
STATUTORY INSTRUMENTS

2010 No. 575

CIVIL AVIATION
AVIATION SECURITY

**The Policing of Aerodromes (Belfast
International Airport) Order 2010**

<i>Made</i>	- - - -	<i>2nd March 2010</i>
<i>Laid before Parliament</i>		<i>8th March 2010</i>
<i>Coming into force</i>	- -	<i>1st April 2010</i>

The Secretary of State, in exercise of the power conferred by section 25AA(2) of the Aviation Security Act 1982(1), makes the following Order:

Citation and commencement

1. This Order may be cited as the Policing of Aerodromes (Belfast International Airport) Order 2010 and shall come into force on 1st April 2010.

Belfast International Airport

2. Belfast International Airport, being an aerodrome to which part 2A of the Aviation Security Act 1982 applies, is not a relevant aerodrome for the purposes of Part 3 of that Act.

Signed by authority of the Secretary of State

2nd March 2010

Paul Clark
Parliamentary Under Secretary of State
Department for Transport

(1) [1982 c.36](#); Part 2A of the 1982 Act is inserted by section 79 of the [Policing and Crime Act 2009\(c.26\)](#) and Part 3 of the 1982 Act is amended by Schedule 6 to the 2009 Act.

Status: This is the original version (as it was originally made). UK
Statutory Instruments are not carried in their revised form on this site.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides that Belfast International Airport is not a “relevant aerodrome” for the purposes of Part 3 of the Aviation Security Act 1982 and accordingly does not require a police services agreement (specifying levels of policing and funding for policing by the aerodrome manager) and is not subject to the provisions of section 26(1) of the Act (which relate to the powers of constables and members of an aerodrome constabulary).

An impact assessment has not been produced as no additional impact on the costs to business, the public sector, third sector organisations, regulators or consumers to that set out in the final impact assessment on Airport Policing, Funding and Security Planning is foreseen. That final impact assessment was produced in December 2008 to accompany the Policing and Crime Bill and can be found at:

<http://www.dft.gov.uk/consultations/archive/2008/airportpolicing/revisedimpactassessment.pdf>