STATUTORY INSTRUMENTS

1988 No. 1138

CIVIL AVIATION

The Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 1988

Made - - - -	*1st July 1988*
Coming into force	*25th August 1988*

Whereas the Secretary of State, for a reason affecting the public interest, deems it necessary in the public interest to restrict flying in the vicinity of certain nuclear installations specified in the Schedule hereto:

Now therefore the Secretary of State, in exercise of the powers conferred on him by article 69 of the Air Navigation Order 1985(a) and of all other powers enabling him in that behalf, hereby makes the following Regulations:–

1. These Regulations may be cited as the Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 1988 and shall come into force on 25th August 1988.

2. The Air Navigation (Restriction of Flying) (Atomic Energy Establishments) Regulations 1983(b) are hereby revoked.

3.—(1) This regulation applies to each of the nuclear installations specified in column 1 of the Schedule hereto each of which for the purpose of this regulation shall be taken to comprise an area bounded by a circle of the radius specified in column 2 of the said Schedule opposite its name centred on the position so specified in column 3 of the said Schedule.

(2) An aircraft shall not fly over a nuclear installation to which this regulation applies below such height above mean sea level as is specified in column 4 of the said Schedule opposite its name.

Provided that nothing in this regulation shall prohibit–

(a) in relation to the nuclear installations at Aldermaston, Burghfield, Capenhurst, Chapelcross, Sellafield and Springfields, flight for the purpose of landing at or taking off from the helicopter landing area at the installation with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject; or

(b) in relation to the nuclear installation at Devonport:

(i) flight at a height of not less than 1,450 feet above mean sea level for the purpose of making either an instrument approach to land on runway 06 or a departure from runway 24 in each case at Plymouth (Roborough) Airport, or

(a) S.I. 1985/1643, to which there are amendments not relevant to these Regulations.
(b) S.I. 1983/640.

(ii) flight for the purpose of landing at or taking off from HMS Drake Helicopter Landing Site with the permission of the Commodore of HMS Drake and in accordance with any conditions to which that permission is subject; or

(iii) flight by a helicopter for the purpose of landing at or taking off from any ship within the Devonport Dockyard with the permission of the Captain of the Port and Queen's Harbour Master for Devonport and in accordance with any conditions to which that permission is subject; or

(c) in relation to the nuclear installation at Dounreay, flight for the purpose of landing at or taking off from Dounreay Aerodrome; or

(d) in relation to the nuclear installation at Harwell, flight at a height of not less than 1,268 feet above mean sea level for the purpose of making an instrument approach to land on runway 36 at the Royal Air Force Station at Abingdon; or

(e) in relation to the nuclear installation at Rosyth, flight within the route notified as the Kelty Lane for the purpose of making an approach to land at, or a departure from, Edinburgh (Turnhouse) Airport; or

(f) in relation to the nuclear installation at Springfields:

(i) flight at a height of not less than 1,670 feet above mean sea level for the purpose of landing at Blackpool Airport, or

(ii) flight in airspace lying south of a straight line drawn from N5346.72 W00244.82 to N5345.20 W00250.65 for the purpose of landing at or taking off from Warton Aerodrome.

R. E. Clarke
An Under Secretary in the
Department of Transport

Signed by authority of the Secretary of State
1st July 1988

THE SCHEDULE

Column 1 *Name of Nuclear Installation*	Column 2 *Radius in Nautical Miles*	Column 3 *Position*	Column 4 *Height in Feet*
Aldermaston	1½	N5122.02 W00108.70	2,400
Burghfield	1	N5124.37 W00101.33	2,400
Capenhurst	2	N5315.82 W00257.05	2,200
Chapelcross	2	N5500.98 W00313.48	2,400
Coulport/Faslane	2	N5602.95 W00452.30	2,200
Devonport	½	N5023.40 W00411.25	2,000
Dounreay	2	N5834.60 W00344.47	2,100
Harwell	2	N5134.47 W00119.00	2,500
Rosyth	½	N5601.35 W00327.07	2,000
Sellafield	2	N5425.07 W00329.65	2,200
Springfields	2	N5346.55 W00248.17	2,100
Winfrith	2	N5040.83 W00215.50	2,200

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations replace the Air Navigation (Restriction of Flying) (Atomic Energy Establishments) Regulations 1983 and make the following amendments:–

(1) The position of the restricted airspace around Coulport is altered so as to include Faslane.

(2) "Calder/Windscale" is now referred to as "Sellafield" in the Schedule.

(3) Devonport and Rosyth are added to the Schedule subject to specified exceptions.

(4) Aircraft may now fly within the restricted airspace for Capenhurst, Chapelcross, Sellafield and Springfields for the purpose of landing at or taking off from the helicopter landing area at the installation with the permission of the person in charge and in accordance with any conditions to which that permission is subject.

(5) All heights referred to in the Regulations are now calculated as above mean sea level.