



LONDON 2012 AIRSPACE

Olympics Airspace Guide

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1 INTRODUCTION

The London 2012 Olympic and Paralympic Games will have a significant impact on the airspace in the South East of England. This guide aims to provide all airspace users with an overview of both the airspace changes that are occurring and what is required of aircraft operators and air traffic units whilst the airspace changes are in place.

A bespoke 1:500,000 London 2012 Olympic Games VFR Chart is available free with the standard 1:500,000 Southern England & Wales chart. Stockists of the charts can be found [here](#).

Many of the airspace restrictions have been put in place to meet security requirements. Should these requirements not be complied with pilots could be subject to airborne interception by armed military aircraft and/or met on landing by members of the police or Civil Aviation Authority investigating officers or inspectors with the power to take appropriate licensing or enforcement action. Details of the intercept procedures, which are not the ICAO norm are at [Section 6](#).

As well as the airspace changes being put in place pilots should also be aware of a general increase in activity (see [Section 13-19](#)) and possible short-notice changes to the UK airspace and air traffic control system.

Note: This Guide supports and enhances the aeronautical information published within each element of the UK Integrated Aeronautical Package (IAIP). This guide is an aid to pre-flight planning; it is not intended to be used in the air for navigation purposes and does not replace the IAIP. Information on the airspace implemented specifically for the London 2012 Olympics can be found at www.ais.org.uk and within the IAIP.

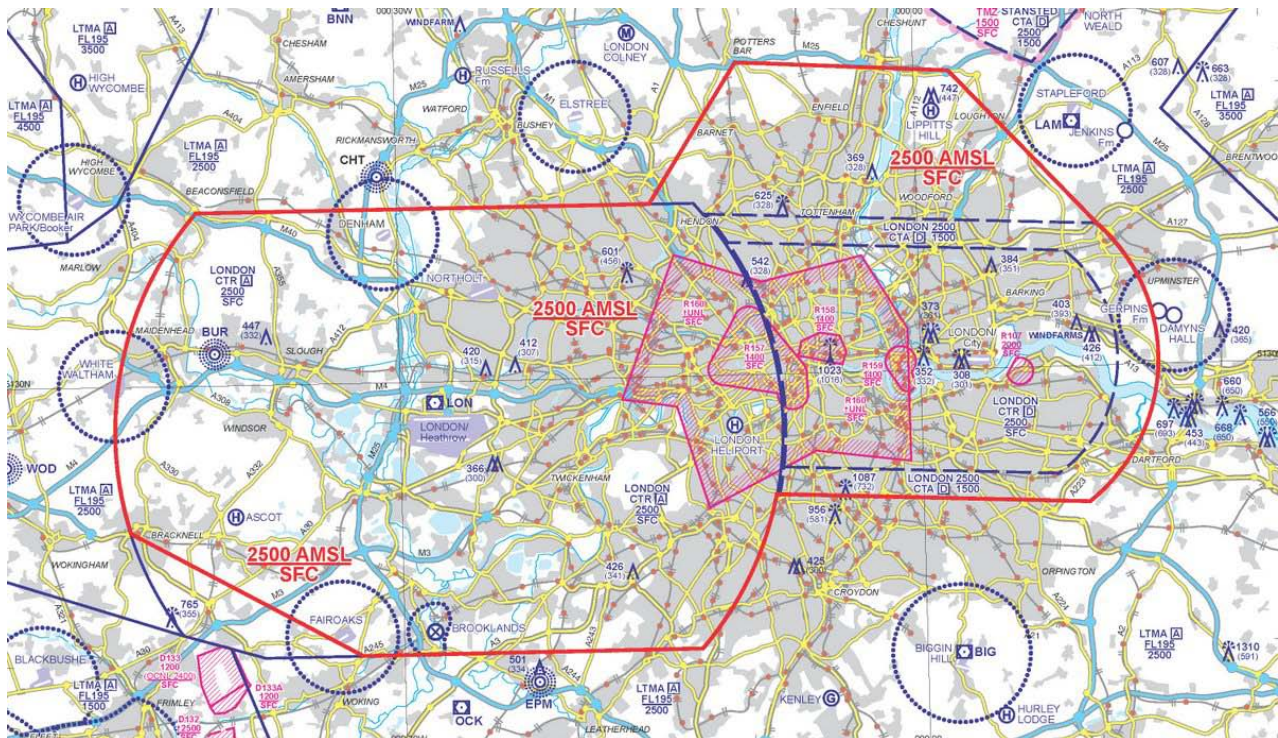
For the latest information and additional material on the Olympics airspace visit the ASI website at www.airspacesafety.com/olympics you can also get information from the ASI Twitter feed at @airspacesafety.

2 AIRSPACE SECURITY RESTRICTIONS – EGP111 – PROHIBITED ZONE¹

2.1 EGP111 - AIC M078/2012

P111 will be active from 2300 UTC on 13th July 2012 until 2300 UTC on 15th August 2012

All aircraft are prohibited from operating within P111 unless in receipt of a specific exemption as outlined in [Paragraph 2.3](#).



2.1.1 P111 CHART

The lateral limits of P111 are:

Area	Description	Lat	Long
P111 Area 1	London CTR	513611N	0004133W
P111 Area 2	Calculated Point - London CTR Boundary	513611N	0001524W
P111 Area 4	Junction 24 of M25	514111N	0001015W
P111 Area 5	Junction 26 of M25 (A121 - Waltham Abbey)	514042N	0000203E
P111 Area 6	London City CTA <i>Clockwise Arc of circle 6.5NM centred on 513019N 0000319E to...</i>	513505N	0001022E

¹ All airspace restrictions may be extended to cover the Paralympic Games should the Government consider the threat assessment warrants the airspace protection.

P111 Area	7	London City CTA	512507N	0000932E
P111 Area	8	London City CTA <i>Clockwise Arc of circle 12NM centred on 512812N 0002713W to....</i>	512541N	0000828W
P111 Area	9	London CTR	512013N	00012 55W
P111 Area	10	London CTR - WOD/OCK and Southern boundary of London CTR	512013N	00032 24W
P111 Area	11	London CTR - 12NM Heathrow circle and WOD/OCK intersect <i>Clockwise Arc of circle 12NM centred on 512812N 0002713W to....</i>	512444N	00045 35W
P111 Area	12	London CTR (origin)	513611N	00041 33W

The vertical limit of P111 is surface to 2500 ft AMSL.

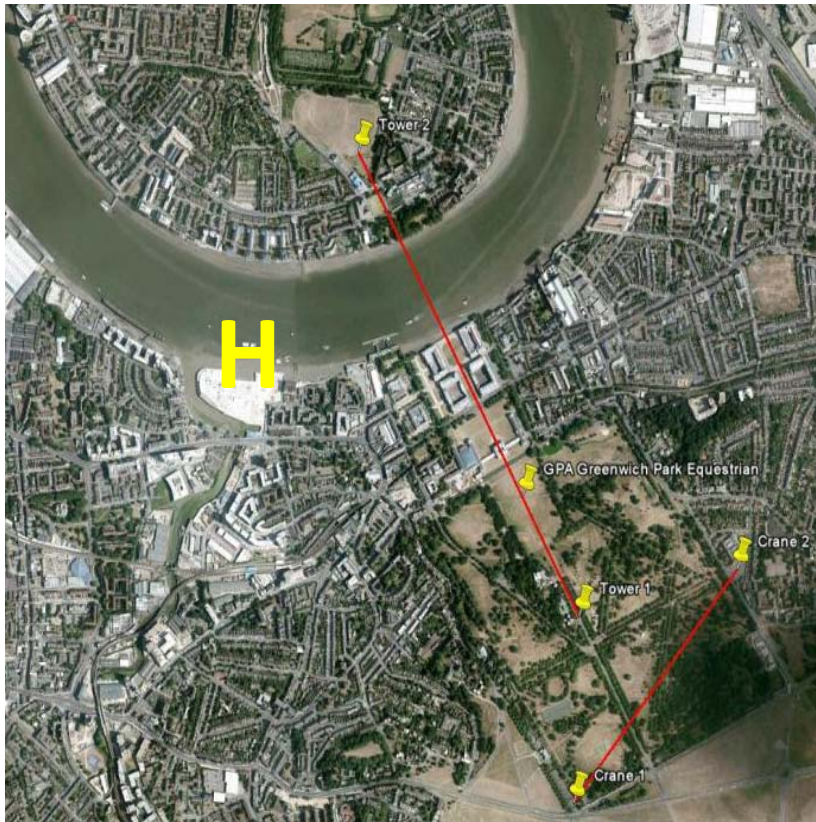
2.2 MILITARY OPERATIONS WITHIN P111

Military helicopters will be operating from within P111 at Greenwich and Ilford, locations are shown over the page.

As these aircraft will be on a separate VHF frequency from those other operators within P111, when helicopters are launched, ATC will issue an all stations broadcast:

“all stations, helicopter lifting from..... [location], tracking[heading], climbing to altitude..... [height]?”

Military helicopters operating at Greenwich will hold south of London City airport if necessary before recovery. The altitude and specific location of the hold shall be directed by London City/Thames Radar subject to the traffic situation.



**GREENWICH (LEFT) AND
ILFORD (BELOW)**



2.3 EXEMPTIONS FROM P111

The Metropolitan Police and HEMS are exempted from P111 regulations. Other exemptions have been issued under certain conditions and include:

- a) Aircraft making an approach to, or departing from, London City Airport, London Heathrow Airport or RAF Northolt:
 - i. While under the control of the London Terminal Control Centre at Swanwick or RAF Northolt Approach; and
 - ii. The operator of the aircraft complies with the conditions set out in [Paragraph 2.4](#).
- b) The Olympic Broadcast Service (OBS)
- c) Specific aircraft operating in support of the National Infrastructure.
- d) Unmanned or model aircraft having a mass of less than 7 kilograms including its fuel and any other articles of equipment installed in or attached to the aircraft at the commencement of its flight.
- e) Aircraft operated by the MOD in direct support of the Olympics.
- f) Aircraft inbound to Biggin Hill using the instrument approach procedure to runway 21 may transit P111 provided that they are in contact with NATS Terminal Control or Thames Radar and meet all the requirements to enter R112.

Certain airfields within P111 where specific operating procedures have been put in place, see below for contact details:

Airfield Name	Contact Details
Denham Aerodrome	Duty Officer - 01895 832161
White Waltham Airfield	John Walker Telephone - 01628 823272 www.wlac.co.uk
Fairoaks Airfield	01276 857300
The London Heliport Battersea	0207 228 0181 info@londonheliport.co.uk

2.4 CONDITIONS FOR OPERATING INTO LONDON HEATHROW, LONDON CITY AND RAF NORTHOLT

In relation to a departing aircraft, the aircraft and all passengers, crew, baggage and cargo must have been screened to the standards for aircraft in accordance with:

- a) the Security Rules; and

- b) any additional measures specified in the United Kingdom Aviation Security Programme.²

In relation to an aircraft arriving from an airport in the European Economic Area³, or Switzerland, the aircraft and all passengers, crew, baggage and cargo must have been screened in accordance with the Security Regulations:

- a) at that airport; or
- b) at any intermediate airport before entering P111.

In relation to an aircraft arriving from an airport situated outside the European Economic Area³ and Switzerland, the aircraft and all passengers, crew, baggage and cargo must have been screened as outlined below:

- a) at that airport; or
- b) at an intermediate airport before entering P111.

Any security controls carried out at an airport mentioned above must have been:

- a) to the standards required for commercial air transport operation departing from the State in which the airport is situated; and
- b) to standards which were at least equivalent to those required by Annex 17 of the Chicago Convention⁴.

Any additional security measures contained in a direction made by the Secretary of State must be adhered to.

2.5 WOODLEY TO OCKHAM TRANSIT OF THE LONDON HEATHROW CTR

Due to the Farnborough airshow and the Farnborough CAS(T), provision has been made for a crossing of the SW portion of the London Heathrow CTR. Pilots are permitted to flight plan through this area, which is delineated by a line from Woodley to Ockham

2.6 EMERGENCY ACCESS TO P111

Aircraft or operators who consider they have a requirement to enter P111 during the restrictions should contact the National Olympic Coordination Centre on 020 7230 7202 or 7204.

² Available to airports and aircraft operators on a confidential basis from the Department for Transport.

³ Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, UK.

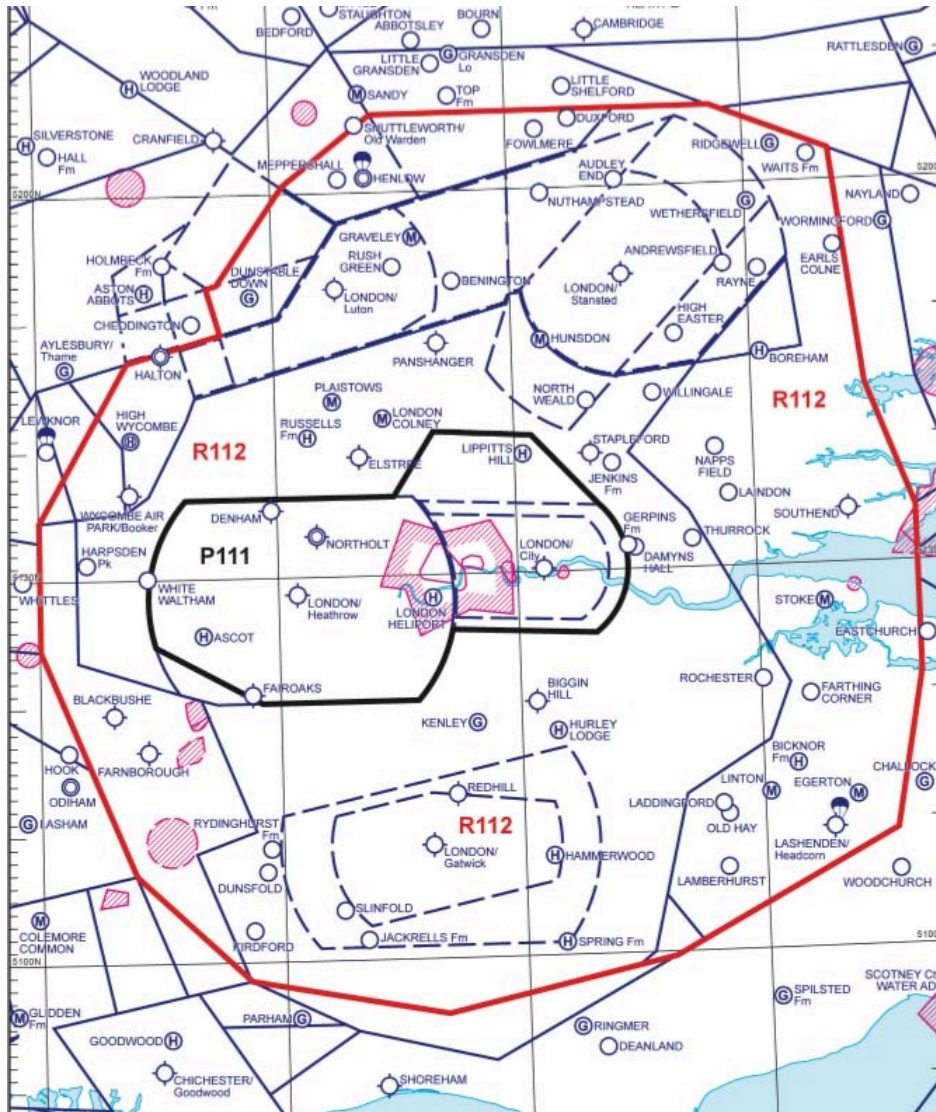
⁴ International Civil Aviation Organisation (ICAO), Convention on Civil Aviation ("Chicago Convention"), December 1944, (1944) 15 U.N.I.S. 295, available at : <http://www.icao.int/publications/pages/doc7300.aspx>

3 AIRSPACE SECURITY RESTRICTIONS – EGR112 – RESTRICTED ZONE⁵

3.1 EGR112 – AIC M080/2012

R112 will be active from 2300 UTC on 13th July 2012 until 2300 UTC on 15th August 2012

Aircraft may operate within R112 under the conditions laid out at [Paragraph 3.2](#).



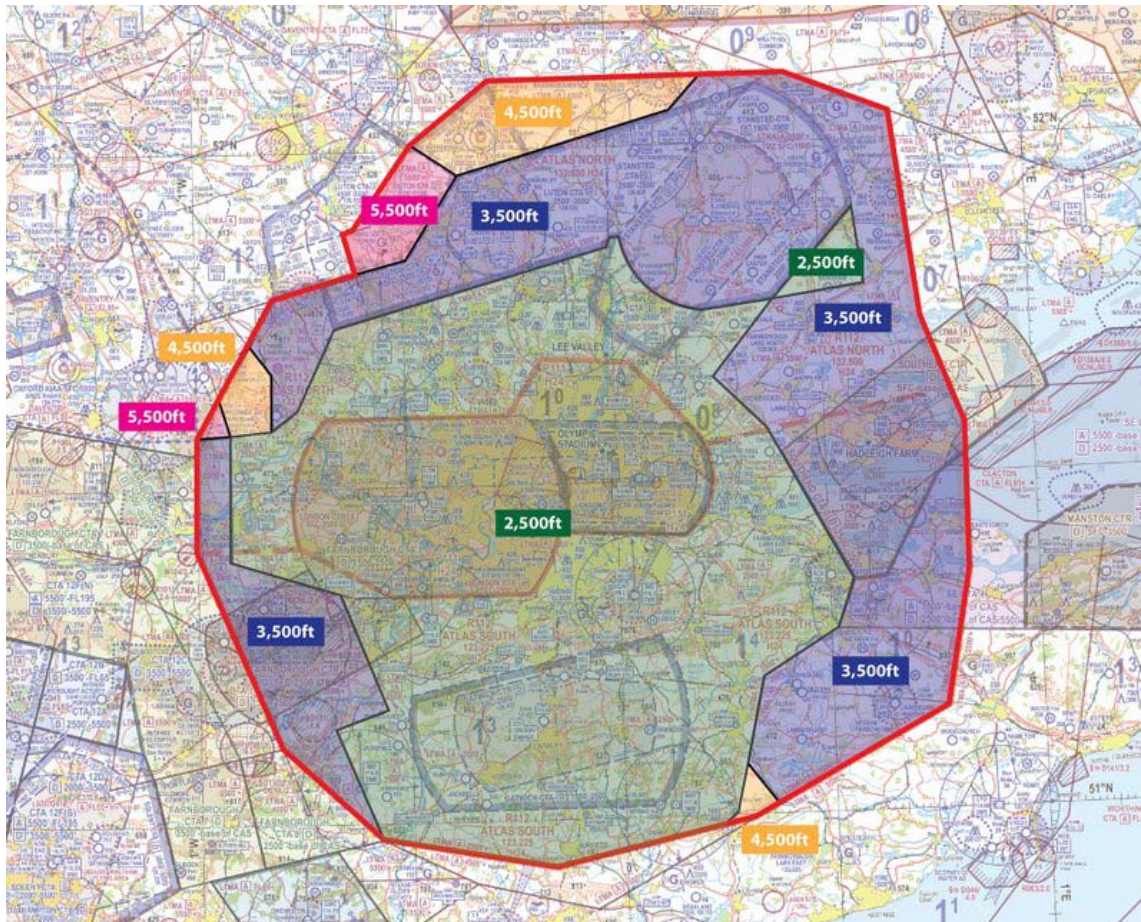
3.1.1 R112 CHART

⁵ All airspace restrictions may be extended to cover the Paralympic Games should the Government consider the threat assessment warrants the airspace protection.

The lateral limits of R112 are as outlined below except the dimensions of P111 as detail in Paragraph 2.1:

Area	Description	Lat	Long
R112 Area 1	Luton CTA 7 LTMA 6	520606N	0001712W
R112 Area 2	LTMA 3/18	520606N	0002550E
R112 Area 3	LTMA 3/7	520226N	0004040E
R112 Area 4	LTMA 3/7	514401N	0004412E
R112 Area 5	LTMA 3/7 Clacton CTA 11	513417N	0005000E
R112 Area 6	LTMA 3 Worthing CTA 1	512120N	0005000E
R112 Area 7	LTMA 3 Worthing CTA 1 Calculated Point Southern LTMA 3 boundary & extended	510906N	0004618E
R112 Area 8	LTMA 1 line	505940N	0001814E
R112 Area 9	LTMA 1/3	505541N	0001007W
R112 Area 10	LTMA 1/3/4/14	505832N	0003428W
R112 Area 11	LTMA 4/L620 northern extremity intersection	510652N	0004829W
R112 Area 12	LTMA 4/11/12	512430N	0010000W
R112 Area 13	LTMA 4	513433N	0010000W
R112 Area 14	Luton CTA 4	514659N	0004838W
R112 Area 15	Luton CTA 2/3/5	514905N	0003647W
R112 Area 16	Luton CTA 2/5/6/8	515244N	0003828W
R112 Area 17	Luton CTA 5/6	515258N	0003709W
R112 Area 18	Luton CTA 5/6/7 LTMA 6	520038N	0002832W
R112 Area 19	Luton CTA 7 LTMA 6 (Origin)	520606N	0001712W

The vertical limit of R112 is surface to the base of controlled airspace which varies throughout the area as shown over page.



3.1.2 LONDON TMA

3.2 R112 OPERATING REGULATIONS

Flight from, into or within R112 is **prohibited**, except for those aircraft detailed below adhering to the regulations as listed. Transponders must have both Mode A and Mode C for operations within R112.

A bespoke ANSP, Atlas Control, will be providing a service within R112, details of Atlas Control can be found at Section 5. The Atlas Control contact number is: 01489 612943

Aircraft Type	Regulations
Small/large unmanned and Model Aircraft	Current Air Navigation Order regulation applies

<p>Free Balloon including Hot Air Balloon or Gas Balloon, but not including Airships.</p>	<p>1. The commander of the balloon or one person on behalf of a group must have obtained approval for launch from Atlas Control no later than 1 hour before the flight and provide Atlas Control with the following details:</p> <ul style="list-style-type: none"> (a) a contact telephone number for the pilot; (b) the balloon registration number; (c) a general description of its colour scheme; (d) the intended launch time in UTC; (e) the intended location of launch in the form of an Ordnance Survey grid reference, Lat and Long, or a range and bearing from a major feature; (f) the planned duration of flight; and (g) the estimated landing area. <p>2. The balloon must squawk 6600, if able to do so.</p>
<p>Foot launched Gliders such as Hang Glider and Para Glider</p>	<p>1. No later than 1 hour before the first launch on each day, the commander of the aircraft or one person from the launch site on behalf of a group, must have obtained approval for the start of launch activity at the launch site from Atlas Control and provided Atlas Control with the following details:</p> <ul style="list-style-type: none"> (a) the intended location of launch in the form of an Ordnance Survey grid reference, Lat and Long, or a range and bearing from a major feature; and (h) the intended launch time in UTC; (b) a contact telephone number for the pilot. <p>2. Once airborne the aircraft must remain within 3 nautical miles of the intended launch site provided to Atlas Control.</p> <p>3. The commander or one person from the launch site on behalf of a group must, as soon as possible after each day's flying activity has ceased, inform Atlas Control that this is the case.</p>
<p>Unpowered Glider including Self Sustaining Glider</p>	<p>1. All launches must be made from British Gliding Association, RAF Gliding or Soaring Association sites which have been registered with the appropriate association.</p> <p>2. In relation to a launch from Ridgewell, Dunstable Downs or RAF Halton-</p> <ul style="list-style-type: none"> (a) the commander of the aircraft or one person on behalf of the launch site, must have obtained approval from Atlas Control for the start of launch activity at the launch site, no later than 1 hour before the first launch on each day; (b) the commander must notify Atlas Control of his/her intended launch time in UTC;

	<p>(c) the aircraft must, once airborne, remain within 3 nautical miles of the launch site in respect of which approval was obtained under paragraph (a).</p> <p>(d) the commander of the aircraft or one person on behalf of the launch site must, as soon as possible after that day's flying activity has ceased or the aerodrome at the launch site has closed for the day, inform Atlas Control that this is the case.</p> <p>3. In relation to a launch from any other site-</p> <p>(a) the commander of the aircraft or one person on behalf of the launch site, must have obtained approval from Atlas Control for the start of launch activity at the launch site, no later than 1 hour before the first flight on each day;</p> <p>(b) the aircraft must, unless cross country gliding, squawk and maintain the airfield discrete transponder code assigned for the aircraft by Atlas Control;</p> <p>(c) the aircraft must, once airborne, remain within 3 nautical miles of the launch site, unless cross country gliding; and</p> <p>(d) the commander of the aircraft must or one person on behalf of the launch site, as soon as possible after that day's flying activity has ceased or the aerodrome at the launch site has closed for the day, inform Atlas Control that this is the case.</p> <p>4. Where the aircraft is cross country gliding within R112, the pilot in command-</p> <p>(a) must have filed a flight plan to include the address EGGOLYMP, no earlier than 24 hours and no later than 2 hours before launch;</p> <p>(b) must have received an acceptance message and approval number from Atlas Control before launch;</p> <p>(c) must have established 2-way radio communication with Atlas Control not further than 3 nautical miles from the launch site within R112 and within 30 minutes of the planned launch time; or</p> <p>(d) must have established 2-way radio communication with Atlas Control within plus or minus 30 minutes of the planned time of entry into R112 and not less than 10 nautical miles before the point of entry*, where the launch site was outside R112;</p> <p>(e) must be following the filed flight plan;</p> <p>(f) must maintain 2-way radio communication with Atlas Control;</p> <p>(g) must squawk and maintain the discrete transponder code assigned for the aircraft by Atlas Control; and</p> <p>(h) must be receiving an air traffic service and complying with the air traffic control unit's instructions.</p>
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<p>All other aircraft not covered above which are transponder equipped</p>	<p>1. Where the aircraft is being flown for the purpose of continuation training and remains within 3 nautical miles of the aerodrome reference point for the aerodrome from which it took off and the aerodrome has pre-registered with Atlas Control for a special Squawk code -</p> <ul style="list-style-type: none"> (a) the commander must have obtained a squawk code from Atlas Control no later than 1 hour before the first flight that day from that aerodrome, if the aerodrome manager or nominated deputy does this on behalf of an airfield, commanders need to ensure that this has been done prior to flight; (b) the aircraft must squawk (Mode A and C or Mode S) and maintain the airfield discrete transponder code assigned for the aircraft by Atlas Control; and (c) the aerodrome manager or nominated deputy must, as soon as possible after that day's flying has ceased or the aerodrome has closed for the day, notify Atlas Control that this is the case. <p>2. In all other cases the commander of the aircraft-</p> <ul style="list-style-type: none"> (a) must have filed a flight plan to include the address EGGOLYMP no earlier than 24 hours and no later than 2 hours before take off or launch; (b) must have received an acceptance message and approval number from Atlas Control before take off or launch; (c) must have established 2-way radio communication with Atlas Control not further than 3 nautical miles from the aerodrome or site within R112 from which the aircraft took off or launched from and within plus or minus 30 minutes of the planned take off time; or; (d) must have established 2-way radio communication with Atlas Control within plus or minus 30 minutes of the planned time of entry into R112 and not less than 10 nautical miles before the point of entry*, where the aerodrome or site from which the aircraft took off or launched from was outside R112; (e) must be following the filed flight plan; (f) must maintain 2-way radio communication with Atlas Control; (g) must squawk and maintain the discrete transponder code (Mode A and C or Mode S) assigned for the aircraft by Atlas Control. For flights originating within R112 from a location that does not have an airfield squawk allocated as outlined above should squawk 6400 on departure; and (h) must be receiving an air traffic service and complying with the air traffic control unit's instructions.
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	<p>3. If the commander of the aircraft is a student under training where the instructor considers they are of an appropriate level of skill and knowledge to undertake a cross-country flight and they are not the holder of an appropriate pilot licence, the following must have been entered in Field 18 of the flight plan filed with Atlas Control-</p> <ol style="list-style-type: none"> 1. RMK/SOLO STUDENT 2. RMK/INSTRUCTOR NAME together with a contact number for the instructor or the flying school. <p>4. Where the aircraft is flying in formation with one or more aircraft not equipped with a transponder (“non-transponding aircraft”) its flight plan must have included:</p> <ol style="list-style-type: none"> (a) the total number of non-transponding aircraft in Field 9; and (b) RMK/FORMATION WITH NON TRANSPONDING AIRCRAFT together with the non-transponding aircraft’s registration and type Field 18. <p>In formation is defined within these Operating Regulations as within 1nm and the same level.</p>
Non-Transponding Aircraft	<p>Where the aircraft is flying in formation with one or more aircraft equipped with a transponder (“transponding aircraft”) the flight plan for each transponding aircraft must have included:</p> <ol style="list-style-type: none"> (a) the total number of non-transponding aircraft in Field 9; and (b) RMK/FORMATION WITH NON TRANSPONDING AIRCRAFT together with the non-transponding aircraft’s registration and type Field 18. <p>See paragraph 5.1.16 for details on formation requirements.</p>

*If aircraft are under control of an ATSU prior to entering R112 you may be asked for your approval code by that unit and transferred directly to Atlas Control. Section 5, [Paragraph 5.1.4](#).

3.3 AIRCRAFT EXEMPTIONS FROM R112

The Metropolitan Police and HEMS are exempted from R112. Other exemptions have been issued under certain conditions and include:

- a) Other Police Forces as subject to their exemption.
- b) The Olympic Broadcast Service.
- c) Specific aircraft operating in support of the National Infrastructure.
- d) Aircraft operated by the MOD in direct support of the Olympics.
- e) Farnborough and Southend ATC under specific conditions.

- f) The airfields listed below are on the edge of R112 and have been given exemptions for flights to operate to and from the airfield via approved routes. Pilots wishing to take advantage of these exemptions should contact the airfield for permission and details on the exemption. These may still require specific SSR codes and/or RT contact with Atlas Control:

Airfield Name	Contact Details
Duxford	01223 833376 - between 1000-1800 local only airtraffic@iwm.org.uk
Shuttleworth / Old Warden	Shuttleworth Visitors Centre – 01767 627927 oldwardentower@btinternet.com
Halton	Not accepting visiting aircraft
Earls Colne	Anglian Flight Centres – 01787 223676 www.anglianflightcentres.co.uk enquires@anglianflightcentres.co.uk
Lashenden / Headcorn	Jamie Freeman – 01622890226 or 07711944345
Dunstable Downs	Andrew Roch - 01582 663419
Ridgewell	David Hertzberg - 07813025664 Hertzberg1000@gmail.com
Fowlmere	Derrick Gunning - 01763208281 or 07831 115658 dg@modair.co.uk

- g) Redhill has revised procedures during the restrictions, details can be obtained from: Philip Wright 01737 821800 website: www.redhillaerodrome.com
- h) Individual Farm Strips/Landing Sites as subject to their exemption

4 OTHER RESTRICTIONS INCLUDING PARALYMPICS

4.1 AIRSPACE RESTRICTIONS OTHER VENUES

4.1.1 WEYMOUTH RA(T) – EGR005 – [AIC M079/2012](#)

EGR005 will be active from 2300 UTC 13th July 2012 until 1700 UTC on 8th September 2012.



4.1.1.1 WEYMOUTH RA(T)

The lateral limits of the Weymouth RA(T) are:

Area	Description	Lat	Long
Weymouth Area 1	Calculated Point - Yeovilton AIAA Boundary & Extended EG D012 Eastern boundary	504400N	0024500W
Weymouth Area 2	Yeovilton AIAA South East Point	504400N	0021400W
Weymouth Area 3	EG D026 Northeast Point	504020N	0020755W
Weymouth Area 4	Calculated Point - EG D026/EG D021 Boundary At 503000N Latitude	503000N	0021700W
Weymouth Area 5	EG D021 Westerly Point	503000N	0023000W
Weymouth Area 6	EG D017/EG D021 Boundary & Intersect with 0023000W	502931N	0023000W
Weymouth Area 7	EGD012/EG D013/EG D014/EG D017	503400N	0024500W
Weymouth Area 8	Calculated Point - Yeovilton AIAA Boundary & Extended EG D012 Eastern boundary (Origin)	504400N	0024500W

The vertical limit of R005 is from surface to 3000ft AMSL

4.1.2 EXEMPTIONS FROM R005

Dorset, Devon and Cornwall, Wiltshire, Avon and Somerset Police, the Maritime and Coastguard Agency and the HEMS are exempted from R005. Other exemptions have been issued under certain conditions and include:

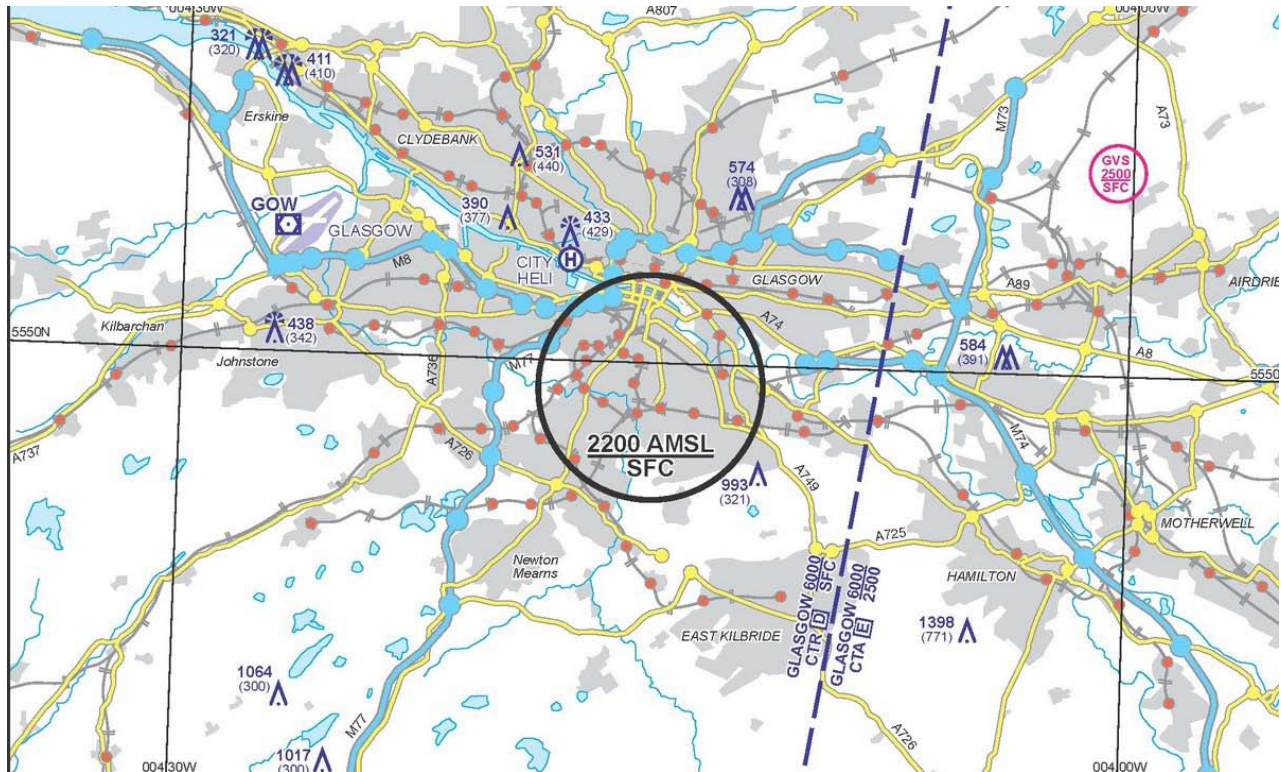
- a) Aircraft inbound to or outbound from Bournemouth airport with an air traffic control clearance issued by Bournemouth airport.
- b) between 0900 UTC and 1900 UTC on 15th August 2012 with the permission of the Weymouth Air Show Flying Display Director for the purpose of participating in the Weymouth Air Show 2012; or
- c) in the service of the Olympic Broadcasting Service.
- d) Aircraft operated by the MOD in direct support of the Olympics.
- e) The following airfields have specific exemptions from R005 at certain times, for details of the exemption, please contact the relevant airfield/club:

Airfield Name	Contact Details
Eyres Field	Peter Molley - 07780 178798
Flying Frenzy Paragliding School	Andrew Pearse – 07990505725
Wessex HGPG Club	www.wessexhgpg.org.uk

4.1.3 HAMPDEN PARK, GLASGOW – AIC M075/2012

Circle of radius of 2 nm centred at 554933N 0041507W from surface to 2200 ft AMSL and is active between:

- 1400 UTC and 2245 UTC on 25th July 2012;
- 0900 UTC and 1745 UTC on 26th July 2012;
- 1400 UTC and 2245 UTC on 28th July 2012;
- 1130 UTC and 1730 UTC on 1st August 2012; and
- 0900 UTC and 1500 UTC on 3rd August 2012,



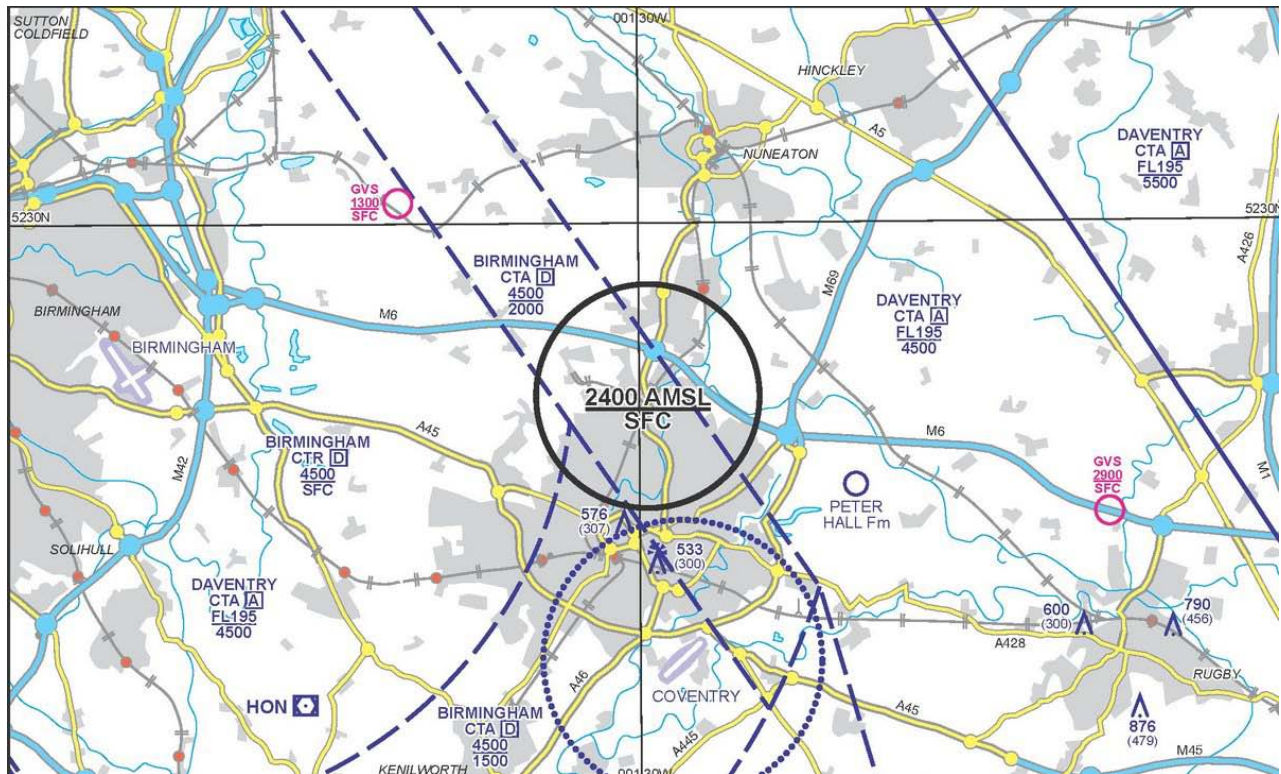
4.1.4 HAMPDEN PARK RA(T)

Strathclyde police, HEMS, aircraft flying in the service of the Olympic Broadcasting Service and aircraft with an air traffic control clearance issued by Glasgow International airport are exempted from this RA(T).

4.1.5 CITY OF COVENTRY STADIUM, COVENTRY – [AIC M070/2012](#)

Circle of radius of 2 nm centred at 522654N 0012945W from surface to 2400 ft AMSL and is active between:

- 1400 UTC and 2245 UTC on 25th July 2012;
- 1645 UTC and 2245 UTC on 26th July 2012;
- 0900 UTC and 1745 UTC on 28th July 2012;
- 1130 UTC and 2015 UTC on 29th July 2012;
- 1645 UTC and 2245 UTC on 31st July 2012;
- 1400 UTC and 2245 UTC on 1st August 2012;
- 1630 UTC and 2230 UTC on 3rd August 2012; and
- 1000 UTC and 1600 UTC on 9th August 2012,



4.1.5.1 *Coventry Chart*

West Midlands police, HEMS, aircraft flying in the service of the Olympic Broadcasting Service and aircraft inbound to or outbound from Coventry airport and aircraft with an air traffic control clearance issued by Birmingham International airport are exempted from this RA(T).

4.1.6 MILLENNIUM STADIUM, CARDIFF – AIC M076/2012

Circle of radius of 2 nm centred at 512843N 0031056W from surface to 2200 ft AMSL and is active between:

- 1300 UTC and 2145 UTC on 25th July 2012;
- 1645 UTC and 2245 UTC on 26th July 2012;
- 1130 UTC and 2015 UTC on 28th July 2012;
- 1130 UTC and 1730 UTC on 31st July 2012;
- 1400 UTC and 2245 UTC on 1st August 2012;
- 1400 UTC and 2000 UTC on 3rd August 2012;
- 1630 UTC and 2230 UTC on 4th August 2012; and
- 1645 UTC and 2245 UTC on 10th August 2012,



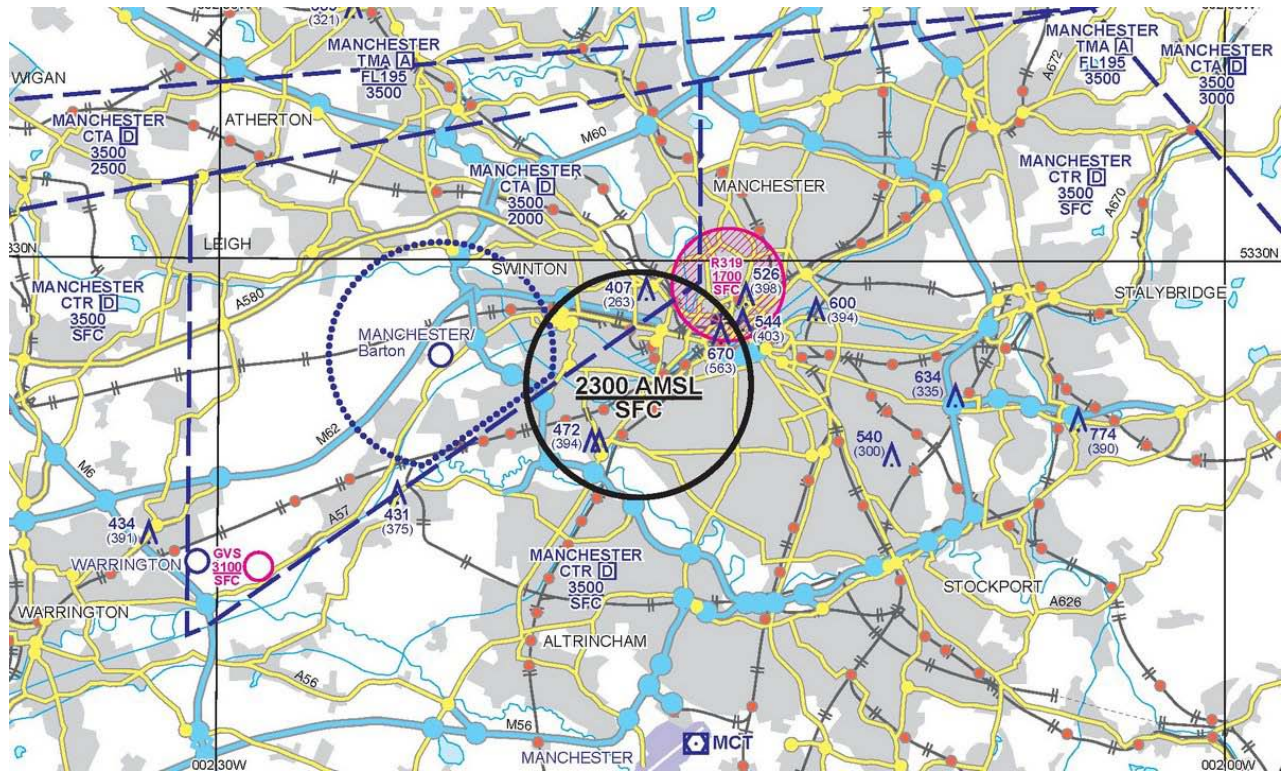
4.1.6.1 *CARDIFF RA(T)*

South Wales police, HEMS and aircraft inbound to or outbound Tremorfa Foreshore Heliport, Cardiff from with an air traffic control clearance issued by Cardiff International airport are exempted from this RA(T).

4.1.7 *OLD TRAFFORD, MANCHESTER – [AIC M066/2012](#)*

Circle of radius of 2 nm centred at 532747N 0021729W from surface to 2300 ft AMSL and is active between:

- 1400 UTC and 2245 UTC on 26th July 2012;
- 0900 UTC and 1745 UTC on 29th July 2012;
- 1415 UTC and 2015 UTC on 31st July 2012;
- 1400 UTC and 2000 UTC on 1st August 2012;
- 0900 UTC and 1500 UTC on 4th August 2012;
- 1645 UTC and 2245 UTC on 6th August 2012; and
- 1645 UTC and 2245 UTC on 7th August 2012,



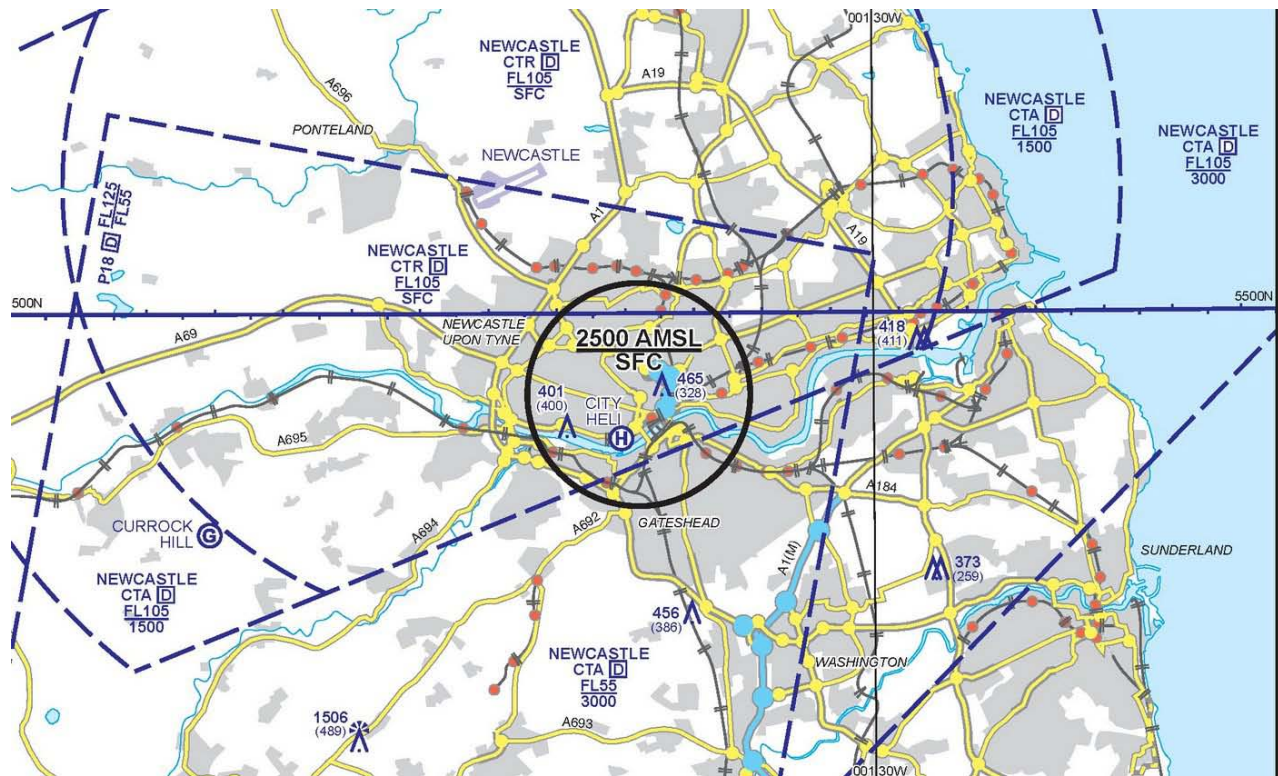
4.1.7.1 *Old Trafford RA(T)*

Greater Manchester police, HEMS, aircraft flying in the service of the Olympic Broadcasting Service and aircraft with an air traffic control clearance issued by Manchester airport and aircraft inbound to or outbound from City Airport Manchester (formerly Manchester Barton) airports are exempted from this RA(T).

4.1.8 ST JAMES' PARK, NEWCASTLE – AIC M069/2012

Circle of radius of 2 nm centred at 545832N 0013720W from surface to 2500 ft AMSL and is active between:

- 1130 UTC and 2015 UTC on 26th July 2012;
- 1400 UTC and 2245 UTC on 29th July 2012;
- 1130 UTC and 2015 UTC on 31st July 2012;
- 1130 UTC and 1730 UTC on 1st August 2012;
- 1130 UTC and 1730 UTC on 3rd August 2012; and
- 1400 UTC and 2000 UTC on 4th August 2012,



4.1.8.1 ST JAMES' PARK RA(T)

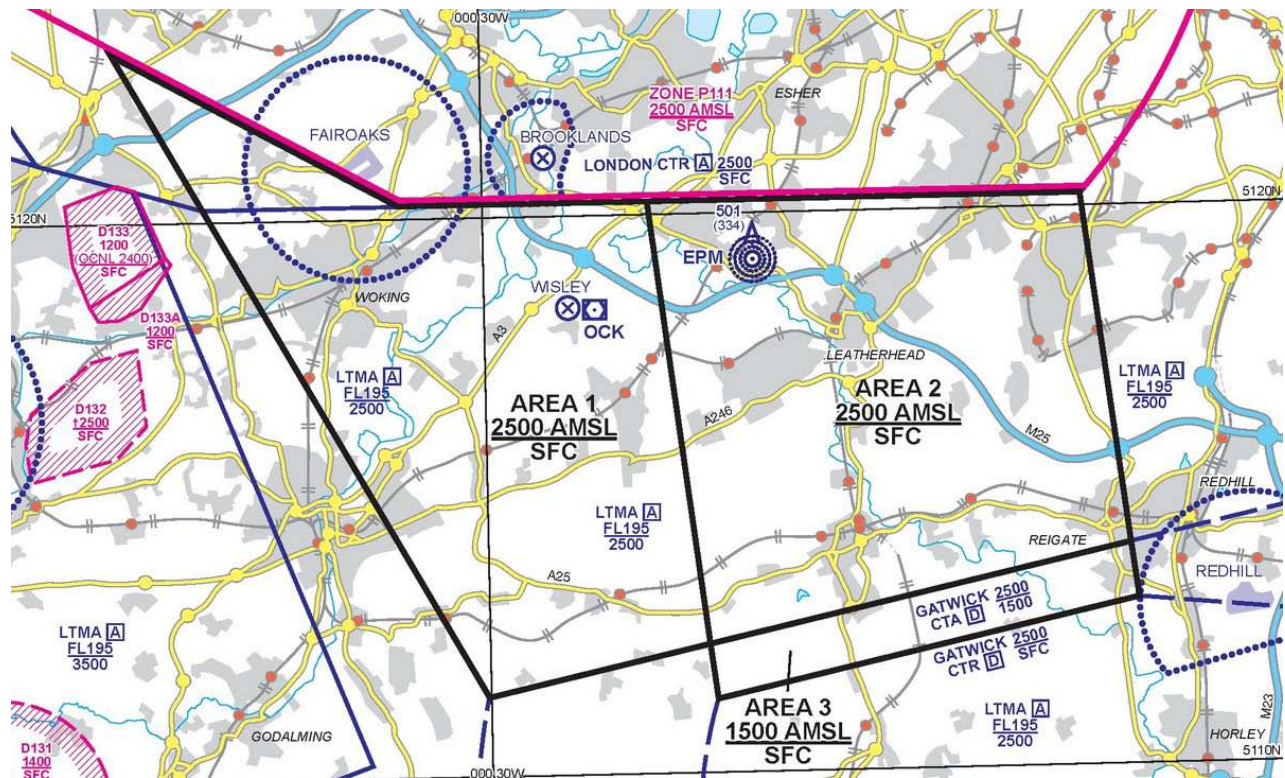
Northumbria police, HEMS, aircraft flying in the service of the Olympic Broadcasting Service and aircraft inbound to or outbound from Newcastle airport or Newcastle City Heliport with an air traffic control clearance issued by Newcastle airport are exempted from this RA(T).

4.1.9 LONG DISTANCE CYCLE RACE – [AIC M071/2012](#)

Area 1 is active from 0845 UTC to 1200 UTC on 28th July and from 1045 UTC to 1400 UTC on 29th July, from surface to 2500 ft AMSL within the area bounded by: 512300N 0004031W - 511124N 0003003W - 511217N 0002344W - 512013N 0002517W - 512013N 0003224W - 512300N 0004031W.

Area 2 is active from 0930 UTC to 1530 UTC on 28th July and from 1130 UTC to 1500 UTC on 29th July from surface to 2500 ft AMSL within the area bounded by: 512013N 0002517W - 511217N 0002344W - 511357N 0001141W - 512013N 0001255W - 512013N 0002517W.

Area 3 is active from 0930 UTC to 1530 UTC on 28th July and from 1130 UTC to 1500 UTC on 29th July from surface to 1500 ft AMSL within the area bounded by: 511217N 0002344W - 511118N 0002332W - 511258N 0001129W - 511357N 0001141W - 511217N 0002344W.

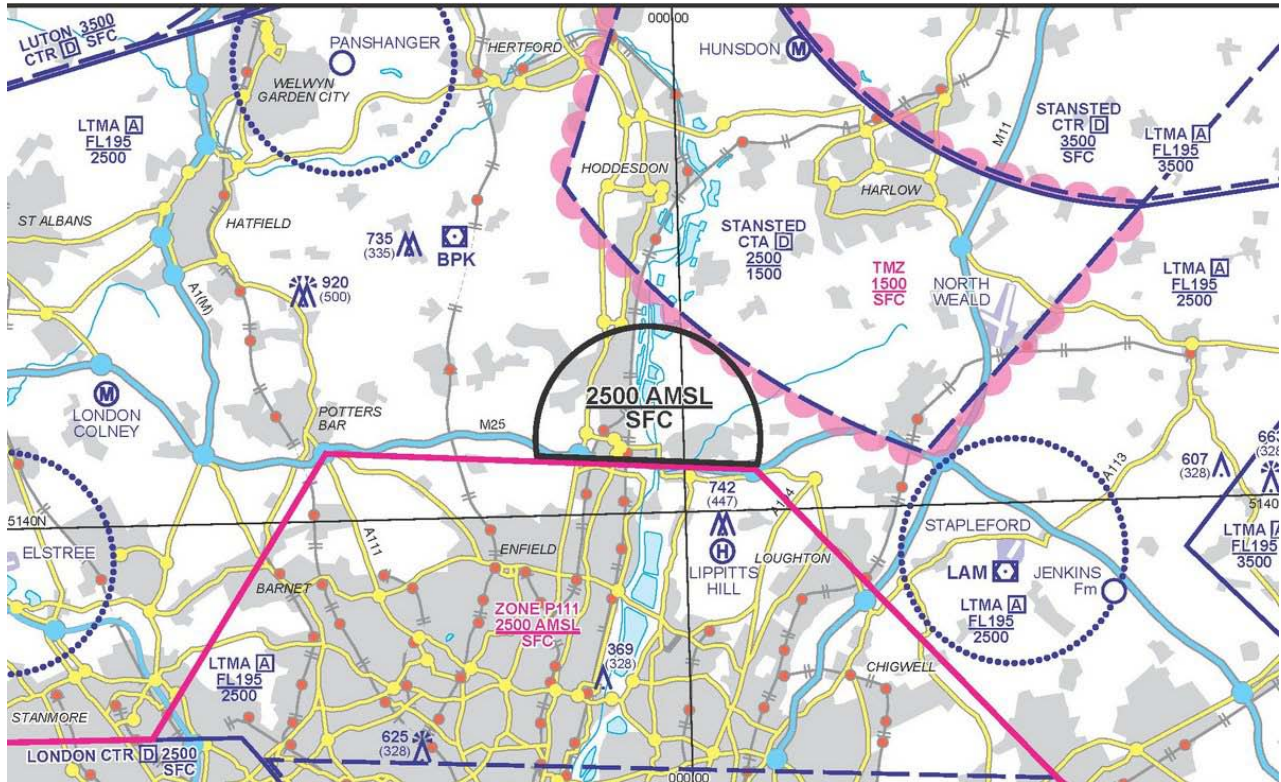


4.1.9.1 LEATHERHEAD RA(T)

Surrey police, HEMS, aircraft flying in the service of the Olympic Broadcasting Service, aircraft in the Fairoaks Local Flying Area under the control of Atlas Control or Farnborough Radar and aircraft inbound to or outbound from Farnborough and Blackbushe airports under the control of Farnborough Radar are exempted from this RA(T).

4.1.10 LEE VALLEY WHITE WATER CENTRE, BROXBOURNE – [AIC M067/2012](#)

Area of a clockwise arc of a circle of radius 2 nm centred on 514118N 0000102W, from 514057N 0000411W to 514042N 0000203E and a straight line joining 514042N 0000203E and 514057N 0000411W from surface to 2500 ft AMSL and is active between 1030 UTC and 1900 UTC on each day between and including 29th July 2012 and 2nd August 2012.



4.1.10.1 LEE VALLEY RA(T)

Hertfordshire and Metropolitan police, aircraft flying in the service of the Olympic Broadcasting Service and HEMS are exempted from this RA(T).

4.2 HADLEIGH FARM – AIC M068/2012

Circle of radius of 2 nm centred at 513245N 0003605E from surface to 2300 ft AMSL and is active between:

0930 UTC and 1530 UTC on 11th August 2012; and

1030 UTC and 1630 UTC on 12th August 2012,



4.2.1 HADLEIGH FARM RA(T)

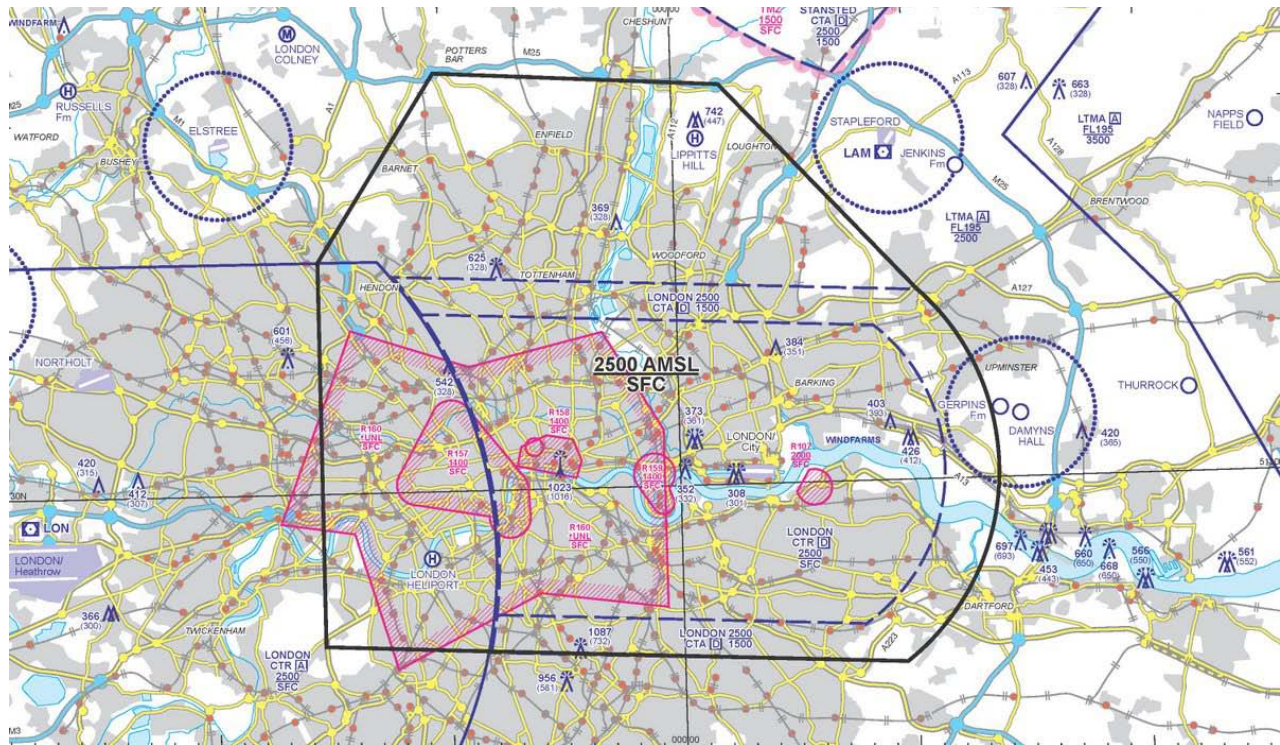
Essex police, HEMS, aircraft flying in the service of the Olympic Broadcasting Service and aircraft on approach or departure to Southend airport are exempted from this RA(T).

4.3 PARALYMPIC RESTRICTIONS

During the Paralympics P111 and R112 are replaced by EGP114, and two separate areas of restricted airspace covering the rowing venue at Eton Dorney and the athletes' village at Egham.

4.3.1 EGP 114 - 16TH AUGUST TO 12TH SEPTEMBER 2012 - [AIC M077/2012](#)

P114 will be active from 2300 UTC on 15th August 2012 until 2300 UTC on 12th September 2012.



4.3.1.1 ZONE P114 CHART

The lateral limits of P114 are:

Area	Description	Lat	Long
Paralympic Area 1	Calculated Point - London CTR Boundary	513611N	0001524W
Paralympic Area 2	Junction 24 of M25	514111N	0001015W
Paralympic Area 3	Junction 26 of M25 (A121 - Waltham Abbey)	514042N	0000203E
Paralympic Area 4	London City CTA	513505N	0001022E
Paralympic Area	<i>Clockwise Arc of circle 6.5NM centred on 513019N 0000319E to....</i>		
Paralympic Area 5	London City CTA	512507N	0000932E
Paralympic Area 6	London City CTA	512541N	0000828W
Paralympic Area 7	Calculated Point - London City CTR extended West	512554N	0001524W
Paralympic Area 8	Calculated Point - London CTR Boundary (Origin)	513611N	0001524W

The vertical limit of P114 is from the surface to 2500 ft AMSL

All aircraft are prohibited from operating within P114 unless in receipt of a specific exemption as outlined in Paragraph 4.3.2

4.3.2 EXEMPTIONS FROM P114

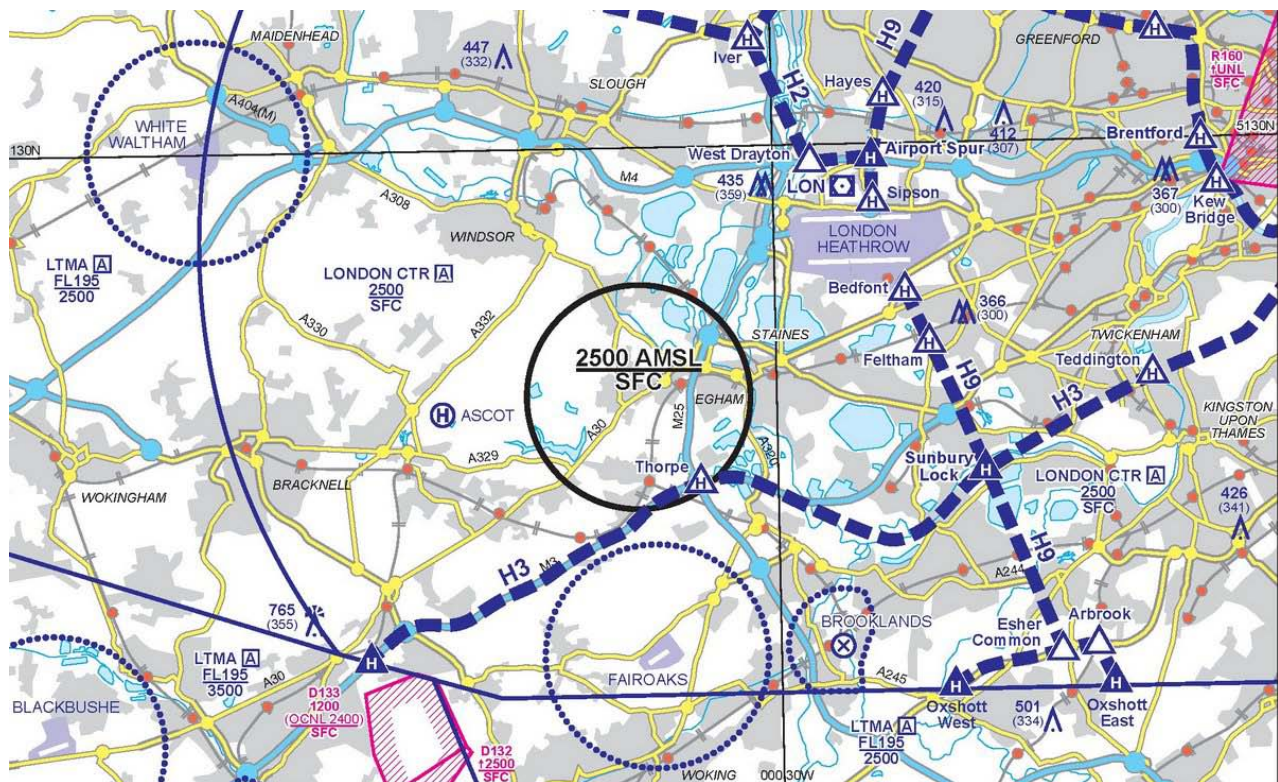
The Metropolitan Police and HEMS are exempted from P114 regulations. Other exemptions have been issued under certain conditions and include:

- a) Aircraft making an approach to, or departing from, London City Airport, London Heathrow Airport or RAF Northolt:

- i. while under the control of the London Terminal Control Centre at Swanwick or Northolt Radar; and
 - ii. the operator of the aircraft complies with the conditions set out in Section 1, Paragraph 2.4 in section 1.
- b) Specific aircraft operating in support of the National Infrastructure.
 - c) Aircraft inbound to Biggin Hill using the instrument approach procedure to runway 21 may transit P114 provided that they are in contact with NATS Terminal Control or Thames Radar.

4.3.3 EGHAM ROWING VILLAGE RA(T) – [AIC M073/2012](#)

The Egham Rowing Village RA(T) will be active from 2300 UTC on 15th August 2012 until 1800 UTC on 4th September 2012. The RA(T) is from surface to 2,500 ft AMSL and is a circle of 2nm radius centred on 512532N 0003357W.

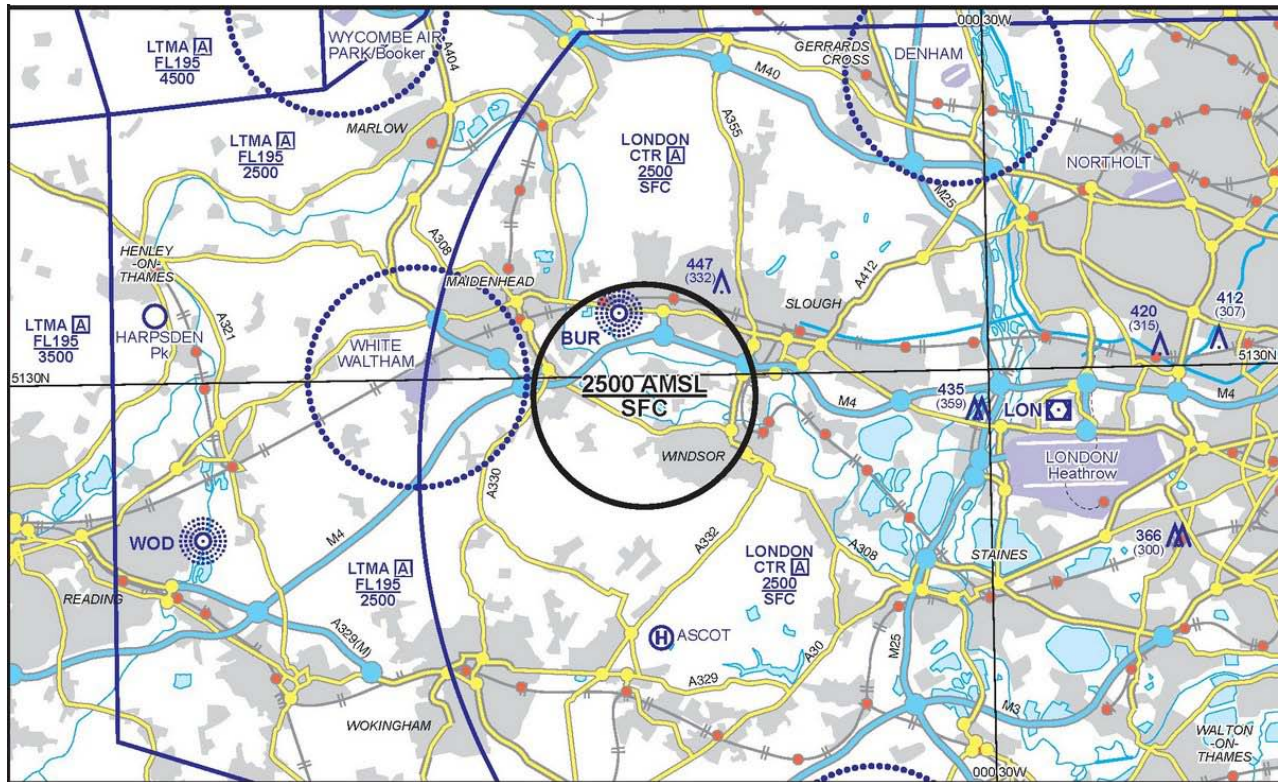


4.3.3.1 EGHAM ROWING RA(T)

Surrey and Metropolitan police, HEMS, aircraft inbound to or outbound from London Heathrow under control of the London Terminal Control Centre and aircraft on helicopter route H3 under control of the London Terminal Control Centre are exempted from this RA(T).

4.3.4 ETON DORNEY RA(T) – [AIC M074/2012](#)

The Eton Dorney RA(T) will be active between 0630 UTC and 1330 UTC from 31st August 2012 to 2nd September 2012. The RA(T) is from surface to 2,500 ft AMSL and is a circle of 2nm radius centred on 512938N 0003956W.

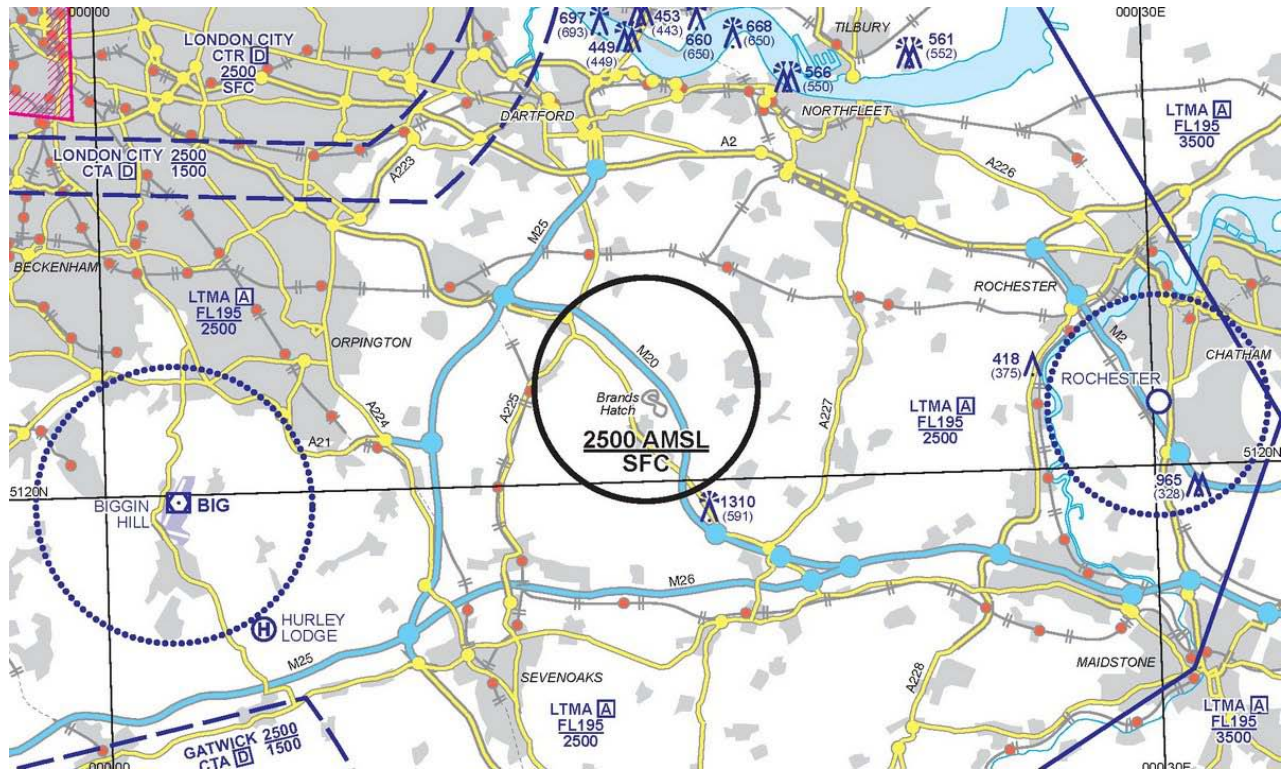


4.3.4.1 ETON DORNEY RA(T)

Thames Valley police, HEMS and aircraft inbound to or outbound from London Heathrow airport or RAF Northolt under control of the London Terminal Control Centre or Northolt Radar are exempted from this RA(T).

4.3.5 BRANDS HATCH – [AIC M072/2012](#)

The Brands Hatch RA(T) is active between 0730 UTC and 2030 UTC from 5th to 8th September 2012. The RA(T) is from surface to 2500ft AMSL and is a circle of radius of 2nm centred at 512138N 0001532E



4.3.5.1 BRANDS HATCH RA(T)

Kent and Metropolitan police, HEMS and aircraft inbound to or departing from Biggin Hill airport under control of the London Terminal Control Centre are exempted from this RA(T).

5 OPERATIONS WITHIN R112 – AIP SUPPLEMENT 004/2012⁶

5.1 ATLAS CONTROL

Atlas Control is a bespoke ANSP which will provide H24 services throughout R112. The aim of this service is to provide assistance to airspace users in the navigation and use of the airspace within R112 whilst meeting the requirements of the airspace restrictions in place for this period. The receipt of a service alone is not sufficient for entry clearance into R112 and pilots shall also comply with R112 regulations as laid down at in Section 3 [Paragraph 3.2](#). The Lateral limits of the Atlas Control area of responsibility is as per the co-ordinates of EG R112 as detailed at Section 3, [Paragraph 3.1](#).

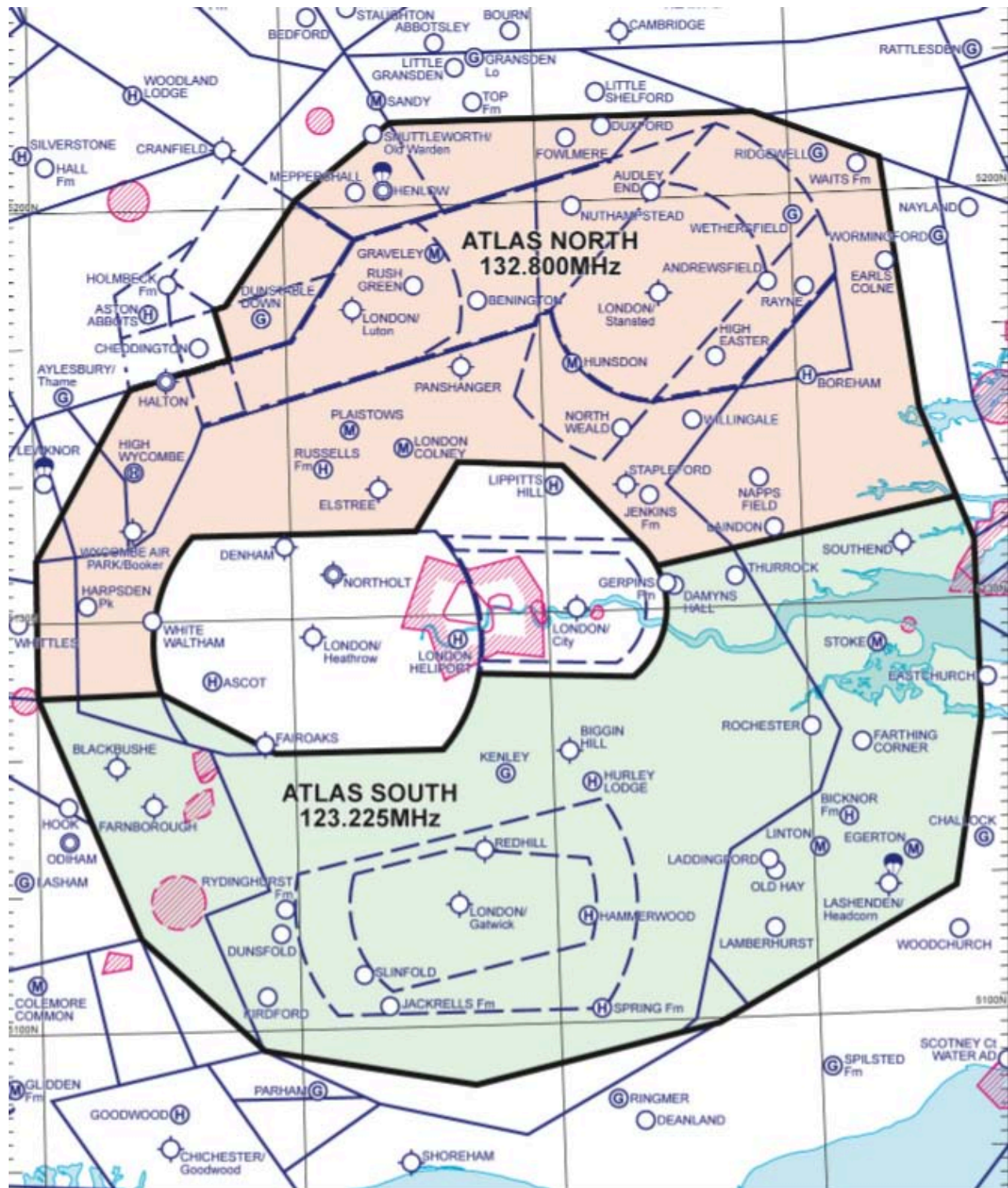
The Atlas Control service is available to all aircraft flying outside CAS, within R112, up to the base of controlled airspace. The service is available H24 from 2300 UTC on 13th July 2012 until 2300 UTC on 15th August 2012. Two sectors are established for Atlas Control; North and South, as shown next page. Each sector has its own Initial Contact Frequency (ICF) as shown next page.

The sectors within Atlas Control will be referred to as Atlas North and Atlas South, the radio callsign for all areas is 'Atlas Control'.

Atlas North ICF 132.800 MHz;

Atlas South ICF 123.225 MHz.

⁶ Atlas Control may be extended to cover the Paralympic Games should the Government consider the threat assessment warrants the airspace protection.



5.1.1 ATLAS NORTH AND SOUTH CHART

5.1.2 DESCRIPTION OF SERVICE

Atlas Control will provide a Deconfliction Service, Traffic Service or Basic Service (dependent on the service requested and controller workload). For a description of the services see [UK AIP 1.1.2](#) (Air Traffic Services Outside Controlled Airspace (ATSOCAS)).

The boundaries shown indicate the extent of the available service and do not infer that Atlas Control will be the Controlling Authority for the crossing of either CAS, TMZ, ATZ, prohibited or other existing restricted airspace.

5.1.3 SERVICE PROVISION

Atlas Control will be the only provider of ATSOAS within R112. However, Farnborough LARS is permitted to operate under circumstances detailed below. In those areas bordered by existing LARS units, the established providers will continue to provide a service outside of R112.

5.1.4 FARNBOROUGH LARS.

Farnborough LARS East and North will be suspended from 2300 UTC on 13th July 2012 to 2300 UTC on 15th August 2012. Farnborough LARS West will continue to provide a LARS service within the limits of radio/radar cover and will be reconfigured to cover the area of Farnborough LARS West outside of R112 as depicted below. The frequency for Farnborough LARS West is 125.250 MHz.

Details of CAS(T) implemented around Farnborough and the Farnborough LARS monitoring codes can be found at Section 10, [Paragraph 10.4](#).



5.1.5 FARNBOROUGH WEST CHART

5.1.6 MANDATORY PROCEDURES

Flight plans to Atlas Control must be submitted to the address EGGOLYMP between 2 and 24 hours prior to departure and an approval number received from Atlas Control before a flight can take place (more detail about flight plans can be found at [Section 8](#)). Flights originating within R112 from a location that do not have an airfield squawk allocated as outlined in [Section 3](#),

Paragraph 3.2 should squawk 6400 on departure. Transponders must have both Mode A and Mode C or Mode S for operations within R112.

Initial contact with Atlas Control should be made either within 3nm from the airfield of departure if within R112 or within 10nm on approach to the outer boundary of R112 – aircraft should not fly further than 3nm from their airfield or cross the boundary of R112 until they are in two-way contact with Atlas Control. Aircraft under the control of an ATSU prior to entry of R112 may be asked for their approval code by that unit and be transferred directly to Atlas Control. Pilots should call either Atlas North or Atlas South, whichever sector's airspace they are planning to enter first, by RTF communication on the appropriate ICF.

On initial contact with Atlas Control ICF, pilots must comply with the following amended RT procedures:

'Atlas Control,(aircraft callsign), approval number (as received from Atlas Control) request....(type of service required)';

Without the approval number you are not permitted to fly in the Zone.

When making their initial calls, pilots approaching R112 from outside, intending to enter R112, are to ensure that they allow sufficient time prior to entry in order to allow for possible delays in establishing 2-way RTF contact;

All pilots will then be transferred from the ICF to a separate control frequency for their transit. On transfer to this new frequency, pilots should then pass the following information:

- i. Callsign and type of aircraft;
- ii. Estimated position;
- iii. Heading;
- iv. Flight level or altitude;
- v. Intention (next reporting point, destination, etc).

Pilots should maintain a listening watch on the allocated RTF frequency and follow instructions issued by the controller or, if unable to do so, advise controller of non-compliance (including reason).

Pilots unable to contact Atlas Control should follow the procedures at [Paragraph 5.1.10](#) (R112 RT failure procedures).

Reporting of flight conditions is not required unless requested by controllers.

When leaving R112 or being transferred to an airfield within the confines of R112, aircraft will, wherever possible, be handed over from controller to controller in an area of overlapping radar cover and pilots instructed to 'contact' the next unit. When this cannot be affected, pilots will be informed of their position and advised which unit to call for further service.

If a pilot wishes to enter controlled, restricted or prohibited airspace embedded within R112, they must inform Atlas Control. Atlas Control will obtain clearances, where possible.

General handling is not permitted within R112

Aircraft that are departing from an airfield within R112 that also holds a Letter of Agreement (LoA) with another airfield or ATC unit, must also adhere to their LoA.

Flight plans will need to be activated by a departure message, if the airfield of departure is unable to activate a flight plan the pilot needs to inform Atlas Control, so that activation can be done on their behalf.

5.1.7 DEVIATION FROM FLIGHT PLANNED ROUTE IN R112

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 contact 121.5MHz and declare an emergency. If possible also squawk emergency (7700). The controller will immediately help you.

5.1.8 TERRAIN CLEARANCE

Terrain clearance will be the responsibility of the pilot. However, Atlas Control will set a level or levels below which a Deconfliction Service will be refused or terminated.

5.1.9 ATLAS CONTROL MONITORING CODES

Pilots of transponder equipped aircraft and operating within 10nm of R112 but not intending to enter R112, and not under the control of another ATS provider, should select the appropriate SSR conspicuity code as shown below (with Mode C if fitted) and listen out on the appropriate ICF. This will allow Atlas Control to attempt to establish contact with an aircraft which is considered to be infringing, or likely to infringe, R112 in order to resolve an actual or potential infringement quickly and efficiently. Selection of such codes does not imply the provision of any form of Air Traffic Service. The codes are:

Atlas North - 1500

Atlas South - 1600

5.1.10 INFRINGING R112

If you do not have authorisation to enter R112 but believe you have infringed, revert to the rules of basic airmanship – speak up rather than let the situation deteriorate. If receiving an ATS, immediately make a PAN call and retain any assigned squawk and continue as directed. If not receiving an ATS immediately contact the Distress and Diversion cell on 121.5MHz or either Atlas North on 132.800MHz or Atlas South on 123.225MHz, squawk emergency (7700) and follow instructions. The controller will help you to resolve the situation and avoid the need to escalate the situation and stop any possible military intervention. However, wilful disregard of the regulations to use R112 may have subsequent pilot licence and legal implications whether or not security action is taken. If you believe you have infringed R112 and have a radio failure, follow the procedure for radio failure below and turn away from London. If you are intercepted by a military aircraft follow the interception response procedures detailed in Section 6, and await further instructions. If you cannot be contacted by radio these may involve being escorted clear of R112 and then directed to land at a suitable aerodrome.

5.1.11 UNAUTHORISED AIRCRAFT ENTERING R112

If you enter R112 without the appropriate authorisation then you will be asked to leave the area. This broadcast will be made on both Atlas Control ICFs as well as on 121.5MHz. You are required to comply with the instructions to leave or you will become subject to security action taken against an unauthorised flight within the zone. The transmission will state:

“Aircraft in position XXXX, squawking XXXX (if equipped with a transponder), you are entering a Restricted Zone without authorisation, you are required to turn back immediately and pass your details.”

5.1.12 RADIO FAILURE

Radio failure on departure for airfields within R112

On the ground - if, prior to departure, you suspect that your radios are not working or you are unable to ascertain their functionality, **DO NOT** get airborne. Ensure any radio issues are resolved prior to departure. If you are unable to solve your problem within the +/- 30 minute window allowed for your flight plan, you will need to submit a new flight plan and receive a new approval number prior to attempting any further flight.

On departure - Prior to leaving the circuit/airfield boundary or Local Flying Area as agreed for some airfields during the restrictions - if, on departure, you discover that your radio has failed and/or you are unable to raise Atlas Control on any published frequency, **DO NOT** attempt to continue with your flight:

If it is safe to do so, squawk radio fail (7600) and land at the location you have just departed.

If it is unsafe to land back at your departure airfield or you have an additional in-flight emergency, squawk radio fail (7600) and continue to attempt to raise Atlas Control on any published frequency or the Distress & Diversion Cell (D&D) on 121.5MHz. Make your way to the nearest suitable landing site and telephone Atlas Control on landing to inform them of your situation – 01489 612943. Maintain radio fail (7600) squawk for the duration of your flight. **Note:** this **may** invoke security procedures including intercept by military aircraft and it is your responsibility to be familiar with the correct procedures for that situation and to follow them (see [Section 6](#)).

Radio Failure in flight within R112:

Whilst on route - if, during your flight, you discover that your radio has failed and you are unable to contact Atlas Control on any published frequency or D&D on (121.5MHz):

If it safe to continue your flight - maintain your flight planned route. Squawk radio fail (7600) for the duration of your flight and contact Atlas Control on landing to inform them of your situation – 01489 612943.

If it is unsafe to continue for any reason - squawk radio fail (7600) and make your way to the nearest suitable landing site. Call Atlas Control on landing to inform them of your situation. **Note:** this **may** invoke security procedures including intercept by military aircraft and it is your responsibility to be familiar with the correct procedures for that situation and follow them (see [Section 6](#)).

If planning to re-enter R112 as part of the same flight - see procedures below.

Lost Communications outside R112

For those aircraft that have departed from airfields outside R112 but where transit takes them into the area, the following procedure must be followed:

Prior to entering R112 you must make contact with Atlas Control on the published ICF, depending on your location. If you are unable to contact Atlas Control you **MUST NOT** enter R112. Instead you should route around R112 and continue to attempt to contact Atlas Control, or either return to your departure aerodrome, if you can, remaining clear of R112 or divert to a suitable alternative airfield outside of R112.

5.1.13 SSR FAILURE:

Before departure for a flight originating within R112 or from outside R112 - if, prior to departure you are aware that your transponder is no longer in serviceable order, you **MUST NOT** continue with your planned flight. If you are unable to solve your problem within the +/- 30 minute window allowed for your flight plan, you will need to submit a new flight plan and receive a new approval number prior to attempting any further flight.

In flight in R112 - if your transponder fails in flight it is likely that Atlas Control will be the first to notice and inform you of the failure. You may be able to continue with your flight as planned but will not be allowed to make any further flights within R112 until the transponder is serviceable.

5.1.14 EMERGENCY CLEARING OF R112:

It may be necessary to clear R112 of all aircraft. In this situation, the following transmissions will be made:

“Atlas Control has been directed by.....(authority) that flight within R112 is no longer permitted. All aircraft are to pass their intentions to the controller in response to their callsign”

When the controller calls, pilots need to confirm they have understood the message and confirm their intentions, notifying the controller of the airfield that they wish to divert to. In some cases, it may be permissible for aircraft to continue to their original destination. However, where instructions are given, they should be followed unless to do so would compromise flight safety.

In accordance with CAP 413, Radiotelephony Manual, student pilots should identify themselves as such to the controller.

“Atlas Control, STUDENT G-ABCD”

In the event of being unable to fly to an alternative airfield due to inexperience, unfamiliarity, etc, the student pilot may need to reiterate their student status in the event of an unfamiliar instruction.

5.1.15 SYSTEM FAILURE AT THE OLYMPIC AIRSPACE MANAGEMENT CELL (OAMC)

In the unlikely event of a system failure at the Olympic Airspace Management Cell, the operations centre for Atlas Control, where there is time Atlas Control will warn pilots and endeavour to transfer aircraft to alternative air traffic control providers. However, when this proves impossible a transmission to vacate R112 will be broadcast on all Atlas Control frequencies and 121.5MHz. In such circumstances aircraft are to vacate R112 by the safest and most expeditious route, avoiding P111.

5.1.16 FORMATION FLIGHTS

Non-transponding aircraft are permitted to fly in formation with one or more aircraft equipped with a transponder subject to the following information being contained in the flight plan:

- (a) the total number of non-transponding aircraft in Field 9; and
- (b) RMK/FORMATION WITH NON TRANSPONDING AIRCRAFT together with its registration and type Field 18.

In flying such a formation, and in accordance with UK AIP ENR 1.1.4, the aircraft must be contained within 1 nm laterally and longitudinally and operated at the same level. The formation leader is responsible for ensuring safe separation between aircraft comprising the formation. In

making contact with Atlas Control, the formation leader shall state the number of aircraft in the formation. All Atlas Control instructions and clearances will be addressed to the formation leader.

5.2 FLIGHTS OPERATING IN CONTROLLED AIRSPACE

For IFR flights in the en-route system remaining within controlled airspace (CAS) all the way to/from the airport there is no requirement to follow the Atlas Control procedures in R112.

For IFR in the CAS en-route system but with a destination in Class G within the R112 restricted airspace there is no need to flight plan to Atlas Control. The IFR flight plan will be auto forwarded. Terminal Control will transfer aircraft to Atlas Control or other suitable ATSU if they are leaving CAS more than 5 miles from destination or direct to the aerodrome if leaving CAS within 5 miles of their destination.

For flights departing a Class G airfield situated inside R112 and joining CAS there is no need to submit a flight plan to Atlas Control. The IFR plan will be auto forwarded. IFR Clearances will specify which agency the aircraft has to call departure. If Atlas Control, they will transfer aircraft to Terminal Control.

5.3 ATLAS CONTROL CONTACT NUMBER

The contact numbers for Atlas Control are:

Atlas Control Supervisor: 01489 612943

Atlas Control Flight Planning: 01489 612944



6 DETAILS OF MILITARY INTERCEPTION PROCEDURES

In support of the London 2012 Olympic Games Airspace Restrictions, the Ministry of Defence will be ready to respond to any infringement of the airspace by interception of these aircraft. Intercept procedures will differ from those laid down in ENR 1-12-1- Interception of Civil Aircraft.

Users of the airspace as described in UK AIP Supplement S 004/2012 need to understand the Interception Protocol. Following interception you may be escorted to the nearest suitable airfield to land.

6.1 INTERCEPTION BY TYPHOON: ACTIONS REQUIRED



Contact ATC on in use frequency or Guard 121.5MHz

Typhoon Intercept Action		Response of Intercepted Aircraft
	Typhoon will join on left hand side of your aircraft and rock wings	Rock your wings and follow Typhoon Turn away from London Comply with further instructions
	Typhoon will break left to right in front of your aircraft	Rock your wings and follow Typhoon Turn away from London Comply with further instructions
	Typhoon will break left to right in front of your aircraft whilst firing flares	Rock your wings and follow Typhoon Turn away from London Comply with further instructions

Typhoon may circle your aircraft to maintain surveillance, once on initial heading maintain it until instructed otherwise.

6.2 INTERCEPTION BY MILITARY HELICOPTER: ACTIONS REQUIRED

Contact ATC on in use frequency or Guard 121.5MHz

Helicopter Intercept Action		Response of Intercepted Aircraft
Military helicopter will join on left hand side of your aircraft and pilot will rock his aircraft		Rock your wings and follow helicopter Turn away from London Comply with further instructions
	Military helicopter will display 'Follow Me' sign at your aircraft	Rock your wings and follow helicopter Turn away from London Comply with further instructions
	Military helicopter will alert your aircraft with green laser or fire a flare	Rock your wings and follow helicopter Turn away from London Comply with further instructions

6.3 OTHER INTERCEPT ACTIONS

Acknowledge compliance as soon as possible and try to contact ATC either on 121.5MHz or any other ATC provider.

In the case of gliders and other non-powered aircraft will be required to turn away from London and land at nearest suitable site (see paragraph 6.3.1 below).

In the event of radio failure, follow the procedures outlined in Section 5, [Paragraph 5.1.10](#)

6.3.1 GLIDERS

During the period of the Olympic Games (14th July to 15th August) a Restricted Zone R112 and Prohibited Zone P111 are established around London and the Olympic venues. Flights by gliders into the Prohibited Zone are FORBIDDEN. Flights by gliders within the Restricted Zone are permitted but you are required by law to comply with the Regulations. For more information on flying within the Restricted Zone consult the Olympics Airspace Guide or <http://olympics.airspacesafety.com>

The restrictions will be monitored and enforced by the Ministry of Defence. As a result, if a glider enters any of the restricted airspace without permission, or deviates from a route agreed with Air Traffic Control, it is likely it will be intercepted by a military aircraft. In the case of a glider it is most likely that the intercepting aircraft will be a helicopter.

There are specific procedures that must be followed if you are intercepted by a military aircraft. As a last resort, if you fail to comply with the procedures or you fail to comply with the directions of the military aircraft, you may be considered a threat to security which may result in the use of lethal force.

Actions required in the event of being intercepted by a military helicopter

Set your radio, if equipped, to 121.5 MHz and respond to the call from the military helicopter.

Helicopter Intercept Action	Response of Intercepted Glider
Military helicopter will join on the left hand side of your aircraft and the pilot will rock his aircraft.	Rock your wings and follow helicopter. Turn away from London
Military helicopter will display 'Follow Me' sign at your aircraft.	Rock your wings and follow helicopter Turn away from London
Military helicopter will alert your aircraft with green laser or fire a flare.	Rock your wings and follow helicopter Turn away from London
Military helicopter will direct you to the edge of the Restricted Zone.	Follow helicopter instructions.
After turning away from London, the military helicopter will escort you towards a suitable airfield if there is one nearby, or an area of suitable farmer's fields, and stand-off to allow you room to manoeuvre.	Follow helicopter instructions. Carry out a normal circuit and landing in the field/airfield.

You are responsible for planning your landing site, circuit and landing. In the event of a field landing you are also responsible for selecting an appropriate field. The military helicopter will follow you from a distance to allow you the room to manoeuvre.

In either case, if you have a radio, set it to 121.5 MHz and communicate with the military helicopter explaining your intentions. At all times **avoid turning back towards London** as this may be perceived as a threat to security.

The decision where to land is the glider pilot's choice, whether that is a gliding club or farmer's field depending on prevailing weather conditions. You will be escorted to that landing site. **Always comply with the directions given by the military helicopter where possible.**

If your glider is not equipped with a radio that can be tuned to 121.5 MHz it will be very difficult to communicate clearly with the intercepting aircraft and you will not be able to alert ATC or the military if you inadvertently enter the Restricted Zone or get lost. **It is very strongly recommended that you have a serviceable radio that can be tuned to 121.5 MHz if you plan to fly in the vicinity of the Restricted Zone.**

7 DANGER AREA CHANGES AND D138 CORRIDOR

7.1 TEMPORARY DANGER AREA CHANGES

Subject to NOTAM, the following Danger Areas are expected to have restricted availability or will be suppressed during the activation of P111 and R112:

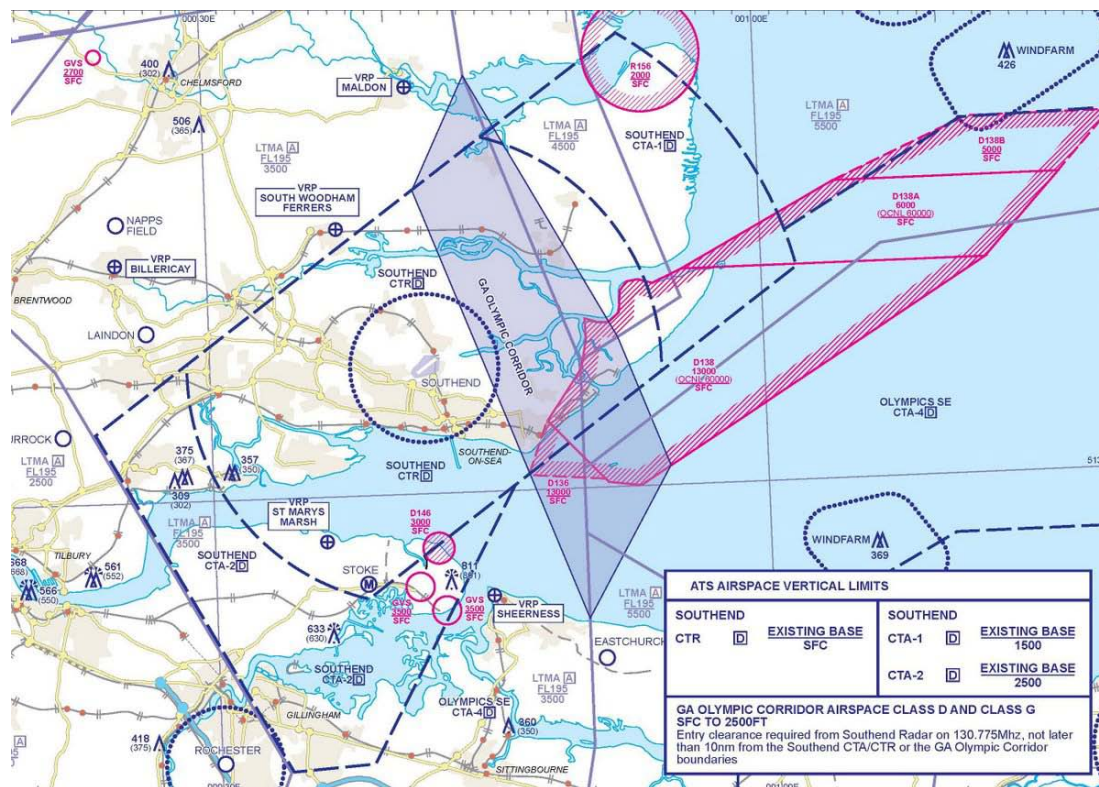
7.2 EG D136, EG D138, EG D138A AND EG D138B - SHOEBURYNESS.

Subject to confirmation by NOTAM, from 0700 UTC 16th July 2012 to 1900 UTC 15th August 2012, EG D136, EG D138, EG D138A and EG D138B will continue to remain active up to the lower limits of CAS (T). There are specific exceptions when Danger Area activity will be promulgated to specific operating limits as agreed between the Danger Area Sponsor and NATS.

7.2.1 D138 SHOEBURYNESS OLYMPIC GA CORRIDOR

To ease the flow of traffic around R112 a bi-directional 'GA Olympic Corridor' is established from the surface to 2500 ft AMSL between the following co-ordinates:

514401N 0004412E - 513502N 0005204E - 513039N 0005441E - 512536N 0005000E - 514013N 0004114E - 514401N 0004412E.



7.2.1.1 Shoebury Corridor Chart

Most of the 'GA Olympic Corridor' is contained inside the temporary Southend CAS(T). In order to enter the Southend CAS(T) and/or to use the 'GA Olympic Corridor', an entry clearance must be requested and obtained from Southend Radar on 130.775 MHz, not later than 10nm from the 'GA Olympic Corridor' boundaries.

The airspace depicted above is that which is delegated to Southend for the purpose of transits through EG D138. As use of the corridor requires crossing of the Southend CTR, ATC clearance is required from Southend 130.775 MHz. R112 regulations do not apply within the portion of R112 specified as the 'GA Olympic Corridor' providing the pilot is in 2-way RT contact with Southend ATC and are positively identified by Southend ATC. Subject to ATC clearance, pilots may enter or leave the corridor to/from the east anywhere north of D138 and aircraft do not need to maintain flight through the full extent of the corridor north of D138. Pilots should be alert to potential increased aerial activity on the entry and exit of the corridor and, unless Southend ATC advises otherwise, that EG D138 remains active to the east.

Non-radio traffic is not permitted to use the corridor.

The GA Olympic Corridor may be closed by NOTAM at anytime.

The GA Olympic Corridor will **not** be available:

0730 UTC to 1200 UTC on 16th July 2012

0830 UTC to 1300UTC on 17th July 2012

0900 UTC to 1330 UTC on 18th July 2012

D138 and D138A will remain in use routinely and notified to 6000ft AMSL. However, the hazardous activity will be confined to the following area:

51° 35.333' N 0° 52.864' E - 51° 36.187' N 0° 52.903' E - 51° 36.575' N 0° 52.495' E - 51°
36.790' N 0° 52.509' E - 51° 36.846' N 0° 53.744' E - 51° 37.097' N 0° 55.805' E - 51°
37.481' N 0° 56.644' E - 51° 36.945' N 0° 59.054' E - 51° 35.128' N 0° 58.796' E - 51°
35.224' N 0° 56.261' E – Origin – As shown on the chart below.

In the event of urgent activity outside the planned area, the Danger Area will be notified to the required operational altitude and the GA Olympic Corridor will be closed.



7.2.1.2 SHOEBURY CHART

7.3 EG D129 – WESTON ON THE GREEN , EG D206 - CARDINGTON AND EG D146 - YANTLET.

Subject to confirmation by NOTAM, from 0700 UTC Monday 16th July 2012 to 1900 UTC Wednesday 15th August 2012, EG D129, EG D206 and EG D146 are planned to be closed. Gliding activity will continue to take place at D129, Weston on the Green.

7.4 EG D113A – CASTLE MARTIN.

Subject to confirmation by NOTAM, (Castlemartin) is restricted to 22,000 ft AMSL during the following periods:

- 0600 UTC to 2100 UTC on 16th July 2012;
- 0500 UTC to 2100 UTC daily 17th July to 14 August 2012;
- 0500 UTC to 1900 UTC 15th August 2012 .

7.5 EG D064 A/B/C – SOUTHWEST MANAGED DANGER AREA

EG D064 A/B/C (Southwest MDA) is restricted to an upper limit of FL 240 during the following periods:

- 0600 UTC to 2100 UTC 16th July 2012;
- 0500 UTC to 2100 UTC daily 17th July to 14th August 2012;
- 0500 UTC to 1900 UTC Wednesday 15th August 2012.

7.6 EG D123/124/125/126/127/128 – SALISBURY PLAIN DANGER AREAS

Subject to confirmation by NOTAM, EG D123/124/125/126/127/128 will be restricted to below the lower limits of CAS (T) for the periods:

- 0700 UTC to 2100 UTC 16th July 2012 ;
- 0600 UTC to 2100 UTC daily 17th July to 14th August 2012;
- 0600 UTC to 1900 UTC 15th August 2012.

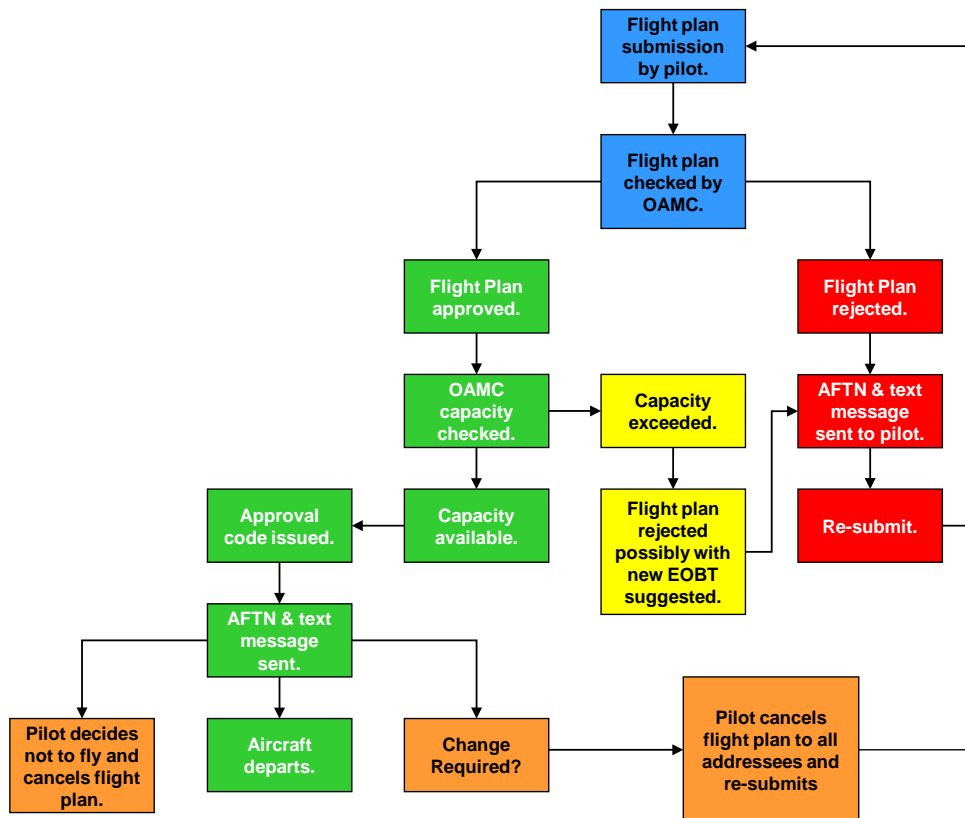
7.7 EG D122A/B/C – WESSEX.

From 0700 UTC 16th July to 1900 UTC 15th August 2012, EG D122A/B/C are not available for use.

8 FLIGHT PLANNING

8.1 SUBMITTING A FLIGHT PLAN

The following diagram explains the process of filing a flight plan to Atlas Control.



Flight plans can be filed by any electronic method, but **must be submitted not less than 2 hours and not greater than 24 hours before flight planned departure time** – flight plans will not be accepted by telephone, fax or whilst airborne.

Any flight inbound or outbound from Slot Coordinated airfields conducting an IFR flight that requires a flight plan to be filed will need a pre-allocated airfield slot. Details of how to obtain a slot can be found in [Section 11](#). Atlas Control cannot provide airport slots.

The flight plan cell will check the flight plan is acceptable and that the flight does not enter P111. **What they will not check is whether that flight plan remains clear of controlled airspace -**

that remains the responsibility of the pilot in command filing the flight plan. They will also check that Atlas Control has the capacity to work the aircraft at the requested time.

If these checks highlight an issue then the flight plan will be rejected and a free format message including a copy of the rejected plan will be returned to the originating AFTN address. Some assistance as to how to correct the flight plan will be included.

If the issue is capacity at the exact time requested, but there is capacity within a relatively short period either later or earlier then an alternate departure time will be provided. If you wish to use this new time then you need take no further flight planning action. The approval number given by Atlas Control will be the approval number to use this new time. However, if this new time is unacceptable you are asked to cancel the original flight plan. The approval number is NOT valid for the original time requested.

Once a flight plan is accepted an acceptance message will be sent back to the applicant's originating AFTN address with an approval number. This number is the authorisation for the flight and will need to be given to Atlas Control on first contact (See Section 5, [Paragraph 5.1.4](#)). A text message will also be sent if a mobile number was provided but neither Atlas Control or the mobile service provider offer any commitment to deliver that message by a certain time.

Unless circuit flying as described at Section 3, [Paragraph 3.2](#), you cannot enter R112 until you have received the acceptance message and approval number.

The flight plan allows you +/- 30 minutes latitude to make first contact with Atlas Control and this information will also be held by the controller. If pilots contact Atlas Control outside of these times, the approval number will no longer be valid and flight into the airspace will be refused. No changes or delays to flight plans will be accepted and will require the original flight plan to be cancelled and a new one resubmitted.

All flight plans will be dealt with on a first-come, first-served basis to ensure that it is fair for all users of the airspace.

8.2 FLIGHT PLANNING ASSISTANCE

The Atlas Control flight planning helpdesk can be contacted on 01489 612944, H24.

8.3 STEP BY STEP GUIDE TO FLIGHT PLANNING PROCESS

8.3.1 SUBMISSION TIMES

Flight Plans are to be submitted to EGGOLYMP no earlier than 24 hours prior to and no later than 2 hours before your flight planned departure time. All flight plans must be VFR or IFR only; mixed IFR/VFR flight plans are not permitted. IFR flights through CAS/CAS(T) for airfields within R112 outside of CAS or CAS(T) will automatically be sent to Atlas Control and do not need to be sent to EGGOLYMP. IFR flights outside of controlled airspace within R112 must be address to EGGOLYMP.

8.3.2 CA48 FPL FORM COMPILATION– USEFUL POINTERS – SEE ALSO [NATS AFPEX ONLINE GUIDE](#)

In addition to the standard ICAO regulations for CA48 completion, the following are to be included when appropriate:

- a. R112 Crossing Points.** In order to maximise the capacity of R112 Atlas Control needs to know when aircraft are going to cross the boundary of R112 and from this information Atlas Control can work out the capacity of the airspace more accurately. R112 boundary crossing points and Estimated Elapse Times (EET) for that point must be included in Field 15 & 18 of flight plans. This can be in the form of a LAT/LONG or fixed radial and distance from a known beacon. For example:

[EET/5103N00041W0025](#)

- b. Field 9 - Number.** If you are flying in formation with another aircraft, enter the number of aircraft and enter the second aircrafts details in Field 18.
- c. Field 9 – Type.** Atlas Control systems use the aircraft type to double check the speed in Field 15 is within tolerance, and therefore may reject a FPL with an unrecognised aircraft type. Ensure that you use the correct ICAO aircraft type designator these are listed in [ICAO Doc 8643](#).
- d. Field 13 – Departure Aerodrome.** If the departure point does not have an ICAO address, then [ZZZZ](#) is to be inserted. DEP/ is to be included in Field 18 followed by the fix radial distance (FRD), lat and long, or name of the departure point. For example:

[DEP/LITTLE SNORING](#) [DEP/BKY360002](#)

[DEP/5201N00018W](#)

The lat and long or FRD is to be included as the first element of the route in Field 15.

- e. Field 13 – Departure Time.** All flight plans must be in UTC not local time. UTC is one hour behind the UK British Summer Time or local time.

- f. Field 15 – Route.** As the information in this field is used to plot your route on Atlas Control systems it is vital that the information is both accurate and machine-readable. This means that it must comply with ICAO rules for flight planning. In practice you should use:

Coded designators – 3 (or 5) character designators assigned to nav aids or reporting points. For example

BNN (Bovingdon VOR)

Or

Degrees and Minutes – 11 characters: 4 numbers for degrees and minutes of Latitude followed by 'N', then 5 numbers for degrees and minutes of Longitude, followed by either 'E' or 'W'. For example

5103N00027E

Or

Bearing and Distance from a nav aid – 9 characters: the 3 letter code of the facility such as 'CPT' (Compton VOR), then 3 numbers for the bearing in degrees from the nav aid, then 3 numbers expressing the distance in nautical miles. For example

BIG121007

Atlas Control are not interested in turning points outside R112, therefore they do not need to be included in the Flight Plan. General handling within R112 is not permitted.

- g. Field 16.** If the destination does not have an ICAO address then ZZZZ is to be inserted. DEST/ is to be included in Field 18 followed by the name, lat and long or FRD of the destination. For example:

DEST/UPPER WOOD

DEST/CPT049015

DEST/5140N00055W

The lat and long or FRD is to be included in Field 15 as the last element of the route.

- h. Field 18.** The following additional information is required in Field 18:

(1) Date of Flight in the format YY/MM/DD:

DOF/120718

- (2) The pilot's mobile phone number so that you can receive Atlas Control messages and approval code:

RMK/PILOT JOHN SMITH 07700 770077

- (3) The instructor's contact details for solo students. Instructors or a suitably qualified member of the same flying school are to be available on this phone number for the duration of the solo student's flight:

RMK/INSTRUCTOR JOHN SMITH 07700 770077.

- (4) Formation details, including: the other ac type(s), callsign, if the other aircraft are transponder equipped and if the other aircraft are landing at a different destination:

RMK/IN FORMATION WITH GAAAA PIONEER 300 NO TRANSPONDER

RMK/IN FORMATION WITH GAAAA PIONEER 300 TRANSPONDER MODE A
LANDING AT EGLM

- (5) Details of linked flight plans:

RMK/SECOND LEG OF 4

- (6) Departure and destination airfield closure times may be included if critical:

RMK/DEPARTURE AIRFIELD CLOSURES AT 1800

Note: It is the pilot's responsibility to take this into account when planning, considering any delays that may occur due to capacity constraints.

8.3.3 INITIAL SUBMISSION

Submit your flight plan via the Assisted Flight Planning Exchange (AFPEX) or other system that is linked to the Aeronautical Fixed Telecommunications Network (AFTN).

Atlas Control will check your flight plan for syntax errors, route validity and capacity. In your response you may receive the terminology EOBT (Estimated Off Blocks Time) this is your flight planned departure time from which Atlas Control calculates your arrival time at the R112 boundary or your departure time within R112. Thus if you take off at EOBT +/-30 minutes you should be able to be in 2-way RT contact with Atlas Control at the correct time.

You will then receive one of 3 messages:

- a. An **Authorisation**, with approval number:

OLYMPIC RESTRICTED ZONE FPL AUTHORISATION FOR CALLSIGN (*your callsign*)

YOUR FPL HAS BEEN APPROVED. APPROVAL NUMBER: *(eg: 1234567abc)*

REGARDS ATLAS CONTROL

(The approved flight plan will be added)

This approval number is to be quoted on your initial radio contact with Atlas Control.

No further action is required if you either contact Atlas Control after takeoff from inside R112 or call to enter R112 within the tolerance time (+/- 30 mins of your flight planned EOBT).

Each flight plan will receive a unique approval number.

b. Or an revised departure time - **Assigned EOBT**

OLYMPIC RESTRICTED ZONE FPL ASSIGNED EOBT FOR CALLSIGN *(your callsign)*

YOUR FPL HAS BEEN APPROVED WITH AN AMENDED EOBT OF *(new EOBT)*

APPROVAL NUMBER: *(eg: 1234567abc)*

REGARDS ATLAS CONTROL

(The approved FPL with amended EOBT will be added)

No further action is required if you either contact Atlas Control after takeoff from inside R112 or call to enter R112 within the tolerance time (+/- 30 mins of your amended departure time).

c. Or a **Reject** message with reason

OLYMPIC RESTRICTED ZONE FPL REJECTION FOR CALLSIGN

YOUR FPL HAS BEEN REJECTED FOR THE FOLLOWING REASONS:

(The reasons for rejected will be inserted in plain text for ease of understanding)

PLEASE CANCEL YOUR ORIGINAL FPL AND RESUBMIT WITH APPROPRIATE CORRECTIONS

REGARDS ATLAS CONTROL or

PLEASE CANCEL YOUR ORIGINAL FPL AND RESUBMIT WITH AN ALTERNATE TIME

REGARDS ATLAS CONTROL

(The rejected flight plan will be added to the message)

The flight plan must be cancelled using a CNL message to all addresses it was submitted to (eg: EGGOLYMP, EGZYVFRT (London FIR if transiting outside R112), destination and alternate aerodromes). Once that has been sent, the flight plan must be resubmitted with the necessary corrections or revised time as stated in the message.

Atlas Control will process flight plans in received order and Accept or Reject the flight plan as soon as processing is complete.

8.3.4 TEXT MESSAGES

A text message will be sent to the mobile phone number annotated in Field 18 with the approval number or a reject message. Due to character limitations on this facility, the accept and reject messages will contain minimal detail or codes with no original flight plan included. Reject messages will have one of the following codes:

- A – Flight Plan Route Error
- B – Field 18 Error
- C – No Capacity for ETD
- D – Other

Please note that although Atlas Control will send this as soon as the flight plan is processed, mobile phone service providers do not guarantee delivery times, so you may not receive the text message before your flight planned departure time.

8.3.5 CHANGES (CHG) AND DELAYS (DLA)

Due to the first come-first served nature of the flight planning system, changes or delays to flight plans are not accepted.

8.4 METHODS OF FLIGHT PLANNING

8.4.1 AFPEX

The AFPEX online flight planning system is run by NATS for airspace users. Pilots need a system account before use (note the clearance to get an account can take up to two weeks from initial application). Airspace users can apply for an account and view tutorials on using AFPEX at www.flightplanningonline.co.uk

8.4.2 SKY DEMON LIGHT

www.skydemonlight.com SkyDemon, is a free pre-flight planning tool to assist pilots in safely and easily planning their VFR flight using a simple user interface. It provides a graphical NOTAM depiction, generates alerts when a planned route interacts with controlled or restricted airspace and generates basic Pilot's Log. During the Olympics the service will also allow free processing of flight plans, through EuroFPL, to gain access to the R112 Restricted Zone airspace.

8.4.3 OTHER SYSTEMS

Any AFTN or bespoke flight planning system may be used to file a flight plan, these feed data into the same overall AFTN system but users should be aware that the response from Atlas Control with an approval number, rejection or alternate time will be sent back to that system for it to be passed on to the end user. A mobile text will also be sent if a number was provided but the mobile

service provider offers no commitment to deliver that message by a certain time. There are a number of other commercial methods of filing flight plans available online.

9 OLYMPIC BROADCASTING SERVICE

As part of the filming requirements for London 2012, the Olympic Broadcasting Service will be installing cable cameras and using tethered blimps/balloons. The locations of the installations, their maximum heights and dates of installation are below.

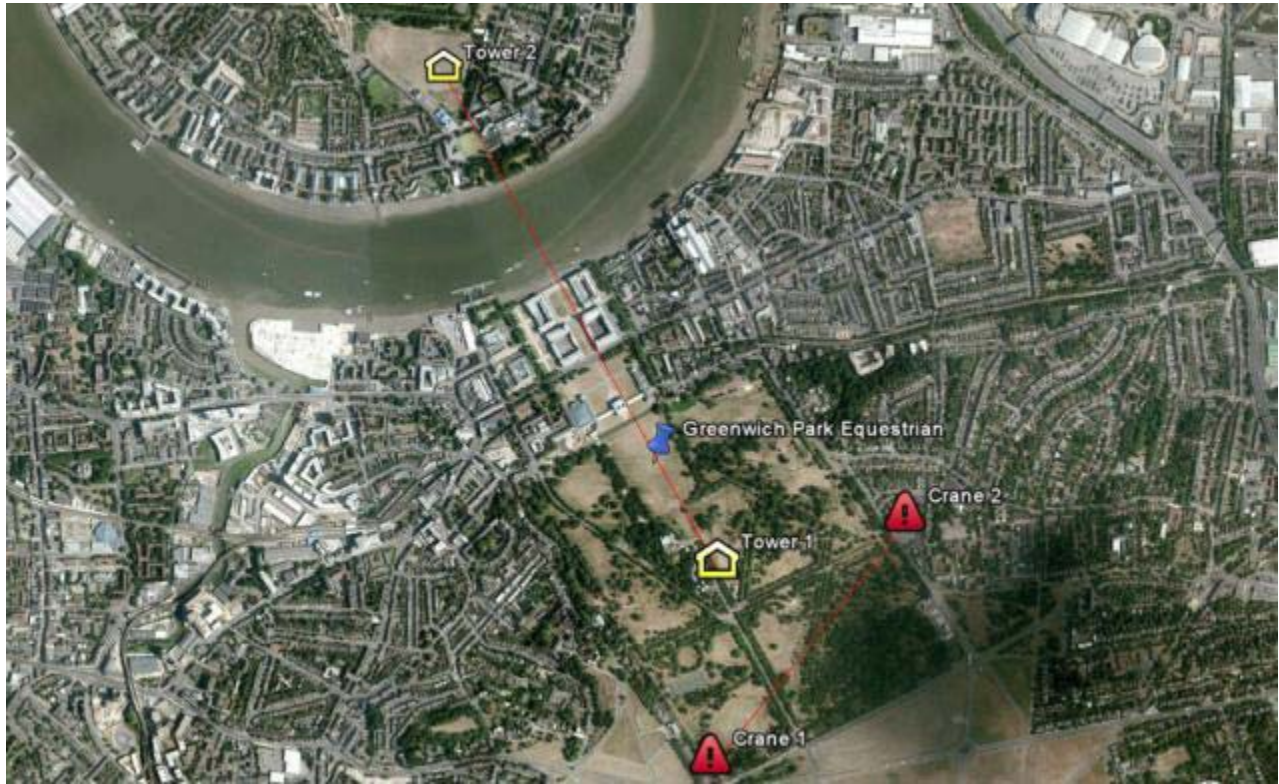
Cable Cameras:

All towers and cranes will be lit, but the camera wire is not lit. Greenwich Park 1 will have the camera lit and it will be positioned in the centre of the camera wire at night.

Location	From	To	Max Height AMSL	Dates
Hadleigh Farm	513256N 0003601E	513240N 0003555E	256 ft	14 Jul – 16 Aug



Greenwich Park 1 (across river)	512837N 0000000W	512920N 0000038W	318 ft *	29 Jun – 2 Sep
Greenwich Park 2	512820N 0000001W	512841N 0000026E	335 ft *	18 Jul – 5 Aug



Hyde Park	513013N 0000940W	513025N 0001020W	246 ft *	26 Jul – 14 Aug
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Eton Dorney	513000N 0004038W	512914N 0003902W	381 ft	4 Jun – 30 Aug
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Lee Valley	514121N 0000107W	514114N 0000103W	142 ft	19 Jul – 10 Aug
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* Note – these heights have changed since the 1:500,000 London Olympic Games VFR Chart publication.

Tethered Balloons:

Location	Lat and Long	Max Height AGL	Dates
Hadleigh Farm	513245N 0003601E	1000 ft	31 Jul – 13 Aug



Greenwich Park	512830N 0000005W	250 ft	18 Jul – 5 Aug
			
The Mall	513015N 0000750W	250 ft	18 Jul – 13 Aug
			

10 **TEMPORARY CONTROLLED AIRSPACE CAS(T) - AIP** **SUPPLEMENT 003/2012.**

10.1 TEMPORARY CONTROLLED AIRSPACE

Temporary controlled airspace will be established in the South East of the UK from **0700 UTC Monday 16th July to 2300 UTC Wednesday 15th August 2012**. Airspace users should note that following a further request from NATS based on operational and safety requirements, DAP has approved a slight extension (up to 4 hours) on the last day, thereby extending the hours notified in the AIP Supplement 003/2012. These details will be promulgated and confirmed by NOTAM towards the end of July 2012.

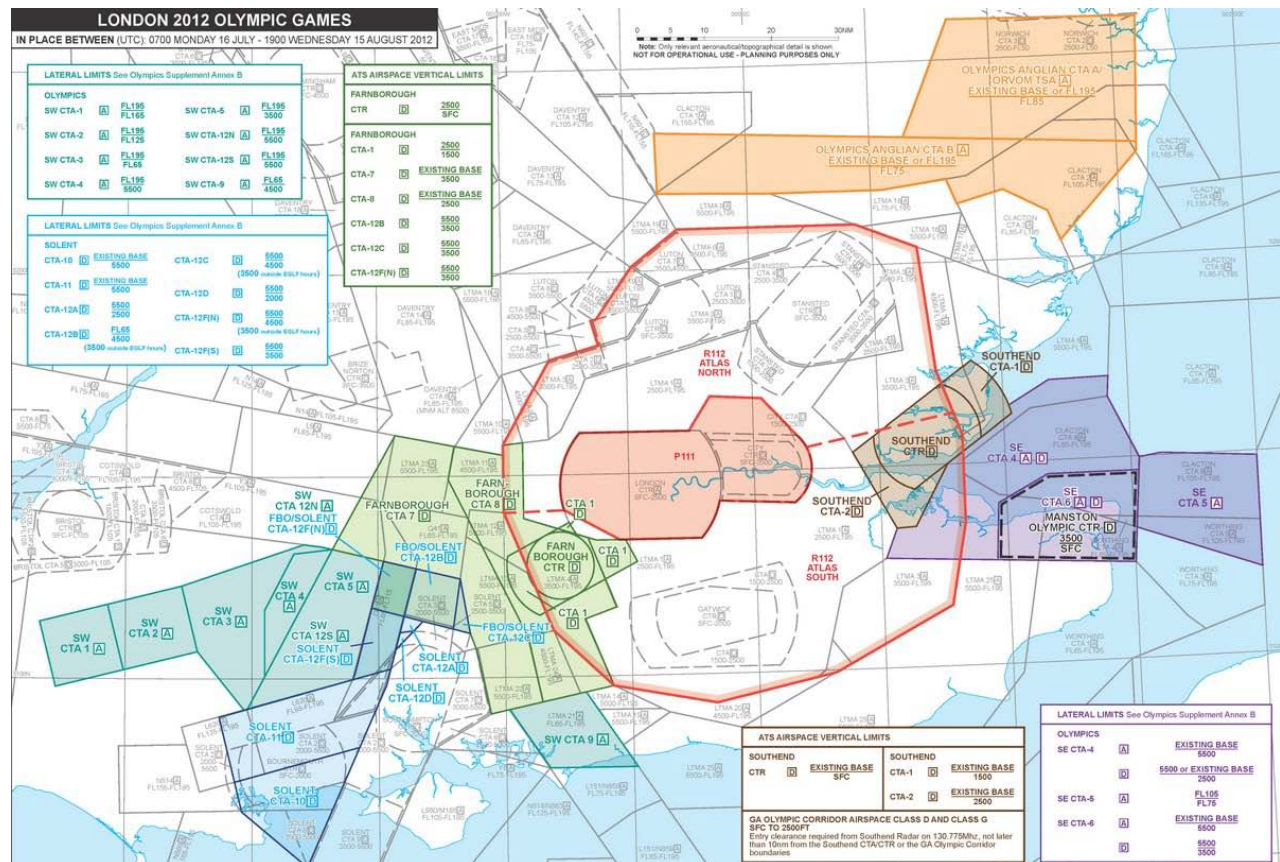
The extended hours are variable dependant on ATS provider and their closing time. A summary of the end times are:

Farnborough CTR, CTAs: 1, 7, 8 cease at 1900 UTC Wed 15th August as per original notification.

Solent CTAs: 10, 11, 12A, 12D, Solent/FBO CTAs 12B, 12C, 12F(N), Solent 12F(S) and London Control "Olympics sector" elements: SW CTAs 1, 2, 3, 4, 5, 9, 12F(N), 12F(S) are extended by two hours to cease at 2100 UTC Wed 15th August.

Southend CTR/CTAs 1 & 2, Manston CTR, and London Control "OLPOT" areas: SE CTAs 4, 5, 6, and Anglian CTAs A & B are extended by four hours to cease at 2300 UTC Wed 15th August.

Details of all CAS(T) are available in AIP Supplement 003/2012 (link above), and a special Olympics 1:500,000 chart is available free with purchase of the latest March 2012 edition.



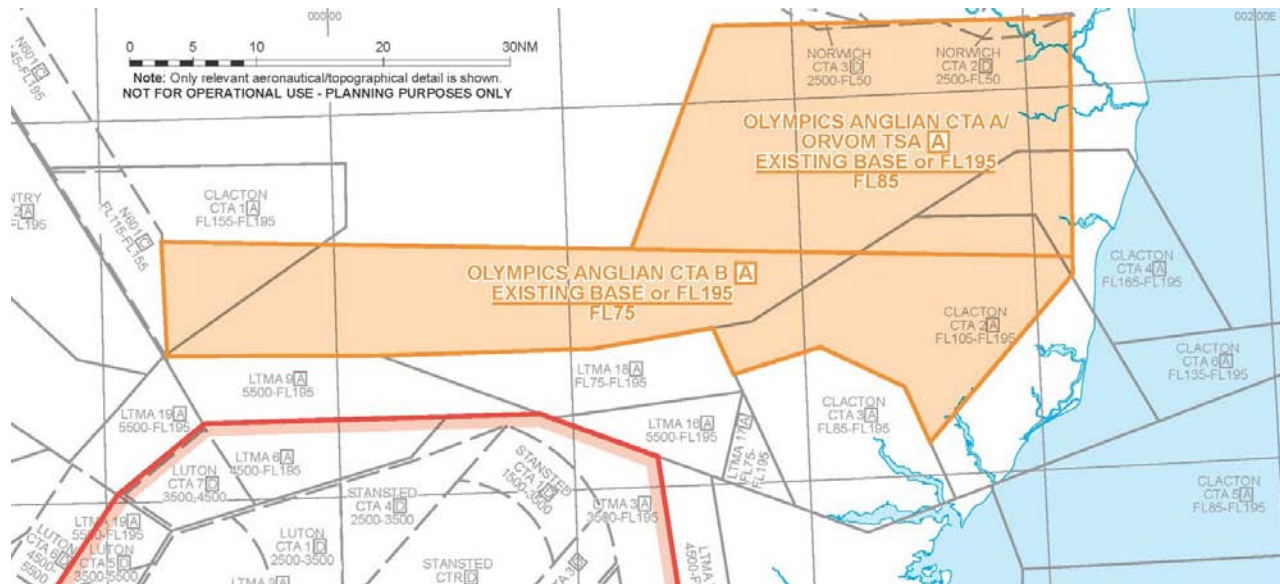
10.1.1 FULL CAS(T) CHART

10.2 NORTH AREA: ANGLIA CTA AREAS A AND B.

Areas of CAS(T): Anglian Areas A and B.

Operating Hours: H24 from 0700 UTC 16 July – 2300 UTC 15 August 2012

Class A airspace above FL75 and FL85 – no VFR flight permitted. Military access to Anglian CTA Area A/ORVOM TSA is permitted in accordance with the procedures in AIP Supplement 03/2012 Annex E paragraph 4



10.2.1 ANGLIAN CTA CHART

10.3 SOUTH EAST AREA

Areas of CAS(T): Southend CTR/CTAs 1 & 2, Manston CTR, and London Control "OLPOT" areas: SE CTAs 4, 5, 6.

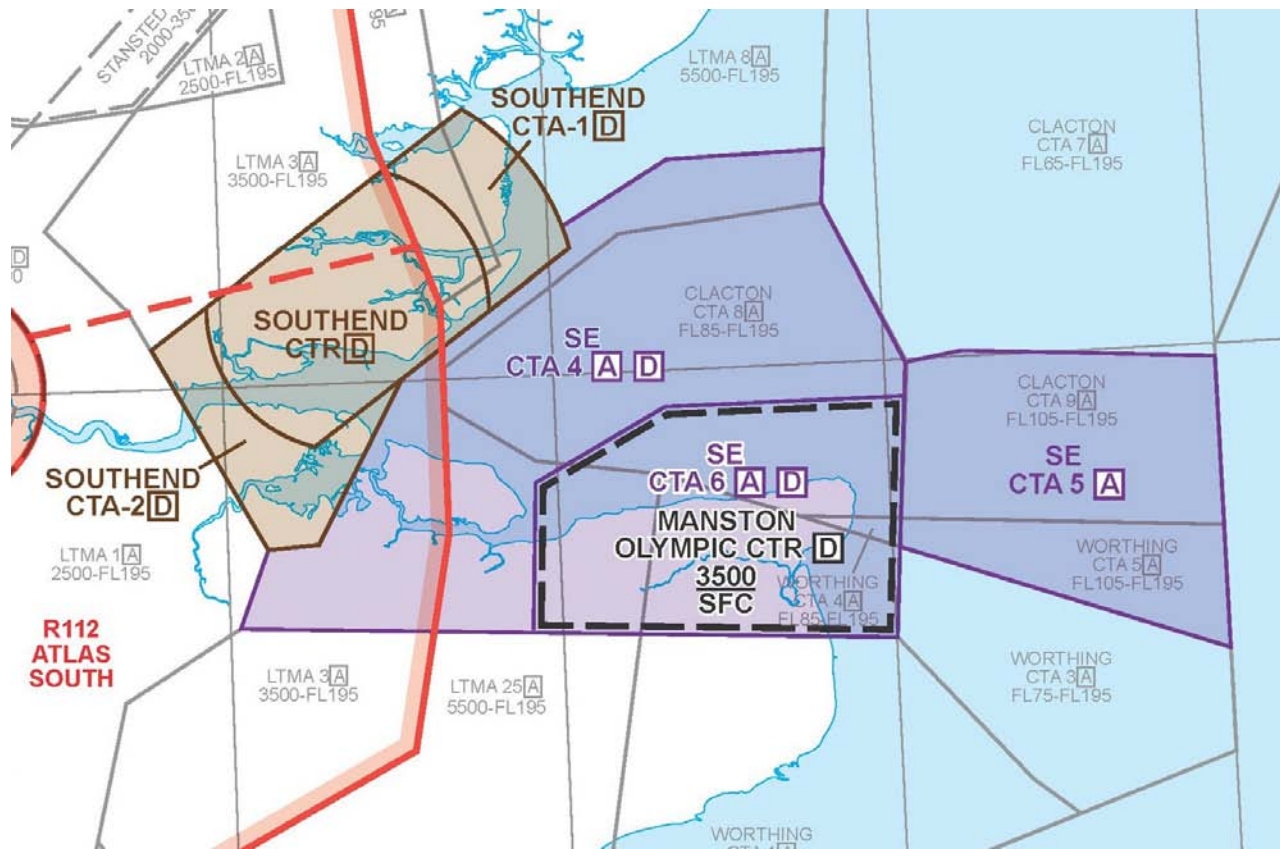
Operating Hours: H24 from 0700 UTC 16 July – 2300 UTC 15 August 2012

VFR traffic may be permitted to cross areas of Class D CAS(T) in accordance with an ATC clearance from the controlling authority as shown:

Southend CTR/CTA Class D airspace – contact Southend Radar 130.775 MHz

SE CTA 4 Class D airspace below FL55 – contact London Control 134.275 MHz

Manston CTR Class D airspace – contact Manston Radar 132.450 MHz



10.3.1 SOUTH EAST AREA CHART

10.4 WEST AREA

Areas of CAS(T):

(1) Farnborough CTR, CTAs: 1, 7, 8.

Operating Hours: 16 July 2012 - 0700 UTC -1900 UTC

17 July - 15 August 2012: Mon-Fri 0600-1900 UTC; Sat-Sun 0700-1900 UTC.

(2) Solent CTAs: 10, 11, 12A, 12D, Solent/FBO CTAs 12B, 12C, 12F(N), Solent 12F(S) and London Control "Olympics sector" elements: SW CTAs 1, 2, 3, 4, 5, 9, 12F(N), 12F(S).

Operating Hours: 16 July 2012 – 0700 UTC-2100 UTC

17 July -15 August 2012: Daily 0600 UTC - 2100 UTC

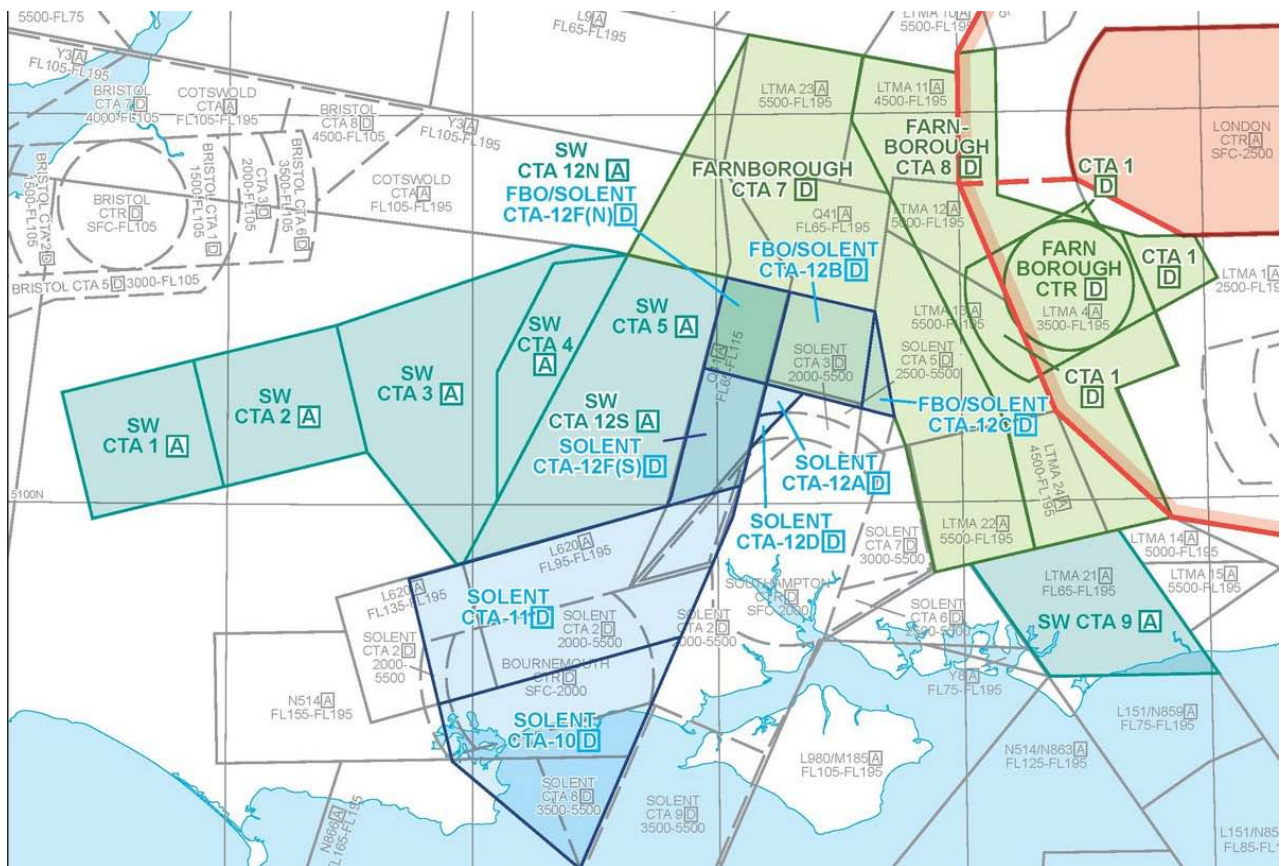
VFR traffic may be permitted to cross areas of Class D CAS(T) in accordance with an ATC clearance from the controlling authority as shown:

Farnborough CTR/CTA and all Farnborough areas Class D airspace – contact Farnborough Radar 125.250 MHz

Solent areas Class D airspace – contact Solent Radar 120.225 MHz

SW areas all Class A airspace, no VFR flight permitted.

Information about Farnborough LARS can be found at Section 5, [Paragraph 5.1.3](#). From 2nd July to 15th August 2012 (the period of the Farnborough RA(T) and Olympic CAS(T)), in order to both prevent and mitigate the consequences of airspace infringements, pilots operating in the Farnborough (West) LARS area who are unable or do not wish to receive an ATS, are encouraged to select the **Farnborough Frequency Monitoring Code** (*5047) and to listen out on the Farnborough (West) LARS frequency – 125.250MHz. This will allow Farnborough ATC to attempt to establish contact with an aircraft which is displaying such a code and which is considered to be infringing, or is likely to infringe, controlled airspace in order to resolve the situation quickly and efficiently. Selection of such codes does not imply the provision of any form of Air Traffic Service. Further information regarding Frequency Monitoring Codes is available at [UK AIP ENR 1-6-2-4 Para 2.5](#)



10.4.1 WEST AREA CHART

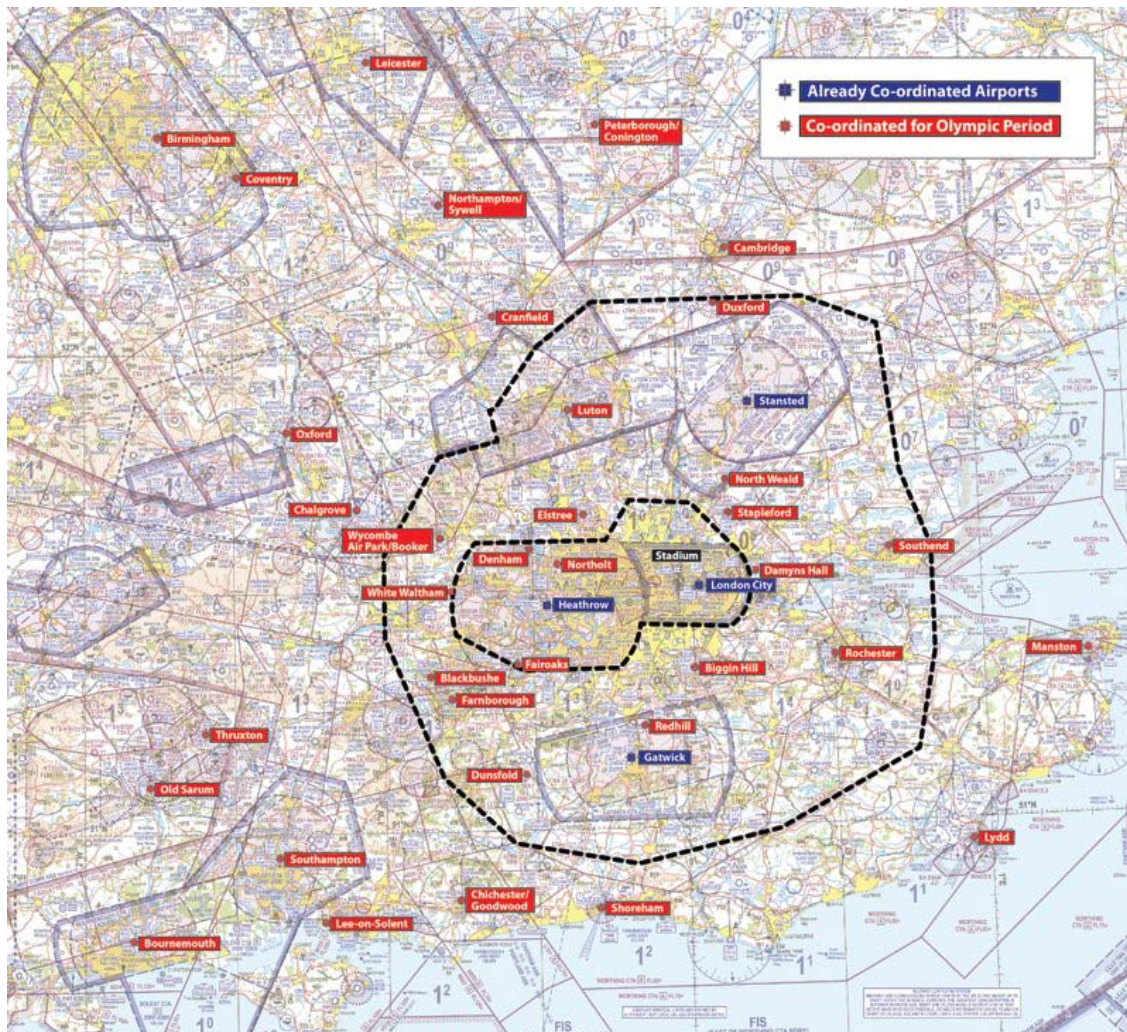
10.5 DIVERSION GUIDANCE

During the period of the CAS(T), it is anticipated that there will be a significant increase of demand on the UK's controlled airspace and operators are encouraged to be more flexible in their diversion planning. The CAA has issued some guidance on diversion planning in [AIC Y084/2012](#).

11 IFR AIRFIELD SLOT CO-ORDINATION – HOW TO USE THE SYSTEM – AIP SUPPLEMENT 006/2012

11.1 SLOT CO-ORDINATION

To protect controlled airspace over the South East of England from overcrowding all aircraft that file IFR flight plans to arrive or depart from the coordinated UK airports during the period 21st July 2012 to 15th August 2012 inclusive will be required to have an arrival and/or departure slot, **regardless of whether the aircraft intends to enter controlled airspace or not.** This has been done by the application of the European Council Regulation (EEC) No 95/93 and EU Slot Regulation 793/2004 to the airports below. Failure to comply with these requirements may result in a refusal to operate and the imposition of fines.



11.1.1 SLOT COORDINATED AIRPORTS

At slotted aerodromes outside R112 'booking out' IFR will be allowed (depending on local ATC requirements), if the aircraft is remaining outside Controlled Airspace. Booking Out does not constitute filing a flight plan therefore in this case no aerodrome slot is required. Flight Training Schools that wish to undertake IFR training flights to or from a coordinated aerodrome that require a flight plan but will not be extensively using Controlled Airspace can apply to NATS on 21july15august@acl-uk.org for special arrangements that do not require an aerodrome slot.

VFR flight plans to/from slotted aerodromes do not require an aerodrome slot.

Specific equipment has been put in place to monitor slot adherence. In addition, the Central Flow Management Unit in Brussels has been heavily involved in the planning phase and will have a further role to play during the peak Olympic periods.

The map on the previous page shows airfields that are already subject to slot coordination and those where slot coordination will be in place for the period.

11.2 COORDINATED AIRPORTS

Existing coordinated (Level3) airports in the South East of England are;		
Heathrow, Gatwick, Stansted and London City		
Airports newly classified as coordinated (Level3), 21 July to 15 August 2012, inclusive;		
Biggin Hill	Fairoaks	Old Sarum
Birmingham	Farnborough	Peterborough
Blackbushe	Goodwood	(Conington)
Bournemouth	Lee-on-Solent	Redhill
Cambridge	Leicester	Rochester
Chalgrove	Lydd (London Ashford)	Shoreham
Coventry	London Oxford	Southend
Cranfield	Luton	Southampton
Damyns Hall	Manston	Stapleford
Denham	Northampton	Thrupton
Dunsfold	Northolt	White Waltham
Duxford	North Weald	Wycombe
Elstree		

11.3 SLOT BOOKING INSTRUCTIONS FOR OPERATORS (TO BE FOLLOWED BEFORE FILING A FLIGHT PLAN)

- a. Review slot availability of the airport on-line at www.online-coordination.com
- b. Contact the Airport/Handling Agent as appropriate, to check for parking and handling availability.
- c. Request the airport to book the slot/s.
- d. Airport uses www.on-line-coordination.com website to book slots.
- e. **For General and Business Aviation only** the Airport receive back a unique airport SlotId for use with confirmed slots.
- f. The Airport must communicate (via email or telephone) the SlotId to the operator.
- g. The airport SlotId is entered by the operator in Field 18 of the flight plan, the prefix of **RMK/ASL: i.e. RMK/ASLGBXXAPVT554300.**
- h. NOTES:
 - i. All times are UTC.
 - ii. References are to the UK AIP.
 - iii. Information, where applicable, should also be used to amend appropriate charts.

11.4 AIRCRAFT OPERATORS' RESPONSIBILITY

All requests to obtain slots must contain the most accurate information. Changes to flight details such as aircraft type, registration, origin/destination must be communicated to the Airport/Handling Agent, as appropriate, to allow for the most accurate flight plan matching possible.

Filing of a flight plan prior to obtaining an airport slot may well result in an automatic warning message being sent. All operators are advised to obtain an airport slot ID **before** filing a flight plan.

11.5 AIRPORTS' RESPONSIBILITY

On receiving updated information from an Aircraft Operator, the flight details in the on-line coordination system must be updated, to allow for the most accurate flight plan matching possible.

11.6 FLIGHT PLAN MATCHING/SUSPENSION PROCESS - FLIGHT PLAN FILED GREATER THAN MINUS 2 HOURS 55 MINUTES TO IOBT

The rules are implemented and applied to all flights arriving or departing from the CFMU area of responsibility.

The system will attempt its first match at minus 4 hours to the Initial Off Blocks Time (IOBT). If a discrepancy is found in either no airport slot present, a significant off slot or format error, the

originator of the flight plan will be sent the appropriate automatic message advising of the discrepancy, the course of action required to correct it, and the outcome if no corrective action is taken.

ACL will monitor all discrepancies highlighted by the system, and where appropriate contact the operator for a possible resolution.

For this reason it is imperative that a contact telephone number is submitted in Field 18.

At minus 2 hours 25 minutes to IOBT if no corrective action has been taken by the operator, ACL will email the CFMU advising of the flight details of the flight plan to be manually suspended.

At minus 2 hours 15 minutes to IOBT the CFMU will manually send the originator of the flight plan a flight suspension message. The message will contain the contact details for ACL, to allow for a possible final resolution.

11.7 FLIGHT PLAN MATCHING/EMERGENCY SUSPENSION PROCESS - FLIGHT PLAN FILED LESS THAN MINUS 2 HOURS 55 MINUTES TO IOBT

The Rules are implemented and applied to all flights arriving or departing from the CFMU area of responsibility.

Inside minus 2 hours 55 minutes to IOBT the system will attempt a match instantly. Any discrepancies detected will result in the appropriate warning message automatically being sent to the originator of the flight plan, advising of the discrepancy, the course of action required to correct it and the outcome if no corrective action is taken.

Given the close proximity to a regulation message being sent at minus 2 hours to IOBT, if it is deemed that a filed flight presents a clear threat to increasing existing ATFM measures, or to jeopardising the planned operations at the airport/s filed in the flight plan. ACL will contact CFMU on a dedicated number advising them of the flight plan details, for the CFMU to manually suspend the flight plan.

CFMU will manually send the originator of the flight plan and ATC a flight suspension message. The message will contain contact details for ACL, to allow for a possible final resolution.

11.8 DE-SUSPENSION PROCESS - SUCCESSFUL RESOLUTION OF DISCREPANCY

Following successful resolution of a discrepancy from the call made by the operator to ACL on the dedicated telephone number shown on the flight suspension message, ACL will telephone the

CFMU on a dedicated telephone number requesting that a flight de-suspension message is sent to the originator.

CFMU will manually send the originator of the flight plan and ATC a de-suspension message.

11.9 EMERGENCY FLIGHTS

Emergency flights, such as those on urgent medical flights can by their very nature be requested at very short notice, these may include flights for the carriage of patients with threat of loss of life, transfer of human organs or the transportation of medical teams. For this reason ACL will where flights are highlighted by the system, be proactive in making sure that flights which qualify for slot exemption under the Exempt Flights Local Rule 1, are not taken any further. It is imperative that where time permits, that requests for airport slots are made as early as possible. Where no slots exist at the required time, review of 'Exempt Flights Local Rule 1', and for Medical flights, the National Advisory Committee for Aeronautics (NACA) scale, will be used by ACL to determine the need for exemption from obtaining an available airport slot. It should be noted by all users that any flight that is granted an exemption by ACL for an hour which is already full, may well cause disruption to controlled airspace, which the allocation process is intended to protect. To aid ACL it is imperative that an appropriate **contact telephone number** is submitted in Field 18 of the flight plan.

The use of STS/ATFMEXEMPTAPPROVED or any 'STS' Status in Field 18 of the flight plan will not prevent an automatic warning message being sent if NO airport slot exists. Where time permits an airport slot should be requested prior to the flight plan being filed to prevent an automatic warning message being sent within 4 hours of the IOBT.

11.10 WARNING NO SLOT ARRIVAL MESSAGE

The Warning No Slot Arrival message is a means whereby ACL indicates that the flight plan matching process has failed to match the submitted flight plan against the destination indicated in Field 16 of the flight plan.

For flight plans filed within 4 hours of the Initial Off Block Time (IOBT) a match will be attempted automatically.

A Warning No Slot Arrival message shall be returned automatically to the flight plan originator when no associated arrival slot can be found in the ACL system for the airport indicated in Field 16 of the flight plan.

Output: Warning No Slot Arrival example:

STANLY_CDM: Warning No Slot Arrival

AIRPORT SLOT WARNING

ACCORDING TO YOUR FLIGHT PLAN

IFPLID AA80914863

ARCID DLH1CV

ARCTYP A320

EOBD 110201

EOBT 1945

ADEP EDDM

ADES EDDL

ELDT 2050

NO CORRESPONDING AIRPORT SLOT WAS RECOGNIZED.

PROCEEDING ACCORDING TO THE FILED FLIGHT PLAN MAY CONSTITUTE A VIOLATION AGAINST EUROPEAN COUNCIL

REGULATION 793/2004 UPDATED 95/93 ARTICLE 14.

THEREFORE YOUR FLIGHT RISKS EITHER NOT TO BE ACCEPTED AT THE AIRPORT OF ARRIVAL OR BE SUBJECT TO A HEAVY FINE OF UP TO 20 000 POUNDS STERLING.

IT IS STRONGLY RECOMMENDED THAT YOU OBTAIN A VALID SLOT TO MATCH YOUR FLIGHT PLAN.

IN ORDER TO ACQUIRE AN AIRPORT SLOT, FOLLOW PROCEDURE:

1. REVIEW SLOT AVAILABILITY OF THE AIRPORT ON-LINE AT WWW.ONLINE-COORDINATION.COM;
2. CONTACT THE AIRPORT/HANDLING AGENT AS APPROPRIATE;
3. REQUEST THE AIRPORT TO BOOK THE SLOT/S;
4. AIRPORT USES WWW.ONLINE-COORDINATION.COM WEBSITE TO BOOK SLOTS;
5. FOR GENERAL AND BUSINESS AVIATION THE AIRPORT RECEIVE BACK A UNIQUE SLOT ID FOR USE WITH CONFIRMED SLOTS;
6. THE AIRPORT MUST COMMUNICATE (VIA EMAIL OR TELEPHONE) THE SLOT ID TO THE OPERATOR;
7. THE SLOT ID IS ENTERED BY THE OPERATOR IN FIELD 18 OF THE FLIGHT PLAN, WITH THE PREFIX OF RMK/ASL: I.E.

RMK/ASLGBXXAPVT554300

THIS MESSAGE WAS SENT AUTOMATICALLY. RESPONSES WILL NOT BE PROCESSED.

11.10.1 ACTION REQUIRED FROM MESSAGE ORIGINATOR

The operator MUST on receipt of the message follow the procedure as described in acquiring an airport slot and IF A GENERAL OR BUSINESS AVIATION AIRCRAFT, an airport Slot ID (SlotId).

For General and Business aviation operators a change (CHG) message must be submitted with the unique airport Slot ID.

On receipt of an airport slot into the ACL on-line coordination system, within 4 hours of the IOBT, a re-match will be attempted. ACL will continue to review all outstanding discrepancies, and where possible contact the operator concerned. It is strongly recommended that an appropriate contact telephone number is entered into Field 18 of the flight plan.

Note Failure to obtain a confirmed slot will result in ACL instigating the flight plan suspension process.

11.11 WARNING NO SLOT DEPARTURE MESSAGE

The Warning No Slot Departure message is a means whereby ACL indicates that the flight plan matching process has failed to match the submitted flight plan against the origin indicated in Field 13 of the flight plan.

For flight plans filed within 4 hours of the Initial Off Block Time (IOBT) a match will be attempted automatically.

A Warning No Slot Departure message shall be returned automatically to the flight plan originator when no associated departure slot can be found in the ACL system for the airport indicated in Field 13 of the flight plan.

Output: Warning No Slot Departure example:

```
STANLY_CDM: Warning No Slot Departure  
AIRPORT SLOT WARNING  
ACCORDING TO YOUR FLIGHT PLAN  
IFPLID AA80913453  
ARCID DLH7MF  
ARCTYP B733  
EOBD 110201  
EOBT 1655  
ADEP EDDT  
ADES EDDK  
NO CORRESPONDING AIRPORT SLOT WAS RECOGNIZED.
```

PROCEEDING ACCORDING TO THE FILED FLIGHT PLAN MAY CONSTITUTE A VIOLATION AGAINST EUROPEAN COUNCIL

REGULATION 793/2004 UPDATED 95/93 ARTICLE 14.

THEREFORE YOUR FLIGHT RISKS EITHER NOT TO BE ACCEPTED AT THE AIRPORT OF DEPARTURE OR BE SUBJECT TO A HEAVY FINE OF UP TO 20 000 POUNDS STERLING.

IT IS STRONGLY RECOMMENDED THAT YOU OBTAIN A VALID SLOT TO MATCH YOUR FLIGHT PLAN.

IN ORDER TO ACQUIRE AN AIRPORT SLOT, FOLLOW PROCEDURE:

1. REVIEW SLOT AVAILABILITY OF THE AIRPORT ON-LINE AT WWW.ONLINE-COORDINATION.COM;
2. CONTACT THE AIRPORT/HANDLING AGENT AS APPROPRIATE;
3. REQUEST THE AIRPORT TO BOOK THE SLOT/S;
4. AIRPORT USES WWW.ONLINE-COORDINATION.COM WEBSITE TO BOOK SLOTS;
5. FOR GENERAL AND BUSINESS AVIATION THE AIRPORT RECEIVE BACK A UNIQUE SLOT ID FOR USE WITH CONFIRMED SLOTS.
6. THE AIRPORT MUST COMMUNICATE (VIA EMAIL OR TELEPHONE) THE SLOT ID TO THE OPERATOR;
7. THE SLOT ID IS ENTERED BY THE OPERATOR IN FIELD 18 OF THE FLIGHT PLAN, WITH THE PREFIX OF RMK/ASL: I.E.

RMK/ASLGBXXDPVT554300.

THIS MESSAGE WAS SENT AUTOMATICALLY. RESPONSES WILL NOT BE PROCESSED.

11.11.1 ACTION REQUIRED FROM MESSAGE ORIGINATOR

The operator MUST on receipt of the message follow the procedure as described in acquiring an airport slot and IF A GENERAL OR BUSINESS AVIATION AIRCRAFT, an airport Slot ID (SlotId).

For General and Business aviation operators a change (CHG) message must be submitted with the unique airport Slot ID.

On receipt of an airport slot into the ACL on-line coordination system, within 4 hours of the IOBT, the system will attempt a re-match.

ACL will continue to review all outstanding discrepancies, and where possible contact the operator concerned. It is strongly recommended that an appropriate contact telephone number is entered into Field 18 of the flight plan.

Note Failure to obtain a confirmed slot will result in ACL instigating the flight plan suspension process.

11.12 WARNING OFF SLOT ARRIVAL MESSAGE

The Warning Off Slot Arrival message is a means whereby ACL indicates that the flight plan matching process has failed to match the submitted flight plan against the arrival time held at the airport indicated in Field 16 of the flight plan, when calculating the EET against a slot monitoring tolerance window.

For flight plans filed within 4 hours of the Initial Off Block Time (IOBT) a match will be attempted automatically.

A Warning Off Slot Arrival message shall be returned automatically to the flight plan originator when the arrival slot held at the airport when matched with the EET indicated in Field 16 of the flight plan fall outside the slot monitoring tolerance window set by ACL.

Output: Warning Off Slot Arrival example

STANLY_CDM: Warning Off Slot Arrival

ARRIVAL AIRPORT SLOT WARNING

ACCORDING TO YOUR FLIGHT PLAN

IFPLID AA80918895

ARCID DLH9949

ARCTYP CRJ9

EOBD 110201

EOBT 1600

ADEP LSZH

ADES EDDM

ELDT 1646

THE ESTIMATED ON BLOCK TIME IS DIFFERENT TO THE AIRPORT SLOT.
PROCEEDING ACCORDING TO THE FILED FLIGHT PLAN MAY CONSTITUTE A
VIOLATION AGAINST EUROPEAN COUNCIL
REGULATION 793/2004 UPDATED 95/93 ARTICLE 14.

THEREFORE YOUR FLIGHT RISKS EITHER NOT TO BE ACCEPTED AT THE
AIRPORT OF ARRIVAL OR BE SUBJECT TO A
HEAVY FINE OF UP TO 20 000 POUNDS STERLING.

IT IS STRONGLY RECOMMENDED THAT YOU ALTER YOUR FLIGHT PLAN TO
MATCH A VALID AIRPORT SLOT.

IN CASE OF QUESTIONS PLS CONTACT YOUR HANDLING AGENT OR AIRPORT AS
APPROPRIATE.

THIS MESSAGE WAS SENT AUTOMATICALLY. RESPONSES WILL NOT BE PROCESSED.

11.12.1 ACTION REQUIRED FROM MESSAGE ORIGINATOR

The operator MUST on receipt of the message follow the procedure as described in the message and amend the flight plan to correspond to the confirmed on block airport slot.

The system will continue to monitor for an update of the flight plan to correspond to the allocated on block airport slot; ACL will continue to review all outstanding discrepancies, and where possible contact the operator concerned. It is strongly recommended that an appropriate contact telephone number is entered into Field 18 of the flight plan.

Note: Failure to amend the flight plan will result in ACL instigating the flight plan suspension process.

11.13 WARNING OFF SLOT DEPARTURE MESSAGE

The Warning Off Slot Departure message is a means whereby ACL indicates that the flight plan matching process has failed to match the submitted flight plan against the Departure time held at the airport and that indicated in Field 13 of the flight plan, using a slot monitoring tolerance window.

For flight plans filed within 4 hours of the Initial Off Block Time (IOBT) a match will be attempted automatically.

A Warning Off Slot Departure message shall be returned automatically to the flight plan originator when the Departure slot held at the airport and IOBT indicated in Field 13 of the flight plan fall outside the slot monitoring tolerance window set by ACL.

Output: Warning Off Slot Arrival example

STANLY_CDM: Warning Off Slot Departure

DEPARTURE AIRPORT SLOT WARNING

ACCORDING TO YOUR FLIGHT PLAN

IFPLID AA80913945

ARCID KZR922

ARCTYP B752

EOBD 110201

EOBT 1940

ADEP EGSS

ADES EDDF

THE ESTIMATED OFF BLOCK TIME IS DIFFERENT TO THE AIRPORT SLOT.

PROCEEDING ACCORDING TO THE FILED FLIGHT PLAN MAY CONSTITUTE A VIOLATION AGAINST EUROPEAN COUNCIL REGULATION 793/2004 UPDATED 95/93 ARTICLE 14. THEREFORE YOUR FLIGHT RISKS EITHER NOT TO BE ACCEPTED AT THE AIRPORT OF DEPARTURE OR BE SUBJECT TO A HEAVY FINE OF UP TO 20 000 POUNDS STERLING. IT IS STRONGLY RECOMMENDED THAT YOU ALTER OR VERIFY YOUR FLIGHT PLAN TO MATCH A VALID AIRPORT SLOT. IN CASE OF QUESTIONS PLS CONTACT YOUR HANDLING AGENT OR AIRPORT AS APPROPRIATE. THIS MESSAGE WAS SENT AUTOMATICALLY. RESPONSES WILL NOT BE PROCESSED.

11.13.1 ACTION REQUIRED FROM MESSAGE ORIGINATOR

The operator MUST on receipt of the message follow the procedure as described in the message and amend the flight plan to correspond to the confirmed off block airport slot.

The system will continue to monitor for an update of the flight plan to correspond to the allocated off block airport slot; ACL will continue to review all outstanding discrepancies, and where possible contact the operator concerned. It is strongly recommended that an appropriate contact telephone number is entered into Field 18 of the flight plan.

Note: Failure to amend the flight plan will result in ACL instigating the flight plan suspension process.

11.14 WARNING FIELD 18 ERROR MESSAGE

The Warning Field 18 Error message is a means whereby ACL indicates that the flight plan matching process has detected that an error in the submission of the airport slot ID has occurred in Field 18 of the flight. This may be caused by a syntax error.

For flight plans filed within 4 hours of the Initial Off Block Time (IOBT) a message will be sent automatically.

A Warning Field 18 Error message shall be returned automatically to the flight plan originator when the system detects an error in the submission of the airport slot ID in Field 18 of the flight plan.

Output: Warning FPL Field 18 Error example

STANLY_CDM: FPL Field 18 Error
AIRPORT SLOT MONITORING MESSAGE

ACCORDING TO EUROPEAN COUNCIL REGULATION, YOU ARE OBLIGED TO OBTAIN AN AIRPORT SLOT FOR THIS FLIGHT.

YOUR FLIGHT PLAN

8.

IFPLID AA80919348

ARCID BVR808

ARCTYP F2TH

EOBD 110201

EOBT 1550

ADEP EDSB

ADES EDDF

ELDT 1619

DOES NOT MEET THE REQUIREMENTS.

FOR AUTOMATIC FLIGHT PLAN ACCEPTANCE THE CORRECT AIRPORT SLOT-ID MUST BE ENTERED IN FIELD 18 OF THIS FLIGHT PLAN.

THE AIRPORT SLOT-ID CONSISTS OF THE ABBREVIATION ASL AND THE 14-DIGIT IDENTIFICATION NUMBER ASSIGNED BY THE AIRPORT COORDINATOR CORRESPONDING TO THE GIVEN FLIGHT WITHOUT BLANKS OR SPACES.

RMK/ASL: I.E. **RMK/ASLGBXXDPVT554300**

IN CASE OF QUESTIONS PLS CONTACT YOUR HANDLING AGENT OR AIRPORT AS APPROPRIATE.

THIS MESSAGE WAS SENT AUTOMATICALLY. RESPONSES WILL NOT BE PROCESSED.

11.14.1 ACTION REQUIRED FROM MESSAGE ORIGINATOR

The operator MUST on receipt of the message follow the procedure as described in the message and correct the airport slot ID in Field 18 of the flight plan.

The system will continue to monitor for an update of the flight plan to correspond to the allocated off block airport slot; ACL will continue to review all outstanding discrepancies, and where possible contact the operator concerned. It is strongly recommended that an appropriate contact telephone number is entered into Field 18 of the flight plan.

Note: Failure to correct the airport slot ID in Field 18 of the flight plan may result in ACL instigating the flight plan suspension process.

11.15 FLIGHT SUSPENSION MESSAGE

A flight suspension message will only be sent by CFMU to indicate that a flight plan has not met the requirements as stated in the previously received warning message.

A flight suspension message will be sent by the CFMU manually to the flight plan originator and ATC following the receipt of an email or telephone call from ACL giving the details of the non compliant flight plan.

Note For flight plans filed -2 hours 55 minutes up to IOBT, a warning message will automatically be sent, but given the short filing time, the normal process of allowing an operator to correct the discrepancy may not be available. If it is deemed that the flight plan presents a clear threat to increasing any existing ATFM measures, or could jeopardise the planned operations of the airport/s on the flight plan, ACL will contact CFMU on a dedicated number advising them of the flight plan details. The CFMU will then send the originator of the flight plan and the Aerodrome of departure the flight suspension (FLS) message.

Output: Flight Suspension example

FLS-ARCID///// _EGLL_TEL_ACL+44(0)20_8564_////

11.15.1 ACTION REQUIRED FROM MESSAGE ORIGINATOR

The operator MUST on receipt of the message contact ACL on the dedicated telephone number to attempt a final resolution.

11.16 FLIGHT DE-SUSPENSION MESSAGE

A flight de-suspension message will only be sent by CFMU to indicate that a flight plan has been de-suspended following successful resolution between the operator and ACL where a discrepancy existed and resulted in the flight plan being suspended previously.

A flight de-suspension message will be sent by the CFMU manually to the originator of the flight plan and ATC following the receipt of a telephone call from ACL giving the details of the flight plan to be de-suspended.

Output: Flight De-suspension example

DES-ARCID///// _EGLL

11.17 SANCTIONS

EU Slot Regulations 2004 (Article 14.5) requires Member States to ensure that effective, proportionate and dissuasive sanctions or equivalent measures are available to deal with the repeated and intentional slot misuse at coordinated airports.

For the 21st July 2012 to the 15th August 2012, inclusive, **ALL** airports deemed to be coordinated will be covered by the 'Misuse of Slots Enforcement Code'.

Given the potential to increase ATFM delays, or to prejudice the operations of a coordinated airport, by non compliance to slots, any financial sanction applied under the sanction scheme will be severe.

Additional information on the 'Misuse of Slots Enforcement Code') With Olympic Amendments, and Procedures around the Misuse of Slots during the London 2012 Olympics can be found on the Olympic page of ACL at: www.acl-uk.org

11.18 PUBLIC TRANSPORT AND AERIAL WORK BY NON-UK REGISTERED AIRCRAFT

If operating a flight for hire & reward (i.e. any type of charter flight) you will require, in addition to allocated landing/departure slot(s), a permit issued under Article 223 of the Air Navigation Order 2009 from the UK Department for Transport (DfT) is required.

Application forms can be downloaded from the following link:-

<http://www.dft.gov.uk/topics/aviation-permits/>

An aircraft is only exempt from this requirement if it is exercising traffic rights permitted by Chapter III of EC Regulation no.1008/2008.

As soon pre-booked slots are received, applications should be sent to the DfT immediately. No operating permits will be issued by the DfT unless evidence is provided confirming that the flight has the necessary pre-booked slots.

12 INFORMATION FOR AIRFIELDS

12.1 FLIGHT PLANS

12.1.1 FLIGHT PLAN OPENING

All flight plans must be activated with a departure message. An arrival message will only be required if the aircraft does not land at its original destination or that destination is no longer manned at the arrival time. Atlas Control flight planning cell will take on the task for aircraft who ask for their flight plan to be activated. However, it is expected that those aircraft leaving from airfields with any type of ATC service to have activated them on their behalf and those coming into R112 from another provider to also have been activated.

12.1.2 IFR FLIGHTS IN CAS(T)

IFR flights through CAS/CAS(T) for airfields within R112 outside of CAS or CAS(T) will automatically be sent to Atlas Control and do not need to be sent to EGGOLYMP. IFR flights outside of controlled airspace within R112 must be address to EGGOLYMP.

12.2 AIRPORT SLOTS

Any flight inbound or outbound from Slot Coordinated airfields conducting an IFR flight that requires a flight plan to be filed will need a pre-allocated airfield slot. Details of how to obtain a slot can be found in [Section 11](#).

Once a slot has been granted the operator will receive a reference code from the airfield. This code must be included in the flight plan. Any IFR flight plan to or from one of the listed airfields without a slot code will either be immediately rejected or a warning message will be sent indicating the lack of an airport slot and alerting the operator that without it the plan will be cancelled.

It will not be possible for a flight to depart from one of the coordinated airfields under VFR and then file an IFR flight plan in flight. This request will either be rejected by the controller or later by the flight planning system. All mixed IFR / VFR flight plans into or out of the coordinated airfields will be rejected so it will also be impossible to file IFR and revert to VFR before landing.

If you are conducting an IFR flight that does not required a flight plan then there is no need to obtain a slot.

Airport SlotId – the 14 digit SlotId must have ASL preceding it. Failure to have this in Field 18 may mean the originator of the flight plan being sent a warning message.

12.3 CIRCUIT SQUAWKS

Pilots that wish to carry out continuation training within 3nm of an airfield (as described at Section 3, [Paragraph 3.2](#)) need to preregister for a circuit squawk online at <http://olympics.airspacesafety.com/news/squawk-a-circuit-application>

12.4 AIRCRAFT OPERATIONS OUTSIDE OF AIRFIELD OPENING HOURS

If airfields are aware that they have aircraft operating in the circuit at the airfield outside of operating hours, they should notify Atlas Control when they phone to say they are closed. Any aircraft observed using the airfield squawk once the airfield has been notified as closed will be subject to Atlas Control investigation. Aircraft that flight plan into a closed airfield will be permitted whether or not the movements at the airfield outside of hours have been notified to Atlas Control but will be expected to arrive for an immediate landing and not carry out circuits.

13 FLYING ADJACENT TO R112 AND OTHER SAFETY ISSUES

AIC Y086/2012

13.1 INTRODUCTION

The purpose of Sections 13 to 18 is to highlight the potential effects of changes in South East England Class G airspace (in the vicinity of R112) to assist pilots in the safe planning of their flights during the period 14th July 2012 to 15th August 2012. The guidance and advice herein has been created in consultation with local airspace users and ATS providers.

As a result of R112 and the CAS(T) as outlined in [Section 3](#) and [Section 10](#), there is likely to be an increase in activity in the Class G airspace around the outside of R112. Some of this airspace is already extremely busy and pilots should be aware of an increased safety risk. This information will help pilots to make risk assessments on their planned routes and assist in mitigating this increased risk.

Whilst the displacement of class G activity during the Paralympics is anticipated to be minimal by comparison to the Olympics main event, pilots should be aware that the P114, ([Section 4.3](#)) protrudes north of London City CTR/CTA. This has created a narrow gap north west of Stapleford between P114 and the Stansted CTA or TMZ. Although not specifically covered in this guidance, pilots may consider the general guidance outlined in Paragraph 13.2. Atlas Control will not be active during this period unless the security situation dictates that the increased airspace restrictions remain in place for the Paralympics. Farnborough LARS will be available on 132.800 MHz.

13.2 GENERAL GUIDANCE

The combination of R112 and CAS(T) will generate displaced Class G airspace activity. Additionally, some flight operations from airfields within R112 will relocate to other airfields away from the restrictions. The combined effect of this displacement and relocation means that during this period there will be areas of increased traffic intensity and changes in potential aircraft conflicts and airspace infringement risks in South East England Class G airspace. Therefore, pilots must expect to share the airspace with more aircraft than normal and, hence a much greater emphasis on pre flight preparation and lookout will be required.

As R112 is designed to create a 'known traffic environment', any infringement could result in a military response to identify the unknown aircraft. To ensure the safety of flights in CAS whilst such security actions are taking place, it is expected that measures will need to be taken which are likely to generate significant delays to commercial air traffic movements. It is incumbent on all pilots to take appropriate steps to avoid inadvertent airspace infringement at a time of heightened sensitivity.

Specific geographical information and guidance concerning particular areas of note for Class G airspace operations in the vicinity of R112 and CAS(T) is provided at Sections 14 to 18. However, the following general advice and information is relevant for all areas:

- a. Consider whether the flight is necessary and appropriate. If operating away from the South East of England assess the need to transit into this area and/or consider conducting the flight elsewhere.
- b. Enhanced pre-flight preparation taking account of the revised airspace is required by all. For those pilots who routinely operate in these areas, it is essential that the effects of the airspace on routine and well used flight profiles are considered. Regardless of prior routines and local knowledge, pilots should be alert to the trap of habitual behaviour, for example, flying at normal altitudes or along 'standard' routes that may now be in R112 or CAS(T).
- c. The effects of weather on the planned routes and area of operations should be carefully considered. The ability to diverge laterally or vertically due to deteriorating weather will be significantly inhibited in some areas.
- d. Unless in emergency, in flight diversions to airfields within R112 require compliance with the regulations for flight in this airspace. Additionally, airfields outside R112 may be busier than normal and less able to accept ad-hoc diversions. Therefore, ensure that fuel planning is carefully considered as holding may be required.
- e. As always in Class G airspace, effective lookout is vital. Particular care should be taken in deciding where to undertake aerobatics, general handling, and practice instrument flight training. Areas that are regularly used for such activities may no longer be appropriate during this period because they have been constrained by the Olympic airspace.
- f. Unless flying in conformity with ATC instructions or the Quadrantal Rule, the use of random 100ft levels is suggested as a means of avoiding funnelling of aircraft at 500 ft 'whole altitudes'
- g. Where possible, obtain an air traffic service (ATS) and listen to RT calls to gain situational awareness. Make a position report when it is considered that other pilots may benefit.
- h. When equipped, select SSR 'On' including Mode C (ALT). This provides significant benefit to local ATC units and ACAS equipped aircraft.
- i. As part of pre-flight preparation, in order to achieve the best possible situational awareness pilots should, if operating a GPS device, ensure that the latest available updates - which include the most recent AIRAC cycle - have been uploaded into any GPS system. However, even with these latest updates differences may nevertheless exist between the GPS system database and the current airspace situation as changes which have been promulgated by NOTAM subsequent to any AIRAC cycle release
- j. When operating within 10nm of R112 (but not intending to enter), and unless under the control of another ATS unit, select the appropriate Atlas Control SSR 'monitoring code' (with Mode C if fitted) and listen out on the frequency shown below

- Atlas North: squawk: 1500; frequency 132.800 MHz.

- Atlas South: squawk 1600; frequency 123.225 MHz.

Notes:

1. See Section 5, Paragraph 5.1 for the geographical split between Atlas North and South;

2. Use of monitoring codes does not imply that any form of ATS is being provided. Pilots remain responsible for their own navigation and in particular for obtaining permission to enter controlled airspace and Aerodrome Traffic Zones from the appropriate agency.

k. If at any stage a pilot becomes concerned that he/she may be infringing restricted or controlled airspace, the following actions should be taken so as to avoid the inadvertent activation of airborne interception:

- If already receiving an ATS immediately make a PAN call and retain any assigned squawk. Continue as directed.
- If not receiving an ATS, squawk 7700 and immediately call London Centre on 121.500 MHz.

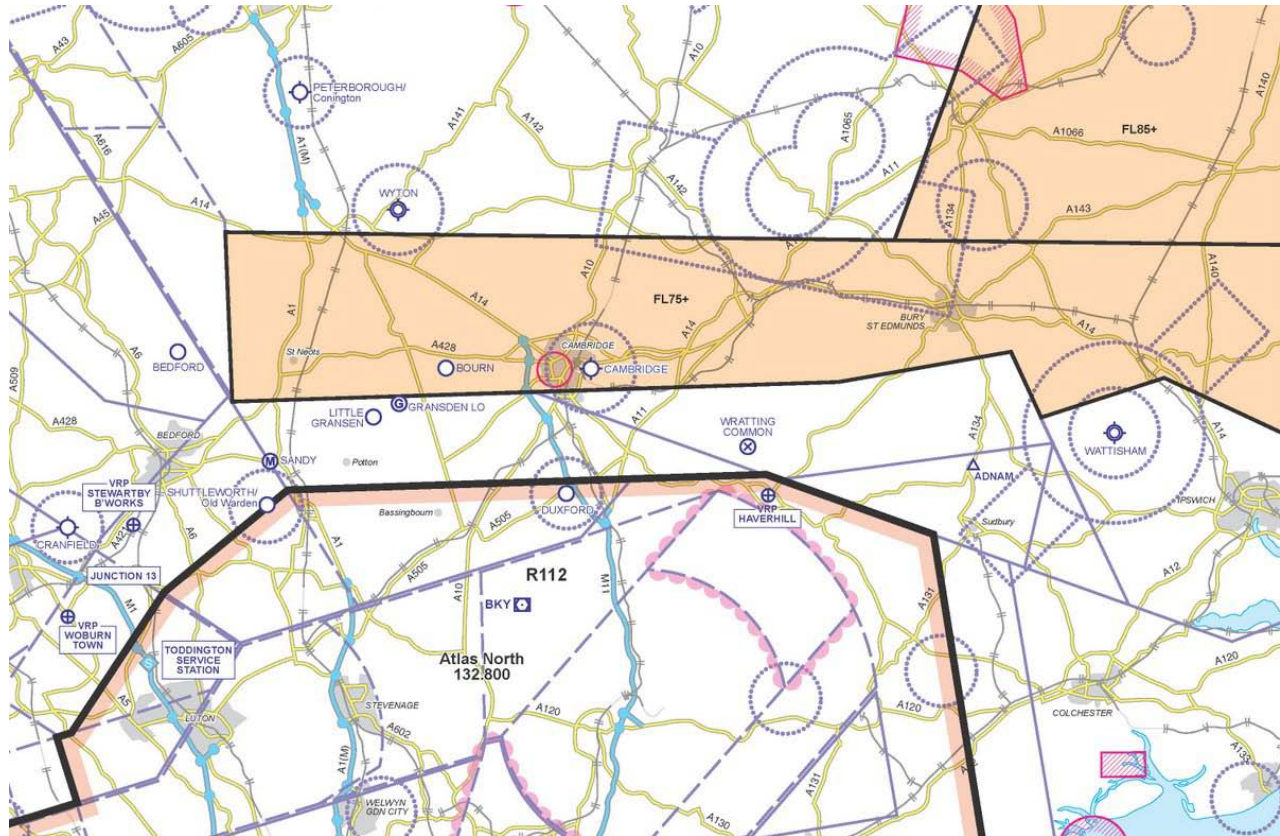
In planning entry and exit routes to/from R112, pilots should consider their proximity to known areas of high traffic intensity, also taking into account the need to make two-way radio contact with Atlas Control before entering R112.

In planning flights around the area, pilots should bear in mind the following generic gliding information:

- a. Gliding activity is not only focused on ridge flying;
- b. 'Local' flying up to 10 nm radius from the launch site is common. This is likely to intensify during the Olympic period due to the curtailment of many cross country options;
- c. General details on gliding is provided in [AIC Y083/2011](#).

14 NORTH AREA

The North Area highlights areas of particular note north of the R112, in the area from Milton Keynes to Wattisham. An adapted 1:500,000 chart to assist in interpreting this information is below.

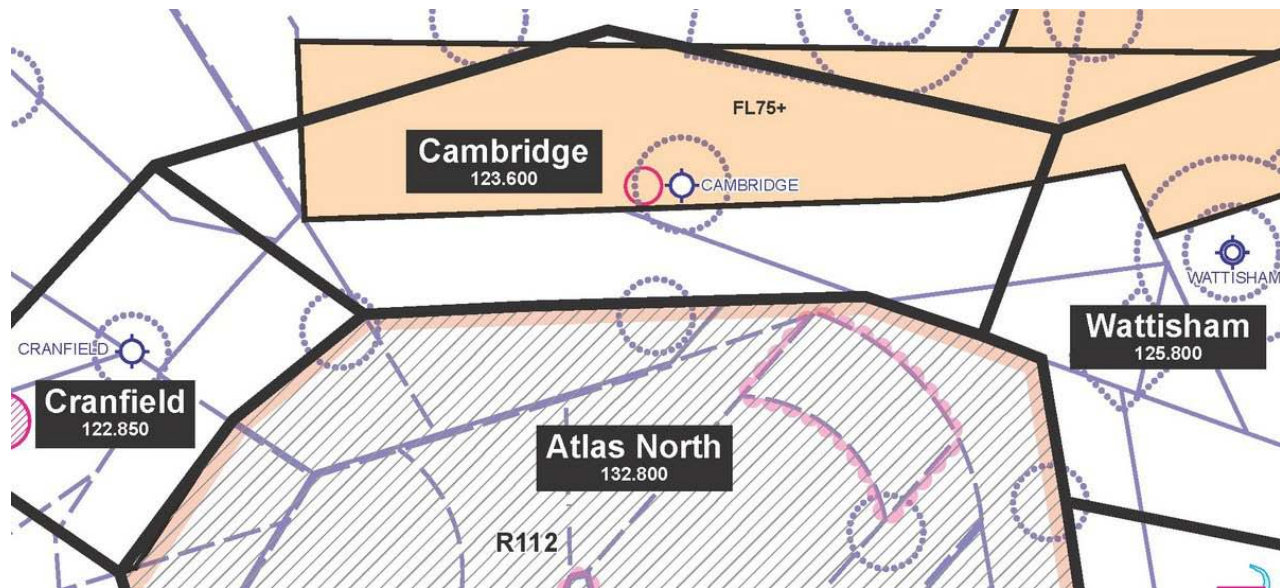


14.1 NORTH AREA CHART

14.2 AIR TRAFFIC SERVICE (ATS) AVAILABILITY

Due to the volume of R112, Farnborough (North) LARS is suspended from 2300 UTC 13th July 2012 to 2300 UTC 15th August 2012 ATS provision outside R112 and controlled airspace is available from the following units during published aerodrome operating hours, or as amended by NOTAM, and should be utilised whenever possible in the areas as shown on the chart:

- a. Cranfield;
- b. Old Warden;
- c. Cambridge;
- d. Wattisham.



14.2.1 NORTH AREA FREQUENCIES

14.3 CRANFIELD

Cranfield is expected to be busier than usual with an increased number of aircraft movements, including executive jets. Aircraft operating to and from Cranfield can be encountered anywhere in the area, but pilots should pay particular regard to the instrument approaches to Runways 03/21 (Note that instrument approach procedures to RWY 03 are anticipated to be implemented on 21st June 2012). Due to the orientation of Cranfield's runways and the boundary of R112, unless crossing north/south through the Cranfield overhead, flights may be asked to route west and north of Cranfield. Aircraft that choose to instead route between Cranfield and the boundary of R112 should be aware of:

- a. Aircraft arriving and departing Cranfield via the VRPs at Woburn Town and Stewartby Brickworks.
- b. Toddington Services on the M1 motorway, a common navigation feature, is within R112.
- c. Subject to confirmation by NOTAM, from 0700 UTC 16th July 2012 to 1900 UTC 15th August 2012 inclusive EG D206 (Cardington) is suspended.
- d. Unlicensed helicopter site/facility east of the M1 motorway at Junction 13 (Helimech) and adjacent unlicensed private strip known as Hulcote Farm.

Pilots of aircraft operating within 10 miles of R112 boundary between Winslow in the South West and the A1 in the north east are encouraged to obtain an ATS from Cranfield. Radar services are not available but a Procedural Service (subject to workload) or Basic Service may be available on request. Note that Cranfield may issue a SSR code for conspicuity, but this should not be interpreted as meaning that a radar service is being provided.

14.4 OLD WARDEN TO DUXFORD

The area between the A1 and M11, south of the A421/428, contains a wide variety of aerodromes and aviation activity, ranging from microlights to business jet operations. It is expected that displaced activity caused by R112 could significantly complicate matters. Therefore, pilots of aircraft transiting the area are advised to remain to the north of the main A428 from St Neots to Cambridge. Flight around the outside but close to the boundary of R112 between Old Warden and Duxford is discouraged.

The following information should be considered when planning flight in the area:

- a. Old Warden ATZ is activated by NOTAM during which times an ATS (Basic Service only) is available. During such periods, pilots of aircraft operating SE of the A421 between the A6 and Potton are encouraged to contact Old Warden, even if maintaining outside the ATZ. Known Old Warden activation dates at the time of going to press are: 21 July; 5 August; 11 August. Please refer to [AIC Y016/2012](#).
- b. Microlight flying takes place at Sandy.
- c. Aerobatic flying is frequently conducted at Little Gransden airfield, which has 55 home based aircraft. Additional aircraft are likely to operate from the airfield during the Olympics.
- d. Gransden Lodge is a busy glider airfield with winch launching to 3300 ft AMSL and aero towing. The National Club Class gliding competition 21-29 July will significantly increase the numbers of aircraft operating from the airfield. Expect over 200 movements on busy days with more than 50 gliders within 10 miles at peak times.
- e. Despite having no ATZ, Bourn can be busy with a variety of general aviation activity.
- f. The area between Cambridge and Duxford is expected to be busier than normal due to Cambridge arrival and departures, and Duxford aircraft entering and leaving R112 to and from the north.

14.5 CAMBRIDGE

Cambridge Airport is likely to be busier than usual, with an increased number of executive jet aircraft. Aircraft operating to and from Cambridge can be encountered anywhere in the area, but pilots should pay particular regard to the instrument approaches to Runways 05/23. Additionally, aircraft frequently route to and from:

- a. BARKWAY - initially up to 4000 ft, then higher;
- b. ADNAM - initially up to 4000 ft, then higher;
- c. Bedford - initially up to FL 90, then higher.

Cambridge ATC aim to provide increased capacity to handle a greater number of transit aircraft. Pilots flying in the area between R112 and the Lakenheath CMATZ, and between St Neots and Bury St Edmonds, are encouraged to obtain an ATS from Cambridge ATC. Radar services will be

provided subject to workload at the time. When a Basic Service is provided an SSR code is likely to be issued for conspicuity but this should not be interpreted as meaning that a radar service is being provided.

If routing through R112 in accordance with the regulations and intending to leave the area to the south of Cambridge, your flight is likely to conflict with aircraft arriving and departing from Cambridge, especially when Runway 05 is in use. Therefore, consideration should be made of planning to leave R112 to the east of Duxford, or west of Basingborne.

14.6 CAMBRIDGE TO WATTISHAM

Newmarket races will be held on 20th/21st July 2012, during which time frequent helicopter operations should be expected.

The north east corner of R112 is considered to be at higher risk of inadvertent infringement due to the lack of navigation features, potentially exacerbated by Haverhill VRP inside R112. Pilots transiting this area should consider utilising Wratting Common (N520732 W0002411) and Sudbury (N520225 W0004340) as navigation features to keep clear of R112.

Consider routing through the Wattisham MATZ to avoid unnecessary funnelling routing around R112 in the Sudbury area. Subject to operational requirements routine Wattisham operating hours are 0830-1700hrs local. Outside these hours, the airfield may still be operating, and pilots should always call for MATZ crossing. Outside normal operating hours, if no reply is received after two consecutive calls, pilots are advised to proceed with caution; however, the ATZ is active.

Note: Pilots routing to or from the south of Milton Keynes should note the contents of [Section 18](#), and to or from the South East of Wattisham should note the contents of [Section 15](#).

15 EAST AREA

The contents of this section highlight areas of particular note east of R112, in the arc from Wattisham to Lydd. An adapted 1:500,000 chart to assist in interpreting this information is below:

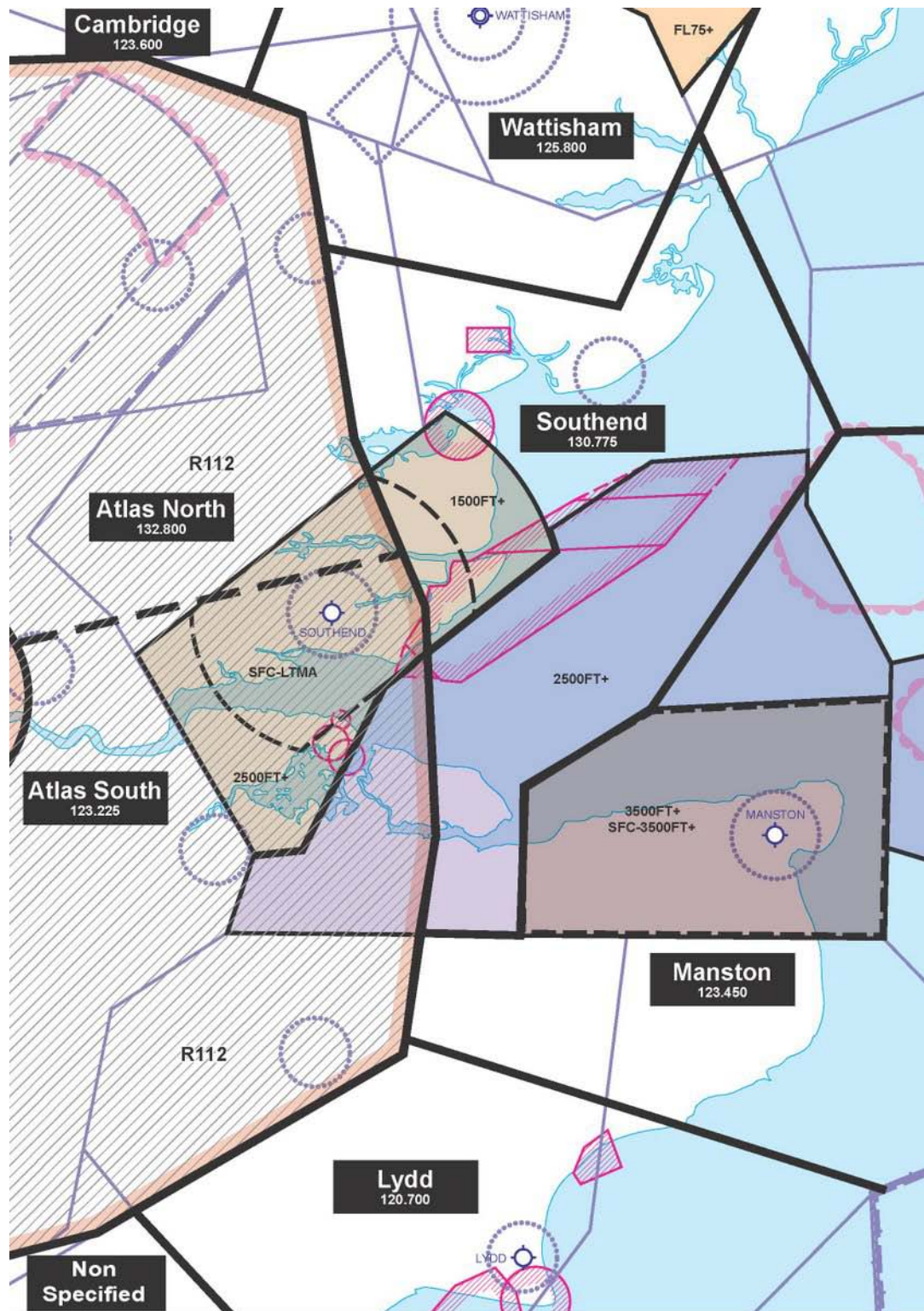


15.1 EAST AREA CHART

15.2 ATS AVAILABILITY

Due to the volume of R112, Farnborough (East) Lower Airspace Radar Service (LARS) is suspended from 2300 UTC 13th July to 2300 UTC 15th August 2012, as specified in Reference B. ATS provision outside R112 and controlled airspace is available from the following units during published aerodrome operating hours or as amended by NOTAM, and should be utilised whenever possible in the areas as shown on the chart below:

- a. Wattisham;
- b. Southend;
- c. Manston;
- d. Lydd.



15.2.1 EAST AREA FREQUENCIES

15.3 WATTISHAM AREA

Consider routing through the Wattisham MATZ to avoid unnecessary funnelling by routing around R112 in the Sudbury area. Subject to operational requirements routine Wattisham operating hours are 0830-1700 local. Outside these hours, the aerodrome may still be operating, and pilots should always call for MATZ crossing. Outside normal operating hours, if no reply is received after two consecutive calls, pilots are advised to proceed with caution; however, the ATZ is active.

Pilots should be alert to increased aerial activity to the north west of Colchester due to aircraft from Earls Colne leaving and entering R112 to/from the east, and intensive gliding activity at Wormingfold. Therefore, pilots should apply particular caution when routing around the north east corner of R112 and utilise the ability to cross the Wattisham MATZ as described above.

15.4 SOUTHEND AND EG D138

Southend CTR crossings are available subject to traffic at the time and controller workload. It should be noted that crossings through the overhead cause the least disruption. However, all crossing requests will be handled tactically and, where necessary, Southend will offer alternative routes, levels, or holding, in order to safely integrate the crossing.

In order to mitigate the potential issue of creating a choke point a 'GA Olympic Corridor' through EG D138 and a portion of R112, from surface to 2500 ft AMSL, has been established as detailed at [Section 7](#).

15.5 R112 - MANSTON CTR GAP

The airspace between R112 and the Manston CTR is an area where aircraft are expected to funnel in order to route north and south remaining clear of R112, and avoiding an extended over sea crossing. This corridor of Class G airspace (see chart) is approximately 5nm wide and is limited vertically by the CAS(T) CTA above, base level 2500 ft London QNH. Pilots operating in this airspace should follow the advice detailed below:

- a. If radio equipped, obtain an ATS from Southend. However, consider requesting a crossing of the Manston CTR in order to avoid this area (see below).
- b. Pay particular attention to lateral navigation to ensure the airspace to the east and west is not infringed. Ensure that the weather conditions are appropriate to your own needs to safely navigate through the area
 - Appropriate navigation features for the centre of the corridor are the towns of Leysdown on Sea (N512356 E0005501); Faversham (N511851 E0005343); and the A251 (Ashford road) that runs north to south.
 - Take note of Eastchurch airfield situated 2 nm west of Leysdown on Sea.
 - Whilst Ashford is an obvious navigational feature to the south, beware of routing to and from the corridor direct to Ashford, as this will put your flight very close to Challock gliding site (see below).

- c. If routing through R112 in accordance with the regulations, and intending to leave the area to the east via DET VOR in the vicinity of Faversham, your flight will enter the narrow Class G corridor at 90 degrees to the traffic flow. Additionally, if intending to continue to the east, this provides little time to arrange a Manston CTR crossing. Therefore, it may be more appropriate to plan your route to leave R112 in the vicinity of Ashford to the south or Minster to the north.

15.6 CHALLOCK

Challock glider site (see chart) conducts aero tows and winch launches to 2600ft AMSL. Due to R112 and CAS(T), aircraft are expected to be towed to the east, south east and south. Gliders will be operating in the Challock overhead up to cloudbase and will also be active in the local area subject to wind and thermal conditions on the day. Challock airfield should be avoided by an appropriate margin, and it is suggested that pilots remain to the east of the A251 (Ashford road) or south of the M20 motorway. The town of Wye, to the northeast of Ashford, with its adjacent chalk crown on the hillside to the east, and the Ashford/Canterbury railway line are highlighted as a useful navigation features.

15.7 MANSTON

Pilots are encouraged to make early requests for CTR crossing so that subject to traffic and controller workload at the time, they can avoid having to route through R112 - Manston CTR gap. All crossing requests will be handled tactically and, where necessary, Manston will offer alternative routes, levels, or holding, in order to integrate the crossing safely. The following routes are identified as potential options subject to traffic at the time:

- a. Along the north coast at 1500 ft and below;
- b. Canterbury to Sandwich 1500 ft and below;
- c. North to South through the Manston overhead;
- d. Whitstable - Canterbury 1500 ft and below.

Pilots should be aware of the Maypole Class G VFR Corridor, used for aircraft routing to and from Maypole airfield. The 2 nm wide VFR corridor commences 1 nm due North of Maypole Airfield, and runs due South to the CAS(T) boundary, up to 2000 ft QNH. Maypole aircraft are to fly not above 1500 ft Manston QNH, remaining within the designated boundaries of the VFR Corridor, unless specifically cleared to do so by Manston Radar/Approach. Aircraft inbound/outbound to/from Maypole Airfield, not utilising the Maypole VFR Corridor are required to contact Manston Approach/Radar before entry into Manston CAS(T). Complete details are contained within [AIP Supplement 003/2012](#).

Note that for the duration of the Olympic airspace arrangements the vertical extent of London Array and Thanet TMZs (located respectively to the north and north-east of Manston) have been adapted such that they continue to be co-incidental with the base CAS (SE CTA 4/5 or otherwise).

15.8 LYDD

Lydd is expected to have increased Olympic traffic intensity and pilots are encouraged to obtain an ATS from Lydd when operating to the south and south west of the M20 motorway, and over sea within 15nm of the coast when between Dover and Hastings. Radar services are not available but a Procedural Service or Basic Service may be provided on request. Note that Lydd issue SSR codes for conspicuity but this should not be interpreted as meaning that a radar service is being provided.

Pilots routing through the area should expect to encounter VFR traffic from the Continent inbound to Lydd routing:

- a. IR boundary - Folkestone - M20 motorway - Ashford - Lydd, not above 2200 ft from Folkestone to Lydd.
- b. IR boundary - Hastings - Rye - Lydd not above 2200ft from Hastings to Lydd.

Pilots routing north of Lydd should expect to encounter aircraft routing in and out of R112 3m south east of Headcorn.

15.9 CAS(T) SE CTA 4

SE CTA 4 (base 2500 ft, London QNH) is expected to have high traffic volumes and it is unlikely that crossings of this airspace will be available.

Note: Pilots routing to or from the west of Lydd should note the contents of [Section 16](#), and to or from the west of Wattisham should note the contents of [Section 14](#).

16 SOUTH AREA

The content of this section highlights areas of particular note south of R112, between Lydd and Goodwood. An adapted 1:500,000 chart to assist in interpreting this information is below.

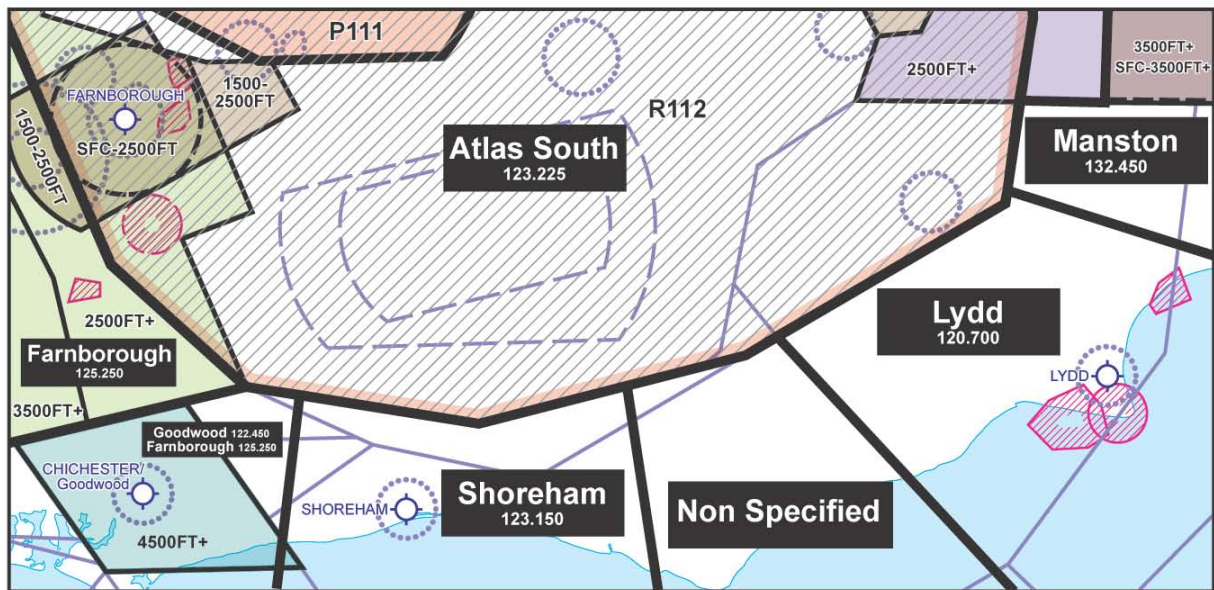


16.1 SOUTH EAST CHART

16.2 ATS AVAILABILITY

Due to the volume of R112, Farnborough (East) LARS is suspended from 2300 UTC 13th July to 2300 UTC 15th August 2012, as specified in Section 5, [Paragraph 5.1.3](#). ATS provision outside R112 and controlled airspace is available from the following units during published aerodrome operating hours or as amended by NOTAM, and should be utilised whenever possible in the areas as shown on the chart below:

- a. Lydd;
- b. Shoreham;
- c. Goodwood;
- d. Farnborough (West) LARS (limited to west of Littlehampton).



16.2.1 SOUTH AREA FREQUENCIES

16.3 LYDD

Lydd is expected to have increased Olympic traffic intensity and pilots are encouraged to obtain an ATS from Lydd when operating between the M20 motorway to the north west and Hastings/Battle in the west, and over sea within 15 miles of the coast between Hastings and Dover. Radar services are not available from Lydd but a Procedural Service or Basic Service is available on request. Note that Lydd issue SSR codes for conspicuity but this should not be interpreted as meaning that a radar service is being provided.

Pilots routing through the area should expect to encounter VFR traffic from the Continent inbound to Lydd routing:

FIR boundary - Folkestone - M20 motorway - Ashford - Lydd, not above 2200ft from Folkestone to Lydd.

FIR boundary - Hastings - Rye - Lydd not above 2200 ft from Hastings to Lydd.

Pilots routing north of Lydd should expect to encounter aircraft routing in and out of R112 3 nm south east of Headcorn.

16.4 EASTBOURNE AIRSHOW

From 9th-12th August 2012, a RA(T) will be established for the Eastbourne Airshow as detailed at [AIC M032/2012](#), from surface to 5500ft AMSL. Pilots are advised to pay particular caution during this 4 day period. A significant amount of air display traffic will be routing to and from

Shoreham and Lydd and pilots should be aware of aircraft types not normally encountered operating in the area, including fast jets and formations.

16.5 RINGMER

Ringmer is a busy gliding site with winch launches up to 2600 ft AMSL. Ringmer is situated close to R112 boundary and gliders are likely to operate between the airfield and Uckfield. Pilots planning to route between Ringmer and Uckfield should take particular care and be alert to the fact that they may encounter gliders and have limited options to manoeuvre to the north due to R112. Therefore, it may be considered prudent to route to the south of Ringmer instead.

16.6 SHOREHAM

The airspace between R112 and Shoreham is highlighted as requiring particular caution due to the funnelling effects of R112, coincident with Shoreham instrument and visual approach patterns, and anticipated gliding activity along the South Downs. The following information and advice should be noted:

- a. Pilots operating between Seaford and Littlehampton are encouraged to obtain an ATS from Shoreham. Radar services are not available but a Procedural Service or Basic Service is available on request. Note that Shoreham issue SSR codes for conspicuity but this should not be interpreted as meaning that a radar service is being provided.
- b. Transits below 3000 ft are likely to conflict with Shoreham instrument approach procedures and aircraft joining visually. East to west transits of the area are best conducted as high as possible subject to weather and remaining beneath controlled airspace.
- c. Pilots should consider off shore transit within glide range of land.
- d. Be aware of intense gliding activity along the South Downs below 2000 ft agl, particularly during northerly winds greater than 10 kt.
- e. Pilots should be alert for gliders soaring along east-west sea breeze front convergence lines. These are generated when there is an offshore wind and convection over land. The generally rising air overland eventually sucks in colder air from over the sea.

At the interface between these opposing flows (the 'convergence') there is a band of rising air which usually moves inland, often marked by 'curtain cloud' which hangs below the inland cloudbase.

16.7 PARHAM

Parham is a busy gliding site, situated very close to the boundary of R112, which undertakes aero towing. Gliding takes place in the overhead and local area subject to wind and thermal conditions. Pilots transiting the area are advised against attempting to route between Parham and the boundary of R112 as there is very little lateral space to manoeuvre to avoid gliders without infringing R112. It is recommended that in order to avoid Parham by a suitable margin, pilots route to the south of the aerodrome.

16.8 GOODWOOD

Pilots routing through the Goodwood area need to be aware that immediately west of Littlehampton, the Class G airspace is vertically limited by the establishment of CAS(T) CTA 9, with a base altitude of 4500 ft (London QNH). This is 2000 ft lower than the normal CAS in this area.

Pilots operating west of Parham/Littlehampton should note that they may obtain an ATS from Goodwood (Basic Service only) or a LARS from Farnborough (West). When operating within 5 nm of Goodwood below 3000 ft, Goodwood is the preferred ATS unit

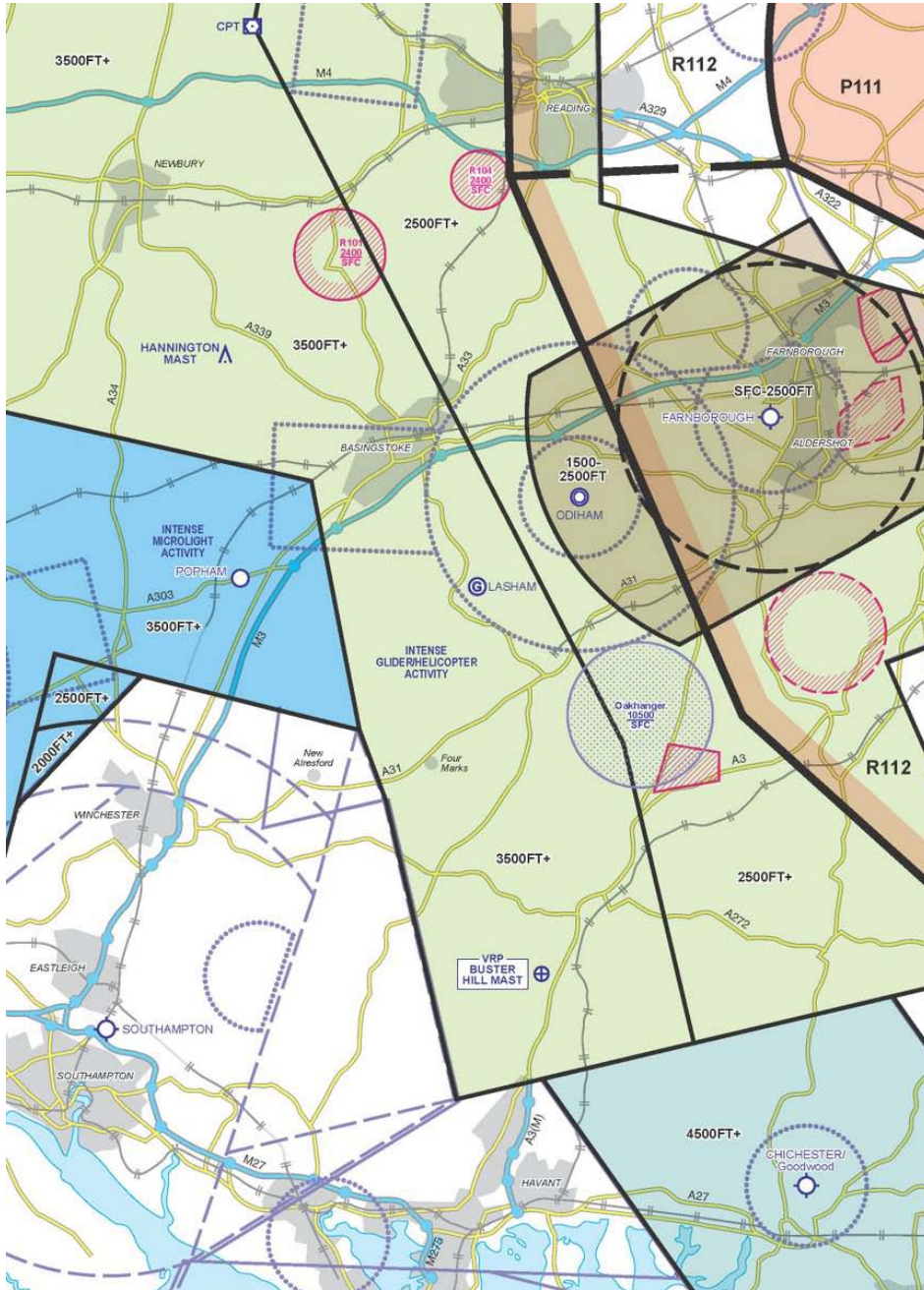
16.9 CAS(T) FARNBOROUGH CTA 7/8

Pilots routing to/from the north of Goodwood need to be aware of CAS(T) Farnborough CTA 7/8 (Farnborough QNH) with base altitudes 2000 ft lower than the normal controlled airspace in this area. Furthermore, the step down into this airspace is 2000 ft lower than the CAS(T) in the vicinity of Goodwood. Therefore, pilots are reminded of the airspace infringement risk in this area and need to adjust altitude at an appropriate time when transiting northbound. However, in doing so, pilots also need to take account of the Goodwood ATZ and associated local traffic patterns.

Note: Pilots routing to or from the north of Goodwood should note the contents of [Section 17](#) and to or from the North East of Lydd should note the contents of [Section 15](#).

17 SOUTH WEST AREA

The content of this section highlights areas of particular note south west of R112, in the arc from Goodwood to Compton VOR. An adapted 1:500,000 chart to assist in interpreting this information is included below

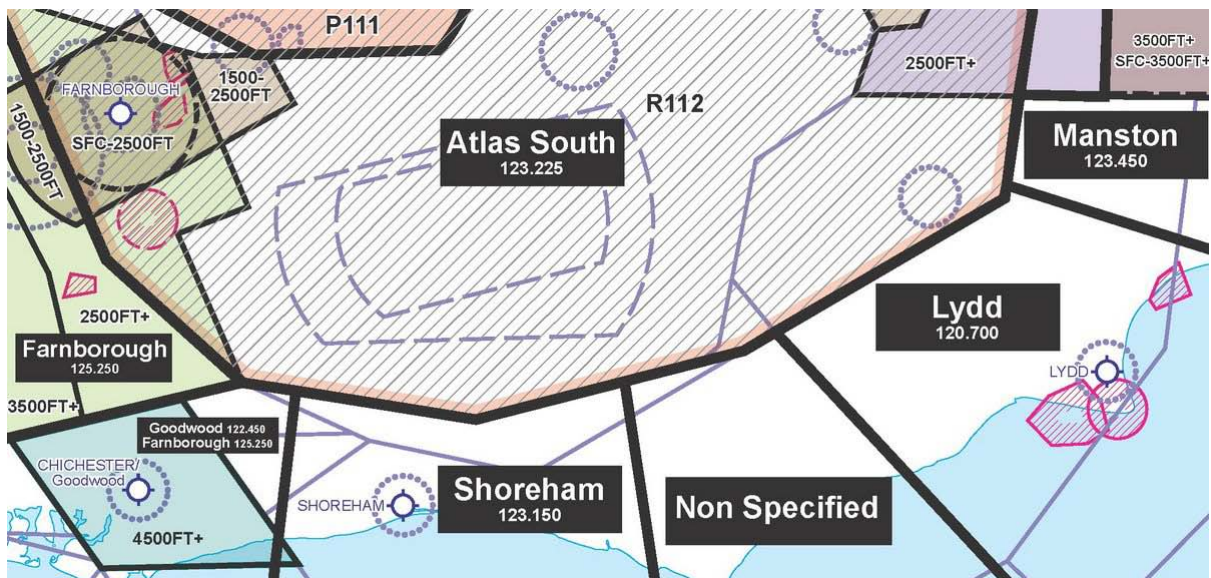


17.1.1 SOUTH WEST AREA CHART

17.2 ATS AVAILABILITY

ATS provision outside R112 and controlled airspace is available from the following units during published aerodrome operating hours or as amended by NOTAM, and should be utilised whenever possible. **Farnborough (West) is the primary LARS provider in the area**; however, other available ATS units nominated in specific areas are detailed, and shown on the chart below:

- a. Goodwood (Basic Service only). When operating within 5 nm of Goodwood below 3000 ft, Goodwood is the preferred ATS unit
- b. Solent Radar. Although not a LARS provider, pilots requiring an ATS in areas below the Solent CTA should contact Solent Radar who may be able to provide a Basic Service. Additionally, pilots in the vicinity of the Solent CTA/CTR should consider selecting the Solent Radar monitoring code (0011) and listen out the Solent Radar frequency.
- c. Benson ATC should be contacted to facilitate crossing of its MATZ and is the preferred ATC unit for flights within 10 miles of R112 boundary north of Compton VOR. Extended hours are between 0800-2200 local Monday to Friday, and 0800-1700 local Saturday and Sunday.
- d. Brize Norton provides LARS primarily in the area at and to the north of the M4 motorway. Extended hours are between 0800-2200 local Monday to Sunday.



17.2.1 SOUTH WEST AREA FREQUENCIES

17.3 CAS(T) - GENERAL

This region has a significant volume of CAS(T), the base of which is defined on a QNH detailed at [Section 10](#). Consequently, pilots need to pay particular attention to amending their routings and altitudes to ensure that they do not inadvertently infringe the airspace. Specific advice and

guidance pertinent to particular, but not all areas of the CAS(T) is provided below. See chart at Section 10, [Paragraph 10.4](#) for detail of the areas.

17.4 SOLENT CTA 12A/D

Particular attention is drawn to Solent CTA 12A/D, which are small extensions to the north western portion of the Solent CTA. These areas of Class D airspace are managed by Solent Radar. As per the current Solent CTA procedures, crossing clearances are available subject to traffic at the time.

17.5 FARNBOROUGH CTA 7/8

Farnborough CTA7/8 is Class D airspace managed by Farnborough ATC. Crossing clearances may be requested but may not always be available as this will depend on traffic at the time.

Pilots routing from the Goodwood area need to be particularly aware of CAS(T) Farnborough CTA 7/8 (Farnborough QNH) with base altitudes 2000 ft lower than the normal controlled airspace in this area. Furthermore, the step down into this airspace is 2000 ft from the CAS(T) in the vicinity of Goodwood. Therefore, pilots need to adjust altitude at an appropriate time when transiting northbound, also taking account of the Goodwood ATZ and associated local traffic patterns.

North/south transit beneath CTA8 are complicated by the Oakhanger HIRTA; Farnborough CTA (1500-2500 ft); EG R101 (Aldermaston); and EG R104 (Burghfield). Therefore, it is recognised that north/south transit aircraft are increasingly likely to route to the west of Odiham, and this creates additional conflicts that pilots need to be taken into account as detailed in Paragraph 17.6 below

17.6 CTA 12F(N), CTA 12B, CTA 12C

The areas designated as CTA 12F (N), CTA 12B and CTA 12C have split ATS provision – see Olympics CAS (T) 1:500,000 chart legend. During the operating hours of Farnborough, Farnborough are the controlling authority from 3500ft to 4500ft; Solent is assigned the next layer above 4500 to the respective upper limit of CAS (T). However, when Farnborough close at 1900 UTC, Solent assume responsibility for these 3 sectors of CAS airspace from 3500ft to the respective upper limit (details shown in 1:500,000 chart legend).

17.7 LASHAM - NEW ALRESFORD AREA

The Class G airspace between Lasham and New Alresford has been identified as requiring particular caution, as it is expected to be highly utilised by aircraft transiting to the north and south. This corridor of Class G airspace (see South West area chart) is approximately 5 nm wide and is limited vertically by the CAS(T) Farnborough CTA 7 above, base level 3500 ft (Farnborough QNH). Pilots operating in this airspace should follow the advice detailed below:

- a. If radio equipped, obtain an ATS from Farnborough (West). However, if routing further to the west beneath the Solent CTA, contact Solent Radar or use the Solent Radar Monitoring Code of 0011.

- b. Pay particular attention to lateral navigation to ensure the Solent CTA to the south west is not infringed. Note that the Solent CTA base level in the vicinity of New Alresford lowers to 2500 ft (Solent QNH).
- c. Lasham gliding site should be avoided by an appropriate margin. Additionally, expect to encounter intense gliding activity in the local area.
- d. Navigation through the area can be assisted by utilising the following features: Hannington Mast (N511928 W0011431); A303/M3 junction (N511202 W0011131 - also note Popham below); Butser Hill Mast VPR (N505836 W0005856). Note that Four Marks town, a prominent mapping feature situated centrally in the corridor, is not easy to visually identify.

17.8 LASHAM AERODROME

Intensive gliding operations take place at Lasham with winch launch to 3000 ft AMSL and aero towing. The majority of gliders are expected to be flying in the local area and at the airfield; however, some cross country flying will still take place. Lasham is conspicuous from the air and it has been known for some pilots to mistake Lasham's paved runways for RAF Odiham.

17.9 RAF ODIHAM

Odiham will be active 24 hours a day during the main Olympic period. As per normal procedures, crossing clearances of Odiham MATZ are coordinated by Farnborough ATC during their normal operating hours without the need for pilots to change to the Odiham ATC frequency. When Farnborough are closed, pilots that wish to cross the Odiham MATZ are advised to contact Odiham Approach. If no reply is received after two consecutive calls, pilots are advised to proceed with caution; however, the ATZ is active.

17.10 POPHAM

Popham is a busy mixed GA airfield with a large proportion of microlight activity, which operates circuits at 800 ft AGL from an overhead join at 2500 ft AMSL (altitude). Although it has no ATZ, pilots are advised to pay due regard to Popham.

17.11 FARNBOROUGH

Farnborough has Class D CAS(T) CTA and CTR established, the vast majority of which is contained within R112, and therefore crossings of this airspace are also subject to the regulations for flight in R112. Crossing clearances of the portion of the Farnborough CTA which is outside R112 may be provided subject to traffic intensity at the time. However, pilots should not rely on such a crossing clearance being available and, as per normal procedures, should have an alternative route and sufficient fuel planned in advance.

Pilots should also note that the Farnborough Airshow takes place in the period immediately before, and overlapping with, the establishment of R112. This will generate additional 'small' and 'large' RA(T) see [AIC M059/2012](#) . The table below provides an overview of the timing and location of the additional airspace restrictions.

Airshow + Olympics					
2 nd – 7 th	8 th	9 th - 13 th	14 th -15 th	16 th July	16 th July – 15 th August
Validation Week (M-S)	Sunday	Airshow Week (M-F)	Public Display S-S	Fly Away Day	Olympics
Large RA(T)	Small RA(T) in PM	Large RA(T)	Large RA(T)		
		Small RA(T)	Small RA(T)		
			R112	R112	R112
				CAS(T)	CAS (T)

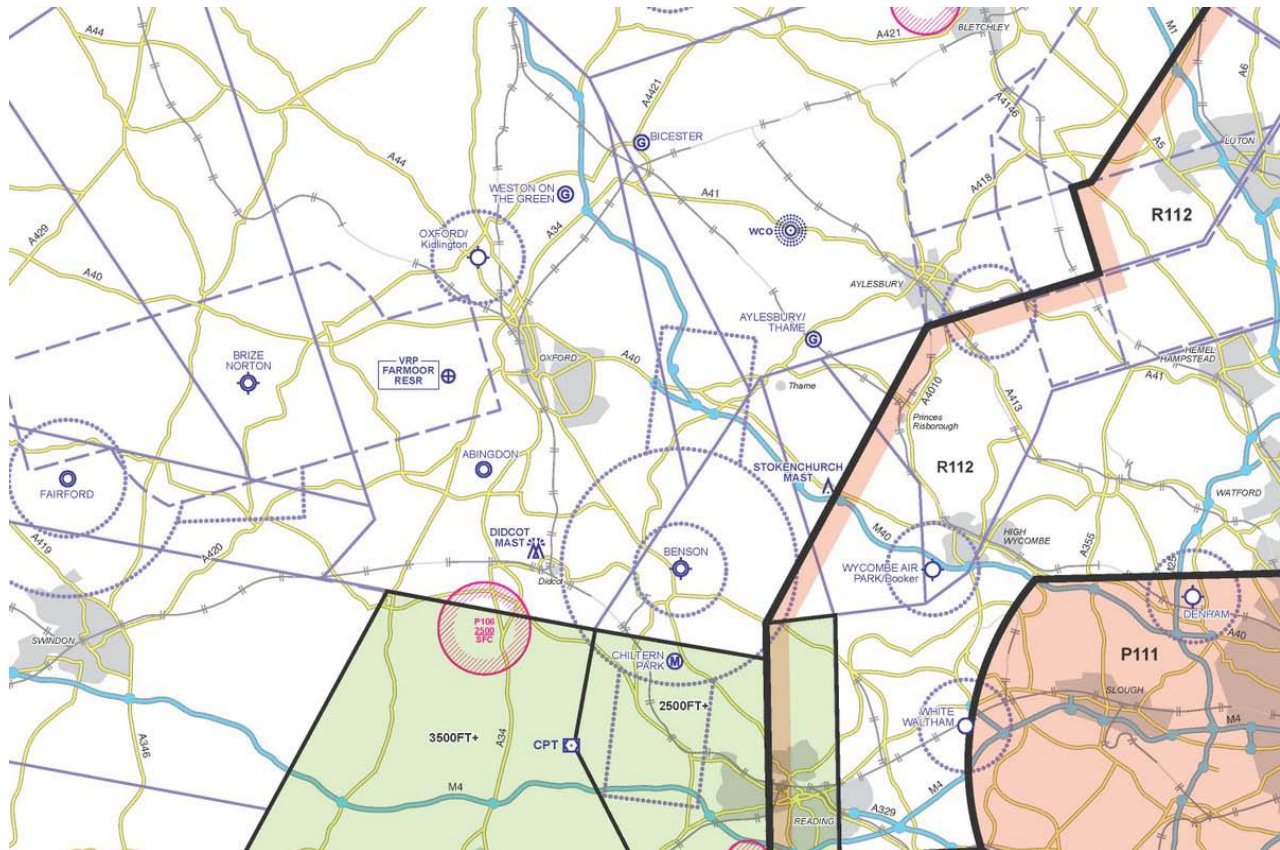
Further information on the series of restrictions affecting Farnborough's airspace, including mapping, are provided at: <http://olympics.airspacesafety.com/news/article-on-farnborough-airshow-restrictions>

From 14th July to 15th August 2012 (the period of the Olympic CAS(T)), in order to both prevent and mitigate the consequences of airspace infringements, pilots operating in the Farnborough (West) LARS area who are unable or do not wish to receive an ATS, are encouraged to select the Farnborough Frequency Monitoring Code (*5047) and to listen out on the Farnborough (West) LARS frequency 125.250 MHz. This will allow Farnborough ATC to attempt to establish contact with an aircraft which is displaying such a code and which is considered to be infringing, or is likely to infringe, controlled airspace in order to resolve the situation quickly and efficiently. Selection of such codes does not imply the provision of any form of Air Traffic Service. Further information regarding Frequency Monitoring Codes is available at [UK AIP ENR 1-6-2-4 Para 2.5](#).

Pilots routing to or from the north of Compton VOR should note the contents of [Section 18](#) to or from the South East of Lydd should note the contents of [Section 16](#).

18 NORTH WEST AREA

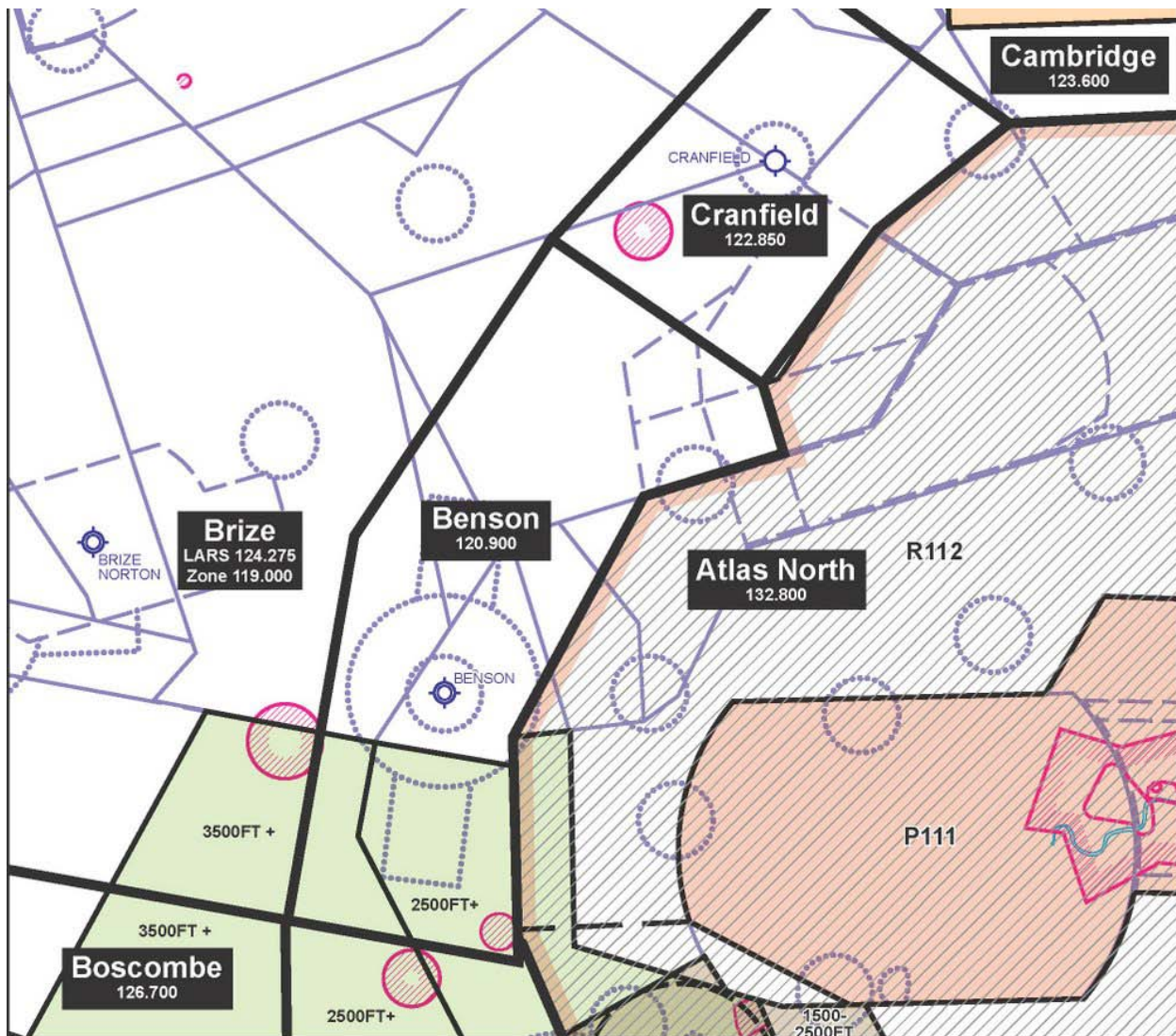
The content of this section highlights areas of particular note to the North West of R112, in the arc from Compton VOR to Milton Keynes. An adapted 1:500,000 chart to assist in interpreting this information is below.



18.1 NORTH WEST AREA CHART

18.2 AIR TRAFFIC SERVICE (ATS) AVAILABILITY

ATS provision outside R112 and controlled airspace is available from the following units during published aerodrome operating hours or as amended by NOTAM, and should be utilised whenever possible. **Brize Norton ATC is the primary LARS provider in the area** and will be providing additional capacity to service demand during the Olympic period, extended hours are between 0800-2200 local Monday to Sunday. However, other available ATS units nominated in specific areas are detailed and shown on the chart below:



18.2.1 NORTH WEST AREA FREQUENCIES

- a. Benson ATC should be contacted to facilitate crossing of its MATZ and is the preferred ATC unit for flights within 10 miles of the boundary of R112 between the Compton VOR and Buckingham/Winslow. Extended hours are between 0800-2200 local Monday to Friday, and 0800-1700 local Saturday and Sunday. Outside these times, services may be available subject to capacity from Brize Norton or, in the southern part of the area, from Farnborough (West). Alternatively, pilots should consider utilising the Atlas SSR monitoring codes.
- b. Oxford ATC should be contacted for crossings of its ATZ unless already in contact with Brize Norton or Benson ATC. Brize Norton and Benson ATC will coordinate transit flights with Oxford ATC, and will transfer aircraft to Oxford ATC prior to entering the ATZ.

- c. Farnborough (West) provides LARS primarily in the area at and to the south of the M4 motorway and Compton VOR.

18.3 COMPTON VOR AREA

The airspace in the area of Compton VOR is normally utilised for general handling and instrument flying training. However, the airspace in this area has CAS(T) with base levels of 2500 and 3500 ft QNH. Consequently, pilots should expect increased aerial activity beneath the CAS(T) in this area.

Pilots who require higher altitudes to conduct general handling are encouraged to route to the west and utilise the airspace freed by the closure of RAF Lyneham. For instrument flying training, it is recognised that Westcott will be a popular alternative (see below).

18.4 DIDCOT AREA

The Class G airspace in the Didcot area, is a well known area of intense activity, and there is the potential for this to be exacerbated by aircraft displaced by R112. Pilots who have no option but to route through this airspace are advised to take account of the following information and advice:

- a. If radio equipped, obtain an ATS from Brize Norton if west of the A34 and Benson if east of the A34.
- b. Consider an alternative routing through the Brize Norton CTR thus avoiding the need to transit the Didcot area. Before entering the CTR, a formal clearance must be requested and received from Brize Norton ATC, who will make all efforts to facilitate a CTR crossing. Preferential crossing routes are:
 - At 3300 ft crossing the Brize Zone at any point;
 - Crossing at Farmoor Reservoir VRP, or Fairford, to achieve at least 8 nm west/east of Brize Norton, not above 1800 ft QNH;
 - Crossing 1nm east or west of the threshold of the runway in use at 2300 ft QNH;
 - Helicopters through the overhead not above 1300 ft QNH.
- c. Consider an alternative routing through the Benson MATZ (see below), thus avoiding the need to transit the Didcot area.
- d. Abingdon gliding only takes place on weekends. During the Olympics Abingdon gliders will be operating in the overhead and to the west and south west of Abingdon. On weekends, pilots transiting the area should avoid the Abingdon overhead by an appropriate margin. To do so, it may be more appropriate to cross the Brize Norton CTR or Benson MATZ as outlined above. Monday to Friday there is no gliding; therefore, pilots should make use of the airspace, but note that military helicopters

may be operating on the airfield. Brize Norton and Benson ATC are able to advise on Abingdon activity.

18.5 BENSON AND CHILTERN PARK

In order to avoid unnecessary funnelling, pilots are advised to utilise the ability to cross the Benson MATZ, and to contact Benson ATC for a MATZ crossing service. Routine Benson operating hours are Mon-Fri 0800-2200 local and Sat/Sun 0800-1700 local. Benson ATC is keen that pilots call to request MATZ crossing and will facilitate such requests. Outside these hours, the airfield may still be operating, and pilots should always call for MATZ crossing. If, outside normal operating hours, and no reply is received after two consecutive calls, pilots are advised to proceed with caution; however, the ATZ is active.

Chiltern Park, situated within the Benson MATZ, is expected to be busier than normal. However, there will be no parachuting whilst R112 is active. Benson ATC will be able to provide details of Chiltern Park activity.

For pilots entering or leaving R112 wishing to cross the Benson MATZ, the following procedure is in place during Benson operating hours:

- a. Outbound from White Waltham/Wycombe Air Park to the west, Atlas Control will transfer aircraft to Benson ATC on reaching the boundary of R112.
- b. Inbound to White Waltham/Wycombe Air Park from the west:
 - i. Pilots wishing to enter R112 on contact with Benson Zone will be requested to provide relevant details, including approval number.
 - ii. Benson will notify the aircraft to Atlas Control.
 - iii. The aircraft will be transferred to Atlas Control prior to reaching the boundary of R112.
- c. In all other circumstances, pilots are to adhere to the standard R112 entry requirements.

18.6 THAME

The gliding site at Thame is expected to be significantly busier as a result of aircraft relocating from within R112. Therefore, pilots are advised to take account of the following information and advice:

- a. Aero towing and winching up to 2300 ft AMSL are planned 7 days a week.
- b. If possible, when transiting the area, remain to the north west of Thame. Flight around the outside but close to the boundary of R112 between Thame and Princes Risborough is discouraged due to the likelihood of encountering Thame gliders and aircraft entering and leaving R112 to and from Denham and Wycombe Air Park.

- c. Pilots departing and entering R112 should route around Thame and be aware of anticipated funnelling between Thame and Benson, and Thame and Aylesbury.
- d. Pilots should note that on leaving R112, Thame is known to be hard to visually acquire due to the effects of shielding by the Chilterns. Pilots leaving R112 in the Thame area are advised to make contact with Benson ATC as soon as possible

18.7 EG D129 - WESTON ON THE GREEN

Subject to confirmation by NOTAM, from 0700 UTC 16th July to 1900 UTC 15th August 2012 inclusive, EG D129 (Weston on the Green) is planned to be closed. However, whilst parachuting will not take place, Weston on the Green will still be active with gliding including winch launches to in excess of 3,300 ft AMSL throughout this time; therefore, pilots should avoid the aerodrome by an appropriate margin and be alert to gliders operating at any altitude up to the base of controlled airspace.

18.8 BICESTER

Bicester gliders will continue to operate during the period. During the Bicester Regionals Competition (21st-29th July), competitors will not route South of Oxford and turning points for the competition will be no closer than 10 nm from the Olympic airspace.

18.9 WESTCOTT

The airspace in the vicinity of Westcott is expected to be busier due to relocated instrument flying training from the Compton VOR area. Aircraft that require to conduct such flights in this area are encouraged to obtain an ATS from Brize Norton.

18.10 OXFORD

Oxford Airport is likely to be busier than usual, with an increased number of executive jet aircraft. Aircraft operating to and from Oxford can be encountered anywhere in the area, but pilots should pay particular regard to the instrument approaches to Runways 01/19.

Additionally, aircraft frequently route to and from Daventry VOR, and to and from the Brize Norton overhead.

Note: Pilots routing to or from the south of Compton VOR should note the contents of [Section 17](#), and to or from the north east of Milton Keynes should note the contents of [Section 14](#).

19 LINKS TO OTHER USEFUL RESOURCES

www.airspacesafety.com/olympics

www.ais.org.uk

www.caa.co.uk

www.nats.co.uk

<http://www.acl-uk.org>

A guide from the MoD to the Distress and Diversion Cell including the service it offers and the R/T phraseology to use.

http://olympics.airspacesafety.com/media/3600/dandd_guide.pdf

UK CAA Safety Sense Leaflet (13) – **Collision Avoidance**.

<http://www.caa.co.uk/docs/33/20110217SSL13.pdf>

A three part video series on pilot **situational awareness**. Produced by the Australian Civil Aviation Authority (CASA).

Part 1:

http://www.youtube.com/watch?v=OrJJNQZJc6Y&feature=results_video&playnext=1&list=PL2756915B76D60C24

Part

2: http://www.youtube.com/watch?v=82dyK4xrHns&feature=results_video&playnext=1&list=PL2756915B76D60C24

Part 3:

http://www.youtube.com/watch?v=lmNYAshs60w&feature=results_video&playnext=1&list=PL2756915B76D60C24

The effects of drugs and alcohol, Series produced by the Australian Civil Aviation Authority:

http://casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_100575

A guide to the Intercept procedures that will be used within P111 and R112.

Leaflet: http://olympics.airspacesafety.com/media/7037/asi_intercept_leaflet_v5_lr.pdf

Podcast: <http://soundcloud.com/flapspodcast/caa-airspace-4>

