

2012 No. 194

CIVIL AVIATION

The Air Navigation (Restriction of Flying) (Farnborough Air Show) Regulations 2012

Made - - - - - *26th January 2012*

Coming into force - - - - - *2nd July 2012*

The Secretary of State deems it necessary in the public interest to restrict flying in the vicinity of Farnborough Aerodrome, Hampshire, by reason of the holding of flying displays that are scheduled to take place between 2nd and 16th July 2012.

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

1. These Regulations may be cited as the Air Navigation (Restriction of Flying) (Farnborough Air Show) Regulations 2012 and come into force on 2nd July 2012.

2. In regulation 3—

- (a) all times referred to are Co-ordinated Universal Time;
- (b) “1 airspace” means the airspace marked “1” on the plan at Schedule 1, being the airspace extending from the surface to the base level of controlled airspace bounded successively by—
 - (i) the anti-clockwise arc of a circle having a radius of 12 nautical miles centred at 512812N 0002713W extending from 512431N 0004525W to 512104N 0004242W,
 - (ii) straight lines joining the following points—
 - (aa) 512104N 0004242W,
 - (bb) 512013N 0003800W, and
 - (cc) 512013N 0003515W, and
 - (iii) the clockwise arc of a circle having a radius of 8 nautical miles centred on 511633N 0004635W extending from 512013N 0003515W to 512431N 0004525W;
- (c) “2 airspace” means the airspace marked “2” on the plan at Schedule 1, being the airspace extending from 1,500 feet above mean sea level to the base level of controlled airspace bounded successively by—
 - (i) straight lines joining the following points—
 - (aa) 512013N 0003515W,
 - (bb) 512013N 0003106W,
 - (cc) 511656N 0002821W, and

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

- (dd) 511503N 0003404W, and
- (ii) the anti-clockwise arc of a circle having a radius of 8 nautical miles centred on 511633N 0004635W extending from 511503N 0003404W to 512013N 0003515W;
- (d) “3 airspace” means the airspace marked “3” on the plan at Schedule 1, being the airspace extending from 2,500 feet above mean sea level to the base level of controlled airspace bounded successively by—
 - (i) the anti-clockwise arc of a circle having a radius of 8 nautical miles centred at 511633N 0004635W extending from 511250N 0005751W to 510929N 0004037W, and
 - (ii) straight lines joining the following points—
 - (aa) 510929N 0004037W,
 - (bb) 510652N 0004829W,
 - (cc) 510905N 0005856W, and
 - (dd) 511250N 0005751W;
- (e) “4 airspace” means the airspace marked “4” on the plan at Schedule 1, being the airspace extending from 3,500 feet above mean sea level to the base level of controlled airspace bounded by straight lines joining successively the following points—
 - (i) 510518N 0010000W,
 - (ii) 510905N 0005856W,
 - (iii) 510652N 0004829W, and
 - (iv) 510518N 0010000W;
- (f) “5 airspace” means the airspace marked “5” on the plan at Schedule 1, being the airspace extending from 2,500 feet above mean sea level to the base level of controlled airspace bounded successively by—
 - (i) a straight line joining 512430N 0010000W to 512314N 0005333W,
 - (ii) the anti-clockwise arc of a circle having a radius of 8 nautical miles centred on 511633N 0004635W extending from 512314N 0005333W to 511250N 0005751W, and
 - (iii) straight lines joining the following points—
 - (aa) 511250N 0005751W,
 - (bb) 511836N 0010241W, and
 - (cc) 512430N 0010000W;
- (g) “6 airspace” means the airspace marked “6” on the plan at Schedule 1, being the airspace extending from 3,500 feet above mean sea level to the base level of controlled airspace bounded by straight lines joining successively the following points—
 - (i) 512500N 0010805W,
 - (ii) 512430N 0010000W,
 - (iii) 511836N 0010241W, and
 - (iv) 512500N 0010805W;
- (h) “7 airspace” means the airspace marked “7” on the plan at Schedule 1, being the airspace extending from 4,500 feet above mean sea level to the base level of controlled airspace bounded by straight lines joining successively the following points—
 - (i) 512500N 0010805W,
 - (ii) 511250N 0005751W,
 - (iii) 510518N 0010000W, and
 - (iv) 512500N 0010805W;

- (i) “8 airspace” means the airspace marked “8” on the plan at Schedule 2, being the airspace extending from the surface to 1,500 ft above mean sea level, bounded by a circle radius of 5 nautical miles centred on 511633N 0004635W;
- (j) “9 airspace” means the airspace marked “9” on the plan at Schedule 2, being the airspace extending from 1,500 feet above mean sea level to the base level of controlled airspace bounded successively by—
 - (i) the anti-clockwise arc of a circle having a radius of 12 nautical miles centred on 512812N 0002713W extending from 512255N 0004426W to 512104N 0004242W,
 - (ii) straight lines joining the following points—
 - (aa) 512104N 0004242W,
 - (bb) 512013N 0003800W,
 - (cc) 512013N 0003106W,
 - (dd) 511656N 0002821W, and
 - (ee) 510913N 0005137W,
 - (iii) the clockwise arc of a circle having a radius of 8 nautical miles centred on 511633N 0004635W extending from 510913N 0005137W to 511801N 0005906W; and
 - (iv) a straight line joining 511801N 0005906W to 512255N 0004426W; and
- (k) “1 to 7 airspace” means the total airspace included within 1 airspace, 2 airspace, 3 airspace, 4 airspace, 5 airspace, 6 airspace and 7 airspace.

3.—(1) Subject to paragraph (2)—

- (a) between 0800 hours and 1800 hours on each day during the period beginning with 2nd July and ending on 6th July 2012, no aircraft is to fly within any of 1 to 7 airspace;
- (b) between 0800 hours and 1200 hours on 7th July 2012, no aircraft is to fly within 1 airspace;
- (c) between 1300 hours and 1600 hours on 8th July 2012, no aircraft is to fly within either 8 or 9 airspace;
- (d) between 1230 hours and 1515 hours on 9th July 2012, no aircraft is to fly within any of 1 to 7 airspace;
- (e) between 1315 hours and 1600 hours on each of 10th July, 11th July and 12th July 2012, no aircraft is to fly within any of 1 to 7 airspace;
- (f) between 1230 hours and 1615 hours on 13th July 2012, no aircraft is to fly within any of 1 to 7 airspace;
- (g) between 0700 hours and 1230 hours and between 1515 hours and 1900 hours on 9th July 2012, no aircraft is to fly within either 8 or 9 airspace;
- (h) between 1130 hours and 1645 hours on each of 14th July and 15th July 2012, no aircraft is to fly within any of 1 to 7 airspace;
- (i) between 0700 hours and 1315 hours and between 1600 hours and 1900 hours on each of 10th July, 11th July and 12th July 2012, no aircraft is to fly within either 8 or 9 airspace;
- (j) between 0700 hours and 1230 hours and between 1615 hours and 1800 hours on 13th July 2012, no aircraft is to fly within either 8 or 9 airspace;
- (k) between 0700 hours and 1130 hours and between 1645 hours and 1800 hours on each of 14th July and 15th July 2012, no aircraft is to fly within either 8 or 9 airspace; and
- (l) between 0700 hours and 1600 hours on 16th July 2012, no aircraft is to fly within either 8 or 9 airspace.

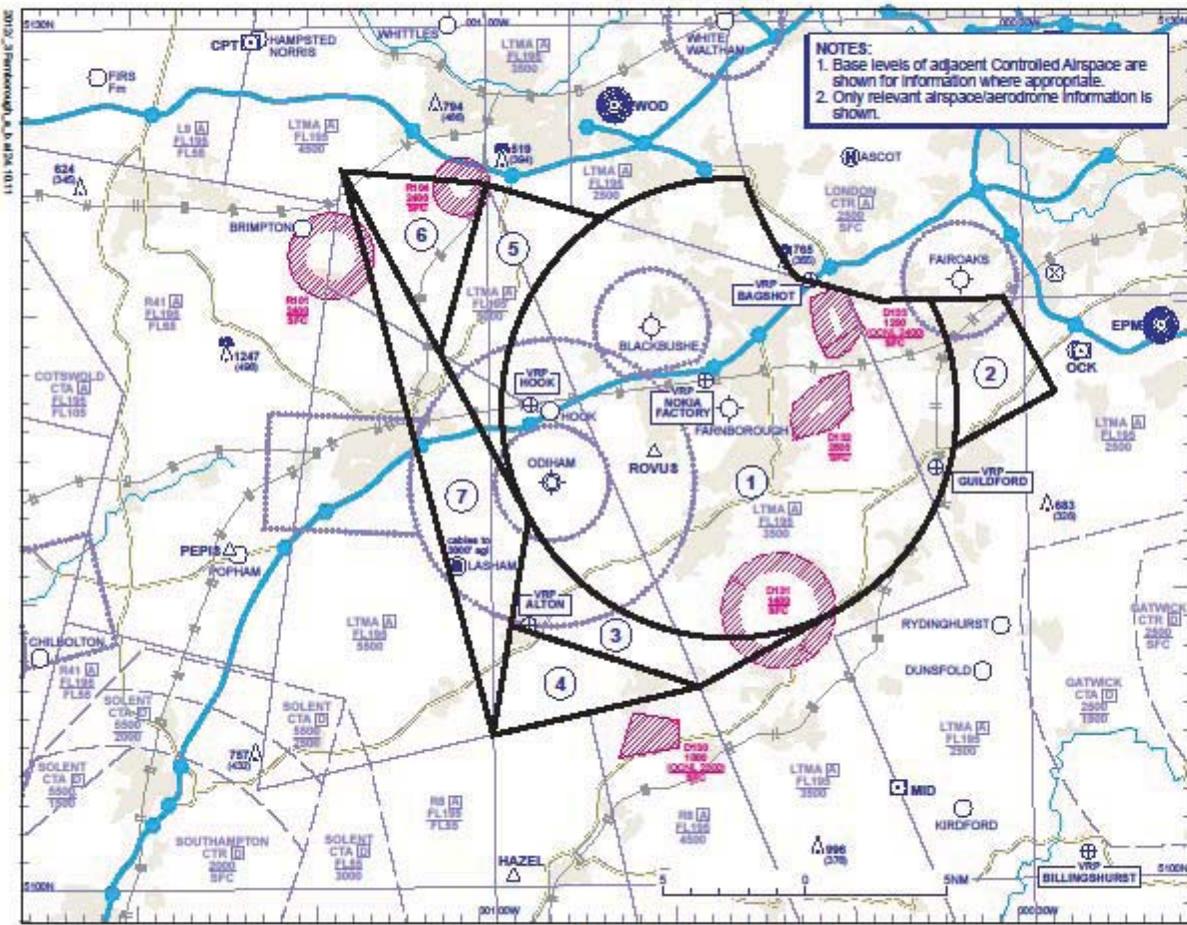
(2) Paragraph (1) does not apply to any aircraft flying in accordance with a clearance granted by the air traffic control unit at Farnborough Aerodrome.

Signed by authority of the Secretary of State for Transport

J Parkinson
Head of Aviation Policy Development
Department for Transport

26th January 2012

Schedule 1



NOTES:
 1. Base levels of adjacent Controlled Airspace are shown for information where appropriate.
 2. Only relevant airspace/aerodrome information is shown.

VERTICAL EXTENT

Upper Limit is Base of Controlled Airspace (BoCAS)

| | |
|---|----------------|
| ① | SFC-BoCAS |
| ② | 1500'ALT-BoCAS |
| ③ | 2500'ALT-BoCAS |
| ④ | 3500'ALT-BoCAS |
| ⑤ | 2500'ALT-BoCAS |
| ⑥ | 3500'ALT-BoCAS |
| ⑦ | 4500'ALT-BoCAS |

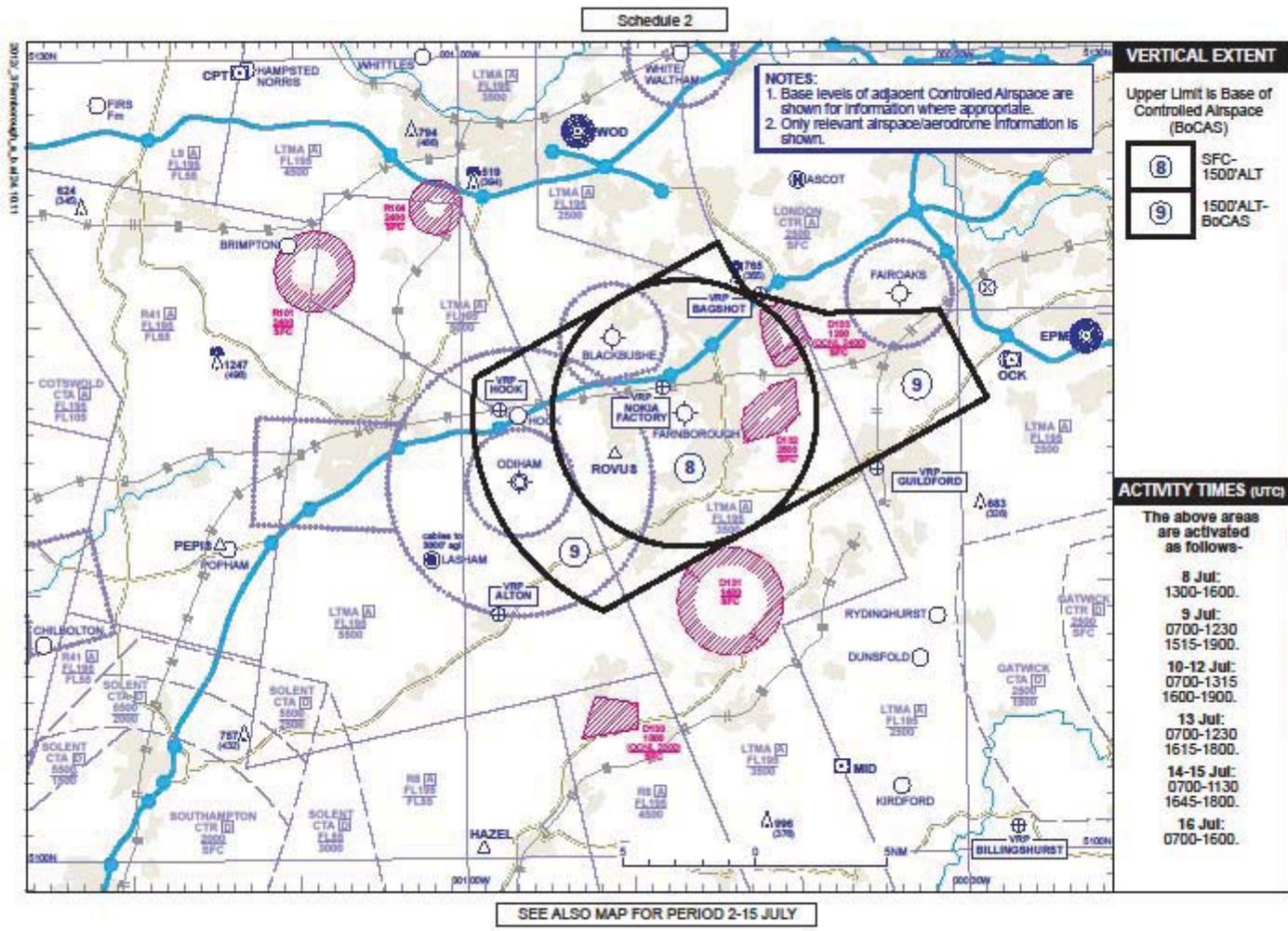
ACTIVITY TIMES (UTC)

The above areas are activated as follows-

- 2-6 Jul: 0800-1800: All areas.
- 7 Jul: 0800-1200: Area 1
- 9 Jul: 1230-1515: All areas.
- 10-12 Jul: 1315-1600: All areas.
- 13 Jul: 1230-1615: All areas.
- 14-15 Jul: 1130-1645: All areas.

RESTRICTION OF FLYING REGULATIONS
FARNBOROUGH INTERNATIONAL 2 - 16 JULY 2012

SEE ALSO 2nd MAP FOR PERIOD 8-16 JULY



**RESTRICTION OF FLYING REGULATIONS
FARNBOROUGH INTERNATIONAL 8 - 16 JULY 2012**

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations impose restrictions on flying in the airspace and at the times specified in regulation 3 and Schedules 1 and 2 to these Regulations during the rehearsals for, and the flying displays at, the biennial Farnborough Air Show organised by the Society of British Aerospace Companies Limited during the period 2nd to 16th July 2012.

The flying displays at Farnborough involve high speed flying and aerobatics by both British and foreign civil and military aircraft. To provide for the safety of these and other aircraft and for the safety of the large numbers of spectators on the ground, it is considered appropriate by the Civil Aviation Authority and Department for Transport that access to airspace in the vicinity of Farnborough be restricted during the period from 2nd to 16th July 2012 while rehearsals, flying displays and the dispersal of aircraft are taking place.

Full details of the restricted airspace will be published in both an Aeronautical Information Circular and a NOTAM.

Further enquiries of the Civil Aviation Authority can be made of Mr R E J Gratton, DAP Airspace Specialist 6, telephone 020 7453 6586.