

Farnborough Airport

FASI-S ACP

ACP-2022-038

Assessment Meeting

4 November 2022

Agenda

- Introductions
- Statement of Need (discussion & review)
- Acceptance into the Masterplan
- Risks, Issues and Opportunities arising from the proposed change
- Provisional indication of the appropriate scaling and process requirements
- Timescales
- Next Steps
- AOB

Introductions

- CAA attendees
- Farnborough attendees

Statement of Need (discussion & review)

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.

Statement of Need (discussion & review)

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.

Statement of Need (discussion & review)

All the major airports surrounding Farnborough (including Heathrow, Gatwick and Southampton) 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, create the capacity for efficient growth, 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.

Acceptance into Masterplan

Farnborough Airport have been formally accepted as part of the masterplan and are aware of the requirement to include a Design Principle in Stage 1 of the CAP1616 process as follows:

Subject to the overriding design principle of maintaining a high standard of safety, the highest priority principle of this airspace change that cannot be discounted is that it accords with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.

Risks, Issues & Opportunities arising

Risks & Issues

- All other LTMA change sponsors in Stage 2 or Stage 3
- CAP1616 update expected Q2 2023
- Overlap with Post Implementation Review
 - The CAA PIR Report is expected in August 2023 ahead of any Stage 2 gateway for this ACP
 - Delay to the PIR could result in delay to our Stage 2 Gateway as FAL cannot present/describe a baseline which risks pre-determining the PIR report.
 - Farnborough Airport are aware that there could be findings of the PIR which may need to be addressed during the lifetime of this ACP

Opportunities

- Potential to capitalise on improved profiles from Heathrow and Gatwick:
 - It is beneficial to be behind Gatwick and Heathrow in this respect
 - Improved environmental performance for FAL traffic using the performance and capabilities of our operators where possible
 - Potential to reduce volume of CAS

Provisional indication of scaling

Farnborough considers this to be a Level 1 ACP.

Stage 1 Define Gateway

- Request Friday 28 April 2023 for DEFINE Gateway
- Submission of all material 4 weeks prior – Friday 31 March 2023

Subsequent Gateway dates will be proposed following liaison with ACOG, to take account of Masterplan considerations

Next Steps & AOB

Farnborough – Next Steps

- Draft Assessment Meeting Minutes
- Publish Assessment Meeting Material
- Begin Step 1B – Design Principle Stakeholder Engagement

CAA – Next Steps

- Review Assessment Meeting Minutes
- Confirm Stage 1 submission & Gateway date

AOB

Ahead of the Curve