

LONDON 2012 AIRSPACE

Summer 2012

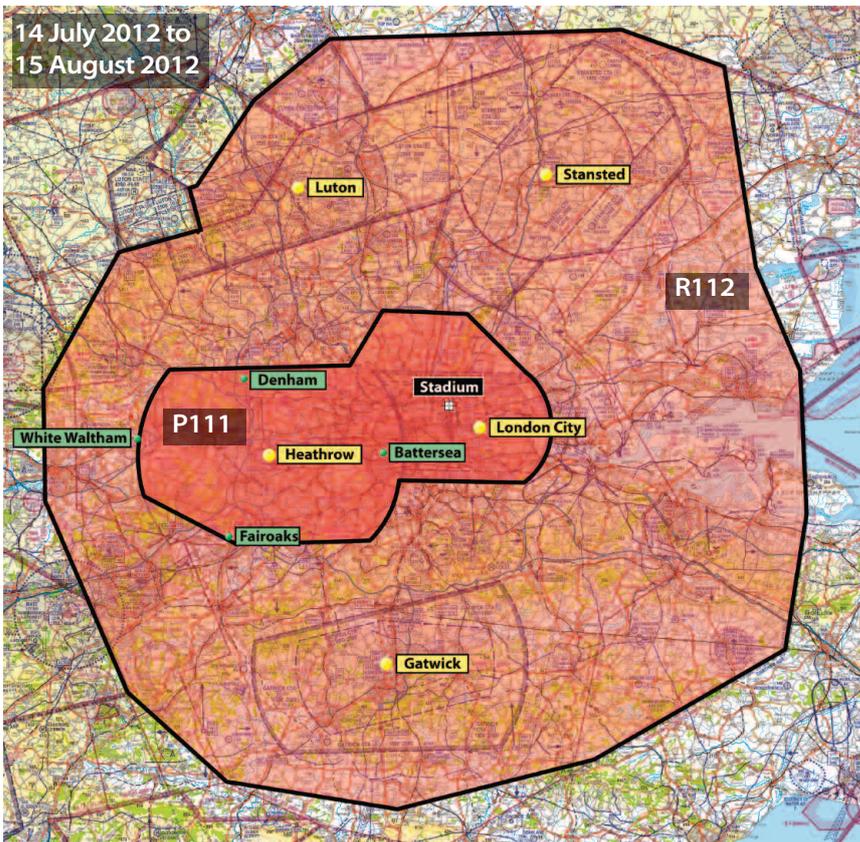
A quick start guide to the airspace changes for the London 2012 Olympics

www.airspacesafety.com/olympics



Airspace restrictions for south-east England

Measures planned as part of the Government's paramount objective to deliver a safe and secure Olympic and Paralympic Games



How will the restrictions work?

The UK Government has announced that airspace restrictions will be placed around all Games venues. The major restrictions will be centred on London and the Olympic Park and will run from 14 July to 15 August. A smaller set of airspace restrictions will then be put in place for the London 2012 Paralympic Games from 16 August to 12 September. All are implemented by the Government in line with its paramount objective to deliver a safe and secure Games. Airspace restrictions around other Games venues will only be in place for the duration of the event at each venue, in line with those used for other major sporting events. Extra security restrictions may be placed on flights at any time should the need arise.

Olympic Restrictions 14 July 2012 to 15 August 2012

Prohibited Zone P111: Aircraft will not be allowed within the Prohibited Zone unless they are inbound to or outbound from Heathrow, London City or RAF Northolt and under the control of those airports or NATS TC or Thames Radar. These flights must have undergone crew, passengers and baggage screening in accordance with the relevant aviation security programme. They must also meet all the requirements to enter the Restricted Zone. Aircraft inbound to Biggin Hill using the instrument approach procedure to runway 21 may transit the Prohibited Zone provided that they are in contact with NATS TC or Thames Radar and meet all the requirements to enter the Restricted Zone.

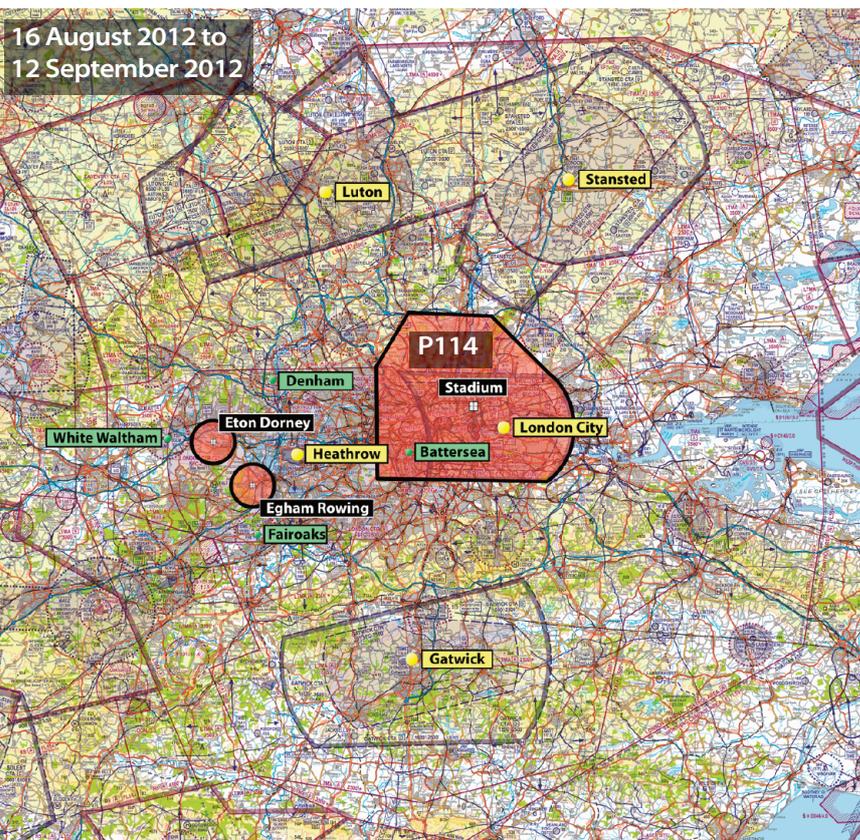
The existing airfields at White Waltham, Denham, Fairoaks and London Heliport have been provided with exemptions to allow both IFR and VFR operations to and from the Restricted Zone. To comply with this exemption all aircraft will need to comply with the requirements to operate in the Restricted Zone.

Note: that the boundary of the Prohibited and Restricted Zone have been amended since the restrictions were first proposed in March 2011.

Restricted Zone R112: Subject to ATC capacity aircraft will be allowed to enter the Restricted Zone if they can comply with a set of requirements defined by aircraft type.

Some airfields within three nautical miles of the outer edge of the Restricted Zone have been granted an exemption to operate and be exempt from the requirements of the Restricted Zone providing aircraft enter and leave the Restricted Zone via an agreed route. Airfields will be responsible for ensuring this takes place. Airfields with exemptions will be listed at www.airspacesafety.com/olympics

Aircraft that will be generally exempted from the restrictions include police, emergency medical, essential survey and aircraft operating for the Olympic Broadcast Service. Special procedures apply to these aircraft.



Paralympic Restrictions P114 - 16 August 2012 to 12 September 2012

The Prohibited and Restricted Zones are replaced by an area of prohibited airspace P114 centered on the Olympic Park and two separate areas of restricted airspace covering the rowing venue at Eton Dorney and the athletes' village at Egham. These areas of restricted airspace will have the same requirements on access as apply to the Prohibited Zone in place from 14 July 2012 to 15 August 2012. A special exemption will be granted to the London Heliport to allow operations as per the earlier Olympics restrictions.

Weymouth and Other airspace restrictions

Restricted airspace R005 will be put in place over the sailing Olympic Village at Weymouth from 14 July 2012 to 8 September 2012 from surface level to 3,000 ft AMSL. All aircraft are prohibited from flying in this area except - police, emergency medical, Coastguard Search and Rescue, Olympic Broadcast Service aircraft, scheduled IFR traffic to and from Bournemouth Airport and selected MoD aircraft. Special operating procedures have been developed for Eyres Field gliding site.

Throughout the Olympic period smaller airspace restrictions will be placed around other events at Hadleigh Farm, Essex; Broxbourne, Herts; Hampden Park, Glasgow; St James' Park, Newcastle; City of Coventry Stadium, Coventry; Millennium Stadium, Cardiff. These will normally be of similar size and duration to restrictions placed around other events such as music festivals and major sporting events. Details of these restrictions will be available by AIC and NOTAM and also through www.skydemonlight.com and other similar systems.



Non-transponder equipped aircraft

Non-transponder equipped aircraft shall not transit through the Restricted Zone R112 unless they fly in formation with another aircraft that is transponder Mode S or Mode A/C equipped. Aircraft in formation shall maintain within 1nm horizontally and at the same level. The pilot of the transponder equipped aircraft is to flight plan for the formation and include a free-text remark to that effect in field 18 providing the callsign/registration(s) of any additional aircraft. On initial contact with Atlas Control and other relevant ATC units the pilot of the transponder equipped aircraft must inform the controller that they are in formation with other non-transponding aircraft.

Circuits within the Restricted Zone R112

Airfields within the Restricted Zone R112 that wish to carry out circuit flying can apply to Atlas Control for a daily squawk code. This enables flights to take place in the circuit without aircraft having to comply with the requirements to operate in R112. The airfield operator will need to contact Atlas Control when the airfield opens each day and receive their squawk code. All aircraft in the circuit will then be required to use this squawk and be Mode S or Mode A/C equipped. The airfield operator must also contact Atlas control at the cessation of flying each day and the allocated squawk will then be cancelled for that day's operations. Once this has happened no aircraft may fly in the circuit using that code.

Interceptions and emergencies

The restrictions will be monitored and enforced by the Ministry of Defence. As a result if an aircraft enters any of the restricted airspace without permission, or deviates from a flight plan route without notification, then it may be intercepted by a military aircraft or helicopter and met on landing. If you have permission to use restricted airspace but need to divert from your flight plan it is vital that you tell air traffic control. If you think you have infringed restricted airspace or have any kind of emergency around or in the airspace then call on the frequency you are on, and retain the current squawk if allocated by an ATC unit, if you are not heard or are directed to by the controller go to 121.5 and squawk 7700. The controller will immediately help you. If you are intercepted then you should immediately follow the instructions given. A guide is available at www.airspacesafety.com/olympics

Slot coordination

To protect controlled airspace from overcrowding, arrival and departure slots will be in use at many airfields in the south east of England from 21 of July 2012 to the 15 of August 2012. Full details are available at www.airspacesafety.com/ downloads where you can see a slot control leaflet.

Who can access the Restricted Zone R112?

Flight from, into or within the Restricted Zone R112 is prohibited, except for aircraft listed below adhering to the regulations as detailed. The availability of access to this airspace will be limited by ATC capacity.

Aircraft Type *	Regulations
Unmanned aircraft and Model Aircraft :	No aircraft above 7kg to be flown in Prohibited Zone P111. Current Air Navigation Order regulation applies in Restricted Zone R112.
Hot Air Balloon (inc. Hot Air and Gas balloon)	Obtain approval for launch from Atlas Control ¹ not less than 1 hour before flight, providing: 1. Contact telephone number of pilot and Balloon registration and general colour scheme. 2. Launch time in UTC and location. (OS Grid, Lat & Long or range and bearing from major feature) 3. Planned duration of flight and Estimated landing area. Balloon to squawk 6600, if able.
Hang Glider Para Glider	1. Obtain approval from Atlas Control of activation of launch site not less than 1 hour before first launch each day, providing details of: a. The position of launch site. (OS Grid, Lat & Long or range and bearing from major feature). b. Contact telephone number of pilot. 2. Remain within 3nm of notified launch site. 3. Notify Atlas Control at the cessation of the day's flying activity.
Glider (inc. self-sustaining glider) (excl. hang glider, paraglider touring motor glider or self launching motor glider)	Launches must be from British Gliding Association or RAF Gliding or Soaring Association sites. Launches from Ridgewell, Dunstable Downs and RAF Halton must: 1. Obtain approval from Atlas Control of activation of the site not later than 1 hour before first launch. 2. Remain within 3nm of notified launch site. Other BGA/RAFGSA Sites: 1. Obtain approval from Atlas Control of activation of the site not later than 1 hour before first launch. 2. All aircraft (unless cross country gliding, see below) must: a. Squawk and maintain the airfield discrete transponder code as allocated by Atlas Control. b. Remain within 3nm of the launch site. 3. Notify Atlas Control when flying has ceased or airfield closed for day. Cross Country Gliding within R112 must: 1. File a flight plan ² to EGGOLYMP not earlier than 24 hrs and no later than 2 hrs before departure and follow it. Airborne and faxed flight plans are not permitted. 2. Receive an acceptance message and approval number from Atlas Control before departure. 3. Within EGR112: launch and establish 2-way RT contact with Atlas Control within plus or minus 30 minutes of flight planned departure time. 4. From outside EGR112: establish 2-way RT contact with Atlas Control within plus or minus 30 minutes of flight planned boundary crossing time and not less than 10nm from the boundary. 5. Maintain 2-way RT with Atlas Control whilst operating in EGR112. 6. Squawk and maintain discrete transponder code as allocated by Atlas Control**. 7. Receive an air traffic service and comply with ATC instructions.
Sea planes Microlight aeroplane Self Launching Motor Glider Touring Motor Glider Airship Autogyro Paramotor All Helicopters All powered fixed wing aircraft	Unless remaining within 3nm of the launch aerodrome and operating in accordance with the procedures outlined under Circuits within the Restricted Zone: 1. File a flight plan to EGGOLYMP not earlier than 24 hrs and no later than 2 hrs before departure and follow it. Airborne and faxed flight plans are not permitted. 2. Receive an acceptance message and approval number from Atlas Control before departure. 3. Within EGR112: takeoff or depart the circuit and establish 2-way RT contact with Atlas Control within plus or minus 30 minutes of flight planned departure time. 4. From outside EGR112: establish 2-way RT contact with Atlas Control within plus or minus 30 minutes of flight planned EGR112 boundary crossing time and not less than 10nm from EGR112 boundary. 5. Maintain 2-way RT with Atlas Control whilst operating in EGR112. 6. Squawk and maintain discrete transponder code as allocated by Atlas Control**. 7. Receive an air traffic service and comply with ATC instructions.

¹ see How to use Atlas Control section for detail on Atlas Control

² For details on how to use the NATS AFPEX system go to www.flightplanningonline.co.uk other flight planning systems are available such as sky demon light

* Definitions: Air Navigation Order 2009 as amended

** Mode S and Mode A/C are acceptable forms of compliance to SSR carriage outside of Mode S notified Controlled Airspace and below FL100

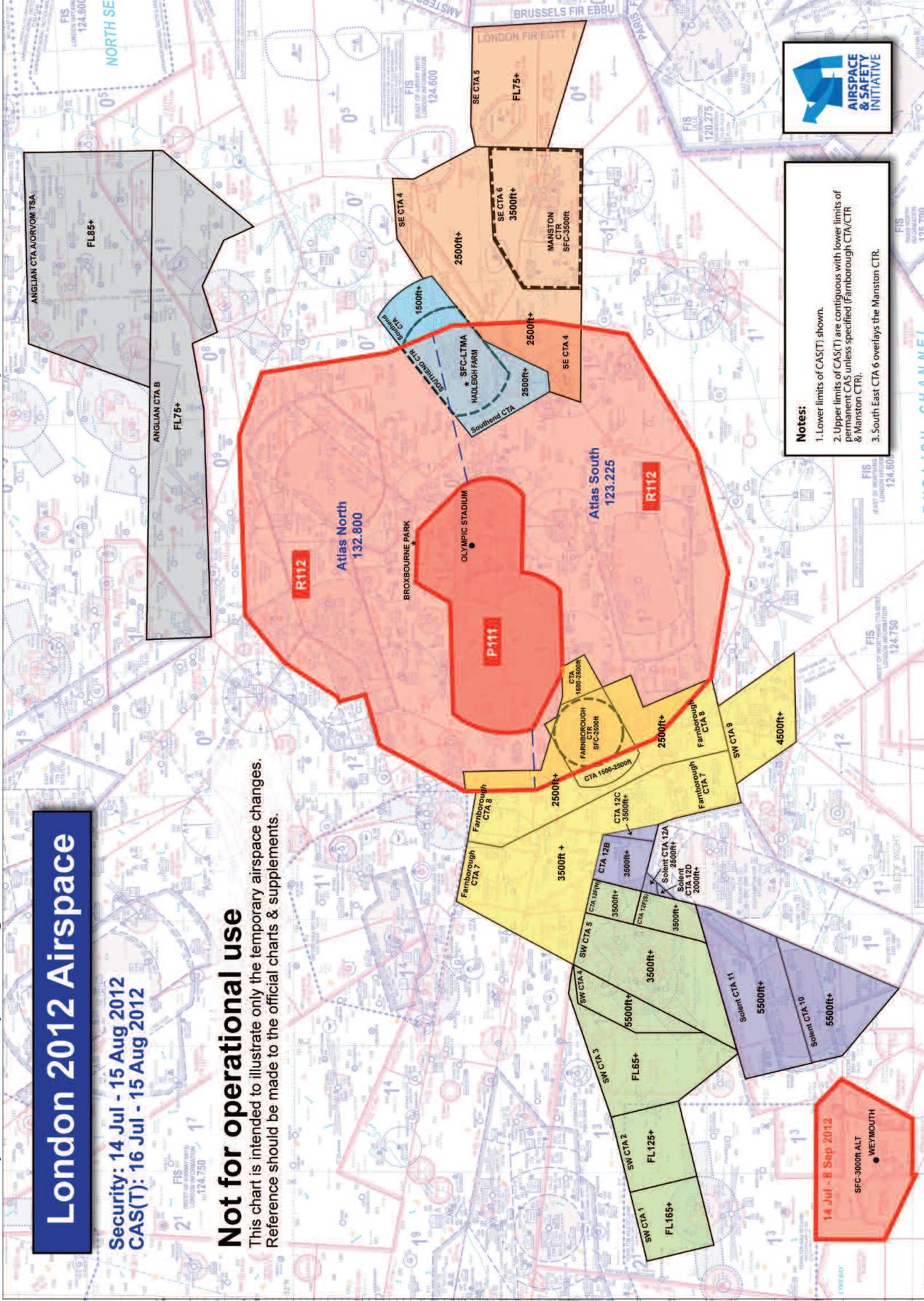
Additional Regulations: Flight Planning - all flight plans must include accurate timings and waypoints, including boundary waypoints if leaving or entering the zone.

Exemptions from the Olympic Airspace Regulations are to be finally determined, but will include: Emergency Services - ASU and HEMS and military aircraft operating in support of Olympic security tasks. Aircraft operating on behalf of the Olympic Broadcast Service (London), and infrastructure inspection flights subject to certain conditions.

Temporary controlled airspace CAS (T)

To handle the expected increase in business and corporate aviation movements a set of Temporary Controlled

Airspace is to be introduced during the Olympics period. This is separate from the security restrictions. The CAS (T), will be in place from 16 July to 15 August for all IFR movements to/ from the 40 fully coordinated airports. CAS (T) comprises a Manston CTR, Southend CTR/CTA, Farnborough CTR/CTA and additional elements of the Solent CTA for Southampton; additionally higher level elements of CAS (T) are established for Swanwick LTC use over the Thames Estuary and Salisbury Plain regions. All CAS (T) is Class D from 6,000ft and below, except for the Swanwick LTC elements over Boscombe/



London 2012 Airspace

Security: 14 Jul - 15 Aug 2012
CAS(T): 16 Jul - 15 Aug 2012

Not for operational use

This chart is intended to illustrate only the temporary airspace changes. Reference should be made to the official charts & supplements.

Salisbury Plain, which is Class A. Aircraft using Visual Flight Rules can operate in Class D airspace provided it is outside of R112 and a clearance has been received from the appropriate ATC agency. Rules and regulations for VFR flights operating in Class D CAS (T) remain unchanged. A Route Availability Document and a Standard Route Document will be published on 25 May and will be available on www.airspace.safety.com/Olympics.



Notes:

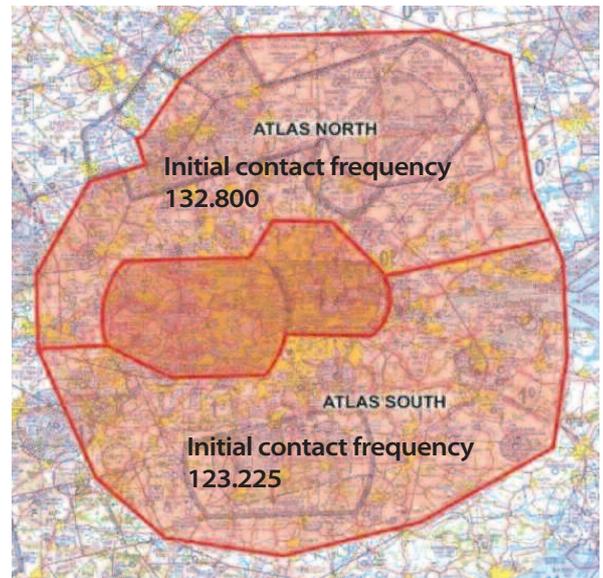
1. Lower limits of CAS(T) shown.
2. Upper limits of CAS(T) are contiguous with lower limits of permanent CAS unless specified (Farnborough CTA/CTR & Manston CTR).
3. South East CTA 6 overlies the Manston CTR.

How to use Atlas Control in the Restricted Zone

The aim of the Government's air security restrictions is to establish a known air traffic environment within the Restricted Zone R112. A special dedicated air traffic service will be provided by MoD controllers based at NATS' Swanwick centre known as Atlas Control. This will be an extensive operation aimed at providing a service to as many users as possible.

However, the overriding security requirement to establish a known traffic environment places a finite limit on the capacity of this service.

Once you have filed a flight plan if it is accepted and there is capacity Atlas will respond with your approval code. This will be sent back to your AFPEX account, or via AFTN to however the plan was filed, and also texted to any mobile number in the flight plan.



The Atlas Control area will be split into two sectors, North and South. Initial contact with Atlas Control should be made either on departure from an airfield within the Zone or within 10nm on approach to the outer boundary of the Zone – aircraft should not leave the vicinity of the airfield or cross the boundary of the zone until they are in two-way contact with Atlas. Pilots should call whichever sector's airspace they are planning to enter.

Each sector will have its own Initial Contact Frequency – North 132.800 and South 123.225. Initial contact should be: 'Atlas Control (Callsign), approval number ..., request (type of ATSOCAS service e.g Basic)'

Note: Without an authorisation number you are not permitted to fly in the Zone.

Once the aircraft details have been checked and the approval code confirmed, the aircraft will be transferred to a different frequency. Atlas controllers will expect pilots to follow the flight planned route but they are also fully aware of the requirement to divert around bad weather or other issues that may arise during a flight. If you need to change course from your flight plan or divert to another airfield then tell the controller immediately and they will assist you in your diversion. If an aircraft deviates from the approved flight planned route within R112 Atlas Control will immediately become aware. Therefore, if you suspect that you are unsure of your position, or need to change course for any reason, ask Atlas control for assistance immediately. The controller will help you to resolve the situation.

If you believe there is a safety risk to your flight, call on the frequency you are on, and retain the current squawk if allocated by an ATC unit, if you are not heard or are directed to by the controller go to 121.5 and squawk 7700. The controller will immediately help you.

An aircraft on an approved flight plan to leave the restricted zone temporarily, re-entering later on the same flight, will be guaranteed access back into the zone when asking for re-entry at the planned time. Aircraft leaving controlled airspace into the Restricted Zone, except those on an IFR flight plan using controlled airspace, will be required to comply with the rules for operating within the Restricted Zone. The service will however ensure that there is available capacity to accept all aircraft leaving airways to either transit through, or land within, the Restricted Zone.

More information

All the changes and procedures are notified through official aviation notification procedures such as the UK AIP (supplements 03,04 and 06 2012) and AICs. A specific website www.airspacesafety.com/olympics contains extra resources such as guides to flight planning, maps and a full Olympics airspace guide.

Contact: website: www.airspacesafety.com/olympics CAA e-mail: olympicsairspace@caa.co.uk

Twitter: www.twitter.com/airspacesafety

The information contained in this document is accurate at March 2012. This document is a guide to airspace changes and should not be used for navigation or pre-flight planning. Definitive information will be provided through normal official aviation notification procedures.