

# BRIEFING SHEET UNITED KINGDOM



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## Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



## RESTRICTION OF FLYING REGULATIONS: HELICOPTER FLIGHT - 26 JULY 2024

1. Restricted Area (Temporary) is established on **26 July 2024** for a helicopter flight which will take place from Sandringham to a location within the London CTR returning to Sandringham. The Secretary of State for Transport has therefore decided that it is necessary to introduce Restriction of Flying Regulations under Article 239 of the Air Navigation Order 2016.
2. The times mentioned in paragraphs 3 to 5 are Co-ordinated Universal Time (UTC), which is 1 hour behind British Summer Time (BST).

### AREA A

3. Subject to paragraph 6, **between 0815 hours and 0930 hours and between 1615 hours and 1730 hours on 26 July**, no aircraft is to fly below 4000 FT AMSL within the area bounded by straight lines joining successively the following points:

AREA A SFC to 4000 FT AMSL		
A	525216N 0002601E	then straight line to
B	525034N 0003308E	then straight line to
C	521105N 0000528E	following line of latitude to
D	521105N 0000330W	then straight line to
E	525216N 0002601E	-

### AREA B

4. Subject to paragraph 7, **between 0815 hours and 0930 hours and between 1615 hours and 1730 hours on 26 July**, no aircraft is to fly below 4000 FT AMSL within the area bounded by straight lines joining successively the following points:

AREA B SFC to 4000 FT AMSL		
A	521105N 0000330W	following line of latitude to
B	521105N 0000528E	then straight line to
C	520608N 0000201E	then straight line to
D	520127N 0000000E	then straight line to
E	520002N 0000824W	then straight line to
F	520607N 0000650W	then straight line to
G	521105N 0000330W	-

### AREA C

5. Subject to paragraph 8, **between 0815 hours and 0930 hours and between 1615 hours and 1730 hours on 26 July**, no aircraft is to fly below 2500 FT AMSL within the area bounded by the following points:

AREA C SFC to 2500 FT AMSL		
A	520002N 0000824W	then straight line to
B	520127N 0000000E	then straight line to
C	515146N 0000006W	then straight line to
D	514550N 0000316W	then straight line to
E	513610N 0001001W	then straight line to
F	513612N 0001803W	then straight line to
G	514830N 0001506W	then straight line to
H	515045N 0000929W	Thence anti-clockwise arc of a circle having a radius 8 NM whose centre is at
I	515229N 0002206W	to
J	515611N 0001037W	then straight line to
K	520002N 0000824W	-

6. Paragraph (3) does not apply to any aircraft:
  - a. Flying in accordance with a permission issued by:
    - i. Royal Air Force Lakenheath, whilst under the control of the Air Traffic Control unit at Royal Air Force Lakenheath;
    - ii. Royal Air Force Marham, whilst under the control of the Air Traffic Control unit at Royal Air Force Marham;
    - iii. 78 Squadron, Royal Air Force Unit Swanwick; or
    - iv. Cambridge Airport whilst under the control of the Air traffic Control unit at Cambridge Airport.
7. Paragraph (4) does not apply to any aircraft:
  - a. Flying in accordance with a permission issued by
    - i. Farnborough LARS North;
    - ii. Royal Air Force Lakenheath, whilst under the control of the Air Traffic Control unit at Royal Air Force Lakenheath; or
    - iii. Cambridge Airport whilst under the control of the Air traffic Control unit at Cambridge Airport.
8. Paragraph (5) does not apply to any aircraft:
  - a. Flying in accordance with a permission issued by Farnborough LARS North.
  - b. Making an approach to, or departing from:
    - i. Royal Air Force Northolt whilst under the control of 78 Squadron Royal Air Force Unit Swanwick, 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.
9. Paragraphs (3), (4) and (5) do not apply to any aircraft operated by or on behalf of:
  - a. The Kings Helicopter Flight;
  - b. the Helicopter Emergency Medical Service;
  - c. the Maritime and Coastguard Agency;
  - d. the National Police Air Service.
10. Details of Restricted Airspace feature in the daily AIS Information Line message 08085-354802 and 01489-887515 and will be included on the Pre-flight Information Bulletins (PIB) through the AIS Website at <http://nats.aero/ais>.
11. Further enquiries can be made to Mr A Frew, Airspace Regulator, Safety and Airspace Regulation Group, Civil Aviation Authority, via email [Alan.frew@caa.co.uk](mailto:Alan.frew@caa.co.uk).

RESTRICTED AREA (TEMPORARY)

20

0

20NM

NOTE: Aeronautical/topographical background detail shown from CAA VFR chart.

See NATS AIS website for latest VFR amendments.

NOT FOR OPERATIONAL USE - PLANNING PURPOSES ONLY

# HELICOPTER FLIGHT

SEE FULL DOCUMENT FOR DETAILS,  
DATES & ACTIVE TIMES

