

## STATUTORY INSTRUMENTS

## 1986 No. 544

## CIVIL AVIATION

**The Rules of the Air and Air Traffic Control (Amendment)  
Regulations 1986**

*Made* - - - 17th March 1986

*Coming into Operation* 10th April 1986

The Secretary of State for Transport, in exercise of his powers under article 64(1) 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 Rules of the Air and Air Traffic Control (Amendment) Regulations 1986 and shall come into operation on 10th April 1986.

2. The Schedule to the Rules of the Air and Air Traffic Control Regulations 1985(b) shall be amended as follows:—

(1) In rule 1 before the words “IFR flight” there shall be inserted —

“Hang glider” means a glider capable of being —

(a) carried,

(b) foot-launched, and

(c) landed solely by the energy and use of a pilot’s legs.”.

(2) In rule 1 before the words “the Order” there shall be inserted —

“Microlight aircraft” means an aeroplane having an empty weight not exceeding 150 kg., a wing area of not less than 10 square metres and a wing loading not exceeding 10 kg./square metres at empty weight and which is designed to carry not more than two persons in or on the aeroplane or any part thereof.”.

(3) In rule 36 for paragraph (1) there shall be substituted the following new paragraph:

“(1) Paragraphs (3) and (4) of this rule shall apply, in addition to the other rules in this section, to the aerodromes specified in column 1 of the following table to the extent specified in column 2 thereof and for the purposes of this rule each aerodrome specified in the table shall be deemed to comprise the airspace notified in respect of that aerodrome.

(a) S.I. 1985/1643.

(b) S.I. 1985/1714.

Column 1 Aerodromes specified	Column 2 Applicable paragraphs of rule 36
Aberdeen	(3)(a),(b) and (c)(i) and (ii) (4)(a),(b) and (c)
Birmingham	(3)(a) and (b)
Blackpool	(3)(a) and (b)
Bournemouth/Hurn	(3)(a),(b) and (c)(i) and (ii) (4)(a),(b) and (c)
Bristol	(3)(a) and (b) (4)(a),(b) and (c)
Brize Norton	(3)(a) and (b)
Cardiff	(3)(a) and (b)
East Midlands	(3)(a),(b) and (c)(i)
Edinburgh	(3)(a),(b) and (c)(ii)
Glasgow	(3)(a),(b) and (c)(ii)
Leeds and Bradford	(3)(a),(b) and (c)(i) and (ii) (4)(a),(b) and (c)
Liverpool	(3)(a) and (b)
London/Gatwick	(3)(a) and (b)
London/Stansted	(3)(a) and (b) (4)(a),(b) and (c)
Luton	(3)(a) and (b)
Lyneham	(3)(a),(b) and (c)(i)
Newcastle	(3)(a),(b) and (c)(i) and (ii)
Prestwick	(3)(a),(b) and (c)(ii)
Southampton/Eastleigh	(3)(a),(b) and (c)(i) and (ii) (4)(a),(b) and (c)
Southend	(3)(a),(b) and (c)(i)
Sumburgh	(3)(a) and (b)
Tees-side	(3)(a),(b) and (c)(i)”

(4) After rule 36 there shall be inserted the following new rule —

- “36A (1) This rule shall apply to the airspace notified as the Upper Heyford Mandatory Radio Area.
- (2) Subject to paragraphs (3), (4) and (5) of this rule, unless authorised by the air traffic control unit at Upper Heyford —
- (a) an aircraft shall not, during the notified hours of watch of that air traffic control unit, enter the notified airspace unless the commander of the aircraft before so flying informs that air traffic control unit on the notified radio frequency appropriate to the circumstances, of the time, position and altitude at which the aircraft will enter the notified airspace;

- (b) an aircraft shall not, during the notified hours of watch of that air traffic control unit, leave the notified airspace unless the commander of the aircraft informs that air traffic control unit on the notified radio frequency appropriate to the circumstances, of the time, position and altitude at which the aircraft will leave the notified airspace;
  - (c) an aircraft shall not, during the notified hours of watch of that air traffic control unit, take off from or land at a point within the notified airspace unless the commander of the aircraft, before taking off or landing, informs that air traffic control unit on the notified radio frequency appropriate to the circumstances or by means of telephone, of the time and position of take-off or landing and in the case of a take-off the intended track within the notified airspace;
  - (d) whilst an aircraft is within the notified airspace during the notified hours of watch of that air traffic control unit, the commander of the aircraft shall cause a continuous watch to be maintained on the notified radio frequency appropriate to the circumstances.
- (3) Paragraph (2) of this rule shall not apply to any balloon or microlight aircraft which is not equipped with a means of communication by radio with the ground but the commander of such an aircraft intending to fly within the notified airspace during the notified hours of watch of the air traffic control unit at Upper Heyford, shall before so flying, inform that air traffic control unit by means of telephone, of the intended points and times of entry to, take off within, landing within, departure from and the intended track and altitude within the notified airspace.
- (4) Paragraph (2) of this rule shall not apply to any hang glider which is not equipped with a means of communication by radio with the ground but —
- (a) the commander of such an aircraft intending to fly within the notified airspace during the notified hours of watch of the air traffic control unit at Upper Heyford, shall before so flying, inform that air traffic control unit by means of telephone of the intended points and times of entry to, take-off within, landing within, departure from and the intended track within the notified airspace;
  - (b) the commander of such an aircraft shall not, during the notified hours of watch of the air traffic control unit at Upper Heyford, fly within such airspace as extends from the surface to 3500 feet above mean sea level bounded by straight lines joining successively the following co-ordinates:  
51 57 27 N, 001 21 53 W; 51 58 54 N, 001 09 10 W; 51 54 58 N, 001 08 01 W; 51 53 31 N, 001 20 43 W; 51 57 27 N, 001 21 53 W.

- (5) Paragraph (2) of this rule shall not apply to any aircraft departing from RAF Bicester flown within such airspace as extends from the surface to 3500 feet above mean sea level bounded by straight lines joining successively the following co-ordinates:

51 56 10 N, 000 57 13 W; 51 57 09 N, 000 57 25 W; 51 53 35 N, 001 28 30 W; 51 52 35 N, 001 26 43 W; 51 56 10 N, 000 57 13 W. ”

*Nicholas Ridley,*  
Secretary of State for Transport.

17th March 1986.

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#### EXPLANATORY NOTE

*(This Note is not part of the Regulations.)*

These Regulations amend the Rules of the Air and Air Traffic Control Regulations 1985. The following changes are made:

- (1) Definitions are inserted in rule 1 for a hang glider and microlight aircraft (regulation 2(1) and (2)).
- (2) The list of aerodromes specified in rule 36(1) is amended to reflect their current names (regulation 2(3)).
- (3) Rule 36 is amended to establish Special Rules Airspace at Bristol Airport (regulation 2(3)).
- (4) A mandatory radio area is established in airspace around RAF Upper Heyford. Subject to specified exceptions aircraft will be required to notify air traffic control before entering or leaving the notified airspace and to maintain a listening watch whilst within the notified airspace (regulation 2(4)).

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