


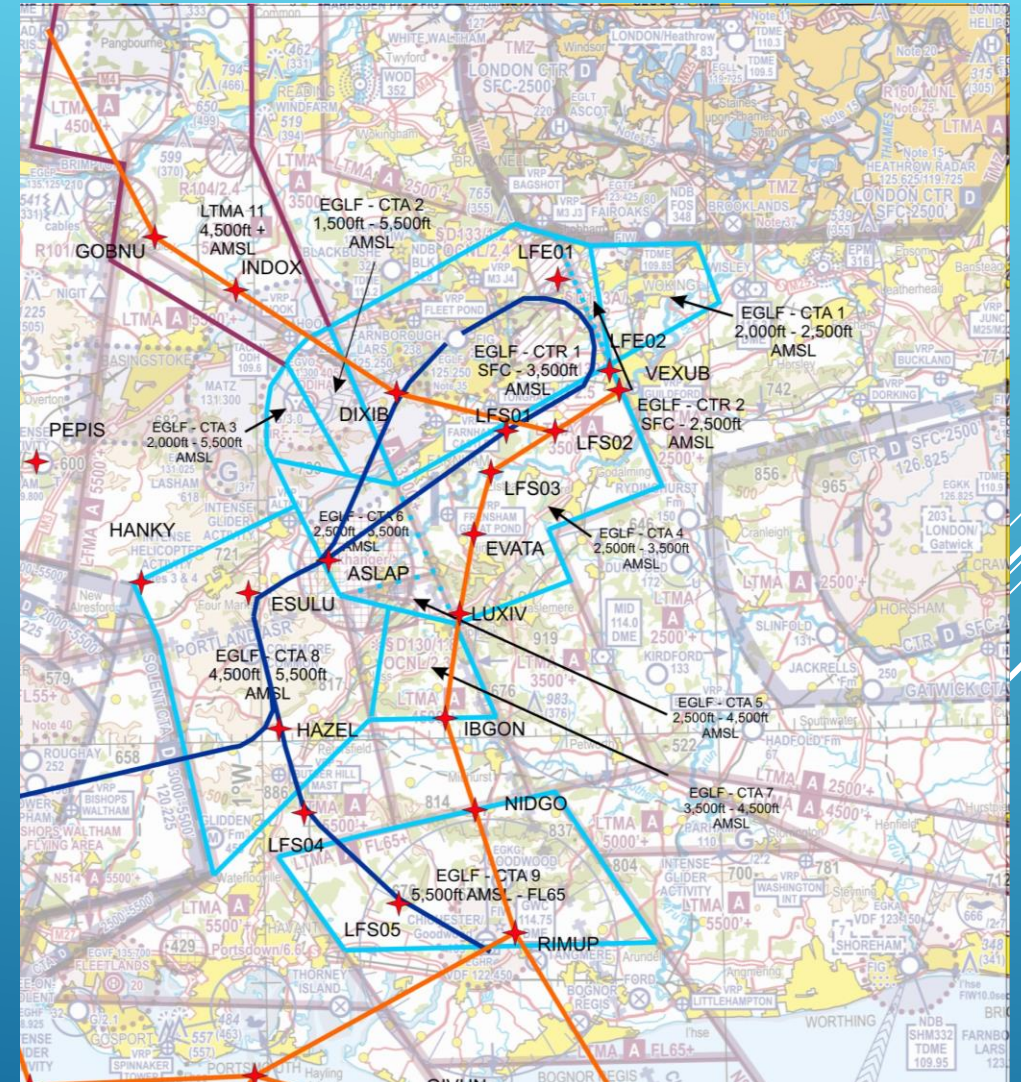
New Farnborough Airspace  
becomes active  
27 Feb 20 at 0700 GMT





What will the change introduce?

- RNAV 1 SIDs (blue line) and STARs (orange line) for Farnborough traffic
- Class D CTR / CTAs below the existing Class A London TMA
- Class E + Transponder Mandatory Zones
- RNAV 1 / 5 STARs for nearby airfields



# Class D & E Operations

2014\_91 UK AIRSPACE CLASSES - 0 OCT 14

	A	C	D	E	G	
<b>I F R</b>	ATC SEPARATION PROVIDED	IFR ↔ IFR	IFR ↔ IFR VFR SVFR ‡	IFR ↔ IFR SVFR ‡	IFR ↔ IFR	UK FLIGHT INFORMATION SERVICES
	TRAFFIC INFORMATION PROVIDED		IFR ATC VFR Air traffic avoidance advice O/R.	IFR ATC VFR Air traffic avoidance advice O/R.	IFR ATC VFR (when practicable)	Procedural, Deconfliction Traffic, Basic
	SPEED LIMITATION	Not applicable (unless notified for ATC purposes)	Not applicable (unless notified for ATC purposes)	below FL100 <b>250 KIAS</b>	below FL100 <b>250 KIAS</b>	below FL100 <b>250 KIAS</b>
	RADIO					Not required
	ATC CLEARANCE REQUIRED?	YES	YES	YES	YES	NO
<b>V F R</b>	ATC SEPARATION PROVIDED	<b>VFR FLIGHT NOT PERMITTED</b>	VFR ↔ IFR SVFR ‡	SVFR ‡ ↔ IFR SVFR ‡	UK FLIGHT INFORMATION SERVICES	UK FLIGHT INFORMATION SERVICES
	TRAFFIC INFORMATION PROVIDED	<b>VFR FLIGHT NOT PERMITTED</b>	VFR ATC VFR	VFR ATC IFR VFR	Traffic, Basic	Traffic, Basic
	VMC MINIMA	 The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.				 <b>OR</b> 3000FT AMSL clear of cloud SKM* In sight
	SPEED LIMITATION	<b>VFR FLIGHT NOT PERMITTED</b>	below FL100 <b>250 KIAS</b>	below FL100 <b>250 KIAS</b>	below FL100 <b>250 KIAS</b>	below FL100 <b>250 KIAS</b>
	RADIO	<b>VFR FLIGHT NOT PERMITTED</b>			Not required	Not required
ATC CLEARANCE REQUIRED?	<b>VFR FLIGHT NOT PERMITTED</b>	YES	YES	NO	NO	

UK AIRSPACE CLASSIFICATIONS

**250 KIAS** Not applicable to military aircraft

\* Aircraft (except helicopters) at 140KIAS or less: clear of cloud with the surface in sight in a flight visibility of at least 1500 metres. Helicopters at a speed which, having regard to the visibility is reasonable: clear of cloud with the surface in sight in a flight visibility of at least 1500 metres.

‡ SVFR in CTR only.

NOTE: Air Navigation Order 2009 Schedule 7 UK licence privileges apply.

# Relevance to the Farnborough change

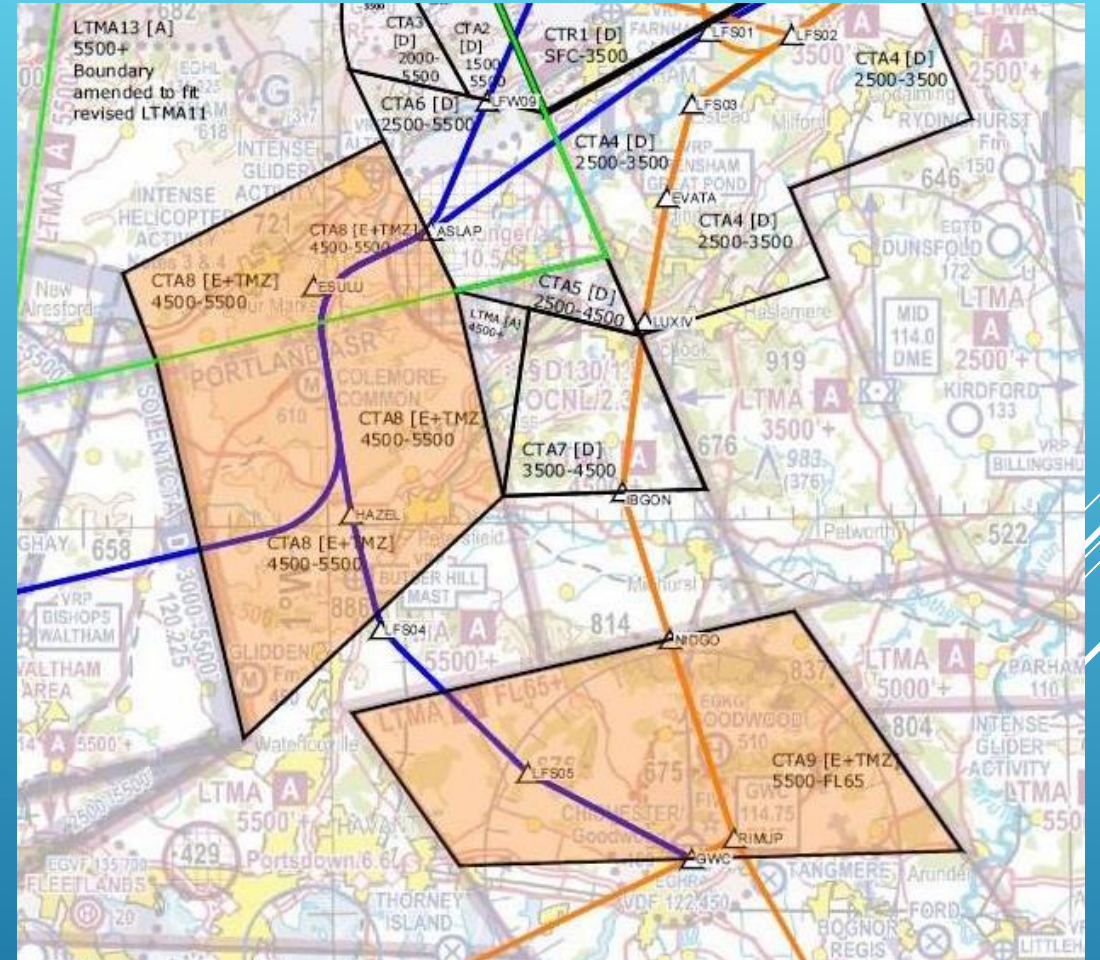
- Two nominally\* 1000ft deep Farnborough CTAs will be designated as Class E
- These will additionally be designated Transponder Mandatory Zones (TMZ)
- See [AIC 002/2020](#)

Key statements from the AIC:

**“....pilots are to be always aware of the classification of the airspace in which they operate”**

**“Within Class E controlled airspace IFR aircraft are to note that on occasions the ‘see and avoid’ principle will be the only method of detecting and avoiding VFR flights”**

\* \* CTA9 has a defined vertical profile of 5500ft – FL65



# How familiar are you with existing Class E Rules?

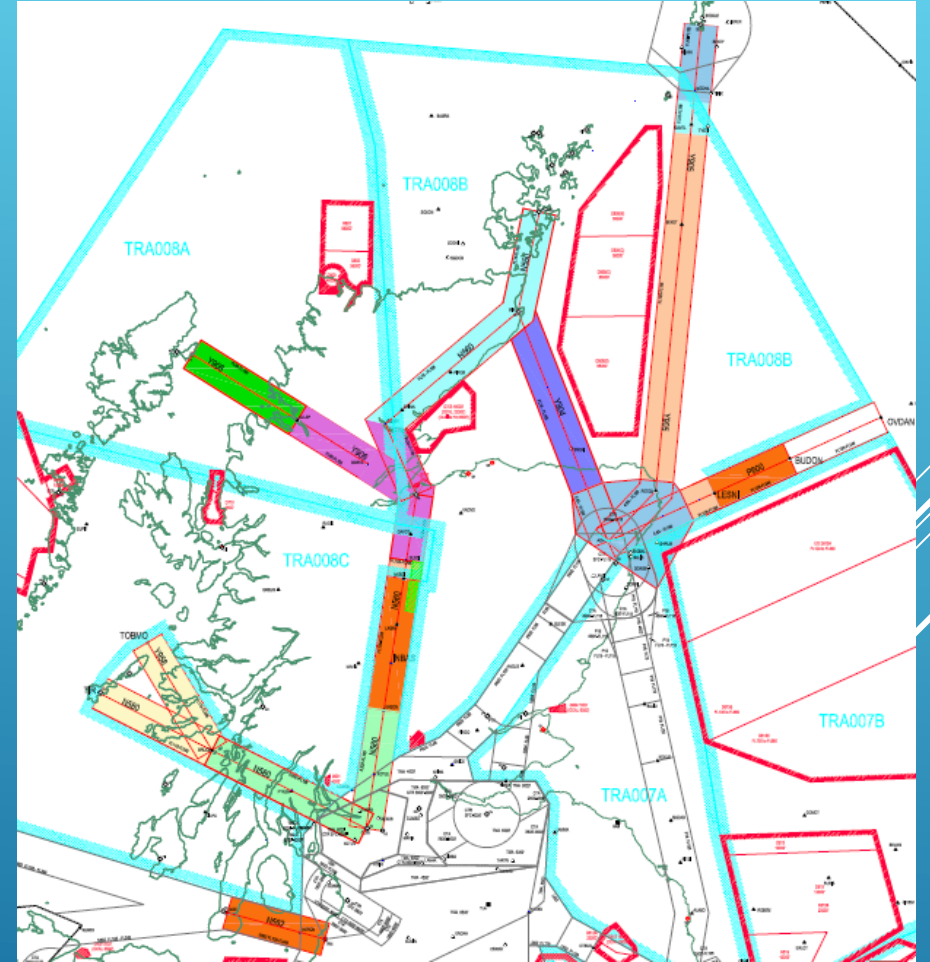
Class E Airspace is used extensively in Europe and beyond:

Do crews know the classification of airspace they're operating in?

Do crews understand Controllers and their own responsibilities within Class E Airspace?

Currently there is no Class E Airspace within the London FIR

In Prestwick Airspace, there are some elements of Class E in low density airspace



# How familiar are we all with existing Class E Rules?

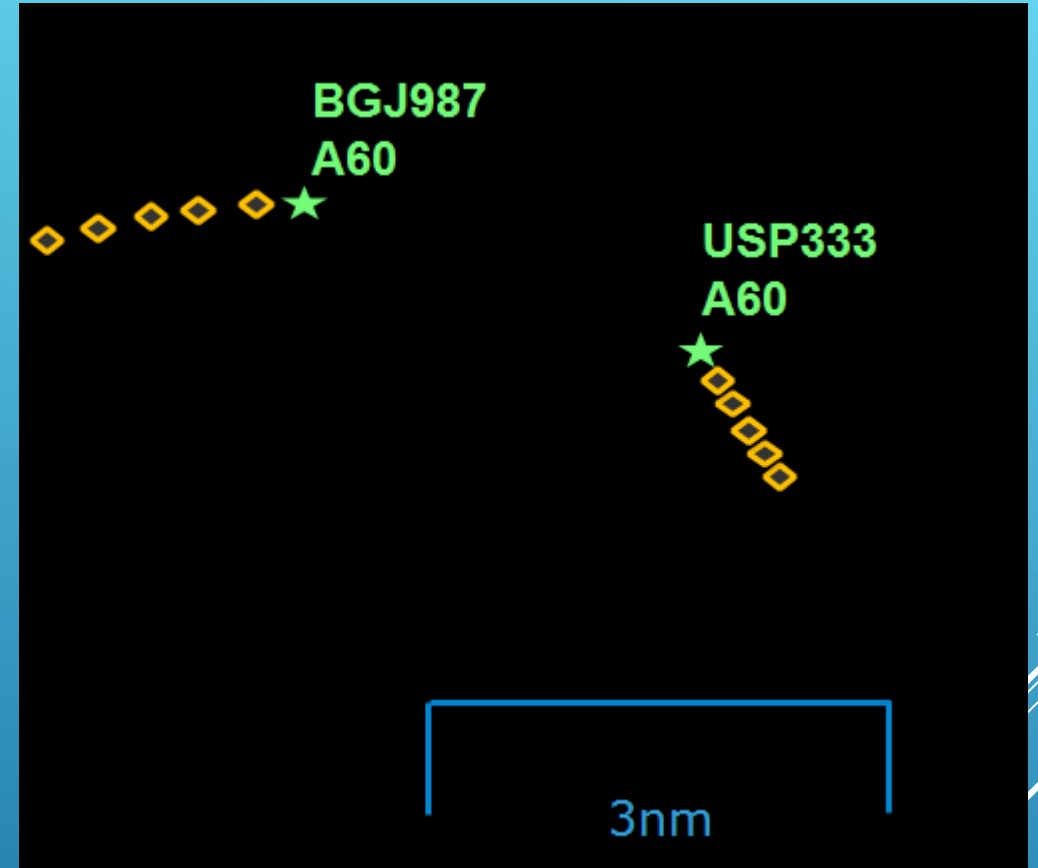
CLASS	FLIGHT RULES	AIRCRAFT REQUIREMENTS	MINIMUM SERVICES BY ATC UNIT	SERVICE PROVISION
E	IFR	IFR flights to obtain ATC clearance before entry and comply with ATC instructions.	Separate IFR flights from other IFR flights;  Pass traffic information, <b>as far as practicable</b> , to IFR flights on participating and non-participating VFR flights;	RADAR CONTROL SERVICE
	VFR	VFR flights do not require clearance.	Pass traffic information, as far as practicable, to participating VFR flights in accordance with the type of UK FIS provided.	BASIC SERVICE OR TRAFFIC SERVICE

Action to be taken by controllers when they **observe** an unknown aircraft, which they consider to be in relevant:

“Pass traffic information unless the controller’s primary function of sequencing and separating IFR flights is likely to be compromised”

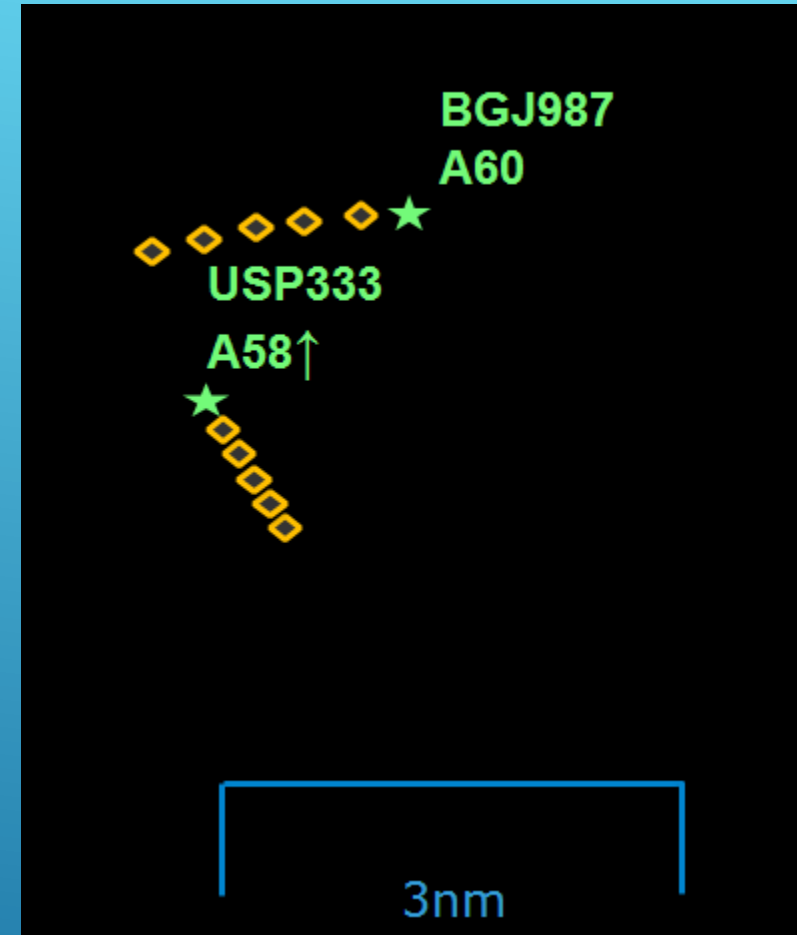
## 'Unsafe' Proximity

- Constant relative bearing
- Risk of collision
- Requires immediate intervention to reduce collision risk
- TCAS (if available) event highly likely
- Unsafe proximity



# 'Safe' Proximity

- Less than 3nm apart  
However...
- Changing relative bearing
- No risk of collision, even if USP333 turns right towards BGJ987
- Does not require action to prevent a collision
- TCAS event unlikely
- No collision risk





# Class E Rule Changes

First preparatory changes implemented 17 May 2019

SI 2019/03

Next phase of changes effective on 27 February 2020

RT Manual Updates

CAP 413 SI 2019/01

Changes to Class E ATS procedures

AIC Y 127/2019

Changes to SSR setting procedures

AIC Y 128/2019