

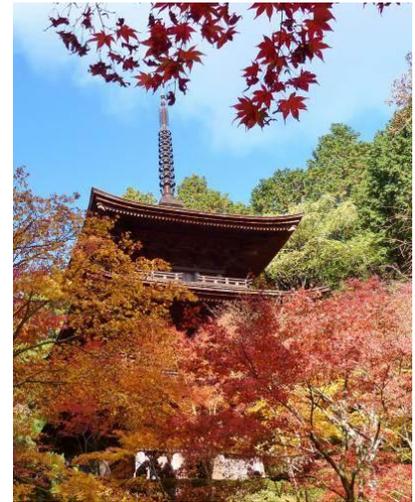
Asian Breeze (24)

(亜細亜の風)

Cool and dry autumn to you

16 October, 2012

Cooling down to a normal temperature (19 low to 25 high degrees centigrade), Tokyo is now receiving the best season in the year. The best season of autumn reminds Japanese of many things such as autumn for arts, autumn for reading, autumn for sports and autumn for appetite. Speaking of sports, 2012 Summer Olympic Games in London as the biggest sport event in the world is still fresh in our memories. I guess there are many Japanese who experienced many sleepless nights to watch 2012 Olympic Games this summer. The same applies to Asian People because of time difference, doesn't it? I watched on TV the opening of London Olympic Games in the middle of night, but it was worthwhile since it was very fascinating and impressive.



In this issue, we have received a wonderful article from Mr. James Cole, Airport Coordination Limited (ACL) covering many activities including London Olympics. This article features many efforts of ACL behind the scene to challenge alleviating the air traffic congestion during many sport events including London Olympics. I hope you will enjoy reading and find it very interesting and informative.

Eventful Summer for ACL

The Summer 2012 season was one filled with special events for ACL. London was the center of celebrations for Queen Elizabeth II's Diamond Jubilee, commemorating her 60th year as the monarch of the United Kingdom and as head of state of 16 other Commonwealth countries, taking place in May and June. This was followed by the London Olympics and Paralympics 2012 from late July to early September. In the middle, ACL was also responsible for coordinated four airports in Poland for the UEFA (Union of European Football Associations) Euro 2012 football championships during June.

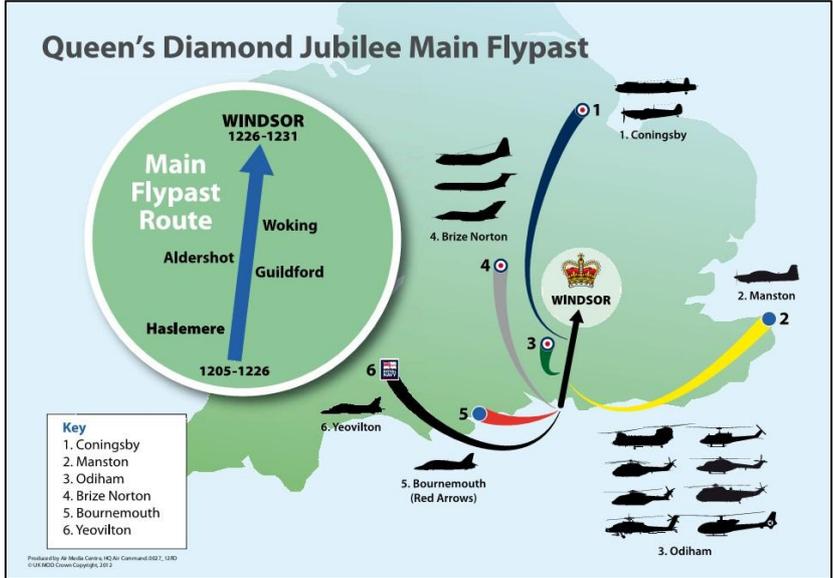


These events placed special demands on traffic at the airports, and new slot coordination procedures were introduced to manage demand.

Queen's Jubilee

One of the main events of the Queen's Jubilee celebrations was a flypast at Windsor Castle on 19 May involving over 80 aircraft, from classic World War II warbirds to modern military jets.

Windsor Castle is only 8km due west of the threshold of the Heathrow runways and lies directly on the Runway 09L approach. On top of the impact of the flypast itself, there were 30 flights for heads of state and foreign dignitaries attending a state dinner with the Queen.



Euro 2012 Football Championships

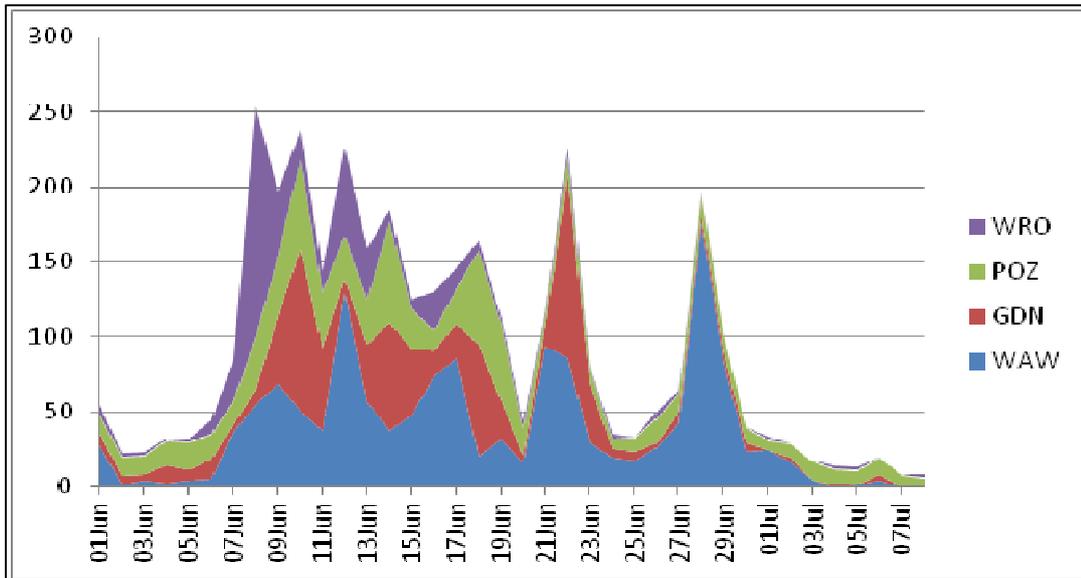
The UEFA Euro 2012 football championships were jointly hosted by Poland and Ukraine. They are Europe's largest football championship, and second only to the World Cup in scale. There were 24 group stage games and 6 quarter/semi-final games shared between Poland and Ukraine during the period 8-28 June, with the final in Kiev on 1 July.



In December 2011, ACL was appointed as the coordinator for Warsaw, Gdansk, Poznan and Wroslaw airports by Polish Civil Aviation. Warsaw was declared as a Level 3 airport on an ongoing basis, while the other 3 airports were coordinated temporarily for the Euro 2012 championships.

ACL coordinated over 3,500 additional commercial and business aviation flights for the 15 games in Poland. The busiest single day was 28 June for the semi-final game in Warsaw with 173 extra flights, 36% more than a normal day.

Euro 2012 Daily Extra Movements



For the Group Stages of the tournament, we accepted airline slot requests from mid-December 2011, and from business aviation operators from early February 2012. However, it was not possible to coordinate the quarter and semi-final matches until the teams were known only 3 days before each match. For the knock-out stage, we performed a mini-initial coordination on the morning after the teams were known, sent the results to the airport by 12:00 to check the detailed aircraft stand plan, and then confirmed slots to airlines by 17:00. Although this was an intense workload for the team, the process worked very well.

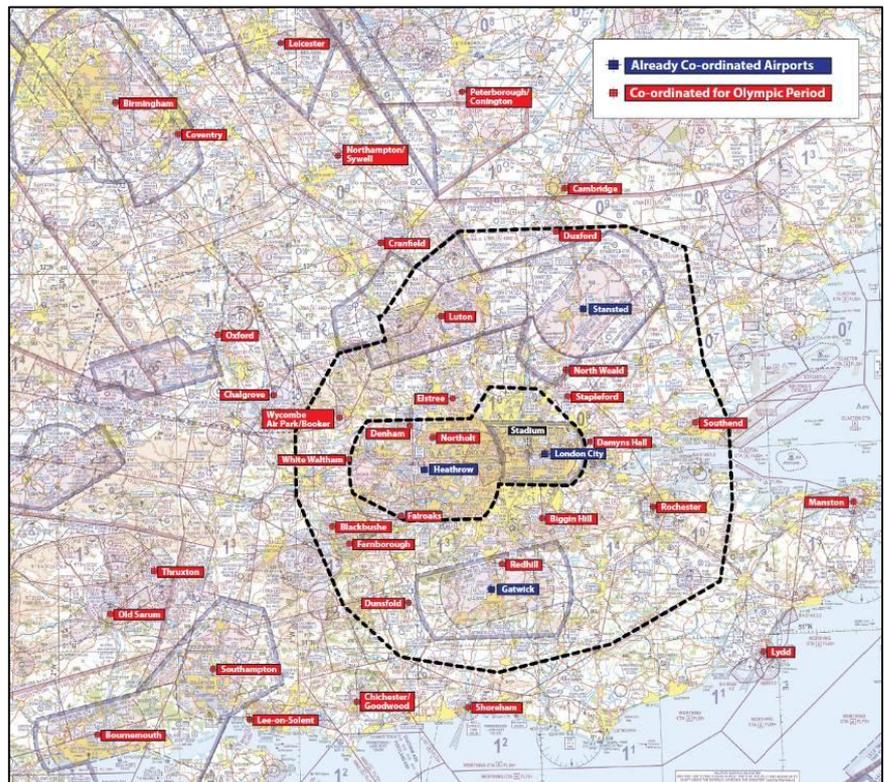
London 2012 Olympics

The London Olympics 2012 took place from 27 July to 12 August 2012. The Paralympic Games took place from 29 August to 9 September 2012.

Over 10,000 athletes from 204 National Olympic Committees (NOCs) took part, surpassing the 1948 Summer Olympics in London and the 2002 Commonwealth Games in Manchester as the largest multi-sport event ever to be held in the UK. About 7 million tickets were sold for the Olympics, and over 2 million for the Paralympics. Overall, the Games were a great success, bringing the summer of celebrations in London to a fitting end.



ACL's planning for the Olympics started in mid-2009 with a comprehensive demand forecast and capacity assessment exercise, looking at the airport and airspace capacity throughout the South of England. Working in partnership with the Atkins consultancy firm, we constructed a forecast Summer 2012 schedule for 15 airports in the South of England. This demand was modeled against the capacities of each airport and the surrounding airspace. As a result of this study, and following a consultation with interested parties, the UK



Department for Transport decided to introduce temporary slot coordination at 36 airports, in addition to the four normal Level 3 airports in London. The objective was to maintain 'business as usual' at the region's major airports and to ensure that the London airspace was not overloaded.

Overall, these 2009 forecasts proved to be quite accurate. Little demand for additional commercial passenger flights was anticipated because London is the world's busiest air travel market with over 130 million passengers using its 5 major airports each year. However, we forecast demand for about 10,000 business aviation flights during the Olympic period and 150 Head of State flights, most around the opening ceremony. The actual figures were 9,782 business aviation flights and 148 Head of State flights (including positioning legs).

Bizjet traffic at London's main business aviation airfields of Farnborough and Biggin Hill were up by 16% and 19% respectively. Overall movements in the London area were up 4.5% on the peak days, compared with the same period in 2011.

Despite the higher traffic, the UK ATC providers NATS reported that total air traffic management related delays during the Olympic period were only 593 minutes compared with more than 13,000 minutes in the same period in 2011.



Biggin Hill Airport during the Olympics

Single Coordination Committee

Coordinating a total of 40 airports for the Olympics period was a real challenge. Of the 40 airports, 4 were already Level 3 airports, and 4 were Level 1 or 2 airports already managed by ACL, but 32 had never been part of the slot allocation of schedules facilitation process.

The first step was to determine declared capacities for each of the airports, and a Single Coordination Committee was formed for the purpose. This was a temporary committee that worked alongside the existing local airport coordination committees (in the UK each coordinated airport has its own committee). The established Level 2 and Level 3 airports maintained their normal hourly movement capacities. Demand was estimated for the other airports, and the resulting loadings was simulated and validated by NATS before the airport-by-airport and hour-by-hour capacities were declared.

Olympic Airports

The slot booking process at the business aviation airfields was managed using the Online Coordination System (www.online-coordination.com). ACL trained the operational staff of each of the airports to use OCS, and they made the bookings on behalf of their aircraft operator customers. It was the airport operator's

responsibility to check local constraints such as aircraft parking. In booking a slot with ACL they were effectively booking airspace capacity in the London Terminal Movement Area (TMA). All IFR flights in the London TMA needed to be allocated a slot by ACL during the Olympics period between 21 July and 15 August 2012.



Flight Plan Suspension Process

The EU Slot Regulation permits flight plans to be rejected if the operator does not hold a corresponding airport slot. For the German World Cup 2006 the German ATC provider DFS developed a system to match slots and flight plans and send warning messages to operators, but not to go as far as suspending or rejecting flight plans. The events of 2012 were the first wide-scale implementation of flight plan suspension as a way to enforce slot compliance.

ACL was authorized by the Polish Civil Aviation Office (for Euro 2012) and by the UK Department for Transport

(for the Olympics) to request Eurocontrol to suspend flight plans if there was no corresponding slot. It was the coordinator's responsibility to perform the matching and manual checks to decide whether a flight plan suspension was necessary.

ACL first implemented flight plan suspensions, using the DFS matching software, for the Euro 2012 championships in Poland. During the three week period 7-28 June, we sent out 187 warning messages (105 for 'no slots' and 82 for 'off slots'). In 66 cases it was necessary to escalate to a flight plan suspension which prevented most operations without a slot - during the Euro 2012 championships period there were just 12.



For the Euro 2012 championships, ACL worked day shifts 7 days a week. However, for the Olympics we worked a full 24/7 shift pattern. This shift working was primarily driven by the need to closely monitor the slot and flight plan matching process (many flight plans are filed during the night).

To man the shifts, ACL borrowed Gozalo Gonzalez from Slot Coordination

Switzerland (SCS). The Swiss use the same Score coordination system as ACL, and we had sent a coordinator to Switzerland in 2008 to help with the Euro 2008 football championships, so they were returning the favour. This exchange of personnel between coordination companies is a great development opportunity for the individuals and for the host coordination teams. We hope that Gozalo enjoyed his time with ACL; we certainly enjoyed hosting him. ACL also brought Geoff King, our former Gatwick coordinator, out of retirement to assist with the Olympics.

For the Olympics, ACL sent out 835 warning messages (295 'no slots' and 440 'off slots') and suspended 353 flight plans. This meant that there were only 8 operations without a slot across the 40 Olympic airports during the 25 day coordination period, none of which occurred at one of the major airports.

Conclusion

Summer 2012 was a season of huge challenges and extra work for everyone in ACL, but it was also great fun and rewarding to contribute to the smooth running of such high profile sporting events and celebrations. It also allowed us to implement new ways of coordinating scarce capacity and enforcing adherence to slots, from which we can draw valuable lessons for the future. **[James Cole, Director of ACL International]**

APACA/5 and Election

The fifth meeting of the Asia/Pacific Airport Coordinators Association (APACA/5) will be held from 17:00 to 18:00 on 16 November (Friday), 2012, in Toronto, Canada. The meeting room is Yonge, Conference Centre Street Level. This particular meeting is very important because the election of Chair and two Vice-Chairs of APACA will take place at this meeting. Two years would have passed at APACA/5 since APACA was established on 13 November, 2010. Time flies, doesn't it? The agenda for this meeting will be sent out shortly. Please mark the time, date and place of APACA/5 in your calendar.

Asian Tea Gathering

Airport Coordination Australia (ACA) is going to host the next Asian Tea Gathering in Toronto, Canada. Time and date is the lunch time (12:00 – 13:00) on 17 November (Saturday), 2012. The place is ACA's work room (Dockside 5). Please mark the time, date and place of next Asian Tea Gathering in your calendar.

From the Chief Editor

Thanks James for the wonderful contribution to Asian Breeze. I learnt a lot from this article; this summer was extraordinarily busy for ACL because of not only London Olympics but also Queen's Jubilee and the UEFA Euro 2012 football.

Especially, article of London Olympics was very informative. I know there will be many aircraft coming on this kind of occasion such as additional temporary commercial flights, government operated aircraft, VIP exclusive aircraft and business jets. But I did not realize that 40 airports were used to accommodate these additional flights. Creation of single coordination committee was a surprise and a lot of work and

efforts to coordinate the slots not only in London vicinity airport but also airports far from London were made. In addition, work arrangements of full 24/7 shift pattern borrowing some staff from another organization was another surprise. I fully understood this kind of advanced preparation and the perfect staffing are needed to cope with the



Olympics.

This article is particularly useful for Rio de Janeiro, Brazil who is hosting the 2016 Summer Olympics. ANAC (Agencia Nacional de Aviação Civil) should carefully read this article. James may be hired by ANAC as a superintendent of slot operations during the 2016 Rio Olympics.

This article is also very important for candidate cities for 2020 Summer Olympics. There are currently three candidate cities for 2020 Summer Olympics; Madrid, Spain, Istanbul, Turkey and Tokyo, Japan. Whoever selected, they have to consider seriously how visiting aircraft should be accommodated at vicinity airports. I hope this article will help those countries preparing for the Olympics in the future. If Tokyo is selected, I will certainly hire James as a superintendent.

Having finished this issue, I should drive to the mountain side to appreciate the changing color of trees. Falling leaves make us feel a bit of lonesome, but good harvest in autumn makes us hungry. Appetite beats sentimentality in my case. How about you? Looking forward to seeing you all in Toronto, Canada. (H.T.)

