

2012 No. 1341

CIVIL AVIATION

The Air Navigation (Restriction of Flying) (London 2012 Olympic and Paralympic Games, London Prohibited Zone EGP114) 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 15th August and 12th September 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 Prohibited Zone EGP114) 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.

“the Security Rules” means Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11th March 2008 on common rules in the field of civil aviation security(b); Commission Regulation (EC) No 272/2009 of 2nd April 2009 supplementing the common basic standards on civil aviation security laid down in the annex to Regulation (EC) No 300/2008 of the European Parliament and of the Council(c); Commission Regulation (EU) No 185/2010 of 4th March 2010 laying down detailed measures for the implementation of the common basic standards on aviation security(d); and Commission Decision (EU) No

(a) S.I. 2009/3015; to which there are amendments that are not relevant to these Regulations.
(b) O.J. No. L 97, 9.4.2008, p.72. There is an amendment which is not relevant to these Regulations.
(c) O.J. No. L 91, 3.4.2009, p.7; as amended by Commission Regulation (EU) No 297/2010 of 9th April 2010 (O.J. L 90, 10.4.2010, p.1); Commission Regulation (EU) No 720/2011 of 22nd July 2011 (O.J. L 193, 23.7.2011, p.19); Commission Regulation (EU) No 1141/2011 of 10th November 2011 (O.J. L 293, 11.11.2011, p.22). There are other amendments that are not relevant to these Regulations.
(d) O.J. No. L 55, 5.3.2010, p.1; as amended by Regulation (EU) No 358/2010 of 23rd April 2010 (O.J. L 105, 27.4.2010, p.12); Regulation (EU) No 573/2010 of 30th June 2010 (O.J. L 166, 1.7.2010, p.1); Regulation (EU) No 334/2011 of 7th April 2011 (O.J. L 94, 8.4.2011, p.12); Regulation (EU) No 859/2011 of 25th August 2011 (O.J. L 220, 26.8.2011, p.9);

774/2010 of 13th April 2010 laying down detailed measures for the implementation of the common basic standards on aviation security(a).

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

Restricted airspace

3.—(1) Subject to paragraph (2), between 2300 hours on 15th August 2012 and 2300 hours on 12th September 2012 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) 513611N 0001524W;
 - (ii) 514111N 0001015W;
 - (iii) 514042N 0000203E; and
 - (iv) 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; and
- (c) straight lines joining successively the following points—
 - (i) 512507N 0000932E;
 - (ii) 512541N 0000828W;
 - (iii) 512554N 0001524W; and
 - (iv) 513611N 0001524W.

(2) 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—
 - (i) while under the control of the London Terminal Control Centre at Swanwick or Northolt Radar; and
 - (ii) in respect of which the operator of the aircraft complies with the conditions set out in the Schedule;
- (b) flying in the service of the Metropolitan Police Service;
- (c) flying in the service of the Helicopter Emergency Medical Service; or
- (d) flying in accordance with the permission of the Secretary of State.

Signed by authority of the Secretary of State for Transport

14th May 2012

J Parkinson
Head of Aviation Policy Development
Department for Transport

Regulation (EU) No 1087/ 2011 of 27th October 2011 (O.J. L 281, 28.10.2011, p.12); Regulation (EU) No 1147/2011 of 11th November 2011 (O.J. L 294, 12.11.2011, p.7); Commission Regulation (EU) No 173/2012 of 29th February 2012 (O.J. L 59, 1.3.2012, p.1). There are other amendments that are not relevant to these Regulations.

(a) As amended by Commission Decision (EU) No 2604/2010 of 23rd April 2010; Commission Decision (EU) No 3572/2010 of 30th June 2010; Commission Decision (EU) No 9139/2010 of 20th December 2010; Commission Implementing Decision (EU) No 5862/2011 of 17th August 2011; Commission Implementing Decision (EU) No 8042/2011 of 14th November 2011; Commission Implementing Decision (EU) No 9407/2011 of 21st December 2011; and Commission Implementing Decision (EU) No 1228/2012 of 29th February 2012. Further information concerning these instruments is available from the Department for Transport.

SCHEDULE

Regulation 3(2)(a)(ii)

Aircraft operator conditions

1. The conditions referred to in regulation 3(2)(a)(ii) are, unless otherwise specified by the Secretary of State, as follows.

2. In relation to a departing aircraft, the aircraft and all passengers, crew, baggage and cargo must have been subject to security controls in accordance with—

- (a) the Security Rules; and
- (b) any additional requirements specified in the United Kingdom National Aviation Security Programme**(a)**.

3. In relation to an aircraft arriving from an airport in the European Economic Area or Switzerland, the aircraft and all passengers, crew, baggage and cargo must have been subject to security controls in accordance with the Security Rules—

- (a) at that airport; or
- (b) at an intermediate airport on the way.

4. In relation to an aircraft arriving from an airport situated outside the European Economic Area and Switzerland, the aircraft and all passengers, crew, baggage and cargo must have been subject to security controls in accordance with paragraph 5—

- (a) at that airport; or
- (b) at an intermediate airport on the way.

5. Any security controls carried out at an airport mentioned in paragraph 4 must have been—

- (a) to the standards required for a commercial air transport operation departing from the State in which the airport is situated; and
- (b) to standards which were at least equivalent to those required by Annex 17 to the Chicago Convention**(b)**.

6. Any additional security measures contained in a direction made by the Secretary of State must be adhered to.

(a) Available to airports and aircraft operators on a confidential basis from the Department for Transport.

(b) International Civil Aviation Organisation (ICAO), Convention on Civil Aviation (“Chicago Convention”), December 1944, (1944) 15 U.N.I.S. 295, available at : <http://www.unhcr.org/refworld/docid/3ddca0dd4.html>

EXPLANATORY NOTE

(This note is not part of the Regulations)

Between 15th August and 12th September 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.