

**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 - 29 JANUARY 2025

1. Restricted Area (Temporary) is established on **29 January 2025** for a helicopter flight which will take place from London to Norfolk. 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 within this Briefing Sheet are Co-ordinated Universal Time (UTC), which is the same as Greenwich Mean Time (GMT).

AREA A

3. Subject to paragraph 6, **between 1745 hours and 1915 hours on 29 January 2025**, 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	then straight line to
D	521105N 0000330W	then straight line to
E	525216N 0002601E	-

AREA B

4. Subject to paragraph 7, **between 1745 hours and 1915 hours on 29 January 2025**, 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	then straight line 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 1745 hours and 1915 hours on 29 January 2025**, 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	513443N 0001055W	Thence anti-clockwise arc of a circle having a radius 12 NM whose centre is at
F	512812N 0002713W	to
G	513614N 0001251W	then straight line to
H	513612N 0001803W	then straight line to
I	514830N 0001506W	then straight line to
J	515045N 0000929W	Thence anti-clockwise arc of a circle having a radius 8nm whose centre is at
K	515229N 0002206W	to
L	515611N 0001037W	then straight line to
M	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 direction of the Air Traffic Control unit at Royal Air Force Lakenheath, on 128.900 (Lakenheath Radar), or
 - ii. Cambridge Airport whilst under the control of the Air traffic Control unit at Cambridge Airport, who may be contacted on Channel 120.965 (Cambridge Radar). Air Traffic Services will cease at 1800 hours.
7. Paragraph (4) does not apply to any aircraft:
 - a. Flying in accordance with a permission issued by:
 - i. Farnborough Lower Airspace Radar Service (North), who may be contacted on 132.800 (Farnborough Radar);

- ii. Royal Air Force Lakenheath, whilst under the direction of the Air Traffic Control unit at Royal Air Force Lakenheath, on 128.900 (Lakenheath Radar), or
 - iii. Cambridge Airport whilst under the control of the Air traffic Control unit at Cambridge Airport, who may be contacted on Channel 120.965 (Cambridge Radar). Air Traffic Services will cease at 1800 hours.
- 8. Paragraph (5) does not apply to any aircraft:
 - a. Flying in accordance with a permission issued by Farnborough Lower Airspace Radar Service (North), who may be contacted on 132.800 (Farnborough Radar);
 - b. Making an approach to, or departing from:
 - i. 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;
 - ii. 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
 - iii. London Stansted Airport whilst under the direction 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. an Emergency Medical Service;
 - c. the Maritime and Coastguard Agency,
 - d. a Police Air Support Unit.
- 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.

20	0	20NM
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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

**SEE FULL DOCUMENT FOR DETAILS,
DATES & ACTIVE TIMES**

