



Bizav prepares for London 2012 Olympics

by Ian Sheppard

The UK's Civil Aviation Authority (CAA) has launched a campaign to educate those operating to and from the 2012 London Olympic Games this summer about the airspace restrictions to be imposed and how to handle them. Major restrictions will be in place centered over London and the Olympic Park from July 14 to August 15, with lesser restrictions for the Paralympic Games from August 16 to September 12.

Still to come from the CAA are details of plans for dedicated airspace

arrangements for business aircraft operators that were promised last year. These plans and the final complete airspace guide are awaiting further input from Britain's Ministry of Defence (MoD) and some final legislative arrangements.

What is already settled is that there will be restrictions around other Olympic sites for shorter periods of time, for example at the athletes' village at Egham (just south of Heathrow Airport) and rowing site at nearby Eton Dorney. There will also be temporary

restrictions in place around other Olympic events elsewhere in the UK, including those in Newcastle, Coventry, Glasgow and Cardiff.

Another restricted site will be Weymouth, where Olympic sailing will be held on the south coast of England. These will apply from sea level to 3,000 feet. Details of all restrictions will be available via Notams and through www.skydemonlight.com.

Authorities have modified the boundaries of the Prohibited and Restricted



Zones for the main periods since first proposing them in March last year, and this March final charts will be issued and details propagated via flight-planning providers such as Jeppesen.

Some aircraft—such as police, emergency medical, essential survey aircraft and aircraft operating for the Olympic Broadcast Service—will be exempt from restrictions. These have their own set of procedures. The London Heliport at Battersea, on the south bank of the River Thames, has also been afforded a special exemption.

The MoD and air traffic management company NATS will also be providing a significant enhancement to the AFPeX support and processing team that will

include, according to CAA literature, “a flight-planning reception center and significant manpower dedicated to the task.” CAA-led Olympic preparations in the early part of this year will include a “comprehensive communications and education program to help keep airspace users up to date,” according to a note on the [key website, www.airspace-safety.com/Olympics](http://www.airspace-safety.com/Olympics).

The general procedure for aircraft will be as follows:

- 1) File a flight plan on AFPeX or AFTN between 24 hours and two hours before estimated off-block time and follow it. No airborne or faxed flight plans will be permitted. All flight plans must include accurate timings and waypoints, including waypoints if leaving or entering the zone.
- 2) Receive an acceptance message and approval number before flying.
- 3) Establish and maintain two-way radio communication with Atlas Control (the ATC unit that will control the Restricted Zone, flight planning and interception procedures), quoting approval number.
- 4) Squawk and maintain discrete transponder code as allocated by Atlas Control.
- 5) Receive an air traffic service and comply with ATC instructions.

Slot Coordination

All aircraft arriving and departing one of the pre-determined slot coordinated airports between July 21 and August 15 and using controlled airspace will need an arrival slot and/or a departure slot. Booking of slots started on Sept. 5, 2011, with airports such as Biggin Hill, Cambridge, Farnborough and Oxford. Stansted, Birmingham, Luton and Bournemouth started taking bookings from Nov. 30, 2011. On February 1, Southampton and London City are set to begin accepting slot bookings.

Gatwick and Heathrow are already slot-controlled, through Airport Coordination Limited (ACL). For ad hoc flights at Gatwick slot bookings are required between 24 hours (if possible) and 10 days beforehand; at Heathrow such bookings will be difficult to obtain during normal hours of operation. Heathrow has declared reduced capacity between July 14 and September 14 to help it to cope with demand.

The slot-booking procedure is as follows:

- 1) Review slot availability of the airport online at www.online-coordination.com.
- 2) Contact the airport/handling agent.
- 3) Airport uses www.online-coordination.com to obtain slots.
- 4) For general and business aviation the airport receives a unique slot ID, which is entered by the operator in field 18 of the flight plan, pre-fixed RMK/ASL.
- 5) For operations to some airfields, such as Biggin Hill and Farnborough, the flight plan must include the address EGGOLYMI.

Further information on slots can be obtained by e-mailing ACL at: 21july-15August@acl-uk.org. □

Airport Options Abound for London Olympics

One of the airports most conveniently placed for access to the northeast side of London, where the main Olympic venue is situated, is Stansted. Located right next to the venue, London City will be in high demand, and airports such as Southend, Luton and Biggin Hill also are likely to prove popular with business/private aircraft operators and owners.

Jason Hayward of flight support group Universal Weather & Aviation is the general manager for the company's Stansted operation. He told **AIN** that meetings have been going on at Stansted about Olympic planning “for around two years,” organized by airport owner BAA.

Stansted is blessed with fairly abundant ramp areas for parking aircraft. Nonetheless, Universal has been advising operators on more cost-effective options for repositioning aircraft once passengers have been dropped off. Some of these airports are a couple of hundred miles away,

while others—such as Duxford, just to the north of Stansted—are closer.

Hayward believes that the procedures being enhanced and developed for the Olympic period will work and allow for late changes due to delays. “The way slots work is that you don't need to get a new one,” he stated, but this applies only where there is a genuine reason, such as a technical problem or weather.

Universal, which has its own FBO at Stansted, estimated originally that final demand would be at levels equivalent to 150 percent of ordinary levels, but it had already reached this level of booking as of December. “With eight months to go, it's finger-in-the-air stuff,” he reflected, in terms of what the eventual traffic volumes for the Olympics might be. “But if people leave it to the last minute they may find it hard.”

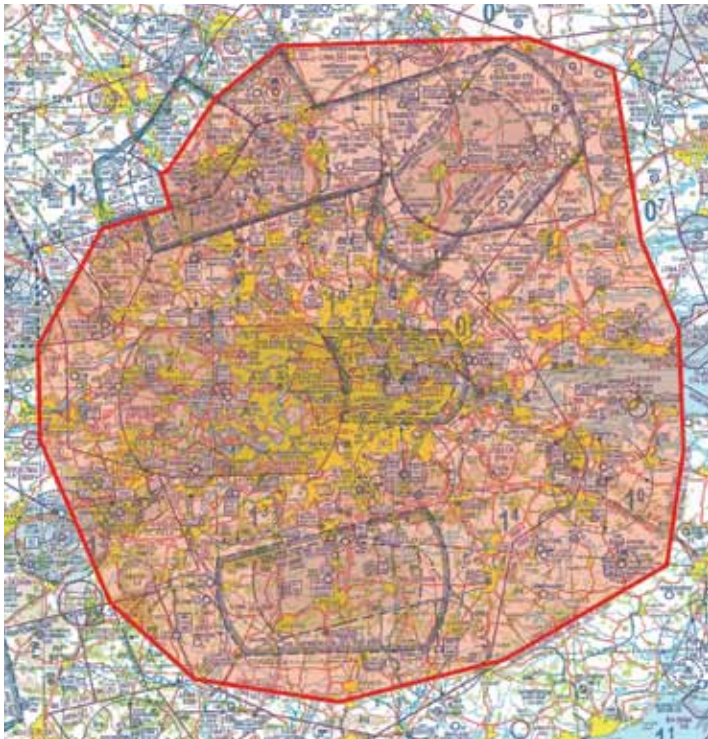
However, Hayward also said that the UK authorities are trying to keep as much of a “business as usual” approach as

possible—just scaled up for the additional volumes. While he said hotel vacancies could become scarce, he also observed that some companies are avoiding London meetings during the Olympic period.

Hayward also advised operators not familiar with the geography of the UK to check where the Olympic events to which they are taking passengers are being held. For example, it might be that an airport such as Farnborough or Southampton would be more convenient for going to an event such as sailing. “Not all the Games are at the main Games site. You need to choose the airport and then get slot and parking requests in as early as possible,” he advised.

“We are genuinely excited,” concluded Hayward. “We are about to rebuild our facility, which will be ready by the spring. [The Olympics] will be a good way to launch it—with our best ever summer.” —I.S.

AIRCRAFT MOVEMENTS (PROJECTED) DURING OLYMPIC PEAK 31-DAY PERIOD—BY SERVICE TYPE								
Airport	Charter	Genav/Bizav	Freight	Head of State	Scheduled	Position	Military	Total
Heathrow	32	0	148	0	41,951	24	0	42,255
Gatwick	4,383	128	0	18	22,732	96	0	27,357
Stansted	961	1,226	704	36	15,678	172	0	18,777
Luton	679	3,121	160	6	6,914	51	0	10,931
London City	0	112	0	0	6,561	0	2	6,675
Farnborough	145	1,958	0	86	0	0	17	2,206
Biggin Hill	668	1,147	0	14	4	0	4	1,837
Southend	0	828	0	0	0	4	0	832
Cambridge	129	624	0	0	56	0	19	828
Oxford	213	569	0	0	0	0	0	782
Bournemouth	181	0	8	4	416	54	0	663
Northolt	422	126	0	26	0	0	87	661
Lydd	0	292	0	0	0	0	0	292
Manston	73	29	0	14	46	0	4	166
Fairoaks	4	97	0	0	0	0	0	101



Learn More About London's Olympic Flight Plan

The UK CAA will hold a briefing on Olympic Airspace flight planning on Saturday, March 10 in London, in conjunction with the Royal Institute of Navigation (RIN). The event, part of the [Airspace and Safety Initiative \(www.airspace-safety.com\)](http://www.airspace-safety.com) will be held at the Royal Geographical Society, where the RIN is based. It will feature presentations and a question-and-answer session with participants including representatives from the CAA, NATS and the UK Ministry of Defence. Specifically this will address use of “Atlas Control,” the ATC unit that will control the Restricted Zone, flight planning and interception procedures. A briefing on VFR navigation techniques will also be given to help pilots to avoid inadvertent infringements of the zones. —I.S.



Access to the 2012 London Olympics Restricted Zone, left, requires compliance with a set of rules defined by aircraft type. To enter the Prohibited Zone, right, aircraft must have undergone crew, passenger and baggage screening in accordance with the relevant security program, be inbound to or outbound from Heathrow, London City, RAF Northolt or Biggin Hill and under the control of those airports or NATS TC or Thames Radar.



Major airspace restrictions will be in place for the summer Olympic Games, to be held this summer in London.