



# DAP1916 - Statement of Need

Tracking Code: R6H38T6

## BEFORE YOU BEGIN

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- Please ensure the contents of CAP1616 Appendix A 'Statement of Need for an airspace change' is referred to prior to completing this form. \*

## TYPE OF CHANGE

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### 1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? \*

- Changes to Notified Airspace Design                       Planned and Permanent Redistribution of Air Traffic

Have you previously submitted a Statement of Need ?

Please enter a title for this intended change, (max 80 characters): \*

Farnborough FASI ACP

### 2. Title of proposal

Which of the following is the proposal being progressed under? \*

- Permanent                       Temporary                       Trial

## SPONSOR

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### 3. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company  
 An Unincorporated Association or other body  
 Individual (including sole traders and partnerships)

#### 3a. A Company

Registered Company name (in full) \*

Farnborough Airport Limited

Trading Address (primary site)

Farnborough Airport, Farnborough

Trading name (if applicable)

Farnborough Airport

E-mail

info@farnboroughairport.com

Postcode

EC1Y 8YZ

Registered Office Address

3 Bunhill Row, London, England

Country of Company Registration

UK

Registered Company Number

03454447

Country

UK

Postcode

GU14 6XA

Email \*

Confirm Email \*

[REDACTED]

[REDACTED]

Telephone \*

[REDACTED]

Requires Airspace Portal Access ?

Primary Point of Contact Name \*

[REDACTED]

Website address

www.farnboroughairport.com

### Additional Contacts

You can add up to 4 additional contacts

**+** Add Contact

## STATEMENT OF NEED

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**Independent Aviation/Airspace Consultancy**

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

**Aviation Consultancy**

Registered Company name (in full) \*

Trax International Ltd

Registered Company Number

09605513

Country of Company Registration

UK

Registered Office Address

724 Capability Green, Luton

Postcode

LU1 3LU

Telephone

[REDACTED]

Trading name (if applicable)

Trax

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name \*

[REDACTED]

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Requires Airspace Portal Access ?

Telephone \*

E-mail \*

### Additional Contacts

You can add up to 4 additional contacts

**+** Add Contact

### Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what issue or opportunity this proposal is seeking to address.

The Government and Civil Aviation Authority (CAA) co-sponsor the modernisation of UK airspace to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by aviation. The CAA's Airspace Modernisation Strategy (AMS) outlines the initiatives needed to deliver modernisation. One of the most important initiatives is known as FASI South (Future Airspace Strategy Implementation – South), which aims to upgrade the airspace structure and route network that serves London and the Southeast of the UK. The industry is working together to deliver FASI South through a coordinated programme of Airspace Change Proposals (ACPs).

The airports participating in the FASI South programme are responsible for upgrading the arrival and departure routes that support their operations from the ground to 7000ft. NATS En Route Limited (NERL) is responsible for upgrading the airspace structure and route network above 7000ft in a coordinated manner. The Airspace Change Organising Group (ACOG) was established to manage the programme as part of an overall Masterplan, recognising the scale of the proposed upgrades, the number of organisations involved and the complex interdependencies between the constituent ACPs.

In 2018, NERL produced a feasibility report on behalf of the Government that identified Farnborough as one of nine airports in the London Terminal Manoeuvring Area (LTMA) with significant route interactions. The report concluded that these airports should form part of the minimum group of coordinated ACPs included in the Masterplan to deliver the benefits of modernisation. The existing Masterplan (Iteration 2) does not currently include Farnborough because the airport was not developing a live ACP when ACOG produced the content for the plan in Q3/Q4 2021.

Farnborough recently implemented an ACP that pre-dates the Masterplan Iteration 2, which saw the implementation of Controlled Airspace and Performance-based Navigation (PBN) routes. Whilst this ACP has met its objectives (subject to the Post Implementation Review), constraints associated with the surrounding airspace within the LTMA continue to limit the environmental performance of inbound and outbound traffic flows to/from the airport, especially the ability for the new routes to deliver Continuous Climb Operations (CCO) or Continuous Departure Operations (CDO). The majority of these limitations arise from the interdependencies between Farnborough's routes and Heathrow and Gatwick operations. As a result, the volume of Controlled Airspace required to safely contain the routes into and out of Farnborough is relatively large and extends for some miles from the airport.

All the major airports surrounding Farnborough (including Heathrow, Gatwick and Southampton Airports) are participating in the FASI South programme and proactively coordinating their ACPs with NERL to modernise the airspace and improve the vertical and lateral profiles of their routes. To integrate the outputs of these proposals, NERL will be required to make significant changes to the overall LTMA route network that will result in changes to the way arrivals are delivered to Farnborough and the way that the network receives Farnborough's departures.

The widescale airspace upgrades planned for the LTMA through the FASI South programme present an opportunity to potentially improve CCO/CDO performance for Farnborough operations, reduce the volume of Controlled Airspace, optimise the overall flow rates into Farnborough, appropriately manage the adverse effects of aircraft noise and to reduce CO2 emissions. To capitalise on the opportunity, Farnborough has decided to start a new ACP that is intended to align with the FASI South programme and help to deliver the airspace modernisation objectives. As a result, Farnborough believes it will be necessary for this proposal to be co-ordinated with the other constituent ACPs in the LTMA Cluster, as described in Masterplan Iteration 2.

- Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

#### **Instrument Flight Procedures**

- Does your proposal have the potential to include a change to and/or new IFPs?

As your request may include a change to and/or new instrument flight procedures, you are also required to submit a DAP1917 - Application for Approval of a PANS-OPS Designed Instrument Flight Procedure.

#### **Five-Letter Name Codes (5LNC)**

- Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

#### **CAP1616 Part 1c**

- Is the proposal being progressed against the requirements set out in CAP1616 Part 1c: Airspace Change Process for RNP Instrument Approach Procedures (IAPs) without an Approach Control Service?

**DVOR / DME / NDB Rationalisation - RNAV Substitution**

- Is the proposal being progressed against the requirements set out in CAP1616 Part 1c: VOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution?

**Secretary of State for Transport's priorities**

- Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety of national security matters?

**Additional Information**

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines)

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**SUBMISSION INSTRUCTIONS**

**Submission**

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

26 May 2022 11:33:11 AM

Application Submission Number:

DAP1916V2-403

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the **CAA's Airspace Change Portal** (<https://airspacechange.caa.co.uk/>). Please refer to CAP 1706: CAA Airspace Change Portal – Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Given the high number of new airspace change proposals (ACP), together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed PPR. For Permanent changes, to enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the **CAA website** (<https://airspacechange.caa.co.uk/>).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See **Commission Regulation (EU) No 73/2010** (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1399625053775&uri=CELEX:32010R0073>) (updated by 1029/2014) and **CAP 1054: Aeronautical Information Management** (<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and **CAP 1054: Aeronautical Information Management** (<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) guidance material for further information. These requirements will be discussed in greater details during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.