

2026 No. 522

CIVIL AVIATION

**The Air Navigation (Restriction of Flying) (Helicopter Flight)
(No. 5) Regulations 2026**

Made - - - -

1st May 2026

Coming into force

5th May 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(1) to (8) by reason of an intended helicopter flight which 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. 5) Regulations 2026 and they come into force on 5th May 2026.

Interpretation

2. In regulation 3(1) to (8) the times referred to are Universal Co-ordinated Time^(b).

Restricted airspace

3.—(1) Subject to paragraph (9) and (12), beginning with 1435 hours and ending with 1530 hours on 5th May 2026 no aircraft is to fly below 4,000 feet above mean sea level within the area bounded by—

- (a) the clockwise arc of a circle having a radius of 2.5 nautical miles centred at 524904N 0002758E between 525002N 0002410E and 524736N 0003118E, and
- (b) straight lines joining successively the following points—
 - (i) 524736N 0003118E,
 - (ii) 522105N 0000543E,
 - (iii) 522420N 0000020W, and
 - (iv) 525002N 0002410E.

(2) Subject to paragraphs (9) and (12), beginning with 1445 hours and ending with 1545 hours on 5th May 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) S.I. 2016/765, as amended by S.I. 2024/990; there are other amending instruments but none is relevant.
(b) Universal Co-ordinated Time (UTC) is one hour behind British Summer Time (BST).

- (a) 522420N 0000020W,
- (b) 522105N 0000543E,
- (c) 520606N 0001712W,
- (d) 520038N 0002832W,
- (e) 520235N 0003305W, and
- (f) 522420N 0000020W.

(3) Subject to paragraphs (9) and (12), beginning with 1500 hours and ending with 1545 hours on 5th May 2026, no aircraft is to fly below 3,500 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 520038N 0002832W,
- (b) 520606N 0001712W,
- (c) 515941N 0002619W, and
- (d) 520038N 0002832W.

(4) Subject to paragraphs (10) and (12), beginning with 1500 hours and ending with 1550 hours on 5th May 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) 520235N 0003305W,
- (b) 520038N 0002832W,
- (c) 515258N 0003709W,
- (d) 515244N 0003828W,
- (e) 515445N 0004311W,
- (f) 515535N 0004305W, and
- (g) 520235N 0003305W.

(5) Subject to paragraphs (10) and (12), beginning with 1500 hours and ending with 1550 hours on 5th May 2026, no aircraft is to fly below 3,500 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 520038N 0002832W,
- (b) 515941N 0002619W,
- (c) 515312N 0003549W,
- (d) 515258N 0003709W, and
- (e) 520038N 0002832W.

(6) Subject to paragraphs (11) and (12), beginning with 1505 hours and ending with 1550 hours on 5th May 2026, no aircraft is to fly below 3,500 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 515445N 0004311W,
- (b) 515244N 0003828W,
- (c) 515150N 0004336W, and
- (d) 515445N 0004311W.

(7) Subject to paragraphs (11) and (12), beginning with 1505 hours and ending with 1600 hours on 5th May 2026, no aircraft is to fly below 3,500 feet above mean sea level within the area bounded by straight lines joining successively the following points—

- (a) 515150N 0004336W,
- (b) 514409N 0004005W,
- (c) 514226N 0004110W,
- (d) 513803N 0004450W,
- (e) 514749N 0004354W, and

(f) 515150N 0004336W.

(8) Subject to paragraphs (11) and (12), beginning with 1505 hours and ending with 1600 hours on 5th May 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) 515150N 0004336W,

(ii) 515244N 0003828W,

(iii) 514723N 0003601W,

(iv) 513611N 0003622W, and

(v) 513611N 0004133W,

(b) the anti-clockwise arc of a circle having a radius of 12 nautical miles centred at 512812N 0002713W between 513611N 0004133W and 513201N 0004525W, and

(c) straight lines joining successively the following points—

(i) 513201N 0004525W,

(ii) 513803N 0004450W,

(iii) 514226N 0004110W,

(iv) 514409N 0004005W, and

(v) 515150N 0004336W.

(9) Paragraphs (1) to (3) do 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), or

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

(i) the Air Traffic Control unit at Cambridge Airport,

(ii) the Air Traffic Control unit at Lakenheath,

(iii) the Royal Air Force Marham Terminal Air Traffic Control Centre (TATCC) East, or

(iv) Royal Air Force 78 Squadron, Swanwick.

(10) Paragraphs (4) and (5) do not apply to any aircraft flying in accordance with a permission issued by—

(a) Farnborough Radar,

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

(c) the London Terminal Control Centre, Swanwick, or

(d) Royal Air Force 78 Squadron, Swanwick.

(11) Paragraphs (6) to (8) do 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 Northolt,

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

(d) the London Terminal Control Centre, Swanwick, or

(e) Royal Air Force 78 Squadron, Swanwick.

(12) Paragraphs (1) to (8) do not apply to any aircraft operated by or on behalf of—

(a) The King's Helicopter Flight,

(b) a Police Air Support Unit,

(a) S.I. 2025/276 as amended by S.I. 2025/283 and S.I. 2025/1027.

- (c) an Emergency Medical Service, or
- (d) the Maritime and Coastguard Agency.

Signed by authority of the Secretary of State for Transport

1st May 2026

Joe Thompson
Senior Executive Officer
Department for Transport

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations impose restrictions of flying in the vicinity of Norfolk, Cambridgeshire, Bedfordshire, Hertfordshire and Buckinghamshire by the reason of an intended helicopter flight which is due to take place there on 5th May 2026.

The Civil Aviation Authority and Department for Transport agree that it is in the public interest to restrict flying in the relevant areas to avoid disruption to this 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 S.I. 2025/1027).

The times mentioned in regulation 3(1) to (8) are Co-ordinated Universal Time (UTC) which is one hour behind British Summer Time (BST).

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.