspace within the area bounded by—

- (a) the anti-clockwise arc of a circle, having a radius of 8 nautical miles whose centre is at 511633N 0004635W, between 510846N 0004924W and 510929N 0004037W; and
- (b) straight lines joining successively the following points—
 - (i) 510929N 0004037W;
 - (ii) 510652N 0004829W; and
 - (iii) 510846N 0004924W.

(6) Paragraph (1) does not apply between 1130 hours and 1645 hours on 14th and 15th July 2012 in the airspace extending from 2,500 feet above mean sea level to the notified base level of controlled airspace within the area bounded by—

- (a) straight lines joining successively the following points—
 - (i) 512042N 0005730W;
 - (ii) 512430N 0010000W; and
 - (iii) 512315N 0005333W; and
- (b) the anti-clockwise arc of a circle, having a radius of 8 nautical miles whose centre is at 511633N 0004635W, between 512315N 0005333W and 512042N 0005730W.

(7) Paragraph (1) does not apply between 0700 hours and 1130 hours and between 1645 hours and 1800 hours on 14th and 15th July 2012 and between 0700 hours and 1600 hours on 16th July 2012 in the airspace extending from 1,500 feet above mean sea level to the notified base level of controlled airspace within the area bounded by—

- (a) a straight line from 511312N 0005236W to 511616N 0005436W; and
- (b) the clockwise arc of a circle, having a radius of 5 nautical miles whose centre is at 511633N 0004635W, between 511616N 0005436W and 511312N 0005236W.

(8) Paragraph (1) does not apply between 0700 hours and 1130 hours and between 1645 hours and 1800 hours on 14th and 15th July 2012 and between 0700 hours and 1600 hours on 16th July 2012 in the airspace extending from 1,500 feet above mean sea level to the notified base level of controlled airspace within the area bounded by—

- (a) the anti-clockwise arc of a circle, having a radius of 12 nautical miles whose centre is at 512812N 0002713W, between 512255N 0004426W and 512104N 0004242W; and
- (b) straight lines joining successively the following points—
 - (i) 512104N 0004242W;

- (ii) 512013N 0003800W;
- (iii) 512013N 0003106W;
- (iv) 511656N 0002821W;
- (v) 510940N 0005018W;
- (vi) 511856N 0005621W; and
- (vii) 512255N 0004426W.

(9) Paragraph (1) does not apply between 0845 hours and 1200 hours on 28th July 2012 and between 1045 hours and 1400 hours on 29th July 2012 below 2,500 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 512300N 0004031W;
- (b) 511124N 0003003W;
- (c) 511217N 0002344W;
- (d) 512013N 0002517W;
- (e) 512013N 0003224W; and
- (f) 512300N 0004031W.

(10) Paragraph (1) does not apply between 0930 hours and 1530 hours on 28th July 2012 and between 1130 hours and 1500 hours on 29th July 2012 below 2,500 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 512013N 0002517W;
- (b) 511217N 0002344W;
- (c) 511357N 0001141W;
- (d) 512013N 0001255W; and
- (e) 512013N 0002517W.

(11) Paragraph (1) does not apply between 0930 hours and 1530 hours on 28th July 2012 and between 1130 hours and 1500 hours on 29th July 2012 below 1,500 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 511217N 0002344W;
- (b) 511118N 0002332W;
- (c) 511258N 0001129W;
- (d) 511357N 0001141W; and
- (e) 511217N 0002344W.

(12) Paragraph (1) does not apply between—

- (a) 1030 hours and 1900 hours on 29th July 2012;
- (b) 1030 hours and 1900 hours on 30th July 2012;
- (c) 1030 hours and 1900 hours on 31st July 2012;
- (d) 1030 hours and 1900 hours on 1st August 2012; and
- (e) 1030 hours and 1900 hours on 2nd August 2012,

below 2,500 feet above mean sea level within the area bounded by a clockwise arc of a circle, having a radius of 2 nautical miles whose centre is at 514118N 0000102W, between 514057N 0000411W and 514042N 0000203E; and a straight line joining 514042N 0000203E and 514057N 0000411W.

(13) Paragraph (1) does not apply between 0930 hours and 1530 hours on 11th August 2012 and between 1030 hours and 1630 hours on 12th August 2012 below 2,300 feet above mean sea level within the area of a circle having a radius of 2 nautical miles whose centre is at 513245N 0003605E.

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

- (a) making an approach to, or departing from, London City Airport, London Heathrow Airport or RAF Northolt while it is in receipt of an air traffic control service from either the London Terminal Control Centre at Swanwick or the London Air Traffic Control Centre (Military);
- (b) making an approach to, or departing from, London Gatwick Airport, London Luton Airport or London Stansted Airport while it is in receipt of an air traffic control service from the London Terminal Control Centre at Swanwick;
- (c) flying in the service of—
 - (i) the Metropolitan Police Service;
 - (ii) the Helicopter Emergency Medical Service; or
 - (iii) the Maritime and Coastguard Agency;
- (d) flying in accordance with the permission of the Secretary of State;
- (e) flying in accordance with an air traffic control clearance issued by Atlas Control for the purpose of flying in EGR112 where—
 - (i) the commander of the aircraft complies with any conditions and instructions issued by Atlas Control; and
 - (ii) the aircraft is operating in accordance with such conditions as apply to it under Schedule 1;
- (f) flying in accordance with an air traffic control clearance issued by Farnborough Radar, with the permission of Atlas Control, for the purpose of flying in the controlled airspace notified as Farnborough Controlled Airspace (Temporary) where—
 - (i) the commander of the aircraft complies with any conditions and instructions issued by Farnborough Radar; and
 - (ii) the aircraft is operating in accordance with such conditions as apply to it under Schedule 1; or
- (g) which is—
 - (i) in the service of the Olympic Broadcasting Service; and
 - (ii) operating in accordance with the conditions set out in Schedule 2.

Signed by authority of the Secretary of State for Transport

14th May 2012

J Parkinson
Head of Aviation Policy Development
Department for Transport

SCHEDULE 1 Regulation 3(14)(e)(ii) and (f)(ii)

Local aircraft operating conditions

1. An aircraft of a class specified in column 2 of the Table, in relation to an item in column 1, must operate in accordance with the conditions set out in column 3 in relation to that class.

Table

<i>1. Item number</i>	<i>2. Class of aircraft</i>	<i>3. Conditions</i>
1.	Free balloons not being Airships.	<p>1. The commander of the balloon must have obtained approval for launch from Atlas Control no later than 1 hour before the flight and provide Atlas Control with the following details:</p> <ul style="list-style-type: none"> (a) a contact telephone number for the pilot; (b) the balloon registration number; (c) a general description of its colour scheme; (d) the intended launch time in Co-ordinated Universal Time; (e) the intended location of launch in the form of an Ordnance Survey grid reference (Lat and Long) or a range and bearing from a major feature; (f) the planned duration of flight; and (g) the estimated landing area. <p>2. The balloon must squawk 6600, if able to do so.</p>
2.	Gliders which are non-power driven heavier-than-air aircraft, deriving their lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight, which are foot launched.	<p>1. No later than 1 hour before the first launch on each day, the commander of the aircraft must have obtained approval for the start of launch activity at the launch site from Atlas Control and provided Atlas Control with the following details:</p> <ul style="list-style-type: none"> (a) the intended location of launch in the form of an Ordnance Survey grid reference (Lat and Long) or a range and bearing from a major feature; and (b) a contact telephone number for the pilot. <p>2. Once airborne the aircraft must remain within 3 nautical miles of the intended launch site provided to Atlas Control.</p>
3.	Gliders which are non-power driven heavier-than-air aircraft, deriving their lift chiefly from aerodynamic reactions on surfaces which remain fixed	<p>1. All launches must be made from British Gliding Association or RAF Gliding and Soaring Association sites.</p> <p>2. In relation to a launch from Ridgewell, Dunstable Downs or RAF Halton-</p> <ul style="list-style-type: none"> (a) the commander of the aircraft must have obtained approval from Atlas Control for the start of launch activity at the launch site, no later than 1 hour before the first launch on each day;

under given conditions of flight, which are launched other than by foot and self sustaining gliders.

and

(b) the aircraft must, once airborne, remain within 3 nautical miles of the launch site in respect of which approval was obtained under paragraph (a).

3. In relation to a launch from any other site-

(a) the commander of the aircraft must have obtained approval from Atlas Control for the start of launch activity at the launch site, no later than 1 hour before the first flight on each day;

(b) the aircraft must, unless cross country gliding, squawk and maintain the airfield discrete transponder code assigned for the aircraft by Atlas Control; and

(c) the aircraft must, once airborne, remain within 3 nautical miles of the launch site, unless cross country gliding.

4. Where the aircraft is cross country gliding within EGR112, the commander-

(a) must have filed a flight plan, or caused it to have been filed, to include the address EGGOLYMP, no earlier than 24 hours and no later than 2 hours before launch;

(b) must have received an acceptance message and approval number from Atlas Control before launch;

(c) must have established 2-way radio communication with Atlas Control not further than 3 nautical miles from the launch site within EGR112 and within 30 minutes of the planned launch time;

(d) must have established 2-way radio communication with Atlas Control within 30 minutes of the planned time of entry into EGR112 and not less than 10 nautical miles before the point of entry, where the launch site was outside EGR112;

(e) must be following the filed flight plan;

(f) must maintain 2-way radio communication with Atlas Control;

(g) must squawk and maintain the discrete transponder code assigned for the aircraft by Atlas Control; and

(h) must be receiving an air traffic service and complying with the air traffic control unit's instructions.

4. Aircraft not covered by items 1, 2 or 3 which are equipped with a transponder.

1. Where the aircraft is being flown for the purpose of continuation training and remains within 3 nautical miles of the aerodrome reference point for the aerodrome from which it took off-

(a) the commander must have obtained approval for the flight from Atlas Control no later than 1 hour before the first flight that day from that aerodrome; and

(b) the aircraft must squawk and maintain the airfield discrete transponder code assigned for the aircraft by Atlas Control.

2. In all other cases the commander of the aircraft-

(a) must have filed a flight plan, or caused it to have been filed, to include the address EGGOLYMP no earlier than 24 hours and no later than 2 hours before take off or launch;

(b) must have received an acceptance message and approval number from Atlas Control before take off or launch;

- (c) must have established 2-way radio communication with Atlas Control not further than 3 nautical miles from the aerodrome from which the aircraft took off or the site from which it launched within EGR112 and within 30 minutes of the planned take off or launch time;
- (d) must have established 2-way radio communication with Atlas Control within 30 minutes of the planned time of entry into EGR112 and not less than 10 nautical miles before the point of entry, where the aerodrome from which the aircraft took off or the site from which it launched was outside EGR112;
- (e) must be following the filed flight plan;
- (f) must maintain 2-way radio communication with Atlas Control;
- (g) must squawk and maintain the discrete transponder code assigned for the aircraft by Atlas Control; and
- (h) must be receiving an air traffic service and complying with the air traffic control unit's instructions.

3. If the commander of the aircraft is not the holder of a valid pilot licence, the following must have been entered in field 18 of the flight plan filed with Atlas Control-

- (a) RMK/SOLO STUDENT
- (b) RMK/INSTRUCTOR NAME together with a contact number for the instructor or the flying school.

4. (a) An aircraft operating under Instrument Flight Rules into, or out of, any coordinated airport within EGR112 must have the addressee EGGOLMPI in the flight plan filed for the flight.

(b) In subparagraph (a) "coordinated airport" has the meaning given by regulation 2(1) of the Airports Slots Allocation Regulations 2006(a).

5. Where the aircraft is flying in formation with one or more aircraft not equipped with a transponder ("non-transponding aircraft"), its flight plan must have included-

- (a) the total number of non-transponding aircraft in the formation in field 9; and
- (b) RMK/FORMATION WITH NON TRANSPONDING AIRCRAFT together with the registration and type of each non-transponding aircraft in field 18.

<p>5. Aircraft not covered by items 1, 2 or 3, which are not equipped with a transponder.</p>	<p>Where the aircraft is flying in formation with one or more aircraft equipped with a transponder ("transponding aircraft"), the flight plan for each transponding aircraft must have included-</p> <ul style="list-style-type: none"> (a) the total number of aircraft in the formation which are not equipped with a transponder ("non-transponding aircraft") in field 9; and (b) RMK/FORMATION WITH NON TRANSPONDING AIRCRAFT together with the registration and type of each non-transponding aircraft in field 18.
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(a) S.I. 2006/2665 as amended by S.I. 2011/1610.

SCHEDULE 2

Regulation 3(14)(g)(ii)

Olympic Broadcasting Service aircraft operating conditions

- 1.** The conditions referred to in regulation 3(14)(g)(ii) are as follows.
- 2.** No person may be carried in the aircraft apart from the flight crew and any camera crew or other personnel in the service of the Olympic Broadcasting Service, each of whom must hold an accreditation issued by or on behalf of the London Organising Committee of the Olympic Games.
- 3.** The aircraft must be operating from the aerodromes at Stapleford or Damyns Hall.
- 4.** Subject to paragraph 5, not less than 40 days before the aircraft flies, the operator of the aircraft must provide the National Olympic Coordination Centre Specialist Response Cell with the aircraft nationality and registration mark and the assigned International Civil Aviation Organisation 24-bit HEX code for the aircraft.
- 5.** If the aircraft is a replacement aircraft for an aircraft whose aircraft registration and 24-bit HEX code has been provided previously under paragraph 4, the operator of the aircraft must provide the aircraft nationality and registration mark and the assigned International Civil Aviation Organisation 24-bit HEX code for the replacement aircraft to the National Olympic Coordination Centre Specialist Response Cell at least 24 hours before its first flight.
- 6.** The flight programmes for all flights by the aircraft on each day must be provided by the operator of the aircraft to the Atlas Control Supervisor at Swanwick by 2100 hours on the day before the intended flights and must also be confirmed by the operator to Atlas Control not less than 2 hours before the first flight.
- 7.** Any changes to the expected timings of flights in the flight programme or the timing of any additional flights must be provided to the Atlas Control Supervisor by the operator of the aircraft as soon as they become known to the operator, but not less than 30 minutes prior to take-off in any event.
- 8.** In relation to each task to be flown, the flight programme must specify—
 - (a) the take-off location and the route and duration of the flight;
 - (b) the names of the flight crew, the camera crew and any other passengers; and
 - (c) the aircraft nationality and registration mark.
- 9.** The aircraft must transpond and maintain the 4-digit transponder code assigned for the aircraft.
- 10.** No filming of Her Majesty's Prison Belmarsh (512951N 0000541E) is permitted.
- 11.** No military installation or military event is to be filmed unless the installation is designated as a London Organising Committee for the Olympic Games specified Olympic Games' venue or the event is an Olympic Games' scheduled military event.
- 12.** The pre-agreed duress call must be used by the aircraft if it is subject to unlawful interference.

EXPLANATORY NOTE

(This note is not part of the Regulations)

Between 13th July and 15th August 2012, the area around London will be the venue for certain London 2012 Olympic and Paralympic Games' events. For security and public safety reasons, the Home Office has requested the Secretary of State to make Restriction of Flying Regulations for the area in the vicinity of London. This request has been endorsed by the Directorate of Airspace Policy.

Full details of the restricted airspace will be promulgated by Aeronautical Information Circular and NOTAM.

Further enquiries of the Directorate of Airspace Policy of the Civil Aviation Authority can be made to Mr R E J Gratton, Airspace Specialist 6, Tel: 020 7453 6586.