

**2010 No. 2348**

**CIVIL AVIATION**

**The Air Navigation (Restriction of Flying) (Belfast Aldergrove)  
(No. 2) Regulations 2010**

*Made* - - - - *23rd September 2010*

*Coming into force* - - *1st October 2010*

The Secretary of State deems it necessary in the public interest to restrict flying in the vicinity of Belfast Aldergrove Airport from 1st October to 30th November 2010.

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) (Belfast Aldergrove) (No. 2) Regulations 2010 and come into force on 1st October 2010.

2. In regulation 3 all times referred to are Co-ordinated Universal Time.

3. —(1) Subject to paragraph (2), from 0001 hours on 1st October 2010 to 2359 hours on 30th November 2010, no aircraft is to fly within any of the areas specified in column 1 and within the corresponding vertical limits, expressed as either an altitude or flight level, specified in column 2.

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

(a) equipped with serviceable secondary surveillance radar equipment which includes a pressure altitude reporting transponder which complies with Scale E2(a) or Scale E3 of paragraph 4 of Schedule 5 to the Air Navigation Order 2009;

(b) equipped with serviceable secondary surveillance radar equipment which includes a pressure altitude reporting transponder capable of operating in Mode A and Mode C in and complying with a general exemption issued by the Civil Aviation Authority in Official Record Series 4 Number 670(b);or

(c) of which the commander has obtained permission to enter any of the airspace restricted by paragraph 1 from, as may be appropriate, the air traffic control unit at—

(i) Belfast Aldergrove, or

(ii) Belfast City Airport.

4. In these Regulations, the expressions “Mode A”, “Mode C”, and “secondary surveillance radar equipment” as referred to in relation to Scale E2(a) and Scale E3 respectively in paragraph 4 of Schedule 5 to the Air Navigation Order 2009, each have the same meaning as in paragraph 5 of that Schedule.

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(a) S.I. 2009/3015, to which there is an amendment that is not relevant to these Regulations.

(b) ORS4 No. 670, 31st January 2008, ISBN 978 0 11790 969 4 or ISSN 0306-4670.

Signed by authority of the Secretary of State for Transport

*J Parkinson*  
Head of Airports Policy Division  
Department for Transport

23rd September 2010

**SCHEDULE**

Regulation 3

Column 1 <b>Area</b>	Column 2 <b>Vertical Limits</b>
<p><u>Belfast Control Zone</u></p> <p>A circle radius 9.0 nautical miles centred on 543927N 0061257W.</p>	<p>From the surface to flight level 105.</p>
<p><u>Belfast Terminal Manoeuvring Area 1</u></p> <p>(a) Straight Lines joining successively the following points:</p> <p>545310N 0054701W, 544632N 0053024W, 542422N 0055701W, 542130N 0060507W, 542634N 0061018W;</p> <p>(b) an arc of a circle having a radius of 13 nautical miles centred on 543927N 0061257W from</p> <p>542634N 0061018W to 545030N 0062442W and</p> <p>(c) a straight line to 545310N 0054701W.</p>	<p>From 2,000 feet above mean sea level to flight level 105.</p>

Belfast Terminal Manoeuvring Area 2

Straight Lines joining successively the following points:

545310N 0054701W,

545418N 0053000W,

545715N 0051530W,

541100N 0055428W,

542130N 0060507W,

542422N 0055701W,

544632N 0053024W, and

545310N 0054701W.

From 3,500 feet above mean sea level to flight level 105.

## **EXPLANATORY NOTE**

*(This note is not part of the Regulations)*

These Regulations extend the restriction on flying in airspace in the vicinity of Belfast Aldergrove Airport until the end of November 2010, as specified in regulation 3.

They require any aircraft flying in the specified airspace to operate secondary surveillance radar equipment, or to be issued a clearance to fly in the specified airspace by an appropriate controlling authority if not fitted with such equipment. This equipment must include a pressure altitude reporting transponder capable of operating in Mode A and Mode C and have the capability and functionality prescribed for Mode S Elementary Surveillance, or the aircraft must come within a general exemption issued by the Civil Aviation Authority.

The relevant general exemption which is for Visual Flight Rule flights for aircraft equipped with Mode A and Mode C applies until 31st March 2012 and is contained in the Civil Aviation Authority's Official Record Series 4, published on 31st January 2008, which can be viewed at: [http://www.caa.co.uk/docs/33/ORS4\\_670.pdf](http://www.caa.co.uk/docs/33/ORS4_670.pdf).

Commencing in April 2010, Belfast Aldergrove Airport is in the course of replacing its Primary Surveillance Radar (PSR); this project is expected to be completed by the end of November 2010. During this period NATS Services plc (NSL), the air traffic service provider for Belfast Aldergrove Airport will continue to have access to Secondary Surveillance Radar (SSR) information. In order to maintain safety standards whilst the engineering work is in progress, the Civil Aviation Authority's Directorate of Airspace Policy (DAP) has deemed it necessary to establish a Transponder Mandatory Zone (TMZ). The TMZ mirrors the controlled airspace in the Belfast area for which NSL already have responsibility. The procedures outlined in these Regulations are considered by DAP to maintain aircraft and passenger safety by providing a known air traffic environment in the airspace described in the Schedule. The Department for Transport has endorsed the request for this restriction.

In regulation 3 the upper vertical limits are expressed in terms of Flight Level. This term is defined in article 255 of the Air Navigation Order 2009 (S.I. 2009/3015).

Full details of the requirements set out in this Statutory Instrument will be promulgated by NOTAM.

Further enquiries of the Civil Aviation Authority (Directorate of Airspace Policy) may be made of Sqn Ldr J G Turnbull, DAP Airspace Specialist 1, telephone 020 7453 6581.