

# The 2022 Big Events Calendar

OPSGROUP Team

1 February, 2022



We are barely into 2022 but there are already a bunch of events showing on the calendar which you might want to have a think about, because some events equal more traffic and more traffic means more restrictions in terms of slots and parking, while other “events” mean stricter security and possible safety measures...

So, from **major sporting events** to **general elections**, **airshows** to **other stuff** – here is your Major 2022 Events Calendar, with the *What, Where, When and Why* we think it could impact your international flight ops.

## February

### WHAT: 2022 Winter Olympics

**WHERE:** Beijing, China

**WHEN:** 4-20 February

**WHY:** The majority of events will take place in and around Beijing, but there are a few airports to think about.

Unless you are a scheduled passenger flight, maybe avoid these as there will be significant parking restrictions:

- ZBAA/Beijing Capital
- ZBAD/Beijing Daxing

Plan for more restrictions including parking, and higher traffic levels at:

- ZBNY/Beijing Nanyuan
- ZBZJ/Zhangjiakou

Keep an eye out for Notams advising of restrictions of traffic flow procedures at the major airports. We've also written a 'Top Tips on China Ops' post with some more info on navigating the Chinese airspace, rules and regulations, which you can read [here](#).



**WHAT: Super Bowl LVI**

**WHERE:** Los Angeles, California

**WHEN:** 13 February

**WHY:** This is a big event. So big (in terms of the impact on flight ops) that we gave it its own post. In short, a lot of the big airports will be too busy to handle you unless you've made reservations. The smaller airports will also likely have traffic flow procedures in place, and you can expect disruptions throughout the surrounding airspace.



**WHAT:** Singapore Airshow

**WHERE:** Changi, Singapore

**WHEN:** 15-18 February

**WHY:** WSSS/Changi airport is going to be *busy busy busy* with airshow aircraft. In fact, they will be limiting traffic in and out from the 10th Feb. We've done a whole post on this for you which you can read [here](#).



## March

### **WHAT: South Korean Presidential Election**

**WHERE:** South Korea

**WHEN:** 9 March

**WHY:** This is major election, or rather the outcome will have a potentially major impact on the democracy and economy of South Korea, which means protests, heightened security and ground transport disruptions are possible in major cities.

Most importantly, government services may well be unavailable on the day of the election, so **plan those permit applications** in advance.

Korea Airport Services (KAS) are a good agent to use. You can get hold of them on [kbac@kbac.com](mailto:kbac@kbac.com) / +82 32 744 3443

### **WHAT: Hong Kong Chief Executive Election**

**WHERE:** Hong Kong

**WHEN:** 27 March

**WHY:** A relatively major political event, but this year marks the 25th anniversary of the Handover to China from British Rule. Hong Kong has seen several years of protests and riots against growing Chinese (mainland) government regulations. Protests, heightened security and ground transport disruptions are likely in major public areas.

Government services may well be unavailable on the day of the election, so **plan permit applications** in advance.

Hong Kong Business Aviation Centre are one agent to use if needed. Available at [hkbac@hkbac.com](mailto:hkbac@hkbac.com) / +852 2949 9000





## April

**WHAT: French Presidential Election**

**WHERE:** France

**WHEN:** 10 April – 24 April

**WHY:** The French election this year could be quite a big deal because, well, every other time it has been, leading to a lot of protests, some riots and of course **strikes**. Keep an eye on the situation in France and stay in touch with your handling agent to check services and security if operating in during these dates.

## May

**WHAT: The Cannes Film Festival**

**WHERE:** Cannes, France

**WHEN:** 17 – 28 May

**WHY:** It is a big film festival which sees a lot of people from all over the world flying in, and a lot of jets trying to park up. **LFMN/Nice Côte d'Azur** is the closest “big” airport and parking restrictions will be, well, restrictive, so expect to do drop and goes if operating here during this period.



**WHAT: Monaco F1 Grand Prix**

**WHERE:** Monaco

**WHEN:** 26 -29 May

**WHY:** The F1 moves all round the world, but this is the one that causes aviation ops the most hassle because of limited slots and parking at nearby airports. The most convenient is **LFMN/Nice Côte d'Azur** and this will take some early planning if you want to use it. Try **Aviapartner Executive** on +33 4 93 21 37 37 / [executive.nce@aviapartner.aero](mailto:executive.nce@aviapartner.aero)

**WHAT: UEFA Champions League Final**

**WHERE:** St Petersburg, Russia

**WHEN:** 28 May

**WHY:** A big football event which is likely to bring slot and parking restrictions to ULLI/St Petersburg Pulkovo airport in the days leading up to and after the event. Don't plan on using nearby ULSS/Rzevka as a backup, it isn't clear if its actually operational or still being used as a car dealership...

**A-Group at ULLI** will have all the info on slots and parking if you want to plan in advance +7 812 677 76 45 / [ledops@a-group.aero](mailto:ledops@a-group.aero)



**WHAT: French Open**

**WHERE:** Paris, France

**WHEN:** 22 May – 5 June

**WHY:** It is a big sporting event that folk like to attend. Parking and slots at LFPG/Paris Charles De Gaulle might prove hard to come by. LFPO/Paris Orly is the smaller, quieter next door neighbour. You also have **LFPB/Le Bourget** airport nearby which is the “business aviation” airport and LFOB/Beauvais airport which predominantly serves domestic flights.

LFPB/Le Bourget have confirmed they don't have slot restrictions during this time and parking shouldn't be a problem, but get planning early just in case.

There are several FBOs at Le Bourget:

- Advanced Air Support International +33 1 48 35 89 64 / [handling@advancedairsupport.com](mailto:handling@advancedairsupport.com)
- AstonSky +33 1 84 87 03 00 / [lfpb@astonsky.com](mailto:lfpb@astonsky.com)
- Dassault Falcon Service +33 1 49 34 20 28 / [handling@dassault-falcon.com](mailto:handling@dassault-falcon.com)
- ExecuJet Paris +33 1 48 35 97 97 / [fbo.lfpb@execujet.com](mailto:fbo.lfpb@execujet.com)
- Jetex +33 1 74 37 25 22 / [fbo-lbg@jetex.com](mailto:fbo-lbg@jetex.com)
- Signature Flight Support +33 1 49 92 75 81 / [lbgt1@signatureflight.fr](mailto:lbgt1@signatureflight.fr)
- Universal Aviation France +33 1 48 35 96 38





## June/July

**WHAT: US Open (the Golf)**

**WHERE:** Boston USA

**WHEN:** 16 – 19 June

**WHY:** Mainly added so you don't confuse it with the tennis. This is a major golfing event that takes place up near Boston. There are a fair few airports in this area serving business aviation and private flights.

- KBOS/Boston Logan International (the main international airport in the area)
- KBED/Bedford
- KEWB/New Bedford
- A few regional and municipal ones... you know what, go check this page because they list them all with contact info as well.

**WHAT: Wimbledon**

**WHERE:** London, UK

**WHEN:** 27 June – 10 July

**WHY:** Another big sporting event. The major London airports – EGLL/London Heathrow, EGKK/London Gatwick and EGSS/London Stansted can be hard at the best of times to get a slot into, and this summer they have raised the “use it or lose it” requirement for the scheduled airlines.

So you might do better to look into the smaller airports. If you have the approval/training to land then EGLC/London City is right in the city! **EGKB/Biggin Hill** is a smaller airport south of London, but is very convenient for the city (and a lot closer than the big international airports).

You also have **EGTK/Oxford Kidlington** (London Oxford Airport) and **EGLF/Farnborough** airport which are both convenient for London and cater for predominantly business aviation.





**WHAT: 2022 Commonwealth Games**

**WHERE:** Birmingham, UK

**WHEN:** 28 July – 8 August

**WHY:** The next big summer sporting event. EGBB/Birmingham airport is going to see some heavy traffic loads during this period, and there isn't a huge amount of extra parking available here.

Thankfully, the UK is small and the big cities are well connected. EGTK/Oxford Kidlington is only 1 hour 30 down the road and might a better option if you want to park up for a few days. You can contact the FBO on [ops@londonoxfordairport.com](mailto:ops@londonoxfordairport.com) / +44 1865 290 600

## August

**WHAT: US Open (the Tennis)**

**WHERE:** New York, USA

**WHEN:** 29 August – 11 September

**WHY:** Another big tennis tournament, and one that takes place in New York. You have a bunch of options for airports here, we ain't going to list them all.

One we will mention though is **KHTO/East Hampton** because this public airport is going private. It will close temporarily in February, and when it reopens it will have stricter limits on traffic numbers and prior permission will be required.

## Later in the year...



**WHAT: 2022 FIFA World Cup**

**WHERE:** Qatar

**WHEN:** 12 November – 18 December

**WHY:** Big football event being held in a very small country... which luckily has two very large international airports, and is used to catering for private and business aviation.

- OTBD/Doha International
- OTHH/Hamad International

You can expect some parking and traffic restrictions during this period. **Keep an eye on Notams** nearer the time.

Qatar has had some political tensions with neighbouring countries. These are now resolved and the blockade on their airspace and traffic ended in 2021. The region is relatively volatile though. If operating in, check out Safeairspace for details on some of the other warnings and risk levels for the region.

Qatar is also planning on changing the airspace structure, which probably won't take place in 2022, but keep an eye out just in case.

**That's all folks.**

We will update as we continue to hear or spot more events that might affect you. Email us at [team@ops.group](mailto:team@ops.group) if you have queries or think of any we haven't covered.

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# 2020 Vision: A look at Safety

OPSGROUP Team

1 February, 2022



2020 was an *interesting* year for aviation. It was dominated by Covid, which saw **traffic numbers fall to the levels of several decades before** – which is why **a review of the accident statistics** is an interesting one to consider.

## What sort of accidents are taking place?

The **primary accidents** seen in 2020 are unsurprisingly similar to those seen over the last decade:

- Runway excursions
- Loss of control in flight
- CFIT
- Abnormal runway contact (hard landings and tail strikes)
- Actually missing the runway (undershoot and overshoots)
- System malfunction or failure
- Fire

We wrote a bit about these in a bit more detail not that long ago. We called it the **‘Seven Deadly Things’** and you can read it [here](#).

## What are the 2020 stats?

Well, first up, 2020 was **roughly the same in terms of capacity as 1998** – a year known for Bill Clinton, the inception of the Euro and the movie ‘Titanic’. Yep, that long ago. So, same traffic levels, but different accident rates – **1998 saw 10 fatal accidents and 24 hull losses compared to “just” 3 and 6 in 2020.**



But if we compare the 2020 numbers to 2019 it paints a different picture. Or rather, it is actually a very similar picture. While there were only roughly 50% the number of flights in 2020 that took place in 2019, there were still **75% the number of fatal accidents**.

OK, this isn't a very telling statistic since we're talking 3 instead of 4 and neither is huge, but it does mean the **fatality rate and hull loss rate went up per million flights in 2020**. It was not a significant increase, but it is enough to suggest that yes, not flying regularly can lead to more accidents and incidents.

Not really news there then, but something worth considering.

### **Point number 1 - Lack of flying leads to mistakes**

If we take a leap back to 1958 and look at the accident rates through the decades then there has been a steady overall decline, and now **we are sitting "comfortably" at under 5 fatal accidents per year**, while flights have increased from about 12.5 million (1989 sort of time) to 35.8 million (the peak in 2019).

So, in thirty years the rate per million flights has dropped significantly to around the **0.17 per million flights** point, and hull losses to 0.34 per million.

### **How did it get so low?**

Significant leaps have been made in aircraft design over the years and this has had a huge impact on safety levels. Of course, training, CRM, Human Factors awareness and all of that has played a part too, but **the major pat on the back goes to the airplane builders**. For every silly mistake a pilot has made, they have generally identified it and then helped prevent it by building us better instruments, more robust systems, or things that catch our mistakes for us.

In fact, if you look at the fatal accident rates per million and then break it down into aircraft generation, **it has dropped from 3.0 to 0.1**, and 5.4 to 0.2 for the hull losses. So technology is helping us. A lot.

Those big ones – the **CFITs and LOC-I accidents** – have **reduced by 86% and 89%** because of technology upgrades from Generation 1 to Generation 4 aircraft. This is down to the introduction of things like glass cockpits, FMW and TAWS systems.

### **How low can it go?**

Can we reduce the occurrences to zero? If not, even with all this handy automation, then *why not?*

Well, these statistics offer us an answer there as well.

They are taken from across civil aviation, revenue flights on western built commercial jet aircraft that carry over 40 passengers, and also big cargo ones. It doesn't include non-western built aircraft (possibly because the safety records on them ain't great), and it **doesn't include Business Aviation**.

Why not? Well, because the operational environment is very different, and very different in challenging ways.

So, we are looking at the accidents which have involved nice, relatively modern commercial aircraft generally piloted by experienced folk going into places they have gone into many times before. And yet they are still managing to get it wrong.

What's more, we've seen how automation is helping – it has brought us down to a very steady level. **So what is going on?** We recently published a piece on the 'Hidden Risks of Automation', which we think offers some of the answer.



## The 'Problem of the Person'

Unfortunately, the solution to the Problem of the Person is not a simple one.

'Human Factors' might give us some reasons – poor decision making, bad workload management, lack of understanding the systems, but none of these really provide the answer to correcting it. **The work now comes down to us.**

**1. Don't Become Complacent:** We have multiple systems put there to **provide another layer of safety** but we are seeing pilots rely on them as the **only level of safety**. These systems are a last line of defence though, not the the only defence.

**ROW/ROP** should supplement good landing performance assessment and stabilized approach management.

**TAWS and GPWS** systems give us a hard floor that we must not go below, but our own situational awareness should keep us well away from ever having to hear those calls.

**Autopilots, flight protections** and warnings should be a final alert, but basic airmanship and handling skills should correct our flightpath long before we reach a level that needs those systems to help.

**2. Poor Decision Making and Workload Management:** None of our clever automation and systems have the ability to think and question for us. So we need to make sure we are doing this, and we need to make sure we are doing it in the right way. Ask the right questions, gather information and use your resources properly.

Ask **"What does this mean?"** – Diagnose the problem not based on what has happened, but on what the impact and consequence of that failure is.

Ask **"What has changed?"** – Review your decisions. Don't fit new information into the solution you've already picked, rather adapt your solution to consider the new information.

Ask **"What do you think?"** – Open-ended questions that gather input from someone else might catch things you have missed, or misinterpreted.

## 3. Just Do better

When we have seen automation and systems reduce the number of occurrences down to this point where the vast majority of accidents are down to human error, there really is no better solution than us **Just Doing Better**.

But this 'better' falls on the whole industry.

Sharing information, experiences, supporting development in others and improving training and pilot resilience.

**There are multiple projects out there:**

- **IATA and the Flight Safety Foundation** have just released their recommendations for reducing runway excursions (GAPRE).
- **ICAO** are implementing new Runway Condition Assessment and Reporting standards from the end of this year.
- **UPRT training** is being developed and improved.

- **IATA and ICAO Evidence Based Training** development is shifting the training paradigm to train competencies rather than practicing solutions to singular events.

At the end of the day, aviation has grown progressively safer and more efficient over the last few decades, but the trend is flattening out and the same events seem to be occurring, for the same reasons. The ball is now in our court to try and fix the remaining issue – because, as harsh as it sounds, that issue is **us**.

### Fancy reading some more?

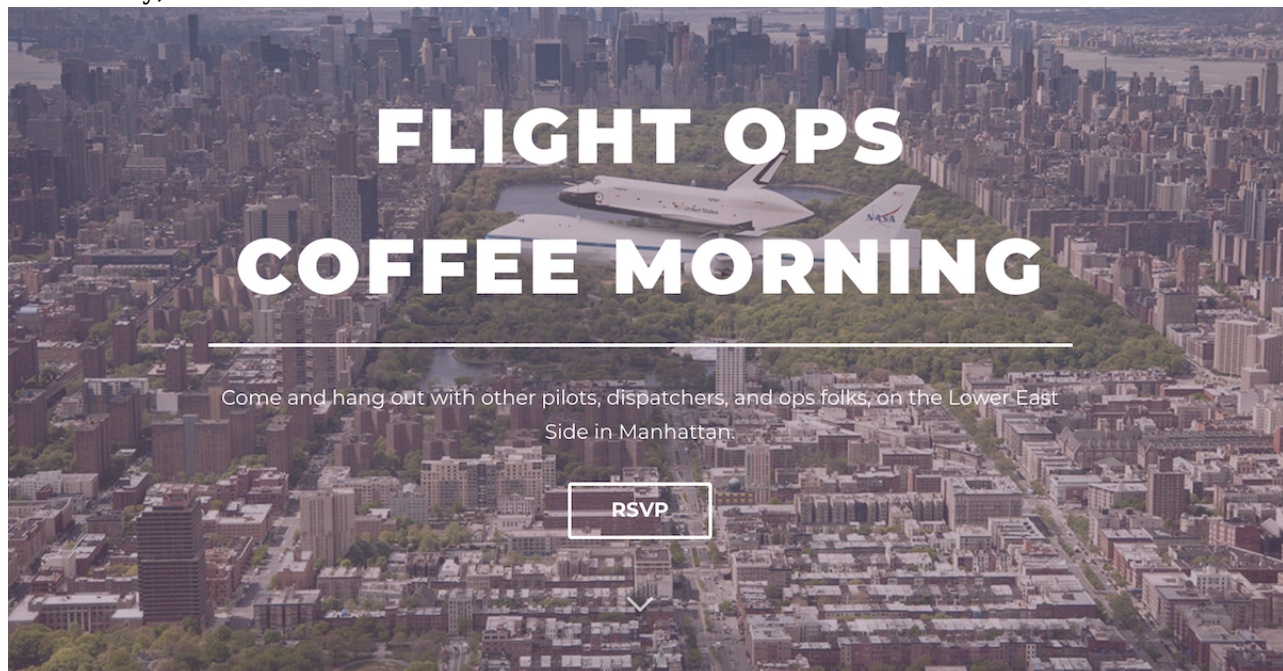
- We got a lot of our info from the **Airbus Safety Analysis report**, and you can check it out [here](#).
- **The Global Action Plan for Preventing Runway Excursions** is full of recommendations. You can see the report [here](#).
- Here's one we wrote earlier on **Unstabilised Approaches** which are one of the most common precursors to runway excursions and abnormal landing events.

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## FOCM: Flight Operations Coffee Morning

Mark Zee

1 February, 2022



OPSGROUP is hosting the first FOCM in New York City on June 12th, and we'd love you to come along.

FOCM – Flight Operations Coffee Morning – is an OPSGROUP event where you can meet other pilots, dispatchers, controllers, and Ops specialists, hang out, have a coffee, and talk flight ops.

Dave and Mark from OPSGROUP, will host a quick Q&A about **International Flight Ops**, and our work as a group. We'll talk NAT Tracks, Ramp Checks, Flight planning, Airspace Risk, Notams, the latest challenges – and what we can do to make things better.

And you get to meet and connect with other people working in Flight Ops in New York, New Jersey, and beyond. We'll have A380 Captains and Gulfstream FO's, Corporate dispatchers, New York ATC, and a bunch of other good people.

OPSGROUP is a collective of 5000 pilots, dispatchers, controllers, and ops specialists that work together to share information and resources, making flight ops simpler and safer. We're hosting this because we love connecting people. It's totally free.

## Event details

When: Tuesday June 12th, 2019

Where: Lower East Side, NYC – address on RSVP

Cost: None!

**RSVP here:** <https://focm.splashthat.com/>



PDF Flyer – Print it out!