

2014 No. 2392

CIVIL AVIATION

**The Air Navigation (Restriction of Flying) (Bristol Channel)
Regulations 2014**

Made - - - - 22nd August 2014

Coming into force - - 5th September 2014

The Secretary of State has decided that it is necessary in the public interest to restrict flying in the area of the Bristol Channel by reason of the intended flypast of a large formation of aircraft at the North Atlantic Treaty Organisation Summit in Newport on 5th September 2014.

The Secretary of State makes the following 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) (Bristol Channel) Regulations 2014 and come into force on 5th September 2014.

Interpretation

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

Restricted airspace

3.—(1) Subject to paragraph (4), between 0645 hours and 0815 hours on 5th September 2014, no aircraft is to fly below 15,000 feet above mean sea level in any of the airspace within the area bounded by straight lines joining successively the following points—

- (a) 511457N 0060000W,
- (b) 512646N 0043000W,
- (c) 504325N 0043000W,
- (d) 504328N 0043921W,
- (e) 503012N 0054335W,
- (f) 502842N 0060000W, and
- (g) 511457N 0060000W.

(2) Subject to paragraph (4), between 0730 hours and 0815 hours on 5th September 2014, no aircraft is to fly below 5,000 feet above mean sea level in any of the airspace within the area bounded by straight lines joining successively the following points—

(a) S.I. 2009/3015, to which there are amendments that are not relevant to these Regulations.
(b) Co-ordinated Universal Time (UTC) is one hour behind British Summer Time (BST).

- (a) 512646N 0043000W,
- (b) 513026N 0040000W,
- (c) 505853N 0033922W,
- (d) 504311N 0035854W,
- (e) 504325N 0043000W, and
- (f) 512646N 0043000W.

(3) Subject to paragraph (4), between 0730 hours and 0815 hours on 5th September 2014, no aircraft is to fly below 3,000 feet above mean sea level in any of the airspace within the area bounded by straight lines joining successively the following points—

- (a) 511925N 0031323W,
- (b) 505853N 0033922W,
- (c) 513026N 0040000W,
- (d) 513412N 0032752W, and
- (e) the clockwise arc of a circle having a radius of 20 nautical miles whose centre is at 513610N 0025557W, extending from 513412N 0032752W to 511925N 0031323W.

(4) Paragraphs (1) to (3) do not apply to any aircraft—

- (a) making an approach to, or departing from—
 - (i) Cardiff Airport,
 - (ii) Bristol Airport, or
 - (iii) RAF St Athan,while under the control of the air traffic control unit at that airport or airfield;
- (b) flying in accordance with a clearance issued by—
 - (i) the London Area Control Centre, or
 - (ii) Swanwick Military; or
- (c) flying in the service of—
 - (i) the South Wales Police,
 - (ii) the Dyfed and Powys Police,
 - (iii) the Police Service of Northern Ireland,
 - (iv) the Wiltshire Police,
 - (v) the Metropolitan Police Air Service,
 - (vi) the National Police Air Service,
 - (vii) the Helicopter Emergency Medical Service, or
 - (viii) the Maritime and Coastguard Agency.

Signed by authority of the Secretary of State for Transport

22nd August 2014

Adam Simmons
Head of International Aviation, Safety and Environment
Department for Transport

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations impose restrictions on flying by reason of the flypast of a large formation of aircraft at the North Atlantic Treaty Organisation Summit at Newport, Wales, on 5th September 2014. The flypast itself will form up to the north of the Devon and Cornish coastline, and overfly the Celtic Manor Resort, Newport. It will then disperse in the Chepstow area. As timings for this event are critical and the formation may not be able to take effective avoiding action, it is considered appropriate to establish restrictions on flying in the relevant areas to avoid the risk that transient aircraft may disrupt the formation and compromise safety. This has been agreed with the Civil Aviation Authority and the Department for Transport.

The times mentioned in regulation 3(1) to (3) are Universal Co-ordinated Time (UTC), which is one hour behind British Summer Time.

Full details of the restrictions will be promulgated by NOTAM.

Further enquiries can be made to Mr R E J Gratton, Civil Aviation Authority, telephone 020 7453 6586.