STATUTORY INSTRUMENTS

2026 No. 84

CIVIL AVIATION

The Air Navigation (Restriction of Flying) (Helicopter Flight) (No. 3) Regulations 2026

Made - - - -	*30th January 2026*
Coming into force - -	*2nd February 2026*

The Secretary of State has decided that it is necessary in the public interest to restrict flying in the areas specified in regulation 3 by reason of an intended helicopter flight which is due to take place there.

The Secretary of State makes the following Regulations in exercise of the powers conferred by article 239 of the Air Navigation Order 2016(**a**).

Citation and commencement

1. These Regulations may be cited as the Air Navigation (Restriction of Flying) (Helicopter Flight) (No. 3) Regulations 2026 and they come into force on 2nd February 2026.

Interpretation

2. In Regulation 3 the times referred to are Co-ordinated Universal Time(**b**).

Restricted airspace

3.—(1) Subject to paragraph (4) and (7), beginning with 1445 hours and ending with 1550 hours on 2nd February 2026 no aircraft is to fly below 4,000 feet above mean sea level within the area bounded by straight lines joining successively the following points—

(a) 525216N 0002601E,

(b) 525034N 0003308E,

(c) 521105N 0000528E,

(d) 521105N 0000330W, and

(e) 525216N 0002601E.

(2) Subject to paragraphs (5) and (7), beginning with 1505 hours and ending with 1555 hours on 2nd February 2026, no aircraft is to fly below 4,000 feet above mean sea level within the area bounded by straight lines joining successively the following points—

(a) 521105N 0000330W,

(b) 521105N 0000528E,

(**a**) S.I. 2016/765, as amended by S.I. 2024/990; there are other amending instruments but none is relevant.
(**b**) Co-ordinated Universal Time (UTC) is the same as Greenwich Mean Time (GMT).

(c) 520608N 0000201E,

(d) 520127N 0000000E,

(e) 520002N 0000824W,

(f) 520607N 0000650W, and

(g) 521105N 0000330W.

(3) Subject to paragraphs (6) and (7), beginning with 1510 hours and ending with 1605 hours on 2nd February 2026, 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) 520002N 0000824W,

(ii) 520127N 0000000E,

(iii) 515146N 0000006W,

(iv) 514550N 0000316W, and

(v) 513445N 0001108W,

(b) the anti-clockwise arc of a circle having a radius of 12 nautical miles centred at 512812N 0002713W between 513445N 0001108W and 513611N 0001253W,

(c) straight lines joining successively the following points—

(i) 513611N 0001253W,

(ii) 513611N 0001803W, and

(iii) 513743N 0001742W,

(d) the anti-clockwise arc of a circle having a radius of 2 nautical miles centred at 513921N 0001933W between 513743N 0001742W and 514033N 0001659W,

(e) straight lines joining successively the following points—

(i) 514033N 0001659W,

(ii) 514830N 0001506W, and

(iii) 515045N 0000929W,

(f) the anti-clockwise arc of a circle having a radius of 8 nautical miles centred at 515229N 0002206W between 515045N 0000929W and 515609N 0001037W, and

(g) straight lines joining successively the following points—

(i) 515609N 0001037W, and

(ii) 520002N 0000824W.

(4) Paragraph (1) does not apply to any aircraft—

(a) insofar as flying is already prohibited by the Air Navigation (Restriction of Flying) (Sandringham House) (Restricted Zone EG R219) Regulations 2025(**a**) and the Air Navigation (Restriction of Flying) (Anmer Hall) (Restricted Zone EGR R220) Regulations 2025(**b**), or

(b) flying in accordance with a permission issued by—

(i) the Air Traffic Control unit at Royal Air Force Lakenheath,

(ii) Royal Air Force Marham Terminal Air Traffic Control Centre (TATCC) East, whilst under the direction of the Air Traffic Control unit at Royal Air Force Marham, or

(iii) the Air Traffic Control unit at Cambridge Airport.

(**a**) S.I. 2025/276, amended by S.I. 2025/283 and 2025/1027.
(**b**) S.I. 2025/265.

(5) Paragraph (2) does not apply to any aircraft flying in accordance with a permission issued by—

(a) Farnborough Radar,

(b) the Air Traffic Control unit at Royal Air Force Lakenheath, or

(c) the Air Traffic Control unit at Cambridge Airport.

(6) Paragraph (3) does not apply to any aircraft flying in accordance with a permission issued by—

(a) Farnborough Radar,

(b) Royal Air Force 78 Squadron, Swanwick,

(c) the London Terminal Control Centre, Swanwick,

(d) the Air Traffic Control unit at Royal Air Force Northolt,

(e) the Air Traffic Control unit at London Luton Airport, or

(f) the Air Traffic Control unit at London Stansted Airport.

(7) Paragraphs (1) to (3) do not apply to any aircraft operated by or on behalf of—

(a) The King's Helicopter Flight,

(b) a Police Air Support Unit,

(c) an Emergency Medical Service, or

(d) the Maritime and Coastguard Agency.

Signed by authority of the Secretary of State for Transport

Karen L Michaels
Grade 7
Department for Transport

30th January 2026

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations impose restrictions in the vicinity of Greater London, Bedfordshire, Cambridgeshire, and Norfolk by the reason of an intended helicopter flight which is due to take place there on 2nd February 2026.

The Civil Aviation Authority and Department for Transport agree that it is in the public interest to restrict flying in the vicinity of the relevant areas to avoid disruption to that flight.

These Regulations apply except insofar as flying is already prohibited by the Air Navigation (Restriction of Flying) (Sandringham House) (Restricted Zone EG R219) Regulations 2025 (S.I. 2025/276, amended by S.I. 2025/283 and 2025/1027) and the Air Navigation (Restriction of Flying) (Anmer Hall) (Restricted Zone EG R220) Regulations 2025 (S.I. 2025/265).

The times mentioned in regulation 3 are Co-ordinated Universal Time (UTC) which is the same as Greenwich Mean Time (GMT).

Full details of this Statutory Instrument will be promulgated by Briefing Sheet and Notice to Aviation (NOTAM).

The point of contact in the Civil Aviation Authority is Mr David Ridley, Airspace Regulator, Safety and Airspace Regulation Group, on telephone number 03301 382471.