

## **TAG Farnborough Airport Airspace Change Proposal**

### **Frequently Asked Questions**

#### **What do you mean by airspace?**

Airspace is the vertical and lateral area within which planes, helicopters and other types of aircraft fly. Airspace is categorised by the CAA in a number of ways, which determine the rules governing its operation and the requirements placed on pilots and air traffic controllers.

#### **What is an airspace change proposal (ACP)?**

It is a formal Civil Aviation Authority (CAA) process that will be undertaken by TAG Farnborough Airport in order to introduce a new airspace design as well as arrival and departure procedure changes.

#### **Why is an ACP necessary at TAG Farnborough Airport?**

The objective of the proposed airspace change is to create a new operating environment which offers all airspace users predictability and consistency of operation. Creating a known air traffic control (ATC) environment will assist the airport in catering for an increasing number of air transport movements and do so in a way which enhances efficiency and safety for many airspace users.

TAG Farnborough Airport currently operates within Class G (uncontrolled) airspace, which is shared with other airports, gliding sites and general aviation activities. The ACP would improve the approach and departure environment to the benefit of airport traffic and other airspace users.

#### **What are the benefits of an ACP?**

The proposal will create a more predictable flow of air traffic to and from TAG Farnborough Airport. This has a number of advantages.

## 1 Overall airspace efficiency

Creating more efficient airspace at TAG Farnborough Airport would benefit airport traffic, other airspace users and the environment.

Advanced navigation systems enable high-precision flight paths to be determined which allow for optimal approaches and departures and more direct flight paths. As a result, aircraft can remain at higher altitudes for longer, spend less time in the air and are able to flight plan and upload fuel in the knowledge that they seldom will be required to delay their approaches even when the airport is busy.

## 2 Environment

A new airspace environment with an element of controlled airspace would create predictability and also allow the introduction of advanced navigation standards thereby improving overall airspace efficiency.

As a result there would be demonstrable reductions in fuel usage, emissions (including CO<sub>2</sub>) and noise around the airport.

## 3 Safety

While the current Class G airspace is managed in accordance with the highest safety standards, TAG Farnborough Airport is committed to continually identifying ways to advance safety standards. By changing to a new airspace environment, which includes elements of controlled airspace, the airport will be able to create a known and more predictable environment.

### **Has a decision already been made? Will there be consultation?**

A decision has not been made. Beginning October 2012, there will be a long period of consultation with interested parties when requirements will be established. Options for airspace designs, departure and arrival procedures and other key elements of a new air traffic environment will only be developed when all interested parties have provided input.

### **Exactly who will you consult?**

TAG Farnborough Airport will be consulting an extensive list of parties who may have an interest in the proposal. This will include aviation stakeholders and many other individuals, organisations and statutory bodies. A full list of consultees will be made available early in the process.

TAG Farnborough has planned a comprehensive and appropriate consultation phase but welcomes input from organisations or individuals that have an interest in the proposal.

### **What happens next?**

TAG Farnborough Airport has begun the process to gain understanding of the requirements of interested parties. The first phase will involve meetings, discussions and workshops with aviation stakeholders in order to better inform the airspace design.

When the airspace design options are drafted, the formal consultation phase required by the CAA will begin around October 2013, last for a minimum of 12 weeks and be carried out in accordance with government recommended best practices.

Individuals, groups and organisations with an interest in the airspace change will be able to submit their views during the formal consultation period.

Following the formal consultation, the proposal will be reviewed by the CAA's Directorate of Airspace Policy (DAP), who will announce their decision on the outcome of the change proposal.

If approval is granted, the implementation process could start in 2014, with fully operational Class D (controlled) airspace by 2015.

### **Where can I find out more?**

Follow the progress of the airspace change proposal on the TAG Farnborough Airport website ([www.tagfarnborough.com/news](http://www.tagfarnborough.com/news)) where regular updates, a timeline of events and key contact details will be published.

The FACC website will also have regular updates: <http://www.facc.org.uk/>

A summary of the formal airspace change proposal will be available on the UK Civil Aviation Authority website:

<http://www.caa.co.uk/default.aspx?catid=7&pagetype=90&pageid=12053>

The following documents provide background in relation to UK airspace change requirements:

CAP 724 - The Airspace Charter ([www.caa.co.uk/docs/33/cap724.pdf](http://www.caa.co.uk/docs/33/cap724.pdf))

CAP 725 - CAA Guidance on the Application of the Airspace Change Process  
([www.caa.co.uk/docs/33/cap725.pdf](http://www.caa.co.uk/docs/33/cap725.pdf))